

RULES OF RACING

(These Rules of Racing come into effect on 1 April 2018)

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1 GENERAL

1-1 Title

These rules are established by British Rowing, and shall be known as the British Rowing Rules of Racing.

1-2 Purpose

The purposes of these rules are to:

- provide a basis for safe, fair and equal racing taking account of the guidance in RowSafe and British Rowing's Safeguarding & Protecting Children Policy which together shall take precedence at all times
- provide a consistent framework for the regulation and organisation of rowing competitions.

1-3 Interpretation

- a. These rules shall be interpreted to effect the purpose described in Rule 1-2. Wherever possible, provisions of these rules should be interpreted consistently with each other. Where such interpretation is not possible, the more specific should prevail over the general, and provisions regarding safety shall take precedence over any other provision.
- b. In addition:
 - **Italic type:** in these rules, shall indicate comment or explanation, rather than rules.
 - **The Masculine:** shall include the feminine and vice-versa, except where the contrary appears specific.
 - **May:** when used in describing the duties of officials in these rules implies the exercise of discretion and judgement in the light of training, knowledge and experience.
 - **Rowing:** shall imply both sweep-oared and sculling, except where the contrary appears specific.

1-4 Scope

- a. These rules shall apply to all competitions that are registered with British Rowing.
- b. No member of a club affiliated to British Rowing may compete in any rowing competition other than one that is subject to the British Rowing Rules of Racing or those of a body recognised by British Rowing or FISA unless participation has been approved by the Sport Committee in advance.
- c. It is accepted that affiliated clubs and individual registered members of British Rowing may take part in Festivals, River Pageants, Charity Rows etc.

1-5 Situations not Covered

In situations not covered by these rules, umpires (as defined in Rule 6-1-4) are empowered to make such decisions and to give such instructions as are necessary to carry out their responsibilities, and to effect the purposes described in Rule 1-2. Such situations and decisions shall be reported to the National Competition Committee, within five days.

1-6 International Competitions and Competitions of other Associations

- a. Any club proposing to enter a crew for an 'International' competition (*i.e. one included on the FISA calendar*), other

than for Masters, shall apply in the first instance to British Rowing.

- b. In the case of other foreign competitions, clubs shall inform the National Competition Committee of their intention to enter.
- c. Participation in any competition of a different association, whether British or foreign shall count for classification as for similar participation under British Rowing rules. All competitors or their clubs shall inform the British Rowing office to enable the results to be included electronically against the competitor's records and also in the club's record for the British Rowing Almanack.

1-7 Racing Names

- a. Open affiliated rowing clubs may register one additional racing name with British Rowing, to be used by juniors competing in British Rowing competitions.
- b. All competitors using the Registered Junior Racing name must be members of the host club, who will pay the capitation fee at the current rate for each person.
- c. The annual fee for a Registered Junior Racing Name will be equal to the current basic club affiliation fee.

The purpose of this rule is to provide an acknowledgement by name of partnerships and links with local schools and/or local authorities.

1-8 Anti-Doping

The anti-doping rules of British Rowing are the UK Anti-Doping Rules published by UK Anti-Doping Limited (or its successor), as amended from time to time. Such rules shall take effect and be construed as rules of British Rowing. Any competitor, competitor support personnel or relevant person subject to the jurisdiction of British Rowing must accept these rules as a condition of participation and shall be bound by them.

1-9 Sponsorship

There are no restrictions on advertising material other than:

- No advertising material is permitted that is inappropriate or which is harmful to the image of rowing. (*For further guidance see British Rowing's Advertising Guidance or seek advice from British Rowing*).
- Any sponsorship material on equipment or clothing shall not impair the recognition of the crew by its club colours.

2 CLASSIFICATION OF COMPETITORS

2-1 General

2-1-1 British Rowing Standing

- a. Except as covered elsewhere in these rules, only those competitors who are Platinum and Gold registered members of British Rowing and who are members of, and are representing, an affiliated rowing club, or who represent a club affiliated to another association recognised by British Rowing or FISA, may compete in competitions held under these rules.
- b. Silver registered members, including coxes, may also compete in Primary Events described in Appendix C and Stable (Recreational) Boat Competition described in Appendix E.

- c. Any competitor misrepresenting their history shall be subject to the penalties as described in Rule 8-3.
- d. A competitor's history shall also take account of any entries at competitions held under the rules of associations other than British Rowing.
- e. In areas of dispute a competitor's history shall be examined by British Rowing.
- f. Any application for membership, or renewal of membership, shall include any racing history of the applicant not previously declared.

2-1-2 Classification of Coxes

Coxes are not restricted by gender.

2-2 Senior Classification

Subject to 2-3d and 2-3e Senior rowing is open to all registered competitors, whatever their gender, weight or age and includes the following classifications.

2-2-1 Lightweighters

- a. A competitor is a Lightweight if his or her weight does not exceed 72.5 kg (Open), 59 kg (Women) during the summer period (1st April – 30th September) and 75 kg (Open), 61.5 kg (Women) during the winter period (1st October – 31st March).
- b. The average weight of a Lightweight crew (excluding cox) may not exceed 70 kg (Open) or 57 kg (Women) during the summer period. There will be no average weight requirement during the winter period.
- c. Single scullers are weighed as individuals.

2-2-2 Under 19 (U19)

A rower or cox may compete at U19 level until 31st December of the year in which he reaches the age of 18.

2-2-3 Under 23 (U23)

A rower or cox may compete at U23 level until 31st December of the year in which he reaches the age of 22.

2-2-4 Adaptive

Individuals competing in British Rowing Adaptive events shall have been assessed, given an Adaptive grouping and then allocated to one of the following boat classes:

- AR1 - Adaptive Rower (Upright Seat)
- AR2 - Adaptive Rower (Fixed Seat)
- AR3-LD - Adaptive Rower (Sliding Seat - Learning Disability)
- AR3-PD - Adaptive Rower (Sliding Seat - Physical Disability)

2-2-5 Para-Rowing

Individuals competing in Para-Rowing competition shall have been allocated a Sport Class by the British Rowing classification procedure:

- PR1 - Para Rower (Arms and Shoulders; Fixed seat and stabilising pontoons)
- PR2 - Para Rower (Trunk and Arms; Fixed seat with optional stabilising pontoons)
- PR3-VI - Para Rower (Legs, Trunk, Arms & Visual Impairment; sliding seat – no restrictions)
- PR3-PD - Para Rower (Legs, Trunk, Arms & Physical Disability; sliding seat - no restrictions)

2-3 Junior Classification

- a. A junior is a competitor who had not attained eighteen years of age before the first day of September preceding the event.
- b. Juniors who have not attained 9, 10, 11, 12, 13, 14, 15, 16, 17 or 18 years of age before the first day of September preceding the event are classified as being in the following age bands J9, J10, J11, J12, J13, J14, J15, J16, J17 and J18 respectively.
- c. Juniors in age band J14 or below are not permitted to race in sweep-oared events (coxes excepted).
- d. Juniors in age band J14 or below are not permitted to race in events that are more than one age band above their own age

band nor in Senior events (coxes excepted).

- e. No junior shall row in Lightweight events.
- f. Coxes of junior crews must be juniors.
- g. Coxes of junior crews are not sub-classified by age.
- h. Juniors of age band J14 and above are classed as Junior B and on winning a Junior qualifying event are Junior A for the rest of their time in the age band of competition at which the qualifying win was achieved. This does not preclude them from competing at Junior A level in their own band or Junior A or B at higher age band.

2-4 Masters Classification

- a. All competitors who have attained, or will attain, the age of 27 years old by the end of the calendar year are Masters.
- b. Events for Masters can be held in categories depending on the average age of the crew (see 4-7a)
- c. All competitors in a Masters event (other than coxes) must be Masters.

3 THE PERSONAL RANKING SYSTEM

3-1 Qualifying Events

- a. A qualifying event is one whose result may affect the Personal Ranking of a competitor (*e.g. by gaining ranking points*).
- b. An event is qualifying when there has been at least one race in which a minimum of two crews have been placed. A crew is not placed if it has been disqualified or has been given a verdict of 'Not Rowed Out' or if it did not finish.
- c. In general, all competitions are classed as qualifying including:
 - side by side racing
 - 'head', 'bumping', processionals, and time trial races
 - an event for mixed crews of men and women (see 4-8c)
 - races limited to Para-Rowing competitors
- d. None of the following is a qualifying event:
 - an event where special conditions apply and permission has been granted by the National Competition Committee
 - a private match as defined in appendix A arranged solely between the clubs or competitors concerned
 - an event open only to members of one club, or solely to the clubs of one university or other self-contained body
 - races limited to Adaptive competitors
 - a fun event generated on the day among existing competitors
 - an event held in recreational boats, or limited to competitors J13 or younger, or handicap other than Masters or relay races
 - primary events as defined in Appendix C
 - an event where competitors are allocated to crews on the day by the organisers
- e. Any of the specific non-qualifying type of events listed above may have their entry conditions varied by local rules (see 6-2).

3-2 The Ranking System

- a. The Ranking System is a continually updated classification provided for each competitor (including coxes) based on a function of the final finishing position in each event and the numbers of crews participating in the event.
- b. Sweep oared rowing and sculling are classified separately and every competitor has a separate Ranking Index in each of the two disciplines.
- c. The Ranking Index for each competitor on entry into an event will be the ranking determined eight days before the official close of entries for that event. *e.g. if the entries close at 13:00 on Sunday 15th then the Current Ranking Index is at 00:01 on Saturday 7th.*

- d. The ranking will be based upon the Personal Ranking issued to all competing members of British Rowing.
- e. The total of the ranking points accrued by the members of a crew as a whole determines that crew's Event Band.
- f. Ranking points accrued by a competitor for coxing will not be used for calculating a crew's Ranking Index, nor will they be used if the competitor rows or sculls.
- g. Full details of how ranking points are allocated can be found in the Personal Ranking Reference Book. Copies of which can be obtained from British Rowing.

4 CLASSIFICATION OF EVENTS

4-1 The Main Classes of Events

Events may be held under the general conditions of any of the following classes:

- Senior - including Lightweight, U23, U19, Adaptive and Para-Rowing
- Junior
- Masters

and in each of these classes, Open (*regardless of gender*), Women and Mixed (see 4-8c); and in either discipline (*sweep-oared or sculling*).

See the particular conditions below pertaining to each class.

Where the class of an event is not specified it shall be interpreted as Senior, and open regardless of gender.

4-2 Senior Class

- a. Subject to 2-3d and 2-3e Senior rowing is open to all registered competitors, whatever their gender, weight or age.
- b. Senior racing can be sub-classified by Event Bands which are defined by the Organising Committee after entries have closed.

4-3 Lightweight Class

- a. Lightweight events may be held in event bands based on ranking points.
- b. Lightweight competition and wins will attract ranking points as for all Senior competition.

4-4 Adaptive Class

- a. Adaptive events may be offered for the boat classes defined in 2-2-4.
- b. British Rowing will determine which boats are eligible for AR1 and AR2 competition in the Adaptive events.
- c. Strapping shall comply with the requirements of Appendix D.
- d. Adaptive events will not attract ranking points.

4-5 Para-Rowing Class

- a. Para-Rowing events may be offered for the boat classes defined in 2-2-5.
- b. The use of standard Para-Rowing boats is mandatory for all PR1 and PR2 events. British Rowing will determine which boats are eligible for competition in these events.
- c. Strapping shall comply with the requirements of Appendix D.
- d. Para-Rowing events will attract ranking points.

4-6 Junior Class

- a. Junior events may be held in any of the age classes identified in Rule 2-3b above, and within the J14 age band and above, in status classes A & B (see 2-3h).
If the latter subdivision is not specified, the event will be deemed to be A.
- b. Junior events may be held in event bands based on ranking points.
- c. Events may be classified as 'School/Junior'. This extends a J18A event to permit pupils in full time secondary education to continue to participate at a junior level representing their

school or club up to the date of their nineteenth birthday.

This does not permit the inclusion of 'old boys' in a school crew.

- d. Junior events will attract ranking points.

4-7 Masters Class

- a. Masters events may be held in the following classes, by age. The age restriction is the lower limit for the average age of the crew (excluding cox), each crew member's age being measured in whole years attained during the current calendar year.

Class	Age Restriction
A	27
B	36
C	43
D	50
E	55
F	60
G	65
H	70
I	75
J	80
K	85

- b. Masters events may be combined into event bands based on ranking points.
- c. Masters events will attract ranking points.
- d. Masters crews of different classes may be raced together using a handicap system (see Appendix G).
- e. Before entries open, a competition shall declare in its promotional material the arrangements that will be used to group Masters entries into events and whether or not the ranking system and/or the handicap system will be used for some, or all, Masters classes. These arrangements should then not be changed once entries have opened.

The British Rowing insurance policy covers competitors aged 80 and over against third party liability. They are not covered for personal accident.

4-8 Combination of Classes

- a. Competition organisers may offer events that combine the conditions of two or more classes; (e.g. Masters B Event Band XX or Masters AR3).
Masters B Event Band XX would be an event conforming to the general conditions of Masters B, but restricted to crews/scullers with a personal Ranking Index applicable to Event Band XX conditions. Masters AR3 would combine a Masters competitor(s) with Adaptive AR3 class competitor(s).
- b. Competitions may also offer events within one of the major classifications, which have additional restrictions; e.g. College 4+. *This would, if not otherwise designated, imply an event with no restriction on ranking points but with a restriction that all competitors should be pupils at a school or college of higher education. Ranking points would be awarded to rowers in such events.*
- c. A particular example of combining classes is a Mixed event, which may be offered at any level and combines men and women rowers in a crew with a minimum number of women included (50% unless otherwise stated) (and see 3-1c).

5 COMPETITION ORGANISATION

5-1 General Requirements

- a. All affiliated competitions shall be held in accordance with the Rules of British Rowing and in accordance with the Rules of Racing.

- b. No competition shall be held under these rules unless its date and conditions have been approved by the National Competition Committee and the competition has taken account of the guidance in RowSafe, in the risk assessments and safety documentation required by the competition.
- The Competition Calendar is established on a rolling basis looking several years ahead, and is controlled and facilitated by a small subcommittee of the National Competition Committee working through regional councils. Consensus is sought, but preferred dates are rejected if a clash between competitions of national significance is foreseen; in the last instance, a date may be imposed.*

A competition must pay all affiliation money and all necessary fees to British Rowing within fourteen days of the competition taking place.

