

NCR/SEVENTH EDITION
2011

NATIONAL COMPETITIVE EVENTS

NATIONAL COMBINED REGATTA

CONDITIONS OF ENTRY AND RULES OF THE COMPETITION

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202 Lambeth Road
London SE1 7JW
Telephone
020 7654 7000
www.ms-sc.org



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GENERAL RULES COVERING ALL EVENTS

1. Rule One

All cadets taking part in any of the competitions, which require any form of qualification or charge certificate will need to show the appropriate documentation to a member of Area Staff (ARO for example or the nominated representative.) This is to be carried out before submitting the required Entry Form to the SRO and therefore in advance of being allowed to participate in the competition.

The Commanding/Divisional Officer upon signing the CADETS HEALTH CERTIFICATE AND PARENTS CONSENT FORM SCC T1 and T1 Medical (T1Med) also certifies that the cadet has obtained the required qualification.

The ARO upon signing the required Entry Form certifies that the cadet has the appropriate qualification.

The principle being applied is that the cadets must be qualified and he/she must prove to Area Staff that they are.

2. Rule Two

When cadets attend a National Competition they are required to bring a FORM SCC T1 – CADETS HEALTH CERTIFICATE AND PARENTS CONSENT FORM and T1 (MED), if required, duly completed.

FAILURE TO BRING AND SHOW THE CORRECT SCC T1, DULY COMPLETED AND SIGNED BY THE UNIT AND A PARENT/GUARDIAN, FOR WHATEVER REASON, WILL RESULT IN THE CADET NOT BEING ALLOWED TO PARTICIPATE IN THE COMPETITION.

The principle being applied is that the cadet must obtain their parent/guardian and unit consent and approval before leaving home to participate in the competition. It also provides a useful record should an incident happen during travel to and from the event.

3. **Rule Three**

When official accommodation (i.e. camp, school or unit) is being supplied, it is for the benefit of ALL competitors. ALL competitors are therefore required to live-in the official accommodation for the duration of the event.

FAILURE TO LIVE-IN THE ACCOMMODATION, FOR WHATEVER REASON, WILL RESULT IN THE CADET NOT BEING ALLOWED TO PARTICIPATE IN THE COMPETITION.

In the case of split accommodation (i.e. a number of SCC units) this rule will also apply.

The principle being applied, is that all cadets must experience the same standard of comfort (good or not so good) as everyone else, to ensure that no one cadet has an advantage over the rest.

4. **Rule Four**

When cadet (s) are sent home / withdrawn from the event for disciplinary reasons, no substitute/s will be permitted (if it is impossible, for any reason, to send the cadet (s) home, the cadet (s) is / are then withdrawn).

The principle being applied is that the local area is most likely to be able to provide substitutes and the other areas would be disadvantaged. Also, a sense of team spirit should be engendered and those who misbehave must understand that they are liable to let the whole team down.

5. **Rule Five**

Team managers will also be expected to live in the accommodation and be available to attend to the needs of their cadets, if required to do so by the accommodation staff.

The principle being applied is that you may be required to attend to the needs of one of your cadets on an urgent basis.

6. Rule Six

When the Area Team (or part thereof) is transported by road transport (private, unit or hired vehicle) a team manager or other member of the team will be required to be available, at any time through out the event weekend, to act as a duty area driver in the case of an emergency.

The principle being applied is that you may be required to take a cadet to hospital.

7. Rule Seven

All adult staff are reminded that when they are self-driving cadets by any form of road transport, care must be taken to ensure that they take the required rest periods throughout the journey and at the event.

The routine which has been applied over the past few years is that you will not be given an on-watch accommodation duty, if you attend the event as a member of the Area Team.

The principle being applied is that you are required to take the necessary rest periods before or during driving, to ensure that the cadets are not at risk.

WE ARE ON TRUST BY THE CADETS PARENTS AND THEREFORE HAVE A RESPONSIBILITY TO ENSURE THEIR SAFETY.

8. Rule Eight

Other general rules which apply to any event, will be promulgated within the appropriate memorandum, which will be issued before the event. This would normally be not less than six weeks before the event.

PART ONE - ROWING BOAT HANDLING COMPETITION

(Open Class)

1. ENTRY OF AREA TEAMS

Each area may enter crews as laid down in the current Event Regatta Memorandum. All crews and team management will be deemed to have read and fully accepted the current Memo and the *Conditions of Entry, Rules of the Competition*.

2. INTRODUCTION

These Conditions of Entry, Rules of the Competition are intended to govern the conduct of National Regattas. Area Recreation Officers, District Officers, Commanding Officers, Officers in Charge and Team Managers should ensure that they have an up-to-date copy of these Rules and that they are fully conversant with them before entering any of the National Regatta Competitions.

The competition is designed for a team of five cadets, participating in a Trinity 500. All members of the crew are to play a full and active role in the competition.

3. AGE LIMITS

- a. Cadet members of a competing crew must be fully enrolled cadets between the ages of 12 to 18 years, in accordance with Sea Cadet Regulations (SCRs).
- b. The age qualifying date (THE Q DATE) will be the Monday following the National Regatta weekend (the actual date will be promulgated in the Event Memo each year, even when there is no National Event).

4. ENTRY CLASS

Open Class: over 12 and under 18 years on the QDATE

5. QUALIFICATIONS

The Coxswain of the crew must hold a minimum of SCC Supervised Rowing Coxswain.

6. DRESS

Boat crews are to dress as follows:

- a. In clothing appropriate to the conditions of the day, including adequate footwear.
- b. Approved personal buoyancy in accordance with TARS, to be worn and correctly made-up.

7. BOATS

Trinity 500s will be arranged and allocated by SCHQ.

8. RULES OF CONDUCT

The competition will be judged on overall performance with particular emphasis on smooth running and good training. No advantage is gained by rushing. The competition, which is based on the SCC Rowing Proficiency Scheme, will be conducted over a course similar to that shown in the Competition Course Diagram RB1.

- a. The Judges decisions are final.
- b. Crews will be marked in using the Judges Marking form SCC CR11.

9. COMPETITION TIMINGS

Competitions timings shall be, wherever possible, in accordance with the Regatta Programme.

A time limit of 35 minutes is allowed for completion of the competition.

10. PERSONAL AWARDS

Each member of the winning team will receive Gold Medals, the runners-up will receive Silver Medals and the teams placed third will receive Bronze Medals.

11. CLASS WINNERS

The winners will be awarded a Class Trophy:

OPEN CLASS: THE MITCHELL TROPHY

12. OVERALL WINNERS

- There will be 3 classes – Rowing, Sailing and Power.

- Each class is marked according to a judging form, equal positions are possible.
- Position points for each class awarded 7 down to 1 (N/NI Extant rule Removed).
- Position points summed to provide overall mark (and position)
- Tie – Break Position:
 - Sum the percentage marks gained in each class, if still equal overall points are to be shared.

ROWING BOAT HANDLING COMPETITION

Guidelines for Competitors and Judges

INTRODUCTION

It is recognised that good seamanship principles can be applied in a variety of ways, and instructors should impress upon their crews that there is often more than one appropriate method of carrying out an exercise, the method being determined by seamanship awareness: wind, tide, safety, other boats etc.

A total of 130 points can be awarded for this competition. Points will be awarded for competency and good seamanship skills. The time limit for the complete competition is 35 minutes; there will be a warning when there are 10 minutes left. The clock will only be stopped for failures to the supplied gear; but only if the gear was being used correctly and did not fail due to abuse. The clock will not be stopped for the crew to recover from any error, or omission.

The competition will be decided by good seamanship; accuracy, snap and vigour all form part of good seamanship. The time limit has been gauged to allow a well trained crew to complete the competition in good time but to act as a barrier and penalty to those seeking to 'wing it'.

JUDGING

There will be two judges for the competition, one should normally be afloat in a powered craft and must remain so throughout the competition. The arrangements for the location of the judges must remain the same for all competitors throughout the competition. The judges will discuss marks prior the submission of the result as in some cases it will not be possible for a judge to observe the crew performing to the marking criteria from their location. The prime concern of the judges will be the safety of participants at all times. If a crew is struggling to maintain safe control of the boat the judges may instruct them to retire or accept assistance; in which case the crew may be penalised for the appropriate evolution or in the overall professional competence section.

Judging will be based on the principles of good seamanship and the results achieved rather than on any preconceived ideas of how the manoeuvres should be carried out.

Boat handling is a continuously evolving art and yesterdays approved methods are not necessarily the best today.

TECHNICAL STANDARDS

Having said that the best means of achieving a manoeuvre may change over time there is a need for a technical reference to base a common standard on. The Trinity 500 Rowing Handbook will be the Technical Standard for the Rowing Boat Handling Competition.

1. INITIAL CHECKS

A total of 10 points may be awarded for this section.

No half points only full points.

- a. To be carried out at the beginning of the team slot, the judges will check the suitability of clothing and footwear for the prevailing conditions. They will also check that personal buoyancy is of the correct size and in accordance with TARS. Clothing does not need to match exactly. This will not be a formal inspection; it will be done by the judges as the crews perform their checks.
- b. **Judges Criteria:** *In extreme cases a judge has the option to prevent a crew member from competing if they are not appropriately dressed.*

2. MAN BOAT AND CHECK EQUIPMENT

A total of 5 points may be awarded for this section.

No half points only full points.

- a. The following equipment is to be in the Trinity 500 Class:
 - (1) 5 oars.
 - (2) 5 crutches.
 - (3) 1 boathook.
 - (4) 4 stretchers.
 - (5) Rudder and tiller combined
 - (6) Man over board float
 - (7) Bow and Stern lines 1.5 x length of the Trinity 500.
 - (8) Fenders will be supplied and are to be used
- b. **Judges Criteria:** *Points lost for casual inspection and potentially dangerous actions, -Internal Bung should be checked and fitted by the 1st person manning the boat - Effectiveness, communication and teamwork throughout.*

3. LEAVE JETTY UNDER OARS

A total of 10 points may be awarded for this section.

