



**Rowing Canada Aviron
Semi-Annual Meeting Agenda:**

Item 9:

**AMENDMENTS:
RCA RULES OF RACING**

MINOR CHANGES

The following “Minor Changes” to the Rules of Racing will be considered by the members of Rowing Canada Aviron at the RCA Semi-Annual Meeting, January 28, 2018:

MOTION #43: “Minor Changes” to the Rules of Racing

Moved: _____ **Seconded:** _____

That the amendments to sections:

(1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, 2.3, 2.7, 2.8, 2.9, 2.11, 3.1, 3.5, 3.9, 4.1, 4.4, 4.5, 4.6, 4.7, 5.1, 5.3, 5.4, 7.1, 7.2, 7.4, 7.5, 7.6, 7.8, 8.1, 8.2, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 9.1, 9.2.1, 9.3, 9.4, 9.5, Part 10, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9, 10.10, 10.11, 10.12, 10.14, 10.16, 10.17, 10.18, 10.19.1, 10.19.3, 11.1, 11.2, 11.3, 11.4, 11.5, 11.6, 11.8, 11.10, 11.11, 11.14, 11.14.4, 11.14.7, 11.15.2, 11.16, 11.17.1, 11.17.3, 11.17.4, , 11.17.5, 11.17.7, 11.17.9, 11.20, 11.21, 11.23, 11.25,

Appendix 1, Appendix 1a, Appendix 1b, Appendix 1c, Appendix 2, App. 2 – 3.3.3, App. 2 - 3.3.4, App. 2 - 3.3.5, App. 2 - 3.3.6, App. 2- 3.3.8, App. 2 – 6.1, App. 2 - 7, , Appendix 3 - 1., App. 3 – 4., App. 3 – 6., App. 3 – 7., App. 3 – 8, 8.1, 8.2, App. 3 - 10, App. 3 - 12, App. 3 - 13, App. 3 - 15, , Appendix 4, Appendix 4A, Appendix 5, App. 5.1, 5.2, Appendix 6, 1.2, 2.1, 3.1, 3.2, 4.1, 4.2, 4.5, 5.1, 5.4, 5.5, 6.1.1 (re-numbered), 6.1.2 (re-numbered), 6.1.3 (ii) (re-numbered), 6.1.4 (i), 6.1.4 (ii), 6.2.3, 7.1, 7.2.1, 7.2.5, 8.1, 8.2, , 9.1, 9.2, 10.1, 10.1 (re-numbered), 10.2, 11.3, App. 7 – 3.0, App. 7 – 4.2)

described as Minor Changes to the RCA Rules of Racing be approved:

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
1.4	Rowing Regatta	A rowing regatta is a sporting competition between two or more clubs, consisting of one or more rowing events divided, if necessary, into a number of races, into one or more classes of boats and into different categories of sex, age or body weight.
1.5	Applications of the Rules of Racing	... These rules shall not apply to any regattas that may be held in Canada that are within the exclusive jurisdiction and control of the Fédération Internationale des Sociétés d’Aviron (FISA), or, which are otherwise subject to the FISA Rules of Racing.

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1.6	Exceptions	<p>1.6.2 All participants are notified of the “local” rules prior to the regatta in the pre-event information <i>package or bulletin</i>; and</p> <p>1.6.3 The local rules provide a level of safety and fairness <i>materially</i> equal to those in the RCA Rules of Racing.</p> <p>1.6.4 <i>Rules and requirements of provincial, national or international multi-sport games may take precedence over RCA Rules of Racing.</i></p>
1.7	Canadian National Regattas	<p>All Canadian National Regattas are under the authority of RCA, <i>including:</i></p> <p>...</p> <ul style="list-style-type: none"> ❖ <i>Canada Cup</i> ... ❖ Any rowing regatta organized in connection with a national multi-sport competition, <i>or, RCA high performance team selection process.</i> ...
1.8	International Rowing Regattas	International Rowing Regattas are under control of FISA and/or the a national rowing federation concerned .
1.9	Authorization for International Competition	A crew or a rower may represent Canada in an international regatta abroad if it has received prior approval, in writing, from RCA.
1.10	Amendments to the Rules of Racing	The Rules of Racing, <i>including Appendices</i> may be amended every four years once during the quadrennial following the Summer Olympic Games. Cases of force majeure reserved. <i>In addition, if required for reasons of safety and fairness, extraordinary amendments may be made by the RCA Board of Directors, subject to approval by RCA Members at the next meeting of the Membership.</i>
2.3	Categories of rowers <i>and Proof of Age and Identity</i>	<i>Every competitor must be able to provide proof of age and identity by producing government issued documentation with photo upon request.</i>
		RCA recognizes the following categories of competitors for men and women:
		1. Under 17 (Junior B) - A rower or coxswain shall be classified <i>may compete</i> as an Under 17 competitor until the 31st of December of the year in which he or she reaches the age of 16. After that date, the rower shall be classified as a

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		Junior rower.
		2. Under 19 (Junior) - A rower or coxswain who is no longer an Under 17 competitor shall be classified as a Junior competitor may compete as an Under 19 competitor until the 31st of December of the year in which he or she reaches the age of 18. After that date the rower shall be classified as an Under 23 rower.
		3. Under 23 - A rower or coxswain who is no longer a Junior shall be classified may compete as an Under 23 competitor until the 31st of December of the year in which he or she reaches the age of 22. After that date, the rower shall be classified as Senior.
		4. Senior - A rower or coxswain who is 23 years or older during the calendar year in which he or she is competing of any age may compete as a Senior.
		Athletes competing in the Under 17, Under 19, and Under 23, and Masters categories must be able to provide proof of age by producing an official document with photo upon request.
	Additional Categories:	2.3.9 Each competitor shall be responsible for his/her own health and fitness. In the case of a minor, the club, province, or, other organization who enters the competitor in a regatta shall be responsible for the health and fitness of the competitor.
2.7	Masters Rowers	❖ The rower is not a member of any National Team or National Squad team representing Canada at an international competition during the previous two years to the date of competition.
		<u>Classification:</u>
		AA age: 21 - 26 years ...
		J age: 80 and over - 84
		K age: 85 - 89
		L age: 90 and over
		The age categories do not apply to coxswains. The age category of a Masters crew shall be determined by the average age of the rowers in the crew, rounded

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		<p>down to the <i>nearest</i> whole number. The age of a coxswain shall not be counted. The ages of individual rowers in a crew boat need not fall within the age category, so long as each rower is a Master and so <i>long</i> as the average age of the crew falls within the applicable category.</p> <p>A Masters crew or sculler may compete in a lower (younger) age category, but not in a higher category. <i>In this case, no age adjusted time will be applied.</i></p>
		<p>Every Masters competitor must be able to provide proof of age by producing official documentation with photo upon request.</p>
		<p>Each competitor shall be responsible for his/her own health and fitness.</p>
2.8	<p>Masters Handicap Age Adjusted Time Systems</p>	<p>As per Rule 7.2, if two or more entries are received in any age category a race shall be held. At the discretion of the Organizing Committee however, Masters events may be combined due to insufficient entries in one or more categories. <i>Age adjusted times will only be applied when two or more categories are combined and there will be no age adjusted time within a category.</i></p>
		<p>Additionally, if insufficient entries are received to warrant a race in an age category, the OC Organizing Committee at its discretion may can combine events and apply a handicap system an age adjusted time to the actual finish times of the older crew(s) / sculler(s), using the grid below an age adjusted time system, examples of which may be found in Appendix 5.</p>
		<p>The handicap will be applied to a single sculler or, in the case of a crew boat, to the individual members of the crew (excluding the coxswain), then averaged. The age handicap is calculated by adding the seconds per year per boat class as listed below. The AA category does not have a handicap.</p> <p>The Organizing Committee shall calculate and publish the handicaps on the racing program.</p> <p><i>The method for applying the age adjusted time depends on the system to be used. The process for applying the age adjusted time system(s) is described in Appendix 5. The Organizing Committee shall publish in the Regatta</i></p>