- c. If a competition does not take place on the agreed date, through exceptional or unforeseen circumstances, the Organising Committee may hold it on another date with the approval of the Regional Council concerned and the National Competition Committee.
- d. The competition shall take all reasonable steps to ensure that all competitors representing clubs affiliated to British Rowing, Scottish Rowing or Welsh Rowing are, themselves, registered members of British Rowing, Scottish Rowing or Welsh Rowing respectively and are in possession of a current membership card (see 7-2-3 and 5-5-4).

5-2 Safety

5-2-1 RowSafe

- a. The guidance in RowSafe shall be taken account of at all times.
- b. This applies before, during, and after racing periods, to all competitors and their equipment and to the organising committee and all other officials and helpers.
- c. Only crews using equipment prepared in accordance with RowSafe shall be allowed to race.
- d. All officials are to use their best endeavours to enforce RowSafe throughout the competition.

5-2-2 Safety Adviser

- a. Before a competition, the Organising Committee shall appoint a Safety Adviser who shall become a member of the Organising Committee and shall advise taking account of the guidance in RowSafe.
- b. The Safety Adviser shall ensure that the competition has the capability of recognising when and where accidents have happened and of recovering distressed competitors quickly and providing timely medical attention.
- c. The Safety Adviser shall be responsible for the submission of an Event Safety Plan and Safety Rules together with associated risk assessments and Event Emergency Response Plan in compliance with the guidance in RowSafe in addition to the Welfare Plan to the Regional Rowing Safety Adviser in the region in which the competition is to take place a minimum of four weeks before the proposed competition date.
- d. There is a general commitment that all officials should ensure that racing takes place in safe conditions (6-1-1 and 7-5-1 etc.).

5-2-3 Safety Instructions

The Organising Committee in consultation with the Race Committee Chairman and the Safety Adviser shall develop and publish to all competing clubs and officials, detailed diagrams and instructions covering:

- the circulation pattern

- any special points of danger on or near the course (e.g. shallows, underwater obstructions, narrow passages, side channels and areas where other water traffic crosses the course)
- safety boat and first aid positions and how to summon help
- medical support arrangements
- location of emergency telephones
- marshalling instructions

A copy of these instructions shall be provided, no later than three days before the competition, to each club whose responsibility it is to distribute them to the crews. An email including a weblink to the information may be sent to each club which retains the responsibility to ensure that all crews are made aware of it.

5-3 Role of the Regional Umpiring Committee

- a. Every competition should be attended by a representative from the Regional Umpiring Committee to monitor whether umpiring standards are being maintained.

The representative can assist the competition by:

- *working as an official*
 - *providing the Race Committee or any other official with an experienced second opinion*
 - *helping to defuse a situation, particularly one which might escalate to the Regional Umpiring Committee through an appeal*
 - *providing independent comment to the Organising Committee and to the Regional Umpiring Committee on aspects of the competition which are below the latest standards of best practice*
 - *Commenting in particular on:*
 - *safety*
 - *the course*
 - *starting on time and dealing with latecomers*
 - *the suitability of Local Rules*
 - *numbers, siting and quality of umpires, officials, race monitors, etc.*
 - *the effectiveness of Control Commission policing*
 - *the suitability of the environment*
- b. National competitions should normally be attended by a member of the National Umpiring Committee.
- The NUC can provide a list of such competitions if required.*

5-4 Course Safety

5-4-1 Course Markings

- a. The starting line shall be conspicuously marked, and if necessary buoys should be set to guide crews into the start.
- b. The finish line shall be conspicuously marked.

5-4-2 Suitable Courses for Processional Competitions

- a. Processional races shall only be conducted on courses that are wide enough for participating crews to navigate safely; for an overtaking crew to pass another crew safely over the majority of the course (*not applicable to bumping races*); and for other water users and non-participating crews to travel the length of the course without impeding crews involved in the race (*unless the course is closed to such traffic*).
- b. Turns or changes in direction of the racing course shall be limited to those that can be negotiated at a normal racing pace, with conventional steering in unmodified boats.
- c. The starting area shall have ample room above the start line and be clear of all locks and weirs so that all crews in an event or division of an event, can be marshalled safely and turn, without interfering with the start or other water users.
- d. The area below the finish line shall have ample room and be clear of all locks and weirs to allow crews that have finished to clear the finish area without interfering with the course or

other water users.

5-5 Competition Conditions and Entries

5-5-1 Notice of the Competition

It is the responsibility of the competition's organising committee to publicise the competition. Any notice of the competition shall be approved by the local Regional Umpiring Committee in advance and shall note that the competition will comply with the British Rowing Rules of Racing.

It is recommended the notice should also include the following:

- *the place, date and time of the competition*
- *the events offered, their classification and the types of boats for each*
- *the length and location of the course*
- *any special restrictions or conditions, whether or not affecting the classification of competitors*
- *the amount of the entry fees and when payable*
- *the date and time at which entries close, and the date, time and place of the draw*
- *the address for entries and correspondence and telephone number for enquiries.*

5-5-2 Competition Entries

- a. Competitions and clubs are required to use BROE to manage their entries.

Competition entrants are advised to make it clear in the BROE comments field if any doubling up is being sought i.e. notification if any individual or crew is entered in more than one event at the competition.

There is no compulsion on the competition to accommodate any request for a doubling up entry. Where a club is entering a number of crews for the same competition, especially where there are complications of doubling up or shared boats or coxes, it would be helpful if the club would inform the competition listing the events entered and highlighting the doubling up, if any, being sought.

- b. **Adaptive Event Entries:** No entry shall be accepted for an Adaptive event unless the rower concerned has been grouped in accordance with the British Rowing Adaptive grouping procedures or holds a British Rowing Sport Class
- c. **Para-Rowing Event Entries:** No entry shall be accepted for a Para-Rowing event unless the rower concerned has been classified in accordance with the British Rowing classification procedures.

5-5-3 Closing of Entries

- a. Entries shall close at least three clear days before the date of the competition.
- b. No official of the competition shall disclose the identity of crews entered into any event but the Organising Committee may at its discretion report the state of the entry list for any events prior to the lists being closed.
Notwithstanding this, the Organising Committee is not permitted to disclose details of clubs or the identity of crews entered.
- c. An Organising Committee may investigate any entry and may return or annul an entry at any time subject to notifying the club of its reason whenever possible.
- d. No competitor may be entered more than once in the same event at a competition if that event has side-by-side races.
This allows a competitor to enter more than once in an event at a head race if allowed by the competition but not at a regatta where there are side-by-side races in the event entered.

- e. If only one crew is entered in an event other than a processional race, the organisers shall cancel the event and shall either refund the entry fee and any other moneys paid,

or, if the club or crew involved agrees, they may transfer the entry to another event for which the crew is eligible.

- f. Copies of the draw, timetable of racing for the events entered and the safety instructions shall be sent before the competition to each club, whose responsibility it is to distribute them to the crews.

An email including a weblink to the information could be sent to each club which retains the responsibility to ensure that all crews are made aware of it.

- g. The competition shall make enquiries of any crew from an association other than British Rowing, to check, as far as they are able, that the crew enters an appropriate event for their experience and crew record.

Such crews should provide the competition with details of their competition history with the understanding that their governing body may be contacted.

- h. Once the entries have closed, the entry forms shall be available for inspection by any interested party.

5-5-4 Confirming the Identity of Competitors

- a. Competitors whose names and registration details are not on the entry form shall be disqualified and the case reported to British Rowing. Such situations may be considered by the Race Committee Chairman as 'unsportsmanlike behaviour' (see 8-4).

- b. All winners' identification shall be confirmed. Winners who cannot confirm their identity shall not receive any crew or individual prize until their eligibility has been confirmed in 7-2-3.

5-5-5 Updating Competitors' Records

British Rowing will maintain competitors' records via BROE.

5-5-6 Returns to British Rowing after the Competition

- a. The competition shall return the results from the competition through BROE to arrive not more than five days after the competition to update competitors' ranking points and for inclusion in the British Rowing Almanack:
 - The placing, race time (if available) and winning distance (if available) of every crew in each event. The information is also required for processional races to facilitate the establishment of Personal Ranking for competitors.
 - Confirmation that the crews which competed are correctly recorded in BROE.
- b. Late issue of returns will result in the loss of the early submission BROE discount.
- c. The competition shall make such further returns to British Rowing as shall be requested from time to time by British Rowing.

6 CONDUCT OF THE RACE

6-1 Race Officials

6-1-1 Primary Duties of Officials

- a. It is the primary duty of every Race Official to care for the safety of competitors, officials, other water users and the public at large.
- b. Subject to 'a' above, it is the duty of all Umpires to use their best endeavours to ensure that all crews have a fair and equal opportunity of winning.

Where a crew has been, or is about to be, affected by unfair advantage or disadvantage, Umpires may act to restore fair racing conditions, and fair and equal opportunities to win.

Umpires should be clear that any action they take to restore an opportunity to win should not, ideally, penalise any blameless crew or unnecessarily penalise a clear winner. This is of course not always possible to achieve. Crews must abide by their own mistakes, especially where watermanship,

maintenance of equipment or the effects of injudicious doubling up are involved.

6-1-2 The Race Committee

- a. Before a competition, the Organising Committee shall appoint an umpire to be Race Committee Chairman.
- b. The Race Committee Chairman shall then appoint a Race Committee consisting of umpires, the minimum number being three.
- c. Where a competition has a Co-ordinating Umpire (see 6-1-4a) that person shall be a member of the Race Committee.
- d. The Race Committee Chairman shall be a member of the Organising Committee and shall be responsible to it for the application of the British Rowing Rules of Racing at the competition.
- e. The Race Committee shall take any decisions on the conduct of racing not in the province of an officiating umpire and shall hear any protests to the Organising Committee; however, the Race Umpire remains responsible for the conduct and outcome of the race.

Within the Organising Committee the Race Committee Chairman should act as the authority on the application of the Rules of Racing and should be ready to advise on any aspect of the preparation for, and running of the competition where the rules have an impact or wherever there is a need to consider 'fair and equal conditions' for racing. During the competition, the members of the Race Committee should always be available to any Umpire for support and advice and to receive suggestions for the improvement of conditions for racing.

Examples of Race Committee decisions might include:

- suspension of racing for safety reasons
- alterations to the course following changes to stream or wind
- application of disciplinary measures under the relevant clauses of 8-5.

The Race Umpire is responsible for the conduct of the race and his verdict is final and cannot be overturned; however in hearing a protest taken to the organisers, the Race Committee may draw the attention of the Race Umpire to facts, circumstances and consequences of which he may not have been aware - the umpire may then reconsider if he thinks this to be appropriate.

6-1-3 Duties of the Race Committee Chairman

- a. Ensure that the Organising Committee plans the competition in accordance with the British Rowing Rules of Racing.
- b. In collaboration with the Organising Committee shall appoint or approve the appointment of all appropriate officials, and their duties; ensure they are briefed and equipped to carry out their duties.
- c. Take all decisions concerning racing and the application of these rules that are not in the jurisdiction of a Race Umpire or another qualified race official, and hear any protest, either himself or with the assistance of all, or any, of the Race Committee, to whom he may delegate such actions.

If the Chairman, or any member, of the Race Committee acts in an umpiring capacity and a protest arises concerning a decision of his in that capacity he should delegate the hearing of that protest to other members of the Race Committee.

- d. Take note of any concerns of the Safety Adviser, and take appropriate action if of immediate concern.
- e. Meet with the Regional or National Umpiring Committee representative attending the competition officially, and take note of any concerns or recommendations.

6-1-4 Umpires

A team of umpires will be appointed or approved by the Race Committee Chairman to fulfil the roles listed below.

A trainee adopted by their Regional Umpiring Committee may fulfil these roles under the direct supervision of the relevant umpire who shall remain the responsible umpire.

It is recommended that the Starter and Race Umpire at a multi-lane competition (racing in four or more lanes) should hold a multi-lane endorsed licence or be a candidate adopted by the Multi-Lane Umpiring Panel and under the direct supervision of a multi-lane endorsed umpire.

- a. **Co-ordinating Umpire.** Where several race umpires are involved in a race (*as in bank or zonal umpiring*) a Co-ordinating Umpire, who shall be a member of the Race Committee, shall be appointed to overhear all communications between umpires and to pass their decisions to the Judge.

Protests to the Race Umpire can be directed to the Co-ordinating Umpire in the first instance and the Co-ordinating Umpire can then identify the appropriate umpire and manage the hearing of the protest.

- b. **Head of Control Commission.** A specific member of Control Commission who is responsible for organising and supervising the team.

- c. **Starter.** The Starter shall start the Race and shall be responsible for the fairness of the Start (see 7-3).

The Race Umpire may act as Starter.

- d. **Judge at the Start.** The Judge at the Start shall be responsible for the alignment of the bows of competing crews in a race to the line of the Start and shall be primarily responsible for calling any 'false start', though the Starter or Race Umpire may also call it. He shall signal alignment to the Starter by raising a white flag (see 7-3-2).

The Starter or the Race Umpire may act as their own Judge at the Start. This would be normal in a 'free-start' regatta. Regattas may advertise themselves as 'stern-on' where the stern of each crew is held on the line of the start; no Judge at the Start is required for such a situation. The Judge at the Start shall be an umpire, however regattas may use assistants to do the actual aligning (but not the calling of false starts), provided an umpire supervises and takes responsibility as 'Judge at the Start'.

- e. **Race Umpire.** The Race Umpire shall be responsible either for the conduct of the whole race, or for the conduct of a group of races through a section of the course to which he is assigned (bank or zonal umpiring).

- f. **Chief Judge.** The Chief Judge shall, after due consultation with any other judges, and after inspection of photographic or electronic evidence if necessary, decide the order in which the competitors crossed the finish line, and, if required, the distances between the competitors (see 7-6).

6-1-5 Additional Officials

The Race Committee Chairman shall also appoint or approve the following additional officials as required:

- a. **Control Commission.** A team of officials who may check that the provisions of the rules on equipment and on the classification of competitors are satisfied. (See 7-2).

- b. **Chief Marshal.** The Chief Marshal shall be responsible for a team of marshals whose task is to organise the crews' safe journeys to the Start, assembly into race order, their safe passage during the race, and their safe return to their disembarkation points.

- c. **Start Marshal.** The Start Marshal shall be responsible for presenting crews to the Starter.

For time trials or processional races the crews should normally be presented at, or near, racing pace while maintaining the order of the Start and appropriate intervals between crews.

- d. **Chief Timekeeper.** If necessary, a Chief Timekeeper shall be appointed and shall be responsible for a team whose task it is to mark the starting time and finish time for each crew and for calculating the net elapsed times.