No half points only full points.

- a. The boat must be slipped and rowed away in a safe and controlled manner. The manoeuvre must be carried out using a recognised method and control of the boat must be demonstrated at all times.
- b. **Judges Criteria:** *Use of spring or boathook where appropriate - Appropriateness of method - Control maintained and taking account of conditions - Clear orders obeyed uniformly - Effectiveness, communication and teamwork throughout.*

4. MOOR FORE & AFT BETWEEN BUOYS

A total of 10 points may be awarded for this section.

No half points only full points.

- a. There will be two mooring buoys on the course at a distance of 2 boat lengths. The coxswain is to approach the buoys giving consideration to the prevailing conditions and secure the boat centrally between the two buoys. Once secure, the judge will tell the coxswain to proceed.
- b. **Judges Criteria:** *Method employed - Clean pick up of both buoys - Both lines adjusted and secured into the boat - Effectiveness, communication and teamwork throughout.*

5. SECURE RUDDER & FIGURE OF EIGHT

A total of 10 points may be awarded for this section.

No half points only full points.

- a. Rudder to be secured on the centre line of the boat whilst secured to the mooring buoys. Slip from buoys and perform a figure of eight course around the outer mark and the mooring buoy closest to the outer mark as shown on the diagram rules. It should NOT be performed around the two buoys used exclusively for the Mooring Fore and Aft manoeuvre. Points will be deducted for touching the buoys with any part of the boat or oars.
- b. **Judges Criteria:** *Attention to securing of rudder safely - Achievement of objective (shallow Fig 8) without touching buoys – Method appropriate to conditions - Effectiveness, communication and teamwork throughout.*

6. SCULL 5 BOAT LENGTHS

A total of 10 points may be awarded for this section.

No half points only full points.

- a. *The boat is to be sculled by the coxswain from the mooring buoys to the outer mark. The distance will be approximately 5 boat lengths.*
- b. **Judges Criteria:** *Preparation and boat position at start– Effective technique (Stance & wrists) – Sweep of oar (Fig 8 and depth) – Positive propulsion of boat – Steering, direction and look out - Safe Method employed - Effectiveness, communication and teamwork throughout.*

7. CONTROLLED STOP (RUDDERLESS)

A total of 7 points may be awarded for this section.

No half points only full points.

- a. As the boat completes the sculling exercise at the outer buoy it is to be turned and rowed towards the mooring buoys and brought to a controlled stop just beyond them. The boat should be centrally spaced between the mooring buoys and perpendicular to an imaginary line joining the buoys.
- b. **Judges Criteria:** *Attention to boat slowing safely using appropriate technique - Boat to be stopped in correct place – Boat stopped in a controlled manner and perpendicular to the buoys. - Effectiveness, communication and teamwork throughout.*

8. MAKE STERNBOARD

A total of 10 points may be awarded for this section.

No half points only full points.

- a. On completion of the controlled stop the crew continue to hold water whilst the coxswain releases the combined rudder and tiller. Once free the boat makes stern board through the mooring buoys until it is one clear boat length from the line of the buoys.

- b. **Judges Criteria:** *Smooth, controlled, and well timed rowing – Rudder control and course made good, Correct orders and responses. Max of 2 points deducted - Effectiveness, communication and teamwork throughout.*

9. TURN BOAT IN OWN LENGTH

A total of 8 points may be awarded for this section.

No half points only full points.

- a. The boat is to be rowed into a central position between the mooring buoys and perpendicular to the line of the buoys. Using the oars the boat is to be turned through 360 degrees in a controlled manner so that it ends up in the same place that it started.

- b. **Judges Criteria:** *Start position – Method and control – suitability of method to conditions – Positioning throughout – Correct orders and response - Effective controlled turn, between the buoys without touching buoys, Max of 2 points deducted - Effectiveness, communication and teamwork throughout.*

10. MAN OVERBOARD RECOVERY

A total of 15 points may be awarded for this section.

No half points only full points.

- a. Boat proceeds towards outer buoy, on route judge blows whistle indicating coxswain to drop (not throw) man overboard float into the water.
- b. **Judges Criteria:** *Prompt attention to situation and seamanlike recovery at first attempt – Method and speed of approach – Boat control throughout - Safe and effective recovery of MOB – Correct orders and response - Effectiveness, communication and teamwork throughout.*

11. RETURN ALONGSIDE

A total of 15 points may be awarded for this section.

No half points only full points.

- a. The boat must be returned alongside to its original position using the correct approach taking into account all prevailing conditions.
- b. **Judges Criteria:** *Seamanlike controlled return alongside – Preparation - making use of the prevailing conditions – Speed and angle of approach - Securing and safe disembarkation – State of boat – Correct orders and response - Effectiveness, communication and teamwork throughout.*

12. PROFESSIONAL COMPETENCE

A total of 20 points may be awarded for this section.

No half points only full points.

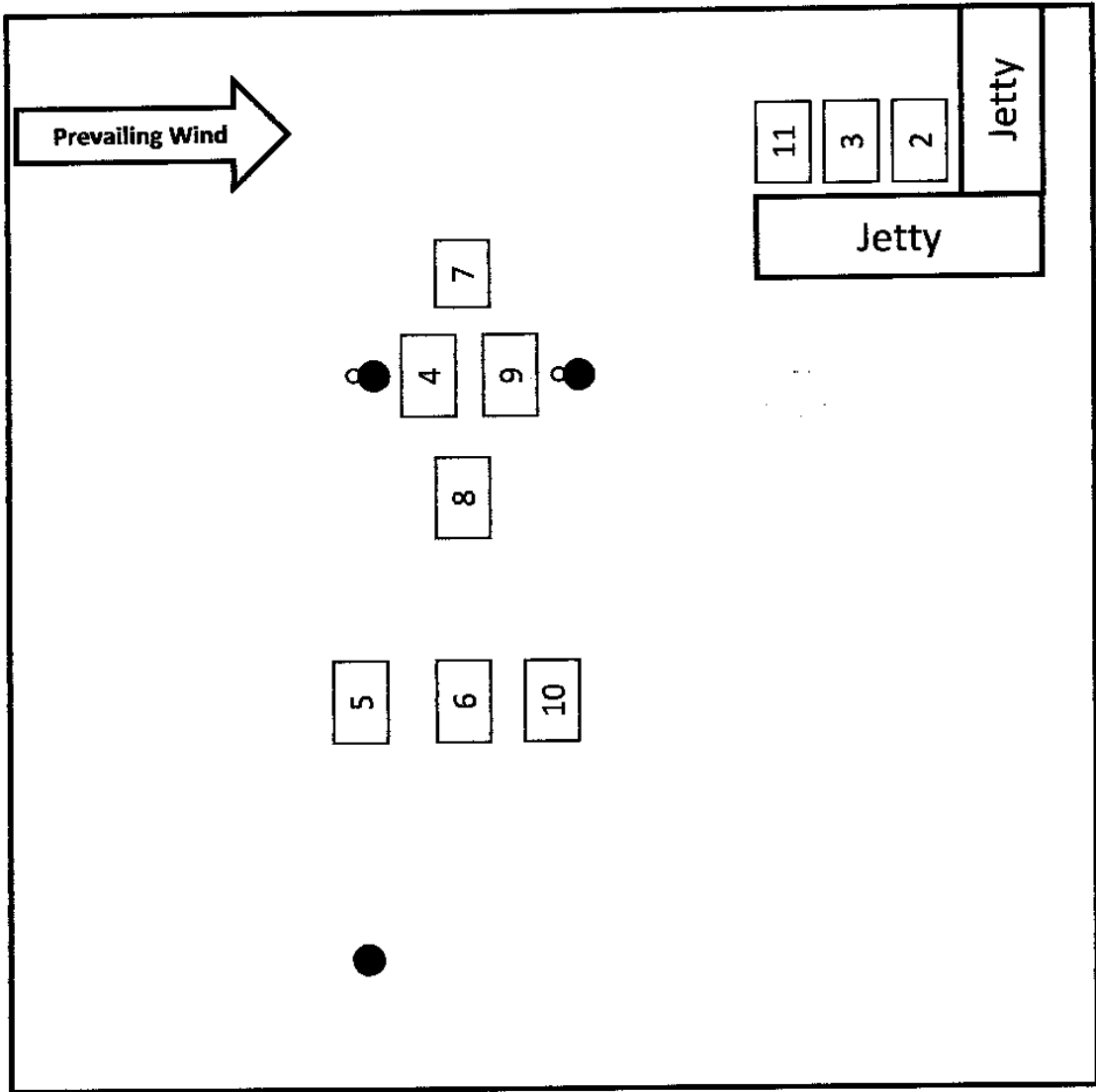
- a. Effective control and management of the boat and crew throughout the evolutions and a demonstration of the knowledge and skills required to complete the evolutions, with due regard to the prevailing conditions, in a safe and efficient manner
- b. **Judges Criteria:** *Points can be deducted for the decisions made which impact on the success of the crew's evolutions example considerations include:*
Coxswain - *Decisiveness, judgement, confidence and planning.*
Crew - *Knowledge, effectiveness, communication and teamwork.*

A small mistake on the part of one of the crew could provide an opportunity for a balancing display of good seamanship to correct the mistake. In such a case, whilst the judges may penalise the error, they may also choose to recognise the good seamanship in Professional Competence.

The judges will be sympathetic to a Coxswain who, when faced with an evolution that is going wrong, makes an early and safe, seamanlike decision to start again. Whilst this may result in a penalty in the Professional Competence section it may not lead to a penalty in the marks for the evolution itself. Conversely the judges will take a dim view of a coxswain that makes a bad situation worse by blindly pushing on.

