

RULES OF RACING

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These Rules relate to racing in skiffs. They do not cover racing in any other form of craft or in skiffs propelled by means other than sculls; nor do they cover races, whether in skiffs or not, included in 'Rag' regattas.

The term 'crew' is deemed to include the scullers and coxswain in double sculling and the sculler in single sculling.

'Race' is defined as any heat, repêchage or final in an event.

'Event' is defined as a race or series of races leading to a final decision in any category of racing and includes a Processional Race or category of racing within a Processional Race.

'Regatta' is defined as a group of one or more events managed by one organizing committee.

'Processional Race' is defined as one in which boats are started at intervals of time or distance and of which the result is determined in an order based on elapsed time, or on bumping or overtaking.

'Circulation Pattern' is defined as the compulsory directions of travel in various areas and lanes in and around a course that are available for competitors' use during racing and practice on the water.

'Not Sculled Out' is a verdict used when one or more crews in a race fail to continue racing throughout the course to the finish.

For Rules marked * see Rule H2.

SECTION A - GENERAL

- A1 The Rules of Racing adopted by the SRA shall be observed.
- A2 The organization, control and safety of a regatta under these Rules shall be the responsibility of the committee organizing the regatta.
- A3* An organizing committee shall appoint officials to carry out the duties specified in these Rules. No one shall act as an umpire unless he is a qualified SRA umpire or the holder of a valid BR Umpires Licence or an SRA probationary umpire acting under the supervision of a qualified umpire.
- A4 An organizing committee shall state in its programmes and official notices that the regatta is to be held in accordance with the Rules of the SRA.
- A5 No regatta shall be held under these Rules unless its date, place and conditions have been approved by the Committee of the SRA. The Committee may refuse to approve a date that has not been submitted in accordance with the timetable specified annually by the Committee of the SRA.
- A6 If a regatta does not take place on the agreed date, through exceptional or unforeseen circumstances, the organizing committee may hold it on another date with the approval of the Committee of the SRA.
- A7 The organizing committee shall forward the results of the racing to the Hon. Secretary of the SRA within seven days of the regatta. These results shall include, for each event in the programme, the names of the winners and their clubs, the number of entries, and the number of scratchings. A properly marked-up programme would suffice.
- A8 All questions not specifically covered by these Rules shall be decided by the organizing committee, which shall take care to ensure that no breach of them arises from the imposition of local conditions.

EXPLANATORY NOTES AND COMMENTS

- A5 *The SRA Committee maintains a five-year regatta calendar on a rolling basis, a copy of which is sent to all affiliated clubs and regattas. If any club or regatta requires changes to its programme, it is essential that the Hon. Secretary be informed of such before the autumn Committee meeting when, to enable adequate publicity to be given, the calendar for the ensuing year is confirmed.*
- A6 *To expedite the approval of a new date, the Committee may empower the Hon. Secretary to give approval if, in his opinion, the new date will not raise any problems.*
- A8 *If an organizing committee decides to impose special conditions, whether connected with qualifications for entry or affecting the conduct of a race, care should be taken to include the particulars both in the entry form and in the programme.*

SECTION B - REGATTA CONDITIONS AND ENTRIES

B1 Notice of a regatta shall include:

- (a) Place, date and time of the regatta.
- (b) The categories of events.
- (c) Special restrictions or conditions, whether or not affecting classification of competitors.
- (d) The amount of the entry fees.
- (e) The length and location of the course.
- (f) The date and time at which entries close.
- (g) The address for entries and correspondence.

A copy of the notice of the event shall be forwarded to the Hon. Secretary of the SRA simultaneously with the distribution to clubs.

B2 The entry form for a regatta shall include:

- (a) The name of the club entering.
- (b) The names and, where appropriate, date of birth and weight of competitors.

The names of the competitors shall be set out in the order of sculling, beginning with bow, who shall be designated 'Number 1'.

The following form of certificate shall appear on the entry form:

'I certify that all competitors named and any substitutes who may be introduced are/will be members of this club, or of the clubs shown against their names, and are eligible to compete in the events for which they are entered.'

An entry shall not be valid unless the entry form has been duly completed and signed.

B3 Entries shall close at least three clear days before the date of the event. No official of the organizing committee shall divulge any entry, or report the state of the entry list, until such list is closed.

B4 No person shall be entered more than once for the same event at a regatta.

B5 An organizing committee may investigate any questionable entry and may return or annul an entry at any time without giving a reason.

B6 If only one crew is entered for any event the organizing committee shall cancel the event and refund the entry fee, or, if the crew involved agrees, they may transfer the entry **to a handicapped event or another event** for which the crew is eligible. This Rule shall not apply to a Skiff Championship event. If the event is a category of racing within a processional race, the organizing committee shall not refund the entry fee but may, if the crew involved agrees, transfer it to another category of racing for which it is eligible.

B7 A crew must scull the course in order to be eligible for a prize or points. If all but one crew

withdraw from an event without competing the award of any status or competition points to the remaining crew is as defined in the rules of the competition. [E3, Ormiston 4.1 (b). Junior Pennant, Veteran Pennant]. If a crew competes and then withdraws from an event, it is deemed to have competed in the event.

- B8* A copy of each competitor's first race time shall be sent no later than three days before the event to the clubs entered.
- B9 The organizing committee may, if notified at least 30 minutes before the official race time, permit a substitute to take the place of any one sculler of a doubles crew named in the entry provided that neither the substitute nor the original crew member has already raced in the event. The substitute need not be a member of the club of the original crew member.
- B10 When a coxswain is not available, a person whose name has not been entered may, with the consent of the organizing committee, act as a coxswain provided that his name is notified to the organizing committee at least 30 minutes before the official start time of the crew's first race, and that he has not already coxed or sculled in the event.
- B11 The organizing committee may permit a crew that has already raced to race with a replacement cox if the original cox becomes unavailable through exceptional and unforeseen circumstances and provided the Racing Committee and remaining competitors in the event are in agreement.
- B12 Objections to the qualifications of a competitor shall be made to the secretary of the regatta and confirmed in writing as soon as possible. The organizing committee may withhold or withdraw prizes until the outcome of any investigation is announced.

EXPLANATORY NOTES AND COMMENTS

- B2 *It is advisable to require as a condition of entry that entry fees shall accompany the entry, and that entries by telephone shall be confirmed on the proper entry form by a specified time. Entries by fax or E-mail are acceptable. Action under Rule B5 against competitors failing to comply would be appropriate.*

The Rule does not debar composite crews, competing under the titles of their clubs, provided that the entry form is duly completed. The entry in such cases must be made by an officer of one of the clubs concerned. The names of all the clubs must be included in the title under which the crew will race.

