

Hants and Dorset Amateur Rowing Association

HANTS AND DORSET ARA RULES FOR BOAT RACING.

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Introduction.

This revised document lays down Hants and Dorset ARA Rules for Boat Racing. It concentrates on those activities undertaken on the day of an event or event and should be read in conjunction with Hants and Dorset ARA Regatta Rules.

Title.

These Rules are established by the Hants and Dorset Amateur Rowing Association (Hants and Dorset ARA or The Association) and shall be known as the Hants and Dorset ARA Rules of Boat Racing.

Purpose.

The purpose of these Rules is to provide a basis for safe, fair and equal racing whilst adhering to the requirements of British Rowing's Row Safe Document and British Rowing's Safeguarding and Protecting Children Policy.

Interpretation.

Wherever possible these rules should be interpreted consistently with each other. In general provisions regarding safety shall take precedence over any other provision. Wherever the context so admits in these rules, all wording denoting the masculine gender shall be deemed to include the feminine.

Scope

These Rules shall be observed by all events, clubs and competitors taking part in any event affiliated to the Association.

Situations not covered.

In situations not covered by these rules key race officials are empowered to make decisions and give such instructions as necessary to carry out their responsibilities to affect the purpose as described above. Such situations shall be reported to the Association Executive or Umpires Committee on the event debrief or individual official's report within five days.

Part A. RULES FOR BOAT RACING

1.0 THE COURSE.

1.1. The length of all regatta courses, proposed regatta courses or proposed amendments to regatta courses shall have been considered by the H&D Executive Committee and put forward to the H&D Council meeting for agreement prior to being awarded an H&D event permit or by the H&D Executive Committee or an Emergency Committee on the day.

1.2. The Event committee shall publish full particulars of the course in their programme, and it is a recommendation to them wherever possible that not more than 8 crews race abreast.

1.3. Any objection or protest against the fairness of the course shall be made before the race is started and shall be dealt with by the Event Committee.

2.0. THE START LINE.

2.1. The starting line should be marked by two posts ashore clearly visible to the crews.

2.2. If the posts are to be used by the Starters as the sighters for the start line, they must be placed so that the Starters can easily align both posts.

Recommendations for the start line marker posts for the crews.

2.2. The posts are to be a minimum of 5cm thickness/diameter and to be topped with two solid triangles with edges a minimum of 35cm in length.

2.3. The height of the posts should be such that the triangle on the seaward post must be lower than the triangle on the landward post and the height of the landward post should be such that its triangle is higher than the seaward post triangle so that both triangles can be seen as separate triangles by crews on the start line.

2.3. The seaward triangle should be affixed with its apex pointing upwards and the landward triangle should be fixed so that its apex points downwards so that when viewed from the water the two can be aligned.

2.4. The triangles are to be painted fluorescent orange in colour.

2.5. The posts should be painted or marked in a manner that makes them distinct from any background.

2.6. These start line marker posts may be in addition to any sight markers provided for the Starters to indicate the start line but if the Starters are using the same posts, then the height of the posts and triangles should be such that the triangles do not obscure the Starters view of the start line.

3.0 WARMING UP AND COOLING DOWN.

3.1. Warming up and cooling down on the racing course is not permitted except up to 30 minutes prior to the scheduled start of the event.

4.0. REQUEST FOR BOAT, COXSWAIN OR CREW PERSONNEL CHANGE BETWEEN CONSECUTIVE RACES.

4.1. A Club wishing to make a boat, coxswain or personnel change between consecutive races shall make a request to Regatta Control who shall relay the request to the Starters for permission.

4.2. The Starters may not grant the request if they feel it will be detrimental to the running of the Regatta, other competing Clubs and crews or the health and safety of other crews.

4.3. If the Starters give permission for a request made under Rule 3.1. then the Club making the request shall have 5 minutes from the end of the previous race to be afloat and under Starters orders for their race.

4.4. (Recommendation) Clubs should organise themselves so that requests to the Starters under Rule 3.1. are kept to an absolute minimum.