COURSE

RB1 Rowing Boat Handling Course



1. Initial Checks
2. Man Boat & Check Equipment
3. Leave Jetty
4. Moor Fore & Aft
5. Figure of Eight
6. Scull 5 Boat Lengths
7. Controlled Stop
8. Make Sternboard
9. Turn Boat in Own Length
10. MOB Recovery
11. Return Alongside
12. Professional Competence

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PART TWO - SAILING BOAT HANDLING COMPETITION

(Open Class)

1. ENTRY OF AREA TEAMS

Each area may enter crews as laid down in the current Event Regatta Memo. All crews and team management will be deemed to have read and fully accepted the current Event Memo and the *Conditions of Entry, Rules of the Competition*.

2. INTRODUCTION

These Conditions of Entry, Rules of the Competition are intended to govern the conduct of National Regattas. Area Recreation Officers, District Officers, Commanding Officers, Officers in Charge and Team Managers should ensure that they have an up to date copy of these Rules and that they are fully conversant with them before entering any of the National Regatta Competitions.

The competition is designed for a team of two or three cadets, participating in a Bosun dinghy, the size of the crew (which includes the helm) being a choice for the participating team. All members of the crew are to play a full and active role in the competition.

3. AGE LIMITS

- a. Cadet members of a competing crew must be fully enrolled cadets between the ages of 12 to 18 years, in accordance with Sea Cadet Regulations (SCRs)
- b. The age qualifying date (THE QDATE) will be the Monday following the National Regatta weekend (the actual date will be promulgated in the Event Memo each year, even when there is no National Event)

4. ENTRY CLASS

Open Class: over 12 and under 18 years on the QDATE

5. QUALIFICATIONS

The helm of the boat must hold a minimum of RYA Level 2 Certificate or RYA Youth Sailing Scheme Stage 3

6. DRESS

Boat crews are to dress as follows:

- a. In clothing appropriate to the conditions of the day, including adequate footwear.
- b. Approved personal buoyancy in accordance with TARS, to be worn and correctly made-up.

7. BOATS

A Bosun dinghy will be arranged and allocated by HQSO (B), an “original” specification Bosun will be used for the competition. Specifically this means that the boat will:

- Have a rope tensioned downhaul on the jib using a tensioning rack on the fore deck.
- Use “tuck and roll” reefing around the boom (including the use of reefing strop).
- Have a painter that is 1 boats length long (measured from stem).
- Have the mast already stepped.

It is recognized that there are minor variations in fittings on Bosuns throughout the Corps; this may require organizers to notify the competitors of these differences e.g. a permanently attached kicking strap or a clew outhaul roved in the boom. If this is the case the organizers should allow time for the competitors to understand the differences.

8. RULES OF CONDUCT

The competition will be judged on overall performance and judges should be clear in their minds that the object of the competition is to test the seamanship skills and general boat handling ability of the crews taking part; with particular emphasis on smooth running, good training and safety consciousness. No advantage is gained by rushing; however there is a time limit.

- a. The Judges decisions are final

- b. Crews will be marked in using the Judges Marking form SCC CR13.

9. COMPETITION TIMINGS

Competitions timings shall, wherever possible, be in accordance with the Regatta Programme. A time limit of 45 minutes is allowed for completion of the competition.

10. PERSONAL AWARDS

Each member of the winning team will receive Gold Medals, the runners-up will receive Silver Medals and the teams placed third will receive Bronze Medals

11. CLASS WINNERS

The winners will be awarded a Class Trophy:

OPEN CLASS: THE P & O TROPHY

12. OVERALL WINNERS

- There will be 3 classes – Rowing, Sailing and Power.
- Each class is marked according to a judging form, equal positions are possible.
- Position points for each class awarded 7 down to 1 (N/NI Extant rule Removed).
- Position points summed to provide overall mark (and position)
- Tie – Break Position:
 - Sum the percentage marks gained in each class, if still equal overall points are to be shared.

SAILING BOAT HANDLING COMPETITION

Guidelines for Competitors and Judges

INTRODUCTION

It is recognised that good seamanship principles can be applied in a variety of ways, and instructors should impress upon their crews that there is often more than one correct method of carrying out an exercise, the method being determined by seamanship awareness: wind, tide, safety, other boats etc.

A total of 132 points can be awarded for this competition. Points have been weighted towards competency and seamanship skills. The time limit for the complete competition is 45 minutes; there will be a warning when there are 10 minutes left. The clock will only be 'stopped' for failures to the supplied gear; but only if the gear was being used correctly and did not fail due to abuse. The clock will not be 'stopped' for the crew to recover from any error, or omission (this includes capsize – see later).

The competition will be decided by good seamanship; accuracy, snap and vigour all form part of good seamanship. The time limit has been gauged to allow a well trained crew to complete the competition in good time but to act as a barrier and penalty to those seeking to 'wing it'.

JUDGING

There will be two judges for the competition, one should normally be afloat in a powered craft and must remain so throughout the competition. The arrangements for the location of the judges must remain the same for all competitors throughout the competition. This provision should not interfere with the provision of proper safety cover in accordance with TARS. The prime concern of the judges will be the safety of participants at all times. If a crew is struggling to maintain safe control of the boat the judges may instruct them to retire or accept assistance; in which case the crew may be penalised for the appropriate evolution or in the overall professional competence section. These considerations are especially applicable, but not limited, to a capsize; where after being given sufficient opportunity to right the boat the crew may be instructed to accept assistance.

Judging will be based on the principles of good seamanship and the results achieved rather than on any preconceived ideas of how the manoeuvres should be carried out. Boat handling is a continuously evolving art and yesterdays approved methods are not necessarily the best today.

If there is no wind, or there is a likelihood of no wind, the sailing evolutions will be omitted for all competitors. If the wind drops during the day then the points for these evolutions will be discarded for those that have competed and the evolutions omitted for the remaining competitors. In this case points would only be awarded for the following evolutions:

3	Load and Preparation	11	Return to shore (by paddling)
4	Paddle to a buoy	12	Unrig
5	Rig for Sail	13	Professional Competence
10	Reefing Afloat (at buoy)		

TECHNICAL STANDARDS

Having said that the best means of achieving a manoeuvre may change over time there is a need for a technical reference to base a common standard on. The RYA Start Sailing (G3) and Advanced Sailing (G12) handbooks will be the Technical Standard for the Sail Boat Handling Competition.

1. INITIAL CHECKS

A total of 6 points may be awarded for this section.

No half points will be awarded - only full points.

- a. To be carried out at the beginning of the team slot, the judges will check the suitability of clothing and footwear for the prevailing conditions. They will also check that personal buoyancy is of the correct size and in accordance with TARS. Clothing does not need to match. This will not be a formal inspection; it will be done by the judges as the crews inspect the boat's equipment.
- b. *In extreme cases a judge has the option to prevent a crew member from competing if they are not appropriately dressed.*

2. CREW'S CHECKS

There are no points awarded for this section.

- a. The following equipment is to be available either in the boat's sail bag or laid out on the shore.
 - (1) 2 paddles
 - (2) Rudder, Tiller and extension
 - (3) Man over board float
 - (4) Boom
 - (5) Sail battens
 - (6) Main sail and jib – Jib with sheets attached, shackle on tack of jib (in sail bag)
 - (7) Mainsheets – shackles attached (in sail bag)
 - (8) Reefing strop (in sail bag)
 - (9) Bailer (in sail bag)
 - (10) Kicking strap – shackle attached (in sail bag)
 - (11) Optionally fenders may be supplied at the judge's discretion depending on the local situation / jetty configuration. If supplied they are to be used.

5 minutes (over the 45 minutes) is allowed for checking the equipment.

Where problems are found, additional time is to be given or kit is to be

changed. The clock starts when the helm reports that they are satisfied and ready to start.

- b. **Judges Criteria:** *Allowance of sufficient time to enable the crew to eradicate any problems left unattended to by the previous crew.*

3. LOAD AND PREPARATION

A total of 10 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The boat will be alongside the windward side of the pontoon/ jetty/ shore. No method has been prescribed, the distribution of equipment so that the boat can be paddled and helmed safely and effectively is left to the helm's discretion.
- b. **Judges Criteria:** *Safe method includes people entering the boat, how gear is loaded and stored – Best use of time and space alongside to prepare the boat - Securing all of the loose gear - Effectiveness, communication and teamwork throughout.*

4. PADDLE TO BUOY

A total of 7 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The boat will be slipped; sails are not to be set at this stage. Paddle to the mooring buoy indicated on the course drawing this should be about 5 boat lengths away. On reaching the buoy, the boat will be secured to a ring on top of the buoy. The method of securing is at the crew's discretion and it may be rigged on the slip, ready for a smooth departure. However, it should not come free from the buoy whilst rigging.
- b. **Judges Criteria:** *Careful stowage of the equipment will aid the helm and crew and any lack of attention to this point will now be manifest – When*

leaving the side correct preparation needs to be done – Paddling needs to be by a recognised method suitable for the chosen number of crew – The approach needs to be at the correct angle and speed with soft contact made – An appropriate hitch is to be used that should not come loose whilst secured - Effectiveness, communication and teamwork throughout.

5. RIG FOR SAIL

A total of 9 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The boat is to be fully rigged for sailing and tuned for the conditions.
Normally the boat will have full sail set but if conditions dictate it may be necessary to reef at this stage.
The centreboard is not required until the boat is rigged and ready to slip.
- b. **Judges Criteria:** *Method employed – A recognised sequence should be used - Effectiveness, communication and teamwork throughout*

6. SAIL BACKWARDS OFF BUOY

A total of 8 points may be awarded for this section.

No half points will be awarded - only full points.

- a. Thorough preparation is the key to this manoeuvre.
It should be carried out smoothly and safely with full control of the boat in a coordinated manner that finishes with a safe exit that sets the boat up for the next evolution.
- b. **Judges Criteria:** *Clean unhurried, controlled and safe actions without the boom swinging wildly – Positive controlled sternway needs to be demonstrated to a minimum of 3 boat lengths – The exit should set the boat up for the next evolution. Effectiveness, communication and teamwork throughout.*

7. SAIL A COURSE

A total of 22 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The course will comprise of three marks: leeward mark (mooring buoy), windward mark, and wing mark. These will be laid in a triangle according to the conditions and space available. The crew will be required to sail two laps around these marks; the first lap will be a 'triangle' and the second a 'sausage'.

