

Harkers Yard Gig - Rules of Racing

Rules correct as of 25th April 2018

Guiding Principles

- All clubs to follow "Harkers Yard Gig Rules"
- Racing in events held under the rules of HYG is to be fair, safe and enjoyable for all.
- All participants are to show respect for each other and for race officials at all times
- All participants should enjoy the spirit of the rules and not strive to test the letter.
- Briefings - only coxwains who are racing are to attend the briefing meeting.
- **Launching - Each club is responsible for the launching of their own boat, the hosting club is there to provide assistance only.**

1. Safety

1.1 Safe handling of the boat is of the utmost importance at all times .All competing boats will obey the Rules for the Prevention of Collision at Sea as priority ,and as (human)powered vessels, are reminded of the responsibility to give way to sailing vessels

1.2 Coxwains should always endeavour to avoid collisions. They should anticipate situations, take avoiding action and instruct their crew to stop rowing/hold water if necessary.

1.3 In the event of an accident, it is the duty of the race officials and any competitors to abandon the race and provide all possible assistance.

1.4 In the event of some unforeseen circumstance, the race officials have the right to order the abandonment of the race .All boats must then follow the race official's instructions.

1.5 The boat`s crew must be aware of the weather forecast; it is the boats crew`s decision whether or not to start the race, and having started, when they should retire if necessary.

1.6 In the event of an obstruction all crews / coxwains must act in a safe manner to allow the passage of all competing boats.

1.7 When hosting a round adequate safety boats to be provided with first aid kit on board (1 to be stationed at each turning point with 2 competent crew on board).

1.8 A radio check will be made to each boat competing to confirm communications are in place.

1.9 Random checks will be made to confirm that each boat has sufficient lifejackets for each member on board. Non compliance will result in disqualification.

2. Boats and equipment

2.1 Boats taking part in all races shall comply with the Harker`s Yard Gig class rules

2.2 Crews shall not race in a boat which is not sound and suitable 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 must be maintained to a high standard of seaworthiness.

Boats are required to carry the following equipment:

- VHF Radio in a waterproof carrier and a fully charged mobile phone with a list of the essential numbers for the event. .
- A means of effectively bailing the boat
- A bow line which is made fast suitably for towing the boat with a full crew on board.
- Spare thole pins
- Enough lifejackets for all crew members. If a crew member is under 16 years of age they must wear a life jacket/buoyancy aid if they cannot swim 50m.
- **A bow fender, which must be fitted and in use at all times.**

Boats are advised to carry

- A first aid kit including thermal protective aids for all crew
- Inshore flare pack (e.g. smoke signal and hand flares)

3. Insurance

3.1 All boats and crews taking part in events must be covered by third party insurance and public liability insurance, with racing cover.

4. Coxwain

4.1 All coxwains must wear a lifejacket and be competent.

4.2 All coxwains must be over 16 years of age .The role of coxwain 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 the steersman and skipper of the boat. Their crew must obey the orders of the coxwain and the coxwain is the main communicator with other crews and officials. Clubs and boat owners must ensure that their coxwain is adequately trained, confident and able to fill the role satisfactorily.

4.2 Coxes must not contribute to the forward movement of the boat by pulling or pushing on an oar.

4.3 Once a boat starts to turn, the forward motion 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. Cutting inside is not a safe practice, if coxes attempt to employ this tactic they must ensure that there is enough space and that they do not interfere with other boats. It is a risky manoeuvre and will lead to disqualification if other boats are impeded.

5. Rowers

5.1 Boats must finish races with the same complement of crew as they start unless due to injury.

5.2 Crew members must not be secured to the boat by any part of their boat (unless as a necessary and reasonable adaption to allow a rower with disabilities to participate). The only exception to this rule being foot restraints, which if used must be easy to slip out of without using hands. **If foot restraints are used by any participating gigs, the club that is hosting the race shall take no responsibility for any incidents arising due to their use. Any rowers that use foot restraints (and their club) will be responsible for their own safety.**

5.3 Mixed crews are to consist of 2 female and 2 male rowers. The coxwains of mens, ladies and mixed crew may be male or female.

5.4 Boat`s crews may be made up including members of another club but this must be declared to the race organisers.

6. Officials

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

6.2 It is suggested that Race Officials may consist of the race organising committee, starter, Timer, safety boat cox(es). Any protests on race day will be lodged with race officials /officer of the day. In the event that they are unable to resolve the protest, it will be passed over to the protest committee to resolve.

6.3 At each round of the Winter Series 2 independent timekeepers from 2 different clubs will assistant the hosting club with timekeeping. A rota will be put out with the series dates with where each club will assist. Timekeepers must make sure they make themselves known at the briefing and assist. Please do not turn them away they are there to help and verify.

7. Start

7.1 All race timing to be recorded in hours, minutes, seconds. Please do not decimalise the final times, they can easily be done just as 60 seconds to a minute. For example 15 minutes 59 seconds is simply recorded as 15.59.

