

Head Of The Charles[®] Regatta



How to Avoid Penalties

Coach, Coxswain and Competitor Orientation - 2008

After you have reviewed these materials, take our test to see how well you can apply these guidelines to avoid penalties. (See page 16)



What is covered.

Coach – Coxswain – Competitor Training 2008

- Purpose of penalties
- Most Common Penalties
- Penalty Situations
 - Passing situations
 - Collisions
 - Avoiding penalties at the Start
 - Travel Lane & Crossing
 - Buoys and Course Violations
 - Conduct and Eligibility Penalties
- What can you do to ensure a safe, fair and penalty-free race?





Purpose of Penalties – Safety and Fairness

Coach – Coxswain – Competitor Training 2008

- The responsibility of the organizers, competitors and volunteers at the Head of the Charles is to ensure that every participant has a safe and fair experience.
- The HOCR is the most difficult head race in the world, which amplifies the chances for competitive conflict.
- The rules of the HOCR have evolved over the years, and are designed to provide a level playing field for competitors.
- Its critical that you understand **-How to Avoid Penalties -** because **NO ONE WINS** in Interference Incidents.



Most Common Penalties

Coach – Coxswain – Competitor Training 2008

Where do most penalties happen?

- Weeks Footbridge
- Lars Andersen Bridge
- CBC (Eliot Bridge)

Which Penalties?

- Interference (IN) Failure to Yield
- If the Passer moves to within one length (and closing) of open water on the boat being overtaken (and ahead), it is the responsibility of the slower crew to yield the line chosen by the Passer in a timely manner
- Interference (IS) Severe Collision
- The Passer has the right of way to pass on the side of its choice if a safe pass can be accomplished. If a pass is attempted, the Passer shall not press the right to pass creating a situation in which there is a collision or in which the boat being overtaken is forced off the racecourse.

Strategic Advice

1. Remember that you do not have unlimited time to complete a pass. There has to be adequate space and time to permit a safe pass
2. Be very cautious when passing, especially in sight of bridges.
3. Plan ahead. Successful passing is a critical HOCR racing skill.





Passing Situations When Does Passing Begin and End?

Coach – Coxswain – Competitor Training 2008

Rules Review

- **Beginning of the Pass** (when the boat being passed is required to begin the act of yielding): If the Passer moves to within one length* (**and closing**) of open water of the boat being passed, it is the responsibility of the slower crew to yield the line chosen by the Passer in a timely manner.
- **Completion of the Pass**: When there is open water (any length) between stern of the passing boat and the bow of the passed boat, the pass is considered complete.

* Note: Prior to 2008, the beginning of the pass was by rule $\frac{1}{2}$ boat length from bow of passing crew to stern of the crew being overtaken.



Passing Situations – Boat Being Passed

Coach – Coxswain – Competitor Training 2008

Rules Review

- **Responsibilities of the boat being passed**
 - In passing situations, the boat about to be passed must yield and give suitable room to the passing boat on the side chosen by the passing boat.
 - Movement to yield must begin when the passing boat is within 1 length of open water (**and closing**) of the boat directly ahead.
 - Failure of the boat ahead to yield the line selected by the passing boat is interference, resulting in a **60-second penalty (IN)** for Non-Yield (per infraction, witnessed by an Umpire).
 - If the boat being passed causes a collision during passing resulting in damage , interlocking boats or injury, the boat being passed will be “severely penalized or disqualified (Rule 1).” The standard penalty is **60 sec. (IS)** for **Severe Collisions**.