After sailing backwards from the mooring buoy, the boat will return towards the mooring buoy which will become the leeward mark and also the first mark of the course.

Two laps should be sailed around the course, which are completed when the mooring buoy is picked up in evolution 8. The sequence of the buoys will be:

1. Leeward mark (mooring buoy)
2. Windward mark
3. Wing mark
4. Leeward mark (mooring buoy)
5. Windward mark
6. Leeward mark (mooring buoy)

The course diagram (SB1) shows the marks being left to port, the actual side to round the marks will be briefed by the judges on the day. The course may be altered by the judges on the day, to suit the prevailing conditions, in which case competitors will be briefed prior to the start of their slot.

The crew should demonstrate good use of the 5 essentials on all points of sail and efficient tacking and gybing manoeuvres.

Crews will be penalised 1 point for hitting a mark whilst rounding the course. However this will be limited to one penalty point per attempt to round each mark. This limits the maximum penalty to 6 points; one for each occasion that a mark is rounded during this section.

- b. *Judges Criteria: Attention to five essentials –Correct warnings and preparation before tacking and gybing with momentum and control through the manoeuvres - Effectiveness, communication and teamwork throughout***

8. PICK UP BUOY UNDER SAIL

A total of 5 points may be awarded for this section.

No half points will be awarded - only full points.

- a. At the end of the triangular course the crew will sail to and pick up the mooring buoy.
The boat should be stopped to enable the crew to make contact and hold the buoy for 10 seconds in a safe manner.
The departure should be completed in a controlled manner that sets the boat up for the next evolution.
- b. **Judges Criteria:** *Set up and direction of approach is critical – The boat should be stopped before contact is made – Correct set up for the next evolution - Effectiveness, communication and teamwork throughout.*

9. MAN OVERBOARD RECOVERY

A total of 10 points may be awarded for this section.

No half points will be awarded - only full points.

- a. After sailing from the mooring mark the boat should be sailed to the area previously designated by the judges for the Man Overboard evolution.
The helm is to drop the man overboard float over the side, at a place of their choosing within the designated area.
The helm then carries out the man overboard recovery procedure in which the crew is permitted to assist.
- b. **Judges Criteria:** *The boat is to be quickly turned onto beam reach – Correct positioning and then speed and angle of approach are very important - The boat should be stopped before contact is made - Recover MOB at first attempt - Effectiveness, communication and teamwork throughout*

10. REEFING AFLOAT

A total of 10 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The position for this evolution needs to be carefully chosen and will depend upon the direction of the wind and tide / current.
The helm will sail to a location of their choice within in the area previously designated by the judges and reef.
The boat should be reefed to the first batten, unless judges indicate otherwise (for light airs).
- b. **Judges Criteria:** – *When heaving to, the sail setting tiller and centreboard are important – When reefed the boom should be parallel to the water – the sails should be taught, giving an efficient tidy seamanlike reef - Effectiveness, communication and teamwork throughout*

11. RETURN ALONGSIDE

A total of 10 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The boat has to be returned to its starting position and orientation.
The helm must decide on the most appropriate approach and technique dependent on the boats position and prevailing conditions.
- b. **Judges Criteria:** *Seamanlike controlled return alongside – Use a workable method that matches the prevailing conditions and circumstances - Effectiveness, communication and teamwork throughout*

12. UNRIG

A total of 10 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The boat is to be unrigged and all equipment properly stowed and returned to its original location and left as found.
The time will finish when the helm reports to the judges that the evolutions are completed and the boat and equipment are in a correct state.
- b. **Judges Criteria:** *Safe Method of removing equipment including people and equipment - The main and jib should be lowered in a controlled*

manner – The boat must be left in a tidy condition, halyards secured, bailed out, etc. - Effectiveness, communication and teamwork throughout

13. PROFESSIONAL COMPETENCE

A total of 25 points may be awarded for this section.

No half points will be awarded - only full points.

a. Effective control and management of the boat and crew throughout the evolutions and a demonstration of the knowledge and skills required to complete the evolutions, with due regard to the prevailing conditions, in a safe and efficient manner.

b. **Judges Criteria:** *Points can be awarded for the decisions made which impact on the success of the crew's evolutions.*

Helm: Decisiveness, confidence and effective planning can be rewarded.

Crew: Effectiveness, communication and teamwork throughout.

A small mistake on the part of one of the crew could provide an opportunity for a balancing display of good seamanship to correct the mistake. In such a case, whilst the judges may penalise the error, they may also choose to recognise the good seamanship in Professional Competence.

The judges will be sympathetic to a Coxswain who, when faced with an evolution that is going wrong, makes an early and safe, seamanlike decision to start again. Whilst this may result in a penalty in the Professional Competence section it may not lead to a penalty in the marks for the evolution itself.

Conversely the judges will take a dim view of a coxswain that makes a bad situation worse by blindly pushing on.

SAILING BOAT HANDLING COMPETITION – KIT LAYOUT

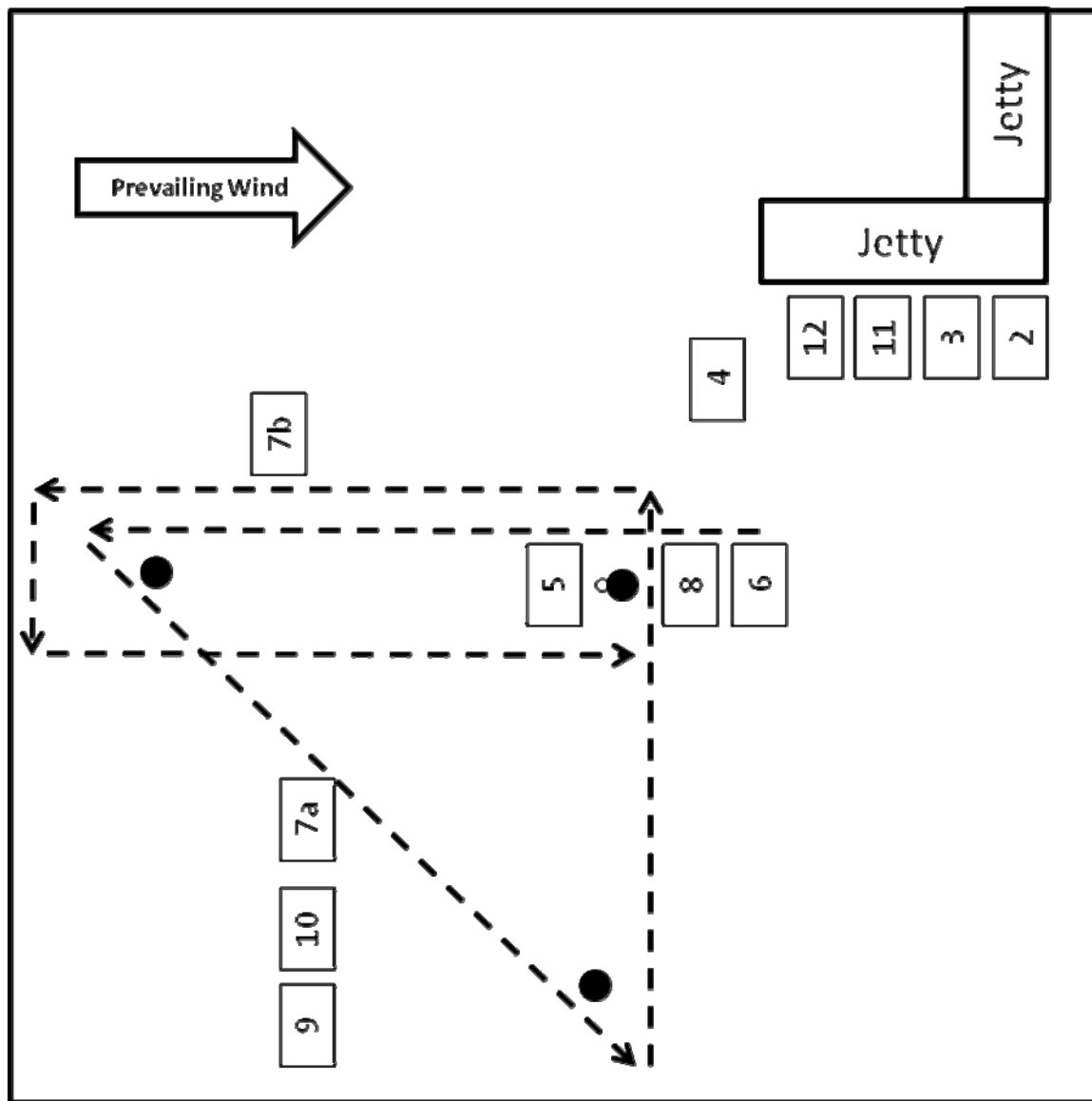


The following equipment is to be available in the boats sail bag or laid out on the jetty / pontoon

- (1) 2 paddles
- (2) Rudder, Tiller and extension
- (3) Man over board float
- (4) Boom
- (5) Sail battens
- (6) Main sail and Jib – Jib with sheets attached, shackle on tack of jib (in sail bag)
- (7) Mainsheets – shackles attached (in sail bag)
- (8) Reefing strop (in sail bag)
- (9) Bailer (in sail bag)
- (10) Kicking strap – shackle attached (in sail bag)
- (11) Optionally 2 Fenders (attached to the boat) – may be supplied at the judges discretion depending on the local situation / jetty configuration – If supplied they are to be used

COURSE

SB1 Sail Boat Handling Course



1. Initial Checks
2. Crew's Checks
3. Load & Preparation
4. Paddle to Buoy
5. Rig for Sail
6. Sail Backwards off Buoy
7. a) Sail Triangular Course
b) Sail Sausage Course
8. Pick Up Buoy Under Sail
9. Man Overboard Recovery
10. Reefing Afloat
11. Return Alongside
12. Unrig
13. Professional Competence

PART THREE - POWER BOAT HANDLING COMPETITION

(Open Class)

1. ENTRY OF AREA TEAMS

Each area may enter crews as laid down in the current Event Regatta Memorandum. All crews and team management will be deemed to have read and fully accepted the current Memo and the *Conditions of Entry, Rules of the Competition*.