- B7 *If a crew is the only competitor in a final, the following four scenarios illustrate the outcomes according to different circumstances*

1 There is only one entrant - the race is cancelled or the entrant transferred to another event

2 There are more than one entrants but all but one withdraw before racing - the competitor may row over for a prize, but earns no point in any competition

3 There are more than two entrants and a crew competes in and wins a heat, but its opposition (having a bye or winning a heat) withdraws before final - the remaining competitor wins prize, earns points and does not have to row the course again

4 There are more than two entrants and a crew has a bye to final, but winner of the other heat withdraws - the remaining competitor has to row over to win prize and earn points

- B8 *This Rule is designed to ensure that clubs have adequate notice of times of racing to enable them to plan accordingly in the interest of competitors.*

B10 A coxswain who is not a member of the club or clubs of the remainder of the crew may be used, but the crew then forfeits any right to gain Ormiston, Veteran Pennant or Junior Pennant points.

SECTION C - REGATTA REGULATIONS

- C1 The design, dimensions and construction of skiffs shall be as specified by the SRA. See the section entitled 'Construction and Dimensions of Racing Skiffs and Sculls'.
- C2* Races shall take place in matched skiffs, except in exceptional circumstances when the organizing committee may allow unmatched skiffs.
- C3 No competitor shall make use of any substance capable of modifying the natural properties of water.
- C4 An organizing committee shall not offer any form of money or value prize without obtaining the prior written authority of the Hon. Secretary of the SRA. Any club or regatta offering such a prize without prior approval shall be liable to be penalized, and such prize, if awarded, shall be returned forthwith. Clubs, regattas or competitors giving, offering or accepting any unauthorized money or value prize from any source shall be liable to suspension from the SRA or from competition as appropriate.
- C5 Trophies shall be deemed to be awarded to the successful competitors unless specified otherwise.
- C6 Every competitor shall wear complete clothing. Scullers shall wear a sleeved jersey which shall show the racing colours of the club they represent.
- C7 The organizing committee shall appoint a Race Committee of three qualified umpires and shall nominate a chairman from among them who shall be responsible to the organizing committee for the applications of the Rules of Racing at the regatta. The Race Committee shall take any decisions on the conduct of racing not in the province of an officiating umpire, and shall hear any protests or complaints to or from the organizing committee. However, the race umpire is responsible for the conduct and outcome of the race.
- C8 An organizing committee shall appoint a suitably qualified person to supervise the crews' embarking and disembarking points. He shall check the composition and dress of crews and ensure that all relevant Rules are observed, including those appertaining to Lightweights and to the carrying of dead-weight by coxswains, and those appertaining to the construction of boats.
- C9 Women may not compete in men's events or vice versa except as coxswains.

EXPLANATORY NOTES AND COMMENTS

- C5 *Organizing committees should obtain receipts for trophies, specifying the items (such as plinth, lid, cases, and keys) which accompany them, and include instructions for their return. The receipts should also include an undertaking by the recipient to be responsible for their safe custody and return, and the name and address for correspondence. An organizing committee may, however, decide to retain its trophies after presentation to the winners.*
- C6 *Article 3 of the SRA Constitution refers.*
- C7 *The Race Committee shall act as the authority on the application of the Rules of Racing and should be ready to advise on any aspect of the running of the regatta where the Rules have an impact, or where there is any need to consider safety or 'fair conditions' for racing. During the regatta, the Race Committee should always be available to any umpire for support and advice, and to receive suggestions for the improvement of the conditions for racing. The Race Committee's powers include:*

- (a) *Suspension of racing for safety reasons under Rule J7.*
- (b) *Alterations to the course following changes to stream or wind.*
- (c) *Action, as the representatives of the organizing committee, of disciplinary measures under Rules G8 and G9.*

The race umpire is responsible for the race, and his verdict cannot be overturned. However, in hearing a protest taken to the organizers, the Race Committee may draw the attention of the race umpire to facts, circumstances and consequences of which he may not have been fully aware; the umpire may then reconsider his verdict if he believes this to be appropriate.

C8 *The organizing committee must ensure that a suitable weighing machine is provided. It is not necessary to weigh coxswains about whose weight there can be no reasonable doubt.*

SECTION D - CATEGORIES OF EVENTS

- D1 Qualification under these Rules is independent for single sculling, double sculling, and mixed-double sculling.
- D2 An Open event shall be one for which any competitor eligible under the general conditions and the qualifications for that particular event may enter.
- D3 A Closed event shall be any one of the following, and shall not be subject to these Rules other than Rule D1:
- (a) Private matches arranged solely by agreement among the clubs or competitors concerned.
 - (b) Events open only to members of one club.
 - (c) Invitation events, i.e. events restricted to competitors specified by the organizers.
- D4 A Status event is an open event the winning of which may affect a competitor's status classification, and is any open event other than those defined in Rule D10. A competitor's status points shall relate to those held at the beginning of a regatta
- There are five levels of status events
- Senior
 - Higher
 - Intermediate
 - Novice
 - Entrant
- D5 Senior events are open to any sculler.
- D6 Higher events are open to scullers whose number of status points is less than 13, or to double scullers whose combined number of status points is less than 26.
- D7 Intermediate events are open to scullers whose number of status points is less than 9, or to double scullers whose combined number of status points is less than 18.
- D8 Novice events are open to single scullers whose number of points is less than 5, or to double scullers whose combined number of status points is less than 10.
- D9 Entrant events are open to scullers who have zero status points
- D10 Non-Status events are open events and shall be:
- (a) Processional events.
 - (b) Veteran events.
 - (c) Restricted Veteran events
 - (d) Junior events
 - (e) Handicap events
 - (f) Lightweight events
 - (g) Relay events.
 - (h) Events in which the competitors are allocated to crews by the organizers.
 - (i) Events specifically advertised as 'Non-Status', and other events held under special conditions, subject to previous approval in each case by the Hon. Secretary of the SRA.

