

COX RULES FOR SCHOOL'S BOAT RACE 2015

Head Racing Rules:

- 1. On-the-water authority:** The conduct of the race shall be the sole responsibility of the Umpire.
- 2. Starting Times:** the time gap between the girl's race and the boy's race shall not be less than 2 hours.
- 3. Coxswain response:** Coxes shall acknowledge all the Umpire's commands by raising one of their hands.
- 4. The starting line-up:** Crews shall align themselves behind the starting line, one boat length behind one another, or as the Umpire may direct. Coxes have 15 seconds to respond to the Umpire's commands, failing which the Umpire may start the race by moving them to the last starting position and applying a penalty of one false start to be carried over to the final.
- 5. Starting frequency:** Crews shall be subjected to a running start approximately 30 seconds apart.
- 6. Equipment failure:**
 - 6.1 A crew suffering equipment failure within the first 300 metres shall row to the side of the river away from the racing line, and may then appeal to the Umpire for a re-row. In this event, the crew shall be entitled to a reasonable amount of time to effect repairs, after which the crew shall re-row from the starting line.
 - 6.2 Should the Umpire discover, upon inspection, that no genuine breakage has occurred, or if a real breakage is found to be a result of poor maintenance or a deliberate action by one of the crew to gain an unfair advantage, the crew may be instructed to row to the finish and their time will stand.
- 7. Overtaking rules:**
 - 7.1 The three defining corners are Centenary Park, Bay of Biscay, and the Wreck corner.
 - 7.2 On the straight of the river, before a corner or bend, and before the bowball of the slower crew passes the corner marker, the slower crew shall move over and let the faster crew overtake on the inside lane relative to the upcoming bend.
 - 7.3 On the corner, if the slower crew's bowball reaches the corner marker and there is no contact between the crews (i.e. clear water), the faster crew will not have the right to take the inside lane; should they wish to overtake, they shall do so in the outside lane, and at their own risk. If the crews clash, the race times will stand regardless.
 - 7.4 If there is contact between the crews before the corner marker, the faster crew will have the right to the inside lane on the corner.
 - 7.5 The Marshalls stationed on the course shall adjudge the course steered and behaviour of the crews, and may instruct crews to give way to faster crews. Coxes shall acknowledge instructions given by the Marshalls by raising their hand, and shall immediately respond.
 - 7.6 At the Wharf Street jetty (marshall on duty) the crew with its bowball in front by at least half of a boat length will have their right to the inside lane under the Old Bridge (provided the tide is high enough to use this route). The other crew must then row between the two bridge pillars in the centre of the river.
- 9. Fouls:** In the event of the crews fouling one another, and/or creating an obstruction for other crews in the race, the Umpire may elect to exclude one or both of the crews, order a re-row for affected crews or order a re-row of the entire field of crews.
- 10. Note:** Disregard of rules above can result in exclusion. The Umpire may also penalise an offending crew by awarding them a false start, at any time during or after the race, before the crew leaves the water (or within 20 minutes of the end of the head race). The penalty will be carried through to the Final.
- 11. Objections:** Any objections with regard to the head race must be raised immediately after the race, whilst the crew is still on the water or, if it is regarding times, within 10 minutes of the results being announced. A protest by a crew shall be made by the cox raising his/her hand, which he shall keep raised until he has been clearly acknowledged by the Umpire or Finish Judge. Should the crew fail to receive adequate redress, an appeal to the Jury may be made in writing, within 15 minutes after the end of the head race

Rules for the Finals:

1. The conduct of the race shall be the sole responsibility of the Umpire.
2. Competing crews shall draw for stations in the presence of the Regatta Controller on the bank, before boating for their race. Stations shall be the east and west banks at the respective starts.
3. If the Umpire considers a start to be false, he/she shall immediately recall the crews to the starting line. Failure to comply, or persistently starting before the signal, shall render a crew liable for a penalty or disqualification.

4. A boat's proper course shall be such that will enable it to reach the finishing line in the shortest possible time, provided that it allows ample water for the other crew to steer its proper course on the side on which it started, as long as that crew is in a position to enforce its right to that water. A boat is not entitled to enforce this right if it is on the "wrong side" of the other crew. A boat failing to keep to its proper course does so at its peril in the event of a foul occurring.

5. The Umpire shall be the sole judge of a boat's course. He may warn either or both crews when he considers that there is a danger of a foul occurring, or if there is any obstruction on the course, but he shall not otherwise direct the steering of either crew.

6. It shall be considered a foul, at the discretion of the Umpire, when, after the race has started, there is any physical contact between the boats, oars or crews.

7. In the event of a foul occurring, either crew may appeal to the Umpire at the time the foul occurs. If the crew making the appeal was in its proper course and the crew against whom the appeal is made was out of its proper course, the latter may be penalised by a maximum of two boat lengths or excluded. A crew shall only be penalised if, in the opinion of the Umpire, it seriously encroached on the course of the crew making the claim.

8. In the event of a serious or deliberate foul, the Umpire may exclude or penalise an offending crew without waiting for an appeal from the other crew. He may also do this at once or at any later time up to or immediately after the end of the race. (Note: This means that the Umpire may delay his decision, either in the interest of safety, or to see whether in fact a foul has influenced the outcome of the race.)

9. The crew racing in the East Bank lane has right of way at the Old Bridge to row between the East Bank and the first bridge pillar. However, if the crew racing in the West Bank lane has a lead at the Solly Kramer jetty of at least one boat length of clear water, they may row between the East Bank and the first bridge pillar.

10. The Umpire may, at his sole discretion, declare "No Race" and order a re-start or a re-row, if either crew is interfered with by an outside agent, to such an extent that the race result is affected.

11. **Equipment failure:** If, before reaching the 600 m mark for the boys' event and 400 m mark for the girls' from the start, either crew should suffer genuine equipment failure, which is not due to the fault of any member of the crew concerned, the crew shall be given time to effect repairs and the Umpire shall order a re-row the race from the start. Should the Umpire discover, upon inspection, that no genuine breakage has occurred, or if a real breakage is found to be a result of poor maintenance or a deliberate action by one of the crew to gain an unfair advantage, the Umpire shall re-start the race where the race was stopped, and shall impose a penalty of a maximum of 2 boat lengths against the offending crew.

12. Crews suffering equipment damage or breakage beyond the 600 m or 400 m mark respectively, shall have no grounds for appeal, and must proceed to the finish.

13. Failure to abide by any decision of the Umpire, or to follow his instruction, shall render a crew liable for exclusion.

14. A crew may appeal at the end of a race by the cox raising his hand in terms of the normal rules of racing.

15. Any penalised individual/crew/club has the right to appeal, in writing, to the Regatta Jury. The Jury, comprising the Chief Umpire, the Finish Judge or the Marshall witnessing the incident, the Regatta Chairman and a SASRU representative, shall hear any dispute arising from the Race, and shall make a decision which shall be binding on all parties to the dispute.

16. In the event of a "three boat final", that final shall take place in the last final, i.e. amongst the slowest three boats of the heads race.

General Rules

1. All boats are required to travel to the start and while practising with their bow side closest to the bank, and all quicker boats have right of way on all corners.

2. No crew may row after dark or before first light.