



The rules are identified with a prefix R
Definitions form part of the rules, and are identified as D
Appendices form part of the rules
Guidelines are to help to understand and interpret the rules

WSRA RACE RULES

The rules enable the sport of Sea Rowing to be organised in a consistent way and to take place as fairly as possible for all. They are designed to avoid contact and injury.

- R1 Competitors and Officials must give all possible help to persons or boat in danger.
- R2 Competitors and Officials should compete and behave in a sportsmanlike manner. Use of abusive language will be subject to a penalty.
- R3 Participation in a race means that competitors agree to be governed by the rules of the sport and accept penalties.
- R4 The decision to take part or to continue in a race is the responsibility of the cox or senior person in the boat.
- R5 Competitors and Officials under the influence of alcohol or drugs will not be allowed to compete or officiate. (World Anti-doping code applies).

RACE ORGANISATION

- R6 An official race notice must be published at least three weeks before any race. See Appendix A
- R7 The names of the WSRA Representative and Safety Officer must be available on the day.
- R8 All competing boats must carry full insurance including Public Liability to £3m.
- R9 All competitors must be registered with the WSRA and crews must declare their category at registration which cannot be changed.
- R10 A coxes briefing must be held before racing commences and must be attended by all coxes. See Appendix B
- R11 All boats must be well maintained and seaworthy and carry a bailer attached to the boat, and a working pump. Extra equipment for certain races must be identified in the notice of the race.
The Safety Officer has authority to stop a boat from competing which does not comply.
See appendix D.

SAFETY

R12 A lead boat flying a green flag must indicate the course. A change to a yellow flag indicates a change of course. A red flag indicates the race has been abandoned. Competitors must follow the lead or safety boats back to the shore. Flags lowered means unable to continue as lead boat.

Other safety boats must be available in a ratio of one safety boat to six competing boats.
See appendix D

ON THE WATER

R13 Boats on opposite courses pass port to port.

R14 When boats are on the same course and neither is an overtaking boat, the boat to starboard keeps clear of the boat to port. If this rule applies when approaching a mark to be left to starboard, it ceases to apply 30m before the mark and rule 16 becomes effective.

R15 A boat overtaking another boat keeps clear.

R16 At a mark of the course which is required to be rounded or passed on a specific side, the boat on the inside closest to the mark has right of way over the outside boat(s) if when its bow enters a three lengths circle it has an overlap on the outside boat(s).

R17 When boats overlap approaching an obstruction that can only be passed on one side, the boats on the outside must allow room for the ones closest to the obstruction to pass.

R18 When approaching a narrow channel that has an obstruction or restriction on both sides the leading boat has right of way.

R19 A right of way boat must not alter course without good reason when a give way boat is keeping clear.

R20 A boat has finished the race having rowed the designated course when its bow crosses the finish line. It must have the same number of crew on board.

R21 The rules apply 10 minutes before the start of the race.

R22 Boats approaching the start must not hinder or impede boats that are forming a starting line or have already started. If approaching from the intended direction of the race they must keep clear, even if it means going round the end of the start line. Rule 14 and 15 apply at the start.
See Appendix E.

R23 A boat that has been impeded by another boat breaking a rule must report the matter to the WSRA Representative as soon as possible when ashore.

INCIDENTS

R24 All incidents involving injury to persons and damage to boats must be reported in writing to the WSRA representative who will then convene an incident meeting as soon as possible after racing.
See Appendix C.

R25 Incidents not involving injury or damage may be dealt with by the WSRA representative discussing the facts with both coxes and coming to a decision. If all the parties do not accept the decision an incident meeting must be convened as soon as possible after racing.
See Appendix C.

APPENDIX A

Notice of Race

to include:

Host Club
Date
Venue
Category of races on offer
Crew rotation allowed. Yes or No.
Start time of race 1
Time of coxes briefing
Entry cut off time and date
Entry costs
Officials names
Cancellation time
Phone numbers and email addresses
List of extra equipment if required
Type of start
Other helpful information, parking detail, accommodation, camping.

APPENDIX B

Coxes Briefing

to be covered:

Check List, are all coxes present.
Crews not sending a cox may not be allowed to start

Type of start
Timing sequence and flags
Details of fixed line if applicable
Time of start
Launch time
Course map and explanation
The Host Club may make the wearing of life jackets mandatory.
Local conditions
Weather conditions
VHF channel number, if required
Local hazards
Names of Officials
Safety and lead boats

Attention to special requirements for non- league races
e.g. compass
extra bailer
radio and channel number
phones
flags
Crew rotation permitted? Yes or no.

APPENDIX C

Incidents

WSRA representatives shall deal with incident reports as soon as possible. If a quick verbal meeting with the coxes involved cannot deal with the problem an Incident Meeting must be called at the earliest opportunity. If damage or injury is involved, a meeting is mandatory. The WSRA representative or the incident meeting may apply a place penalty or disqualification.

The Incident group shall involve the WSRA representative and two other officials. They may decide who will chair the meeting. The coxes and witnesses if appropriate should explain what happened and be allowed to question each other.

The Incident group should after hearing all the facts, decide on what happened, and give their decision and give reasons why. The Chair has the casting vote of the three.

If any of the parties do not accept the decision of the meeting they may appeal to the WSRA Executive Committee.

APPENDIX D

Boats

Celtic Longboats all to be standard, unmodified as produced by Dale Sailing

All craft to be in a good seaworthy condition with checks on:

Rowlocks

Foot block straps

A working pump

Bailer on board and attached

Painter of minimum two metre length

Bung attached

Hull and topside to be sound and no major damage

Racing numbers clear. Minimum height 25 cm.