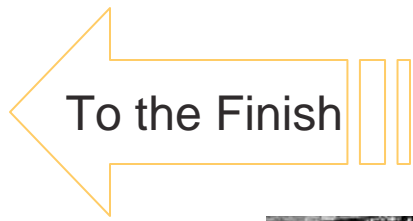
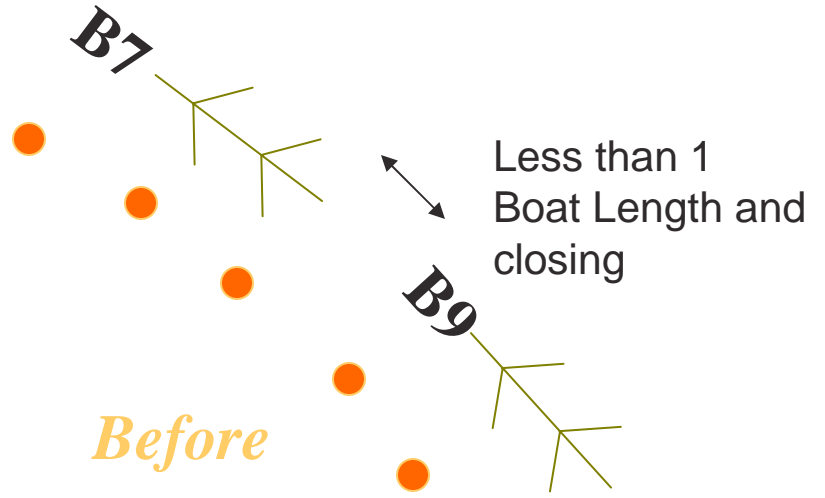
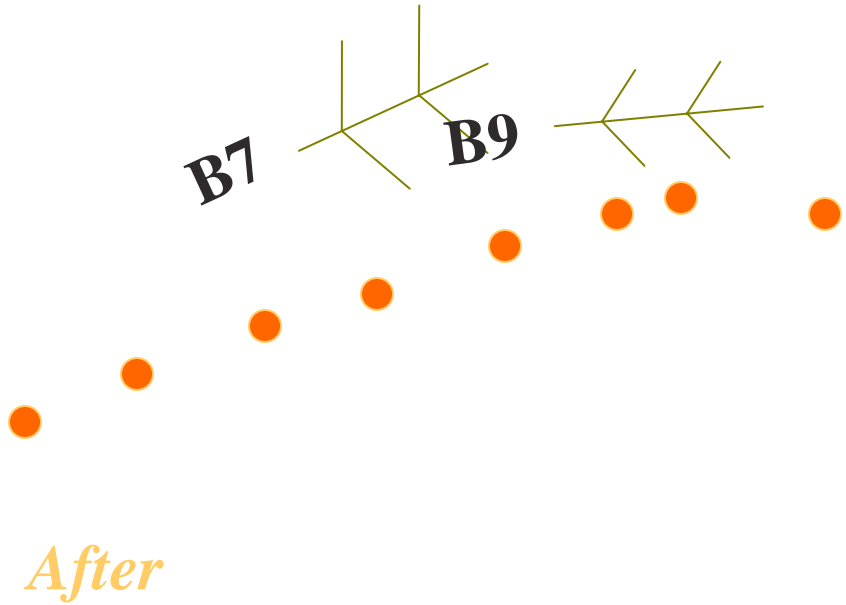
Potential Passing Interference Penalty Example #1

What should these crews do?

Coach – Coxswain – Competitor Training 2008

If you are the Cox in boat B7, what should you do?

If you are the Cox in boat B9, what should you do, and when?



