

GREAT RACE RIVER RACING RULES

The rules of racing of the NZARA shall apply except as modified by these rules.

(a.) UMPIRE - The conduct of the race is under the sole control of the umpire who shall endeavour to ensure both crews have an equal opportunity to win the race. The decisions of the umpire will be final and not subject to appeal.

(b.) STATIONS - Stations refer to the starting and finishing position of each crew - described as either east (true right of the river) or west (true left of the river). The starting station relates to the respective position of the crews across the river and not a side of the river determined by a notional mid-point in the river. The finishing station refers to the final section of river between Claudelands Bridge and the finish which is buoyed down the centre. Crews must finish either east or west of these buoys dependant on their pre race selection.

(c.) STATION SELECTION - A pre race coin toss shall decide the selection of stations. The crew winning the coin toss shall elect either their starting station or finishing station. The crew losing the toss shall elect the remaining selection. The starting station shall determine the station of each crew for the race until the finishing station is entered.

(d.) START - The crews shall start on their respective station and across the river as and where directed by the umpire. The umpire will raise a red flag, align the boats by their bow balls as best the umpire can determine, call the crews to attention and then start the race by the call of row (or sound an audible alarm) while simultaneously lowering the red flag. This may involve a rolling start as directed by the umpire.

(e.) FALSE START - If a false start occurs, the umpire will stop the race. The re-start will be as and where directed by the umpire.

(f.) ACCIDENTS - If either crew suffers from an untoward accident (including an equipment failure or breakage or interference from any outside agency) to such an extent that the umpire considers it might unfairly influence the result of the race, the umpire may declare a "no race" and direct a re-start either from the original start line or any other part of the river that the umpire considers appropriate.

(g.) PROPER COURSE – Except where the course is marked with buoys, a boat's proper course is determined by its crew providing that it allows ample water for the other boat to steer its proper course on its station. For the avoidance of doubt:

1. A leading crew with clear water may determine its own course.
2. A catching crew is entitled to row through on its station and the leading crew shall make way without impeding the catching crew.
3. Where the crews are alongside each other to any degree, each crew is to ensure that the other crew can continue to row on its existing course without interference.
4. The boats must pass through the central span of each bridge.
5. Where any part of the course is marked with buoys, the proper course for each boat passed the buoys will be as directed by the umpire. The umpire will identify to each crew the proper course passed the buoys prior to the race commencing.
6. The umpire shall be at all times the sole and final judge of a boat's proper course. The umpire may warn a crew that it is off its proper course or about to foul the other crew and may direct the steering of the offending crew or crews. The crews are to heed the umpire's warnings and comply immediately with the umpire's directions.

(h.) FINISH LINE - The finish line is a line perpendicular across the river from the upstream end of the Hamilton Rowing Club building. The race controller is the sole judge of the finish line and shall determine a close finish and notify the umpire accordingly.

(i.) FOUL – In the event that one crew unfairly impedes the other crew from rowing its proper course, or if there is contact between the boats (or their oars), or if a crew fails to comply with the umpire's directions, the umpire may stop the race by raising a red flag, declare a "no race" and order a re-start from where the umpire considers appropriate.

1. In the event of a serious and deliberate foul, instead of declaring a "no race" and directing a re-start, the umpire may disqualify the offending crew whether or not the umpire has received a protest from the crew offended against.