

Christ Church Regatta 2021

Rules

Below are the rules for the Christ Church Regatta 2021. Please take a moment to familiarise yourself with this year's rules.

(0a) The '**Regatta Committee**' refers to the Regatta Captain, Peter Watson, and any other members of Christ Church Boat Club chosen to assist in the organisation of the event.

(0b) The '**Race Committee**' refers to the Regatta Captain, Peter Watson, and up to two other people present at race desk chosen by the Regatta Captain at any one time. It is normally expected that the Regatta Captain will pick impartial and experienced people.

I - GENERAL

(I.1) The Regatta Committee reserves the right to alter any of the rules without notice and reserves the right to interpret these rules in any way that stays within their spirit, especially with respect to eligibility. **The Race Committee reserves the right to disqualify any boat or boat club which infringes these rules, and there will be no refunds in case a crew or entire boat club is disqualified.** The Race Committee's decision in the event of any dispute shall be final. No decision taken by the Race Committee shall be deemed to set or have set precedent; each case will be decided on its own merit.

(I.2) The Regatta shall be held from **Wednesday 24th November until Saturday 27th November 2021 (7th Week, MT) on the Isis, from noon to dusk on Wednesday-Friday, and from 11am to dusk on Saturday**, provided that the weather conditions allow it to be run safely. In case of adverse conditions, the Regatta Captain will decide in consultation with OURCs whether to lift coxing eligibility restrictions (as stated in II.1.b)), postpone or cancel races, shorten the course or convert some or all rounds into time trials instead of side-by-side races, to cancel the whole event, or to replace it with an on-land/indoor competition. If the regatta is cancelled, refunds will apply as stated in II.5. Changes to coxing eligibility restriction, or the replacement of the race day for on-land/indoor competitions will, if applicable, be communicated via email before 4pm the day before. Conversions into time trials and shortening of courses and rounds could be communicated later, and the Regatta Committee will make any attempt to keep the times for each crew as close to the original ones as possible. However, if conditions worsen after 4pm the race day may be called off entirely on shorter notice. If conditions worsen during a day's racing it is the prior concern to ensure everyone's safety, and racing may be suspended or cancelled at any time.

(I.3) **All participants take part at their own risk.** The Regatta Committee and Race Committee can accept no responsibility for damage or injury, however caused.

(I.4) **All participants must follow Government and University guidance relating to COVID-19.** Any participants testing positive for coronavirus must immediately self-isolate, and follow all relevant regulations. For the purposes of (I.1), this guidance shall be considered a part of the Regatta rules, such that any participant, boat, or boat club deliberately infringing said guidance may be disqualified.

II - ENTRIES AND ENTRY REQUIREMENTS

(II.1) **Any competitive crew entered for the Regatta must consist of one coxswain and eight novice oarspersons and will race in a stern-coxed Eight.** If you can't make up a boat of novices you may enter it as a **friendly boat** with a maximum of 3 oarspersons that are not novices according

to the definition given below (See (III.2) for further details on friendly boats). Note that for the purpose of this regatta the following definition of a novice is different from the British Rowing one.

(a) **An oarsperson is NOT a novice if one or more of the following applies:**

(i) They have previously competed as an oarsperson in Christ Church Regatta or Clare Novices Regatta.

(ii) They have previously competed as an oarsperson in any Oxford, Cambridge, Eton College or University of London Bumping race (including rowing on/qualification).

(iii) They have previously competed as an oarsperson in any "British Rowing" (formerly ARA), SARA, WARA (or foreign equivalent) regatta or head race at Junior or Senior level prior to 10th October, 2021 (official start of Michaelmas term). This includes sculling and sweep events.

(iv) They have competed as an oarsperson at school, college, or university representative level in any event prior to 10th October, 2021. This includes sculling and sweep events.

