

SCHOOLGIRL ROWING RACING CODE

This code shall be applied in conjunction with the IGSSA Schoolgirl Rowing Guidelines for the current year.

1. BOATS

1.1. Construction

The construction, design and dimension of boats and oars shall in principle be unrestricted.

1.2. Safety Requirements

1.2.1. The bows of all boats shall be fitted with a white ball 4cm in diameter in soft rubber or similar material unless the bow is so constructed as to afford equivalent protection and visibility.

1.2.2. Boats shall be equipped with heel tie-downs OR quick release shoes so that rowers can free their feet without using their hands.

1.3. Prohibitions

1.3.1. No wireless transmission equipment shall be used, whether for sending or receiving

1.3.2. No whistle or bells or like devices may be used

1.3.3. No substance capable of modifying the natural properties of water shall be applied to the hull.

2. RULES OF NAVIGATION:

2.1. Crews on opposite courses

Unless otherwise provided in these rules, crews travelling in opposite directions shall pass stroke side to stroke side.

2.2. Canning River Course

No crew shall row upstream on the Canning River course as marked by the course spit posts. Crews embarking from the Rowing WA Club House area and heading upstream must proceed across the river at right angles to the course, downstream of the finish line, and then proceed up the Manning bank. Crews proceeding beyond the 1500m mark must cross the course at the 1500m post, and then continue upstream on the Mt Pleasant side of the course. Crews heading up to the 1000m start only may proceed upstream on the Mt Pleasant bank.

2.3. Champion Lakes Course:

All crews must launch their boats into the warm up Lake from the pontoons provided and proceed to the starting line via the access channel in an orderly manner observing the courtesy rules.

2.4. Perth Water

All crews training on Perth water between the Causeway and the Barrack Street jetties shall, when proceeding west, follow the bank as closely as is safe. Crews proceeding east shall keep to the south side of the channel.

2.5. Crawley – Narrows Course

Crews proceeding east towards the Narrows Bridge from Crawley shall keep out towards the middle of the river. Crews proceeding west shall follow the Mounts Bay Road bank as closely as is safe.

2.6. Coaching Boats

Coaching boats shall exercise care when in the vicinity of crews in order to interfere as little as possible with them.

3. THE COURSE

3.1. Width of Course

The width of the course is 90m with seven lanes with a space at least 5 metres wide between the outer lanes and any bank or fixed installation.

3.2. Starting Lines

The starting lines for all races shall be clearly indicated.

3.3. 500 Metre Markers

A marker visible for at least 500m shall be provided on either side of the course at each 500m interval from the finish.

3.4. Finish

The line of the finish shall be indicated by markers on either side of the course, visible for at least 500m.

3.5. Lanes

Lane Number 1 is on the side nearest the Judges at Canning course.
Lane Number 1 is on the Highway side at Champion Lakes.

4. REGATTA OFFICIALS:

4.1. Composition of Jury

The Jury shall consist of:

- 4.1.1. The Referee, who may also act as an Umpire or as Shore Control;
- 4.1.2. the Umpires;
- 4.1.3. the Aligner;
- 4.1.4. the Starter;
- 4.1.5. the Chief Judge;
- 4.1.6. at least three Assistant Judges;
- 4.1.7. the Shore Control

4.2. The Referee

- 4.2.1. The Referee appointed for the Regatta assumes the direction of it except as provided in Rule 4.4.
- 4.2.2. The Referee also assumes direction of the Jury.
- 4.2.3. The Referee shall call the Jury together at the regatta venue for meetings immediately before and immediately after the session of racing, and shall take the Chair at such meetings.

4.3. Shore Control

- 4.3.1. The Shore Control shall be located beside the Judges and shall be in radio contact with the Referee, Umpires, Aligner and Starter.
- 4.3.2. The Shore Control shall record such information as is provided by the Referee, Umpires, Aligner, Starter and Judges, and shall act as Secretary at the Jury meetings.

4.4. Weather Committee

- 4.4.1. The Weather Committee shall comprise of the Rowing Coordinators from Penhros, PLC, MLC, St. Hilda's, Perth College and JTC, and The Referee from Rowing WA.

