



The following Rules complement those at the Notice of Race dated 26 Feb 2010

Racing Instructions and Rules for the Anglo American Boat Race: GB Row 2010

Safety

1. All entries will be ocean going rowing boats, sufficiently buoyant, seaworthy and capable of self righting (plus video evidence of self righting capability having been tested). All hatches are to be watertight; any deck hatches with removable lids shall have the lids secured to the boat via a lanyard to prevent inadvertent loss.
2. Each boat shall carry all mandatory race and safety equipment as specified by the AABR Committee (see Boat Equipment). All equipment carried is to be securely fixed in place to prevent loss/damage in the event of an inversion, and would not hamper the self-righting ability of the boat.
3. All equipment is to be in full working order on leaving, spare batteries are to be carried for all equipment using them.
4. All boats are to comply with UK waters lighting requirements
– i.e. boats must keep lights on at night regardless of the weather and/or battery conditions.
5. The Race Organiser will provide each boat with a position tracking unit, and will arrange for the fitting of the unit. It is to remain switched ON for the duration of the race. In the event of loss or malfunction, the Race Committee will replace the defective item without penalty to the boat.
6. Boats will only be allowed to race when all rules are met, scrutiny is complete and all equipment and personnel are on board.
7. All boats are to have been at sea with the crew for a minimum of 48 hours, of which at least 8 hours are to be in darkness.
8. Each boat shall carry enough food for each competitor for a minimum of 30 days. Surplus food is not to be thrown overboard and should be made available for post race scrutiny.
9. Competitors are to be clipped in when sea state goes above Sea State 4, and are to wear foul weather clothing whenever necessary.
10. The Grab bag and Liferaft is to be securely tethered, but available for easy release

should either safety item be required.

11. A comprehensive Medical Kit is to be carried, and at least half the crew are to have passed the appropriate 1st aid course.
12. Should a defect or issue elevate to EPIRB activation, the Crisis Operation Plan is to be Activated; actions will be monitored closely by the Organisers at HQ.
13. The following courses are mandated for at least one member of each crew (preferably all members) - sea survival, radio comms, coastal navigation, first aid etc.
14. Bad weather.
 - a. Crews are expected to adhere to a “**safety first - race second**” policy that is run through all UK waters racing rules.
 - b. The above encompasses going to the aid of other vessels if they are in distress (note: this will not result in disqualification)
15. Crews are expected to adhere to the standard rights of way. For sea races - being in the race does not give you extra rights. It is important to note that although most wind or man power vessels have rights of way over motorized vessels, some may not see or be able to manoeuvre out of channels to get clear water. So, if in doubt - if it's bigger than you.. keep out of its way!
16. If crews lose a member of their team due to illness, they are permitted to drop them off. However, once off the boat the crew member cannot return, nor be replaced.
17. Medical and dental checks are to have been carried out within 2 months of crews racing, any medical conditions are to have individuals doctors approval to race.
18. The risk assessment and safety plan is designed to ensure all competitors participate under safe and controlled conditions, as far as is practically achievable given the nature of the event, the distance involved and the possibility of sudden changes of weather conditions.
19. Tidal flows and shipping movement can affect sea conditions throughout the event as well as the volume of seaborne vessels operating in the busy seaways and choke points en- route. Therefore all participating boat crews are to present a navigational track they intend to follow to race scrutineers before the race – no information will be divulged to other boats.
20. After careful consideration, it has been decided that no support boat will accompany the competitors, although it is intended occasional visits will be made by the race Committee and by teams' support boats.

Boats and Equipment

21. There will be an independent pre-race scrutiny and a post race inspection of every boat.
22. The Tracker system fitted by the organisers may be replaced if defective (by AABR) at any time, and at no disadvantage to the competitors.

23. A satellite capable phone is to be carried and switched on for the set periods, as directed by the Race Organisers.
24. One set of spare oars shall be carried by each boat.
25. All boats are to adhere to the equipment requirements for the race as laid down by the Race Committee at Boat Equipment.
26. Mandated lifesaving equipment is to be carried, must be in-date, and crew will be tested for knowledge of its safe use.
27. No illegal substances are to be taken, by the crew before or during the event. Drugs testing could be imposed by the race committee.
28. Crews are not to use any form of sail power for the boats. If hatches are left open as an aid to catch the wind, this will be deemed as sail power, and the boat can be disqualified.
29. Support Boats for the competitors shall be clearly marked with the name of the supported boat. Each support boat shall identify its need to meet with its respective racing boat to the Race Committee before the visit is made – no contact is to be made with the boat. Items of waste may be removed, but nothing can be passed to the racing boat, or disqualification may ensue.
30. It is the responsibility of each crew to have their boat insured against risk including civil liability to third parties. The AABR Club as organisers of the GB Row 2010 and their sponsors, provide this event only on the understanding that the Club, their representatives and their sponsors, bear no responsibility for the loss, damage or injury or inconvenience to persons or other craft however arising, directly or indirectly by an accident or wrongful neglect act, default or omission of any member or any person during the GB Row 2010 or other related activity. Crews shall acknowledge their understanding of this disclaimer on the official entry form before the start of the race.