2. INTRODUCTION

These Conditions of Entry, Rules of the Competition are intended to govern the conduct of National Regattas. Area Recreation Officers, District Officers, Commanding Officers, Officers in Charge and Team Managers should ensure that they have an up-to-date copy of these Rules and that they are fully conversant with them before entering any of the National Regatta Competitions.

The competition is designed for a team of three cadets, participating in either a Viking or a Champ, the type of boat being a choice for the participating team. All members of the crew are to play a full and active role in the competition.

3. AGE LIMITS

- a. Cadet members of a competing crew must be fully enrolled cadets between the ages of 12 to 18 years, in accordance with Sea Cadet Regulations (SCRs).
- b. The age qualifying date (THE Q DATE) will be the Monday following the National Regatta weekend (the actual date will be promulgated in the Event Memo each year, even when there is no National Event).

4. ENTRY CLASS

Open Class: over 12 and under 18 years on the QDATE

5. QUALIFICATIONS

The Coxswain of the crew must hold a minimum of RYA Power Boat Level 1 (Displacement)

6. DRESS

Boat crews are to dress as follows:

- a. In clothing appropriate to the conditions of the day, including adequate footwear.
- b. Approved personal buoyancy in accordance with TARS, to be worn and correctly made-up.

7. BOATS

Vikings and Champs will be arranged and allocated by SCHQ.

Champs will be supplied and used with the canopy intact.

8. RULES OF CONDUCT

The competition will be judged on overall performance with particular emphasis on smooth running and good training. No advantage is gained by rushing. The competition, which is based on the RYA Power Boat Scheme, will be conducted over a course similar to that shown in the Competition Course Diagram PB1.

The Coxswain may operate helm and throttle or give engine orders by voice in a clear and concise way, however the coxswain must inform the judge which system will be used.

- a. The Judges decisions are final.
- b. Crews will be marked in using the Judges Marking form SCC CR15.

9. COMPETITION TIMINGS

Competitions timings shall be, wherever possible, in accordance with the Regatta Programme. A time limit of 30 minutes is allowed for completion of the competition.

10. PERSONAL AWARDS

Each member of the winning team will receive Gold Medals, the runners-up will receive Silver Medals and the teams placed third will receive Bronze Medals.

11. CLASS WINNERS

The winners will be awarded a Class Trophy:

OPEN CLASS: THE STIRLING WHEEL

12. OVERALL WINNERS

- There will be 3 classes – Rowing, Sailing and Power.
- Each class is marked according to a judging form, equal positions are possible.
- Position points for each class awarded 7 down to 1 (N/NI Extant rule Removed).
- Position points summed to provide overall mark (and position)
- Tie – Break Position:
 - Sum the percentage marks gained in each class, if still equal overall points are to be shared.

POWER BOAT HANDLING COMPETITION

Guidelines for Competitors and Judges

INTRODUCTION

It is recognised that good seamanship principles can be applied in a variety of ways, and instructors should impress upon their crews that there is often more than one correct method of carrying out an exercise, the method being determined by seamanship awareness: wind, tide, safety, other boats etc.

A total of 100 points can be awarded for this competition. Points will be awarded for competency and good seamanship skills. The time limit for the complete competition is 30 minutes; there will be a warning when there are 10 minutes left. After the crew checks each team will be allowed a 5 minute familiarisation, for which the clock will be stopped, otherwise the clock will only be stopped for failures to the supplied gear; but only if the gear was being used correctly and did not fail due to abuse. The clock will not be stopped for the crew to recover from any error, or omission.

The competition will be decided by good seamanship; accuracy, snap and vigour all form part of good seamanship. The time limit has been gauged to allow a well trained crew to complete the competition in good time but to act as a barrier and penalty to those seeking to 'wing it'.

JUDGING

There will be two judges for the competition, one afloat in the judged boat and one remaining on the shore throughout the competition. The arrangements for the location of the judges must remain the same for all competitors throughout the competition. The judges will discuss marks prior to the submission of the result as in some cases it will not be possible for a judge to observe the crew performing to the marking criteria from their location. The prime concern of the judges will be the safety of participants at all times. If a crew is struggling to maintain safe control of the boat the judges may instruct them to retire or accept assistance; in which case the crew may be penalised for the appropriate evolution or in the overall professional competence section.

Judging will be based on the principles of good seamanship and the results achieved rather than on any preconceived ideas of how the manoeuvres should be carried out.

Boat handling is a continuously evolving art and yesterdays approved methods are not necessarily the best today.

TECHNICAL STANDARDS

Having said that the best means of achieving a manoeuvre may change over time there is a need for a technical reference to base a common standard on. The RYA Start Powerboating (G48) and Safety Boat (G16) handbooks will be the Technical Standard for the Power Boat Handling Competition.

1. INITIAL CHECKS

A total of 6 points may be awarded for this section.

No half points will be awarded - only full points.

- a. To be carried out at the beginning of the team slot, the judges will check the suitability of clothing and footwear for the prevailing and forecast conditions. They will also check that personal buoyancy is of the correct size and in accordance with TARS. Clothing does not need to match. This will not be a formal inspection; it will be done by the judges as the crew perform their checks.
- b. **Judges Criteria:** *In extreme cases a judge has the option to prevent a crew member from competing if they are not appropriately dressed.*

2. CREW'S CHECKS

A total of 9 points may be awarded for this section.

Note: This is the only section where half points may be awarded.

- a. The following equipment is to be available either in the boat or laid out on the shore.
 - (1) 2 Bow lines, 2 Stern lines, 2 Spare lines (Spare lines must be at least two boat lengths)
 - (2) Starting Handle (to used by the judge in an emergency)
 - (3) 2 Oars / Paddles, Boarding Ladder
 - (4) First Aid Kit
 - (5) 2 Fire Extinguishers
 - (6) Manual bailer if required.
 - (7) Rag, Gloves, Fuel dip stick
 - (8) Life ring
 - (9) Man Overboard
 - (10) Boathook
 - (11) Spare Fender (suitable for fending off the bow).
- b. **Judges Criteria:** *Ensure previous crew have left boat as required or allow sufficient extra time to fix problems left by the previous crew. It is important that the boat checks are carried out as a crew activity in a*

seamanlike manner and not an individual check by the coxswain acting alone.

3. FAMILIARISATION

There are no points awarded for this section.

- a. This is five minutes to allow the crew to familiarise themselves with the boat, the course and the conditions. If the crew is not back alongside by the end of the five minute period the clock will be restarted anyway. There will be no warning for this time ending.

4. TURN BOAT ALONGSIDE

A total of 10 points may be awarded for this section.

No half points will be awarded - only full points.

- a. This exercise is designed to show that the crew has an understanding of the principles involved when using springs.

The boat must be turned through a complete 180 degrees using the warps and engine finishing alongside in the same position as it started.

During this manoeuvre, the springs must not be secured and any contact points with the jetty must be protected using fenders.

- b. **Judges Criteria:** *A number of techniques may be used to achieve this goal. Particular care must be taken to ensure there is no danger to any of the crew. The point about not securing the springs can only be observed if suitable cleats or bollards are provided, if this is not possible this requirement may need to be relax in the interests of safety.*

5. MAN OVERBOARD RECOVERY

A total of 12 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The coxswain will be directed by the afloat judge to the designated man overboard area. The coxswain will drop the MOB float over the side, at a place of their choosing within the designated area.

The crew then carries out the man overboard recovery, using either of the 2 recognised methods shown in the RYA Start Powerboating handbook.

- b. **Judges Criteria:** *Judges should ensure that the designated man overboard area is consistent for all competitors - Correct speed and direction of approach (for the method chosen) are very important - The boat should be stopped before contact is made - Recover MOB at first attempt - Effectiveness, communication and teamwork throughout.*

6. MOORING BETWEEN BUOYS

A total of 12 points may be awarded for this section.

No half points will be awarded - only full points.

- a. There will be two buoys on the course at a distance of 2 boat lengths.

The coxswain is to approach the buoys giving consideration to the prevailing conditions and secure the boat centrally between the two buoys.

Once secure, the judge will tell the coxswain to proceed. The stern is normally released before the bow and the coxswain must ensure that the buoys are avoided on departure.

- b. **Judges Criteria:** *There are many methods that may be used to accomplish this task. The method that the crew choose must be appropriate to the conditions - Effectiveness, communication and teamwork throughout.*

7. TOW A DINGHY

A total of 16 points may be awarded for this section.

No half points will be awarded - only full points.

- a. There will be a Trinity 500 tied to a buoy on the course. The crew must secure to the buoy, attach the trinity alongside, slip the buoy and complete a full circle before re-securing the trinity to the buoy.
- b. **Judges Criteria:** *Ensure the Trinity (the tow) is correctly set in terms of position and angle with respect to the boat (the tug) - Lines secured correctly and taught - Additional fenders as required. On return the tug must be secured to the buoy before the tow - Effectiveness, communication and teamwork throughout.*

8. TURN THE BOAT 360° IN A SMALL AREA

A total of 9 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The boat must be turned a complete 360° inside the marked square of the course with effective use of rudder and gears taking advantage of the paddlewheel effect.

Before commencing the manoeuvre the boat is to be suitably positioned and stationary.