It shall be the duty of the Weather Committee on the day of the regular Regattas to meet after examination of the course at the finish line by 8:30am, or by 8:00am for the Head of the River Regatta. If the Weather

Committee considers the course unrowable and/or unfair it shall recommend that the normal Regattas be cancelled and the Head of the River delayed or postponed.

- 4.4.2. If the weather deteriorates during the Regatta and the Weather Committee considers that the course is thereby made unfair and/or unrowable, those races unrowed for regular Regattas will be cancelled, and for the Head of the River Regatta may be delayed or postponed.
- 4.4.3. The Weather Committee (in consultation with the Referee) shall make the final decision as to any delay, postponement or cancellation of the Regatta or a part thereof.

4.5. Jury Report

The Jury shall meet at the end of the Regatta and draw up a report which shall include the results of each race, as well as a comment on the running of the Regatta and on any incidents arising. A representative from each rowing school will attend a debriefing after the jury meeting.

4.6. Decision of the Jury

All decisions of the Jury and its members made under the Racing Code of the Schoolgirls' Rowing Association are final, and no protests or appeals shall be permitted.

5. THE RACING CODE:

Note: Unless there is clear indication to the contrary, in the Racing code the term "Umpire" covers both "Race Umpire" and "Assistant Umpire".

5.1. Before the Start

- 5.1.1. For each race there shall be a Race Umpire and at least one Assistant Umpire, in separate launches.
- 5.1.2. At least five minutes before the time laid down for the start, the crews' shall be no more than 50 metres downstream of the start line and near the edge of the course, but not on it. (not applicable to running starts)

5.2. The Fixed Start

- 5.2.1. The Starter informs the crews of the time remaining before the start and tells them in which lane each will race. Competitors must be at their starting positions at least two minutes before the start time. The Starter may warn any crew arriving at its starting position less than two minutes before the starting time. Such a warning has the same effect as one given for a false start. The starter informs the Referee and the Shore Control of any warning or disqualification.
- 5.2.2. Only the Referee may authorise a delay at the start on account of broken oars, fittings or equipment.
- 5.2.3. The Aligner directs the aligning of boats.
- 5.2.4. When satisfied that the boats are properly aligned, the Aligner indicates this to the Starter by raising a white flag. Should correct alignment be lost during the subsequent starting procedure, the aligner lowers the flag.
- 5.2.5. As soon as the Aligner indicates that the boats are properly aligned the Starter makes sure that all the crews' are ready, gives the warning command "ATTENTION" and raises a red flag, and after a clearly marked pause of variable length, gives the starting command "GO" and at the same time lowers the red flag to one side. Should these commands be interrupted, they must be repeated from the beginning.
- 5.2.6. If a crew starts too soon the Aligner informs the Starter and Umpire by ringing a bell and waving a red flag. The Starter stops the race by ringing a bell and waving a red flag. After the race has been stopped the Aligner tells the Starter and the shore Control which crew or crews have caused the false start. The decision as to whether one or more crews started too soon is the sole responsibility of the Aligner.
- 5.2.7. In the case of a false start the Starter warns the crew or crews at fault when the crews have returned to their starting positions. The Starter disqualifies a crew causing two false starts.
- 5.2.8. Should the Umpire, for any reason, consider the Start to be faulty, he/she orders the Starter to stop the race, or stops it by ringing a bell and waving a red flag.
- 5.2.9. As soon as the race has started the launches of the Umpire and Assistant Umpire follow the competitors. If before covering 100 metres a crew indicates that it has suffered damage to its boat or equipment, the Starter or Umpire stops the race. The Umpire decides, after inspecting the damage, whether the claim was justified and after consulting with the Referee, may impose an appropriate penalty and inform the Shore Control of his action.
- 5.2.10. Only the Referee may decide to postpone or annul a race because of damage to equipment in the first 100 metres of the race.
- 5.2.11. If, in the opinion of the Starter, the conditions of the course do not permit a fair start under the provisions of this Rule, the Starter may, with the

approval of the Referee, adopt such alternative method of starting as is considered appropriate under the circumstances.

