



Kings Lynn  
Coastal  
Rowing Club

## Gig Racing Rules

### 1) Guiding Principles.

- a) Racing is to be fair, safe and enjoyable for all. All participants are to show respect for each other and for race officials at all times. All participants should enjoy the spirit of the rules and not strive to test the interpretation of them.

### 2) Safety

- a) Safe handling of the boat is of the utmost importance at all times. All compelling gigs, whalers etc must obey the International Rules for the Prevention of Collision at Sea (IRPCS) as priority; they are reminded of the responsibility to give way to certain other vessels as rowing gigs are (human) powered driven vessels.
- b) All coxswains (cox'ns) have a duty of care to the crew and is essential for the safety other participants in the race. All cox'ns must be experienced, competent, adequately trained, and aged 18 or over. They are skipper, helm and communicator for their boat and must observe good seamanship and should always endeavour to avoid collisions. They should anticipate situations, take avoiding action and instruct their crew to stop rowing/hold water/back water if necessary.
- c) In the event of an accident, the race officials may abandon the race. It is the duty of the cox'n to report any accident to race officers, who will report it on to the Kings Lynn Conservancy Board for investigation.
- d) Participants of the race will be expected to stop their involvement in the race and go to the aid of any boat in distress. In the event of such an unforeseen circumstance, the race officials have the right to order the abandonment of the race. In the event of such an incident the race may be stopped by the intervention of a safety boat. All boats must then follow instructions.
- e) As part of the cox'ns duty of care to the crew to be aware of the weather forecast; it is the boats crew's decision whether or not to start the race, and having started, when they should retire if necessary.
- f) In the event of an obstruction all crews / cox'ns must act in a safe manner to allow the passage of all competing boats.

### 3) Boats and equipment

- a) All gigs must be in a seaworthy condition. Boats may be checked before entering the water for compliance by the race officer.
- b) Boats taking part in races shall comply with the their own class rules
- c) All competing gigs are required to carry the following equipment: - A working hand-held VHF Radio, if not waterproof, in a waterproof carrier and set to channel M (37); dual watch with channel 14 (Kings Lynn Port) is recommended; or a fully charged mobile phone.
- d) A means of effectively bailing the boat
- e) All rowers will be expected to wear a life jacket or buoyancy aid
- f) A bow line (and stern line if leaving moored overnight) which is made fast suitably for towing the boat with a full crew on board.

- g) Spare thole pins if used.
- h) If a crew member is under 16 years of age they must be accompanied by an approved guardian
- i) A first aid kit including thermal protective aids for the crew
- j) An anchor is recommended as the Great Ouse tide can run at 7+knots. Kings Lynn is a fishing harbour and international dock for bulk carriers.

#### 4) Insurance

- a) All boats and crews taking part in events do so at their own risk; KLCRC recommend third party insurance including public liability and racing cover to a minimum of £2 million. Competitors will be required to sign that “the boat and crews entered into the races is entirely at its own/their own risk and that KLCRC and WNBC will take no responsibility whatsoever in respect of injury, loss or damage howsoever caused resulting from participation in the King’s Lynn Regatta.”

#### 5) Gig crews

- a) All crew members must be 16 and over.
- b) All coxswains to be over 18 years of age.
- c) Coxes must not contribute to the forward movement of the boat by pulling or pushing on an oar.
- d) Boats must finish races with the same complement of crew as they start, unless due to injury.
- e) Crew members must not be secured to the boat by any part of their boat( unless as a necessary and reasonable adaption to allow a rower with disabilities to participate) The only exception to this rule being foot restraints, which if used must be easy to slip out of without using hands.
- f) Gig’s crews may be made up including members of another club but this must be declared to the race organisers prior to the event.

#### 6) Race Officers

- a) All participants must respect and honour race officials who are essential for safe and fair competition. Any crew not following the instruction of a race official will be subject to disqualification.
- b) Race Officials will consist of a race Officer with a timekeeper who will use a handicap system (see appendices).
- c) Failure to observe racing marks may result in disqualification.
- d) The race officials will decide if a total recall and restart will occur ...this is their discretion if the majority of boats are over the line. If over the line a message will be put over the vhf and indication flag or visual will be shown to the offending gig to reassess its position before its start.
- e) If a boat is asked to come up to the line and fails to comply, the starter will use his/her discretion to start the race regardless.

#### 7) The race

- a) A briefing will be given at the start of the event when starting procedures and signals will be specified.
- b) Crews are under starter’s orders from 5 minutes before the start.