- b. **Judges Criteria:** *There are at least two methods of achieving this task effectively. The judge should determine whether the rudder and gears are being used in an appropriate manner relevant to the chosen method - Effectiveness, communication and teamwork throughout.*

9. RETURN ALONGSIDE

A total of 10 points may be awarded for this section.

No half points will be awarded - only full points.

- a. The boat must be returned alongside to its original position using the correct approach taking into account all prevailing conditions.
- b. **Judges Criteria:** *Seamanlike controlled return alongside – Use a workable method that matches the prevailing conditions and circumstances - Effectiveness, communication and teamwork throughout.*

10. PROFESSIONAL COMPETENCE

A total of 16 points may be awarded for this section.

No half points will be awarded - only full points.

a. Effective control and management of the boat and crew throughout the evolutions and a demonstration of the knowledge and skills required to complete the evolutions, with due regard to the prevailing conditions, in a safe and efficient manner

b. **Judges Criteria:** *Points can be deducted for the decisions made which impact on the success of the crew's evolutions example considerations include:*

Coxswain - *Decisiveness, judgement, confidence and planning.*

Crew - *Knowledge, effectiveness, communication and teamwork.*

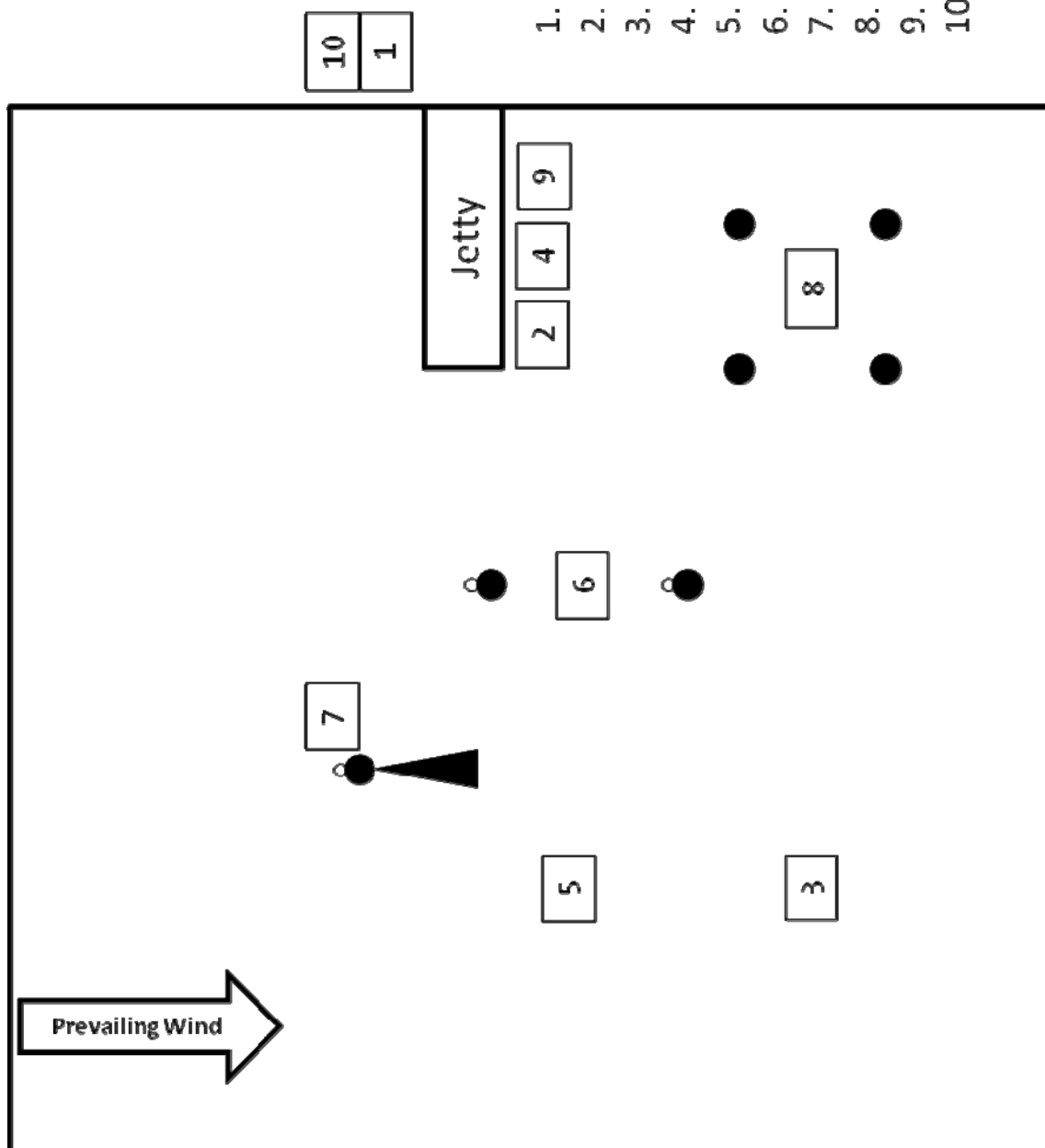
A small mistake on the part of one of the crew could provide an opportunity for a balancing display of good seamanship to correct the mistake. In such a case, whilst the judges may penalise the error, they may also choose to recognise the good seamanship in Professional Competence.

The judges will be sympathetic to a Coxswain who, when faced with an evolution that is going wrong, makes an early and safe, seamanlike decision to start again. Whilst this may result in a penalty in the Professional Competence section it may not lead to a penalty in the marks for the evolution itself.

Conversely the judges will take a dim view of a coxswain that makes a bad situation worse by blindly pushing on.

COURSE

PB1 Power Boat Handling Course



1. Initial Checks
2. Crew's Checks
3. Familiarisation
4. Turn Boat Alongside
5. Man Overboard
6. Moor between Buoys
7. Tow a Dinghy
8. 360° Turn
9. Coming Alongside
10. Professional Competence

PART FOUR - ROWING COMPETITIONS

(Junior and Open Class)

1. ENTRY OF AREA TEAMS

Each area may enter crews as laid down in the current Event Regatta Memo. All crews and team management will be deemed to have read and fully accepted the current Event Memo and the *Conditions of Entry, Rules of the Competition*.

2. INTRODUCTION

These Conditions of Entry, Rules of the Competition are intended to govern the conduct of National Regattas. Area Recreation Officers, District Officers, Commanding Officers, Officers in Charge and Team Managers should ensure that they have an up-to-date copy of these Rules and that they are fully conversant with them before entering any of the National Regatta Competitions.

3. AGE QUALIFICATIONS

- a. Cadet members of a competing crew must be fully enrolled cadets between the ages of 12 to 18 years, in accordance with Sea Cadet Regulations (SCRs).
- b. The age qualifying date (THE QDATE) will be the Monday following the National Regatta weekend (the actual date will be promulgated in the Event Memo each year, even when there is no National Event).

4. ENTRY CLASS

- a. Junior Class: over 12 and under 15 years on the QDATE
- b. Open Class: over 12 and under 18 years on the QDATE

5. QUALIFICATIONS

The Coxswain of the crew must hold a minimum of the Rowing Supervised Coxswain Certificate.

6. DRESS

Boat crews are to dress as follows:

- a. Clothing worn must be of a uniform style and colour, with shirts in area colours.
- b. White, blue or black trainers / boating shoes with soft soles, of a uniform colour for the whole crew.
- c. Approved Personal Buoyancy in accordance with TARS, to be worn and correctly made-up.

7. BOATS

All Trinity Class Boats will be as arranged and allocated by SCHQ, and a draw will be made for boats for each area crew. Boats are to be rowed with the correct number of SCC supplied oars, and the crews sitting on their proper thwarts.

The Trinity Class Boat will be supplied complete. No changes in the boat, or its equipment, (except as listed in paragraph c below) may be made by crews, except with the authority of the Rowing Marshal.

- a. Only SCC Trinity Class supplied oars are to be used. They are NOT to be cut down and/or shaven to suit individual taste.
- b. No extra fittings are allowed in boats. Mascots may be carried in the bows.
- c. The deliberate damaging of the boat or its equipment will result in immediate disqualification of the team for the whole competition.

8. POSITION IN BOAT

For your information the positions are to be named from forward to aft:
BOW OAR (1) - NUMBER 2 - NUMBER 3 - STROKE OAR (4).

9. POSITION OF RUDDER

The rudder and combined tiller can only be positioned in one way

10. CONDUCT OF RACES

Rowing Races will be run on a League system for all classes:

- a. The draw for lane and boat is done annually at the ARO's meeting as is promulgated in the event memo program and Event memorandum accordingly:
- b. All boats will be towed to the start line, and once there will be considered under starters orders.
- c. There will be a Starter for each race. A loud hailer, or similar should be used to give instructions to boats – wherever possible
- d. Each competing boat will be addressed by the area or the colour of its shirt.
- e. Starting Procedure: -

The Starter will use a Loud Hailer to ensure that all coxswains can hear the following instructions above any engine noise: -

When the boats are lined up as required, the following orders should be given by the starter:

1. Starter "ARE YOU READY"
Coxswain Will raise arm straight up to indicate "YES".
2. Starter When all arms are raised will shout "READY".
3. Starter "STAND BY"
Coxswains Lower arm and prepare to start race.
4. Starter Makes sound signal
Coxswain Starts to race.

NOTE: If any coxswain is having problems at the point when the Starter Calls "STAND BY", the arm is to be kept aloft until the situation is resolved.

The Starter will then repeat the start procedure.

In the event of the coxswain having problems after the “STAND BY” signal and before the “START” signal is made, the coxswain will raise an arm and wave it to attract attention.

The Starter will resolve the problem and repeat the start procedure.