5.3. The Running Start

- 5.3.1. A crew not at the start at least 5 minutes before the start time may be awarded one false start.
- 5.3.2. The Umpire marshals the crews behind the line, then hands them over to the Starter by raising a white flag.
- 5.3.3. A coxswain whose crew is not ready at the start must hold one hand in the air as an indication of such and take immediate action to ready the crew.
- 5.3.4. The Starter must make every effort to start the crews by the bows. After making sure that the crews are ready, the Starter shall give the command "ATTENTION" and; after a marked pause; gives the command "GO" and simultaneously fire a gun.
- 5.3.5. If the Umpire, for any reason other than a crew starting too soon, or the Starter, for any reason, considers the start to have been faulty, the Starter shall recall the crews by again firing the gun.
- 5.3.6. If the start is irregular because a crew(s) started too soon, the Starter shall award the offending crew(s) a false start. Any crew causing 2 false starts shall be excluded from the race.

5.4. Umpiring

- 5.4.1. The Race Umpire acts as Timekeeper for the race.
- 5.4.2. The Umpire ensures the proper conduct of the race and the safety of competitors. The safety of competitors is more important than any other consideration.
- 5.4.3. The Umpire must ensure that no crew gains any advantages or suffers any disadvantages from its opponents or from outside circumstances.
- 5.4.4. The Umpire may not steer a crew unless there is an obstacle in its lane, but must endeavour nevertheless to prevent crews from being impeded by their opponents and to ensure that accidents are avoided.
- 5.4.5. If a crew is about to impede another by its wash or by leaving its lane, the Umpire raises a white flag and calls to the crew at fault, indicating the required change of direction by lowering the flag to one side.
- 5.4.6. If a crew is about to cause a collision, the Umpire may call its attention by raising a white flag and then stop it by naming the crew and giving the

command "STOP". Such crew may not recommence rowing until instructed to do so by the Umpire.

- 5.4.7. Crews interfering with their opponents may be disqualified by the Umpire after consultation with the Referee, but normally only after a warning has been given.
- 5.4.8. If a crew is impeded the Umpire must ensure that its chances of winning are fully restored to it by taking (if necessary) the most appropriate of the following courses of action:
 - 5.4.8.1. Stopping the race and, after consultation with the Referee, imposing the appropriate penalty and ordering that the race be re-rowed from the Start immediately
 - 5.4.8.2. Stopping the race and, after consultation with the Referee, imposing the appropriate penalty and ordering the race to be re-rowed from the Start at a specified time.
 - 5.4.8.3. After consultation with the Referee, disqualifying a crew or crews after the race has finished.
 - 5.4.8.4. Allowing the race to finish and, after consultation with the Referee, confirming the re-row to such crews as the Umpire shall designate.

The Umpire may not simply penalise a crew at fault while a crew that has suffered interference does not have its chance of winning restored to it.

- 5.4.9. No person from outside the boat may instruct, advise or control a rower, coxswain or crew directly or indirectly by electric, electronic or other technical devices during racing.
- 5.4.10. Under no circumstances may competitors be followed by other boats during a race. The Umpire shall expel any offending boat and, after consultation with the Referee, may disqualify any competing boat which was being followed.
- 5.4.11. While a race is in progress it is strictly forbidden for any non- participating crew to row over the whole or part of the course.
- 5.3.12. A race is over only when the last crew has crossed the line. If satisfied that the race was properly rowed, the Race Umpire raises a white flag to indicate to the Judges that the race was in order, and communicates the race time to the Shore Control. If not satisfied that the race was properly rowed the Race Umpire raises a red flag and, after consultation with the Referee, informs the Shore Control of the next proposed action.
- 5.4.13. The finish of the race shall be videoed to assist with the photo finish.

5.5. The Finish

- 5.4.1. A crew has completed the course when the bow of its boat crosses the finishing line. If one or more rowers fall into the water the race is still valid. A boat crossing the finish line without its coxswain shall not be placed.
- 5.4.2. Each boat crossing the finishing line in each race shall be announced by a sound signal.
- 5.4.3. The Chief Judge shall be responsible for conveying to Shore Control, the order of finishing of the crews in a race, and the margins between them.
- 5.4.4. The Shore Control is responsible for recording the results of the races and their times.
- 5.4.5. Results will be passed to the computing school for processing for each regatta and consistency points for the season

5.6. *Disqualification*

- 5.6.1. If a crew has been disqualified from a race, the Referee may, in his absolute discretion, permit that crew to participate in any re-row, on the clear understanding that such a crew shall not be officially placed at the finish.