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		<i>Bulletin/Package the age adjusted time system to be used. The Organizing Committee shall apply the age adjusted times to the finish times.</i>				
		Seconds / year				
		MEN	1x, 2-	2x, 4+	4-	4x, 8+
		handicap 27-49	0.168	0.152	0.144	0.136
		handicap 50-64	1.365	1.235	1.170	1.105
		handicap 65+	2.940	2.660	2.520	2.380
		WOMEN	1x, 2-	2x, 4+	4-	4x, 8+
		handicap 27-49	0.282	0.264	0.252	0.234
		handicap 50-64	2.256	2.112	2.016	1.872
		handicap 65+	2.256	2.112	2.016	1.872
		MIXED	1x, 2-	2x, 4+	4-	4x, 8+
		handicap 27-49	0.225	0.205	0.195	0.1805
		handicap 50-64	1.800	1.640	1.560	1.480
		handicap 65+	2.700	2.460	2.340	2.220
		See Appendix 7 for expanded Garrett-Zezza age adjusted time Grid.				
2.9	Mixed Masters Events	Mixed crew events may be held for Masters crews <i>in any category for crews</i> in which half of the crew, excluding the coxswain, shall be women and half shall be men. The coxswain may be of either sex.				
2.11	Weighing of Athletes in Weight Restricted Events	... The weighing scales should indicate the weight of the rower to 0.1 kg. The rower shall be able to see the weight on the scale readout during the official weigh-in. If this is not practicable, the weigh-in personnel shall read out the rower's weight if requested by the rower or coach. The Control Commission may require, on the occasion of the first or subsequent weigh-ins, the presentation of an official identity card with photograph.				
3.1	Classes of Boats	a. Single Scull (1x)				

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)		
		b. Single Scull (1x) (fixed seat with pontoons - Para)		
		c. Double Sculls (2x)		
		d. Double Sculls (2x) (fixed seat - Para)		
		e. Pair (2-)		
		f. Coxed Pair (2+)		
		g. Quadruple Sculls (4x)		
		h. Four (4-)		
		i. Coxed Four (4+)		
		j. Coxed Quad (4x+)		
		k. Six (6+) (Fixed seat)		
		l. Eight (8+)		
		Open	Para boats	Other
		<i>Single Scull (1x)</i>	<i>Single Scull (PR1 1x, PR2 1x)*</i>	<i>Coastal C1x</i>
		<i>Double Sculls (2x)</i>	<i>Double Sculls (PR2 2x, PR3 2x)*</i>	<i>Coastal C2x</i>
		<i>Pair (2-)</i>	<i>Pair (PR 3 2-)*</i>	
		<i>Quadruple Sculls (4x)</i>		
		<i>Four (4-)</i>		
		<i>Coxed Four (4+)</i>	<i>Coxed Four (PR3 4+)*</i>	<i>Coastal C4+</i>
		<i>Coxed Quad (4x+)</i>		<i>Coastal C4x+</i>
				<i>Fixed Seat Six (6+)</i>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)		
		<i>Eight (8+)</i>		
			<i>*As defined in FISA Para Rowing Competition Regulations.</i>	
3.5	<i>Quick release</i> foot stretchers or Shoes	<p>In independently limit heel lift to a maximum of 7 cm for each shoe or type of foot gear fitted to the boat. all boats equipped with the foot stretchers, shoes or other devices holding the feet of the rowers shall be a type which allows must allow the rowers to get clear of the boat with no delay in an emergency. without using their hands and with the least possible delay in the event of a capsize. Where shoes or other devices holding the feet will remain in the boat, each shoe or device shall be If heel restraints are used to this effect, they must independently <i>restrained to</i> limit heel lift to a maximum of 7 cm for each shoe or type of foot gear fitted to the boat. <i>In addition, where laces, Velcro or similar materials must be opened before the rower can remove his feet from the shoes or other device, all such materials must be able to be released immediately by the rower with a single quick hand action of pulling on one easily accessible strap. Where shoes or other devices holding the feet will not remain in the boat, each shoe or device must be able to be released by the rower without using his hands or with a single quick hand action of pulling on one easily accessible strap or release device.</i></p>		
3.9	Adaptive-rowing equipment	Adaptive <i>Para</i> -rowing equipment		
	3.9.1 General Aspects	The use of FISA Standard Adaptive boats is mandatory for all Para AS1x and TAMix2x events.		
		<p>The Council shall determine the design and specifications of FISA Standard Adaptive boats and any changes thereto. The design and specifications shall be a part of these Regulations. Those parts of the Standard Adaptive Boats which are not specified in these Regulations may be modified subject to these Regulations and subject to Rule 60.</p>		

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		<p><i>Para Rowing Equipment shall be as specified in the FISA Para Rowing Competition Regulations, including requirements related to standard boats and strapping. The current FISA Para Rowing Competition Regulations regarding Boats and Equipment are noted below (with numbering from FISA regulations):</i></p>
		<p>8.1 General Aspects</p> <p>8.1.1 <i>The use of FISA Standard Para Rowing boats is mandatory for all Para Rowing PR1 1x and PR2 2x events.</i></p> <p>8.1.2 <i>The Council shall determine the design of FISA Standard Para Rowing boats (the FISA Standard Design) and any changes thereto. The design shall be a part of these Regulations. The FISA Standard Design is available from FISA upon request and all boats used in PR1 1x and PR2 2x events at international regattas under these Rules and Regulations must comply specifically with this FISA Standard Design.</i></p> <p>8.1.3 <i>Those parts of the Standard Para Rowing Boats which are not specified in these Regulations may be modified subject to these Regulations and subject to FISA Rule 40.</i></p> <p>8.1.4 <i>No changes in the standard design of FISA Standard Para Rowing Boats shall be made except in the year following the Paralympic Games.</i></p> <p>8.1.5 <i>The minimum weight of FISA Standard Para Rowing boats shall be as specified in these Regulations (Regulation 9).</i></p> <p>8.2 Para Rowing PR3 Mix4+ and PR3 Mix2x Boats</p> <p>8.2.1 <i>Boats used in PR3 Mix4+ events shall be subject to the same restrictions as those for coxed fours (4+) under the FISA Rules of Racing. No additional restrictions shall apply.</i></p> <p>8.2.2 <i>Boats used in the PR3 Mix2x events shall be subject to the same restrictions as those for double sculls (2x) events under the Rules of Racing.</i></p> <p>8.3 Standard Para Rowing PR2 Mix2x Boats</p> <p>8.3.1 <i>The FISA Standard Para Rowing PR2 Mix2x boat has a fixed seat and may have</i></p>

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		<p><i>stabilising pontoons. The hull, the pontoons where fitted, and the seat fixing shall comply with the FISA Standard Design specifications. The seat itself and the rigger design of the Standard Para Rowing PR2 Mix2x boat are not restricted except that the design of the seat must be compatible with the FISA Standard Design seat fixing.</i></p> <p><i>8.3.2 PR2 Mix2x rowers are required to comply with the strapping requirements set out in point 5 of this Regulation.</i></p> <p>8.4 Standard Para Rowing PR1 1x Boat</p> <p><i>8.4.1 The FISA Standard Para Rowing PR1 1x boat has a fixed seat and must have stabilising pontoons installed, attached to the riggers at a minimum distance of 60 cm from centre line of pontoon to centre line of boat. The pontoons should be fixed in position so that when the rower is seated in the balanced boat both pontoons shall be horizontal to the boat when checked from the side and shall, at a minimum, touch the water. The hull and the pontoons shall comply with the FISA Standard Design specifications.</i></p> <p><i>8.4.2 The seat itself and the rigger design of the Standard Para Rowing PR1 1x boat are not restricted, except that the design of the seat must be compatible with the FISA Standard Design seat fixing and the design of the rigger must allow the stabilising pontoons to be correctly fixed.</i></p> <p><i>8.4.3 PR1 1x rowers are required to comply with the strapping requirements set out in point 5 of this Regulation.</i></p> <p>8.5 Strapping</p> <p><i>8.5.1 PR2 2x Strapping Requirements - Rowers shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap must be secured under the seat or rails and over the thighs, as close to the knees as possible.</i></p> <p><i>8.5.2 PR1 1x Strapping Requirements - Rowers shall use a strap that must 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 must remain in contact with the seat when the rower reaches forward when rowing, during training, warm up, cool down and</i></p>

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		<p><i>racing. The purpose of the strapping is to prevent movement of the lumbar region away from the seat and it must be tight enough to do so. The design and placement of the seat and all straps must allow the lumbar region to be visible from the side during rowing. The straps must 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 will 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 rower's movement will be observed and assessed during rowing (training and racing) by RCA Classifiers. The supportive portion of the back rest of the seat must not be lower than the level of the attachment points of the front strap. The back of the seat may be covered with a soft material to prevent injuries, but the covering material must not be thicker than 2 cm. If a bracket is attached to the strap it must not rotate at the attachment point.</i></p> <p><i>8.5.3 Additionally, the PR1 1x rower shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap must be secured under the seat or rails and over the thighs, as close to the knees as possible.</i></p> <p>8.6 General Strapping, Shoes and Stretchers Requirements</p> <p><i>8.6.1 All straps must be a minimum width of 50 mm, be of nonelastic material, be without mechanical buckles and must be able to be released immediately by the rower with a single quick hand action of pulling on the free end of the strap.</i></p> <p><i>8.6.2 The colour of the all straps must be a contrasting colour from the rowers' racing uniform so that they can be clearly seen.</i></p> <p><i>8.6.3 All straps for each rower must be released in the same manner and direction.</i></p> <p><i>8.6.4 Any hand strapping must be able to be released immediately independently by the athlete.</i></p> <p><i>8.6.5 Additional strapping may be used by any rower provided the requirements of these Regulations are met.</i></p> <p><i>8.6.6 To avoid accidents arising from capsizing, all boats shall be equipped with stretchers or shoes that allow the rowers to get clear of the boat without using their</i></p>

