



RACE COXING

SCRA – LOCH TUMMEL 2025

What's Involved



HEALTH AND
SAFETY



BE AWARE
AND PREPARED



SUPPORT
YOUR CREW



WORK WITH
OTHERS

Before the race - way before the race

- Know your crew - strengths and weaknesses - personalities
- Balance the crew
- Train with the crew or likely crews - resources
- You may lead the training
- You may set the tone of the crew
- Technique - you see it all and you feel it all, be honest
- Practice all the time
- Be realistic about your chances

Race Coxing

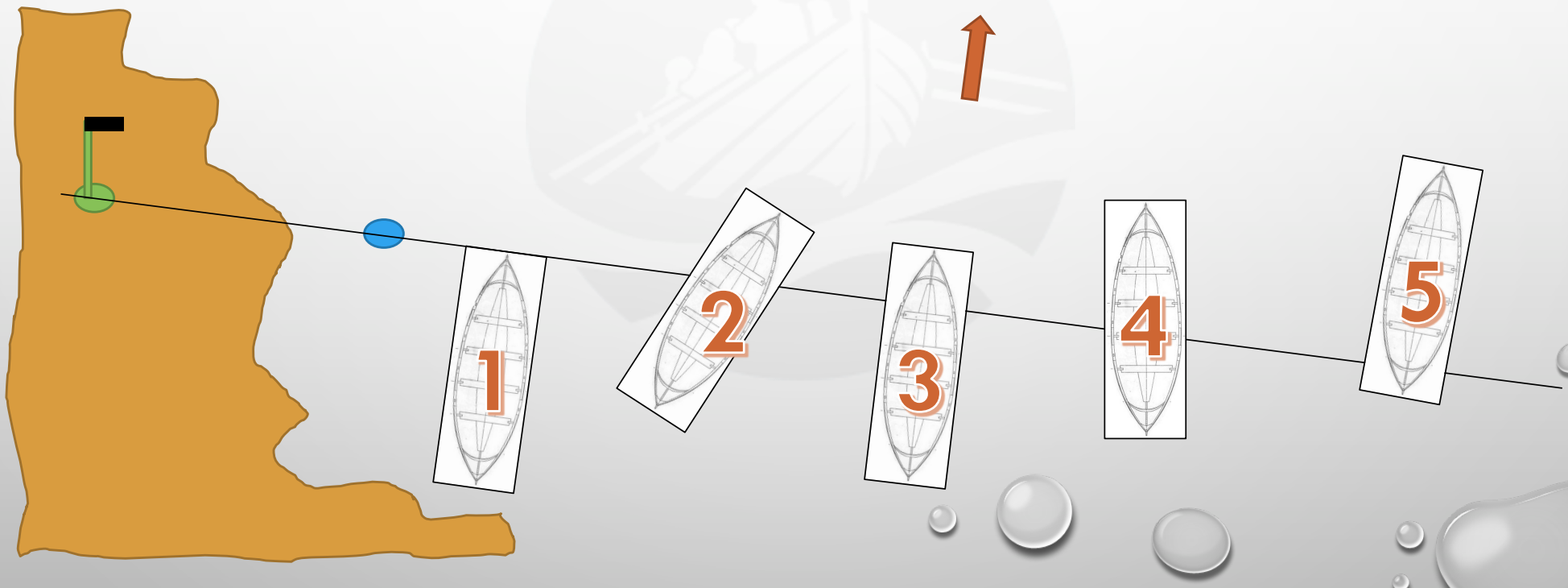
- Health and Safety
- Knowing the rules and the course (doing your homework!)
- Attend Cox briefings at regattas
- Reading conditions (wind, tide, waves)
- Motivate the crew (coxswains)
- Cox/umpire dialogue

At the regatta

- Coxes briefing
- Listen and watch
- Umpiring
- Think!!
- Talk to others, discuss strategy - conditions
- Be realistic - talk to your crew about how the race will go
- The start line - stay calm and work as a unit
- Your racing line - optimum versus reality

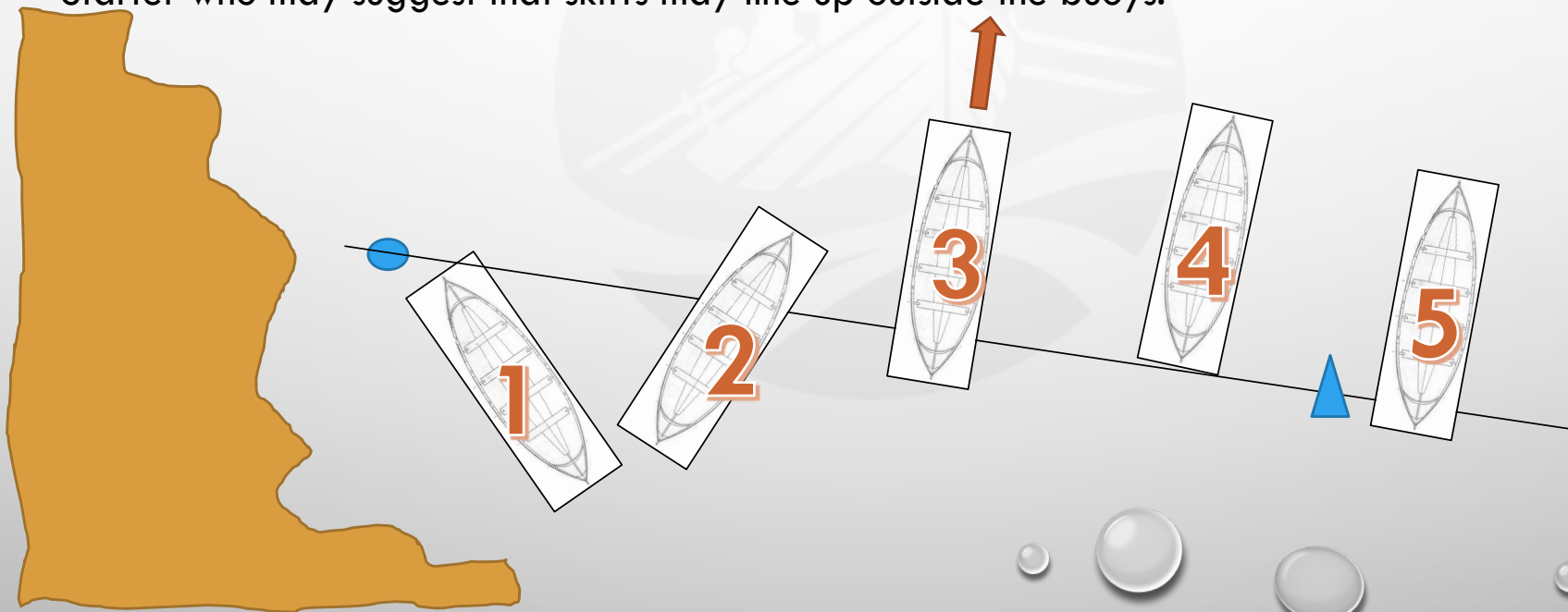
Race Start

- The start line may be a transit marked by a fixed visible object on the shore



Race Start

- or between laid buoys – all skiffs should be line up between the buoys – unless instructed by the Starter who may suggest that skiffs may line up outside the buoys.