- e. **Race Monitors.** Race Monitors should be stationed along the course so that between them, they can observe the sections of the course that are not in the jurisdiction of a race umpire or marshal. In particular Race Monitors should be placed to cover points of the course where:

- there is a turn of more than 45 degrees
- a narrow passage might prevent an overtaking crew from passing safely (Heads and Overtaking Races)
- local event rules prescribe penalties for not maintaining an established course, or where special care needs to be taken for safety reasons.

Race Monitors shall:

- note any violations of the rules, including interference and breaches of the safety regulations, and report such violations to the Race Committee Chairman for appropriate penalties
- give instructions to crews to avert collision or accident and to avoid interference
- stop a crew if necessary for safety reasons
- be equipped with megaphones and radios, to pass on note of warnings, and to call for rescue or first aid if necessary
- in bumping races be responsible for determining when a bump has taken place, or one crew has overtaken another.

- f. **Judges.** Further judges may be appointed to assist the Chief Judge. It is recommended that at least one additional judge is so appointed, and more for multi-lane situations.

6-2 Local Rules

- a. The Race Committee Chairman shall, in collaboration with the Organising Committee, develop and publish any local rules to supplement the British Rowing Rules of Racing at the competition.

- b. The Local Rules must be approved by the Regional Umpiring Committee prior to being published.

For example, the local rules might establish:

- *how lateness at the start is to be dealt with*
- *the way in which Control Commission shall work at the competition (NB as a minimum, the identities and eligibility of winning crewmen should be checked, and spot checks made on the safety aspects of equipment)*
- *whether or not the competition or individual events are to be divided into divisions, and if so, how each is to be progressed to its starting position, turned and brought to the start*
- *whether competitors are to be allowed to row in the same event in different Divisions*
- *for head races whether there are any parts of the course where overtaking is banned*
- *for head races whether there is a rule covering to which side overtaking crews should go and the extent to which slower crews should give way*
- *details of specific penalties, e.g. time penalties for being late at the start of a processional race*
- *the extent to which certain types of penalty should be fixed - or varied between fixed limits*

6-3 Essential Equipment

The competition shall provide its officials with all the equipment they need to perform their duties.

A list of essential equipment to meet most circumstances is given in Appendix B.

7 RACING

7-1 Safety

7-1-1 Suspending Racing

The Safety Adviser and the Race Committee Chairman shall monitor water and weather conditions throughout the period of the competition. If at any time either finds that conditions jeopardise the requirements of safety or of fair racing as outlined in Rule 6-1-1, they should stop or suspend racing, in total or by class of event, until such time as safe and fair conditions are restored.

If time permits, they should consult each other, the rest of the Race Committee and the Organising Committee on the situation before taking action and before resuming racing after an enforced break.

Any umpire associated with a particular race, may and should halt racing if safety or fairness is compromised, and should involve the Safety Adviser and the Race Committee Chairman as soon as possible.

7-1-2 Proceeding to the Start, Warming-up, Cooling Down and Practising

- a. Crews proceeding to the Start must keep clear of the racing lanes and be aware of and leave clear room for the possibility of racing crews straying from their lanes.

At river competitions, other river users going about their business and pleasure should be given precedence and competitors should recognise that the helmsmen of pleasure boats may be inexperienced. Gentle paddling only should be permitted on any section alongside the course which is open to normal river users or is restricted to one lane in width.

- b. No warm-up or cooling down is permitted on the racing course except where specifically allowed for in the competitors' instructions.

- c. It is forbidden to practise alongside or pace any racing crews.

7-1-3 Violation of Safety Rules

Any crew that violates the declared circulation pattern, or which violates Rule 7-1-2 above, or which is observed executing a dangerous manoeuvre or acting contrary to the guidance in RowSafe may be awarded an 'Official Warning' (see 7-3-6b).

This 'Official Warning' may be awarded by any umpire officiating (whether on duty or not) at the event, and should be notified immediately to the Start for application in the next race for the crew involved.

A serious or repeated offence may be treated as provided for in Rule 8-5.

7-2 Control Commission

7-2-1 Control Commission Composition

The Organising Committee shall appoint a Control Commission consisting of one or more suitably experienced persons, the senior member of which on duty at any time shall be an umpire.

7-2-2 Duties of the Control Commission

The Control Commission shall supervise the crew boating areas to check that all relevant rules pertaining to crew composition and equipment are being observed.

Where multiple boating areas are involved, it is permissible to establish a single check point to which each competing crew must report, with its boat, before the start of its races.

7-2-3 Membership Card

All competitors shall take their membership card with them to a competition. Any competitor who cannot produce this document when requested by an official may be disqualified, but can be replaced by a suitably qualified substitute (see 7-2-4b).

If a competitor without documentation is allowed to race, they must agree to produce it within a mutually agreed time to a member of the Organising Committee.

These provisions will not apply to an overseas club.

7-2-4 Crew Composition

a. Competitors should be identified by checking against the information on the entry form. A competitor's membership card may also be inspected as proof of identity and eligibility for the event entered.

The extent to which this should be a 100% check is left to the competition to decide. All competitions should carry out at least a partial check.

b. All the rowing members of a crew, and the cox, may be substituted until the official close of entries. Thereafter up to half of the rowing members of a crew and the cox may be substituted before the crew's first race in an event. Any substitute must fulfil the requirements of Rule 2-1-1 and be approved as eligible by the Organising Committee. Each must be a member of the same club as the rower he is replacing or, in the case of a composite crew, of any of the clubs entered as the composite, except in the case of Masters crews where a substitute from another club shall also be valid, and must provide a membership card. Coxes are bound by the same rules of substitution as rowers with the exception that a substitute cox may belong to a different club.

c. Until such times as BROE is closed for substitutions, it remains the responsibility of the crew to ensure that all substitutions made in accordance with Rule 7-2-4b are entered into BROE.

d. All Masters crews must race at their age class as shown in the draw and substitutes shall not be permitted if they would result in making the crew ineligible for that age class.

For example a D crew can put in substitutes to make it E but it must still race as D and a D crew in a C/D handicap event cannot put in substitutes to make it C as it would then be ineligible for D.

e. Further substitutions will only be permitted on the basis of medical evidence produced by the crew or its club. In the absence of a medical certificate the decision of the Race Committee Chairman will be final. A rower substituted on medical grounds may not reclaim their original place in the crew and may not race in any other crew at the competition.

7-2-5 Dress

a. Every competitor, except coxes, shall wear the racing strip of the club they represent. This shall consist of at least a singlet and shorts combination or an equivalent one-piece garment.

b. Crews representing a single club shall wear a uniform racing strip. This rule shall only apply to the outermost garment worn above the waist; garments worn below the waist and any secondary garment under the racing strip shall not be subject to this rule unless specifically required by the particular competition's regulations. Minor differences may be overlooked, but major differences (e.g. a mix of diagonal and horizontal stripes) should not be allowed.

c. In composite crews each competitor shall wear the racing strip of the club he represents.

d. In mixed crews, men and women may retain the racing strip they would normally wear.

In exceptional circumstances, where the Head of Control Commission considers it appropriate, crew members may wear a plain colour, either white or a colour similar to the base colour of the normal racing strip.

7-2-6 Lightweight Competitors

a. A competition must declare with the draw the regime for weighing-in with regard to the events a competitor may be competing in and must confirm arrangements for the issue of weight certificates.

b. Rowers shall be weighed-in each day not less than one hour and not more than two hours before the scheduled start time of the first race that day of the event in which they are entered.

c. Rowers need not weigh in on a day on which they are not racing.

d. All members of a crew must report for weighing at the same time. This rule shall not apply to coxes (see rule 7-2-7c).

e. Rowers shall wear racing strip when they weigh-in.

f. It is recommended, for identification purposes, that competitors carry their British Rowing membership card or photographic identification when presenting themselves for weighing.

g. A crew that does not meet the weight requirements shall not be allowed to race.

The Race Committee Chairman must decide if a rower entered for more than one event must weigh-in for each event or only once. Regard should be given to any potentially unfair conditions resulting from the competition schedule.

7-2-7 Coxes

a. Coxes must wear a life jacket or buoyancy aid in the correct manner and be familiar with the method of operation. In front-loader boats coxes must wear manually operated gas inflation life jackets.

b. Coxes need not wear the racing strip of the club they represent (see 7-2-5a); Coxes should be suitably dressed for the prevailing weather conditions;

c. All coxes shall be weighed each day prior to their first race. A cox that does not meet the minimum weight requirements in 7-2-7d shall not be allowed to race.

Coxes competing in more than one event of a similar category need be weighed once only to qualify for all such events. Coxes shall be weighed in the clothing that they expect to wear in the race, inclusive of buoyancy aids.

In agreeing what a cox might expect to wear, the weather and condition of the course should be borne in mind.

d. The minimum weight for coxes shall be: 55kg for Senior Open, Masters Open, J18, J17, J16 and Mixed crews; 50kg for Senior Women, Masters Women, WJ18, WJ17 and WJ16 crews; 45kg for all J15 and younger crews. To make up this weight a lighter cox shall carry dead-weight. Any dead-weight carried may be checked after any race in an event.

e. The competition must confirm arrangements for the issue of weight certificates and confirmation of any dead-weight requirement and the way in which both will be checked *Dead-weight should be carried as near to the cox as possible - but not on them, nor in a way that might impede their exit from the boat.*

f. Dead-weight shall consist of a single weight, or as few items as possible. The type of dead-weight carried and its weight should be noted when the cox weighs in. Containers of liquid, sand or similar material should only be allowed as dead-weight if the container is sealed and subsequently certified by Control Commission.

- g. A coxbox or similar apparatus shall not be counted as part of the coxes' weight or as part of dead-weight. Such apparatus is deemed to be part of the boat.

7-2-8 Equipment Check

- a. It is the responsibility of competitors to ensure that their boats are safe and are prepared in accordance with the guidance in RowSafe and are suitable for the crew and conditions in which they are to be used.
- b. Control Commission may undertake spot check inspections of the boats prepared by the competitors, and shall exclude any boat that fails to meet the standards.
- c. Control Commission should pay particular attention to:
- *bow-balls*. The bows of racing boats shall be properly protected. A solid ball, of not less than 4cm diameter, made of rubber or material of similar resilience, must be firmly attached to the bows and the fixing must not itself present a hazard. Where the construction of the boat, or its composition, is such that the bow is properly protected or its shape does not present a hazard in the event of a collision, this requirement need not apply.
It is recommended that the bow ball be white as, in most circumstances, this is the most satisfactory colour with regard to judging the finish of a race.
 - *heel restraints*. All boats where "fitted shoes" are employed must have effective heel restraints. These must be properly adjusted (each heel shall be restrained to prevent it from rising higher than 7cm measured at right angles from the footplate) and in working order. Likewise, the foot release from any other type of fitment that may be used must be self-acting and not require the intervention of the athlete or a rescuer.
The heel restraint rule will be changed in 2019 to bring it into line with the equivalent FISA rule.
 - Compliance of all boats in Adaptive events including:
 - Foot stretcher and strapping in the AR1 and AR2 boats
 - Correct fixing of pontoons on AR1 boats
 - Safety of body strapping of rowers in AR1 and AR2 boats; additionally
 - Fixed seats in AR2 1x and 2x together with optional stabilising pontoons
 - Fixed seat and upright seat back in AR1 1x with mandatory stabilising pontoons that must both be in contact with the water when the boat is level.
 - Compliance of all boats with the standard Para-Rowing boats specifications including:
 - Safety measures in standard Para-Rowing PR2 1x/2x boats including fixed seat(s), foot stretcher and strapping with optional stabilisers.
 - Safety measures in standard Para-Rowing PR1 1x/2x boats including fixed seat(s) with upright back rest, foot stretcher, strapping and correct fixing of pontoons on PR1 1x boats to ensure they are secure and are in contact with the water when the boat is level.
 - Correct body strapping of rowers in PR1 and PR2 sport classes.
 - *coxes' ability to escape from front-loader boats*
 - *condition and general maintenance of the boat, including the integrity of any buoyancy compartments. Note: If a compartment is fitted with a method of closing that compartment then the fitment must be in place and intact.*
- d. Adaptive boats shall comply with the requirements of Rule 4-4b and 4-4c.

- e. Para-Rowing boats shall comply with the requirements of Rule 4-5b and 4-5c.
- f. All boats being used for racing shall be identifiable by a three-letter code, as determined by British Rowing together with a three-digit fleet number determined by the club.
- g. No boat shall make use of any substance capable of modifying the natural properties of water to improve performance.
- h. No competitor shall make use of a boat with a sliding or swinging rigger mechanism.
- i. There shall be no restriction on the design of boats or equipment other than as described above.

7-3 The Start (Side by Side Racing)

7-3-1 Reporting at the Start

- a. Each crew is responsible for being at the Start and ready to race two minutes before the scheduled time of the race. Should the starting station not be free at that time, the crew should follow the instructions of the start team, and or keep within hail until called forward to the starting station. Should the competition run late, an announcement may be made establishing a differential between competition time and normal time.
- b. The Starter shall 'call over' the crews by announcing the race, the competing crews, their stations and, where practicable, thereafter the time remaining to the start of the race, ideally at one minute intervals, up to two minutes prior to the start time.
- c. The Starter shall then announce 'Two Minutes'.
- d. A crew that is not at the Start two minutes before the scheduled time of the race may be disqualified. If it is permitted to start in the race, it shall, at the discretion of the Starter, incur the penalty of one 'Official Warning'. A crew that is not at its starting station and ready to race by the scheduled time of the race may be excluded by the Starter. The start of a race may take place without reference to absentees.
- e. If all the competitors are in position and ready to race, and the Race Umpire and timing (where relevant) are ready, the Starter may start the race up to two minutes early (or earlier if agreed with the crews and the event organisers are advised accordingly). If, through circumstances beyond their control, or because of equipment failure before the start, a crew cannot reach the start in time, or cannot immediately race at race time once there, they may appeal for a delay, through any umpire. Such delay is at the discretion of the Programme Controller and Starter in consultation. They should consider any effect on the other competitors and the programme before granting such a delay, minor running repairs in the start area excepted.
- f. If the start of a race is delayed, the Starter may:
 - hold the crews in the start area while proceeding with the next race
 - announce a new start time
 - require crews to return to the boating area and await further announcements.
- g. If there is only one crew in a race other than a final, that crew may be exempted from rowing over the course.
The question of fair and equal conditions for other crews in the event should be considered before exempting a crew from rowing over.
- h. The Starter may introduce minor changes to the schedule of racing if he considers it necessary due to local conditions at the Start.
- i. The Starter or Race Umpire may change the allocation of lanes prior to the start of a race, if necessary, to preserve the

principle of fair and equal conditions for racing or to increase the separation between crews.