The winning of non status events does not add to a competitor's status points except that a win in an event under items (a) to (f) will affect a competitor's qualification for Entrant events (see section e2 (b)),

- D11 Veteran events are open to any sculler who has attained the age of 40 years before 1st January of the current year and has not won a Senior status event in that event category in the current year. (See the section entitled 'Veteran Racing'.) Novice Veteran events are open to any sculler meeting the veteran age criteria who has less than 5 status points.
- D12 Restricted Veteran events are processional events open to Veteran scullers and crews having an age or combined age above the minimum limits defined in or derived from Rule D11. (See the section entitled 'Veteran Racing')
- D13 Junior events are open to competitors aged between 12 and 18 on the day of racing
- D14 Handicap events open to all scullers, the handicap being based on the status points of crews. Handicaps will be based on the average status points in a boat subtracted from 13 and converted to seconds. If the course is 500 metres or less, the handicap difference shall be reduced by one second for every full five seconds difference between the handicaps of the two crews. If the course is 700 metres or above, then the handicap difference shall be increased by one second for every full five seconds difference between the handicaps of the two crews.
- D15 Lightweight events are open to scullers whose weight does not exceed 72.5 kg (men) or 59 kg (women). The average weight of a doubles crew (excluding coxswain) shall not exceed 70 kg (men), 63.5 kg (mixed), or 57 kg (women). Lightweight competitors shall be weighed wearing their racing kit (Rule C6) before their first race of the regatta.
- D16 An organizing committee may transfer to another event of appropriate category a crew whose classification changes between the date of entry and the beginning of the event. If the crew does not wish to accept the transfer, the entry fee shall be refunded.
- D17 There is no classification of COXSWAINS. The minimum weight for Coxswains shall be 50 kg, and they shall sit on the coxswain's thwart. Coxswains who weigh less than 50 kg shall carry dead-weight to make up the deficiency, and this shall be carried beneath the coxswain's thwart. Coxswains shall be weighed before their first race in the clothing they expect to wear in the event, inclusive of any buoyancy aid.

EXPLANATORY NOTES AND COMMENTS

D11,12,13 It is mandatory for the year of birth to be inserted on the entry form.

SECTION E – STATUS POINTS FOR COMPETITORS

- E1 The acquisition of status points is independent for single sculling, double sculling, and mixed-double sculling. [D1]
- E2 A sculler begins with zero status points, with the exceptions that
- (a) a Sculler who has won a BR event during the previous 10 years automatically begins with five points.
 - (b) a Sculler who has only won a BR event more than 10 years previously, or any non-status skiffing event under section D10. (a) to (f) - ie a processional, Veteran, Junior, Handicap or Lightweight event will automatically begin with one point
- E3 Scullers are awarded a point for a win in a status event in which two or more crews compete, unless they already have 13 points.
- E4 A sculler winning a Skiff Championship event attains 13 status points in the category of that event.
- E5 Changes to points shall take effect at the end of the day's racing.

EXPLANATORY NOTES AND COMMENTS

- E2 *In order to adjust the points when the non-qualifying rule was removed, the following conversions were agreed:*

<i>Old</i>	<i>New</i>
0	<i>0 or 1 depending on eligibility for entrant.</i>
0.33	2
0.66	2
1	3
1.33	4
1.66	4
2	5
2.33	6
2.66	6
3	7
3.33	8
3.66	8
4	9
4.33	9
4.66	9
5	10
5.33	10
5.66	10
6	11
6.33	11
6.66	11

7	12
7.33	12
7.66	12
8	13

In order to assimilate scullers into the new mixed-double classification, the following ruling was made at a Committee meeting held on 8th June 1983.

'A sculler's existing doubles status on 1st January 1983 will be the status level that a sculler assimilates into the new mixed-double classification. It is irrelevant whether the sculler has 1 or 2 Junior-Senior wins to his credit, the sculler concerned starts at Junior- Senior level and is entitled to win his full quota of Junior-Senior wins before becoming a Senior.' Converting this to the points system, the number of points allocated are as follows

**STATUS OF SCULLER IN DOUBLES STATUS POINTS
AT 1st JANUARY 1983**

<i>Senior win</i>	<i>13 points</i>
<i>Senior no wins</i>	<i>13 points</i>
<i>3 Junior-Senior wins</i>	<i>12 points</i>
<i>2 Junior-Senior wins</i>	<i>11 points</i>
<i>1 Junior-Senior win</i>	<i>10 points</i>
<i>1 Junior win</i>	<i>7 points</i>
<i>No Junior wins</i>	<i>5 points</i>

Anyone who, pre-January 2010, had reached Senior status but had not won at that level, will regress by one full status point, thus bringing them back to Higher level

SECTION F - RACE REGULATIONS

GENERAL

F1 These Regulations shall be so applied as to ensure that all competitors race under fair conditions, but considerations of safety shall take precedence at all times.

F2* Each crew shall be assigned a lane or station, which shall be the crew's designated water for the duration of the race.

A boat's proper course shall be defined as that which it must follow from start to finish while remaining on its own water on the prescribed course.

UMPIRES

F3* Umpires shall be appointed to be responsible for the conduct of each race or for the conduct of a group of races through a section of the course (bank umpiring). A probationary umpire may act as a race or bank umpire if under the supervision of a qualified umpire, but the latter shall have ultimate responsibility for the conduct of the race or part of the race.

F4* Starters and aligners may be appointed to start or assist with the start, and they shall be umpires or probationary umpires under supervision, but the race umpire may act as starter.

F5* Race and bank umpires, starters, and aligners shall each be provided with a red flag, a white flag and a megaphone (electric if possible) or loud-speaker equipment, and a regatta programme.

F6* A launch used for umpiring shall be so constructed as to enable the umpire to carry out his duties properly.

F7* If the race is umpired from the bank, adequate communications between umpires shall be provided. Umpires should also wear distinguishing armbands and be provided with a position from which they can clearly see each race in the portions of the course for which they are responsible, and as far as possible be seen by the competitors. Umpires shall be located at distances that allow any warning to be heard by the competitors whilst under their jurisdiction. A co-ordinating umpire shall be available to overhear all communication between umpires and to be in communication with the judge. All decisions shall be taken by the umpires and shall be given to the judge by the co-ordinating umpire.

F8* Umpires shall from time to time during the regatta inspect the course or portion of the course for which they are responsible and take appropriate remedial action where necessary.

THE START

F9* A crew shall be at the start two minutes before the time of the race. The start may take place without reference to absentees. Any crew late arriving at the start and permitted to race may incur a penalty of one Official Warning at the discretion of the umpire and/or starter.

F10* If there is only one crew in a race, the organizing committee shall decide whether the crew shall be required to scull over the course in a race other than a final.

F11* The umpire, starter or aligner shall prepare the crews for the start with a minimum of delay. If an aligner is provided he shall indicate that the crews are aligned by raising a white flag.

F12* When the crews are at their starting positions the starter or umpire shall announce any Official Warnings that may have been given against any crews in the race, including any awarded under

Rule F9. He shall then name the crews and tell them how they will be addressed during the race.

a The starting and timing procedure for non-handicapped events shall then be as follows:

The starter shall say 'Get ready', followed by 'Attention', at which time he shall slowly and deliberately raise the red flag and then lower the flag quickly to one side with the command 'Go'. If an aligner is present, the starter shall check that he has the white flag raised before the 'Attention' command is given.

b The starting and timing procedures for handicap races (including veteran) shall be as follows:

The starter shall declare the handicaps to be applied and explain the starting method, and ensure that any stake-boat persons know the order of starting. The starter shall then conduct a normal start but at the word 'Go' only the crew(s) with the greatest handicap will start. After the first 'Go' he shall, using a stopwatch, count up the handicap time in whole seconds ending with the word 'Go' when the second crew(s) will start, and continue thus until all crews have started. For example, in a three crew race where the second and third crews have, respectively, a 5 second and 9 second handicap relative to the first crew, the starter shall say 'Go, one, two, three, four, Go, six, seven, eight, Go'. The counting shall be made audible to all crews involved, and the crews remaining at the start after the first 'Go' shall maintain themselves in a state of readiness for subsequent starts. The red flag shall be raised and dropped for each start.