Race Start

- Some multi lane starts have hand buoys for the cox to hold on to – also pick up on the leeward side and avoid fouling on the hand buoy line.



Race Start

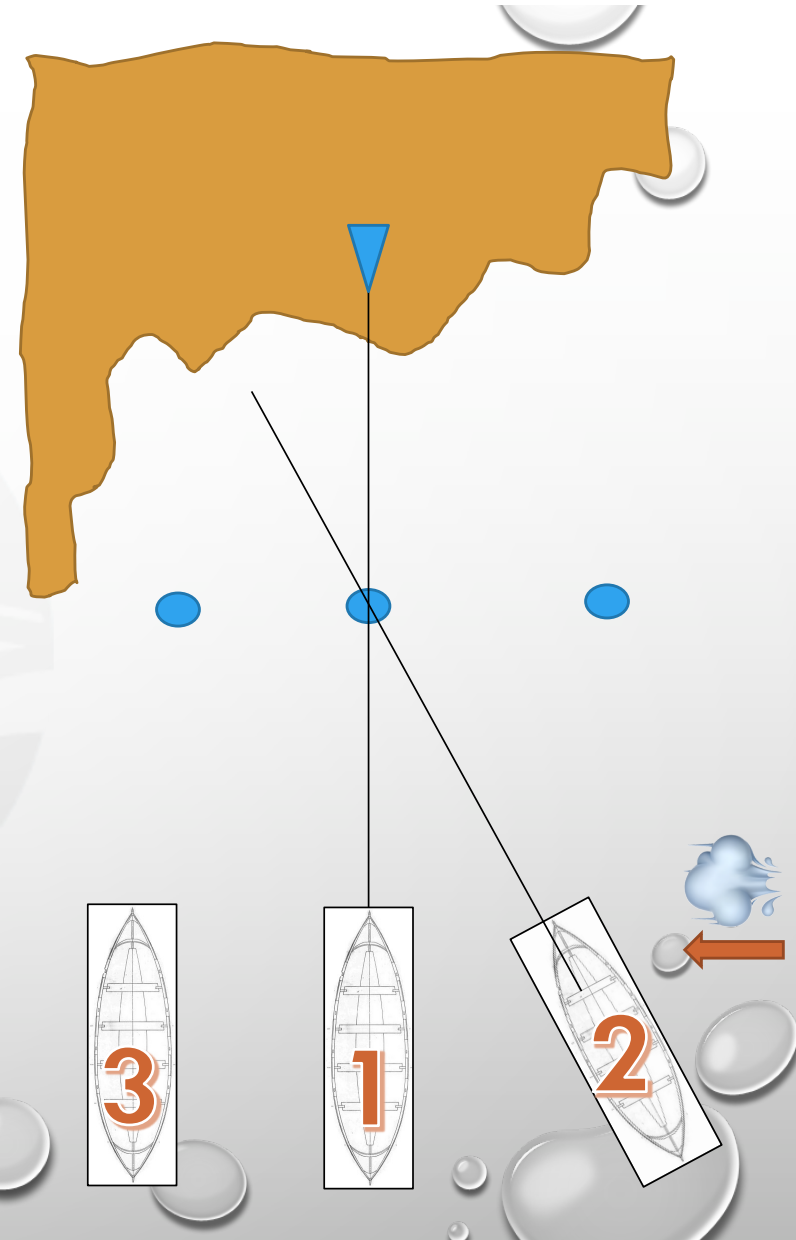
- Follow instructions to line up at start line as required, cox on start line, skiff in direction of race line unless:
 - Sidewind - umpire may line up skiffs head to wind and all turn together and start
 - Following wind - umpire may line skiffs up behind the line and call forward
 - Into the wind - umpire may bring skiffs up to the line – holding position by oars tapping
- Be on the water in good time to get to the start - your responsibility.
- Regatta organisers like to keep to the published schedule and will try and ensure that racing is governed firmly and fairly.

Getting Away

- Consistent starting procedure is very important
- You are steering, encouraging the crew and watching the other boats
- You want a clean start, practice a lot
- Work out with your crew how you stay in line before the Go!
- You need to get everyone's heart rate up before the big push
- Stay calm but encourage
- Don't overload the crew with information
- Always keep an ear out for the umpires - always acknowledge the umpire if they talk to you - arm up.

During The Race

- Your seat - balance
- Steering
 - No sharp movements if possible
 - Take your line
 - Be aware of who is around you
 - Don't be bullied off your line
 - Don't zone out!
 - Take the sensible option - getting boxed
 - Be flexible in your thinking



During The Race

- Be realistic - talk to your crew about how the race will go
- Stay calm and work as a unit
- Think about language when describing a requirement for more power, and when do you need it
- Communicate with your crew
- Efficient turning
- Read your crew while racing - constantly

During The Race

- Strategy
 - Have a strategy but be flexible
 - Be realistic
- VHF
 - Listen - have it where you can hear!
 - Stay off it unless you need to

Turns

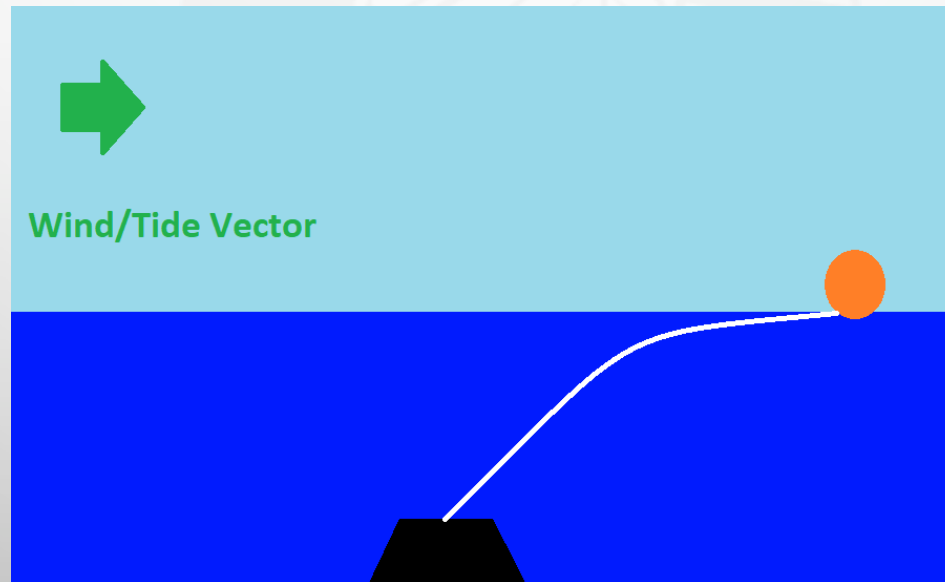
- They come very quickly!
- Have a very clear process in your head
- Practice with your crew
- Multi - buoy turns versus single buoy turns - rules of racing
- Always describe to the crew how the turns will work
- Single marks - **timing, timing, timing**
- Shared marks - **rules, rules, rules**
- Use your rudder and your crew

Buoy Turns



Buoys

- Will have excess rope on them to allow them to rise and fall with the tide
- Excess rope will lie towards the tidal/wind drift of the buoy



Finishing The Race

- Getting to the finish - pick your race
- The finish line
 - consider the angle
 - make sure you row to the end
 - try to pick the more efficient line
- The First BOW to cross the finish line is the winner

What are you communicating

Crew <i>Technique, timing, situational awareness, health checks, motivation.</i>	Umpires <i>Listen for your call sign, acknowledging receipt of information, acting upon the requests of umpire, medical assistance.</i>
Other crews <i>Situational awareness (checking who has water at a mark), calling for water if required</i>	Shore support <i>Defective or missing equipment, trailer location, injured crew, first aid details.</i>

What to do if you're unsure

- Slow down
- Think about the rules and points discussed at cox briefing
- Look, or attract the umpires' attention for advice
- Follow the "rules of the road" IRPCS

Finally

- Stay safe
- Have fun
- Follow the rules...