The order of the draw should be retained.

7-3-2 Alignment

The purpose of alignment is to arrange for the bows of the competing crews to be aligned with the start line. There are no objections to a regatta declaring its course to be 'stern-on start, bows-on finish', and free starts can only be approximately aligned by the umpire. The following apply to other regattas:

- a. If a Judge at the Start is provided he shall proceed with aligning with the minimum of delay, as soon as any competitors are at their starting stations.
- b. When the Judge at the Start is satisfied with the alignment, he shall raise a white flag as a signal to the Starter.
- c. If the crews go out of alignment, the Judge at the Start shall lower the flag while realigning.
- d. If the start of the race is fair, the Judge at the Start should keep his flag raised for at least 10 seconds to signal a fair start from his perspective.
- e. If a separate Judge at the Start is not provided, the Race Umpire or Starter can act additionally as Judge at the Start, if practicable.

7-3-3 Crew Preparation

Competitors must be attached (where relevant) and ready to race two minutes before race time.

The only delays on the start should be for alignment and for getting straight. Excess clothing should have been removed and adjustments made by two minutes before race time.

7-3-4 Start Procedure

- a. In the event that races are running ahead of time and with the approval of the Race Committee Chairman, the Starter may start the race early by saying 'I propose to start this race early. If you would prefer to wait until race time, please indicate'. If all crews agree, the starter shall call 'Two minutes' and proceed with the start procedure given in 7-3-4b. *Crews must actively get 'straight' and may indicate if they are not ready to go by a raised hand from the steersman.*
- b. At 'two minutes' or when all crews are attached whichever is later, the Starter shall announce any 'Official Warnings' that have been given against any crews in the race, including any given by him for being late at the Start. He shall ask for an acknowledgement from any crews so warned.

This announcement shall be of the form Name, Infringement, Penalty. *e.g. XX Rowing Club, traffic violation, official warning, please acknowledge.*

- c. The Starter shall then re-announce the race number, event, and the outcome (if appropriate). The aim here is that the competitors are sure of the outcome of the race and what result they have to achieve to continue in the event.
- d. For Masters Handicap races the Starter shall then confirm the crews' ages, tell them what the handicap is, and remind them of the start procedure:
This is a Masters Handicap race. Crew(s) [...] you are Masters [...], crew(s) [...] you are Masters [...]. Please confirm.
Each crew is required to acknowledge that the information is correct.

The handicap is [...] seconds. I will start you like this: After the roll call I will say 'Attention, Go' and I will then use a stop watch to count down from [...] to '1' and then 'Go'. Crew(s) [...] you will go on my first 'Go', crew(s) [...] you will go on my second 'Go'. I will use the red flag on each start. Is that clear?

The starter should then require each crew to acknowledge that they understand the start procedure.

In the event of a 'false start' by any crew, the normal 'false start' procedure shall apply.

A crew awarded a handicap in its favour may elect to start without advantage.

- e. After a clear and distinct pause, the Starter shall then carry out the "Roll Call", naming each crew in turn. *The purpose of this pause is so that there is a clear gap between the provision of race information and the start of the Roll Call so it is clear to crews that the Roll Call has started. This identification should be simple and brief. The Start Procedure has now begun. Ideally the Roll Call will not begin until aligning is complete because competitors can expect the race to be started at any time after the end of the Roll Call.*
- f. Each crew is responsible for being both straight and ready to race at the end of the Roll Call. The Starter may then take no further notice of any crew which then indicates that it is not ready or that it is not straight.
- g. After the last crew has been named in the Roll Call the Starter shall check that the Judge at the Start has the white flag raised, timing (where relevant) and Race Umpire are ready; and shall then say '**Attention**'.
- h. The Starter shall then **slowly and deliberately** raise a red flag. Where it is advised that competitors have a visual impairment, the Starter shall say the words '**Red Flag**' for all crews to hear whilst raising the flag.
- i. After a further distinct pause, the Starter shall say: '**Go**', simultaneously dropping the red flag smartly to one side. The pause between the raising of the flag and the start command shall be variable. *Whenever possible the flag shall be held extended using both hands so that it is extended under tension and its release can be easily seen by competitors and officials alike.*
- j. If, after the red flag has been raised, the Starter decides that the Start should not proceed directly, he shall say: '**As you were**' and slowly lower the red flag. When he is again ready to proceed, he will begin again from the word: '**Attention**'. *Notwithstanding "j" above, the Starter is responsible for the fairness of the Start, and he should watch that the crews continue to be in a position to start fairly during the final stages before the word 'Go'.*
- k. In exceptional circumstances the Starter may omit the 'roll call' (having told the crews '**There will be no roll call**') and may then begin the Start from the word '**Attention**'.

7-3-5 Traffic Light Starting Systems

Where the Start signal is given by traffic lights, the process is as above in 7-3-4 up to, and including, 7-3-4g. After saying "**Attention**", the Starter shall pause and then switch on the red lights. Where it is advised that competitors have a visual impairment, the Starter shall also say the words '**Red Light**' for all crews to hear at the same instant that he presses the button to activate the red light. After a further distinct and variable pause, the Starter shall press the button which will simultaneously switch off the red lights, switch on the green lights and make the audible signal for the Start. If, after the red lights have been switched on, the Starter decides that the Start should not proceed, he shall say "**As you were**" and then switch off the red lights. When he is ready to proceed, he shall begin again from the word "**Attention**". In the event of a failure of the traffic light system, the Starter shall use the flag Start system (as described in 7-3-4 above) having first told the crews that he is going to do so.

7-3-6 False Start

- a. A Start shall be deemed 'False' if any boat crosses the start line before the start signal.
- b. A crew causing a 'False Start' shall be given an 'Official Warning'. If a crew incurs two 'Official Warnings' for the same race it shall be disqualified from the event.

'Official Warnings' may be given by any Umpire for a variety of infringements of the rules; an 'Official Warning' from any official source shall be taken into account by the Starter.
- c. A 'False Start' may be called by the Judge at the Start, the Starter or the Race Umpire.

If a 'False Start' is called, the race shall be stopped by any of the officials at the Start by ringing a bell and waving a red flag; the flag should be held at arm's length and moved in a vertical semi-circular arc from shoulder to shoulder. These actions should be picked up and repeated by the race umpire and any other start official. The crews may also be told to stop rowing.
- d. In the event of a 'False Start', the decision to stop the race should be made before the race has progressed too far. Once the race has been stopped, the crews shall return to their starting stations immediately. Any crew rowing on deliberately after the race has been stopped shall be awarded an 'Official Warning'.
- e. When the crews are again on their starting stations, the crew, or crews, causing the 'False Start' shall be awarded an 'Official Warning'.

Should the Starter feel that the 'False Start' was caused by a badly executed Start Procedure or by some extraneous sound or action, he may restart the race without penalty to any particular crew on that account.

7-3-7 Failure to Start

If a crew fails to start on command, then the race will proceed without it, unless, in the opinion of a Start Official, there is a strong reason for the non-start. In that case, the race may be stopped.

7-4 The Start (Processional Races)

- a. All crews shall be allocated a number which shall be prominently displayed by the crew throughout the race; crews will be addressed by this number during the race.
- b. The Start Marshal will present the crews in order, in procession, to the Start, bringing them individually to race pace as they approach the start line.
- c. The Starter will start each crew with the words: 'Number XY' ... 'Go', the 'Go' being given as or before the crew passes the line of the Start.
- d. The timekeeper shall record the crew number and the time the crew passes the line of the Start.
- e. Should the crews present themselves to the Starter out of order, the Starter shall take them in the order in which they come.

Should two crews present themselves to the Starter together, the Start Marshal may attempt to hold one back, if he fails the Starter may start both crews together.

7-5 The Race**7-5-1 General**

These regulations shall be so applied as to ensure that all competitors race under safe, fair and equal conditions. A competitor, whose opponent is taking unfair advantage of a situation, should have a 'fair opportunity to win' restored wherever that is practicable. A crew that is out of contention may be considered to have no 'opportunity to win' to be restored. A crew that has fairly established a commanding lead might expect some protection from what happens behind it; likewise, crews well behind the main field might anticipate receiving less attention from the

umpire than those in contention.

7-5-2 Lanes and Stations

- a. Each crew shall be assigned a lane or station, which shall be the crew's designated water for the duration of the race. A boat's proper course shall be defined as that which it must follow from start to finish while remaining in its own water on the prescribed course.
- c. Each crew should remain on its proper course throughout the race and it should not:
 - encroach on the proper course of other competitors
 - 'interfere' with other crews (see 7-5-5)
 - leave the limits of the course
- d. A crew continuing out of its proper course after due warning may be disqualified by the umpire if it derives any advantage from so doing.
- e. The Race Umpire shall be the sole judge of a boat's proper course and shall decide all questions relating thereto.

7-5-3 Steering

Each crew is responsible for its own steering.

The umpire may call the attention of the racing crew to its steering only if it is about to:

- a. 'Interfere' with a competing crew (see 7-5-5)
- b. 'Foul' a competing crew (see 7-5-6)
- c. Risk disqualification under Rule 7-5-2d
- d. Collide with a temporary obstruction on the course.

A temporary obstruction may be another boat, an object in the water or any item that should not be there. In these circumstances the umpire should warn the crew in plenty of time so that the crew may take avoiding action; he may, in this case only, give steering advice to the crew. The umpire also has the option of stopping the race and declaring a verdict, or re-rowing the race from the start.
- e. Collide with an obstruction off the course.

An obstruction could be any structure such as a bridge, pier, pontoon, weir or other river traffic in the navigation channel that may provide a risk of damage or injury to boat, equipment or crew, and may include the bank, staging or heavy buoys. The umpire may delay stopping a crew for a while, consistent with safety, to give the crew every opportunity to recognise the obstruction themselves. In deciding the point at which a crew should be stopped, the umpire should bear in mind the experience of the crew involved and the speed at which their boat is travelling. The instruction to a crew in this circumstance shall be:

 - raise a white flag vertically above the head
 - name the crew
 - give the command 'Obstruction, Stop'

Once they have taken notice of the obstruction the crew may continue with the race.

7-5-4 Umpires' Instructions**a. Launch Umpires**

- To warn a crew, the umpire shall:
- raise a white flag vertically above his head
 - name the crew
 - point the flag, at arm's length, in the direction in which the crew is to move. Where it is advised that the competitors have a visual impairment, the Umpire shall also audibly instruct the crew in the direction in which it is to move
 - when the crew has responded, the umpire shall drop the flag smartly to the side, out of sight
 - if the crew fails to respond, the umpire may repeat the sequence.
- b. Bank Umpires

To warn a crew, the umpire shall:

- raise a white flag vertically above his head
- name the crew
- audibly instruct the crew in the direction in which it is to move

The commands 'move to starboard' or 'port' should be used first. If this fails the umpire may try 'bowside' or 'strokeside'; or any other words to achieve the desired effect.

- when the crew has responded, drop the flag smartly to the side, out of sight
- inform all other umpires, judges and the co ordinating umpire of the warning.

c. All Umpires

- Where crews are close together in neutral water, the umpire may:

- raise a white flag vertically above his head
- name the crews
- audibly instruct the crews to move apart
- when the crews have responded, the umpire shall drop the flag smartly to the side, out of sight
- if the crews fail to respond, the umpire may repeat the sequence

- To stop a crew, but not the race, the umpire shall:

- raise the white flag vertically above the head
- name the crew
- give the command: 'stop'

- To stop a race, the umpire shall:

- ring the bell
- wave a red flag
- give the command: 'stop'

7-5-5 Interference

- a. Interference is defined as conduct by a crew which impedes the legitimate progress of an opponent who is on his proper course.
- b. If the Race Umpire detects Interference, he shall warn the offending crew.
- c. If Interference continues, the Race Umpire may take further action under Rule 7-5-7.

7-5-6 Foul

A Foul is defined as any collision or contact between boats, oars, sculls or persons in the same race.

7-5-7 Action following Repeated Interference or a Foul

- a. Following repeated Interference or a Foul, the Race Umpire may:
 - allow the race to continue (*e.g. if the offence, in the opinion of the umpire, will not affect the outcome of the race*)
 - disqualify any offending crews, and allow the race to continue if more than one crew remains in the race
 - stop the race, disqualify any offending crews and return the remaining crews to the Start, to rerow the race (*immediately, or at a time to be determined by the Programme Controller*)
 - determine the finishing order
 - adopt a combination of these actions.
- b. No competitor shall be disqualified for Interference unless he has been warned.

7-5-8 Accidents

A crew shall abide by its own accidents except where damage is caused by interference from an outside agency during the race. In the case of such an incident, the umpire may order the race to be rerowed (see also Rule 7-5-3d).

The competition may give discretion to the Starter to allow quick minor repairs to boats arriving in a damaged condition at the Start.

7-5-9 Outside Assistance

- a. Any communication with a crew during a race, other than by means of an unaided voice, may be deemed outside assistance.
- b. Any crew receiving outside assistance may be disqualified from the event and may be subject to further penalties under Rule 8-5.
- c. There shall be no following or pacing during the race by other boats or launches other than approved launches. Doing so risks action under Rule 8-4.

7-6 The Finish

7-6-1 Completing the Course

- a. A crew has completed the course when its bow, or any part of its hull crosses the line of the finish.
- b. A crew must finish the race with the same complement as that with which it started. If any crew member leaves the boat before the finish the crew shall be deemed not to have finished.

7-6-2 Umpire's Approval

When all competing crews have crossed the line, the Race Umpire (Co-ordinating Umpire if bank umpired) shall signal to the judges:

- verbally, or by raising a white flag, if the race is in order and that the sequence in which the crews crossed the finish line is to be declared as the race result. Where it is advised that competitors have a visual impairment, the Umpire shall say the words '**White Flag**' for all crews to hear whilst raising the flag.
- verbally, or by raising a red flag, in all other cases. Where it is advised that competitors have a visual impairment, the Umpire shall say the words '**Red Flag**' for all crews to hear whilst raising the flag. The Race Umpire (or Co ordinating Umpire or Race Committee) will carry out any necessary investigation (*e.g. hearing a protest*) and instruct the judges on the race result for declaration.

