



**R10.2 The Racing Lane and Line of Racing.** The **Racing Lane** over the straight sections of the Course shall be a minimum of ten (10) metres wide, with a water depth of at least three (3) metres over a minimum of two-thirds of its width. The **Line of Racing** for crews racing down a straight section of the Course, *is deemed to be at a point which gives at least six (6) metres of clear water* from the buoys **marking the left of the Racing Lane** – see also R10.3.1. (Sep 06)

**R10.2.1 Racing** shall take place in an anti-clockwise direction. Crews are not permitted to race on the inside of the buoys marking the left hand edge of the Racing Lane, except when overtaking after completing a Turn (see R10.4.1)

**R10.3 A Crews position in a Line of Racing.** Crews must steer a straight course down the Line of Racing, during the whole of the race, except when overtaking or when crews have started a race in 'Line Abreast (see Rule 10.8.1)

**R10.3.1** It is incumbent on the Steerer, when not overtaking another boat to maintain a distance of at least six (6) meters, *of clear water*, from the buoys on the boat's left (port) side, thus allowing crews who may be overtaking on the port side to have *as much space as possible*, in which to overtake.

**R10.3.2** Crews taking other Lines of Racing to overtake must observe the spirit of Racing Rule 7.1 but especially concerning 'clear water' between boats. If a crew ignores the intention of the 2 metre rule and in so doing causes any other boat(s) to steer an unreasonably wide course to maintain their Line of Racing or avoid a collision, then a non-Disciplinary Code, **Time Penalty of 5-10 seconds** may be awarded by the Chief Official. When a crew that is being overtaken (see R10.4) alters its course and makes difficulties for the overtaking boat, the same Time Penalties may be awarded by the Chief Official.

**R10.4 Overtaking.** Overtaking will be carried out to the **left** of the boat being overtaken, except when the width of the Racing Lane allows crews to overtake in clear water to the **right** of the boat.

Overtaking on the **right is permitted after the Start within the first 300metres of a race** (see R10.8.1) and in the last 500 metres of a race (see R10.5.2) *without restriction and also immediately* after coming **out of a turn. Overtaking on the right at all other times is subject to 'clear water' being available to the overtaking crew – see R10.3.2.**

**No overtaking on the right is permitted once the front of an overtaking boat has passed the 50m Red Flag buoys, marking the approach to a Turn.** See R10.42, concerning 'holding their station'. Crews not complying with this rule or R10.4.2 concerning 'holding station' **will receive an automatic Time Penalty of twenty (20) seconds.**

**R10.4.1** When **approaching** a Turn, that is after the 50m Red Flag Buoys have been reached, overtaking is only permitted on the **left** (inside) of the boat being overtaken. The crew being overtaken must give way and allow 'clear water' to the overtaking crew.

**R10.4.2** A crew overtaking on the **right** (outside) of another boat must hold their station and keep 'clear water', with the boat they are overtaking until the approaching turn has been negotiated, after which time they can complete the overtaking manoeuvre as described in R10.4. **See also R10.5.1 concerning a crew's position during a turn.**

**R10.4.3** A boat about to be overtaken must not alter its Line of Racing once the Head of the overtaking boat is level with or has passed the Steerer (Helm) in the boat being overtaken *and, especially when exiting a turn, must not Steer in a manner that is likely to cause a collision with another boat.* When the Steerer of the overtaking boat is level with or has passed the Drummer in the boat being overtaken, *then that boat is deemed to have been 'overtaken'* *The overtaken boat must then give way and maintain its station.* (Sep 06)

**R10.4.4** When overtaking or being overtaken, it is incumbent on all Steerers to maintain clear water between the paddles of their own boat and other boats in the race but ideally, 2 metres of clear water between boats should be maintained, as per Racing Rule 7.1.

**R10.4.5** If, in the opinion of the Chief Official any racing manoeuvre by an overtaking crew or a lack of clear water between boats **has endangered the safety of another crew**, or materially affected the result of the race, the offending crew shall be disqualified.

**R10.4.6** A crews race time that has been adversely affected by the actions of another crew, that is, when a Course Umpire has confirmed that time has been lost through an obstruction or impediment of the crew concerned, a Time Deduction Bonus, of up to 20 seconds, may be awarded, by the Chief Official.

**R10.5 Turning.** When a crew is following a Line of Racing around a turn, Racing Rules 7.10 and 7.11 apply, that is, the Turning Point buoys shall be passed to port (left) in an anti-clockwise direction. In making a turn the inside boat shall follow as closely as possible, the course marked by the buoy(s) at the Turning Point.

**a.** Steerers are to ensure that Turning Point buoys are kept on the left side of the boat, that is, the boat must pass to the right of all the buoys and not inside any Turn Buoy.

**b.** A crew will not be disqualified for touching a Turn Buoy, or for having less than two (2) metres of clear water or subject to R10.5.1, overtaking coming out of a turn, unless in the opinion of the Turning Point Umpire, the safety of any crew undertaking the turn, at the same time, has been compromised

**c.** *A crew that turns inside of a Turn Buoy, that is a buoy is passed to starboard (on the right of the boat) shall face a Time Penalty of up to 5 seconds, per offence. A crew that consistently turns inside of a buoy in a race (that is, more than twice) may in addition, face disqualification from the race in question.* (Sep 07)

**R10.5.1 Turning Points.** **Once a turn has been reached, all boats must maintain their station through the turn.** *When two crews are negotiating a turn together, that is the crews are adjacent to each other, it is the responsibility of both crews – even the inside crew when in an overtaking position, to avoid making contact with the other crew but especially when the boats are coming out of the turn. When exiting a turn, the inside boat, whether overtaking by virtue of holding the 'inside racing line' or not, must not Steer in a manner that is likely to cause a collision with another boat.* (Sep 06)

When *more than two* crews are making a turn, at the same Turning Point, then a crew on an **outside** line must leave room for a crew on an **inside** line, to follow the line of the turning point buoys in safety, that is, at least clear water between the paddles in adjacent boats, must be maintained around the turn – R10.4.2, refers.

