

RACING RULES OF THE CPGA 2016



Cornish Pilot Gig Association

Crew Information CPGA Racing Categories

Under 14 (school year 9 and below) races can be sub-categorised by gender; girls, boys, mixed (3 girls, 3 boys)

Under 16 (school year 11 and below) races can be sub-categorised by gender; girls, boys, mixed (3 girls, 3 boys)

Open races can be sub-categorised by gender (ladies, men, mixed (3 ladies, 3 men) and by A and B crews

Veteran (after 40th birthday) races can be sub-categorised by gender (ladies, men, mixed (3 ladies, 3 men)

1. Gigs are to complete a race with the same crew members as they start with. A crew consists of six (6) rowers and one (1) coxswain.
2. The only forms of communication during races are VHF radios and voice. No cox boxes or voice enhancing systems are allowed.

UMPIRES Safety

3. A crew may be disqualified for failing to obey the umpire's instructions.
4. A crew may be disqualified for any unsporting behaviour (see Code of Conduct).
5. Any umpire has the right to order a gig to withdraw from a race at any time. This right should be exercised in the event of poor seamanship or for safety reasons.
6. The decision of the umpires on the day will be FINAL.
7. The action of any coxswain deemed unnecessary/unsafe/unsporting, will be reported to the CPGA committee for disciplinary action if appropriate. The Umpire Rep will monitor situations / coxswains via a yellow and red card system as noted in an umpire book. (See Umpires Code of Conduct)
8. One nominated person from the crew is to speak to race stewards regarding any racing incident. Race Stewards will speak to this one member of the crew regarding race incidents/umpires' decisions only.
9. Safe handling of the boat is of the utmost importance at all times. Coxswains should always endeavour to avoid collisions. They should anticipate situations, take avoiding action and even instruct their crew to stop rowing/hold water if necessary.
10. In the event of an accident, it is the duty of the umpires and any competitors to abandon the race and provide all possible assistance.
11. In the event of some unforeseen circumstance, umpires have the right to order the abandonment of the race. All gigs must then follow umpire's instructions.
12. In the event of an obstruction all crews/coxswains must act in a safe manner.
13. The coxswain is strictly not permitted to aid the momentum of the stroke paddle at any time during the race unless there is a safety issue.

RACING

14. The start line must be clearly marked at each end with transit lines to allow for clear sighting for both coxswains and starter. All racing gigs should be in a straight line in accordance with the markers. The starter will judge the line using the cox'n seat or the bow.

15. All gigs should follow a straight course and must not "zigzag".

16. An overtaking gig, whether taking the port or starboard route, must keep clear of the gig being overtaken.

17. The umpire's calling point will be marked with a buoy, approx. 6 lengths from the turn. 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. At this point the umpires will decide who has the advantage by assessing whether the bow of the port side gig has reached the coxswains seat creating an overlap. They will then inform the crews using a loud hailer and vhf radio (if this does not affect the start of a following race). No crew should slow their gig on or approaching the mark as far as reasonably practicable once the call has been made, so not to create an obstruction to following gigs.

18. The gig which is given the advantage has the right to the mark and the following gigs must avoid it whatever the situation. Each following gig will be given instructions from the umpires. If the boat given the rights to the mark leaves a gap, a following gig can go into that gap - so long as they do not impede the gig with the rights. No impeding on the stroke side or ahead of the number 5 oar is to take place. Please also refer to rule 17 for further information

19. All gigs shall pass the umpire boat on the gigs port side, unless informed differently at the coxes meeting.

20. All gigs must complete races by following the course as instructed.

21. Coxswains must sit on the coxswain's seat for the duration of the race unless there is an incident with the rudder or a medical emergency.



