



LMRC Boat Allocation Policy

10/3/12

Context & Purpose:

Principles for boat allocations within LMRC revised upon consideration of member's feedback, ratified at special general meeting 7/5/11, and amended 10/3/12 for change of Club name.

The purpose is to define the privilege of allocation of boats, prioritising the support of LMRC crews. LMRC crews are entitled to a fair allocation of suitable boats in accordance with these principles; no crew or member has the right to exclusive use of any LMRC equipment.

LMRC members are to constructively support the spirit of these principles.

Access to boats for training will also be in accordance with LMRC boat booking practices.

Access to boats deemed specifically for racing is nominally two (2) weeks prior to the targeted regatta; extensions to this period are at the discretion of the Club Captain.

Principles:

1. The Club Captain will assign crews to boats within the physical constraints of the boat. For example, a heavier crew will have priority for higher-weight capacity boats, if considered unable to row lower-weight capacity boats without risking damage to such boats.
2. The Club Captain will assign boats according to the capability and level of competitiveness of the crew, including due care and maintenance of boats and equipment, and whether there is any envisaged risk of damage resulting from the allocation of a particular boat. Novice crews are required to carry a coxswain until deemed competent by the Club Captain.
3. Regularly training and racing crews have priority of boat allocation; where clashes occur between regularly training and racing crews suitable for the same boat craft, the Club Captain will endeavour to allocate boats equally between the crews.
4. LMRC crews have priority of boat allocations over composite crews subject to principle: 5.
5. For high-profile events, specifically targeted by LMRC (such as Championship races, etc.), any crew envisaged by the Club Captain to perform better than another will have priority of boat allocation – this will include consideration of the realistic, potential points for LMRC. Where crews are considered of equal potential, LMRC crews have priority over composite crews.

Issues arising from the application of these principles are to be firstly directed to the Club Captain. In recognition of the specific duties and priorities during regattas, additional flexibility may be required and LMRC members are requested to observe boat allocations – allocation issues are to be raised at a mutually convenient opportunity.

Where members consider allocations have been unfair, the issue may be elevated to the LMRC Committee for review and final decision, after which no further submissions will be accepted.

Definitions / Responsibilities:

LMRC:	Lake Macquarie Rowing Club Inc.
LMRC crews:	LMRC members as defined by the rules, and registered as LMRC competitors.
Composite Crew:	A crew with one or more crew-members registered under another rowing club. Composite crew members that are regularly training and/or racing using LMRC equipment are required to become members of LMRC so as to contribute to club costs, and to pay appropriate costs associated with competition.
Club Captain:	The Club Captain has the responsibility for boat allocations and the application of this document. The Club Captain may delegate this responsibility to the Vice-Captain but retains accountability – particularly for regatta allocations. In the absence of either, the LMRC Committee may appoint another committee (or LMRC) member to allocate boats.
LMRC Committee:	As defined by the LMRC rules, is accountable for the content and application of this document, and to refine and communicate changes as needed so as to meet ongoing requirements of LMRC.