- Travel Lane Buoy
- Racing Lane Buoy
- ⊗ Out of Bounds
- ➡ Return Arch



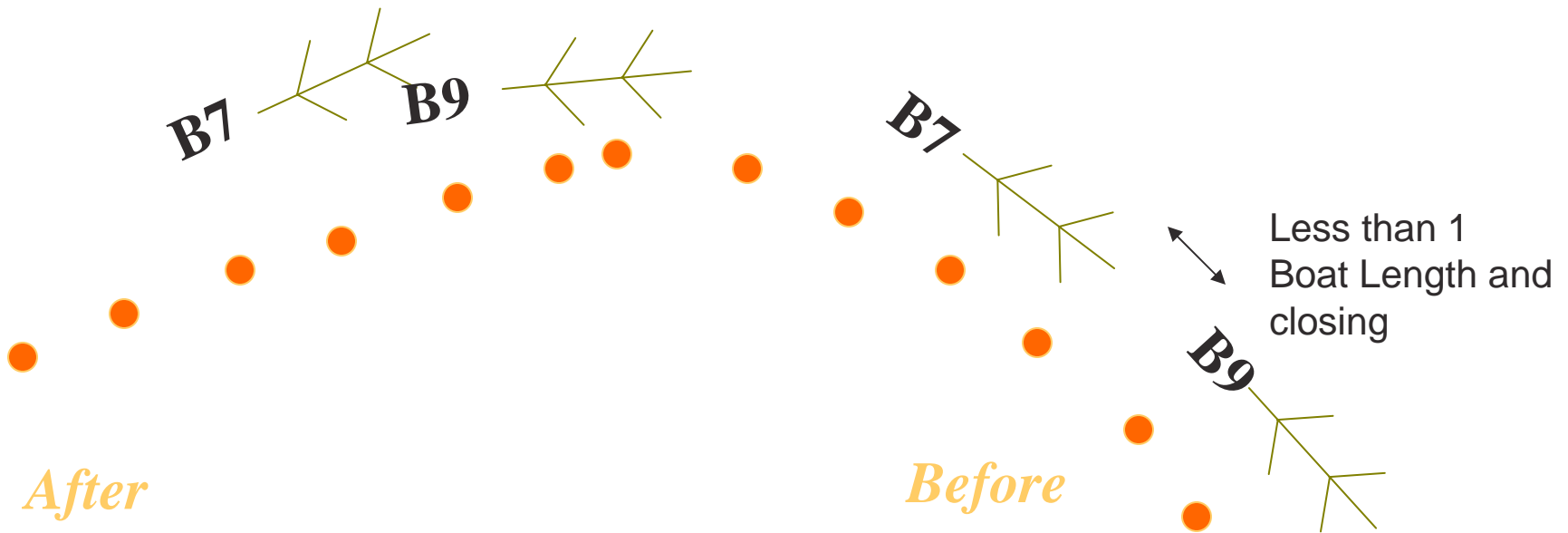
Potential Passing Interference Penalty Example #1

What should these crews do?

Coach – Coxswain – Competitor Training 2008

Cox B9 – At *Before*, hold your line, and watch for B7 to yield more. If no action, you may choose another course, but do not cut the buoy line or make contact with B7. Cox B7 must complete yield so B9 can pass or face an additional penalty

Cox B7 – At *Before*, immediately begin yielding to outside of curve. If the observing Umpire sees no movement on the part of B7, an Interference penalty for failure to yield (IN) will be levied.



- Travel Lane Buoy
- Racing Lane Buoy
- ⊗ Out of Bounds
- ➡ Return Arch





Passing Situations – Passing Boat

Coach – Coxswain – Competitor Training 2008

Rules Review

- **Responsibilities of the overtaking boat (Passer)**
 - In passing situations, the overtaking boat has right of way (on the side of its choice) if a safe pass can be accomplished. If a pass is attempted, and there is not adequate room and time to perform the pass, the overtaking boat must delay the act of passing until it is safe to do so.
 - The Passer must allow time for the boat being passed to yield safely.
 - If a Passer causes a collision during passing resulting in damage , interlocking boats or injury, the Passer will be “severely penalized or disqualified (Rule 1).” The standard penalty is **60 sec. (IS)** for **Severe Collision**.