F13* If the umpire, starter, or aligner considers the start false, he shall recall the crews to the start by saying 'Stop' and waving the red flag. The decision to recall the crews shall be made before they have completed 50 metres of the course. The crew or crews causing the false start, or deliberately sculling on after the race has been stopped, shall be given an Official Warning by the starter or umpire.

In the event of a false start by any crew in a handicap race, the normal 'false start' procedures shall apply except that the 50 metre proviso of Race Regulation shall not apply. The elapsed time of the winning crew shall be the time from the first 'Go' to the finish less any starting handicap applicable to that crew.

F14* If a crew refuses to start again or incurs two Official Warnings, the umpire shall disqualify it from the event.

THE RACE

F15* During the race, each boat shall remain on its proper course; it shall not encroach on the courses of other competing boats, nor interfere with them, nor prevent them from following their proper courses. A crew continuing out of its proper course after due warning does so at its peril, and if it derives any advantage from so doing may be disqualified by the umpire.

F16* The umpire shall be the sole judge of a boat's proper course and shall decide all questions relating thereto.

F17 The umpire may call the attention of a crew to its steering only if the crew is about to interfere with or foul another crew, or if disqualification is possible under Rule F15, or if there is danger of a collision with a temporary or permanent obstruction on or off the course.

F18* When the umpire in a launch warns a crew he shall raise a white flag vertically above his

head, name the crew, and point the flag at arms length in the direction in which the crew is to move. When the crew has responded, the umpire shall drop the flag smartly to the side out of sight. When an umpire on the bank warns a crew he shall raise a white flag vertically above his head, name the crew, and audibly instruct the crew in which direction it is to move. When the crew has responded, the umpire shall drop the flag smartly to the side out of sight. He shall inform the next umpire of the instructions that he has given. When the umpire stops the race he shall wave a red flag and give the order 'Stop'. When the umpire stops a crew but not the race, he shall raise the white flag vertically, name the crew and give the order 'Stop'. When the umpire warns a crew because of the danger of collision with an obstruction, he shall raise the white flag vertically, name the crew, and announce, 'Obstruction, look ahead'.

- F19 Crews shall be responsible for their own steering and the umpire shall ensure that crews are not followed or paced during the race by other racing boats, nor receive any advice or instructions. No use shall be made of a megaphone, radio equipment or similar apparatus to encourage a crew from outside the boat. A crew receiving any extraneous assistance risks an Official Warning or disqualification, and any following or pacing crew risks the same penalties.
- F20 A foul shall be defined as any collision or contact between boats, sculls or persons in the same race.
- F21 Interference is defined as conduct by a crew that impedes the progress of an opposing crew that is on its proper course. If the umpire detects interference, he shall warn the offending crew, but no crew shall be disqualified for interference unless it has been warned.
- F22* Following a foul or repeated interference, the umpire may:
- (a) Allow the race to continue; for example if the offence, in the opinion of the umpire, will not affect the outcome of the race.
 - (b) Stop the race and restart it, either from the start or the point of stoppage; for example if the offence occurred in neutral water.
 - (c) Disqualify an offending crew and allow the race to continue if more than one crew remains in the race.
 - (d) Stop the race, disqualify an offending crew, and restart the race, either from the start or from the point of stoppage.
 - (e) Determine the finishing order; for example if the offence occurred near the finish line.
 - (f) Adopt a combination of these actions.
- F23* A crew shall abide by its own accidents except where:
- (a) Damage to equipment is sustained within 50 metres of the start, or
 - (b) Damage is sustained by interference from an outside agency.

In such cases the umpire may order the race to be re-sculled. The organizing committee shall decide the time of the re-scul.

THE FINISH

- F24* Judges shall be appointed to decide the order in which boats pass the finish line, and may be required to determine the distance between them. If necessary they may inspect any official photographic records of the finish. There shall be a chief judge who shall be an umpire.
- F25* In the case of a race umpired from a launch, the umpire shall indicate to the judges by raising his white flag when all crews have crossed the finish line that the race is in order and no protest has been lodged. If the race is not in order he shall raise his red flag.

In the case of a bank-umpired race the co-ordinating umpire shall indicate to the judges whether or not the race is in order.

- F26* The judges shall declare the race results. If a red flag has been given, the judges shall pay attention to any declaration of the umpire.
- F27 A crew has completed the course when the bows of the boat cross the finish line. If a competitor, other than a coxswain, falls out of the boat, the crew may still be placed. If a coxswain falls out of the boat, the crew shall be deemed not to have completed the course; the verdict shall be 'Not Sculled Out'.
- F28* If two or more boats cross the finish line simultaneously, the organizing committee shall arrange a re-scutt. If a crew refuses to re-scutt it shall be disqualified.

EXPLANATORY NOTES AND COMMENTS

- F2 *The principle behind this Rule is that every competitor should have an equal chance of winning. Allowance may have to be made for unequal stream. A boat is not entitled to leave its own proper course in order to try to deprive an opponent of such advantages as properly belong to that opponent.*
- F5 *It is desirable than an umpire should provide for his own use a megaphone and two flags, one red and one white, each measuring 16 inches x 12 inches (406mm x 305mm). An umpire should also have available a stop-watch. An umpire should inform the regatta secretary in advance if he requires the regatta to provide any such equipment.*
- F6 *The intention of this Rule is that the umpire's eye level should be sufficiently high for him to obtain an adequate view of the crews and course, and that he and his flag signals should be easily seen by the competitors. To this end a suitable launch should have support at chest or waist level for the umpire, and be stable, manoeuvrable, adequately fast but of low wash characteristics, and be driven by an experienced driver.*
- F8 *Before starting his duties, an umpire must thoroughly familiarize himself with the course, obtaining any necessary information about local conditions and instructions issued by the organizing committee. He must ensure that the course continues to provide safe and fair racing on all stations as conditions change.*
- An umpire should accept the positions of stake-boats 'as found' but should be prepared to notify the organizing committee of any movement of the stake-boats he may notice. In the event of one or more of the stake-boats clearly being out of position the umpire is entitled to refuse to use it and make such 'on-the-spot' arrangements as he may think fit and proper depending on all the circumstances.*
- F9 *'At the start' means on the stake-boat or on the start-line. Rule F9 should always be applied, but an umpire or starter should satisfy himself that an absent crew is not being delayed by causes outside its control.*
- F12 *The starter should ensure that any affected crews understand that an Official Warning counts as a false start, and so a false start in the race will eliminate them. He shall ask for an acknowledgement from any crews so named. Official Warnings may be given by umpires or the Race Committee for a variety of infringements of the Rules; an Official Warning from either of these sources shall be taken into account by the starter.*

The start shall be given by the 'Get Ready' – 'Attention' – 'Go' sequence given in the Rule. At 'Get Ready', the crews must get ready to race. At this stage crews may indicate that they are not

ready by a raised hand from the coxswain, or verbally in the case of a single sculler. If a crew indicates that it is not ready, it is essential that it takes positive action to be ready as quickly as possible. If the starter believes that one or more crews are delaying the start through incompetence or without good reason, or if wind conditions make it too difficult for all crews to achieve simultaneous alignment down the course, he shall indicate his intentions to proceed with the start by the words 'Hands Down', or verbally in the case of single scullers.