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		<p><i>hands and with the least possible delay.</i></p> <p><i>8.6.7 It is solely the responsibility of the rower to ensure that all strappings, shoes, stretchers and other equipment are compliant with these Regulations.</i></p> <p><i>8.6.8 Penalty for non-compliance</i></p> <p><i>The penalty for having raced with non-compliant strapping and/or in the case of a PR1x rower if the lumbar region of the rower does not stay in contact with the seat when reaching forward, shall be that the crew is relegated to last place in the particular race. If two or more crews in the same race have a non-compliant strap or movement, they shall all be relegated and they shall be ranked in the descending order of their finish. If the crew races again with a non-compliant strap or movement in a later round of the same event, then the penalty shall be the exclusion of the crew.</i></p>
		<p>No changes in the standard design and specifications of FISA Standard Adaptive Boats shall be made except in the year following the Paralympic Games.</p>
		<p>The minimum weight of FISA Standard Adaptive boats shall be as specified in these Regulations (Regulation, Rule 34: Boat Weights).</p>
		<p>Adaptive LTAMix4+ and IDMix4+</p>
		<p>Boats used in LTAMix4+ and IDMix4+ events shall be subject to the same restrictions as those for coxed fours (4+) under the FISA Rules of Racing. No additional restrictions shall apply.</p>
		<p>Standard Adaptive TAMix2x</p>
		<p>The FISA Standard Adaptive TAMix2x has a fixed seat and may have stabilizing pontoons. The hull, the pontoons where fitted, and the seat fixing are part of the Standard specifications. The seat itself and the rigger design of the Standard Adaptive TAMix2x are not restricted.</p>
		<p>TAMix2x rowers are required to comply with the strapping requirements set out in point 5 of this Regulation. 2010 FISA Adaptive Rowing Regulations 4.</p>
		<p>Standard Adaptive AS1x</p>
		<p>The FISA Standard Adaptive 1x has a fixed seat and must have stabilizing</p>

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		pontoons installed, attached to the riggers no further inboard than the centerline of the swivel (oarlock). The pontoons must be fixed in position so that when the rower is seated in the balanced boat both pontoons shall be horizontal and shall, at a minimum, touch the water. The hull, the pontoons and the seat fixing are part of the Standard specifications.
		The seat itself and the rigger design of the Standard Adaptive AS1x are not restricted, except that the design of the seat must be compatible with the Standard seat fixing and the design of the rigger must allow the stabilizing pontoons to be correctly fixed.
		AS1x rowers are required to comply with the strapping requirements set out in point
		3.9.5 of this Regulation.
		Strapping
		TAMix2x Strapping Requirements – rowers shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap must be secured under the seat or rails and over the thighs, as close to the knees as possible.
		AS1x Strapping Requirements – rowers shall use a strap that must be secured to the seat back, and around the torso just below the nipple line or the breasts and be tight enough to restrict trunk movement whilst not restricting breathing. 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 will be assessed 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. If a bracket is attached to the strap it must not rotate at the attachment point.
		Additionally, the AS1x rower shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap must be secured under the seat or rails and over the thighs, as close to the knees as possible.
		General Strapping Requirements
		All straps must be a minimum width of 50 mm, be of non-elastic material, be

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		without mechanical buckles and must be able to be released immediately by the rower with a single quick hand action of pulling on the free end of the strap.
		The colour of the all straps must be a contrasting colour from the rowers' racing uniform so that it can be clearly seen.
		All straps for each rower must be released in the same manner and direction.
		Any hand strapping must be able to be released immediately by quick mouth action.
		Additional strapping may be used by any rower but must be in compliance with this Regulation. 2010 FISA Adaptive Rowing Regulations⁵
		All boats equipped with foot stretchers or shoes must allow the rower to get clear of the boat without using their hands and with the least possible delay in the event of a capsize. If heel restraints are used to this effect, they must independently limit heel lift to a maximum of 7 cm for each shoe or type of foot gear fitted to the boat.
		Eyewear for Visually Impaired Rowers
		Rowers classified as visually impaired must wear FISA or IBSA approved eyewear at all times when on the water during training, warm up, cool down, and competition from the opening day of the course until completion of the final race of their competition. Such eyewear shall completely block all light. All eyewear must be checked to ensure a secure fit and complete light occlusion by an IBSA doctor during classification or by a FISA International Classifier if an IBSA doctor is not present. (Samples of eyewear can be found on www.worldrowing.com)
4.1	Length, Marking and Number of Lanes of Course	...
		The standard racing distances shall be:
		1. For Seniors, Under 23, Under 19, Under 17 and Para- 2000 metres straight away.
		2. For Adaptive – 1000 metres straight...
		The course shall be marked as follows: ...
		2. The standard course shall normally have six numbered lanes. Lanes shall be numbered from 1 to 6 from the left of the Starter's perspective when

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		the Starter is located behind the start line. <i>The lanes shall have a minimum width of 13.5 metres.</i>
4.4	Plan of regatta site	A plan showing the location of the course on the body of water, the number of lanes and the layout of the technical installations of the course must be included in the advance program <i>regatta package/bulletin</i> and be posted at or near the launch site.
4.5	Non Standard course	The non-standard course may be shorter (e.g. sprints, time <i>trials</i> , skills competition) or longer (e.g. head racing) than the standard course. It is not necessary that the course be straight, <i>however it must provide for safe and fair competition.</i>
4.6	Technical Installations - Category A	<i>A Category A course meets all technical requirements</i> The technical installations required for FISA Championships are specified in the appendices. <i>as stated in the FISA Manual for Rowing Championships.</i>
4.7	Technical Installations - Category B	Other courses shall be classified as having Category B technical installations. A number of Category B courses may well provide facilities and equipment, which make them very close to or similar to category A courses. In these cases it is quite possible to hold successful international regattas.
5.1	Duties of the Organizing Committee (OC)	The Organizing Committee will appoint a Regatta Chair. The Organizing Committee is responsible for applying for regatta sanction, <i>in consultation with the Chief Umpire and</i> in accordance with the RCA Sanction Policy.
		For Canadian national regattas, the RCA Executive <i>CEO</i> , in concert with the OC, will <i>may</i> appoint members of various RCA committees <i>or RCA staff</i> , as appropriate, to help organize and assist in the conduct of the event. <i>The CEO may delegate any of the responsibilities assigned to that position as described in these Rules.</i>
5.3	Course, Installations, Draw, Jury, Control Commission	... 6. For all regattas except Canadian national regattas, the Provincial Rowing Association (PRA) shall determine the process for the appointment of the Chief Umpire and the members of the Jury. For national regattas, the RCA Umpires

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		<p>Committee CEO shall appoint members of the RCA supported jury. The RCA Umpires Committee, shall approve the Chief Umpire and members of the supported jury after consultation with the Organizing Committee for each National Regatta, shall recommend to the RCA CEO the names of the Chief Umpire and the members of the Jury for appointment to serve at all National Regattas.</p> <p>...</p>
5.4	Radio and Telephone Communication	<p>It is essential that there should be direct telephone and/or radio communication between the Chief Umpire, the Start, Finish and the Control Commission in order to enable the members of the Jury to carry out their duties. It is also essential that radio communication be provided between the rescue service on the water and the medical advisor on duty on land at the course, to deal with any emergency. The Race Umpires' boats must be equipped with radio / telephone communication between each other and the rescue services on the water and for contacting the Chief Umpire, Starter, Control Commission and the Finish Judges.</p>
7.1	Organizing Committee	<p>The Organizing Committee fixes the date of the regatta, entry deadline, the date of the draw, the progression system, the age adjusted time system if applicable and distributes or posts on a website, the order of events of the regatta (including the date and time of the coaches meeting) at least 30 days prior to the date of the regatta. This shall be called the "Regatta Package". The package must clearly indicate any deviation from the RCA Rules of Racing. Updates to the Regatta Package will be referred to as Regatta Bulletins.</p>
7.2	Entries	<p>The entry of a crew shall be on a form created or approved by the Organizing Committee and approved by RCA for a national regatta in accordance with the RCA Membership Registration Policy, on the RCA online system. Regatta entry forms must include a declaration that all competitors are registered as competitive members of RCA or their national federation and All competitors must be registered with RCA or their national federation. The organization making the entry is responsible for the physical fitness of the conduct of its rowers, coaches and team officials.</p> <p>In accordance with the RCA Membership Policy, entries must be received on or before the announced closing date. They must be accompanied by payment of</p>

