



## Club Rules for Brixham Gig Club

### General

1. The Constitution is the overall authority.
2. No swearing is allowed in the boat.
3. The Coxswain is the overall authority in the boat.
4. Observe and understand The Man Over Board Drill (mob).
5. Anyone under the influence of alcohol should not get into a gig.
6. A VHF radio should be carried in every boat on Ch 73 for training and Ch 72 for racing.
7. The Boat Safety Officer must be informed when a boat goes out.
8. A new rowing member is allowed to row 3 times before paying a membership.
9. Memberships are to be paid before racing.
10. Any physical or violent behaviour will result in suspension from the club.
11. All equipment should be treated with care.
12. Ensure the compound is secured when last to leave.

### Safety Code

1. Club members should be aware of the correct procedures for contacting the emergency services including the Coastguard and should be aware of the nearest telephone.
2. Adequate bailing equipment should be carried at all times. If rough sea conditions are likely, extra bailing equipment and buoyancy aids should be considered. In rough sea conditions and crowded waters the use of a motorised safety boat is recommended.
3. Crews must never put to sea without suitably experienced crew-members. Crews must leave notification on shore that they are putting to sea and state their direction and estimated time of return.
4. In failing light crews must return to harbour unless provision has been made to display navigation lights, or a torch.
5. The safe stowage and correct use of safety equipment is the responsibility of all crew members at all times.
6. All damage or losses must be reported as soon as possible- in case of safety equipment to the Safety Officer.
7. A safety box must be carried at all times and its contents checked before going afloat.
8. Coxswains must be aware of the International Rules for the Prevention of Collision At Sea. And have a thorough understanding of any local byelaws which might apply.
9. Only designated Coxswains will be allowed to take boats past the breakwater.



## **CPGA General Rules**

1. Consider the wellbeing and safety of all.
2. Promote the benefits of our sport in participation, both socially and in competition.
3. Adhere to guidelines/rules as set by the CPGA i.e. Child Protection, health and safety, sea safety, racing rules.
4. Encourage all participants to value their performance and those of others and not just results.
5. Make sure of the appropriateness of age, ability, and experience to the activity.
6. Set a good example – accept the umpire's decision, maintain composure at all times and shout or ridicule rowers or officials.
7. Promote the positive aspects of our sport, especially fair play, friendship and respect.
8. Accept responsibility for their actions.
9. Display high standards in use of language and manner.

### **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 meters/couple of fathoms and ½ to 1 inch thick).

### **Crew Information**

1. 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.
2. In any junior race, lifejackets must be worn by the crew and coxswain in such a way that is clearly visible to the umpires.
3. In any senior race, if there is a junior rowing, then lifejackets must be worn by both the junior and coxswain.

## Umpires

1. A crew may be disqualified for failing to obey the umpire's instructions.
2. A crew may be disqualified for any unsporting like behaviour (see code of conduct).
3. The umpires have the right to order any gig to withdraw from a race at any time.
4. The Umpires decision on the day will be final.
5. 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

1. 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.
2. In the event of some unforeseen circumstances, umpires have the right to order the abandonment of the race. All gigs must then follow umpires instructions.
3. In the event of an obstruction all crews/coxswains must allow safe passage for all gigs.
4. 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.
5. 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.
6. The Cox is not allowed to help with the momentum of the stroke paddle at any time during a race, unless there is a safety issue.

## Racing

1. 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.
2. A leading gig must not zig zag with the intention of impeding a following gig.
3. An overtaking gig, whether taken the port or starboard route, must keep clear of the gig being overtaken.
4. Six Lengths from the mark there will be a buoy. At this point the umpires will decided 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.
5. 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.
6. 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.
7. All gigs shall pass the umpire boat on the gigs port side, unless informed differently at the coxes meeting.
8. All gigs must complete a race following the course as instructed.