RULES OF RACING AND UMPIRING

SCRA – LOCH TUMMEL 2025



Why Is It Important

- Collisions at sea are dangerous, they can result in damaged boats or injuries to crew
- Crew rely upon the coxswain to take them safely round the course.
- Coxswains watch for the health and wellbeing of the crew whilst racing
- Watch ahead see events unfolding before it happens
- Listen for instructions from outside sources (umpires/other boats)

Racing Rules

- Where are they available?
 - Scottish Coastal Rowing web page – documents tab
- Why are they important?
 - Keep the sport safe and fair
- Who enforces them?
 - Regatta Organisers and designated umpires
- What are they and what do they mean?
 - We will look at scenarios to visualise and interpret the rules

Where Are They Available

<http://scottishcoastalrowing.org/documents/>

Current version is the 2020 edition

Other documents available on the same tab include the measurement rules.

Why Do The Rules Make It Fair And Safe?

- They try to prevent collisions
- Give umpires clear instructions on what to do and when
- Keep a standard which coxswains understand
- Regatta organisers can use them to help plan
- Describes the penalties which can be implemented
- Highlights the minimum safety requirements for boats carrying equipment

Enforcing The Rules

Umpires are designated by regatta organisers. Often the “chief” umpire is from the host club with other umpires around to help.

Ideal scenario is 3 experienced coxswains/rowers as the umpires all from different clubs. If a situation happens then 3 can make the decision.

Often – but not always one or more of the umpires will be on the water, others may be on a shore based location such as a start/finish line.

Main Rules

Start lines

Buoy turns – Single buoy turn

Buoy turns – Multi lane turns

Finish lines

Start Line

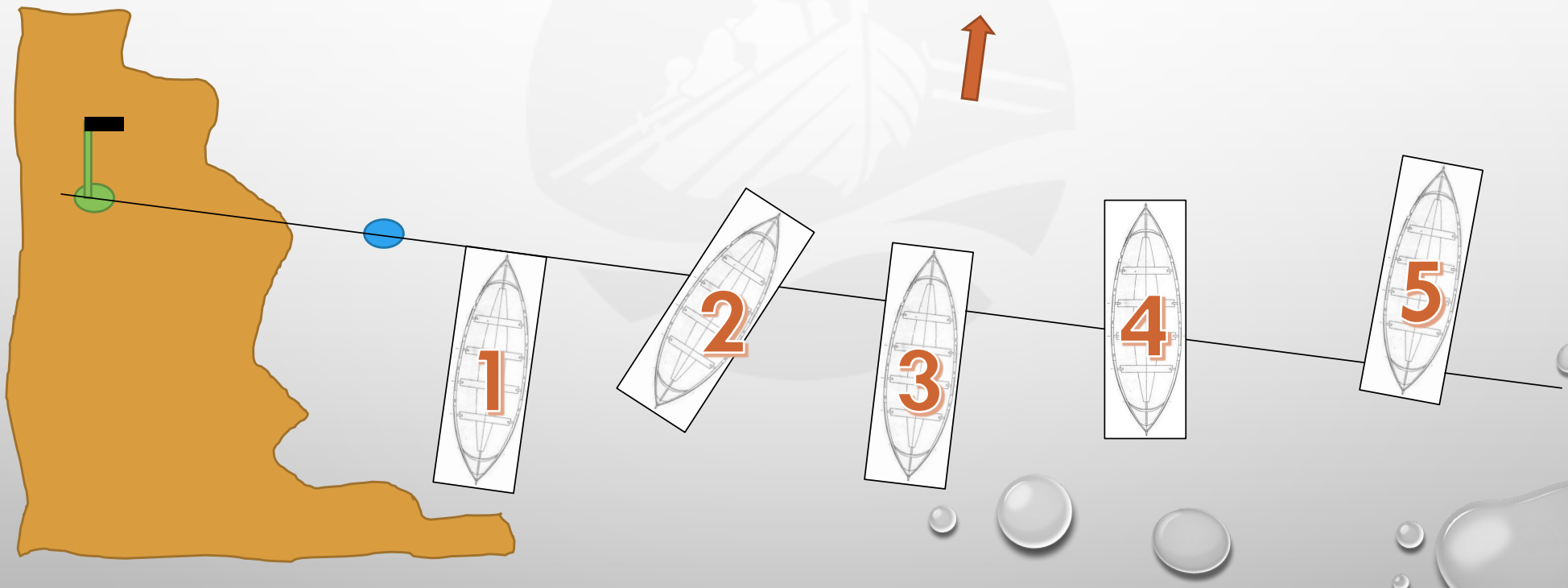
- All starts – listen for umpire warnings for 5, 2 or 1 min warnings
- Downwind starts
 1. keep behind the line and await to be called up
 2. Hold/Backwater to keep the boat on the line, use two rowers if possible for small movements
 3. Prevent the boat from drifting at the start line as you may get penalised for a “rolling” start

Start Line

- All starts – listen for umpire warnings for 5, 2 or 1 min warnings
- Upwind/cross wind starts
 1. keep behind the line and await to be called up with the stem of the boat pointing into the wind gently tapping forwards to maintain position on the line
 2. The umpire will call up the boats together, move forwards and await for the start signal.
 3. Two rowers can tap to keep the boat steady in position