(b) **Coxswains have to hold an OURCs coxing licence and may be of any status**, though in line with the spirit of the event, **novice coxes have to be entered with a college's higher boats over their more experienced colleagues**, provided that river conditions are suitable. Given extreme weather conditions, the Regatta Committee reserves the right to lift all coxing eligibility restrictions, allowing any X and/or S status cox who attended the briefing (or has been granted a formal exemption beforehand, see (II.1)(c)) to cox any number of boats. In accordance with OURCs rules, **every novice cox must have a coach as a bankrider** (see (III.5)).

(c) **All coxswains must attend the Coxing Briefing** which will be held on **[17th Nov. - TBC]**. Exemptions have to be requested via email no later than 11am on the day the briefing will take place. However, exemptions can only be given to coxes who are X or S status AND have coxed a regatta on the Isis for which they attended the briefing within the last year. Coxes who have been exempted from attending the briefing are responsible to watch the recorded briefing, and review the relevant information, especially the circulation pattern, which will be made available on the regatta web page and/or circulated to all boat clubs via email.

(d) **All participants (oarspersons and coxswains) must have passed an OURCs swim test before racing.**

(e) **All participants (oarspersons and coxswains) must hold a valid University card ("Bod Card")** both for entry and on all race days.

(f) Women may row in men's events, but men may not row in women's events. Women may cox in men's events, and men may cox in women's events.

(g) No person may row for two different crews.

(h) No person may cox for two different crews.

(i) Athletes are allowed to row in one crew, and cox another, as long as they fulfil all relevant criteria.

(j) If an ineligible participant is entered in any crew then the organisers may disqualify the entire Boat Club concerned.

(II.2) The **entry fee** for the Regatta is **£60 per crew**. **Entries open on OURCs webpage on Friday, 5th of November (4th week), and close on Wednesday, 17th of November (6th week) at noon. Payments should be made by bank transfer** (Christ Church Boat Club, Account No 20257893, Sort Code: 20-65-26), with the respective **boat club as a reference** and must be received **by midnight on Saturday 20th November 2021**.

(II.3) The Regatta Committee will make any attempt (although cannot guarantee) to accommodate **equipment and personnel clashes** between a maximum of two crews up until the last 16, given that they have been communicated by submitting any constraints with their entries on the OURCs system,

before entries close. From the last 16 onward equipment and personnel clashes will have to be resolved by the crews concerned (please see (III.3) for rules regarding substitutions).

(II.4) **Every participating boat club will likely be required to fill a small number of marshalling slots based on the number of crews they enter.** Christ Church Boat Club attempts to fill as many marshalling slots as possible with people from their own senior squad before assigning them to other participating boat clubs, but we do not expect to be able to fill all of them. Marshals are required to be senior rowers or coxes (not novices), preferably with experience in marshalling for an Oxford regatta. The number and times of the marshalling slots to be filled will be sent out shortly after entries close. **All marshals must attend the Marshal Briefing** which will take place **online**, on **Monday 22nd November**. It is expected that all participating boat clubs will do their best to fill the slots they have been allocated. **If any boat club needs to switch marshalling shifts with another boat club, they are expected to arrange this among themselves AND notify the Regatta Committee by email (chchregatta2021@gmail.com) about the change, preferably before noon on Saturday, 20th November 2021.** It will otherwise be expected that the boat clubs are able to fill all assigned slots, make sure their marshals are on time, and have attended the briefing. The Race Committee reserves the right to disqualify any boat club which fails to do so.

(II.5) In the event that several days or the entire regatta is cancelled, and no replacement event such as an on-land/indoor competition takes place, the following **refunds** will be made: If no racing (including racing over a shortened course or in the form of time trials) or replacement event takes place at all, 80 percent of the entry fee will be refunded. If racing (including racing over a shortened course or in the form of time trials) or a replacement event takes place on only one of the four days, 50 percent of the entry fee will be refunded. If racing (including racing over a shortened course or in the form of time trials) or a replacement event takes place on more than one day, no refunds will be made. If a crew withdraws after entries close, their entry fee will be retained.