If, or when, there is no indication that any crew is not ready, or the starter has indicated his intention to proceed, the starter shall continue with the start. (If there has been a delay, the starter may repeat 'Get Ready' to recall crews' attention to the start procedure.) The starter shall slowly and deliberately raise a red flag, at the same time saying 'Attention'. At this stage, the starter shall be in full control of the start and shall start the race by dropping the flag smartly to the side, at the same time saying 'Go'.

Between 'Attention' and 'Go', crews must be ready to start on the start order; crews shall not be able to delay the start procedure after the 'Attention' instruction is given, and must start when the flag is dropped and the 'Go' is given.

If, after raising the flag and saying 'Attention' the starter is not satisfied that all is well, the red flag shall be lowered slowly and the starter shall say 'As you were'. The start sequence shall then begin again from 'Get Ready'.

There shall be a positive and deliberate pause between 'Attention' and 'Go'. The pause between the raising of the red flag and the start command shall be variable.

F13 A start is 'false' if any boat leaves its starting position before the word 'Go'. It is not 'false' if a boat fails to start when the word is given, unless some unforeseen incident prevents the starting signal from being seen or heard. The point 50 metres from the start should be clearly marked. If both umpire and starter are present, the umpire has the responsibility of giving an Official Warning.

F17 A temporary obstruction on the course may be another boat, an object in the water, or any other item that should not be there including swimmers or animals. In these circumstances the umpire should warn the crew in plenty of time so that the crew may take avoiding action; he may, in this case only, give steering advice to the crew. The umpire also has the option of stopping the race and declaring a verdict, or re-sculling the race from the start or the point of stoppage.

In the case of a similar temporary obstruction off the course, whether legitimately there or not, a crew in danger of collision should be warned to return to the course or, if necessary, stopped. The race would not be stopped.

A permanent obstruction, on or off the course, could be any structure that may provide a risk of damage or injury to boat, equipment or crew, and may include the bank, staging, moored boats or heavy buoys. The umpire should delay warning a crew for as long as possible, consistent with safety, to give the crew every opportunity of recognizing the obstruction itself. But, if the warning is ineffective and a collision seems imminent, the crew should be stopped. In deciding the point at which a crew should be warned, the umpire should bear in mind the experience of the crew involved.

A crew warned or stopped because of obstruction may continue to race after it has corrected its course, unless the race itself has been stopped.

If two boats are converging in 'neutral water', i.e. very close to the line that the umpire judges separates their proper courses, and the umpire considers that there is danger of a foul or interference, he may raise the white flag and name both.

F18 Instructions to crews given from the bank should be phrased: '..... Club, move to starboard', or '.... Club move to port' as appropriate. If this fails, the umpire may try 'bow-side' or 'stroke-side', or any other words to achieve the desired effect.

F19 The umpire should warn any person he detects offending against the intention of this Rule, and if the offence continues he should consider giving the crew concerned an Official Warning or disqualifying it. There is no objection to mere encouragement, but every attempt should be made to stop any apparently pre-arranged method of conveying instructions, especially in steering.

F21 The distance between boats at which interference can occur must vary according to conditions, and is entirely a matter for the discretion of the umpire.

F22 In the event of a restart under (b) or (d) being ordered in the early stages of the race, it should take place from the start; otherwise it should take place from the point of stoppage. Care should be taken, in the latter case, to ensure that the boats are in the same relative positions to each other as at the moment of stoppage. If the restart cannot take place immediately because of damage incurred to equipment, the organizing committee shall decide the time and course for a re-scutt.

F23 'Outside agency' means an object or incident originating outside the boat, and does not cover breakages or accidents in the boat not resulting from external interference, or incidents for which a competitor is to blame.

All regattas and clubs should have available an adequate complement of spare components, and a boatman or skilled hand to carry out running repairs. It is the responsibility of the organizing committee, and also each crew, to check the boats prior to using them.

F24 The race finish line should be clearly identified by a finish post at water level on the far bank and a post or sight-line on the judges' side of the river.

It is usual to employ two or more judges for a race, and they consult together before giving their decision. If there is a difference of view between the judges on the finish order or the distance to be declared, the view of the chief judge shall prevail.

The distance by which a boat is declared to have won may be the smallest that can be judged, and a dead heat should be given only when it is impossible to see which boat passed the finish line first.

The judges must take no account of anything that may have happened before the boats pass the finish line, such matters being the responsibility of the starter and umpire.

F26 A separate enclosure, preferably covered, should be provided for the judges in order that they may confer in private before declaring their verdict.

F28 It is the responsibility of the organizing committee to decide the time and course for any re-scall; the umpire's responsibility ceases when he orders the re-scall. Both dead-heated crews may be passed through to the next round of competition, thus avoiding a re-scall, if the draw and course can accommodate the situation.

SECTION G - DISPUTES AND DISCIPLINARY PROCEDURES

GENERAL

- G1 The decision of an umpire shall be final and without appeal. The jurisdiction of an umpire, or group of bank-umpires, shall extend over the whole race including the start and the finish.
- G2 Race committees and umpires may decide at their discretion any cases not covered in these Rules. A report on such cases shall be sent to the Hon. Secretary of the SRA.

PROTESTS

- G3 A crew may make an immediate protest at the end of a race against an umpire's decision. A protest should be signalled to the race umpire, if launch based, by the raising of hands as soon as the crew has passed the finish line, or, failing the umpire, to the chief judge. A protest at a bank-umpired race may be made through the chief judge to the co-ordinating umpire. A protest may be made by an official club representative on behalf of the crew.
- G4 Should an immediate protest to the umpire fail, a further protest may be made to the Race Committee, but appellants should realize that the Race Committee cannot overturn the decision of the race umpire, its powers being limited as described in the Note to Rule C7.
- G5 Any protest not satisfactorily settled between the crew concerned and the regatta, or any protest involving a poor umpiring or regatta decision, shall be referred in writing by the Captain of the club of the protesting crew to the Chairman of the Qualified Umpires Sub-Committee.

