

LDS Team Report

for NRC Executive Meeting 24th June 2019

No meetings of the team have taken place in the past 3 months. The next meeting is expected to take place towards the end of June/early July.

2019 Series Documentation

The series has made huge strides in the past few years regarding documentation. In 2019 we plan to continue improving things. Focus areas include:

- Consolidate maps, safety instructions etc. from previous years – general improvements.
- Officials briefing sheets & role descriptions – helping to ensure that each volunteer knows what they are responsible for.
- Standardised officials/volunteers duty/rota sheets – to ensure that things do not fall in the gaps between core team and host venue team for each competition.
- A set procedure for monitoring weather/water forecasts in the week leading up to each competition and procedures to follow in the event of cancellation – in 2018 it sometimes felt that there were two (or more) teams working independently monitoring things. The correct stakeholders need to be involved at the appropriate times.

Entries Process/Events Offered

Most of the LDS competitions have been over-subscribed often by a large amount. We need to consider:

- Should we limit the number of entries allowed per-club to give all clubs a chance to race?
- Should we prioritise certain boat classes. 4x hold more people but 1x is closer to the original structure of the series.
- Should LDS & SBH be separate competitions? Having them combined would allow us to ensure that everyone gets at least one race. Would need to consider how to share income etc. This is likely something to discuss for 2020 but it may be appropriate to consider an interim solution.

Whatever we do it has to be workable. 6 consecutive weeks of racing can be quite a logistical challenge – during some weeks 4 competitions can be needing entries attention at the same time.

Victor Ludorum

We have received a suggestion for taking the Victor Ludorum forward. Thanks to Eddie Bryant for the initial idea and for working through some of the practical issues involved. Briefly:

- Points for the Victor Ludorum will be based off of %age gold medal time for crew category/ age and boat type over the appropriate distance.

- Once converted to a %GMT all crews in the same VL category (senior, masters & junior ages) can then be ranked irregardless of boat type and status. That means that we have a way to compare all crews and eliminates the previous problems with one & two boat entries.
- We will still operate a “best 4 of 6” count towards VL. Again this will be done by individual competitors to make calculation easy when crews/competitors race in different combinations at the various races in the series.

Points to consider:

- How does the “best 4 of 6” change when competitions are cancelled? Maybe “4 of 5/6”, “3 of 4”, “2 of 2/3” and “1 of 1”.
- How are points allocated to account for different numbers of entries/capacities?
 - Do we way the first (say) 20 in each VL category gets points “20 to 1”? Means that a slower crew gets more points in the smaller races. Or means that only the very best get points in the bigger ones.
 - Do we give all finishers points? Penalises clubs entering slower competitors especially in the bigger events.
 - Do we scale points to a fixed range (say 1 - 20) based on number of finishers? That means the slowest always get 1 point and the fastest gets 20. It would mean that in bigger events more crews get 19 or 20 points.
- Do we cap the number of crews/competitors that count for VL against individual clubs? That way clubs with large entries are not automatically guaranteed to win and clubs with medium numbers of entries stand a chance.
- How do we weight points based on boat type when allocating to individual competitors? In the past we have treated a quad competitor as getting 25% of the boats points. This potentially makes a quad a disadvantage but equally if we awarded full points it would mean that a quad result would be worth 4 times a single result. Maybe single 100%, double 75% and quad 50% for each competitor. That makes a double 1 ½ of a single result and a quad twice the value of a single in terms of contribution to overall VL.
- Should we abandon the series VL and look at having overall series winners instead of having a VL for clubs. We could use similar rules to those above but it would simplify the need to weight points for boat types etc.

Whatever we decide we should keep it simple where possible.

2019 Preparation

Thinking about equipment needs for the series:

- We would like to replace the plastic empacher slot crew numbers with a new set. The old ones are getting very worn/aged. Rough cost is £1 per number including NRC branding from Stacys. Suggest a set 1 to 200 or maybe 2 sets to simplify the full day when co-inciding with a SBH.
- SSD for laptop to replace the slow “spinning rust” drive. Cost around £50.

- Maybe should consider replacing two of the timing tablets. Cost under £300.
- Other items: paper crew numbers, safety pins, printer paper, toner etc. just come under general running costs. Once again Durham Regatta has agreed to provide wrist bands for use as cox weight certificates.

2020 Dates

The regional calendar setting process for 2020-21 has started. Suggested dates are below. Tees and Durham are happy with their dates but the others need to confirm before the national roll-up begins.

Dates for 2019-20 as in BR calendar	
Sat 5 Oct 19	South Hylton LDS
Sat 12 Oct 19	Tees LDS & SBH
Sat 19 Oct 19	Tyne LDS & TU SBH
Sat 26 Oct 19	Berwick LDS
Sat 2 Nov 19	Wansbeck LDS & SBH
Sat 9 Nov 19	Durham LDS & SBH

Dates for 2020-21 draft as in email 06-04-19	
Sat 3 Oct 20	Tees LDS & SBH
Sat 10 Oct 20	Tyne LDS & TU SBH
Sat 17 Oct 20	Wansbeck LDS & SBH
Sat 24 Oct 20	South Hylton LDS
Sat 31 Oct 20	Berwick LDS
Sat 7 Nov 20	Durham LDS & SBH

Richard, Charly, Colin et al.