- f. An umpire is to follow the race and ensure that the crews race in accordance the rules.
- g. Any boats following up a race are to keep behind the Umpire's Boat.
- h. Umpires are responsible for reporting any boat deserving disqualification irrespective of whether there is a protest or not.
- k. Should an Umpire observe an incident likely to cause disqualification of a boat. Immediately after the race is finished, he / she is to call the boat / s concerned alongside, and report to the Coxswain that the team is liable for disqualification and give the reason then dismiss the crew. He / she is then to personally report this occurrence to the Rowing OOD. The Rowing OOD will then decide whether to convene the Protest Committee. Upon a decision (with or without the Protest Committee) the Rowing OOD will inform the Area Team Manager of the decision to disqualify or not disqualify the team/s.
- m. Any team which has been disqualified, for any reason, will lose all points for that race.
- n. Any boat not finishing the course, for any reason, will not score any points.

11. RULES FOR DISQUALIFICATION

- a. The Coxswain of a boat which fails to obey the orders of the Starter will render their boat liable to instant disqualification.
- b. Any boat wilfully, or from neglect, fouling another boat will be disqualified.
- c. It is the duty of an overtaking boat to keep clear of the boat it is overtaking, and is not to cross ahead of that boat until it is well clear (i.e. two boats lengths ahead). Should she foul the boat she is overtaking, or cause her to alter course by drawing across her bows too soon. The offending boat will be disqualified.

- d. Should a boat which is in position ahead of another boat, alter course to prevent the boat astern from passing her. The offending boat will be disqualified.
- e. No overtaking boat is to touch another boat, nor are her oars to touch the oars of another boat in taking her water. An offending boat will be disqualified.
- f. Coxswains are not to touch the oars, except that they may assist to replace broken or lost oars. An offending boat will be disqualified.
- g. Should a boat be fouled, and her rudder become unshipped or broken - an oar may be used to steer by, but on no account is this oar to be used as a scull. An offending boat will be disqualified.
- h. A boat that has been fouled is not entitled to another race, unless the committee think. It is desirable, and they will decide whether the race is to be rowed again, and what boats shall compete again. In any case, the boats that come in behind, or level with, the fouled boat, will not be allowed to race again, and they will retain their original position in the race.
- k. In the interest of safety the boat is rowed in a seated position NOT STANDING, i.e. 'the backside must not be raised above the gunwale of the boat'. Experience has shown that no advantage is gained by rowing the boat in an upright position. An offending boat will be disqualified.

12. ROWING PROTEST COMMITTEE

The Rowing Protest Committee can only be convened by the Rowing OOD.

The Rowing Protest Committee shall consist of:

The Rowing OOD, together with any reporting Officials, who will co-opt a quorum of three Team Managers or Assistants. Their majority decision is final in all cases.

The Rowing OOD, Starters, Umpires and Judges may disqualify, without protest, any boat for BLATANT AND SERIOUS DISREGARD of the Rules. Where possible a warning will be given.

13. PROTESTS

- a. Protests only allowed from the Coxswain of the boat.
- b. In the Interest of fair play and good sportsmanship, protests, whilst not encouraged, are allowed.
- c. Rules for disqualification are set out in Para 11.
- d. Protests relating to the conduct of the race are not allowed.
- e. Protests are to be made to the Rowing Marshall immediately on coming ashore following the race. They will not be allowed at any other time. The Rowing Marshall will inform the Rowing OOD who will take any necessary action.
- f. All valid protests will be investigated and decided by the Protest Committee.
- g. The Protest committee may take advise or ask questions of any person and make any decision or award penalties without question or appeal.

14. COURSE

Where possible the course will be straight and will be laid down as directed by HQSO (Boats). The SRO / HQSO (Boats), after consulting with the Rowing OOD, reserves the right to alter, increase or decrease the course should it be found necessary. The course will be approximately **400 metres for Junior class** and **600 metres for Open Class**. These stated lengths will be for all programmed races.

15. START AND FINISH LINE

Buoys, markers or boats will mark the Start and Finish Lines.

16. TEAMS SCORED EQUAL IN POINTS FOR THE CLASS POSITIONS

Should any teams, at the end of the rowing races, be equal with points scored, the following routine will be applied to all classes:

- a. Third place
 - (1) Two teams equal - both teams will receive bronze medals
 - (2) Three or more teams equal - one further race

- b. Second place:
 - (1) Two teams equal - both teams will receive silver medals
 - (2) There will then be NO third place and NO bronze medals
 - (3) Three or more teams equal - one further race

- c. First place
 - Any amount of teams equal - one further race

The SRO / HQSO (Boats), after consulting with the Rowing OOD, reserves the right to alter the above routine, for reasons of time and/or weather.

17. ROWING COURSE FOR THE EXTRA RACES

The following routine will be applied in all classes: -

- a. For a further race with two boats, to determine the First Position, the full 400 or 600 meter course will be used.

- b. For a further race with three or more boats, to determine the second and/or third positions, a shortened course may be used.

The SRO, after consulting with the Rowing OOD, reserves the right to alter the above routine, for reasons of time and/or weather.

18. SCORING OF POINTS

- a. Four Points for a Winning Crew.
- b. Three Points to each crew for a dead heat
- c. Two Points for the Second Place Crew
- d. One Point for the Third Place Crew
- e. No points for disqualification

19. COMPETITION TIMINGS

Competition timings shall be, wherever possible, in accordance with the Regatta Programme.

20. PERSONAL AWARDS

Each member of the winning team will receive Gold Medals, the runners-up will receive Silver Medals and the teams placed third will receive Bronze Medals. This will also include the reserves.

21. CLASS WINNERS

The winners of all classes will be awarded a Class Trophy:

GIRLS JUNIOR CLASS: **THE WAIN 1999 CUP**

BOYS JUNIOR CLASS: **THE RIDGEWELL TROPHY**

GIRLS OPEN CLASS: **THE BURTON CUP**

BOYS OPEN CLASS: **THE HORNBLLOWER TROPHY**

22. OVERALL WINNERS

Points for the overall winning Area is calculated by adding all points gained in both classes, the Area with the highest points is deemed the winning Area and will be awarded The TREVOR DAWSON CUP.

PART FIVE - THE YOLE BOAT CUP RACE

1. ENTRY OF AREA TEAMS

Each area may enter crews as laid down in the current Regatta Event Memo. All crews and team management will be deemed to have read and fully accepted the current Event Memo, *and the Conditions of Entry, Rules of the Competition*

2. INTRODUCTION

These Conditions of Entry, Rules of the Competition are intended to govern the conduct of National Regattas. Area Recreation Officers, District Officers, Commanding Officers, Officers in Charge and Team Managers should ensure that they have an up-to-date copy of these Rules and that they are fully conversant with them before entering any of the National Regatta Competitions.

3. AGE QUALIFICATIONS

- a. Cadet members of a competing crew must be fully enrolled cadets between the ages of 12 to 18 years, in accordance with Sea Cadet Regulations (SCRs).
- b. The age qualifying date (THE QDATE) will be the Monday following the National Regatta weekend (the actual date will be promulgated in the Regatta Event Memo each year, even when there is no National Event).

4. ENTRY CLASS / MAKE-UP

- a. Open Class / Mixed Gender (One x Male, One x Female): over 12 and under 18 years on the QDATE
- b. Junior Class / Mixed Gender (One x Male, One x Female): over 12 and under 15 years on the QDATE

5. QUALIFICATIONS

The nominated Coxswain must hold a minimum of Rowing Competent Crew certificate. The cadet nominated will remain as the coxswain throughout the competition, maintaining a position of full control over the boat at all times.

6. COURSE

Where possible the course will be straight and will be laid down as directed by HQSO (B). The SRO / HQSO (B), after consulting with the Rowing OOD, reserves the right to alter, increase or decrease the course should it be found necessary. The course will be approximately **400 metres for Junior Class & 600m for the Open Class**. These stated lengths will be for all programmed races.

7. WEARING OF PERSONAL BUOYANCY AIDS AND LIFEJACKETS

2711 See TARS 4.13 – 4.16. The requirement of TARS that “all NCF personnel shall have access to personal buoyancy when engaged in “afloat activities” means that personal buoyancy is to be worn correctly by all engaged in afloat activities

8. START AND FINISH LINE

Buoys, markers or boats will mark the Start and Finish Lines.

9. RULES FOR DISQUALIFICATION

- a. The Coxswain of a boat which fails to obey the orders of the Starter, will render their boat liable to instant disqualification.
- b. Any boat wilfully, or from neglect, fouling another boat will be disqualified.
- c. It is the duty of an overtaking boat to keep clear of the boat it is overtaking, and is not to cross ahead of that boat until it is well clear (i.e. two boats lengths ahead). Should she foul the boat she is overtaking, or cause her to alter course by drawing across her bows too soon. The offending boat will be disqualified.
- d. Should a boat which is in position ahead of another boat, alter course to prevent the boat astern from passing her. The offending boat will be disqualified.
- e. No overtaking boat is to touch another boat, nor are her oars to touch the oars of another boat in taking her water. An offending boat will be disqualified.
- f. A boat that has been fouled, is not entitled to another race, unless the OOD in conjunction with the HQSO(B) and SRO think it is desirable, and they will decide whether the race is to be raced again, and what

boats shall compete again. In any case the boats that come in behind or level with, the fouled boat will not be allowed to race again, and they will retain their original position in the race.

- g. In the interest of safety the boat is rowed in a seated position NOT STANDING.

10. PROTESTS

There will be no protests and none will be allowed.

11. TEAMS SCORED EQUAL IN POINTS FOR THE CLASS POSITIONS

Should any teams, at the end of the Yole boat races, be equal with points scored, the following routine will be applied to all classes:

- a. Third place
 - (1) Two teams equal - both teams will receive bronze medals
 - (2) Three or more teams equal - one further race

- b. Second place:
 - (1) Two teams equal - both teams will receive silver medals
 - (2) There will then be NO third place and NO bronze medals
 - (3) Three or more teams equal - one further race

- c. First place
 - Any amount of teams equal - one further race

The SRO / HQSO (B), after consulting with the Rowing OOD, reserve's the right to alter the above routine, for reasons of time and/or weather.