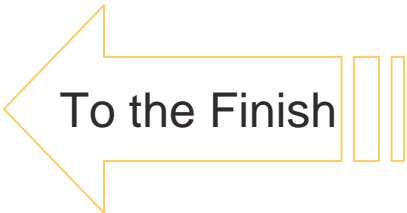
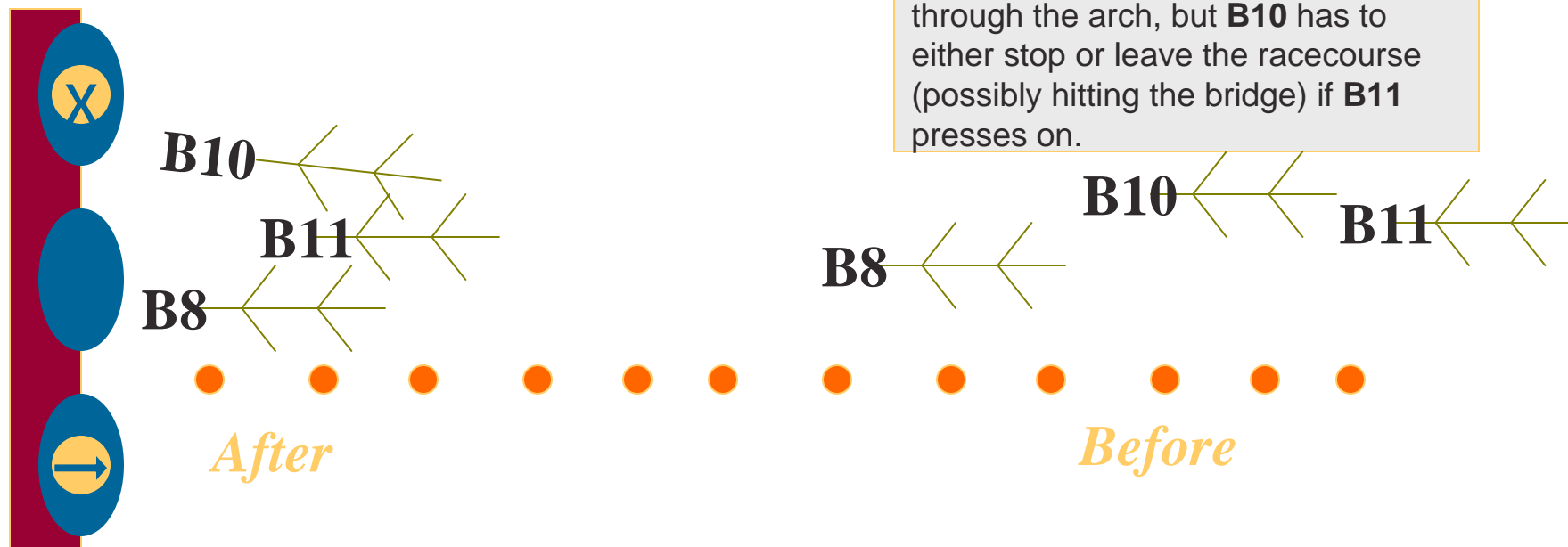


Potential Interference Penalty Example #2

If you are Cox B11, what do you do?

Coach – Coxswain – Competitor Training 2008

B10 is passing B8, and B11 is passing B10 and B8. B8 yielded to the buoy line, and can make it through the arch, but B10 has to either stop or leave the racecourse (possibly hitting the bridge) if B11 presses on.



- Travel Lane Buoy
- Racing Lane Buoy
- ⊗ Out of Bounds
- ➡ Return Arch



Collisions

Coach – Coxswain – Competitor Training 2008

Rules Review

- **Contact between boats, oars and competitors**
 - On a narrow river course, with many boats competing for space, there are many opportunities for physical contact between boats, people, equipment or combinations thereof.
 - Some contact, such as clashing of oars is expected. Passing situations and multiple boats abreast in tight circumstances (e.g. going under bridge arches together) often result in incidental blade to blade contact which is not penalized.
 - Umpires observing “blade on hull”, “blade on competitor” or “hull to hull” contact will award a penalty for interference to the responsible party.
 - Competitors should do everything in their power to avoid collisions, which may result in boat stoppage, material damage, injury and penalties (**IS** = Severe Collision – 60 sec.)
 - Aggressive, intentional contact between crews, may be more severely penalized (e.g. **UC** = Unsportsmanlike Conduct, or **SV** = Safety Violation, either of which can result in penalties ranging from 60 sec to disqualification).