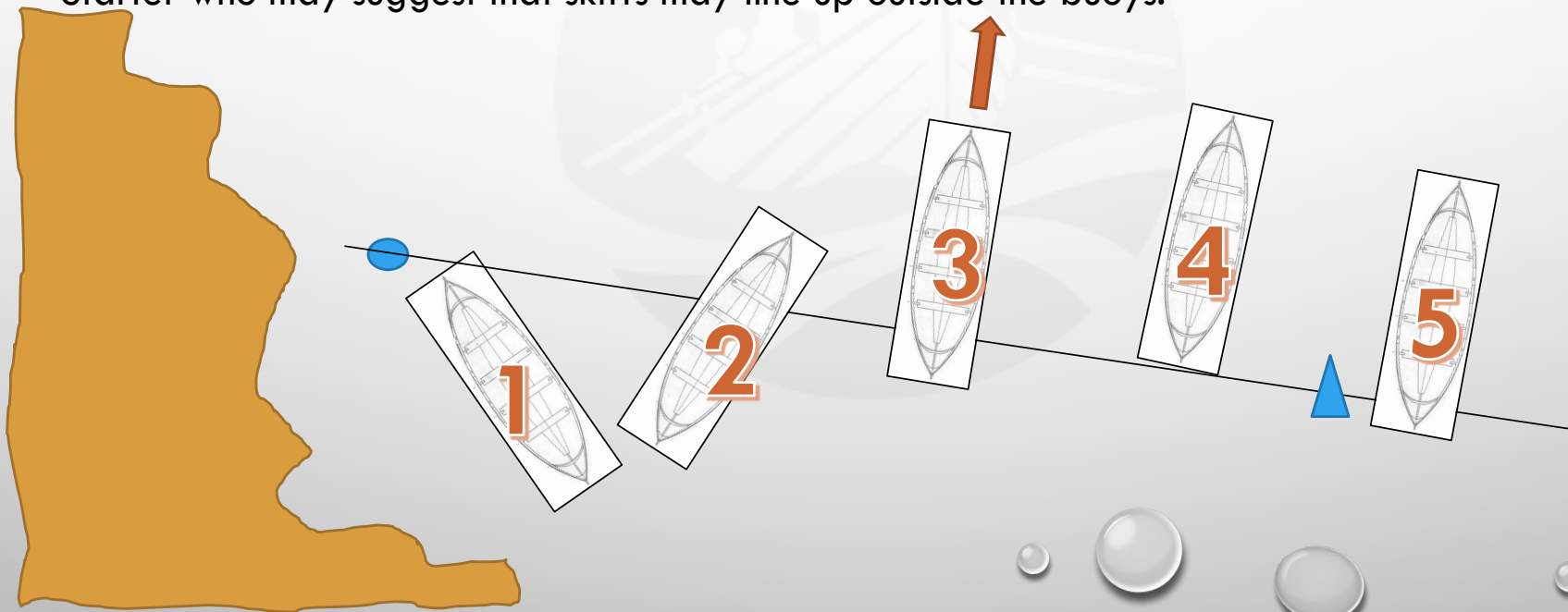
Start Line on Transit

- The start line may be a transit marked by a fixed visible object on the shore



Start Line through a gate

- or between laid buoys – all skiffs should be line up between the buoys – unless instructed by the Starter who may suggest that skiffs may line up outside the buoys.



Race Start

Occasionally start lines have “hand buoys” which are picked up by the coxswain, Ideally pick these up so the boat is drifting away from the line as to not foul the rudder. Keep the boat pointing in the correct direction by:

BACKWATER on one side and forwards on the other



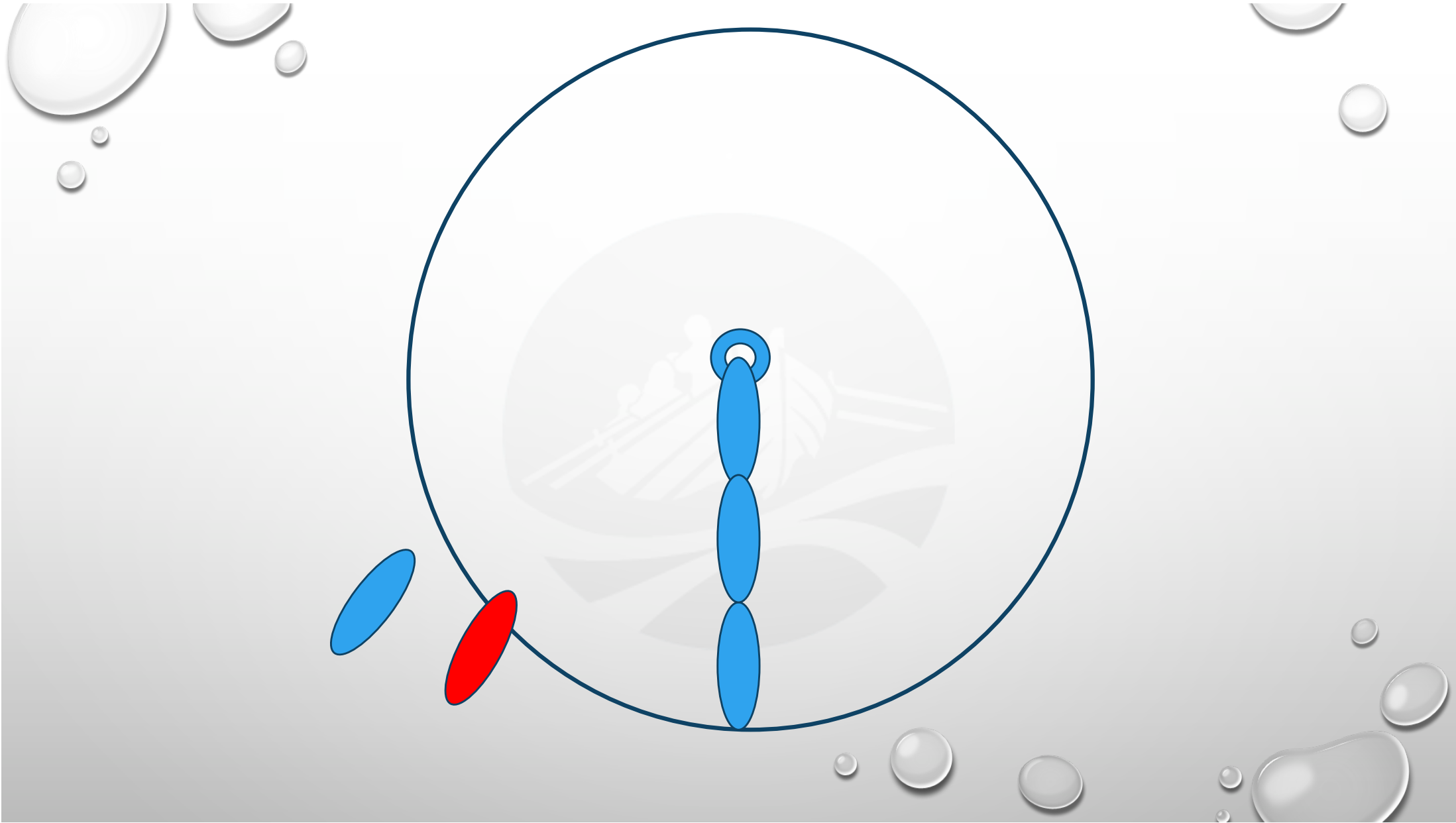
Single Buoy Turn Rules

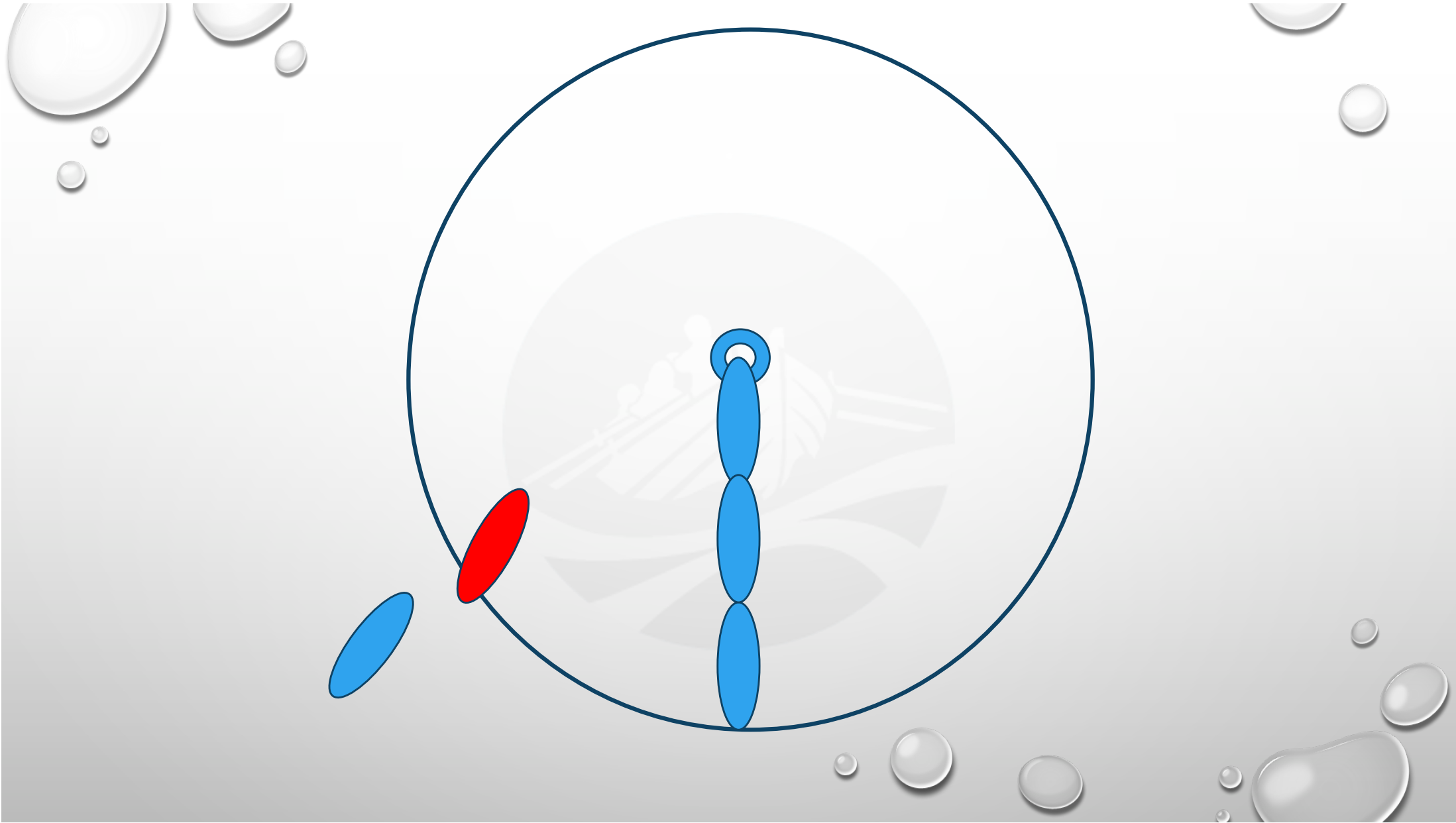
- 8.4.1 In races where more than one boat is using the same turning buoy the following international rule is adopted for rounding of a turning mark:
 - A zone measured as 3 boat lengths (of the boat involved) before a course turning marker and 2 boat lengths after the turning marker shall be the “Turning Zone” (Where boats of different lengths are approaching or are in the Turning Zone “boat length” shall mean the length of the longer boat involved). When two boats are within the Turning Zone, and the bow of one boat is ahead of the coxswain of the other boat (or of the rower seated nearest the stern in the case of coxless boats), the outside boat must give way during the turn. The outside boat is the one that is on the outside of the turn. A boat which does not give way or which interferes in any other way with another boat when passing a buoy or marker may be penalised by the Umpire.
- 8.4.2 Following boats on the outside of the turn may continue to overtake. If a leading boat takes a wide turn the following boat may turn inside the leader but the onus remains on the following boat to avoid contact.
- 8.4.3 The give way boat at three boat lengths before the mark must continue to give way until the boats have left the turning zone. An umpire may give orders or a decision as to which boat has priority from three lengths. That decision is final, not subject to appeal and must be observed immediately and for the whole time that the boats subject to the decision remain in the turning zone.