5.0 PROCEEDING TO THE START.

5.1. Crews proceeding to the start shall keep clear of the racing course and give way to racing crews which may have deviated from their racing lanes.

6.0 THE START.

6.1. Each crew is responsible for being at the start and ready to race at the scheduled time of the race or as directed by any boat marshal or race official.

6.2. Each boat must race in the position they are drawn. Any boat taking up a position other than as advertised in the programme or direction by the starter or umpire shall be liable to be disqualified.

6.3 The starter shall announce the race and *may* call over competing crews and lane numbers where clarification is needed.

6.4. The starter shall raise a red flag to notify crews to come under starters orders and any boat not at the start at the signal being given shall be liable to be disqualified or the race started in its absence.

6.5. When the starter is ready, he shall lower the red flag and replace it by raising a yellow flag measuring at least 2' x 2' and the race shall be started by the dropping of the yellow flag which may be accompanied by a verbal "Go" the "Go" to coincide with the dropping of the flag which is the overriding signal.

6.6. Any boat failing to obey an instruction to get back behind the starting line from the starter or umpire or starting over the line or starting to row before the dropping of the yellow flag shall be liable to disqualification.

6.7. The starter shall have control of the start with the power to disqualify and if he considers the start false he shall at once recall the boats to their stations and any boat refusing to start again shall be liable to disqualification.

6.8. Once the race has started to the satisfaction of the starter the control of the race shall pass to the umpire or umpires.

6.9. If after the yellow flag has been raised the line shall become unsatisfactory or an obstruction shall appear on the course the red flag will be re-hoisted and the yellow lowered to indicate that the start is delayed, and crews must obey any instructions given by the starter or umpire or may be liable to disqualification.

6.10. The raising of an arm by a crew member or coxswain on the start is an indication to the starter that the crew considers it is not ready to start for some reason but the decision when to start rests entirely with the starter.

7.0 RACING COURSE.

7.1. Each boat shall keep its' own water throughout the race. A boats own water is its due course parallel with the course of other competing boats from its station at the start to the finish to enable it to reach the finish line in the shortest possible time but, providing it allows at least one length of clear water, may cross the path of another competitor to enable it to reach the winning post in the shortest possible time but any boat failing to keep its own water does so at its own risk in the event of a foul or interference occurring.

7.2. It shall be considered a foul when after a race has started any competitor by his oar, boat, scull or person comes into contact with the oar, boat, scull or person of another competitor unless in the opinion of the Umpire it does not influence the result of a race.

7.3. The Umpire may caution any competitors when he considers there is a possibility of a foul occurring and may give warnings of any obstructions on the course, but the Umpire shall not otherwise during the race direct the course of a competitor.

7.4. The umpire shall have power to disqualify a boat committing a foul or otherwise deliberately interfering with the proper course of other competitors and he shall be the sole judge of a boat's proper course during the race.

7.5. Every boat shall abide by its accidents but if during a race a boat shall be fouled or interfered with or the course otherwise obstructed, the umpire shall have the power to:

(a) disqualify the offending crew and allow the race to continue.

(b) stop the race and order the crews other than any he disqualifies to return to the start to re-row at a time determined by the event committee.

(c) If he is unable to reach an immediate decision allow the race to continue and consider any representations made to him at its end when he may exercise his power to disqualify and order a re-row, but he should always reach his decision as quickly as possible and avoid deferring his decision where possible.

(d) award any crew judged to have been impeded a place in the following round of the event subject to there being a suitable vacancy.

8.0 TURNING BUOYS.

8.1. All buoys or marks shall be turned on the starboard side and shall be of a type approved by the Executive Committee.

8.2. They shall be set evenly spaced not less than 60ft. apart and it is the responsibility of the event committee to ensure that they remain in a proper line throughout the event and that sufficient buoys are provided to provide one buoy for each crew in each race.

8.3. If the umpire is not satisfied with the position of the buoys, he shall have power to suspend racing until they have been rectified, or before the start or in the case of a row off or re-row he can direct crews which individual buoys they must take, any crew disobeying his instructions shall be liable to disqualification.