7-6-3 Duties of the Judges

- a. The judges must take no account of anything that may have happened before the boats pass the finish, such matters being the responsibility of the Race Umpire and others.
- b. The judges shall determine the order in which the boats pass the finish line, and they may be required to determine distances between boats at the finish and/or approve records of time differentials. There is no minimum separation between crews that may not be recognised. Judges may inspect any official photographic records or electronic records of the Finish before reaching a conclusion. *Where a photograph or electronic record is used to decide the order of finish, the Chief Judge shall ensure that any timings reflect separation shown in the photograph or record, rather than the reaction time of the Timekeeper. It is recommended that a sound, audible to the competitors, be provided as each crew passes the line.*
- c. If there is a difference of view between judges on the finish order or the distance to be declared, the view of the Chief Judge shall prevail.
- d. The judges shall acknowledge the signal at the end of the race from the Race or Co-ordinating Umpire either with a white flag, a white light, or verbally, and take cognisance of any instructions concerning the result.
- e. The Judges shall draw the attention of the umpire to any protest being signalled by any competitor.
- f. Once the umpire's approval has been given, the judges shall

declare the result.

- g. The judges shall keep a record of the finish order of each race and of the declared result if different.

7-6-4 Dead Heats (Side by Side Racing)

- a. If two or more boats cross the finish line simultaneously, the judges shall declare a dead heat between them.

The judges shall declare a 'Dead Heat' only if it is absolutely impossible for them to identify a winner or place a crew. There is no minimum distance by which one boat may be judged to lead another at the line.

- b. If it is necessary to separate the crews that have dead heated, then the Chief Judge shall declare the finish order for any crews not involved and order a rerow for the crews involved. *The rerow should normally take place immediately.*

Both dead heated crews may be passed through to the next round of competition thus avoiding a rerow if the draw and course can accommodate the situation.

8 DISPUTES AND DISCIPLINARY PROCEDURES

The processes described in this section will be subject to change in the course of 2018 to reflect changes to the Disciplinary and Grievance procedures adopted by British Rowing.

8-1 General

- a. The decision of an umpire shall be final and without appeal.
b. The jurisdiction of a launch based umpire extends over the whole race including the Start and the Finish unless zonal umpiring is being used in which case it covers the particular zone allocated to the umpire.

A Co-ordinating Umpire may represent the full team of umpires that cover a race that is bank or zonal umpired, but any change of view has to come from the umpire in whose jurisdiction the situation occurred.

- c. Race Committees and umpires may decide on any situation not covered in these rules.

A report on such cases shall be sent to the National Competition Committee within five days.

8-2 Protests

- a. A competitor or crew may make an immediate protest at the end of a race against the umpire's decision, or potential decision. (A protest may be made by an official club representative on their behalf).

Ideally, a protest should be signalled to the Race Umpire, if launch based, by the raising of hands or clearly calling 'objection' as soon as the crew has passed the Finish. Protests at a land based competition may be made through the Chief Judge to the Co-ordinating Umpire.

- b. Should an immediate protest to the umpire fail, a further protest may be made to the Race Committee.

Appellants should realise that the Race Committee cannot overturn a decision of the Race Umpire; its powers in this direction are limited to consideration of any new facts of which the umpire might not have been aware; and bringing these to the attention of the umpire, who may or may not then vary his decision.

- c. Any dispute or objection not satisfactorily settled between the crew concerned and the competition shall be referred in writing, by the Captain of the protesting club, to the Chairman of the Umpiring Committee for the region in which the competition is held, to act as arbiter, with copies to:

- the Regional Representative of the Region of the protesting club
- the Captains of any other Club involved and their Regional Representatives

Should any party involved be dissatisfied with the decision of

the Chairman of the Regional Umpiring Committee that party may refer the dispute, within one month, to the Chairman of the National Competition Committee who will arbitrate.

Should a conflict of interest appear during any protest, both parties can agree a replacement arbiter. Appellants should realise that once a protest is taken beyond the immediate time-frame of the race, the chance of anyone being able to restore a position in the event in question is remote. A successful protest involving a poor umpiring or competition decision shall be referred to the appropriate Regional Umpiring Committee for discussion and action.

8-3 Misrepresentation

- a. No person may impersonate another or adopt a false identity in order to compete in a competition. No one may compete below his status, as defined in the rules governing the classification of events. Anyone found to be competing under a false identity, or while banned from competition, or competing below their individual status, or in a crew below its collective status, shall be disqualified from the competition together with the crew, or crews, of which they are part.

- b. The Race Committee Chairman may take further action against the individual or club as in Rule 8-5a and 8-5b.

- c. The incident shall be reported to the National Competition Committee, which may take further action under Rule 8-5d.

- d. Fines – Clubs entering an ineligible crew for an event may be fined all or some of the total entry fees for that event if the event is declared null and void. The fine shall be decided upon, and imposed by, the Chairman of the National Competition Committee following any necessary discussion with the parties involved and is in addition to any penalty imposed under Rule 8-5c.

8-4 Unsportsmanlike Behaviour

Competitors, crews, coaches, groups of club members or supporters of a club who:

- wilfully disobey safety instructions
- set out to subvert the application of the Rules of Racing
- refuse to follow the instructions of an umpire or properly appointed official
- delay the Start without just cause
- physically or verbally threaten or abuse another competitor, official, helper or member of the public
- use foul or obscene language in the public hearing, or use foul or obscene gestures in the public view
- being competitors, misrepresent themselves as in Rule 8-3.
- display any other form of misconduct deemed by an official to be unsportsmanlike

shall be considered to have engaged in Unsportsmanlike Behaviour, and be subject to disciplinary measures as indicated in Rule 8-5.

8-5 Disciplinary Measures

There are four levels of disciplinary measures:

- a. in the jurisdiction of any Umpire officiating (whether on duty or not) at the event, the Race Committee Chairman or Race Committee
- a caution
 - an 'Official Warning'
 - disqualification from a race in which the rules have been infringed
- b. in the jurisdiction of the Race Committee or its Chairman
- a 'public' official warning
 - disqualification of an individual competitor, a crew or a club from all races at the competition. (Any prizes already won must be returned and may be re awarded to

- the crew finishing second; no entry moneys are refundable).
- c. in the jurisdiction of the Race Committee
- a fixed penalty fine of £50 for each individual, or £250 for a club.

This level of action is to be used for serious situations, where the Race Committee feels that the situation warrants action beyond that available in 'a' or 'b' above, or for situations serious enough for 'b' above, but that action would be ineffective because the competition is effectively over for the club involved.

The Race Committee Chairman shall conduct an investigation of the incident that day, and prepare a short written summary and conclusion, before leaving the site of the competition. The individual competitor, crew or club shall be told of the investigation, and the procedure explained, they must be given the opportunity of providing a written rebuttal of the statement, and the opportunity to take a copy of the Chairman's summary. The statement shall be sent to the Chairman of the National Competition Committee or his representative within two days. Copies shall be sent to the Chairmen of the relevant Regional Umpiring Committee.

The fine shall be lodged with British Rowing pending a possible appeal, but shall revert to the competition unless there is a successful appeal. The individual or club cited in the summary shall be banned from competition until the fine is paid.

- d. in the jurisdiction of the Chairman of the National Competition Committee
- a fine without limit and/or a ban from competition without limit, applicable to individuals or clubs.

This level of action is to be used for very serious situations, where the individual or club has attempted to cheat and/or misrepresent or has repeated an offence treated under 'c' above, or where the Chairman of the National Competition Committee believes that the offence warrants extraordinary action.

The facts and the penalty imposed shall be published.

8-6 Penalties at Processional Races

The following penalties are available for processional events (head races, time trials, etc.):

- Rule 8-5 penalties
- an additional time penalty - to be added to the offending crew's time

There can be no reduction of time for a crew that is offended against.

8-7 Appeal Procedure

- a. **Appeal to the National Competition Committee**

A club or individuals may appeal against any penalty imposed under 8-5c direct to the Chairman of the National Competition Committee, or his nominee. Written 'Notice of Appeal' must be received within three days of the competition. A date for any appeal hearing will be set, to be not later than three weeks after the date of the Competition. The appeal will be heard by a subcommittee of the National Competition Committee, which may consider both written and verbal evidence. The hearing shall be informal and closed, and parties shall represent themselves. The result of any appeal shall be reported to Council and subsequently published.

Possible Outcomes:

- endorsement or increase of the original fines
- a ban from competition for individuals or the club for a period of time, in addition to, or instead of, any fines

placing the penalty against the club rather than individuals, or vice-versa

- finding in favour of the appellants. This could involve questioning the decisions of Umpires and provision of these findings to the appropriate Regional Umpiring Committee responsible for the licensing of the Officials named.

- b. **Appeal to Council**

Following a disciplinary appeal hearing by the National Competition Committee or direct disciplinary action by the Chairman of the National Competition Committee under Rule 8-5d, the appellant or the competition involved may make an appeal to the Council of British Rowing.

The hearing shall be at a place and time decided by the Chairman of the Board. The hearing shall be informal and the parties shall represent themselves.

Possible outcomes shall be as for an appeal hearing in 'a' above, but the outcome shall be final and without further appeal.

The result of the appeal shall be published.

9 APPENDIX A: GLOSSARY

Glossary

The following definitions shall apply throughout these rules:

- a. **Abbreviations:** The following standard abbreviations are recognised:
- DNF = Did not finish
 - DSQ = Disqualified
 - DNS = Did not start
 - NRO = Not rowed out
 - NTT = No time taken
 - SCR = Scratched
- b. **Adaptive Event:** is an event for competitors that have been allocated an Adaptive grouping by the British Rowing classification procedure.
- c. **British Rowing Sport Class:** shall mean the category allocated by the Adaptive and Para-Rowing classification processes (see 2-2-4 and 2-2-5).
- d. **BROE:** shall mean the British Rowing Online Entry system.
- e. **Bumping Race:** shall mean a processional race where the order of finishing is determined by bumping or overtaking.
- f. **Circulation Pattern:** describes the compulsory directions of travel in various areas and lanes in and around a course that are available for competitors' use during racing and practice.
- g. **Competition:** A group of one or more events managed by one Organising Committee. This includes, but is not limited to, regattas, head races, time trials, bumping races, etc.
- h. **Competitor:** An individual who takes part in a competition either as a rower or as a cox.
- i. **Competitor Profile:** The Competitor Profile provides information about each individual competitor. This includes their age, gender and their Ranking Index.
- j. **Coxbox:** shall mean apparatus carried by a cox to enable them to be heard by their crew and to enable them to measure the speed of the boat and the rating or cadence achieved by the crew.
- k. **Crew:** An entity comprising one or more competitors with or without a cox who group together for the purpose of taking part in a competition. A crew shall be considered an entity subject to these rules, and members of a crew shall be collectively responsible for its conduct at the race, event or competition. The club or clubs is/are also responsible for the conduct of crews competing under their names.

- l. **Dead-weight:** shall mean the additional weight that a cox must take with them to bring their total weight up to the required minimum for the event.
- m. **Doping:** Is defined as the occurrence of one or more of the Anti-Doping Rule Violations set forth in Article 2.1 through Article 2.10 of the UK Anti-Doping Rules.
- n. **Doubling up:** is the process whereby an individual or a crew enters more than one event in the same competition.
- o. **Draw:** The process by which crews are selected into or into a starting order and then the outcome of that process.
- p. **Event:** shall mean a race or series of races, including all time trials, heats, repêchages, finals etc., that together determine the winner and the order of placement in a particular class of competition.
- q. **Event Band:** An Event Band is a term used to define categories at competitions which rowers compete in. These may be called Championship, Intermediate, Beginner etc. The event bands will be set individually by each competition at the close of entries. Bands will therefore, vary between events.
- r. **FISA:** shall mean the 'Fédération Internationale des Sociétés d'Aviron'.
- s. **Head Race:** shall mean a race in which the participating crews start to race at different times and where the order of finish is determined by comparison of elapsed times taken to cover the prescribed course.
- t. **Membership Card:** The card issued annually to all paid up British Rowing registered members.
- u. **Not Rowed Out:** a verdict used when one or more crews in a race fail to continue racing throughout the course to the finish.
- v. **Official Warning:** A penalty that may be given by any umpire who is on duty at the competition for any of a number of infringements of the Rules of Racing or for unsafe behaviour; this shall be taken into account at the Start of a crew's next race. Two such warnings for one race shall lead to automatic disqualification from the event.
- w. **Organising Committee:** The group of people who take responsibility for the organisation and running of a competition.
- x. **Para-Rowing Event:** is an event for competitors that have been allocated a Sport Class by the British Rowing classification procedure.
- y. **Personal Ranking Reference Book:** means the guide to the Personal Ranking System.
- z. **Personal Ranking:** means an individual's ranking as defined in the Personal Ranking Reference Book.
- aa. **Primary Event:** is defined at Appendix C.
- bb. **Private Match:** A competition arranged solely between the clubs or competitors concerned. There shall be no advertising for entries and no more than four clubs shall compete unless specific permission has been granted by the National Competition Committee. Organising club(s) should note that the competition requirements of RowSafe still apply and appropriate insurance cover is required.
- cc. **Programme or Race Controller:** An official appointed by a competition Organising Committee to control and adjust the programme of races on the day of the event.
- dd. **Public Official Warning:** A penalty that may be awarded by the Race Committee or its Chairman which involves the announcement of an 'Official Warning' and the circumstances of the offence and the name of the crew or club involved, over the public address system at the competition.
- ee. **Race:** When crews compete against each other and the results are determined either by the order the crews cross the finish line or on the basis of time.
- ff. **Ranking Index:** The Ranking Index (RI) is the number of points a competitor currently has for entering competitions. It is made up of the eight highest weighted personal Ranking Points gained in competition over the last five years with the weight of older points reducing with time. The RI is constantly re-calculated.
- gg. **Ranking Points:** Ranking Points are awarded when a competitor beats a crew in a race.
- hh. **Recreational Boat:** shall mean a stable rowing boat such as an 'Explore Rowing' boat. This definition specifically excludes the use of fine boats in recreational competition.
- ii. **RowSafe:** shall mean British Rowing's 'RowSafe 2017' guidance document and subsequent revisions to that document.
- jj. **Rower:** Any member of a crew (either sweep-oared or sculling) excluding the cox.
- kk. **Safety Adviser:** shall mean the person identified in RowSafe as the Event Rowing Safety Adviser.
- ll. **Stable (Recreational) Boat Competition:** is informal competition, guidance for which is given at Appendix E.
- mm. **Umpire:** One who is qualified by examination as approved by British Rowing, Scottish Rowing, Welsh Rowing or FISA and is licensed to umpire at British Rowing affiliated competitions. In addition, national umpires from other FISA federations who are demonstrably working towards FISA qualification may be invited to officiate under the jurisdiction and supervision of a GBR FISA umpire and/or the Race Committee Chairman (or their delegated nominee) and with the authorisation of the Chairman of the Multi-Lane Umpiring Panel.