Single Buoy Turn Rules

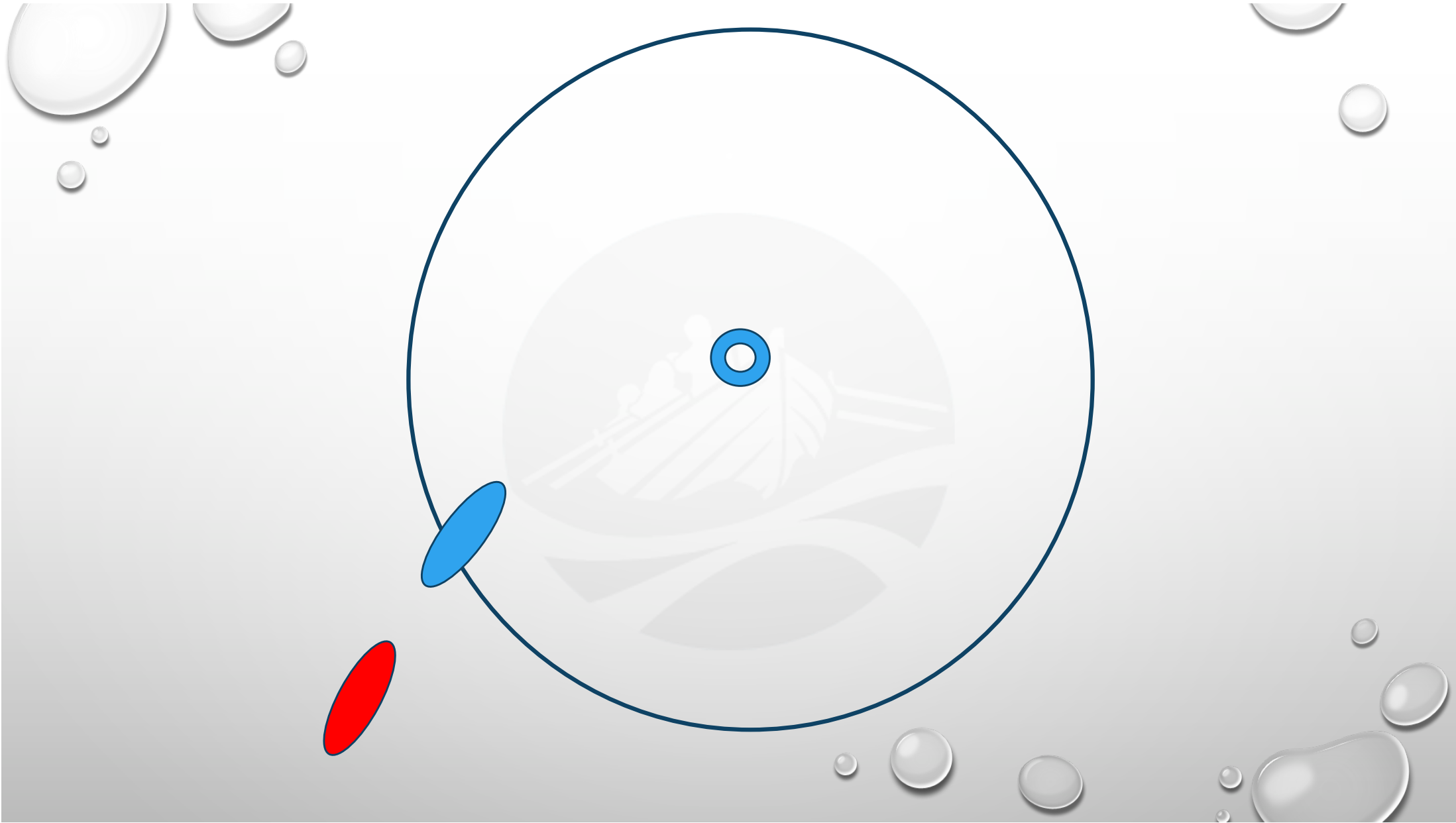




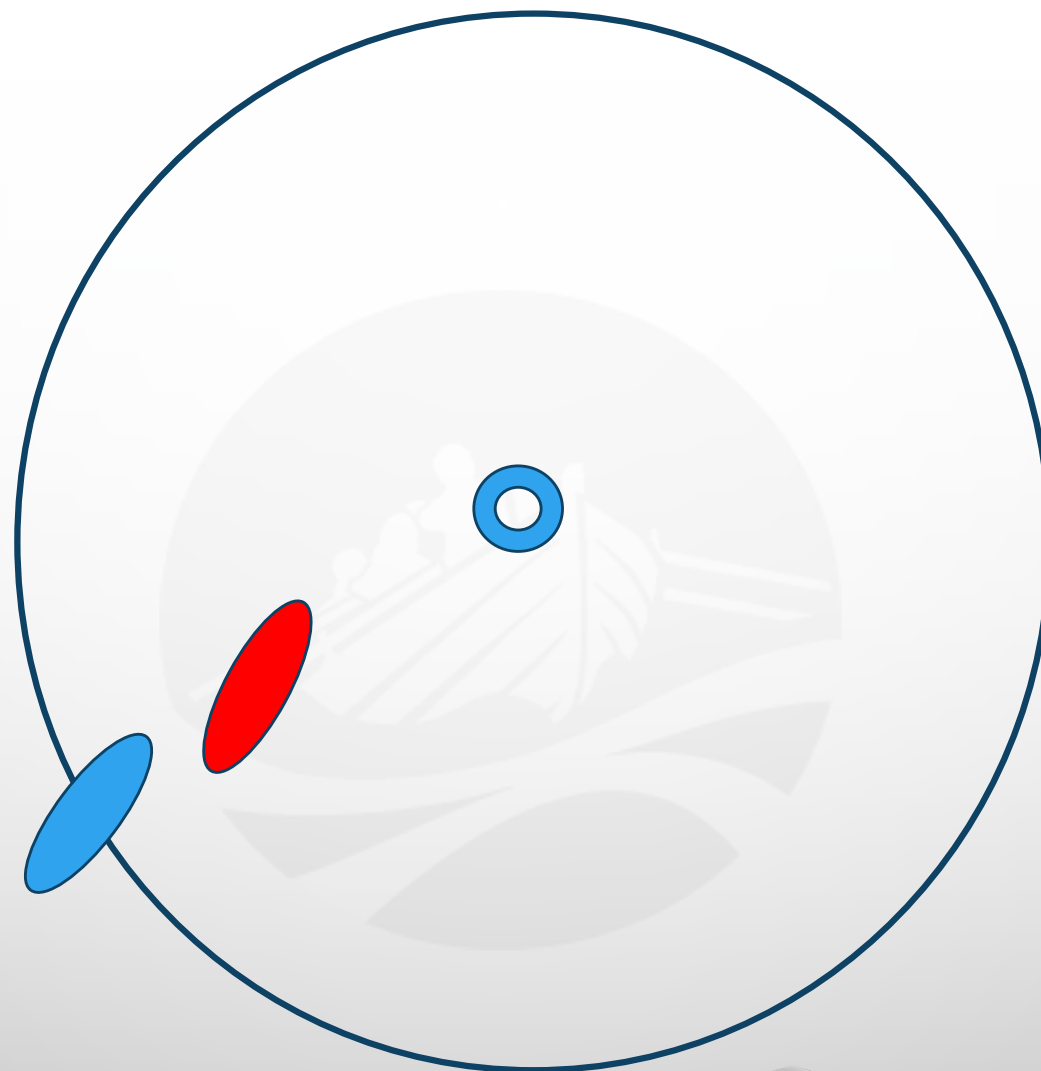








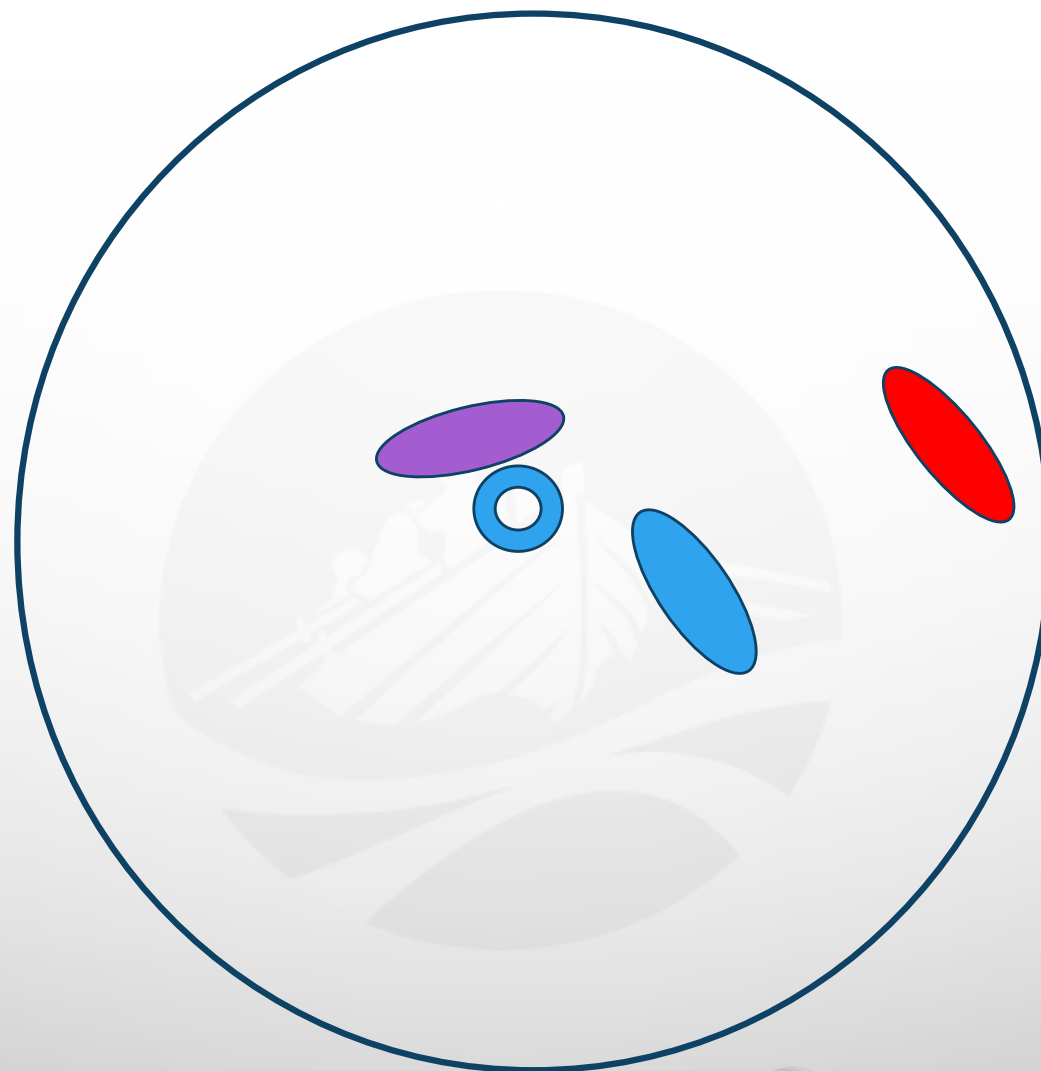


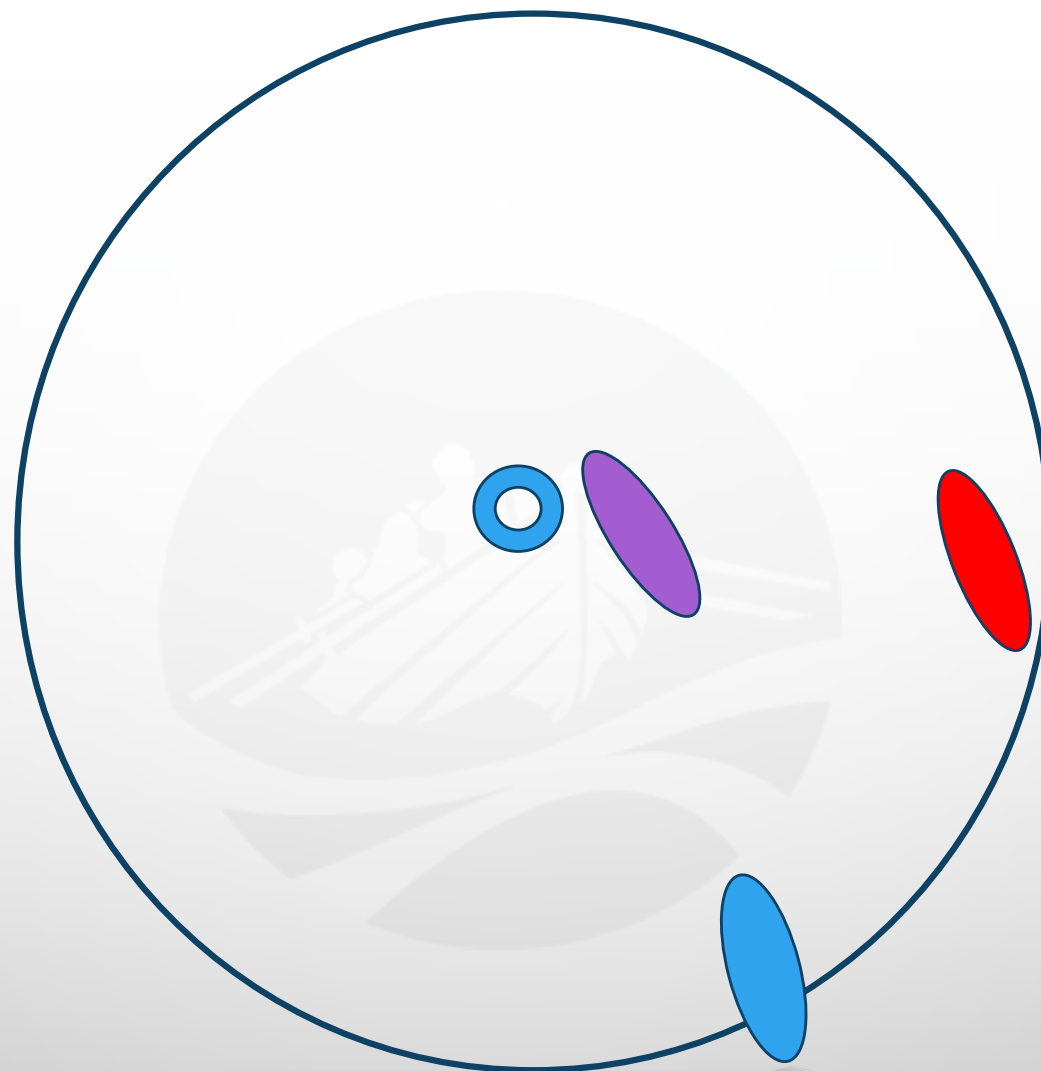


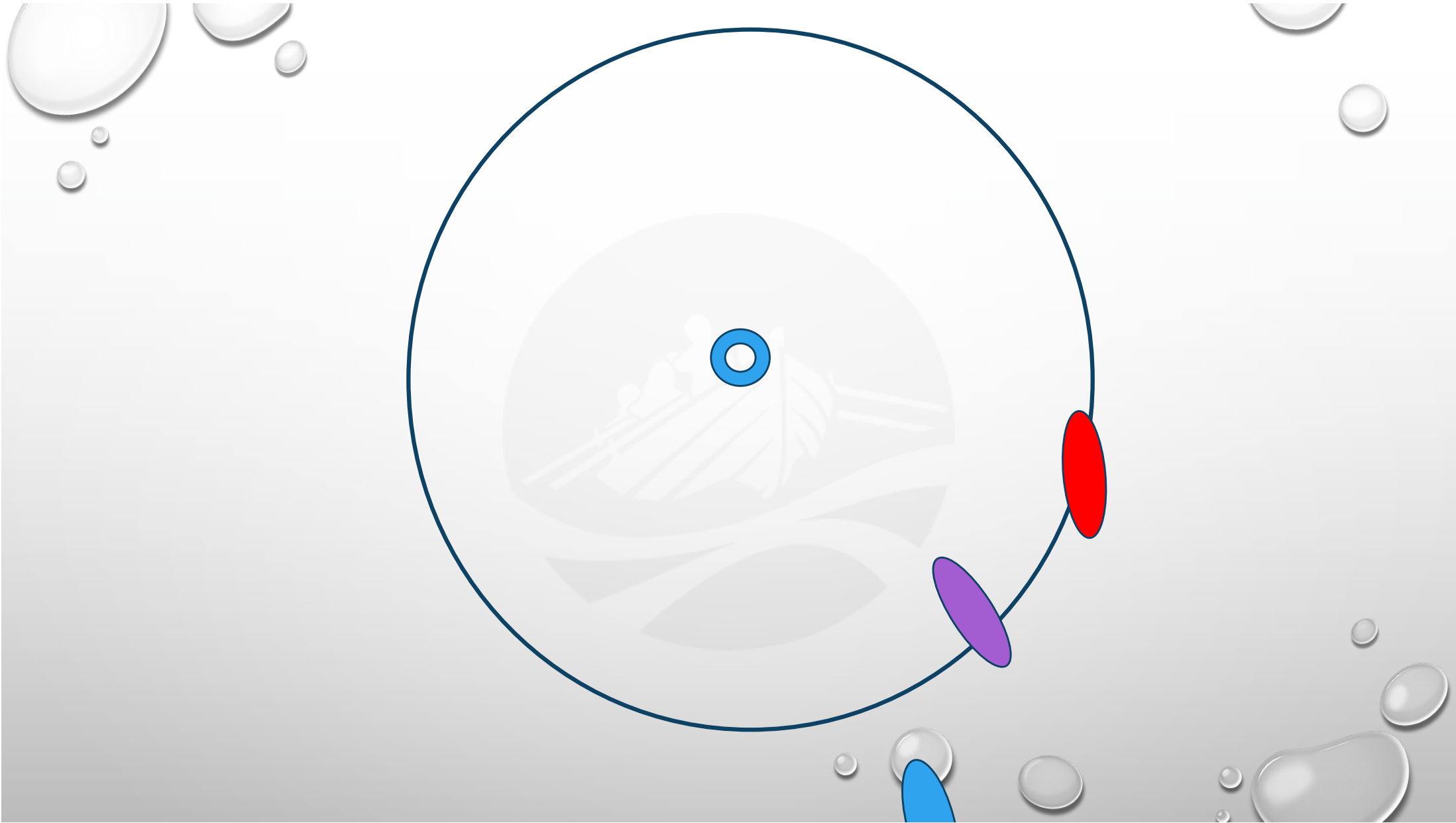










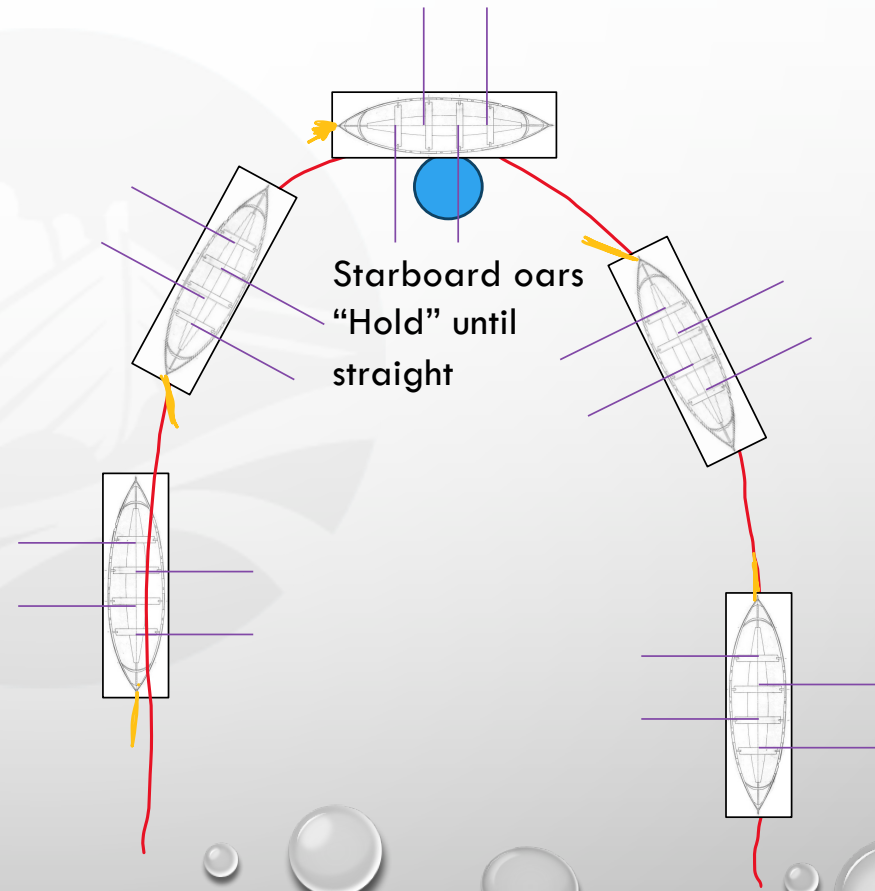
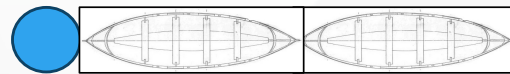


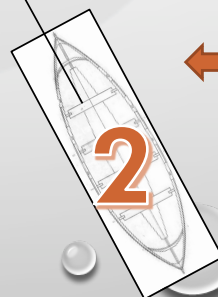
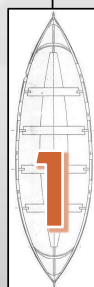