III - THE REGATTA

(III.1) Rules for Regattas and laws of boat racing will govern the Regatta, insofar as they apply to the Isis.

(III.2) The Regatta shall be raced over a **side-by-side course**. The first race and repechage will begin opposite Christ Church boat house (at the furthest end of boat-house island seen from the bridge) to the finish stone approximately halfway between Pembroke Boathouse and The Head. The remaining races will run from Longbridges to the finish stone. The finish shall be judged by the bows. Crews who start before the start command may be disqualified at the discretion of the Senior Umpire (Start Marshal).

(III.3) All competing **craft must be registered with or exempt from registration by the Environment Agency**. All competing craft must abide by OURCs rules for equipment and equipment checks https://ourcs.co.uk/media/filer_public/a9/f1/a9f1b7f1-b544-4386-9667-3acd814ec0db/equipment_checks.pdf. Equipment checks will pay special attention to whether the **bow-ball** is firmly attached/screwed on (not just taped on), **heel restraints** are in place and intact, which includes that they should not allow the heel to rise more than 7cm, all **hatch covers** are in place and intact, and the same goes for **backstays**. Boats must also be equipped with **switched-on 360° static white lights on front and rear if their race takes place later than 1 hour before sunset, i.e. 15:00.** **All coxswains have to wear life jackets. All competitors are requested to carry their University Cards (“Bod Cards”). No crew is allowed to push off before a marshal has made sure their equipment fulfils all the above, and checked their University cards (“Bod Cards”).** The Race committee reserves the right to disqualify any crew or boat club who fails to meet the above or pushes off before their equipment and personnel has been checked. In case of any equipment issues on race day, the crew in question should inform race desk as soon as possible. For this, the crew or a representative of the boat club they belong to may ask a nearby marshal to radio race desk about the matter, as long as this does not impede said marshal from ensuring the safety of participants and spectators alike, in which case he or she has any right to defer or deny to radio race desk about the

equipment issue. If the crew is late for their race without notifying race desk (directly or through a nearby marshal) about a possible delay due to equipment issues, they may be subject to disqualification.

(III.4) **Substitutions are allowed only in the case of injury/illness or academic clashes.** Any participants forced to self-isolate will be permitted to substitute exactly as in the case of illness. Substitutions will typically be limited to three per race, unless express permission is given from the Regatta Committee (if sought before the race day in question) or the Race Committee (if additional substitutions that would raise their total count above three become necessary on race day). The Regatta Committee or Race Committee, respectively, must be informed of any substitutions before the crew in question pushes off, otherwise the crew concerned may be liable to disqualification. Crews are asked to let the Regatta Committee know about any substitutions as soon as possible, ideally via email (chchregatta2021@gmail.com) before racing on the day on which the substitution is necessary starts. If a substitution becomes necessary after this point, the boat club in question should send a representative to race desk to inform a member of the Race Committee before the crew in question pushes off. In case their boat house is far away from race desk (Christ Church boat house) or they would delay their crew's warm up and/or race, they may ask a nearby marshal to radio race desk about the matter, as long as this does not impede said marshal from ensuring the safety of participants and spectators alike, in which case he or she has any right to defer or deny to radio race desk about the substitution. **Any substitutes must meet the criteria in (II.1)(b)-(e), or the crew won't be allowed to compete. Substitutes have to meet all other criteria in (II.1), otherwise the crew in question may only race as a friendly boat,** which means they cannot advance beyond round 2 (if such a substitution takes place after round 2, the crew may still race, but will automatically lose that race). **No crew is allowed to push off before their substitutions have been approved by the Race Committee.** The Race Committee will radio a nearby marshal and ask him or her to inform the crew in question when they are cleared to push off. If the crew is late for their race without notifying race desk (directly or through a nearby marshal) about a possible delay due to a necessary substitution, they may be subject to disqualification.