Personnel preparation and Qualifications

31. Each boat is to have conducted appropriate training – all crew are to have completed the Basic Sea Survival Course, and have at least 2 crew members qualified in the following:
 - a. Valid Short Range Radio certificate (VHF)
 - b. First Aid at Sea
32. Each boat is to provide the following:
 - a. Details of EPIRB, including make, model and Hex ID.
 - b. Certification that EPIRB is registered with MCA EPIRB registry.
 - c. Valid Liferaft certificate
 - d. Amount of ballast used to guarantee boat is self-righting
 - e. Telephone, e-mail, and all relevant contact numbers of crew.
33. Scrutiny of each boat will be conducted by an independent expert at least 24 hours before the race is due to commence. Crew skippers are responsible for correct data to be available when called forward by the race scrutineer.

Venue and Course

34. The Start and Finish line will be at Tower Bridge in London (for World Record verification)
35. The race will circumnavigate mainland GB in UK waters, boats can chose to go clockwise or anti-clockwise.
(Note- mainland GB excludes land mass that is attached to GB at low water).
36. Unsupported means no man made support or man assisted support for the Adventure.
 - a. Beaching the boat for shelter is OK.
 - b. Running aground is OK.
 - c. Anchoring is OK.
 - d. Tying up on a Rock is OK.
 - e. Tying up on a buoy is NOT OK.
37. If "unassisted" is contravened, the boat will be retired from the race but may continue to the finish.
38. Fishing and collecting drinkable water by water makers onboard is not considered to be "assisted".
39. For environmental reasons Boat waste can be dropped off to passing vessels. Once any item is removed from the boat, it cannot return to the boat. If boats are found to be fly-tipping waste into the sea, they will be investigated by the Race Committee with a view to disqualification.

Winning and Prizes

40. The winner will be the first boat to complete the course subject to NOR and the Racing Instructions and Rules. Only one boat will win and one boat will be judged as 2nd.
41. A trophy will be awarded to the winner, and will be returned for the race in 12 months time.
42. A trophy will be awarded for breaking the World Record (once verified). Should the World Record be confirmed to be broken, only the first boat to break that record will receive the prize money.
43. A trophy may be awarded by Virgin for 2010 (but not necessarily on an annual basis).
44. The Guinness World of Records has stipulated that the record is around the UK mainland. This means that competitors are encouraged to use their navigational ability to navigate the best course. Mainland UK encompasses every bit of land that is exposed at high-water mark.
45. Protests on other boats illegal activity is to be forwarded to the Organisers HQ within 24hours of the perceived contravention of the rules, and will be dealt with by no later than 24 hours after the race has completed. Most protests will be dealt with immediately the AABR Race Committee can be convened.

Communication

46. Mandated safety communications are to be checked at least twice daily and any defects to be reported immediately. EPIRB and the emergency beacon on the tracker system fitted are only to be used in emergency – see Crisis Operations Plan
47. All teams are to carry a satellite telephone capable of sending/receiving text messages. The phone is to be switched on and remain on for a specified period daily, during the race. These times will be identified in the Sailing Instructions, issued to each competing boat.
48. Support vessels for individual boats can visit their crew occasionally, the race Organisers are to be kept informed of all contact made, reason for visit and outcome of the meeting – racing boats are not to tie up alongside any support boat without the express permission of the Race Committee.
49. Incidents are to be logged and reported daily, as a blog. Injuries to competitors will occur and 1st aid will be applied in the first instance. Any injuries that cause concern are to be reported to the Race HQ in the first instance when support can be agreed. Serious injury or incident may require activation of the emergency services, the Coastguard and/or RNLI. Boats should contact these services directly to prevent unnecessary delay, but should inform the Race HQ when appropriate.
50. All boats are to hold a complete list of contact numbers of own crew NOK (Next of Kin), Race HQ, Support Teams and Emergency Services. Copies are to be held at the Race HQ.

Media

51. There is expected to be sufficient media interest to generate a media plan, to be co-ordinated by the Race Committee, as authorised by the Anglo American Boat Race Club. However, daily video downloads will be expected from each boat, times to be specified. Mobile phones are encouraged to keep in touch with family and friends.
52. The Race Committee is to be informed of any live or other telephone interview conducted by the competitor during the race and the nature of the content.
53. Competitors are reminded that information they might have regarding other race participants is classified as confidential and should not be divulged to the press without the express permission of the individual concerned. If contravened, the boat concerned faces possible disqualification.
54. It is expected that a “factual documentary” will be produced by an independent production company for collation, editing and later distribution to national television channels. Any or all crews may be asked to participate.
55. There will be national media coverage co-ordinated by a Sports PR Company via the Race Committee and regional coverage directly by the Race Committee. This will include local radio, television and newspaper coverage but may additionally include

articles in Rowing magazines, websites and other media forums.

Charity

56.

The chosen Charity for the event is Help For Heroes – all donations are requested to be directed through the website to enable the accumulator to identify how much is raised for this worthy cause. Individual boats are permitted to have secondary charities supported for the event, details to be forwarded to the Race Committee.

Sponsorship

57. Individual boats will generate their own sponsorship for the race. Care should be taken to ensure appropriate advertising is placed on boats. Section 2 of NoR (Notice of Race) identifies where decals, logos, advertisements etc can be placed on the boat.
58. The Organisers will have a title sponsor and several secondary sponsors who will use the allocated boat space identified at as above, at section 2 of the NoR.

Supporting Documents

Boat Equipment – mandatory and advisory equipment to be carried (independent race scrutineer will check every item on every boat).

Risk Analysis Forms – to be completed for each Boat by the skipper before permission to race is given.

Rowing Instructions for the Thames – rules of the river, to be strictly adhered to by each boat.

Crisis Operations Plan

– list of call outs in case of incident leading up to emergency services callout.