10 APPENDIX B: ESSENTIAL EQUIPMENT FOR OFFICIALS

Where an official combines two or more functions, his equipment should contain all that is essential for him to perform all the duties he is allotted.

Race Umpire:

- red flag and white flag and bell
- electric megaphone
- binoculars, if deemed necessary
- information regarding the competitors in each race, what the event is and what the 'outcome' is
- if launch based - a suitable stable but manoeuvrable launch, adequately fast, but of low wash characteristic, with support at chest or waist level, licensed where necessary, driven by an experienced driver, and equipped with the recommended safety equipment in line with RowSafe including an appropriate lifejacket, or buoyancy aid
- if land based - a suitable, marked station, recognisable by the competitors, from where the whole of the section of the course he is to control is visible, without obstruction; from which he can be clearly heard and be seen from all points of that section of the course, equipped with communication equipment to enable discussion between himself and the Co-ordinating Umpire, and messages to be passed quickly to the neighbouring umpires. Ideally, cover should be provided against inclement weather.

Co-ordinating Umpire:

- a station where he can see as much of the course as possible, and yet accessible to competitors who wish to

- lodge a protest
- binoculars, if deemed necessary
- communication equipment such that he can overhear comments from and between race umpires on the progress of the race, details of warnings, circumstances of disqualifications etc. and such that he can discuss a situation with a race umpire, transmit a verdict to the Judges and hold a brief conversation with the race programme controller, and/or the Secretary of the Competition.
The traditional red and white flags used to signal to the judges may be used, or radio messages may be substituted if he is sited out of view of the judges.

Head of Control Commission:

- access to crew entry forms and membership cards, giving the names, registration numbers and photographs of each individual competitor
- a weighing machine suitable for accurate weighing of competitors and suitably sited to maintain that accuracy
- means for competitors to put together any necessary dead-weight e.g. sand, freezer bags and staplers
- paperwork to manage the recognition of checked competitors and boats
- communication facilities with the Starter and with 'Race Control'.

Starter:

- a red flag and bell or any other audible and visual means that follow the same principles of signalling the 'Start' e.g. red/green traffic lights and linked hooter.
- A white cross may be added to the red flag of the Starter to assist visibility.
- In multi-lane situations the Starter will require a podium or tower and/or a means of distributing his voice and his visual signals fairly to all competitors.
- some means of communication with 'race control' to ensure that he is aware of changes to the race programme and of any penalties (e.g. official warnings) that have been awarded.

Judge at the Start:

- a white flag, red flag and bell or any other audible and visual means that follow the same principles of signalling the state of crew alignment and false starts e.g. white and red lights and a hooter.
To assist visibility, a red cross may be added to this white flag.
- a sight line to allow consistent bows-on aligning and/or a compass
- a megaphone or radio communication with the stakeboats and Starter
It is perfectly satisfactory to align remotely using, for example, closed circuit television.

Chief Judge:

- a sight line for the finish
- visual and audible signals to the competitors, timing and Race Umpire that the leading crew has crossed the finish line, and to acknowledge the umpire's signals. e.g. a white flag or white light and a hooter
- a log to provide a written record of the results
- where appropriate, and possible, a camera (e.g. camcorder) and operator to assist in the verdict of close finishes
- communication facilities to transmit verdicts and to receive changes to the order of racing, change of stations etc.

- where the course is wide, binoculars to recognise crews and read boat numbers
- a megaphone

11 APPENDIX C: PRIMARY EVENTS

Primary events may be incorporated into conventional competitions or, if there is sufficient support, make up an entire competition. They are intended for rowers who are new to the sport (say, in their first year/year and a half of rowing). They are intended to provide a first taste of side by side racing, in a relatively safe and regulated environment. Primary events are non-qualifying, but when rowers are judged by their peers and coaches to be capable of racing in suitable non-Primary events then they should transfer to 'normal' open events. If, after a period racing in Primary events, rowers do not wish to take up racing more seriously, then they may continue as recreational rowers. However, it is not envisaged that rowers can continue to race, and win Primary events year after year.

Primary events

- are limited to newcomers to the sport.
- are limited to registered members of British Rowing (Platinum, Gold, Silver)
- are limited to those not entered into any other events at the same competition that are not Primary events
- may be offered for competitors in any age band who have not won a qualifying Junior, Senior or Masters event
- shall provide at least two races for one entry fee via any system of the organisers' choice
- shall be raced over courses no longer than 800m
- may be offered in any boat size.

12 APPENDIX D: ADDITIONAL PARA-ROWING AND ADAPTIVE REQUIREMENTS

General Strapping requirements for Adaptive and Para-Rowing events

The purpose of the strapping is for safety and to prevent movement of the lumbar region away from the seat backrest.

- All straps shall be min 50mm wide, be of non-elastic material which will not induce pressure marking or chaffing and manufactured without mechanical buckles and shall be able to be released immediately by the rower with a single quick hand action of pulling on the free end of the strap.
- When more than one strap is used, all shall be released in the same manner and direction.
- Any hand strapping shall be able to be released immediately by quick mouth action.
- Additional strapping may be used by any rower but shall comply with this Regulation.
- It is recommended that all strapping is in a contrasting colour to race strip.
- All boats shall be equipped with stretchers or shoes that allow the rowers to get clear of the boat without using their hands and with the least possible delay.

General requirements of Adaptive Boats

- AR1 boats must have a fixed seat with upright backrest
- AR1 1x and 2x must have stabilising pontoons
- AR2 2x may have stabilising pontoons
- AR3 boats shall comply generally with 7-2-8

Specific Strapping requirements for Adaptive events

- The AR1 1x and 2x boats shall have a chest strap
- Rowers in either the AR1 or AR2 boats may choose to use additional strapping for safety and/or comfort
- There are no obligatory strapping requirements for the

AR3 boat

General Requirements of Para-Rowing boats

- PR1 and PR2 boats must have a fixed seat with upright backrest
- PR1 1x boats must have stabilising pontoons and fixed in position so that when the rower is sat in the boat, both pontoons shall be horizontal and as a minimum, touch the water
- PR1 1x seat and rigger design are not restricted except that the seat must be compatible with the standard seat fixing and the design of the riggers must allow the stabilising pontoons to be correctly fixed
- PR2 Mix 2x, 2x and 1x boats may have a stabilising pontoons
- PR3-PD4+ boats shall comply with 7-2-8
- PR3 1x, 2x, 2-, 4x shall comply with 7-2-8

Specific Strapping requirements for Para-Rowing events

- In addition to compliance with the general strapping requirements, strapping requirements for Para-Rowing boat classes shall be as follows:

PR2 Strapping Requirements - rowers shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap shall be secured under the seat or rails and over the thighs, as close to the knees as possible.

PR1 Strapping Requirements - rowers shall use a strap that shall be secured to the seat back and around the torso just covering the xiphoid process (bone at the bottom of the sternum). The rower's lumbar region shall remain in contact with the seat when the rower reaches forward when rowing, during training, warm up, cool down and racing. The purpose of the strapping is to prevent movement of the lumbar region away from the seat and it shall be tight enough to do so. The design and placement of the seat and all straps shall allow the lumbar region to be visible from the side during rowing. The straps shall be attached to the seat on both sides. The point at which the strap is attached to the seat should be no lower than the top edge of the supportive portion of the strap at the front of the torso. Straps shall be assessed with the rower in a static position with the spine straightened by bearing the weight of the upper body through the arms while the buttocks and back remain in contact with the seat. The supportive portion of the back rest of the seat shall not be lower than the level of the attachment points of the front strap. If a bracket is attached to the strap it shall not rotate at the attachment. Additionally, the AS1x rower shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap shall be secured under the seat or rails and over the thighs, as close to the knees as possible.

13 APPENDIX E: STABLE BOAT COMPETITIONS

Guidance on the Conduct of Stable (Recreational) Boat Competitions

Principles

As for conventional racing under British Rowing rules, the purpose of these guidelines is to:

- Provide a basis for safe, fair and equal racing taking account of the guidance in RowSafe.
- Provide a framework for the organisation of competitions for recreational rowers

However Recreational/Explore Rowing races are informal and run primarily for enjoyment and this document is intended to assist organisers rather than to provide a rigid set of rules.

Organisation

An Organising Committee should be appointed, the Chairman of which will be responsible for the conduct of the event. *It is*

recommended that the Organising Committee should include at least one Umpire.

Unless the Recreational/Explore Rowing event takes place during the course of a competition held under British Rowing Rules of Racing, race officials are not required to be Umpires. However, the Organising Committee should ensure that such officials have the necessary expertise and experience to perform their duties in a safe and professional way.

The Organising Committee shall ensure that the event is covered by appropriate insurance.

Safety & Welfare

The Organising Committee shall appoint a Safety Adviser and Welfare Officer who are responsible for producing appropriate Safety Plans and Welfare Plans for the event (see 5-2-2c).

Competitors

Recreational rowing or stable boat events are aimed at beginner rowers and more experienced recreational rowers who do not train regularly for fine boat racing under British Rowing Rules of Racing. Organisers should exercise discretion in excluding active competitors with a Gold licence from beginners' events. All competitors including coxes, shall hold at least Silver Membership of British Rowing.

Boat Types

These may be stable /touring boats, such as provided under the Explore Rowing programme, or any other stable boat types according to availability, type of event and the experience of the crews.

Types of Event

Organisers should try to ensure, so far as is practicable, that racing is between competitors of similar competence.

Types of Race

Types of racing which could be considered are:

- "Head" races or time trials. Such races may be run over any distance, as determined by the event organisers, but having due regard to the suitability and safety of the course.
- Side by side races. Crews should have the opportunity to race at least twice. This may be achieved by arranging a "round robin" competition or a plate event for first-round losers, at the discretion of the organising committee.
- Skills competitions. These may include (but are not restricted to) any of the following:
 - Slalom around buoys etc.
 - Backing down
 - 360 degree turn
 - Emergency stop

At all times the safety of competitors shall be the organisers' first priority. If there is insufficient space for crews to perform such manoeuvres side by side, then they should compete singly and be timed.

14 APPENDIX F: OFFSHORE ROWING COMPETITION RULES

The following rules are departures from the British Rowing Rules of Racing for the discipline of 'offshore' rowing for the 'endurance' format.

The provisions of the Rules of Racing remain applicable in all other circumstances.

An offshore rowing competition is a competition in which all competitors use offshore rowing boats as defined in these Rules and where the competition course is on the open sea or on a large inland body of water and in accordance with these Rules.

These Rules apply to domestic competitions affiliated with British Rowing for offshore rowing.

Classes of Boat

The following classes of boat:

- Solo (C1x)
- Double Sculls (C2x)
- Coxed Quadruple Sculls (C4x+)

Construction of Offshore Rowing Boats

Offshore rowing boats used in offshore rowing competitions must meet the following three measurement requirements:

1. Maximum permitted length over all;
2. Minimum permitted weight of boat;
3. Minimum permitted width of the boat measured at the following two locations, all measurements taken externally at the station of maximum overall beam:
 - 3.1 width overall;
 - 3.2 width at the Secondary Beam Measurement Point which shall be located at the specified height from the deepest point of the boat at that station.

The maximum permitted length and minimum permitted weights are as follows:

Boat Type	Maximum length (m)	Minimum weight (kg)
C1x	6.00	35
C2x	7.50	60
C4x+	10.70	140

There is no restriction on the additional weight that can be added to a boat.

There is no minimum length for Offshore Rowing boats. The minimum permitted widths are as follows:

Boat Type	Width overall (1)	Secondary Beam Measurement Point	
		Height of measurement Point above deepest point of boat	Width at measurement Point (2)
C1x	0.75m	0.19m	0.55m
C2x	1.0m	0.23m	0.70m
C4x+	1.3m	0.30m	0.90m

In offshore rowing boats, all rowers must be seated in line over the axis of the boat and all coxed boats shall be designed so that the cox is required to sit upright to the stern of the rowers.

Boats must meet the minimum flotation standards such that when full of water with a crew of average weight equal to the design weight of the boat seated in the rowing position should float such that the top of the seat is a maximum of 5cm below the static waterline.

In addition, offshore rowing boats shall be constructed with three (3) watertight compartments. These compartments may have watertight hatches or ports for access to these areas.

Boats shall be designed and constructed so that the hulls are self-bailing; self-bailing shall mean that water in the boat will automatically be removed with through hull bailers by the forward movement of the boat, or by a cockpit floor properly pitched aft to an open transom.

It shall be the sole responsibility of the club using a boat to ensure that it complies with these requirements either with the required watertight compartments or built-in flotation utilising bags or tanks.

Requirements for Offshore Rowing Boats and Equipment

In addition to the requirements above, offshore rowing boats shall comply with any additional requirements set down by any national,

regional and/or local authority for participation in the particular offshore rowing competition.

In particular:

- i. Boats must meet the minimum flotation standards generally set down by British Rowing, either with the required watertight compartments or built-in flotation utilising bags or tanks.
- ii. Boats must carry a life jacket for every crew member. Coxes must wear a life jacket;
- iii. Boats must have a towing eye located approximately 100 mm above the loaded waterline on the bow fitted with a 15 m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with crew members on board in strong wind and sea conditions. The loose end of the line must be within hand-reach of a rower for the purpose of throwing to a rescue boat if required;
- iv. Any ballast must be fixed securely to the structure of the boat.
- v. During offshore competition, for safety reasons each boat shall be permitted to carry such radio or telecommunication equipment as permitted or required by the Organising Committee or by other maritime authorities for such events.
- vi. The Organising Committee may at its discretion refuse permission for a particular boat or crew to go on the water or to participate in the competition if it believes the boat is unsafe.
- vii. Offshore boats are not required to have bow balls. Any fixture close to the bow should be made of material or positioned in such a way to limit injury in the event of a collision.

Boat Numbers

Each boat must display an alpha numeric boat number on both sides of the bow for the purpose of identification and safety in compliance with rule 7-2-8e.

All boats participating must be registered with Control Commission before going on the water, whether for training or competition. This is the responsibility of the crew.