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		<p>the designated entry fee <i>and seat fee</i>, as determined by RCA, and/or the PRA or the OC. Late entries may be accepted (at a fee to be determined by the OC) only if acceptance will not result in additional races.</p> <p>An event requires a minimum of two entries for a race to be held.</p> <p>The preliminary draw must be released not less than 5 days before the start of the regatta</p>
7.4	Objection to an entry	<p>Any objection to an entry shall be lodged promptly with the Organizing Committee. The Organizing Committee shall inform the Provincial Rowing Association or for National championship regattas, the RCA Executive CEO as soon as possible. After consultation <i>with</i> the Organizing Committee, the Provincial Rowing Association or, in the case of a National Regatta, the RCA Executive CEO shall decide if the objection was well founded. In the case of any difference of opinion, the view of the Provincial Rowing Association or for National Regattas, the RCA Executive Committee CEO shall prevail.</p>
7.5	Withdrawals (Scratches)	<p>If a club withdraws from an event in which it has been entered, it shall give notice thereof to the Organizing Committee as soon as possible, in writing, and at least one hour before the start of the race in question. A withdrawal once made is irrevocable and any entry fee paid or owed will be forfeited.</p> <p>In the event of withdrawals, the Organizing Committee, <i>in consultation with the Chief Umpire</i>, may conduct a new draw.</p>
7.6	Crew changes before the First Heat	<p>Up to a time specified by the OC, a Crews - Clubs may substitute up to one half the number of rowers (as well as the coxswain, if applicable). The substitutes must be <i>in all crews entered by them, provided that the substitutes are</i> members of the same club, school or university (or in the case of a composite or provincial crews, one of the clubs concerned, or in the case of the national team crews, of the same federation). And The changes must <i>shall</i> be communicated in writing to the organising committee <i>at least one hour before the first heat of the event.</i></p> <p><i>Single scullers - A single sculler who is entered and falls ill or is injured may, after the entry deadline and on production of medical certificate, be replaced up to one hour before their first heat provided that the substitute is a member</i></p>

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		<p><i>of the same club, school or university (or in the case of a composite or provincial crews, one of the clubs concerned, or in the case of the national team crews, of the same federation), and that the change is communicated in writing to the organising committee at least one hour before the first heat of the event.</i></p> <p>Before the first race and after the deadline, a substitution, including singles events, may be submitted for medical reasons to the OC with a proper certificate.</p>
7.8	Extraordinary Substitutions (New title)	<p>If a rower is substituted for a medical reason, that rower shall not row in any event on the same day and shall not row in another event in the same regatta, unless reinstated as certified medically fit to do so. Any necessary decision shall be taken by the Organizing Committee. Regardless, a rower who has been replaced may no longer compete in the same event, even if he or she is restored to health.</p> <p><i>At any time, the Chief Umpire may, at their sole discretion, approve a substitution for extraordinary reasons, such reasons may include family emergencies, or other unforeseeable circumstances that may prevent a competitor from rowing. A rower who has been replaced under this provision may no longer compete in any event at the same regatta. This provision cannot be applied to permit the substitution of a single sculler.</i></p>
8.1	Safety - General principles	<p>At all regattas, care will be taken to provide the safest conditions possible for all regatta participants. A regatta organizing committee, in accordance with the RCA Regatta Sanction Policy, shall submit an application for regatta sanction, <i>in consultation with the Chief Umpire. The Chief Umpire must be satisfied that the application for sanction provides for a safe and fair regatta.</i> The organizing committee <i>and the Chief Umpire</i> must check the particular safety aspects of its regatta and impose further safety measures as indicated by the sanction requirements or as appropriate.</p> <p>Serious hazards to the safety and health of regatta participants must be reported promptly to <i>an</i> umpire or member of the organizing committee so that the hazard may be assessed and appropriate action taken. <i>All such reported</i></p>

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		<p><i>hazards must be reported to the Chief Umpire as soon as is practical.</i></p> <p>...</p>
		<p>The organizing committee shall announce when the course is officially open for training. It shall also announce the hours when the course is opened and closed on each day of racing. <i>At any time, if the Chief Umpire determines that conditions are unsafe the Chief Umpire may declare the course closed until further notice.</i></p> <p>All rowers shall compete in their races in accordance with the rules relating to the safety of their boats, oars, sculls and other equipment. In addition, it is the responsibility of rowers, coaches and their club to ensure that all their equipment is appropriate for the prevailing water conditions during the event. They shall comply with the instructions of the <i>Chief Umpire and members of the Jury</i> and the organizing committee on any matter relating to safety. ...</p>
8.2	Safety Advisor	<p>The Organizing Committee shall appoint a person as the regatta Safety Advisor. with specific responsibilities for ensuring that all the appropriate safety measures, including traffic rules, have been implemented for the safe running of the regatta. <i>The focus of the Safety Advisor is to ensure that appropriate safety measures have been implemented for the safe running of the regatta and observe any breaches of safety practices during the regatta. Those measures should include, but are not limited to: emergency plan; traffic patterns [both practice and racing]; safety launches [including clear directions for training of safety boat drivers] and weather monitoring.</i></p> <p>The responsibility for safety matters, nevertheless, rests with the Organizing Committee as a whole.</p>
8.4	Race Umpire and Safety Boats	<p>The organizing committee will provide boats for <i>Race</i> Umpires and safety personnel equipped as per Transport Canada regulations and with Transport Canada certified boat drivers who are competent in operating their assigned boats. In addition, at least two of the safety boats shall be equipped with approved flotation devices for the largest rowing boat that could be attended to. <i>Safety boat personnel must be capable of safely rescuing rowers from the</i></p>

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		<p><i>water.</i></p> <p><i>The Organizing Committee shall OC to verify that all boat drivers follow a procedure which requires that the engine “kill” switch, if equipped, be attached to their clothing when operating assigned boats and that in the Race Umpire launches, the Race Umpires check to ensure this procedure is followed.</i></p> <p><i>In principle, For Adaptive-Para rowing where strapping is of the rower’s hand and/or abdomen is used, a separate safety boat may may should be provided to follow each crew.</i></p>
8.5	Rescue Services - During Races	<p>In the event a participant falls into the water the Race Umpires must be satisfied that the safety boat is attending to the participant. If not, the Race Umpires must attend to the participant, and if there is only one Race Umpire's boat following the race and no other Race Umpire's boat is nearby to take over the race, the Race Umpire must stop the race and attend to the participant in the water.</p>
8.6	Coach and Team/Club Representatives Meetings	<p>The Chief Umpire shall attend There shall be a meeting of coaches, and club/team representatives prior to the start of the regatta, attendance at which is mandatory for a representative from each club/team.</p> <p>The Chief Umpire shall attend this meeting of the coaches and/or team representatives and shall communicate information concerning racing and safety to all rowers and coaches via their team/club representatives. Coaches and team/club representatives must convey this information to their crews.</p>
8.7	Traffic Rules Pattern on the Course	<p>The organizing committee must publish and clearly display the traffic rules patterns that illustrate the traffic pattern for training and for racing, to control the movement of the boats on the water, and on land, if applicable. It is the responsibility of every rower, coach and club representative to read and follow all the traffic rules patterns. ...</p>
8.7.2		<p>Stop when crews that are racing approach their position, and ...</p>
8.8	Other Boats on the Water	<p>During the official hours of training and racing no boat (moving or fixed) shall be allowed on the regatta course or the training areas without the specific authority of the Chief Umpire or the Regatta Chair. The Chief Umpire shall determine the</p>

