



NSR Draw Schemes 2013

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DRAW SCHEMES

Championship Eights events (CH8+, CHG8+)

- 2 - 6 entries - Straight final.
- 7 - 10 entries - 2 heats, first 2 to final, rest to repechage, the first two of which to final.
- 11 - 12 entries - 2 heats, first 2 to final, last eliminated, remainder to repechage, first 2 of which to final.

Child-Beale Cup (1ST8+)

- 2 - 6 entries - Straight final.
- 7 - 8 entries - 2 heats, last eliminated rest to final
- 9 - 12 entries - 2 heats, first 3 to final
- 13 - 18 entries - 1750m time trial. The fastest 12 to 2 semi-finals, first 3 of which to final.
- 19 + entries - 1750m time trial. The fastest 18 to 3 semi-finals, first 2 of which to final.

All other events

- 2 - 6 entries - Straight final.
- 7 - 8 entries - 2 heats, last eliminated rest to final
- 9 - 12 entries - 2 heats, first 3 to final
- 13 - 24 entries - 1750m time trial (1000m on Friday). The fastest 12 to 2 semi-finals, first 3 of which to final.
- 25 + entries - 1750m time trial (1000m on Friday). The fastest 18 to 3 semi-finals, first 2 of which to final.

In heats where there are only, say, four crews racing for three places then the programme will read; "Last eliminated, remainder to Final" or whatever the next round may be.



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Time Trials

The results of the time trials will be used to determine the race order in the subsequent rounds as described below. Crews should also be aware that in the event that racing is suspended due to weather conditions and later rounds cannot be run, the results of the time trials may be used to award medals. Therefore, to avoid disappointment, we strongly advise crews to race their time trial as if it were the final.

The Draw for subsequent rounds

This is best described by an example - if we have 12 entries, we will have 2 races of 6 lanes in the first round. The first 3 crews from each race will go through to the final. The two winning crews will be RANDOMLY allocated to either lane 3 or 4. The two crews that came second will be randomly allocated to either lane 2 or 5 and the two crews that came third will be randomly allocated to either lane 1 or 6. This method achieves a CHEVRON racing pattern with the fastest crews in the middle and the slower crews on the outsides. However, if the weather conditions are such that lane 6 is strongly favoured, the race committee may decide to alter the racing pattern to ECHELON. In this case, winning crews will be allocated randomly to lanes 6 and 5, second placed crews to lanes 4 and 3 and third placed crews to lanes 2 and 1. Similarly, if lane 1 is favoured, the winning crews will be allocated to lane 1 and 2, etc... This change can happen at any time and would be announced from the raft marshal's office. Therefore, to avoid disappointment, we strongly advise crews and coaches not to 'tactically' try to come 3rd in their heats in order to get the lane they want - such action could back-fire.