Any crew failing to register their boat in accordance with these rules will not be allowed to race. Any crew failing to properly display the boat number at all times at a competition may be penalised.

Crew Racing Numbers

Crews are required to display a crew racing number in addition to the boat's number. This number shall be visible at all times from ahead, behind and from either side and shall be a minimum of 20cm high in contrasting colour to the background.

For races with beach finishes which require one or more crew members to exit the boat and cross the finish line on foot, every crew member crossing the finish line must clearly display their crew number on their person in a manner visible to the finish judges.

Race Characteristics

The race course for offshore rowing competitions shall provide, as far as possible, fair and equal racing conditions for all crews. This shall require sufficient width of the start line to allow all the crews in each event to start at the same time (except in the case where there are preliminary heats, the process for which shall have been notified to all teams at the time of their entry).

Wherever possible, the Organising Committee shall design the course so that the action of the race and competing boats can be seen by spectators on shore. In designing the course the Organising Committee shall take advantage of wind and wave direction, offshore

features and beaches. This may include beach starts or finishes.

The length of course shall be 4-6km.

The course may be straight, rectangular, triangular or point to point or of such other shape as may be suited to the location.

For safety purposes the layout of the course shall not allow boats to be travelling in opposite directions in the same water.

The course may be covered more than once. In principle there should be no turning marker closer than one kilometre (1 km) from the start if the required angle of the turn at that marker is greater than 45 degrees.

Where an event has separate preliminary heats, the courses used for the respective heats may be different from one heat to the next but must be of the same racing distance and the racing conditions of each course on the day must be similar.

Course Markers

A plan of the course(s) showing the location of all course markers together with their description and their GPS position must be included in the Notice of Regatta and also in the instructions issued to all crews upon arrival at the competition. The plan shall also be displayed at the Control Commission;

For safety purposes, wherever buoys are used to mark the turning points, the Organising Committee should, wherever possible, use inflatable marker-type buoys rather than existing solid mooring buoys and beacons;

The Organising Committee shall take all necessary precautions in setting out the course and the course markers to avoid any risks of boats grounding in shallow waters or on rock formations. Including clearly marking such areas and placing warning buoys in the appropriate locations. Consideration shall also be given to avoiding established shipping lanes and areas frequented by other boats.

Start and Finish Lines

The start line and finish line shall be visually marked by the alignment of two landmarks or buoys.

The orientation of the start or finish line shall in principle be perpendicular to the route to be taken to or from the next or previous turning point respectively.

For all races, except for races against the clock, the start line shall be wide enough to allow all competitors in the race to align and start at the same time.

The finish line may either be on the water, or if such an option is possible, on the beach. Where a beach finish is provided, the finish shall be a finish line or a flag situated at a designated point on the beach and a crew shall have finished the race when one or more members of the crew has crossed the line or touched the flag as required.

Number of Lanes

Offshore rowing regattas shall normally be raced without limit to the number of crews in each race. This will be subject to the dimensions of the start line, the length of the course and all safety considerations, including weather conditions and provision of safety boats. There shall be no delineated lanes. Where there is a limit on the width of the start line, the Organising Committee shall indicate in the Notice of Regatta and in the information to crews the maximum number of boats which can be accommodated on the start line at one time in any category.

ID on racing shirt

Each crew member shall also display on their racing shirt or equivalent the three-letter club code and their family name (in Romanised text) in the following manner and format:

Racing Shirt	Font	Height	Width	Case	Example
FRONT: Family name (short)	Arial	50mm	120-150mm	Uppercase	BATTEN
FRONT: Family name (long)	Arial	50mm	150mm	Lowercase	Batten-Ball
BACK: CLUB code	Arial	100mm	150mm	Uppercase	TRC

Safety - General Principles

Event Safety Adviser

The Organising Committee shall appoint an Event Safety Adviser who is familiar with local marine conditions and who has experience of offshore rowing events. The Event Safety Adviser shall be responsible for all communications with the local maritime or navigation authority and shall ensure that all safety requirements, including rescue services, are in place before the start of races and that all local maritime rules and regulations are met. The Event Safety Adviser shall cooperate closely with the Race Committee Chairman and shall participate in any decisions in case of adverse weather conditions.

Crew Captains' Meeting

Before the start of the competition, a meeting shall be convened by the Organising Committee at which all team managers, coxes and crew captains must participate. At this meeting, the Race Committee Chairman and Event Safety Adviser will explain and provide to all participants all information reasonably required for the safe running of the event (including local maritime rules, tidal movements, currents, specific topography, known dangers and safety rules). If deemed necessary, the coxes, and the crew captains, may be invited to view the course from a motor launch of the Organising Committee.

General obligations

All rowers and coxes must:

- be familiar with and respect local maritime rules in addition to the British Rowing Rules of Racing;
- wear appropriate life jackets or have an individual life jacket on board within easy and convenient reach for their personal use at all times when on the water. Coxes shall wear a life jacket at all times when on the water;
- know what to do in the event of their boat swamping or capsizing and if their boat requires to be towed.

Crew Captain's obligations

According to international maritime law, all sea-going vessels must have one person responsible for safety and navigation. In offshore rowing, this will be one member of the crew who will be designated the "Crew Captain". The designated Crew Captain for every boat shall be notified to the Organising Committee in writing at the time of the crew's Registration and before the crew goes on the water for the first time, whether for training or racing.

Such notification is the responsibility of the club in whose name the crew is entered, and the crew concerned. Any crew for which a Crew Captain has not been notified shall not be permitted on the water.

The Crew Captain shall be responsible for:

Before every outing:

- take responsibility for assessing the risks and the ability of the crew to cope with the prevailing and forecast conditions;
- familiarise himself with the current and expected weather conditions;
- register the outing with the Control Commission, showing the date and time of the outing, the estimated length of

the outing and the route to be taken;

- check the condition of the boat and the safety equipment on board.

During the outing:

- ensure that the crew respects all navigational and safety rules;
- require that all members of the crew wear their life jackets as necessary;
- make necessary decisions for the safety of the crew if the weather deteriorates;
- monitor any changes in the weather or water conditions which might affect the safety of the crew.
After the outing:
- inform the Control Commission of the return of the crew;
- complete the log to indicate the crew's return.

Special Offshore Rowing Safety Considerations

General Rules with other water users

Rowing at sea outside of channels and ports requires special attention to weather conditions, tides, water currents and general maritime traffic.

All crews and volunteers on the water must familiarise and follow the relevant parts of the International Rules for the Prevention of Collision at Sea (COLREGS) and any local marine traffic rules. See [http://www.mar.ist.utl.pt/mventura/Projecto-Navios-1/IMO-Conventions%20\(copies\)/COLREG-1972.pdf](http://www.mar.ist.utl.pt/mventura/Projecto-Navios-1/IMO-Conventions%20(copies)/COLREG-1972.pdf) for the COLREGS.

Including, when two rowing boats are on a potential collision course, both boats should move to starboard to give way to the other boat. Safety measures and local rules must be vigorously applied by all umpires and additional officials and must be strictly observed by the crews.

Shelters

Shelters are ports and bays where boats can easily find refuge in adverse weather conditions and where the crew members can be safely disembarked. Such shelters must be made known by the Organising Committee to all crews as part of the information to crews. Shelters may be very dependent on the tidal, wind and current conditions. Depending on the conditions, an area may be considered a shelter at a certain time of day only, and may be dangerous and inaccessible at other times. Whatever the route followed by the rowers, they must be aware of all the possibilities of access to the shelters in accordance with the navigational limits imposed on their boat.

Cap sizing

Crews should regularly practice their capsize drill and familiarise themselves with all the steps to ensure the safety of the crew.

Progression System

The Organising Committee shall publish the progression system after the close of entries, and before the captains' meeting.

The progression system is limited by a range of factors including the number boats available, the space on the start line, the extent of on water safety provision, and local marine conditions.

Where possible any changes to the progression system made by the Organising Committee must be communicated to crews.

The Draw

Where a system of preliminary heats is required, a draw for the first round shall take place at the Crew Captains' meeting on the day before the first heat takes place, or earlier if appropriate. The draw shall be to decide which crews take part in which heats. There shall be no lanes allocated.

However, for beach starts where the line of the start is not perpendicular to the first turning marker, crews' starting positions will be allocated as follows:

1. by a random draw supervised by the Race Committee

Chairman; or

2. where there has been a preliminary round the positions shall be allocated based on the ranking of crews in the preliminary round with the higher-ranking crews at the end nearest to the first turning marker; or
3. if there is seeding of crews, the higher seeded crews shall, in the first round of the event only, be allocated starting positions at the end nearest to the first turning marker.

Adverse Weather Conditions

The Race Committee Chairman, in consultation with the Event Safety Adviser and the Organising Committee, shall take all decisions on any delay, postponement or cancellation of races, or of changes to the course, resulting from adverse weather conditions or other matters relating to the safety of competitors and officials on the water or the fairness of the course.

This may include reducing the maximum number of boats in races. If the number of boats in a race is reduced, the Race Committee Chairman may use the ranking in the preliminary heats to seed the races or, if there have been no preliminary heats, prior experience may be used.

At the Start

Crews must be in the vicinity of the start line two minutes before the designated start time.

The Starter may start the race without reference to absentees.

The Starting Procedure

The Start (floating)

Each boat shall be at liberty to find its own position on the Start line but it is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given.

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall in principle be approximately 50 meters behind the line of the Start and shall be such that the Starter has a clear view of all boats and the starting signals are clearly visible to all crews on the Start line. A clearly distinguishing jacket should be worn by the Starter.

There shall be a Judge at the Start who shall be positioned exactly on the line of the Start.

The Judge at the Start shall be responsible to identify any boats which are on the course-side of the Start Line at the time the start signal is given. He shall immediately notify the Starter and Umpires of his decision in this regard and the offending crews shall be notified.

The starting procedure shall be as follows:











- i. It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not be required to give any instructions to crews in this regard prior to the start signal being given. Crews in the Start area shall at all times closely follow the instructions of the Starter or Umpire. Any crew not following such instructions may be penalised. After giving the 3-minute, 2-minute and 1-minute signals respectively as provided in paragraphs (ii), (v) and (vi) of this Rule, the Starter may start the race at the given time without reference to the position of any crew.
- ii. Three minutes before the start, the Starter shall simultaneously:
 - hoist three balls one above the other (each ball shall have white cross on a red background, be clearly visible from the Start line and shall be not smaller than 50cm in

- diameter); and
- sound three clear, short blasts with a hooter.
- iii. All boats shall remain within the vicinity of the start line. At the expiry of the three minutes the start can be given even if some boats have not reached the start position.
 - iv. Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge at the Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.
 - v. Two minutes before the start time, the Starter shall simultaneously:
 - lower one of the three raised balls; and
 - sound two clear, short blasts with the hooter.
 - vi. One minute before the start, the Starter shall simultaneously:
 - lower one of the two remaining balls; and
 - sound one clear, short blast with the hooter.
 - vii. At the Start time, the Starter shall give the signal to start by simultaneously:
 - lowering the one remaining ball; and
 - sound one long blast with the hooter.

The ball should be lowered exactly three minutes after the beginning of the starting sequence.

The official start of the race will be considered the moment the single ball starts to be lowered.

Summary table of starting sequence (floating)

Time	Visual signals	Audio signals
-3 minutes		3 balls (red with white cross) 
-2 minutes		2 balls (red with white cross) 
-1 minutes		1 ball (red with white cross) 
START	 drops	Dropping the single ball (red with white cross)  LONG
Mass false start	 Waving	Starter waving red flag  repeated

- viii. Should the Judge at the Start consider that many crews are on the course-side of the Start line at the designated start time, or should the Starter find that many crews are late to the Start through reasons beyond their control; the Starter may delay the Start at his sole discretion. Alternatively, he may start the race on time and if appropriate may award penalties as provided in these Rules.

The Start (Beach Starts)

- i. The boats shall be lined up on the beach near the water's edge.
- ii. The Starter shall direct the crews to float and hold their boats approximately 8m apart at the edge of the water. In a normal beach start, all crew members shall be holding their boat standing in the water next to their boats and

can only start to board their boat after the start signal has been given.

The Starter shall then order the crews to get ready and bring their boats into line. The Judge at the Start shall be the sole judge of whether the boats are reasonably in line. If a running start is used, one nominated crew member from each crew shall be a runner. The runners will start behind a set running start line located on the beach and when the start signal is given, shall run to their boat to join other crew members. The remaining crew members shall be holding their boats and standing in the water next to their boats and can only start to board their boat after the start signal has been given.

- iii. It is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be penalised by the Starter or the Umpire. The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race competitors. A clearly distinguishing jacket should be worn by the Starter.

The Starter shall inform the crews when there is five minutes, four minutes and three minutes remaining before the start time.

There shall be a Judge at the Start who shall be positioned in such location as to be able to properly carry out his responsibilities. In the case of a running start, the Race Committee Chairman may allocate two Judges at the Start for this purpose.

The Judge at the Start shall be responsible to identify any nominated runner who crosses the set running start line before the start signal is given (in the case of a running start) and any crew whose member(s) start to board their boat before the start signal is given.

- iv. Boat Handlers
 - There shall be up to two boat handlers per boat.
 - The boat handlers shall, in principle, be provided by the teams and are recognised as official support crew members.
 - The boat handlers shall at all times remain in shallow water not above their shoulder height.

The role of the boat handler is to support the departure and arrival of the crew from and to the beach.

In rougher conditions, and at the discretion of the Race Committee Chairman, the number of boat handlers may be increased.

The starting procedure for beach starts shall be as follows:

- i. Crews must be at their start positions (and in the case of a running start, nominated runners must be at the running start line) and under the control of the Starter two minutes before the starting time of their race.
- ii. The Starter may penalise a crew which is late to the start and may start the race without reference to absentees.
- iii. When there is two minutes to the start, the Starter shall say "Two minutes!"
- iv. At the Start time, the Starter shall give the signal to start by standing clearly visible, and dropping in one downward

motion the raised start flag, simultaneously sounding a hooter in one long blast.

The official start of the race will be the moment the flag starts to be dropped.

There shall be no roll call.

Delays at the Start

Where the start of any specific boat category is delayed for any reason, the Starter shall inform that boat category or categories of the delay. Where the whole race is to be delayed the Starter shall lower all signals and begin the three-minute countdown process again after announcing this to the waiting crews.

False Start

Floating Start

A crew commits a false start when any part of its crew, boat or equipment is on the course-side of the Start Line at the time the Start signal is given.