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		position and the movement of all approved vessels on the water during racing i.e., <i>Race</i> Umpires' launches, rescue boats, media boats, etc.
8.9	Damage to Equipment	Should a crew suffer damage to its boats/oars, the Board of the Jury shall, upon request from any of the crews involved, attempt to decide who is at fault. <i>If appropriate the Board of the Jury may apportion fault.</i>
9.1	General	... The progression system(s) will be devised by the OC with consultation from the Chief Umpire, and will be published in the <i>Regatta Bulletin</i> Package .
9.2.1	Row Over	If circumstances arise where a crew could be the only boat at the starting line the OC shall apply the cases found in Appendix 2c <i>1c</i> (Row Over Cases) to determine if the crew races. A row over is defined as winning a race by rowing over the course, unopposed, at a racing pace.
9.3	Events with 7 or more Entries	<p>The following are the types of progression systems that could be used at a regatta.</p> <p>Progression systems other than the ones listed here could be used but the Organizing Committee would need to obtain approval in the regatta sanction application before publishing them in a Regatta Bulletin/<i>Package</i>;</p> <p>9.1.1 FISA Progression System of heats, repêchages, quarter-finals, semi-finals and finals.</p> <p>9.1.2 Time trials in which crews race against the clock and the fastest time wins.</p> <p>9.1.3 Heat winners and next fastest time. to determine progression from heats and semi-finals.</p> <p>9.1.4 Simple progression of heats, semi-finals and finals.</p> <p>9.4.5 Dual racing with various forms When there are odd numbers of participants, refer to Rule 9.2.1 (definition of row over).</p> <p><i>Details of the above systems can be found in Appendix 21</i></p>
9.4	Draw	The Organizing Committee shall do the draw or seeding according to the progression system chosen or selected, and in principle with the participation of the Chief Umpire. If an event has a final only, then the draw for lanes will also

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		<p>take place at the main draw.</p> <p><i>The Organizing Committee may allow for the seeding of crews in the draw. If seeding is to be used, the Organizing Committee shall determine the criteria for seeding and it shall be published in the Regatta Package. Further instructions on the draw process are in Appendix 9.</i></p>
9.5	Withdrawals	<p>If a crew withdraws after the draw but at less than one hour before the start of the first heat, and if the number of crews remaining in the event involves another variant of the heats and repêchages, or if the withdrawal results in an avoidable imbalance between the number of crews in each heat, the Organizing Committee may hold a new draw, <i>after consultation with the Chief Umpire.</i></p> <p>If a crew withdraws, is excluded or is disqualified after the draw and before the start of the first heat or the start of the first repêchage or the start of the first semi final of the event, the Chief Umpire may take the appropriate steps to modify the draw or to make a new draw.</p>
Part 10	THE START	<p><i>The verbal instructions and procedures used by the Starter are summarized in the “Start Script” in Appendix 64.</i></p>
10.1	Start Zone	<p>The first 100 meters of the regatta course constitutes the Start Zone. A crew may <i>be called by the Starter to enter the start zone at any time after all crews from the preceding race are out of the start zone</i> when permitted by the Starter. The Starter shall attribute a lane to the crew when entering the Start Zone. It shall not enter the racing lanes until all crews from the preceding race are out of the start zone and the Starter has attributed a lane to the crew. Crews must be attached to their starting positions at least two minutes before the designated start time. A crew arriving less than two minutes before the designated start time is deemed late to the start and may be issued a yellow card by the Starter. ...</p>
10.2	The Starting Procedure	<p><i>When inviting the crews onto the course,</i> the Starter shall inform the crews of their starting positions <i>and the time before the start of their race.</i> The Starter shall start the race when the crews are ready and when the Judge at the Start</p>

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		<p>indicates that the crews are correctly aligned. The Judge at the Start alone shall decide if the boats are correctly aligned and if one or more crews have committed a false start.</p> <p>For the verbal instructions to crews, <i>and for the correct time to advise a crew that they have been assigned a yellow card, if applicable</i>, see “Start Script” in Appendix 64.</p>
10.3	Starting procedure (with flags)	<p><i>The Start Flag shall be a red flag with diagonal white cross.</i> Crews must attach themselves to their start pontoons at least two minutes before the starting time of their race. Two minutes before the designated start time, the Starter shall announce “Two minutes”, and this announcement shall signify to the crews that they are formally under Starter’s orders. The announcement of “Two minutes” shall also be considered as an instruction to the crews to prepare to race, i.e., remove additional clothing, check equipment, etc.</p> <p>Before giving the start commands, the Starter shall ensure that the Race Umpire and the Judge at the Start are ready. When the boats are aligned and the crews are ready to race, the Starter shall complete a roll call by announcing -- in lane order -- the names of each of the crews in the race. Once the roll call begins, the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll call.</p> <p>Once the roll call begins the Starter, using appropriate discretion, shall take no further notice of any crew that then indicates that it is not ready or that it is not straight. After the last crew has been named in the roll call, the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say: “Attention”.</p> <p>The Starter shall then raise the red Start Flag</p> <p>After a clear pause the Starter shall give the start by dropping the red Start Flag quickly to one side and simultaneously saying: “Go”.</p>

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		<p>The pause between the raising of the flag and the start command (dropping the red Start Flag and saying "Go") shall be clear and variable.</p> <p>If the starting procedure is interrupted for any reason (external to the crews) or for a false start, then the Starter must begin the procedure again, starting with the roll call.</p>
10.4	For Adaptive- Para Para Events (visually impaired)	<p>The Starter shall amend the above procedure noted in Article section 10.3.</p> <p>After the last crew has been named in the roll-call the Starter shall check that the Judge at the Start still has the white flag raised and shall then say: "Attention, red Start Flag" (or in the case that traffic lights are used - "Red Light"). The starting procedure shall then continue as in Article section 10.3.</p>
10.5	Starting Procedure (with traffic lights)	<p>Crews must attach themselves to their start pontoons at least two minutes before the starting time of their race. At this stage, the traffic lights on the start pontoon are in a neutral state. Two minutes before the designated start time, the Starter shall announce "Two minutes", and this announcement shall signify that they are formally under Starter's orders. The announcement of "Two Minutes" shall also be an instruction to the crews be considered as an instruction to the crews to prepare to race, i.e., remove additional clothing, check equipment, etc.</p> <p>Before giving the start commands the Starter shall ensure that the Race Umpire and the Judge at the Start are ready. When the boats are aligned and the crews are ready to race the Starter shall make a roll-call by announcing - in lane order - the names of each of the crews in the race.</p> <p>Once the roll call begins the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll call.</p> <p>Once the roll call begins the Starter, using appropriate discretion, shall take no further notice of any crew that then indicates that it is not ready or that it is not straight.</p> <p>...</p>

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		<p>3. Freeze the picture on the monitor in the Aligner's hut;</p> <p>4. Release the Alignment Control Mechanism (boot) if provided.</p> <p>...</p>
10.6	Quick Start	<p>In exceptional circumstances, The Starter may decide not to use the normal start with the roll call. <i>The Quick Start may be used in exceptional circumstances, including, adverse weather, floating starts, or, to expedite the regatta.</i> If so, the Starter must inform the crews: "This will be a quick start".</p> <p>For the quick start, instead of the roll call, the Starter shall say: "Quick Start". Then he or she shall say "Attention". The Starter shall then either:</p> <ol style="list-style-type: none"> 1. Raise the red-<i>Start</i> Flag, or 2. Press the button for the red light. <p>After a clear and variable pause, the Starter shall give the start either:</p> <ol style="list-style-type: none"> 3. By dropping the red-<i>Start</i> Flag quickly to one side and simultaneously saying: "Go", or 4. By pressing the button to turn the red light to green and simultaneously make an audible signal. <p>For Adaptive-<i>Para</i>-Events (visually impaired), the Starter shall amend the above procedure. After the Starter has said "Quick Start", the Starter shall then say "Attention, Red-<i>Start</i> Flag" (or in the case that traffic lights are used - "Red Light"). The starting procedure shall then be continued.</p> <p><i>See Appendix 64 for "quick start" start procedures</i></p> <p><i>If the regatta does not have the specified start installations, the Regatta Package shall include that a floating start will be used.</i></p>
10.7	False Start	<p>A boat crossing the start line after the Starter has raised his Red-<i>Start</i> Flag, or the red light is shown, but before the start is given, has committed a false start. If more than one boat crosses the start line before the start is given, only the crew or crews whom the Judge at the Start decides actually caused the false</p>

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		<p>start shall be issued a yellow card.</p> <p>...</p> <p>If a crew has been issued two yellow cards and is therefore excluded from a race, the Starter shall instruct the excluded crew when and how to leave the start area, and return to the dock.</p>
10.8	Objections at the Start	<p>A crew excluded or disqualified at the start may make an objection to the Race Umpire or the Starter at the time. The Race Umpire or the Starter shall decide immediately on the objection and shall communicate his/her decision to the crews in the race, the Chief Umpire and to the other race officials.</p>
	<u>DURING THE RACE</u>	
10.9	Damage while in the Start Zone	<p>If a crew, while still in the Start Zone, sustains damage to its boat or equipment, the crew shall stop rowing and a member of the crew shall raise his/her arm to indicate that there is a problem (if an Para rower is unable to raise an arm, they may use whatever means available to raise attention). The Starter or the Umpire shall stop the race. The Umpire shall then decide on the steps to be taken, after consulting (if necessary) with the Chief Umpire.</p>
10.10	Interference (Section re-numbered)	<p>A crew causes interference to its opponents if its oars, sculls or boat encroach into the opponent's lane and cause a disadvantage to its opponents by contact, its wash or other distraction, or in any other way. The Race Umpire alone shall decide if a crew is in its own lane or if it is interfering with another crew and causing them a disadvantage. If a crew has caused interference to another crew and has, in the Race Umpire's opinion, affected the finishing position of that crew then it may be excluded by the Race Umpire. In the situation where a collision between boats or oars or sculls has occurred, the Race Umpire may exclude the crew causing the collision even if no prior warning has been given to that crew.</p> <p>In no case may the Race Umpire alter a placing.</p> <p>In cases of interference, one or more of the following may occur:</p> <p>10.10.1. Warning a crew</p>