Cornish Pilot Gig Association



JURASSIC LEAGUE CODE OF CONDUCT 2023



1. The Jurassic League (JL) will follow the 'Racing Rules of the CPGA 2016'. As a race coxswain taking part in a JL regatta, you will be expected to have read and understand what is expected of you whilst competing. The safety of your crew and equipment is important to your club and to others at the event. Any infringement of the 'Racing Rules of the CPGA 2016' will be questioned by the umpires and you could be disciplined at their discretion.
2. JL will try to keep to a standard interpretation for our regattas, which is what this document hopes to achieve.
3. The coxswains briefing is mandatory and will be given by an umpire and the host club. Local safety information and any special instructions for that location will be given.
4. Communication by Umpires and competing boats will be by VHF radio, the channel to use will be given at the pre-race briefing. As a Cox it is your responsibility to ensure that you have a working radio. Occasionally Umpires may use a loud hailer for on course instruction instead of the VHF radio.
5. The JL will use 'Starting Slots' for all regattas. Your starting slot will be assigned to you, and you will start in that place assigned, no excuses. The length of start lines should be sufficient to allow boats to line up.
6. Rolling starts are not encouraged but sometimes depending on wind and or tide conditions an information call will be made (working radio essential) via your radio.
7. **On the start line boats will be aligned with the coxswain's and not the bow.** This allows coxswains to have a clearer view of whether they are on or over the start line. This is a change from previous seasons when the bow was used as the line up point. Coxswains cannot always judge where their bow is in relation to another boat, buoys, or transit. Coxswains have the responsibility to keep the right side of the start line. Penalties for repeated infringement of the start could be introduced so listen to the start official's instructions.
8. Gigs must steer a straight line, no zig zagging to impede following boats.
9. Participating clubs are encouraged to have a long first leg to allow the field to break up and avoid bunching at the first mark.
10. Any overtaking gig must keep clear of any gig being overtaken. The overtaking boat must give clear water and not impede them in any way, keeping clear at all times. Clashing of oars will be deemed to be impeding.
11. **Who has water at a buoy turn.** At the buoy turns an Umpire boat will be stationed at six boat lengths from the mark to call water (advantage) as appropriate. Crews must not pull hard to get the right water call and then ease off between the call and the mark. The boat that has its bow ahead of the coxswain (on their right, stroke side) will be given water. To show the umpire that you have understood the call and if safe for you to do so please raise an arm in acknowledgement. If there is clear water between gigs, then not all umpires will give a call, but some will. Gigs to keep to the starboard side of the umpire boat at the mark. Any changes to this arrangement will be given at the pre-race briefing.

12. Going around a Mark.

- a. Raising of oars at the mark is allowed but the oars should be raised in sequence and immediately dropped to ensure that there is as little drop off in speed as possible. The practice of all raising and staying raised whilst a full turn is executed will not be allowed. No 1 should be back in the water by the time no 5 is being raised.
- b. There will be some slow down whilst turning as the rudder if nothing else acts as a brake.
- c. Boats which do not have water cannot impede the boat that has water, the cox has a duty to moderate their speed to ensure that collisions are avoided.
- d. A boat overtaking on the outside of the mark must not impede the stroke side oars.
- e. Dragging No5 or using the buoy to assist with the turn around the mark is not allowed.

13. Tossing of the bow oar No1 is allowed.

14. If a gig leaves a gap between itself and a mark, a following gig can go through that gap – as long as it does not cause a collision and they do not impede the outside gig. Sound judgement and experience will be required because if there is a clash or contact with the boat that has been given water (advantage) you will be penalised. Without water (advantage) it's your responsibility to keep clear.

If any of the above have deemed to have been an infringement, then the umpires may issue a penalty ranging from

- Disqualification
- Finish order reversal
- Time penalty

If you have clearly shown that you have attempted to avoid a collision this may be taken into consideration before a penalty is issued.

15. An appeal to the umpires after the race is permitted. Only one representative per gig so ideally the cox to present case to umpires. Video evidence is permitted and encouraged so the use of mobile phones or similar (GoPro / 360) seems an excellent solution. Evidence of this nature needs to be shown at the regatta and cannot be considered retrospectively.



UMPIRES CODE OF CONDUCT



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- A commonsense approach should be applied at all times.
 - A straight red card/disqualification must be carefully considered and a last resort decision.
 - Umpires should actively seek to encourage the race to continue and any decisions to stand so to consider the interests of both the competitors and ultimately the sport.
1. A crew may be disqualified for failing to obey the umpire's instructions.
 2. A crew may be disqualified for any unsporting behaviour (see Code of Conduct).
 3. Any umpire has the right to order a gig to withdraw from a race at any time. This right should be exercised in the event of poor seamanship or for safety reasons.
 4. The decision of the umpires on the day will be FINAL.
 5. The action of any coxswain deemed unnecessary/unsafe/unsporting, will be reported to the CPGA committee for disciplinary action if appropriate. The Umpire Rep will monitor situations / coxswains via a yellow and red card system as noted in an umpire book. (See Umpires Code of Conduct)
 6. One nominated person from a crew is to speak to race stewards regarding any racing incident. Race Stewards will speak to this one member of the crew regarding race incidents/ umpire's decisions only.

With the above in mind, the following should always be considered:

- Whether the nominated person of the crew concerned has indicated the possible racing incident/infringement to the stewards/umpires
- From this it should be considered:
 - Whether the infringement affected the final outcome
 - Whether the infringement created a dangerous or costly situation
- Umpire Reps must be informed of all of the details (including their opinion sanction i.e., red or yellow card) and severity of all incidents. The Umpire Rep will subsequently inform the Race Stewards of the situation. The race stewards will then consider the sanction (demoting their racing placement, a time penalty, a verbal warning to coxswain etc)
- 2 yellow cards over a season does not necessarily mean a red (disqualification) the next time it happens, but continual offenders will be monitored and dealt with as required.
- A disqualification = serious/deliberate/dangerous infringement and/or damage caused decided at the umpire's discretion using the above Code of Conduct.
- A yellow card = an infringement deemed less serious by the umpires.
- At a timed event, the sanction could vary from a verbal warning to a 5, 10 or 15 second time penalty.
- At a non-timed event, the sanction could vary from a verbal warning to a 1, 2 or 3 position demotion or a swap of positions with infringed boat.