8.4. Umpires may disqualify without protest any boat turning a wrong buoy or otherwise infringing the Rules and a turn means that the whole boat should be seen to have turned round the turning buoy.

9.0 COMPLETING THE COURSE.

9.1. The whole course must be completed by a competitor before they can be held to have won a heat or final unless prevented by damage resulting from a foul when the umpire shall have discretion to deem them to have completed the course.

9.2. Boats shall have completed the course when the bow reaches the finishing line.

9.3. Crews may also be deemed to have completed the course during heats, at the discretion of the officials, if the format of the race is such that all crews competing will qualify for the final.

9.4. If a competitor other than a coxswain falls out of a boat the crew may still be placed but if the coxswain leaves the boat the crew shall be deemed not to have completed the course.

10.0 DEAD HEATS.

10.1. A dead heat for first place in a final shall be decided by a re-row between the dead heat crews on the same day over the same course at a time to be laid down by the event committee and any competitor or crew refusing to re-row shall be adjudged to have lost the re-row.

10.2. Providing the event committee and the dead heat crews agree, the row-off can be deferred to take place on another date over a different course, but again any competitor or crew refusing or failing to re-row shall be adjudged to have lost the race.

10.3. If the dead heat crews fail to agree on the re-row date or course the re-row must take place on the same day over the same course, and if both crews decline to re-row the prize shall be shared but the point shall be forfeited.

11.0 NON-APPEARANCE IN FINALS.

11.1. Crews reaching the final of an event and then failing to appear without adequate explanation may be disqualified from the following Event.

12.0 COACHING or EXTRANEIOUS ASSISTANCE DURING A RACE.

11.1. During the race crews must not be paced by other boats or receive any outside instructions other than by the umpire under rule 5.3 and any crew receiving any extraneous assistance may be disqualified. Extraneous assistance shall include help given to the crew once the race has started to empty out or re-launch their boat or replace equipment other than handing over spares or tools to carry out any repairs.

13.0 RACE OFFICIALS

13.1. It is the primary duty of every race official to care for the safety of competitors, officials, other water users and the public at large.

13.2. Subject to the paragraph above Umpires shall use their best endeavours to ensure that all crews have a fair and equal opportunity of winning.

14.0 UMPIRES.

14.1. The jurisdiction of the umpire shall extend over the whole race from start to finish and his decision shall not be overruled but he may reconsider his decision following representations being made but once he has announced his decision on such representations it is absolutely final and without further appeal.

14.2. He may if he thinks proper reserve his decision providing in every case such decision is given as quickly as possible and before the presentation of prizes on event day, and no decision can be challenged after prize giving.

14.3. If the umpire has disqualified a crew or is otherwise dissatisfied with the proper conduct of a race he shall hoist a red flag at the end of the race in which case the judges shall make no announcement of the result until the decision of the umpires has been notified to them. An umpire will only hoist a red flag during the race if he wishes to stop the race.

15.0 JUDGES.

15.1. The judges shall decide the order the boats cross the finishing line, and such decision shall be final and without appeal but they may reserve or reconsider their opinion in the same manner as umpires.

16.0 DISQUALIFIED CREWS.

16.1. Any Crew disqualified by the starter or umpire shall immediately leave the course and deliberate failure to do so shall be a disciplinary offence reportable to the Association.

17.0 PROTESTS.

17.1. A crew wishing to protest regarding an incident during the course of the race shall notify the umpire immediately at the conclusion of the race before going ashore or if this is not possible the stroke accompanied by the club captain or other senior official of the club concerned shall immediately notify the judge who shall communicate the same to the umpire for his decision.

17.2. Any protest made by a race competitor and accompanied by abusive language or other improper conduct will be rejected without consideration, the names of individuals and crews responsible will be reported to the H & D Executive Officers who will automatically impose a fine of £10 on the Club they represent without appeal. The Executive committee shall also have the power to exclude crews from racing in future Events.