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		<p>If a crew is about to interfere with another, the <i>Race</i> Umpire shall <i>should, if practical</i>, raise the white flag, call to the crew at fault, stating the name of the crew and indicate the required change of direction by lowering the white flag to that side. In principle, the <i>Race</i> Umpire may not steer a crew <i>by providing verbal direction</i>, unless there is an obstruction in its lane.</p> <p>For Adaptive <i>Para</i>- events:</p> <p>The <i>Race</i> Umpire, when lowering his flag to one side will add the word "red" to the port side and "green" to the starboard side.</p> <p>10.10.2. Stopping a crew To ensure the safety of the competitors and to prevent damage to boats and equipment, the <i>Race</i> Umpire may intervene by raising his or her white flag, naming the crew and giving the command "Stop".</p> <p>10.10.3. Alerting the Race Umpire If, during a race, a crew considers that it is being interfered with by another crew and is suffering a disadvantage thereby, then a member of the crew should, if possible, draw the attention of the <i>Race</i> Umpire to the interference, at the time the interference occurs to indicate that it intends to make an objection. The <i>Race</i> Umpire will then give further instruction to the crew.</p> <p>10.10.4. Remedying a disadvantage If a crew is placed at a disadvantage, the first priority is to restore its chances of winning. The imposition of any penalties is a secondary priority. Should a crew's chance of winning be lost, the <i>Race</i> Umpire must take the most appropriate course of action provided by the Rules. The <i>Race</i> Umpire may, for example, stop the race, impose the appropriate penalty and order the race to be re-rowed. Depending on circumstances, he/she may allow the race to continue and the <i>Race</i> Umpire will then announce his or her decision after the race is over. The <i>Race</i> Umpire may not simply penalize the crew at fault while the crew that has suffered interference does</p>

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		<p>not have its chances restored to it.</p> <p>10.10.5. Stopping a Race</p> <p>If the <i>Race</i> Umpire determines that the race should be stopped, the <i>Race</i> Umpire may intervene by raising and waving his or her red flag, and sounding an audible signal to stop the race. (<i>*See also Rule 11.17.4</i>)</p>
10.11	Coaching During Racing	<p>It is prohibited to give any instructions, advice or directions to rowers or crews who are racing with any electric, electronic or other technical <i>or mechanical</i> device, either directly or indirectly, <i>from outside the boat</i>.</p>
10.12	Finish of the Race	<p>A crew has finished the race when the bow of its boat has crossed the finish line. The race shall be valid even if the crew is incomplete, but not excluding coxswains. <i>however</i>, a crew of a coxed boat crossing the finish line without its coxswain shall not be placed. A race is over when the last crew has crossed the finish line. (Unless a crew has stopped racing for a specific reason and will not be crossing the finish line). The <i>Race</i> Umpire and safety boats are not to cross the finish line until all competing boats have crossed unless a rescue is required.</p> <p>If the race was in order:</p> <p>A race is over only when the last crew has crossed the finish line. Even if the principal Umpire is satisfied that the race was in order, The <i>Race</i> Umpire must always check to be sure that no crew is making an objection (under Rule 10.13), <i>and if there is a secondary Race Umpire, check with the secondary Race Umpire</i>, before indicating to a Judge at the Finish, by raising his or her white flag, that the race was in order. Before leaving the finish area, he/she shall make sure that a Judge at the Finish has acknowledged this signal.</p> <p><i>If there is a secondary Race Umpire the decision regarding any objection, and, of whether the race was in order shall be made by the primary Race Umpire.</i></p>
		<p>If the race was not in order:</p> <p>If the Principal <i>Race</i> Umpire deems the race unfair, <i>or if a crew has raised an</i></p>

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		<p>objection, the Principal Race Umpire shall raise the red flag.</p> <p>If an objection has been raised by a crew(s), the Race Umpire shall speak to the affected crew(s) in order to understand the reasons for the objection.</p> <p>The Principal Race Umpire shall then inform the crews and the Judges at the Finish of his/her decision on the objection, and record the time that the decision was conveyed to the crews. The Judges at the Finish, in such cases, must not announce the “official” result of the race. For more clarity, see Rule 10.13.</p> <p>For Adaptive Para- events (for visually impaired):</p> <p>When raising the white flag the Principal Race Umpire will add the words “White Flag”. When raising the red flag the Principal Race Umpire will add the words “Red Flag”.</p>
10.14	Dead-Heats	<p>10.14.1 In a heat, a repechage, or a semi-final, if a dead heat occurs between crews and if only one of the crews progresses into the next round, and there is an open lane in the next round, both crews could be advanced to the next round and lanes would be decided by lot. If all lanes are already assigned, there must be a re-row over the full course between the crews involved. The re-row must take place on the same day as the dead heat and not less than two hours after the race in which the dead heat occurred. If all crews involved in the dead-heat progress in any event into the next round, there will be no re-row and their relative positions in the next round shall be decided by lot.</p>
10.16	The Outcome of the Protest	<p>The Board of the Jury shall decide on the protest and on the penalties resulting from its decision including:</p> <ol style="list-style-type: none"> 1. Reprimand 2. Yellow Card 3. Exclusion Red Card 4. Disqualification 5. Re-row 6. Dismissal of the protest

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
10.17	Penalties	<p data-bbox="743 250 1877 277">7. Relegation</p> <p data-bbox="743 293 1877 321">...</p> <p data-bbox="743 337 1877 365">10.17.1 Reprimand</p> <p data-bbox="743 402 1877 732">A member of the Jury may reprimand a rower, a crew or a coach, when something minor to a minor violation of the Rules of Racing has occurred. It is up to the member of the Jury to decide, depending on the situation and circumstances (e.g., in the very first race of a regatta, a crew goes out or comes back to/from the wrong dock, or does not have a proper uniform or uniform colour of blades), if a crew receives a reprimand, and to decide if corrective action needs to be taken promptly. A reprimand could also be for coaching. Depending on the situation, a coach may receive a reprimand and be told to not do it again. Or, a reprimand could be for, but not limited to, disorderly conduct, unfair play or unsporting or otherwise unbecoming behavior.</p> <p data-bbox="743 769 1877 797">10.17.2 Yellow Card</p> <p data-bbox="743 834 1877 971">A Yellow Card (warning) is given to a rower, crew or coach by any member of the Jury when a rule infraction has occurred. The rower, the crew or the coach will be informed of the nature of the infraction and then be assessed verbally by presenting a Yellow Card.</p> <p data-bbox="743 1008 1877 1105">A Yellow Card is to be verbally communicated, and, if the umpire has a paper yellow card, the card shall be shown to the crew, rower or coach, who shall be advised, by: "name of crew/club/coach, offense, yellow card".</p> <p data-bbox="743 1143 1877 1349">A Yellow Card assessed to a rower or to a crew after the end of a race will apply to the next round in which the rower or the crew competes. For example, a traffic pattern violation, after the end of the race, carries over to their next race. A crew receiving two yellow cards that apply to the same race will be automatically excluded-receive a Red Card and will be excluded from the event race as per Rule 10.18.3.</p> <p data-bbox="743 1386 1877 1414">When a Yellow Card may be is issued to a coach by any member of the Jury for a</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p>rules infraction, A Yellow Card is <i>it</i> is valid for the duration of the regatta at which it is issued. A second yellow card will result in <i>a Red Card and</i> immediate removal of the coach from the Field of Play. <i>exclusion of the coach from the regatta site for the remainder of the regatta.</i></p> <p>3. Exclusion - From all the rounds of the event in question. Causes for exclusion by a member of the Jury include, but are not limited to, an infraction of the Rules of Racing e.g., interference with another crew, refusing a re-row or exhibiting disorderly conduct or unfair play. An excluded crew may not participate further in that event. An excluded crew or rower is not ranked and all the crews finishing after it gain a rank. Crews that do not conform to the requirements of the RCA Rules of Racing for the events they enter e.g., age, weight, etc. will be excluded from those events.</p> <p><i>10.17.3 Red Card - Excludes the crew from all the rounds of the event in question. Causes for a Red Card include, but are not limited to, an infraction of the Rules of Racing e.g., interference with another crew, disorderly conduct, unfair play or unsporting or otherwise unbecoming behavior. An excluded crew may not participate further in that event. An excluded crew or rower is not ranked and all the crews finishing after it gain a rank. Crews that do not conform to the requirements of the RCA Rules of Racing for the events they enter e.g., age, weight, etc. will be excluded from those events.</i></p> <p><i>A Red Card is to be verbally communicated, and, if the umpire has a paper red card, the card shall be shown to the crew, rower or coach, who shall be advised, by: "name of crew/club/coach, offense, red card".</i></p> <p>...</p> <p><i>10.17.5 Relegation - Relegation to the last place in the race. Relegation is only to be used in cases where provided for in these rules.</i></p>
10.18	Suspensions	Suspensions are decided by the Executive Committee-CEO of RCA. This penalty involves removal of participation privileges of a rower, coxswain, coach, volunteer,