MISREPRESENTATION

- G6 No one may compete in an event for which he is not qualified under the Rules of Sections D and E. Anyone found competing in an event for which he is not qualified, or while banned from competition, or competing under a false identity, shall be disqualified from the regatta, together with the crew, or crews, of which he may be a part. The incident shall be reported to the Hon. Secretary of the SRA, and the SRA Committee may take further action under Rule G10. (See also Rules B5 and **B12**.)

UNSPORTSMANLIKE BEHAVIOUR

- G7 Competitors, crews, groups of club members, or supporters of a club who:
- (a) Wilfully disobey safety instructions (Rule J13), or
 - (b) Refuse to follow the instructions of an umpire or properly appointed official, or
 - (c) Physically or verbally threaten or abuse another competitor, regatta official, helper (including stake boat persons), or members of the public, or
 - (d) Use foul or obscene language in the public hearing, or use foul or obscene gestures in the public view, or
 - (e) Being competitors, misrepresent themselves as in Rule G6, or display any other form of misconduct deemed by an official to be 'unsportsmanlike', shall be considered to have engaged in Unsportsmanlike Behaviour, and be subject to disciplinary measures as indicated in Rules G8, G9 and G10.

DISCIPLINARY MEASURES

- G8 The disciplinary measures in the jurisdiction of any officiating umpire or the Race Committee are:
- (a) A caution, or

- (b) An Official Warning, or
- (c) Disqualification from the race in which the Rules have been infringed.

G9 The disciplinary measures in the jurisdiction of the Race Committee are:

- (a) A 'public warning', or
- (b) Disqualification of an individual competitor, a crew, or a club from all races at the regatta. (Any prizes already won and presented shall be returned and may be re-awarded to the crew finishing second; no entry fees shall be refunded.)
- (c) If the misconduct is serious enough for the disciplinary measures of (b) above to be imposed, but that action would be ineffective because the regatta is effectively over for the competitor, crew, or club involved, the Race Committee may impose similar measures to be effective at the next following regatta.

G10 The disciplinary measure in the jurisdiction of the SRA Committee is a ban from competition without limit, applicable to individuals or clubs. The Committee shall meet not later than three weeks after the regatta to hear the case, and may consider both written and verbal evidence, the parties concerned representing themselves. The result of the hearing shall be published to all affiliated clubs and to any affiliated regatta that may be affected by any imposed ban.

EXPLANATORY NOTES AND COMMENTS

G8(b) Official Warnings given under Rules F9 and F13 shall apply to the race in which they were incurred. Those given under Rules F19, G7 (a) and G7 (b) shall apply to all races in the event in which the crews are involved. Those given under Rules G7(c), (d) or (f) shall apply to all races at the regatta in which a crew, an individual competitor or a crew of which he is a part, are involved.

G9(a) A 'public warning' involves an announcement over the public address system at the regatta of the name of the individual competitor, crew or club involved, and that a repetition of the offence may be treated under Rule G9(b).

G9(b),(c) In the case of action under these Rules, the chairman of the Race Committee shall send a written report of the incident to the Hon. Secretary of the SRA within three days of the regatta.

G9(c) Race Committees should be cautious in exercising their powers under this Rule against clubs, owing to the potential loss of income to the regatta concerned.

G10 This level of action is to be used only for very serious situations, where the individual competitor, crew, or club has attempted to cheat and/or misrepresent, or has exhibited gross misconduct under Rule G7, or has repeated an offence dealt with under Rules G9(b) or G9(c). The Committee should bear in mind the loss of income to any regatta affected by a ban on a club.

SECTION H - PROCESSIONAL RACES

- H1 With the exceptions listed below these Rules shall apply as far as practicable to processional races.
- H2 The following Rules shall not apply to such races:
A3, B8, C2, E5, F2 to F16, F18, F22 to F26, and F28.
- H3 The race secretary shall supply the names of the competitors if so requested.
- H4 Rule A3 is modified to allow probationary umpires to act as umpires without being under the supervision of a qualified umpire, and to allow unqualified persons (race monitors) to act as umpires but without the power to disqualify. Race monitors should have an adequate knowledge of the rules of the event concerned, but they should be used only if there are not enough qualified or probationary umpires available.
- H5 The organizing committee shall make race regulations in substitution of the Section F regulations listed in Rule H2.

EXPLANATORY NOTES AND COMMENTS

None

SECTION J - SAFETY REGULATIONS

ORGANIZING COMMITTEES

- J1 No regatta or processional race shall take place without prior consultation between the organizers and the appropriate navigation authority to ensure that the event can take place under conditions that are safe for competitors and the general public alike.
- J2 The racing course, and the navigation channel for other passing river users, must be marked with clearly visible buoys as required by the navigation authority. Notices must be prominently displayed to warn other river users of the event and the actions required of them.
- J3 In processional races, the areas before the start line and beyond the finish line shall be clear of all locks and weirs and give ample room for crews to be marshalled and turn in the former, and to clear the finish line in the latter, without interfering with other crews or with the course of other river users. Hazardous areas such as shallows, under-water obstructions, narrow passages, side channels and areas where other river traffic crosses the course, shall be conspicuously marked, and identified in the competitors' instructions.
- J4 The organizing committee shall be responsible for ensuring that medical and life-saving services, as far as practicable in line with the BR Water Safety Code, are provided throughout the regatta, both before, during, and after racing periods. It shall ensure that, if considered at risk, any officials and helpers in work boats or launches, and stake-boat persons, particularly if young children are provided with life jackets or buoyancy aids.
- J5 The organizing committee shall ensure that all competitors and officials are made aware of the circulation pattern to be followed at all times during the period of racing, any regulations regarding marshalling, and practice, warm-up and wind-down areas, and any points of danger on or near the course. They shall also be made aware of the medical support arrangements, the positions

of any safety boats and first-aid stations, and the locations of any emergency telephones.

- J6 Notwithstanding any of the regulations in this section, an organizing committee, its officials and helpers shall not be held responsible for any loss, damage or injury suffered by competitors or spectators.

RACE COMMITTEES

- J7 The Race Committee shall monitor water and wind conditions throughout the period of the regatta. If at any time the Race Committee jointly considers that the conditions jeopardise the requirements of safety or of fair racing, they shall stop or suspend racing until such time as safe and fair conditions are restored. If circumstances permit, the Race Committee should consult with the organizing committee, or its representative, before taking action and before resuming racing after an enforced break.