17.3. Any other protest shall be considered by the judges who may refer it to the umpires and/or event committee or emergency committee as appropriate who may make decisions but only subject to Rules 7 and 8 that the decisions of the umpires and judges are final and cannot be overruled.

17.4. Any dispute not satisfactorily resolved may be referred to a meeting of the Executive Committee of the Association who cannot interfere with the result of the race yet who may withhold Championship points.

18.0 DISCIPLINARY MEASURES.

17.1. The Executive Committee shall automatically impose a fine of £10 on a Club if it is reported to the Executive Officers that a registered member of that Club, or a known supporter of that Club has:

(a) Continued to use abusive language or threatening behaviour whilst addressing a racing official carrying out his/her official duties at a Event after being warned that his/her conduct is unacceptable.

(b) Physically or verbally abused or threatened another competitor, event helper or member of the public.

(c) Conducted themselves in a way considered to be unsportsmanlike or bringing the good name of our sport into disrepute.

19.0 COXSWAINS.

19.1. Coxswains must wear lifejackets of approved type (current BS standard) and the manual inflation toggle if fitted must be visible during the course of a race.

19.2. Coxswains must be able to swim, and clubs shall be responsible for ensuring that they can perform their duties adequately and with safety.

19.3. Coxswains must be members of a Hants & Dorset Club.

20.0 LENGTH OF BOATS.

20.1. Boats competing in races in which championship points are awarded shall be restricted to 30ft. for fours and 22ft. 6ins. for pairs and sculls excluding any rudder.

21.0 BOAT NUMBERING.

21.1. Numbers not less than 6ins. in size on a 7in. x 7in. background shall be worn on the bows of all competing boats. The numbers to be fluorescent Yellow on a black background.

21.2. Any crew starting without identification numbers shall be disqualified.

22.0 NOTIFICATION OF WINNING CREWS.

22.1. Event secretaries shall forward to the Association a full list of racing results of all open events and a marked copy of the programme incorporating any name and other changes shall be sufficient for this purpose. The names of the winning crew plus the name of the Clubs who finish in the first three places in each event are required. For sculling events the names of the first three scullers to finish plus their clubs are required.

23.0. BOAT AND EQUIPMENT CHECK.

23.1. It is the responsibility of crews to ensure that their boats are safe and prepared to the standards required by the British Rowing Guide to Safe Practice in Rowing and are suitable for the crew and conditions in which they are to be used. Particular attention should be paid to:

- bow-balls, if applicable
- heel restraints – which must be secured separately so that the lowest point of the heel must not rise above the lowest fixed point of the shoe. Likewise, the foot release from any other type of fitment the heel must release without intervention from the athlete or rescuer.
- condition and general maintenance of the boat and integrity of buoyancy compartments.
- condition and efficiency of self bailers, where fitted.
- all boats to comply with British Rowing Rules for Racing requirements for boat identification.
- Life Jackets – see Coxswains Rule 18.1.

24.0. DRESS

24.1. Competitors must race in their registered colours with oars painted accordingly.

24.2. Crews representing a single club shall wear uniform racing strip. This rule shall apply to the outermost garment worn above the waist. Members of the crew may wear garments under their racing vests provided they are WHITE, and the garment may have a stripe or stripes of any colour on the sleeve – but the garment must not reduce the ability of the Racing Officials to determine the Club involved.”

24.3. In composite crews each competitor shall wear the racing strip of the club they represent.

Part B. ADDITIONAL RULES FOR PROCESSIONAL RACES.

This section shall apply to all events that are conducted as processional races against the clock (head races)

1.0 SUITABLE COURSES

1.1. Processional races shall only be conducted on courses that are wide enough for participating crews to navigate safely, for an overtaking crew to pass another crew safely over the majority of the course and for other water users and nonparticipating crews to travel the length of the course without impeding crews involved in the race.

1.2. The starting area shall have ample room above the start line and be clear of locks and weirs, so that all crews in an event or division to an event can be marshalled safely and turn without interfering with the start or other water users.