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p>umpire or club from any RCA sanctioned event. It may also involve the suspension of voting privileges at meetings of Members. If the breach of the Rule is serious enough, termination of Membership is possible.</p> <p>Cause for suspension includes, but is not limited to:</p> <ol style="list-style-type: none"> 1. Serious breach of anti-doping policies and rules; 2. Gross and persistent disrespect for Umpires, regatta organizers, other competitors or RCA; 3. Serious and intentional disregard for safety; 4. Intentional cheating to gain unfair advantage; 5. Entering, holding or conducting regattas covered by these rules that do not have RCA sanction; 6. Continuing to run or participate in a regatta that has been suspended by RCA Umpires. <p>Recommendations for suspensions must be presented in writing to the RCA Executive CEO with necessary supporting evidence. (See Article XXI of RCA Constitution RCA By-Laws- Section 23).</p>
10.19.1	Appeals	An appeal against the decision of the Board of the Jury may be made, in writing, to the RCA Board of Directors CEO not later than 72 hours after the Board of the Jury has communicated its decision to the club.
10.19.3		The appeal should set out the grounds, whether the Board of the Jury:
		<ul style="list-style-type: none"> ❖ Did not follow the procedures as set out in the Rules of Racing ❖ Erred in the interpretation of the Rules of Racing ❖ Failed to properly apply the Rules of Racing to the facts ❖ Did not consider important and objective information material facts in coming to its decision ❖ Was biased <p>The RCA Board of Directors CEO shall appoint an Appeal Committee of three persons, knowledgeable in the Rules of Racing and independent of the parties</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		involved in the dispute, to hear the appeal and render a decision. The Appeals Committee shall give the concerned parties notice of the time and date at which the appeal is to be heard, no later than 21 days before the date of the hearing. All umpires who initially considered previously adjudicated the matter under appeal, either as an objection, or, as a member of the Board of the Jury, shall not participate in as a member of the Appeal Committee's deliberations regarding the disposition of the appeal, other than to answer questions put to them by the Appeal Committee. or, be involved in the decision of the Appeal Committee, however they may be requested by the Appeal Committee to provide evidence.
11.1	National Umpire (RCA certified umpires) Level 2 Umpire (RCA licensed Umpire)	A national Level 2 (L2) umpire is a person who has successfully met all requirements of the RCA Umpire licensing process and holds a valid RCA Umpire's Licence. All L2 umpires must attend a recertification seminar at least once every three years and be evaluated at three of five stations also once every three years, as per RCA Policy, to retain their licence. The five stations are: Start, Judge at the Start, Control Commission, Finish and Race Umpire.
11.2	Umpire Licence Suspension	An Umpire's licence may be suspended or revoked as per the RCA Policy on Umpire Licensing.
11.3	Assistant and Associate Umpires	A person may become an Assistant or Associate Umpire by becoming familiar with the Rules of Racing and attending an RCA Umpire clinic. An Assistant or Associate Umpire may be a member of the organizing committee and may be appointed to support the Jury in its duties, but cannot hold a position requiring a RCA Umpire licence as the Assistant/ Associate has not yet met all the requirements of the RCA Umpire certification licensing process
11.4	Judge/Umpire Certified Licensed by another National Rowing Federation	...
11.5	Umpire Code of Conduct	An Umpire:...

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p>❖ <i>Follows the directions of the Chief Umpire and</i> keeps the Chief Umpire apprised of developments so that issues can be solved quickly and effectively</p>
11.6	Composition of the Jury	<p>The Jury is appointed by the respective Provincial Rowing Association, in concert with the Organizing Committee. For RCA national regattas or any other national multi-sport games regatta e.g., Canada Games, the Jury is appointed by the RCA Umpires Committee in co-operation with the organizing committee.</p> <p>The Jury shall consist of persons carrying out the following duties:</p> <p>...</p> <ol style="list-style-type: none"> 4. <i>Race</i> Umpires... 5. Chief Judge of the finish and finish Judges 6. Chief of the Control Commission and members if available <p>The Jury members shall be holders of an RCA Umpire's licence or as described in 11.4. For all regattas, there shall be at least four (4) National-Level 2 RCA licensed Umpires, which may include the Chief Umpire.</p>
11.8	Collaboration with the Organizing Committee	<p>The proper running of a regatta requires close collaboration between the Organizing Committee and the Jury. The members of the Jury shall, within the scope of their duties, maintain a constant check on the various technical equipment on the course. observe whether the technical equipment on the course is functioning properly and report any equipment malfunction or failure to the Chief Umpire.</p>
11.10	Umpire Attire	<p>When officiating members of the Jury should wear the prescribed RCA uniform, which is for males a navy blue blazer, light blue shirt with RCA logo, RCA tie and khaki trousers; for females a navy blue blazer, light blue shirt or blouse with RCA logo with RCA scarf or tie and a khaki skirt/<i>skort</i> or trousers. Hats and rain or cold weather outerwear will should be dark blue. The Chief Umpire, taking weather conditions into account, will make decisions on dress. Assistant and Associate Umpires should wear a light blue dress shirt without an RCA logo, and khaki trousers (for men or women) /skirt or skort (for women).</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
11.11	Level 3 Chief Umpire	<p>...</p> <p>When a AssistantDeputy Chief Umpire (DCU) is appointed, the ADCU will assist the CU in his/her duties and replace the CU if needed. The DCU shall be a certified Level 3 Chief Umpire.</p> <p>Should it be necessary to make extraordinary decisions, e.g., postponement of a number of races or suspension of the regatta, the Chief Umpire, or the DCU may do so shall appoint and preside over a body to make such decisions.</p>
11.14	Duties of the Starter - General Duties	<p>Before taking up his or her duties, the Starter must be satisfied that all equipment and installations required under the Rules covering the start and the course are present and in working order. The Starter shall check that the steering guides are present that the radio, and/or telephone communication, wireless or video as appropriate with the Judge at the Start, the Chief Umpire, the Chief Judge at the Finish, the timer(s), and the Control Commission are in working order. The Starter shall also make certain that any crews on the water in the start area are following the prescribed traffic rules.patterns.</p>
11.14.4	Starting Procedures	<p>The Starting procedures to be employed by the Starter (including Quick Starts) are described in Part Ten in the Rules of Racing. At any time after a crew is in the starting gatesAfter the two-minute warning, and prior to the roll call, yellow card information is given to the offending crew in the manner prescribed in Rule 10.7. (See Appendix 64 for start procedures.</p>
11.14.7	Postponement	<p>Should it be necessary to postpone a race (e.g., equipment breakage) or should or should some other unexpected event occur (e.g., lightning), the Starter should consult with the Race Umpire and the Chief Umpire. The Starter shall then inform the crews of the new starting time. The Starter shall also inform the Control Commission, the Judge at the Finish, and the timers of the new starting time. In all cases of postponement, crews must inquire from a member of the Jury regarding any further changes before getting out of their boat. Rowers are responsible for their equipment and equipment breakage should not result in a postponement.</p>
11.15.2	Aligning (If the Organizing Committee has not	<p>The Aligner sits on the start line, behind and above the Judge at the Start, looking</p>