UMPIRES

- J8 It is the primary duty of every umpire, and every other official, to care for the safety of competitors, officials, other water users and the public at large. In particular, umpires should give precedence to the avoidance of collisions in accordance with Rules F17 and F18 and the Notes thereon.
- J9 Processional-race umpires shall give instructions to crews to avert collisions or accidents, and may stop crews for safety reasons. They shall note any breaches of the safety regulations and report such violations to the Race Committee for appropriate penalties.
- J10 The race umpire may, and should, halt racing if safety or fairness is compromised, and should involve the Race Committee as soon as possible (see Rule J7).
- J11 A launch used for umpiring should comply with the characteristics in the Note to Rule F6 and, as far as practicable, be equipped with the recommended safety equipment in line with the BR Water Safety Code. Umpires and launch drivers must provide their own life jackets or buoyancy aids if they wish to use them.

CREWS

- J12 Crews proceeding to the start, whether in the navigation channel or not, must keep clear of the course and be aware of and leave clear room for the possibility of racing crews straying from the course. Other river users going about their business and pleasure should be given precedence.
- J13 Any crew that violates the declared circulation pattern, or that violates Rule J12 or any other mandatory safety regulation, or that is observed executing a dangerous manoeuvre, may be awarded an Official Warning. This penalty may be awarded by any officiating umpire and should be notified immediately to the start for application in the next race for the crew involved.
- J14 All competitors enter a regatta entirely at their own risk (see also Rule J6), but to minimise the risk they should be in good health and able to swim a minimum distance of 50 metres in light clothing and shoes. Coxswains who may be considered at risk, particularly if young, should wear a life jacket or buoyancy aid.

EXPLANATORY NOTES AND COMMENTS

- J6 *It is advisable that an organizing committee should state in its programmes and official notices a disclaimer in the following words, or similar:*

'While the Committee will take all reasonable precautions to ensure the safety of competitors and spectators, and their property, it does not accept responsibility for any loss, damage or injury to persons or property, however caused.'

J14 All clubs are advised to carry and maintain adequate comprehensive insurance to cover personal injury to members on and off the water and personal injury and damage to property or third parties.

VETERAN RACING

RULES

1. A Veteran sculler is one who has attained the age of 40 years before the 1st January of the current year.
2. Veteran scullers and crews shall receive a handicap each year based on the sculler's age, or the crew's combined ages, at the 1st January of that year. The handicap to be applied is shown in the following table.

SINGLES

DOUBLES

AGE	HANDICAP	COMBINED AGES	HANDICAP
40-45	Scratch	80-85	Scratch
46-50	2 seconds	86-90	1 seconds
51-55	4 seconds	91-95	2 seconds
56-60	6 seconds	96-100	3 seconds
61-65	8 seconds	101-105	4 seconds
66-70	10 seconds	106-110	5 seconds
71-75	12 seconds	111-115	6 seconds
76-80	14 seconds	116-120	7 seconds
81-85	16 seconds	121-125	8 seconds
		126-130	9 seconds
		131-135	10 seconds
		136-140	11 seconds
		141-145	12 seconds
		146-150	13 seconds

3. A Veteran crew's handicap shall be reduced for every win in non-professional Veteran events and may become negative if the reduction exceeds the age handicap.
 - (a) A single sculler's handicap shall be reduced by 2 seconds for every win in single skiffs, but shall be unaffected by wins in double skiffs.
 - (b) A double crew's handicap shall be reduced by one second for every win by either of its members in double skiffs, but shall be unaffected by wins in single skiffs. The term 'double skiffs' shall include gentlemen's, ladies' and mixed doubles.
4. Scullers and crews with a reduced handicap shall, at the commencement of the next following season, revert to a handicap based only on age.
5. A Veteran Records Recorder shall be appointed each year by the SRA Committee and shall be responsible for keeping a register of Veteran scullers' birth-dates and regatta wins. A Veteran sculler must register with the Recorder his or her birth-date, either directly or by including it on a regatta entry form. Regatta secretaries must apply to the Recorder for Veteran scullers' handicaps, and shall print them in regatta programmes. An unregistered entry, or a regatta entry made without including the birth-date, shall be listed as 'Scratch' less any handicap reduction applicable.
6. A Veteran sculler after having won a Senior status event, and whether in single, double, or mixed-double skiffs, shall not enter a Veteran event in that category for the rest of that season.

7. Veteran events shall be raced over the full course. If the course is 500 metres or less, the handicap difference shall be reduced by one second for every full five seconds difference between the handicaps of the two crews. If the course is 700 metres or above, then the handicap difference shall be increased by one second for every full five seconds difference between the handicaps of the two crews.
8. Novice Veteran events shall be subject to the normal Veteran Rules for handicapping, but the reduction in handicap following a win shall not apply if the sculler enters a normal Veteran event. If a sculler wins a normal Veteran event in a particular category of boat he shall not, for the rest of that season, compete in non-processional Novice Veteran events in the same category of boat.
9. In processional events only, a 'Restricted' classification of Veteran scullers may be used in addition to, or in place of, the 'Open' classification given in Rule 1. To qualify for a Restricted Veteran event in single skiffs, a sculler must have attained the age of 50 years before 1st January of the current year. To qualify for a Restricted Veteran event in double skiffs, both scullers must be Veterans and their combined age must be at least 100 years before 1st January of the current year. Further similar Restricted classifications may be used with the age of a single sculler advancing by increments of 10 years and the combined age of a doubles crew by 20 years. Rule 6 shall apply to all classes of Restricted Veteran events.
10. If, after a dead heat, the race is re-sculled over a part (normally a half) course, the original handicap difference shall be reduced accordingly.

ORMISTON MEMORIAL TROPHY

This award was founded in 1959 in honour of V.R. (Rex) Ormiston, for 50 years a member of the Committee of the SRA, and its first President (in 1957). The trophy was first awarded in 1960.