1.3. The area below the finish line shall have ample room and be clear from all locks and weirs to allow crews that have finished to clear the finish area without interfering with the course or other water users.

1.4. The Safety Advisor shall ensure that the event has the capability of recognising when and where accidents have happened and of recovering distressed competitors quickly and providing timely medical attention.

2.0 COURSE MARKINGS.

2.1. Hazardous areas such as shallows, underwater obstructions, narrows, side channels, weirs and areas where other water traffic crosses the course shall be conspicuously marked and identified in the competitor's instructions.

2.2. The start shall be conspicuously marked and, if necessary, buoys set to assist with turning and to guide crews to the start.

2.3. The finish line shall be conspicuously marked.

3.0 OFFICIALS.

3.1. Officials shall be appointed as for other Hants and Dorset events and shall include the following: Chief Marshal, Starter, Start Marshal, Chief Timekeeper, Chief Umpire, Race Monitors

3.2. Bearing in mind the need as in 1.4 to monitor the course for accidents prior to, during and after the race the appointment of race monitors is particularly important. Between them they should be able to cover the entirety of the course and should provide warning/cover for bends, narrow passages and known hazards. If local rules require a particular course to be taken for safety reasons, this should be monitored. Race monitors should:

- Note any violations to the rules and report them to the Chief Umpire for appropriate penalties.
- Warn/give instructions to crews to avoid incidents and accidents.
- Stop a crew if necessary for safety reasons.
- be equipped with megaphone, radio etc to pass on warnings and summon rescue, first aid, etc.

4.0 QUALIFICATION OF OFFICIALS.

4.1. The Chief Umpire shall be a Hants and Dorset Umpire.

5.0 SAFETY BOATS.

5.1. The Safety Advisor and Chief Umpire shall agree the number and location of Safety Boats for each event and the Safety Advisor shall ensure their availability for the duration of

the event, which may include returning to clubs along the racecourse after completion of a race or division of a race.

6.0 THE START (HEAD RACES).

6.1. Each crew shall be allocated a number, which shall be prominently displayed throughout the race as instructed by the Race Rules. In coxed boats the number shall also be worn on the back of the coxswain.

6.2. Bearing in mind that most head races take place in autumn or spring months local rules should be in place to minimise the time competitors have to wait at the start prior to racing (see local rules below)

6.3. The Start Marshal shall present crews, in number order, in procession, starting each crew with the words 'number XYX, Go' allowing for a 10 second gap between each crew. Crews will then proceed to the Timing Line bringing their boats to race pace as they cross the Timing Line.

6.4. The Chief Timekeeper shall call out the race number of each crew as it approached the Timing Line and will call out 'NOW' as the crew crosses the Timing Line. Their start time will simultaneously be recorded by the Timekeepers.

6.5. The Timekeeper shall record the time at which each crew passes the start line and note any crews missing from the starting order.

6.6. Should crews present themselves to the start out of order the starter may take them in the order in which they come.

7.0 THE FINISH.

7.1 The Timekeeper shall record the time of finish as each crew passes the finish line and note any missing crews from the finishing order.

7.2. The start and finish timekeepers should as a minimum, reconcile starters and finishers at the end of each section or division of the race and communicate with Race Monitors to identify and investigate any missing crews.

7.3. Race Marshals shall be posted at the finish to prevent accidents within the finish area either between crews or contact with hazards such as bridges or piers.

8.0 LOCAL EVENT RULES.

8.1. The Chairman of the Race Committee in conjunction with the Safety Advisor, Chief Umpire and Chief Marshal shall prepare and publish a set of local event rules to supplement the Rules of Racing in the light of experience with the course, the volume and competence of competitors. Local rules may include:

- requirements for boating by a due time, penalties for not boating on time and lateness of arrival at the start.
- spot checks on safety aspects of equipment prior to boating.
- on what parts of the course, for safety reasons, must a prescribed line be taken and parts of the course, if any, where overtaking is banned.

- any rule required on which side overtaking shall take place and how crews being overtaken should give way.
- determination of penalties for breach of local rules.

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