7.2 Start line will be described in the race instructions/briefing .If the limit marks are being used failure to observe them may result in penalty or disqualification.

7.3 Starts may be standing (i.e. with boat stationary) or running (i.e. with boat under power), but the option being used must be made clear in the event briefing instructions.

7.4 If a standing start is being used, the boats bow should be on but must not be over the starting line or transit at the start signal. If a running start is used, no part of the boat may cross the start line before the starting signal

7.5 The race officials will decide if a total recall and restart will occur. This decision is at their discretion, for example if the majority of boats are over the line.

7.6 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.

7.7 Crews are under the starter`s orders. A briefing will be given at the start of any event. The starting procedures and signals may change according to the nature of the race. **A file which is part of this rules package is a template for a race briefing which Dawn Smith (Burnham on Crouch Coastal Rowing Club) has constructed. All clubs are advised to adopt its use.**

7.8 The starter may use his/her discretion to disqualify any boat at the start which is deemed to be trying to gain an unfair advantage, or penalise any boat that has false started.

7.9 **In order to minimise confusion regarding start times for races all stopwatches / watches must be synchronised before the start of the race.** The start sequences will be as follows wherever possible:

- Time Trials - The race start sequence will be done over the radio and will take the form of a 5 minute warning, a 2 minute warning, a 1 minute warning then a 10 second countdown to start. If boats are starting every 2 minutes the start for the first boat / pair to go off will also act as the 2 minute warning for the second boat / pair to go off, and so on.
- Mass Start - The race start sequence will be done over the radio and will take the form of a 5 minute warning, a 2 minute warning, a 1 minute warning then a 10 second countdown to start.
- **Visual indication of start of a race - For both mass starts and time trials there must be a start visual, e.g. a flag or pennant, going up or going down on the 5 minute warning.**

7.10 Time trial starting order for boats - Time Trial starts will be determined by the results from the previous round for each race class, so the order will be decided before race day. The race order for each race will be determined by the finishing order from the previous race. The first pair of boats to finish will be the first pair off in the next round, and so on. In the case of the first round of the series, if the race is a time trial starting order will be determined by the final overall positions from the last series. If it is a mass start there is no need for this.

7.11 All clubs are advised to take photos of all boats crossing the start line and finish line of each race. These photos can then be used to determine any penalties arising at the start of the race.

7.12 Any boat that finds itself across the start line before the start of the race is able to row round the outside of a committee boat or buoy that marks the end of the start line and restart the race. As long as they do not impede any other boats in the process.

8. Course

8.1 The race briefing must be held a minimum of 1 hour before the race. This is to allow the crews of each boat to have sufficient time to prepare for the start of their race without rushing.

8.2 Race times must be published in advance of race day. However on the day this can be changed at the discretion of the race officials if necessary. Any changes will be announced either at the briefing or over the radio.

8.3 Any boat that finishes the race and does not complete the prescribed course will be classed as DNF and be awarded 20 points.

8.4 A boat approaching an obstruction which may include shallow water, but does not include the turning mark, must be given room to enable it to clear the obstruction. The boat that is in the distressed position shall call "water" and will be given priority to avoid the shallow water.

8.5 Overtaking boats must keep clear of the boat being overtaken and both must hold course with no weaving. The overtaking crew must ensure that their oars do not clash with the oars of the boat being overtaken. The overtaking manoeuvre is not complete until the overtaking boat's rudder is clear of the boat being overtaken.

8.6 At a turning mark, the lead boat has the right of way if clear water exists between the boats at a distance of 4 boats lengths from the turn. If this is the case, the lead boat can then choose its course. However, if there is no clear water between the boats at a distance of 4 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. Coxwains should be aware of these rules and establish right of way before the turn is affected. This should be done by informing crews around you. Please see figure 1 at the end of these rules for a pictorial explanation of this rule.

8.7 A marker/floatation buoy will be placed 4 boat lengths before any turn mark to show the distance to the turn. **A standard set of flotation buoys will used at each race which will have been collectively purchased by the clubs involved in the Harkers Yard Winter Series.**

8.8 The first turn of any race course must be far enough away from the start line for the boats to have settled and spread out a bit. This is in order to try and avoid too many boats converging on the turn mark at the same time, which increases the risk

of accidents. The first turn of a mass start is suggested to be at least 500 metres from the start line.

8.9 It is the job of the safety boats that are located at turn marks to be aware of the rules for approaching marks. If required they are to inform approaching boats as to who has the water and who must give way. The safety boats instructions must be adhered to.

9. Finish

9.1 The finishing time will be taken on the boats bow crossing the finish line.

9.2 Boats which have crossed the finish line are not to impede those still competing. Any boats which have completed the race must clear the finish line area as soon as possible.

10. Penalties

10.1 Penalties will be awarded as a result of official observation, or as a result of a competing boat's protest. Protests must be made within 30 minutes of the end of a race.