Beach Start

A crew commits a false start if, in the case of a running start, the crew's nominated runner crosses the set start line before the start signal is given and in all cases if any crew member starts to board their boat before the start signal is given.

Consequences of a False Start

Individual false start

i. Floating Start

A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty of 120 seconds. When conditions allow a single ball should be raised to indicate one or more crews are carrying a false start penalty.

ii. Beach Start

Where a false start is committed, the Judge at the Start shall stop the race and the Starter shall notify the crew that it has committed a false start and shall issue an official warning to the offending crew.

A crew causing two false starts in the same race in a Beach Start shall be disqualified by the Starter Mass false start

If in a race the Judge at the Start indicates that a number of boats have committed a false start, the Starter may decide to stop the race and give the start again or he may allow the race to continue and award penalties to all boat concerned. If he decides to stop the race, the Starter shall do so by hoisting a red flag and sounding repeated short blasts on the hooter. Where there is a mass false start caused by weather conditions or other external influences, but the Judge at the Start considers the start to have been fair, he may advise the Starter to allow the race to continue with or without penalties to individual crews.

Responsibility of Rowers

All crews shall compete in accordance with the rules. If a crew does not comply with the rules, including if it impedes or interferes with another boat or gains any advantage thereby, it may be penalised. A crew, which for any reason does not complete the full course as designated by the organising committee, including not rounding all or any of the turning markers, is responsible to declare this to the Finish Judge or another Umpire or to the Organising Committee at the end of the race. The result for such a crew shall be recorded as "Did not finish".

Interference

A crew causes interference to another crew if it changes course to prevent another crew from passing, if it does not give way when required under this regulation, or causes a collision with another crew through not giving way when required by these regulations.

Rules of Giving Way

When three or more boats are on the same line and a cox reasonably

considers that there is not enough room between his boat and the others the cox may call by its boat number one of the crews and say "(Boat Number --!)" --"Attention!" -- "Give Way!!", and the boat called must change its course sufficiently to leave the crowded boat enough room or it may be penalised by the Umpire who may awarding a time penalty of 30 seconds, or may disqualify the crew or take other appropriate measures under the rules.

No boat or boats may deliberately or otherwise cause interference to another boat which is on a course towards a turning marker or other course mark.

If two or more crews co-operate to cause disadvantage to another crew or crews or to assist another crew or crews, all crews of the club(s) involved in such cooperative action may be disqualified.

Collisions

In case of collisions (of boats or oars) the Umpire shall decide if anyone is at fault and may penalise the crew responsible for the collision by awarding a time penalty of 30 seconds, or may disqualify the crew or take other appropriate measures under the rules.

Overtaking

It is the responsibility of a crew overtaking another crew to avoid interfering with the crew being overtaken; a crew which is being overtaken must not obstruct the course of an overtaking crew.

If a crew being overtaken obstructs or interferes with the overtaking crew by changing its course or in any other manner, the Umpire may penalise the crew causing obstruction or interference or hindrance by awarding a time penalty of 30 seconds, or may disqualify the crew or take other appropriate measures under the rules.

Rounding of a Turning Marker

At the turning markers crews should avoid interference with other crews and observe the rules of overtaking.

Crews are responsible of their own steering and shall follow direction given by Umpires, including Umpires at the turning marker.

In order to be placed in the final ranking for the event, all crew must round all turning markers and must complete the full course as designated by the Organising Committee.

Finish of the Race

Floating Finish

- A crew has finished the race when the bow of its boat has reached the finish line between the two buoys. All crew members must start and finish the race.

Beach Finish

- Where, a beach finish is provided, a crew shall have finished the race when one or more members of the crew has reached the line or touched the flag on the beach as required. For beach finish races all crew members must start and arrive at the beach.
- For beach finishes the Race Committee Chairman together with the Organising Committee may adopt a penalty box approach close to the finish line whereby time penalties given during the race may be served before the runner is released to complete their run to the finish line. A crew in contravention of these requirements shall not be ranked in the race and shall be shown on the results as did not finish.

Dead heats

When the order of finish between two or more crews is too close for any difference to be determined, then the result shall be declared a dead heat between the crews involved. If there is a dead heat, the following procedure shall operate:

- In any preliminary round, if a dead heat occurs between crews and if only one of the crews would progress into the next round, then, on the condition that sufficient boats are available for this purpose, all crews involved in the

dead heat shall progress to the next round. If there are not sufficient boats available then the Race Committee Chairman and the Chairman of the Organising Committee, in the presence of the concerned Crew Captains, shall conduct a random draw between the crews involved in the dead heat to determine which of those crews shall so progress, up to the number of boats available for this purpose.

- ii. In a final, if a dead heat occurs between crews, then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied placing is for a medal position then the Organising Committee shall provide additional medals.

Umpires and Additional Officials shall be as for Rules 6-1-4 and 6-1-5

In principle, they shall consist of persons carrying out the following duties:

- Chairman of Race Committee
- Starter
- Judge at the Start
- Race Umpire
- Turning Mark Umpires / or Supporting Umpires
- Judges at the Finish, one of whom shall be the Chief Judge
- Control Commission, one of whom shall be Head of Control Commission

Additional functions to the duties laid out in the Rules of Racing:

Control Commission – oversee the signing in and out of crews during racing. Check the correct display of the boat registration numbers and that the numbers required to be worn by crew members are correctly displayed and shall record the details.

The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed.

There shall be no Aligner. Except for a beach start, the Judge at the Start shall not be required to give instructions to any crew on their alignment at the Start. It is wholly the responsibility of the crews not be on the course side of the start line at the time the start signal is given.

The Race Committee Chairman, in consultation with the Event Safety Adviser, shall decide the number of Umpires to supervise each race. Where there is more than one Umpire, the Umpires shall have equal status in their areas of responsibility.

The Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, he shall observe whether any crew gains any advantage or suffers any disadvantage from its opponents or from external factors and shall impose appropriate penalties on crews at fault. The Umpire shall not give any steering indications to crews. Nevertheless, he shall endeavour to ensure that accidents are avoided.

All active umpire boats shall carry an identification flag or marker to distinguish them from other water craft.

If necessary, the Umpire may impose penalties during the race. He may also stop the race, impose any necessary penalties and order the race to be re-started, either from the start or from some other point either immediately or later. In the latter case, he shall decide on the new starting time in consultation with the Race Committee Chairman and he shall inform the crews concerned.

Where the Umpire has serious doubt whether the impediment affected the result of the race, or considers the effect of the impediment was not significant, he may decline to take any action or he may take such action as he sees fit in the circumstances.

The Umpire may also allow the race to continue and impose penalties after the race has finished. However, in principle, if a crew is to be awarded a time penalty the Umpire should advise the crew

at the time the penalty is awarded by saying to the crew: “(Boat Number!)” – “(reason for penalty!)” – “Time Penalty! (30 seconds!)”

Turning Mark Umpires / or Supporting Umpires – record the number of crews passing key turning points during the race and communicating this to Race Control.

The Judges at the Finish shall determine the order in which the bows of the boats reach the finish line.

In the case of a beach finish they shall determine the order in which the designated rower or rowers reach the finish line or touch the flag as required.

They shall ascertain that the race was in order. They shall be responsible for validating the results.

Disputes, Disciplinary Procedures and Penalties.

These shall be as rule 8-5 although, additionally, an umpire may issue a time penalty to an offending crew as follows:

- Standard time penalty – 30 seconds
- Floating false start time penalty – 120 seconds

15 APPENDIX G: MASTERS HANDICAP SYSTEM

Operating Notes

It is the intention of the Handicap Table to give the maximum number of entrants a race, cancel out the inevitable ageing effect and compete on fair terms.

The following simplified Operating Notes are intended to ensure that all officials and competitors know that the system is employed correctly and fairly.

All competitions offering events for Masters may use the Handicap Table for all entrants (see 4-7-e).

Head Races

- The Standard Times will be the fastest time of the day for each boat type and gender.
- The category spread can include all categories, if necessary, to give all entrants a race.
- Masters crews racing in the same or adjacent handicapped categories should, if possible, be in the same division.

Regattas

- The Standard Times will be established on the basis of local knowledge of the fastest time that a winning Masters A or Senior crew or sculler would take to cover the course, in the conditions prevailing that day, and adjusted as per the following table for different boat categories.

Note: Should the anticipated Standard Time be other than 3:00 minutes then the Table should be adjusted pro rata.

Standard Times

Boat Type	Open	Mixed	Women
8	3:00	3:10	3:20
4x	3:10	3:20	3:30
4-	3:15	3:25	3:35
4+	3:20	3:30	3:40
2x	3:30	3:40	3:50
2-	3:35	N/A	3:55
1x	3:40	N/A	4:00

- The Standard Time shall be determined before the start of the regatta and shall be communicated to the competitors.
- The spread of age categories in one regatta event, with the appropriate handicap, shall not normally exceed three – e.g. B/C/D or G/I.
- The handicaps shall be applied at the Start and the winner shall be the first at the Finish line.

HANDICAPPING TABLE

Standard Time	Age Categories										
	Time Differentials – mins:secs										
Mins:secs	A	B	C	D	E	F	G	H	I	J	K
	27	36	43	50	55	60	65	70	75	80	85
1:00	0:00	0:01	0:02	0:05	0:07	0:09	0:12	0:15	0:18	0:21	0:24
1:10	0:00	0:01	0:02	0:05	0:08	0:11	0:14	0:17	0:21	0:25	0:29
1:20	0:00	0:01	0:03	0:06	0:09	0:12	0:16	0:20	0:24	0:28	0:32
1:30	0:00	0:01	0:03	0:07	0:10	0:14	0:18	0:22	0:27	0:32	0:37
1:40	0:00	0:01	0:04	0:08	0:11	0:15	0:20	0:25	0:30	0:35	0:41
1:50	0:00	0:01	0:04	0:08	0:12	0:17	0:22	0:27	0:33	0:39	0:45
2:00	0:00	0:01	0:04	0:09	0:13	0:18	0:23	0:29	0:36	0:43	0:50
2:10	0:00	0:01	0:05	0:10	0:14	0:20	0:25	0:32	0:39	0:46	0:54
2:20	0:00	0:01	0:05	0:10	0:15	0:21	0:27	0:34	0:42	0:50	0:58
2:30	0:00	0:01	0:05	0:11	0:17	0:23	0:29	0:37	0:45	0:53	1:02
2:40	0:00	0:02	0:06	0:12	0:18	0:24	0:31	0:39	0:48	0:57	1:06
2:50	0:00	0:02	0:06	0:12	0:19	0:26	0:33	0:42	0:51	1:00	1:10
3:00	0:00	0:02	0:06	0:13	0:20	0:27	0:35	0:44	0:54	1:04	1:14
3:10	0:00	0:02	0:07	0:14	0:21	0:29	0:37	0:47	0:57	1:07	1:18
3:20	0:00	0:02	0:07	0:15	0:22	0:30	0:39	0:49	1:00	1:11	1:22
3:30	0:00	0:02	0:07	0:16	0:23	0:32	0:41	0:52	1:03	1:14	1:26
3:40	0:00	0:02	0:08	0:17	0:24	0:33	0:43	0:54	1:06	1:18	1:30
3:50	0:00	0:02	0:08	0:17	0:25	0:35	0:45	0:56	1:09	1:22	1:34
4:00	0:00	0:02	0:08	0:18	0:26	0:36	0:47	0:59	1:12	1:25	1:38
4:10	0:00	0:02	0:09	0:19	0:27	0:38	0:49	1:01	1:15	1:29	1:43
4:20	0:00	0:02	0:09	0:19	0:28	0:39	0:51	1:04	1:18	1:32	1:47
4:30	0:00	0:02	0:09	0:20	0:29	0:41	0:53	1:06	1:21	1:36	1:51
4:40	0:00	0:02	0:10	0:21	0:30	0:42	0:55	1:09	1:24	1:39	1:55
4:50	0:00	0:02	0:10	0:22	0:31	0:44	0:57	1:11	1:27	1:43	1:59
5:00	0:00	0:02	0:10	0:22	0:32	0:45	0:59	1:14	1:30	1:46	2:04
6:00	0:00	0:03	0:11	0:24	0:35	0:49	1:04	1:21	1:38	1:55	2:12
7:00	0:00	0:03	0:13	0:27	0:39	0:54	1:10	1:27	1:46	2:05	2:24
8:00	0:00	0:04	0:14	0:29	0:42	0:58	1:15	1:34	1:55	2:16	2:37
9:00	0:00	0:05	0:16	0:31	0:45	1:02	1:20	1:41	2:03	2:25	2:48
10:00	0:00	0:05	0:17	0:34	0:48	1:06	1:26	1:48	2:11	2:34	2:56
11:00	0:00	0:06	0:19	0:36	0:52	1:11	1:31	1:54	2:19	2:44	3:09
12:00	0:00	0:07	0:20	0:38	0:55	1:15	1:36	2:01	2:27	2:53	3:20
13:00	0:00	0:07	0:22	0:41	0:58	1:19	1:42	2:08	2:36	3:04	3:32
14:00	0:00	0:08	0:23	0:43	1:01	1:23	1:47	2:15	2:44	3:13	3:43
15:00	0:00	0:09	0:25	0:45	1:05	1:28	1:52	2:21	2:52	3:23	3:54
16:00	0:00	0:09	0:26	0:48	1:08	1:32	1:58	2:28	3:00	3:32	4:05
17:00	0:00	0:10	0:28	0:50	1:11	1:36	2:03	2:35	3:08	3:41	4:16
18:00	0:00	0:11	0:29	0:52	1:15	1:40	2:08	2:42	3:17	3:52	4:27
19:00	0:00	0:11	0:31	0:55	1:18	1:45	2:14	2:48	3:25	4:02	4:39
20:00	0:00	0:12	0:32	0:57	1:21	1:49	2:19	2:55	3:33	4:11	4:50
21:00	0:00	0:13	0:33	0:59	1:24	1:53	2:24	3:02	3:41	4:20	5:01
22:00	0:00	0:13	0:35	1:02	1:28	1:58	2:30	3:08	3:49	4:30	5:12
25:00	0:00	0:15	0:39	1:09	1:37	2:10	2:46	3:29	4:14	4:59	5:44
30:00	0:00	0:19	0:47	1:20	1:54	2:32	3:12	4:02	4:55	5:48	6:41
40:00	0:00	0:25	1:01	1:44	2:26	3:14	4:06	5:10	6:17	7:24	8:31
50:00	0:00	0:32	1:16	2:07	2:59	3:57	4:59	6:17	7:39	9:01	10:23