RULES

1. The trophy shall be in the nature of an inter-club Victor Ludorum award for which points shall be awarded to the winning crew of certain events.
2. Clubs affiliated to the SRA shall be eligible for award of the trophy.
3. To qualify for points the scullers of the winning crew shall either be members of the same club, or they may be from different clubs (composite crews) provided that the coxswain is a member of one of the sculler's clubs.
4. The following events have one point awarded to the club of the winning crew, or half a point to each club of a winning composite crew.
 - 4.1 Status single- or double-sculling skiff events (i.e. those events in categories **D5, D6, D7, D8 and D9** of the SRA Rules of Racing), which form part of the advertised programme of any SRA-affiliated regatta or any regatta organized by an SRA-affiliated club, and raced under SRA rules.
 - (a) Where an event is divided into two or more divisions and two or more prizes are awarded, then one point shall accrue to the winner of each division.
 - (b) A crew sculling over in a final shall be awarded a point **if two or more crews have competed in the event**. In the case of a Skiff Championship event being staged with only one entrant, the participating crew shall not qualify for points.
 - 4.2 Each section, categorized by **D5, D6, D7, D8 and D9** of the SRA Rules of Racing, in non-bumping processional races held with the approval of the SRA and raced under SRA rules, provided that a minimum of two crews enter that section. If there is only one crew in a section, that crew may still be awarded a point if it is the overall **men's, women's or mixed crew** winner of the event.
 - 4.3 The Tiny Knight Race and the Nancy Knight Race, provided that a minimum of two crews enter each event.
 - 4.4 In the case of a dead heat (i.e. two or more crews returning the same time) in a section of a non-bumping processional event, or, exceptionally, an unresolved dead heat in a status event, the winning clubs shall each accrue one point, or half a point if the crew is composite. This rule also applies to the Tiny & Nancy Knight races, which have their own methods of resolving dead heats.
5. An additional bonus point, or half a point in the case of winning composite crews, shall be awarded to each winning club of the five Skiff Championship events, other than those excluded from points under rule 4.1(b).
6. An Ormiston Points Recorder shall be appointed each year by the SRA Committee and shall be responsible for keeping a register of the points awarded to each club. In the event of a dispute in respect of the points awarded, the Chairman of the SRA Committee and the Hon. Secretary of the SRA shall resolve the dispute, their joint decision being final.

The trophy shall be awarded each year to the club gaining most points. In the event of a tie, through two or more clubs gaining the same number of points, then the clubs concerned shall be declared the joint winners of the trophy.

8. The trophy shall be awarded to the winning club(s) immediately after the last SRA event of the season. The SRA shall retain the trophy and engrave it with the name(s) of the winning club(s). The trophy may be borrowed from the association on special occasions subject to a written request to the Hon. Secretary, who shall make the appropriate decision.

THE JUNIOR PENNANT

In 2006 the committee of the Hampton Court and Dittons Regatta suggested that, in order to help the long-term survival and health of the sport of skiff racing, regattas should encourage junior events to be held and that there should be a trophy presented to the club having the greatest number of wins in a season, similar to the Ormiston Memorial Trophy. The term 'junior' as used here relates to age and not SRA status. To further this aim the committee of Hampton Court and Dittons Regatta was prepared to underwrite any financial losses for three years. The suggestion found a favourable response from the SRA committee and from the committees of clubs and regattas, and it was decided to inaugurate the competition in 2007, with the trophy taking the form of a pennant. A set of rules was formulated which, in the light of experience, was modified in 2008 and in subsequent years.

RULES

1. Clubs affiliated to the SRA shall be eligible for award of the Pennant.
2. All competitors eligible to compete for the Pennant must be members of an affiliated club, and must be aged 12 or over and under 18 on the day of the race.
3. Events that qualify for the Pennant may be in single or double skiffs (no procession, handicap or relay events) and shall be raced in the following age categories. In a doubles event this is defined by the age of the elder sculler of the two:
 - (a) Under 14 on the day of the race (J14).
 - (b) Under 16 on the day of the race (J16).
 - (c) Under 18 on the day of the race (J18).
4. Single events shall be raced in single skiffs as follows
 - (J14). These races may be mixed .
 - (J16). These races must have separate events for male and female competitors.
 - (J18). These races must have separate events for male and female competitors.
5. Doubles events shall be raced in double skiffs
 - (J14). These races may be boy's doubles. girl's doubles. or mixed doubles, all racing against each other.
 - (J16). These races must be mixed.
 - (J18). These races must be mixed
6. J14 and J16 crews may race in a higher age category, a win in which shall not prevent the crew members subsequently returning to a lower age category.
7. Coxswains shall not be subject to any minimum weight requirement and may be of either sex and

of any age category within the limits of Rule 2, but club captains have the responsibility of ensuring that any coxswain they enter are competent.

8. J18 crews shall race over the full length of the regatta course. J14 & J16 crews shall race over a shortened course (300 to 400 metres), the length to be decided by the organizing committee of the regatta and specified on the entry form.
9. The birth date of each competitor on an entry form shall be specified.
10. All races shall comply with the SRA Rules of Racing.
11. A junior sculler who wins an SRA **status** event in singles, doubles or mixed doubles, is thereafter allowed to compete only in J18 events.
12. All members of a crew, including the coxswain, shall either be a member of the same club, or they may be from different clubs (composite crews) provided the coxswain is a member of one of the sculler's clubs.
13. One point shall be awarded to the club of a winning crew, or half a point to each club of a composite winning crew for an event **in which two or more crews have competed**.
14. Where an event is divided into two or more divisions and two or more prizes are awarded, then one point shall accrue to the winner of each division.
15. In the exceptional case of an undecided dead heat, the winning crews shall each accrue one point.
16. A Junior Pennant Points Recorder shall be appointed each year by the SRA Committee and shall be responsible for keeping a register of the points awarded to each club. In the event of a dispute in respect of the points awarded, the Chairman of the SRA Committee and the Hon. Secretary of the SRA shall resolve the dispute, their joint decision being final.
17. The Pennant shall be awarded each year to the club gaining most points. In the case of a tie, through two or more clubs gaining the same number of points, then the clubs concerned shall be declared joint winners, and a Pennant shall be awarded to each club.
18. The Pennant(s) shall be presented to the winning club(s) at some convenient date and location after the last Junior event of the season, the date and location to be decided by the SRA Committee.

THE VETERAN PENNANT

RULES

1. Clubs affiliated to the SRA shall be eligible for award of the Pennant.
2. All competitors eligible to compete for the Pennant must be members of an affiliated club, and must qualify as a veteran on the day of the race.
3. Events that qualify for the Pennant shall be raced in single or double skiffs and include short course regatta events and processional events.
4. The birth date of each competitor on an entry form shall be specified.
5. All races shall comply with the SRA Rules of Racing.
6. All members of a crew, including the coxswain, shall either be a member of the same club, or they may be from different clubs (composite crews) provided the coxswain is a member of one of the sculler's clubs.
7. One point shall be awarded to the club of a winning crew, or half a point to each club of a composite winning crew for an event **in which two or more crews have competed**.
8. In the exceptional case of an undecided dead heat, the winning crews shall each accrue one point.
9. A Veteran Pennant Points Recorder shall be appointed each year by the SRA Committee and shall be responsible for keeping a register of the points awarded to each club. In the event of a dispute in respect of the points awarded, the Chairman of the SRA Committee and the Hon. Secretary of the SRA shall resolve the dispute, their joint decision being final.
10. The Pennant shall be awarded each year to the club gaining most points. In the case of a tie, through two or more clubs gaining the same number of points, then the clubs concerned shall be declared joint winners, and a Pennant shall be awarded to each club.
12. The Pennant(s) shall be presented to the winning club(s) at some convenient date and location after the last veteran event of the season, the date and location to be decided by the SRA Committee.