(III.5) In accordance with OURC rules, **every novice cox must have a coach as a bankrider.** X/S status coxes are allowed, but not required to have a bankrider. Only one bankrider is permitted to follow each crew. Bankriders follow crews to ensure safety only, not to give coaching advice, and will not be permitted to use loud hailers or whistles at any time during racing or warm up, to ensure that commands from marshals and klaxons can always be heard, and are not allowed to use handheld cameras. Bankriders **must have roadworthy bicycles equipped with properly functioning brakes, wear a fluorescent bib** (which they can get from the Senior Umpire assistant at the start line), **and follow the same rules as boats regarding lights (i.e. front and rear switched on after 15:00).** Bankriders are strongly advised to wear a helmet, and have a bell affixed to their bike. Bankriders will NOT have right of way over pedestrians at any time. If dangerous cycling along the towpath is observed, or any of these rules are broken, the crew concerned will be disqualified.

(III.6) To reduce congestion, **all crews boating from the boathouse island must boat from the rafts downstream of Exeter Boathouse, and must land at rafts upstream from that point.** Crews boating or landing at the wrong rafts may be liable to disqualification. Boats must not be left unattended on rafts.

(III.7) The **circulation patterns must be obeyed;** Maps of the course and circulation plan will be discussed at the coxing briefing, the marshalling briefing, circulated to all boat clubs and made available on the event's website and Facebook event page. Crews who do not follow the circulation pattern may be subject to disqualification. **Please notice that the circulation patterns are slightly different for different rounds of the regatta. Crews should obey the instructions of the marshals at all times, even if their coach/bankrider tells them otherwise, unless it would endanger their own or someone else's safety.**

(III.8) **Crews must race, warm up and transit with their full complement** at all times. Should any crew member leave the boat during a race then the crew will be considered to have not completed the course and may be subject to disqualification.

(III.9) **Crews must remain within their respective racing and transit lanes** at all times. Any crew that leaves its racing lane will automatically lose the race in question. Crews who leave the respective lines may be subject to disqualification.

(III.10) Should a race need to be stopped, klaxons will be fired. **When the klaxon is fired all crews should stop as soon as it is safe to do so ("Hold it Hard!") and remain stationary until instructed to move by a marshal.** In the event that a race is stopped due to circumstances beyond the control of the racing crews the Race Committee reserves the right to award the race to either crew if it is felt that they held an insurmountable lead. Re-rows for undecided races will be arranged if possible, but may not be on the same day.

(III.11) The **Race Committee reserves the right to postpone or reschedule races, even until the next day if necessary** (e.g. if conditions become unsafe or the schedule is delayed for whatever reason).

(III.12) In the event that a crew wishes to **appeal** the result of a race, the cox shall raise their arm to attract attention on crossing the finish line and ask the finish or head marshal to radio race desk that they wish to appeal. No further information should be given via radio, to ensure that more important information especially regarding the safety of any participant, spectator or other river user will get through. Marshals are allowed to deny or defer this request if it keeps them from ensuring the safety of participants or spectators alike. Every crew has **twenty minutes after the official finish time of the race** to inform race desk through a marshal that they wish to appeal (longer, if the crew asked a marshal immediately after the race, but they had to defer to radio race desk). The crew should attempt to send a representative of their boat club to race desk to discuss the matter as soon as possible.

(III.13) **Unsportsmanlike Conduct or Behaviour** including (but not limited to) failure to heed the instruction of a Race Official, including members of the Regatta Committee, the Race Committee, or any Marshal acting on their behalf, use of obscene language or gestures, delaying the start of a race without just cause, disregard of the principles of safety or of fairness, or abusive behaviour towards any official, competitor or spectator by any member of a participating boat club (including, but not necessarily restricted to those members participating in the races, coaches, captains or other boat club committee members acting as spokespersons for participating crews, or any member the club in question sends to marshal for the event) **may result in the disqualification of the crew(s) concerned or the entire club represented.**