Extra checks for non-league events may include:

Compass

VHF Radio, Phone

Flag

First Aid bag

Throw bag

Bucket as well as bailer

Tow lines

Flares

Life jackets

Rudder pin

These must be identified in the notice of race.

Safety

Prior to the race the Host Club must nominate a Safety Officer who must complete a safety audit form prior to racing. All juniors and coxes must wear life jackets.

Safety Boats

Minimum of three motorised boats on the water, with a ratio of 1:6 as a minimum for adequate cover. To carry flags as required.

Helm must hold Power boat Level 2 qualification

To carry appropriate First Aid kit and foil blankets

Minimum crew of 2, including helmsman

APPENDIX E

Starts

SHORE START

Boats are lined up on the beach. They may be afloat. Rowers are ready to row.

The boats when lined up must have two metres of space between extended oars.

The cox must hold the boat in position and have one leg on the seabed.

One minute prior to the start a flag is raised together with a sound signal.

One minute later a second signal is sounded and the flag lowered to indicate the start.

Or up to one minute later a second signal is made and the flag lowered to indicate the start.

N.B. The choice of which system to be used must be clearly identified at the coxes briefing.

Alternatives

Crews may opt to have the cox in the boat and another crew member to hold the boat.

Or

All crew in the boat and a shore helper to hold the boat.

FIXED LINE START

The time of the race is identified in the race notice and confirmed in the coxes briefing.

Two minutes before the start a flag is raised together with 2 sound signals.

Two minutes later at the start, one sound signal is made and the flag lowered to start the race.

Or

Two minutes before the start 2 sound signals are made and no flag is raised.

One minute later one sound signal is made and flag raised.

The start is then indicated by a further sound signal and flag lowered up to one minute later.

The choice of which alternative must be made clear at the coxes briefing.

ROLLING START

A safety boat is positioned at either end of the start line. Boats assemble behind an imaginary line between the safety boats. A flag is raised and the safety boats move down the course, slowly gathering speed. All boats must stay behind the line between the safety boats. When the flag is dropped, and a sound signal made simultaneously, boats may begin racing.

TIMED RACES

Whilst a mass start is preferred, this may not be possible in all venues.

In a timed race every care must be taken to ensure the start time and finish times are recorded for every crew to ensure correct calculation and validation. These records should be made available to the league official during the race day. A competent person should undertake the calculation of times, which should be peer checked by another individual. The start for timed races may be from a standing or rolling start, but the procedure should be explained during coxes briefing.

DEFINITIONS

In the rules, must means mandatory.

Definition in rule 13/14/15

Keep clear means at least one and a half metres between the oars in calm conditions. In beam winds and rough water more space is required.

Definition in rule 14

Overtaking boat is a boat which comes from astern to pass. It becomes the overtaking boat as soon as its bow overlaps the slower boat. It continues to be the overtaking boat until it is clear ahead by at least two metres. If it then slows down and/or the other boat speeds up the positions are reversed.

Definition in rule 17

When passing a continuous obstruction, an overtaking boat that chooses to pass inside of the boat it is about to overtake, has no rights. If it requires the boat being overtaken to move out for safety reasons, it may be penalised.

Definition in rule 16

A three length circle is an imaginary circle with a radius of three boat lengths. The centre being the mark.

Definition in rule 17 /18

An obstruction is a pier, rocks, bridge, sandbank, jetty or mooring trots.

GUIDANCE NOTES

These do not form part of the rules.

Guidance to Rule 6/7

If possible include the names of the officials in the Notice to Race and confirm on the day and introduce them in person at the coxes briefing.

Guidance to Rule 11 and Appendix D

Coxes are the person in charge, responsible for the boat and crew. But Clubs should have their own system in place to ensure that boats comply with the Rules to avoid problems on Race Day.

Guidance to rule 13

This rule applies to all moving craft on the water whether racing or not.

Guidance to Rule 14

The cox of the boat to port should inform the one to starboard in good time to keep clear.

Guidance to Rule 14

Boats rowing against a strong tide frequently keep into the shore.

An overtaking boat has to keep clear and should not try to pass between the shore and the slower boat. By going inside it means it cannot fulfil its obligations to keep clear.

Guidance to Rule 14/15

The cox of the boat which is being overtaken should inform the cox of the overtaking boat to keep clear if he/she feels the overtaking boat is too close.

Guidance to Rule 16

Coxes should assess the situation as boats approach a turning mark and communicate with nearby coxes to establish the rights of each boat.

i.e. I am inside and have an overlap.

You are inside but have no overlap and we will turn in.

Coxes should be aware that as boats turn they will slow down, and must be very careful if they risk cutting inside. The right of way is established as the boats cross the 3 length line. Tide and wind have a big effect on how boats turn relative to the mark.

Guidance to Rule 22

This problem can be avoided if crew get afloat in good time before the start.

Guidance for Appendix E

Clubs should choose the type of start to suit their location and facilities.

Fixed Line Starts are easy to control. If possible arrange for the first leg to be against the tide and/or wind. The boats can line up without the risk of being carried over the line. If this is not possible a fixed line start is still preferable to a rolling start.

It is useful to inform competitors in the race notice and/or coxes briefing that a time or place penalty will ensue which should be severe enough to act as a deterrent.

Course Setting

The first turning mark should be far enough from the start to reduce congestion.