12. ROWING COURSE FOR THE EXTRA RACES

The following routine will be applied in all classes: -

- c. For a further race with two boats, to determine the First Position, the full 600 metres course will be used.

- d. For a further race with three or more boats, to determine the second and/or third positions, a shortened course may be used.

The SRO, after consulting with the Rowing OOD, reserves the right to alter the above routine, for reasons of time and/or weather.

13. SCORING OF POINTS

- a. Four Points for a Winning Crew.
- b. Three Points to each crew for a dead heat
- c. Two Points for the Second Place Crew
- d. One Point for the Third Place Crew
- e. No points for disqualification

14. COMPETITION TIMINGS

Competition timings shall be, wherever possible, in accordance with the Regatta Programme.

15. PERSONAL AWARDS

Each member of the winning teams will receive Gold Medals, the runners-up will receive Silver Medals and the teams placed third will receive Bronze Medals. This will also include the reserves.

16. CLASS WINNERS

The winners of all classes will be awarded an individual Class Trophy and an overall Cup for the Class:

JUNIOR / MIXED GENDER CLASS: **THE JUNIOR MIXED CUP**

OPEN / MIXED GENDER CLASS: **THE OPEN MIXED CUP**

OVERALL CLASS WINNER: **THE NARVIC YOLE BOAT CUP**

PART SIX - PADDLESPORT COMPETITIONS

(Junior and Open Classes)

1. ENTRY OF AREA TEAMS

Each area may enter crews as laid down in the current Regatta Event Memo. All crews and team management will be deemed to have read and fully accepted the current Event Memo and the *Conditions of Entry, Rules of the Competition*.

2. INTRODUCTION

These Conditions of Entry, Rules of the Competition are intended to govern the conduct of National Regattas. Area Recreation Officers, District Officers, Commanding Officers, Officers in Charge and Team Managers should ensure that they have an up-to-date copy of these Rules and that they are fully conversant with them before entering any of the National Regatta Competitions.

3. AGE QUALIFICATIONS

- a. Cadet members of a competing crew must be fully enrolled cadets between the ages of 12 to 18 years, in accordance with Sea Cadet Regulations (SCRs).
- b. The age qualifying date (THE QDATE) will be the Monday following the National Regatta weekend (the actual date will be promulgated in the Event Memo each year, even when there is no National Event).

4. ENTRY CLASS

- a. Junior Class: over 12 and under 15 years on the QDATE
- b. Open Class: over 12 and under 18 years on the QDATE

1 cadet each (No Heats Final Only) for junior and open single sprint.

2 cadets each (No Heats Final Only) for junior and open double sprint.

Relays consist of teams of 4 cadets.

Marathons are restricted to one entry per area for both singles and doubles and are paddled as finals. No cadet may enter both single and double marathons.

Entries in the mixed doubles are to be one boy and one girl, NOT included in the relays, but who have participated in at least one other.

5. QUALIFICATIONS

All cadets in single Kayaks and double Kayaks must hold a minimum of a SCC Canoe Charge Class 5 Certificate, BCU 1 Star Certificate or Paddlepower Passport Certificate.

6. DRESS

Paddlesport competitors are to wear clothing suitable to the conditions and for the event. Suitable footwear for the boat being paddled, that would not come off in the event of capsize MUST be worn in the paddlecraft and when on the pontoons.

7. PADDLECRAFT

a. Europa Single Kayaks are to be used for all Single Races, and Sioux/Doubet Double Kayaks for all Doubles Races. Paddlecraft must be equipped with Bow and Stern Toggles or Loops, and adequate fixed buoyancy (at each end). The fixed buoyancy in all boats may NOT be modified. Modifications to the hull is not allowed with the exception of the fitting of a number plate fixing slide on the bow which all paddlecraft at the National Regatta require. Foot rests are optional as long as they do not present an entrapment risk. Otherwise, all boats must be used as supplied by the canoe manufacturer.

b. Areas are expected to provide their own paddlecraft as follows: -

5 x Single Kayaks

2 x Double Kayaks

c. Spray Decks (if used) must have a positive release system.

8. RACES

The following races will be run:

EVENT	COMPETITORS	APPROX. DISTANCE
Junior Singles	Boys and Girls	400 metres
Open Singles	Boys and Girls	800 metres
Junior Doubles	Boys and Girls	400 metres
Open Doubles	Boys and Girls	800 metres
Junior Singles Relay	Boys and Girls	250 metres
Open Singles Relay	Boys and Girls	250 metres
Junior Singles Marathon	Boys and Girls	1 mile
Open Singles Marathon	Boys and Girls	2 mile
Junior Doubles Marathon	Boys and Girls	1 mile
Open Doubles Marathon	Boys and Girls	2 mile
Junior Mixed Doubles	Mixed	400 metres
Open Mixed Doubles	Mixed	800 metres

9. PERSONAL BUOYANCY

- a. Approved Buoyancy Aids must be worn in accordance with TARS. The MoD issued buoyancy aids with Crotch Straps must not be used in conjunction with a spray deck (as the crotch strap must be worn).
- b. Competition officials may inspect personal buoyancy at any reasonable time throughout the regatta and will not allow competitors on the water if buoyancy aids are incorrectly fitted, the wrong size for the paddler or damaged.

10. In a mass start, without buoyed lanes, overtaking and crossing ahead will occur. These are an accepted part of the race start, but are not allowed during the remainder of the race. Overtaking and crossing are permitted, providing:

- a. The crossing ahead boat maintains a clear distance of ONE boat length from any part of the other boat.
 - b. The overtaking boat maintains a clear, side to side distance of ONE HALF boat length between paddles,
 - c. Overtaking commences when the bow of the overtaking boat is ahead of the stern of the boat being overtaken, and continues until the stern of the overtaking boat is ahead of the bows of the overtaken boat. After this point, a distance of ONE boat length must be maintained clear before the overtaking boat can cross ahead of the overtaken boat. It is the responsibility of the overtaking boat to keep clear. The boat being overtaken, must maintain her present course and speed.
-
- 11.** Where races are held in buoyed lanes, any boat leaving its lane may be disqualified, on the Umpires report to the Protest Committee. Competitors must finish all races between the finish line markers; those not passing between the finish line markers have not completed the race.
 - 12.** 'Wash hanging' is permitted, providing that Rules 10a to 10c are not infringed.
 - 13.** In a relay race, consisting of four paddlers, each paddling one leg of the sprint course, the onus for starting the next paddler is with the last paddler. The Team Manager or their Assistants may be allowed to go afloat (in the Umpires Launch) at the discretion of Paddlesport OOD or move to the start line, to advise THEIR cadets only, when to start. Team Managers MUST not interfere with the routines undertaken by start or change over judges.
 - 14.** The next paddlers bow must NOT break or cross the start line before the bow of the preceding paddler has crossed the finish line. Flying starts are permitted, other than for the first paddler.
 - 15.** All Team Managers and their Assistants are free to manage and assist their teams in any way they see fit. Nationally appointed staff, serve the Corps as a whole and are not permitted to help or coach any paddler unless from a

safety view and then any instructions should be of a general nature. No coaching of competitors is permitted during races.

16. PROTESTS

In the Interest of fair play and good sportsmanship, protests, while not encouraged are allowed, provided:

- a. The aggrieved party states which rule has been allegedly infringed.
- b. The aggrieved party can specifically state, by boat identification number, area name or boat description, which boat/s and Area/s they are protesting against.

A Protest Form, SCC Form CR09, must be requested within 5 minutes of the last boat (in that race) finishing and be completed and returned within a further 10 Minutes.

Protests are only allowed from competitors, which must be submitted by the Team Managers or their Assistants, PROVIDED the protest is on their actual visual evidence and NOT hearsay.

Umpires and Starters are required to report infringements (using the Race Form) based on their visual evidence, direct to the Protest Committee within the time framework listed above. Where Finish Judges are acting as Starters the above rule equally applies.

All valid protests will be investigated and ruled upon by the Protest Committee (who may co-opt others as required).

The Protest Committee may take advice or ask questions of any person and make any decision or award a penalty as they see fit, without question or appeal (within the existing parameters of the Regatta Organisation) with the exception that the Paddlesport Officer of the Day (OOD) may appeal to the protest committee, on the basis of new evidence.

Umpires, Starters, Beachmaster, Rescue Leader (or acting Assistant) or Paddlesport OOD may disqualify, without protest, any paddler or Team for

BLATANT AND SERIOUS DISREGARD of the Rules. Where possible a warning will be given. Where Finish Judges are acting as Starters this applies equally.

17. INTERPRETATION OF THE PADDLESPORT RACING RULES

For decisions controlling the interpretation of the paddlesport racing rules, the Paddlesport OOD will co-opt a quorum of three Team Managers or Assistants. Their majority decision carries and binds. Their decision can only be changed by a majority decision of all Team Managers.

18. SCORING OF POINTS - Points for the individual finals are:

POSITION	POINTS
First	16
Second	14
Third	12
Fourth	10
Fifth	8
Sixth	6
Seventh	4

19. COMPETITION TIMINGS

Competition timings shall be, wherever possible, in accordance with the Regatta Programme.

20. PERSONAL AWARDS

Each member of the winning team will receive Gold Medals, the runners-up will receive Silver Medals and the teams placed third will receive Bronze Medals. This will also include the reserves.

21. CLASS WINNERS

The winners of all four classes will be awarded a Class Trophy:

BOYS JUNIOR CLASS: **THE NOTTINGHAM CUP**

GIRLS JUNIOR CLASS: **THE BARBARA SIMPSON CUP**

BOYS OPEN CLASS: **THE MIKE POOLE CUP**

GIRLS OPEN CLASS: **THE ULSTER CUP**

22. OVERALL WINNERS

Points for the overall winning area is calculated by adding all points gained in both classes, the area with the highest points is deemed the winning area and will be awarded **The ARMITAGE TROPHY**.

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