Travel Lane, Crossing and Buoys

Coach – Coxswain – Competitor Training 2008

Rules Review

- **How to stay out of trouble in the Travel Lane- Finish Line past Weeks Bridge**
 - **Proceed in Single File** – This is the best way to avoid leaving the lane- no stopping, rowing pair or 4s in larger boats
 - **Watch Your Speed** – Movement in the Travel Lane should be continuous, deliberate and moderate. No racing starts are allowed.
 - **Stay in the lane.** Though oars may cross over the buoy line, you should keep your hull in the clearly marked Travel Lane. Buoy violations (hull over the line) may be penalized at 10 seconds per buoy, and any interference with racing crews (hull or blades over the line) can result in a penalties ranging from 60 seconds to disqualification..
- **How to cross the course safely:**
 - If, to launch your boat, you must cross the racing lane to enter the travel lane:
 - Make certain that there is a safe crossing interval between racing crews (typically between events) and wait for a dock official or other personnel assigned to launch sites to indicate that safe crossing is permitted
 - If your crossing impedes a racing crew, you will be assessed a 60 second penalty.
- **Racing lane Buoys** - Every competitor to stay on the correct side of the buoys, while racing, in transit to the start, returning or anywhere else on the racecourse. Each buoy violation adds 10 seconds to your time.





Avoiding Penalties at the Start

Coach – Coxswain – Competitor Training 2008

- **How to have a great experience at the start:**
 - **Review the rules** – You should arrive on the day of your event knowing the traffic pattern entering and within the starting area. The marshals in the basin and the starter (at the BU boathouse) will do everything possible to ensure that you have a good, fair start, but it is your responsibility to know the “rules of the road.”
 - **Listen to the marshals** – When they try to organize boats in the starting area, they will be asking you to position your boat in the correct order of start (by bow number). In addition, they will be working with the start to help crews maintain “racing separation” allowing crews to proceed through the gate at a set starting interval. If you have a question for the marshal, raise your hand, and they will be there as soon as safely possible.
 - **Listen to the starter** – When your boat is called into the chute, follow the directions of the starter (who is in communication with the marshals).
 - **Don’t rush the start** – Maintain a minimum of 2-3 length spacing.
- **Remember, penalties at the Start can be severe** – Failure to follow the directions of the starter or marshals can result in a major penalty even before you’ve begun your race. This should be avoided at all costs.





What can you do to ensure a safe, fair and penalty-free race?

Coach – Coxswain – Competitor Training 2008

- **Read the Rules** –pages 10-22 in the Handbook
- **Know the Course** – The situations where interference penalties are most likely to occur are well known (Weeks Bridge, Andersen Bridge, CBC). In planning for your event, assess the risks of being involved in passing situations at these locations.
- **Be Aware of Traffic Patterns** – Some have changed in recent years. Be very cautious in the warm-up area where the counterclockwise pattern now in effect is the opposite of a few years ago. Also, if you decide to do a lap around the warm-up square rather than move toward the chute make sure that it is at least 20 minutes before the start of your race.
- **Communicate** – In coxed boats, the stroke will see a passing situation develop before the coxswain. Decide how you will communicate with one another to avoid “failure to yield” penalties.
- **Think Through a Passing Move from Beginning to End** – Determine whether you can safely complete any pass you start.





END

Coach – Coxswain – Competitor Training 2008

- Go to http://www.surveymonkey.com/s.aspx?sm=FUMmgtfW4_2fPdngty63mlTw_3d_3d to take the test. (Paste into your browser if you do not get a live link).
- The sole purpose of this test is to let you know how ready you are to take the steps necessary to avoid penalties.
- The last page of the survey is an answer key with a rationale behind the posted answer. See how well your answers match the way in which umpires will view these situations.

