

# Scottish Coastal Rowing Association Rules of Racing

## 1. Guiding Principles

1.1 Racing in events held under the rules of the Scottish Coastal Rowing Association is to be fair, safe, and enjoyable for all.

1.2 All participants are to show respect for each other and for officials at all times.

1.3 All participants should enjoy the spirit of the rules and strive not to test their letter.

## 2. Boats and Equipment

2.1 Boats taking part in races shall comply with the class rules for their class, as approved or adopted by the SCRA.

2.2 Crews shall not attempt to race in a boat which is not sound and fit for its purpose.

2.3 In addition to any requirements in their class rules, whenever on the water on a race day all racing craft shall carry the following equipment:

(a) A waterproofed means of communicating with the shore (preferably a working hand held VHF radio, which failing a mobile phone with list of essential numbers for the event).

(b) At least two means of efficiently bailing the boat.

(c) *Personal Flotation Devices for each crew member. These must be worn by all crew members at all times.*

(d) A length of rope of at least 14mm diameter and at least 8 meters in length, securely attached to a strong point in the bow of the boat and capable of being used to tow boat with crew.

(e) An Anchor, together with a suitable chain and line of minimum 30 metres, giving a combined minimum weight of anchor, chain and line of 7kg, all as suitable for use in the conditions and area of use.

(f) In addition it is recommended that boats carry a throwing rope; flares; space blanket for hypothermia, first aid kit, smoke signals, and spare woolly hat.

2.4 No commercial advertisement or company logo shall be exhibited on the hull of a boat.

## 3. Insurance

3.1 All boats and crews taking part in events must be covered as a minimum by suitable third party insurance.

3.2 All event organisers must have suitable public liability insurance to cover the

activities that they are organising.

## **4. Coxswain**

4.1 The role of coxswain is essential for the safety of their own crew and other participants. Their role must be taken seriously and respected. On the water they are steersman and skipper of their boat. Their crew must obey orders of the coxswain, and the coxswain is the main communicator with other crews and with officials.

4.2 All coxswains shall be at least 16 years of age.

4.3 Coxswains do not require to comply with age and gender categories in the race. e.g. A female over 40 crew can have a 16 year old male coxswain.

4.4 Coxswain weight must be at least 9 stone in minimal sports clothing. It is the coxswain's responsibility to carry extra weight at their seat at all times when racing to make themselves up to this weight if necessary.

4.5 Coxswains must not contribute to forward movement of the boat by pushing on the stroke oar.

## **5. Rowers**

5.1 Boats must finish races with the same complement of crew as they start.

5.2 Rowers in St Ayles skiffs shall use one oar each, and the craft shall be steered by a coxswain. Specific rules will be issued for other classes as they develop.

5.3 Crew members must not be secured to the craft by any part of their body (unless as a necessary and reasonable adaptation to allow a rower with disabilities to participate). If foot restraints are used, they should be easy to slip the foot out of without using hands.

5.4 Age categories refer to age of each individual rower in the boat on the first day of the regatta .eg in an over 40 crew, all the rowers must have passed their 40<sup>th</sup> birthday on the day the regatta starts.

## **6. Officials**

6.1 All participants must respect and honour the officials, who are essential for safe and fair competition. Any crew not following the instruction of an umpire will be subject to disqualification.

6.2 Event organisers will appoint a referee, who will also take on the role of chief

umpire. One umpire will be identified to act as starter. An umpire shall be identified to judge the finish. The referee will act as class measurer for the event, or may personally delegate that task to another suitable individual.

6.3 The referee must consider whether conditions are safe for racing. He may take local advice, and consult with crews, but has the ultimate decision as to whether racing can commence or continue.

## **7. Start**

7.1 Start and finish lines to be at 90 degrees to the course of the race.

7.2 Start line will be between two markers. Where practical, fixed points on land should be used with buoys on the water to mark the start and finish gates.

7.3 Boats must assemble on the line in their drawn positions and adjust their positions as directed by the starter. *Note:* The coxswain, not the bow of the boat, should be in alignment with the start markers.

7.4 If a crew is warned to move astern twice at the start line and fails to comply they may be disqualified from that race.

7.4.1 If a boat is asked to come up to the line and fails to comply the starter will use his/her discretion to start the race regardless.

7.4.2 The starter's flag will be raised when crews are under starters orders. The flag may be accompanied by the command "Crews ready". This is a command, not a question! The race starts when the starter sounds a horn or gives the command "row", dropping his flag at the same time.

7.4.3 In the event of a recall the starter will sound the horn two or more blasts and raise a red flag.

7.4.4 The starter may use his/her discretion to disqualify any boat at the start line which is deemed to be trying to gain an unfair advantage.

## **8. Course**

8.1 All turning buoys must be left to starboard, unless specifically stated otherwise in race instructions.

8.2 Any boat that deliberately or carelessly impedes another's progress by changing course may be disqualified.

8.3 Overtaking boats must keep clear of the boat being overtaken. The overtaking crew must ensure that their oars do not overlap with the oars of the boat being overtaken. This also applies to boats attempting to obtain an overlap on the inside in the approach to a turn. The overtaking

manoeuvre is not complete until the overtaking boat has a full boat length clear water on the boat being overtaken.

8.4.1 In races where more than one boat is using the same turning buoy the following international rule is adopted for rounding of a turning mark

A zone measured as 3 boat lengths (of the boat involved) before a course turning marker and 2 boat lengths after the turning marker shall be the "Turning Zone" (Where boats of different lengths are approaching or are in the Turning Zone "boat length" shall mean the length of the longer boat involved). When two boats are within the Turning Zone, and the bow of one boat is ahead of the coxswain of the other boat (or of the rower seated nearest the stern in the case of coxless boats), the outside boat must give way during the turn. The outside boat is the one that is on the outside of the turn. A boat which does not give way or which interferes in any other way with another boat when passing a buoy or marker may be penalised by the Umpire.

8.4.2 Following boats on the outside of the turn may continue to overtake. If a leading boat takes a wide turn the following boat may turn inside the leader but the onus remains on the following boat to avoid contact.

8.4.3 An umpire may give orders or a decision as to which boat has priority from three lengths. That decision is final, not subject to appeal and must be observed immediately and for the whole time that the boats subject to the decision remain in the turning zone.

8.5 In races where there is no turn, or each boat has their own turning buoy, crews should remain in their drawn lanes throughout the race.

8.6 At turns the whole hull and rudder must round the turning mark.

## **9. Finish**

9.1 The winner will be the first boat whose bows cross the finish line.

## **10. Support Vessels**

10.1 Organisers shall provide sufficient numbers of suitable vessels to provide safety cover for the event. As a minimum there must be one safety launch and one umpires launch.