

RACING RULES OF THE CPGA

Prior to the races

1. All crews must carry VHF radios, switched on and working.
2. Bow fenders must be in place and secured accordingly and all floorboards, of correct specification in place.
3. All coxswains must be 18 or over.
4. No races shall take place without a safety boat in place. This is not to be an umpire boat. This must be enforced.
5. No races shall take place without umpires and umpire boat(s) being present.
6. At all times a shore base MUST be manned and maintain communication with the umpire and safety boats.
7. All umpire boats must have suitable safety / medical kits.
8. All gigs must have an attached bow rope, capable of towing your gig (roughly 2 metres/couple of fathoms and ½ to 1 inch)

Crew Information

9. Gigs to complete a race with the same number of crew members as they started. A crew consists of six (6) rowers and one (1) coxswain.
10. In any junior race, lifejackets must be worn by the crew and coxswain in such a way that is clearly visible to the umpires.
11. In any senior race, if there is a junior rowing, then lifejackets must be worn by both the junior and coxswain.

Umpires

12. A crew may be disqualified for failing to obey the umpire's instructions.
13. A crew may be disqualified for any unsporting like behaviour (see Code of Conduct).
14. The Umpires have the right to order any gig to withdraw from a race at any time.
15. The Umpires decision on the day will be final.
16. Any coxswains actions deemed unnecessary/unsafe/unsporting, will be reported to the CPGA committee for possible disciplinary action. The Umpire Rep will monitor situations / coxswains via a yellow and red card system as noted in an umpire book.

Safety

17. In the event of an accident it is the duty of the umpires and any competitors to abandon the race and render all possible assistance.
18. In the event of some unforeseen circumstance, umpires have the right to order the abandonment of the race. All gigs must then follow umpires instructions.
19. In the event of an obstruction all crews/coxswains must allow safe passage for all gigs.
20. Coxswains should endeavour to avoid collisions at all times. They should anticipate situations, take avoiding action and even instruct their crew to stop rowing/hold water if necessary.
21. Boat handling must be paramount at all times and ropes (to the yoke / rudder) need to remain in the coxes hands, unless for some unforeseen circumstance the cox is required to row.
22. The cox is not allowed to help with the momentum of the stroke paddle at anytime during the race, unless there is a safety issue.

Racing

23. The start line shall be formed in a straight line and clearly marked at each end with transit lines arranged for clear sighting for both coxswains and starter.
24. A leading gig must not zigzag with the intention of impeding a following gig.
25. An overtaking gig, whether taking the port or starboard route, must keep clear of the gig being overtaken.
26. Six lengths from the mark there will be a buoy. At this point the umpires will decide who has the advantage by assessing whether the bow of the port side gig has reached the coxes seat of the starboard gig creating an overlap. They will then inform the crews.
27. The gig which is given the advantage has the rights to the mark and the following gigs must avoid it whatever the situation. Each following gig will be given instructions from the umpires. No holding water / backwatering on the marks
28. The positioning of the umpire boat is critical, this needs to be discussed and clarified with the skippers / club, prior to the first race of the day.
29. All gigs shall pass the umpire boat on the gigs port side, unless informed differently at the coxes meeting.
30. All gigs must complete a race following the course as instructed.