Similarly a crew on an inside line must not make difficulties for a crew holding station on an outside line by, for example, steering wide around the Turning Point. If in the opinion of the Chief Official a crew has not attempted to steer in a safe manner around a turn, then Time Penalties may be awarded against the offending crew(s).

**R10.5.2 Last 500m.** When a crew has completed its final turn and is in the last 500m straight of the race, it may cross into the main Racing Course, that is, inside the left hand edge of the Racing Lane and take any Racing Line down the last 500m. Overtaking on either side of another boat is permitted during the last 500m provided that clear water is given to any other boat on the Racing Course. The crew has finished the race when the foremost part of the boat crosses the line, with the same number of crew members in it, as started the race.

**R10.6 Impeding / Collisions.** If during the course of the race a boat impedes or collides with another boat the Chief Official shall apportion blame *but see also R10.4.5 - disqualification when crew safety is compromised*. If the Chief Official decides that a boat has impeded the forward motion of another boat, or that the crew in the impeded boat had, by necessity, to stop paddling; then a Time Penalty of up to thirty (30) seconds may be awarded to the impeding crew. A Time Bonus may also be awarded to the impeded boat as allowed for under R10.4.3. When a collision between boats occurs then Racing Rule 7.7 will apply, except that re-racing will not take place.

**R10.7 Course Umpires.** To assist the Chief Official in implementing these rules and other Rules of Racing in general, Course Umpires both waterborne and land based should be positioned around the Racing Course to afford full observation and supervision of the crews in the race. A Boat with an Umpire, should be stationed inside each Turning Point to observe the crews negotiating the Turn Buoys.

**R10.8 Starting Procedures and Formats.** Boats shall normally be started at intervals, that is, a 'staggered' start, line astern (see 10.8.2) using the normal start commands of 'Are You Ready', 'Attention', 'Go'. The time interval between each crew starting shall be determined by the standard of the crews racing and the prevailing water and weather conditions.

In any event, *when the order of starting is that the slowest crew starts first*, the time interval between crews should not be less than ten (10) seconds or more than thirty (30) seconds. *In every kind of starting order*, the Start Time of each crew *shall be when the front most part of the boat actually crosses the Start Line* and must be recorded by the Starter (or Starters Assistant) and passed to the Race Secretary. For a staggered start boats may be lined up ready to start in one of two different formats.

**R10.8.1 In Line Abreast.** Crews should first be 'seeded' according to ability, the slowest crew starting first and the fastest last. Crews should be placed in a line next to each other along (or in a line behind) the actual Finish Line, facing up the normal Racing Course towards the normal Start Line.

**a. Starting Position.** The slowest crew should be positioned on the 'right of the line' looking up the course, that is facing the Racing Line. On the start command the first crew shall race straight ahead into the Line of Racing, six (6) meters **to the right of** the buoys marking the Racing Lane.

**b. Crossing the Course.** The second boat to start and subsequent boats may steer straight ahead on their start command, even if this means that they are racing to the left of the buoys marking the Racing Lane. However, Crews doing this must then move diagonally across the course in a Line of Racing until they have reached a point on the course that is to the **right** of the buoys marking the main Racing Lane – see R10.3.1.

**c. 300 Metre Rule.** This crossing to the Racing Lane must be completed within *300 metres* from the start of the race. *During this time*, crews may pass on either side of a boat they are overtaking, provided that at all times they maintain 'clear water' between themselves and all other boats.

**R10.8.2 In Line Astern.** Crews should be 'seeded' as in 10.8.1. If conditions allow all boats will be lined up, one behind the other. They will move to the start when called in turn. *Normally the slowest seeded crew will start first opposite the main Racing Lane and behind the Finish Line of the main Racing Course. At the discretion of the Chief Official the fastest seeded crew may start first.* (Sep 07)

**a. Late at the Start.** Failure to be at the Start Line on time will **not** prevent the Starter from starting the next crew in the line. Crews must steer a straight course from the start, down the Line of Racing – see R10.8.1a.

**R10.9 Mass Start.** When the race venue and the number of competing crews allow, a Mass Start may be used, providing that, in the opinion of the Chief Official, the crews are of a standard to ensure that undue congestion will not occur at the Turns or collisions between boats, particularly in the first 300 metres of the race, are unlikely to occur. In a Mass Start race crews will be randomly allocated Start Numbers. The lowest number will start opposite the main Racing Lane and the highest to the far left of the line. Crews will line up 'In Line Abreast' but all crews will start on the same starting instruction.

**R10.10 Crew Times, Placings and the Race Winner.** When a staggered start is used, the record of Start Times will be compared against the Finish Times recorded for crews. The resulting Time Differential will be used to calculate a crew's actual Race Time. Any race Time Penalties incurred by a crew, will then be added to give a crew its Gross Race Time.

**R10.11** When a **Mass Start** is used the lapsed time between the Race Start Time and a crew's Finish Time will be a crew's Race Time, to which any Time Penalties will be added to give the Gross Raced Time. The Gross Race Time will determine a crew's final race position. The **Race Winner** shall be the crew with the fastest (lowest) Gross Race Time