

RACE RULES

Overtaking:

When overtaking make sure that it is clear ahead and look out for other boats. Make sure that the boat you want to pass has adequate room and if not shout and tell them that you wish to pass. When moving out to overtake, make sure that you do not overlap oars.

Approaching the turn:

The 'right of way' rules apply.

The lead boat has right of way if clear water exists between the boats at a distance of three boat lengths from the turn, if this is the case, the lead boat can then choose its course.

If there is no clear water between the boats at a distance of three boat lengths from the turn then the inside boat has right of way and the leading boat must effect a wider turn to allow enough water for the inside boat.

Coxes should be aware of the problems and establish right of way before the turn is affected – this should be done by informing teams around you.

Once a boat starts to turn the forward momentum of the boat decreases. This allows chasing boats to close the distance and collisions are likely to take place. Coxes should be aware of this and endeavour to pass on the outside of turning boats so as not to impede their progress.

However, cutting inside a slow, wide turning boat is a very effective strategy and can gain valuable distance. If coxes attempt to employ this tactic they must be sure that there is enough space and that they do not interfere with other boats. It is a risky manoeuvre and will lead to loss of race points if other boats are impeded

Safety:

All Clubs should adhere to the safety guidelines set out by the WSRA.

Junior crews should be suitably dressed and this should be interpreted as wearing a suitable, approved lifejacket providing at least 150 newtons of buoyancy. All junior teams must wear lifejackets, any team NOT wearing lifejackets will be stopped from competing.

The host club shall be responsible for the provision of safety cover during a scheduled event

The host club must nominate a qualified safety officer to be responsible for safety

(Minimum POWERBOAT LEVEL 2 qualification or equivalent)

Before any racing can commence, the nominated safety officer must complete the water safety audit form

A minimum of three motorized boats to be on the water to supervise & provide safety cover at any one time, with a ratio of 1 safety boat to 4 rowing boats, as a minimum requirement, (Each safety boat is to be coxed by a qualified person. (Minimum RYA Powerboat II qualification or equivalent)

Competing longboats are to be of a high standard of sea worthiness, fully maintained, with particular emphasis on stretchers, foot restraints, gates, bilge pump, bailers, bung and oar collars.

Scrutineers and Referee:

The host club shall nominate 2 race scrutineers and an overall race organizer (Referee)

The League shall provide one nominated official .These four names are to be publicized on the day and it shall be their responsibility to ensure that the races are run in as safe and as fair a manner as possible and in full compliance with League rules.

The race shall not proceed unless all officials are satisfied with the format and rule application.

Venue:

The host club shall select the date and times for team registration and races (compatible with the tide, if necessary). The date is to be ratified by the League committee. A contact telephone number must be provided, for up to date race information. Cancellation of an event (e.g. rough sea conditions), should be made no later than two and a half hours prior to registration time.

In the event of a race being postponed, the host club may choose from one of the allocated spare dates. Rescheduled races on these dates will still be classed as a League event

Coxes briefing & safety information:

The host club must provide information to all crews and race officials regarding safety boats, first aid, points of danger and emergency telephone.

There must be a briefing of coxes, before racing commences, which will include details of start and finish lines, race course, marker buoys, hazards, safety cover, , lead boat, officials, first aid, etc.

Start Lines:

The start line shall be positioned in such a way as to make the course to the first buoy turn (recommended to be at least 1 mile from start line) as fair as possible for all boats. The middle boat on the start, will be directly in line with, and central to, the first turn buoy (where possible).

Start of Races:

Once the starter has been notified by the race scrutineer that all the teams entered are on the water, a hooter or equivalent shall be sounded approx. five minutes prior to the start of the race.

The starter shall raise a **RED** flag to set the line. The race will commence as soon as the starter is satisfied that there is a fair line, the start signal being **the lowering of the flag**. Any boat crossing the start line before the start signal will be warned once, and if the action is repeated, could be disqualified. Should a crew not be ready to start the coxswain can inform the starter by raising a hand. Should a race need to be restarted, the-starter will wave the flag vigorously or sound a hooter. All teams must return to the start line.

Lead boat:

One of the safety boats may act as a lead boat for races. They will carry a **GREEN** flag, which will be lowered if they are unable to continue leading the race.

Lead boats must not impede the progress of any boat by creating a disruptive wash and should navigate in a straight line to each turn buoy and finish line.

The set course, as explained at the coxes briefing, takes precedence, over the lead boat's course, should they differ.

If the lead boat decides to alter the course whilst out at sea for safety reasons A **YELLOW** flag will be raised and the competitors must follow the lead boat onto the new course.

If the lead boat decides to end the race whilst out at sea for safety reasons A **RED** flag will be raised. In this instance the competitors must stop racing and follow the lead boat back to safety in an orderly manner.

Right of way – this should be decided prior to a turn. A boat leading by CLEAR water at a distance of 3 lengths from the turn has the right of way. If no clear water exists between the boats at this point then the INSIDE boat has the right of way.

Unsportsmanlike behaviour:

Any act considered by an official to be unsportsmanlike, such as “weaving” in front of other boats, tampering with marker buoys or a deliberate collision, will be deemed an illegal act and **may** lead to disqualification.

A series of penalties will exist ranging from the deduction of a small number of points to full disqualification depending on the severity of the offence. The decision will be made by the Scrutineers and the race referee after talking to the parties involved.

For example:

Weaving and impeding an overtaking boat - 1 point

Cutting in on Buoy turns – 5 points

Collision – 10 points

Pushing the start line – 10 points or disqualification

Repeated offenses – disqualification

Appeals & Objections:

Objections should be verbally addressed to the Race Referee. This will be followed by a meeting, if necessary, with the remaining race officials. Officials may interview any parties involved in the race, to help provide a judgement.

Competitors who disagree with the judgement will have the right to appeal. The appeal is to be ratified by all members of the executive committee who are present at the event, prior to the next league race.