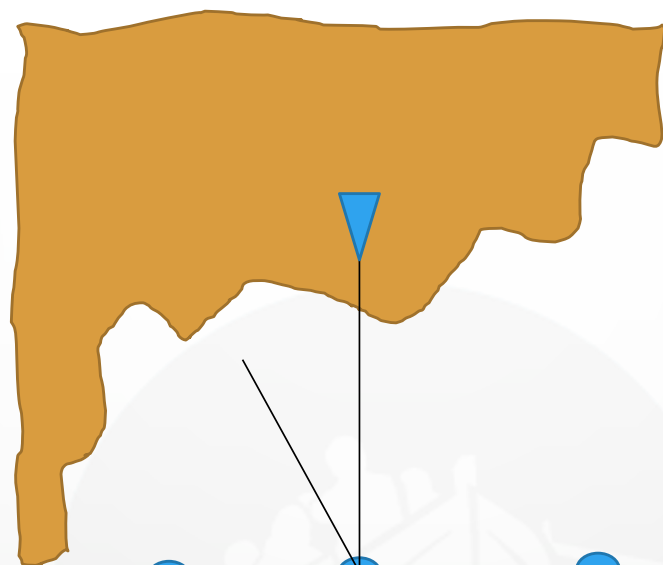
Multi Lane buoy turn rules

- 8.5.1 In races where there is no turn, or each boat has their own turning buoy, crews should remain in their drawn lanes throughout the race.
- 8.5.2 In races where each boat has their own allocated turning buoy boats approaching their turn shall give way to those coming out of their turn. All boats shall turn their buoy in the same direction, which will be to starboard unless stated otherwise in race instructions.
- 8.6 At turns the whole hull and rudder must round the turning mark.
- 8.7 If the hulls of two boats collide during the course of a race, the presumption is that the safety of the crews is being compromised, and that disqualification of one or both crews should occur.

Buyo Turns

20m





Multi Lane buoy turn rules





What are the natural forces that will influence this?