- c) The boats stem should be on, but not be over the starting line or transit at the start signal. No part of the boat may cross the start line 5 minutes before the starting signal.
- d) The starter may use his/her discretion to disqualify any boat at the start which is deemed to be trying to gain an unfair advantage, or penalise any boat that has false started.
- e) Any boat that finishes the race and does not complete the prescribed course will be retired.
- f) A boat approaching an obstruction which may include shallow water but does not include the turning mark, must be given room to enable it to clear the obstruction by calling for water.
- g) Overtaking boats must keep clear of the boat being overtaken and both must hold course with no weaving. The overtaking crew must ensure that their oars do not clash with the oars of the boat. The overtaking manoeuvre is not complete until the overtaking boat's rudder is clear of the boat being overtaken.
- h) **At a turning mark:**
  - i) **The lead boat has the right of way if clear water exists between the boats at a distance of 2 boats lengths from the turn. If this is the case, the lead boat can then choose its course. If there is no clear water between the boats at a distance of 2 boat lengths from the turn, then the inside boat has right of way and the leading boat must affect a wider turn to allow enough water for the inside boat**
  - ii) **Once a boat starts to turn, the forward motion of the boat decreases. This allows chasing boats to close the distance and collisions are likely to take place. Coxes should be aware of this and endeavour to pass on the outside of turning boats so as not to impede their progress.**
  - iii) **Cutting inside a slow, wide turning boat is an effective strategy and can gain valuable distance. If coxes attempt to employ this tactic they must ensure that there is enough space and that they do not interfere with other boats; it is a risky manoeuvre and will lead to disqualification if other boats are impeded.**
  - iv) **Coxswains should be aware of the problems associated with turning a mark and establish right of way before the turn is affected-this should be done by informing crews around you.**
- i) The finishing time will be taken on the boats stem crossing the finish line. Boats which that have crossed the finish line are not to impede those still competing. After finishing, boats must clear the finish area as soon as possible.

## 8) Penalties

- a) Penalties will be awarded as a result of official observation, or as a result from a competing boat's protest. (which must be made within 30 minutes of finishing the relevant race)
- b) A penalty of 15 Seconds will be applied to any boat with up to 2 boats length over the start line.
- c) If a boat is 2 or more boat lengths over the start it may restart or will be disqualified

- d) Protests over timekeeping must be made known to race officials and relevant organisers, As far as possible whilst other clubs are still present at hosting club.
- e) Any act considered by an official to be unsportsmanlike, such as obstructing other boats tampering with marker buoys or a deliberate collision, will be deemed illegal and may lead to disqualification.
- f) A series of penalties will exist ranging from adding to a boats time to full disqualification depending on the severity of the offence. The decision will be made by the race officials after talking to the parties involved. e.g Weaving and impeding an overtaking boat, cutting in on turn markers, collision, pushing the start line, repeated offences

## **9) Postponement and abandonment of race**

- a) The race officials may postpone the start of a race for up to 1 hour after the publicised start time, after which it will be cancelled or re scheduled for another date.
- b) Race officials may abandon a race start at any time and must notify all competitors as soon as possible by phone and/radio or by visual signals.

## **10) Risk Management and control measures agreed with the CHA Harbourmaster**

- a) All boat cox'ns will be asked to sign in stating the number of crew and be allocated a display number for each gig and contact method/call sign.
- b) There will be vhf radio contact from the race control, committee boat and all support boats on channel M; all participating gigs are encouraged to have handheld VHF's for communication.
- c) There will be a race and safety briefing at 09:00 at launch slipway on the morning of the race. All Cox's MUST ATTEND.
- d) There will be a single safety boat that will lead the rowers for guidance.
- e) All Cox'ns will wear personal floatation devices; all crew will have one available.
- f) In the event of an incident requiring the race being stopped a flag will be displayed from the support boats and a headcount of boats and crews carried out.
- g) There will be no racing under conditions of strong winds of force 7 (Beaufort Scale) or above, significant swell or poor visibility.
- h) In the event of sudden illness or serious injury an ambulance will be dispatched to the Kings Lynn Pontoons.
- i) A Kings Lynn Conservancy Board Notice to Mariners informing the likely congestion in the vicinity of the race will be published on the Conservancy Board website beforehand to warn other river users of the impact of the gig races

## Appendices

### Handicapping system

There are 3 races, Ladies then Men's, and finally, Mixed. The type of boat is handicapped and allowance is made for the ages of the rowers. There is no handicap for male vs female as the races are separate.

A time advantage is apportioned according to average age of a boat's rowers. BR and World Rowing give handicaps from age 27. We have used a time of 15 mins to calculate correction factors for different ages using the handicap times. We have used the BR age in brackets. The bracket are as follows:

A 16-27 B 28-36 C 37-43 D 44-50 E 51-55 F 56-60 G 61-65 H 66-70

Age Categories Limits								
Mins	Time Differentials Mins:Secs							
	A	B	C	D	E	F	G	H
	27	36	43	50	55	60	65	70
0:15:00	0:00:00	0:00:09	0:00:13	0:00:19	0:00:27	0:00:40	0:00:58	0:01:24
Time Corrected for Conditions on the Great River Ouse								
Handicaps set by guidance from British Rowings 2018 Rules of racing								
Type								Handicap
Lynn Cockle Boat								0.931
St Ayles Skiff								1
Dinghy 14ft 6"								0.924
Harkers Yard Gig								1.041
Seax Gig								1.093
Cornish Gig								1.1

### St Ayles Club Racing points for applicable races

1st 4  
2nd 3  
3rd 2  
4th 1

First past the post bonus 2 points.