10.2 A penalty of 30 Seconds will be applied to any boat with less than half a boats length over the start.

10.3 A penalty of 1 minute will be applied to any boat with half to a whole length over the start.

10.4 A penalty of 5 minutes will be applied to any boat that is more than whole boats length over the start line.

10.5 Any act considered by an official to be unsportsmanlike will be deemed illegal and may lead to disqualification. For example: obstructing other boats, tampering with marker buoys or deliberate collisions.

10.6 A range of penalties based on circumstances will exist ranging from adding to a boats time to full disqualification. The decision will be made by the race officials / protest committee after talking to the parties involved. For example:

- Weaving and impeding an overtaking boat
- Cutting in on turn markers
- Collision
- Pushing the start line
- Repeated offenses

10.7 If a boat is unable to finish due to their boat being disabled by another boat, the offending boat will be disqualified. The disabled boat will be awarded points for that race according to their average over the Series for that class. This average will be determined at the end of the Series and included in the final series points tally.

11. Protests

11.1 All protests must be made known to race officials and protest committee no later than half an hour of the last boat crossing the line of the last race. The protesting club has a duty to notify the club who is the subject of their protest before lodging it with the race officials and organisers.

11.2 When requested to by the protest committee, the protesting club will present the cox of the boat in question alongside 1 other member of the crew for discussions with the committee. Then the subject of the protest will be asked to present their cox and one other member of the crew.

11.3 Each of the boats involved in the protest will be spoken to individually by the protest committee in order for the committee to gain an understanding of both boats views of the incident.

11.4 If the protest committee feel the need to speak to any of the other crews involved in the race by way of witnesses to the incident, they are free to do so.

11.5 The protest committee will then withdraw for final discussions in private before both parties are informed of their decision. The decision of the committee is final.

11.6 The protest committee consists of Nina Abra Crouchman (Rowhedge Coastal Rowing Club), Ali Johns (Brightlingsea Coastal Rowing Club) and one of either David Thornton or Jeremy Richardson (Maldon), until further notice.

11.7 There will be a standby protest committee member who will step in should a protest lead to a conflict of interest for one of the permanent members. The standby member is XXXXXXXX XXXXXXXX (XXXXXXXXXX), until further notice.

11.8 Any changes to the protest committee will lead to the rules being updated and emailed out to all clubs so everyone has up to date rules.

11.9 The protest fee is £5.

12. Delaying and abandoning a race

12.1 The race officials may delay the start of a race for up to 2 hours after the publicised start time, after which it will be cancelled.

12.2 Race officials may abandon a race start at any time and must notify all competitors as soon as possible by phone and/radio or by visual signals.

13. Points scoring for the winter series

13.1 The points awarded will be from low to high. Therefore: 1st Place will be awarded 1 point, 2nd place will be awarded 2 points, 3rd place will be awarded 3 points and so on.

13.2 Any boat that does not compete in a round of the series will be recorded as DNC and be awarded 20 points. This is awarded individually for each class. If a club races in 2 out of the 3 races at a particular round in the series, they are only recorded as DNC and awarded 20 points for the race they do not compete in. If a club does not race in any of the 3 races at a particular round of the winter series, they will be awarded the 20 points for all 3 races.

13.3 Any boat that starts an individual race at a round of the winter series, but fails to finish the course will be recorded as DNF and will be awarded 20 points.

13.4 Any boat that is disqualified from an individual race at a round of the winter series will be recorded as DQ and will be awarded 20 points.

13.5 Clubs must decide 1 week before the first round of the winter series how many boats they are entering for the entire series. All clubs must inform Nina by email the names of the boats they are entering. This includes any clubs who know they will have a boat that is competing in a handful of rounds in the series. Only those named boats will be permitted to compete in the winter series.

Figure 1

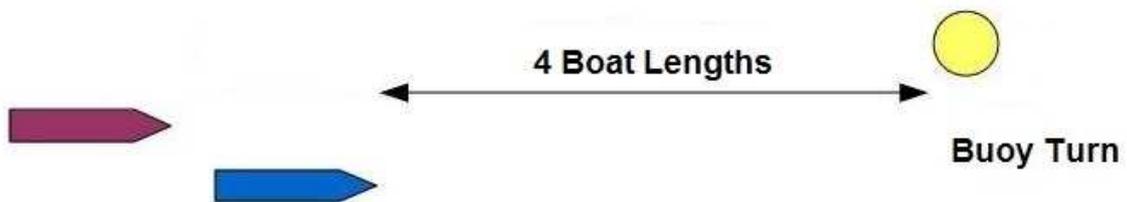
THE TURNS DEPICTED ON THIS CHART ARE ALL TURNS TO PORT



Crews are overlapping. Inside boat (purple) has priority at the turn.



Crews are overlapping. Inside boat (purple) has priority at the turn.



Crews are not overlapping. Leading boat (blue) has the priority.