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	supplied an Aligner, the Judge at the Start assumes the dual role of Aligner and Judge at the Start.)	over his or her head. The Aligner instructs the boat holders to adjust the position of the boats until they are correctly aligned. See Appendix 4A for wording on aligning crews. ...
11.16	General responsibility of the Race Umpire	<p>The Race Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, the Race Umpire shall ensure that no crew gains any advantage or suffers any disadvantage from its opponents or from outside interference. Where the Race Umpire is satisfied that a crew has been significantly materially impeded, the Race Umpire shall ensure that its chance of winning or progressing is fully restored. The Race Umpire shall impose appropriate penalties on crews at fault, but in principle, only after a previous warning. The Race Umpire shall not give any steering instructions to crews. Nevertheless, the Race Umpire shall ensure that accidents are avoided and prevent crews from being impeded by their opponents. If necessary, the Race Umpire may stop the race, impose any necessary penalties and order the race to be re- rowed from the start, either immediately or later. In the latter case, the Race Umpire and the starter shall decide on the new starting time (in consultation with the Chief Umpire) and the starter and/or Race Umpire shall inform the crews concerned.</p> <p>The Race Umpire may also allow the race to continue and exclude crews after the race has finished. In the event of a re-row, the Race Umpire may confine the re-row to such crews as he or she shall designate. When considering which crews should re-row the Race Umpire should consider the relative placing of the crews in the order of finish and any relevant progressions. However, when the Umpire has serious doubt as to whether the impediment affected the result of the race, if the Race Umpire considers the effect of the impediment was not significant, to be immaterial to the order of finish, or, the progression of crews, they may decline to order a re-row of the race or of the crews involved in the incident.</p>
11.17	Duties of the Race Umpire 1. Precedence	Once the race has started , except for the duties specifically attributed to them, both the Starter and the Judge at the Start are subordinate to the Race Umpire.

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
	3. Equipment and Communication	The Race Umpire shall have all the equipment required by the Rules of Racing for the safe conduct of the regatta. In particular, the Race Umpire shall have a red flag, a white flag, a proper megaphone, both a yellow and red card and a horn or audible device. The Race Umpire shall ensure the Race Umpire's boat carries the prescribed Transport Canada safety equipment.
	4. During the Starting Procedure	When officiating, the Race Umpire should be standing upright in the boat, provided that the boat is sufficiently large and stable to safely do so. The Race Umpire's launch should be immediately beside the Judge at the Start or behind the crews, in the centre of the course. The Umpire shall signal his or her readiness by raising the white flag. Should the start for any reason be faulty, the Race Umpire shall order the Starter to or, if there is a delay on the part of the Starter, stop the race by using an audible device and waving the red flag. As soon as the race has started, the Race Umpire's launch shall follow immediately the competitors in the center of the course or the lanes occupied for that race.
	5. In the Start Zone (100 meters)	<p>As soon as the race has started, the umpire's launch shall follow immediately the competitors in the center of the course or the lanes occupied for that race. If a crew, while still in the start zone (first 100 meters or alternately during the first 20 seconds of the race if the 100m mark is absent), indicates that it has suffered damage to its boat or equipment, the Umpire shall stop the race. After having examined the broken equipment claim, the Umpire shall decide whether it was justified. If the crew's claim of damage is not justified, the Umpire may apply the appropriate penalty (usually a Yellow Card) and order the crews back to their starting position. If the crew's claim is justified, the Umpire may decide on the appropriate course of action (usually a restart if repairs are immediate). If repairs will take a significant amount of time, the Umpire, in consultation with the Chief Umpire, will decide the appropriate course of action.</p> <p>A member of the Jury or an Organizing Committee volunteer may be posted at a marker at the end of the 100-meter start zone. They shall have a white flag and a red flag. After the start, the Umpire or volunteer shall watch closely to make sure a crew indicates an equipment breakdown during the first hundred meters. Should such a breakdown occur, the red flag is raised as a signal to the race</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p>Umpire to stop the race. Should there be no indication of an equipment breakdown, the 100-meter official shall raise the white flag as soon as the bow of the last crew passes the marker.</p>
	5. Position of the Umpire's Launch	<p>During the race, the Race Umpire must ensure that his/her launch is placed to take action as effectively as possible. The position of the Race Umpire's launch depends on the progression rules, the progress of the race and the possible order of finish, which may affect the positions of the crews in the subsequent heats. It may also depend on wind or other weather conditions. The Race Umpire must satisfy himself/herself that crews whom they may wish to address can effectively hear them. Should it be necessary to overtake one or more crews, the Race Umpire must see to it that they are not affected more than necessary by the wash of the Race Umpire's launch. The Race Umpire shallshould advise the crew(s) being overtaken there may be wash.</p> <p>The Race Umpire's ruling may be influenced by the type of race (heat, repêchage, semi- final or final). The Race Umpire must therefore take this factor as well as the position in the subsequent races into account in considering any action, which he or she may take under these rules.</p>
	7. Safety	<p>The Race Umpire shall take every care to ensure the safety of the competitors. The Race Umpire must also try to prevent damage to boats and equipment. When necessary, the Race Umpire may call a crew's attention by raising the white flag, stating the name of the crew and stopping it by giving the command "Stop". Should one or more competitors fall into the water or should any boat capsize, the Race Umpire must be sure that the on-water rescue service is aware and attending to the situation, or if there is another Race Umpire's launch that may be called to intervene and, if not, the Race Umpire will take any necessary safety measures himself/herself.</p>
	9. Overall Ability:	<p>i) Timing -Umpires are required to understand and be able to time races.</p> <p>ii. Coaching - ...</p>
11.20	Duties of the Chief Judge	The duties of the Chief Judge at the finish are as follows are to oversee the

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
	at the Finish	<p><i>umpires and volunteers at the finish and to ensure the following:</i></p> <ol style="list-style-type: none"> 1. To determine the order in which the bows of the boats cross the finish line; 2. To confirm that the presiding Race Umpire has indicated (by raising the white flag) that the race was in order and to acknowledge this signal from the Race Umpire by raising their white flag (or displaying a white light); 3. To list the crews in their correct order of finish; 4. To check that the official results on the results sheet and official scoreboard are correct. <p>The Chief Judge at the Finish shall verify, and if applicable, sign the results before they are published.</p> <p>In the case of an objection initiated by a crew on the water, and following the subsequent decision of the on-water Race Umpire, the Chief Judge at the Finish shall indicate the results as “Result Unofficial”. The race can may be further protested (within one hour) by the club and could be the subject of a decision of the Board of the Jury.</p>
11.21	Position	<p>In order to enable the officials umpires in the finish tower to carry out their duties, they must be seated one behind and above the other along the projection of the finish line. As a general rule, there shall be at least two judges, one of them the senior or Chief Judge at the Finish.</p>
11.23	Timing and Photo finish	<p>If the order of finish can be clearly determined by the naked eye, times taken by hand- operated timing equipment may be used. In the case of a photo finish, the times shown on the result sheets and on the scoreboard shall be taken from the photo finish for all the crews in the race. Except for the triggering of finish times, any automated timing equipment should be operated by specialists who are not part of the Finish Judges. Times shall be shown to 1/100th of a second on the Results Sheets at Canadian National Regattas. close finishes will be decided by a videotape or computer images. Photo-finish equipment must operate at a</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p>minimum of 100 frames per second. If photo-finish equipment is used, the times shown on the tape or computer will be used for all crews in the race. <i>In the case of close finishes the order of finish must be determined by means of special equipment such as a photo finish camera, capable of measuring and displaying differences to at least 1/100th of a second.</i></p>
11.25	Duties of the Control Commission	<p>...</p> <p>6. Classification<i>Categorization</i> of competitors</p> <p>7. Boats and equipment:</p> <p>a. ...</p> <p>b. ...</p> <p>c. ...</p> <p>d. Conformity of the boat with the rules regarding "advertising"(section 11.25.7 (e) moved up and renumbered 11.25.7 (d) and subsequent section renumbered</p> <p>e. ...</p> <p>f. <i>Weighing of boats, if required.</i></p> <p>9. Adaptive-Para- events - safety measures such as foot stretchers, strapping and/or pontoons, <i>which must be checked by the Control Commission Umpire.</i> ...</p> <p>...</p> <p>11. Where doping control is carried out, the Control Commission is responsible to ensure that the competitor who is to undergo such testing <i>is identified</i> and escorted to the doping control officials responsible, immediately upon getting out of the boat.</p> <p>12. For Adaptive-Para rowing: if doping control for visually impaired rowers or those with an intellectual disability is required, the Control commission should seek the assistance of team members before taking the rower to the responsible <i>doping control</i> officials</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
Appendix 1	Bye Laws to Rules 35 to 37 – Courses Progression Systems Options (App. Re-numbered)	A regatta Organizing Committee is required to publish in the Bulletin No. 1 for its regatta, what <i>Regatta Package/Bulletin</i> , the progression system it has received approval from <i>which has been approved by</i> the Provincial Rowing Association or Rowing Canada Aviron, as the case may be, in its regatta sanction application.
	OPTION1: <i>FISA Progression Systems</i>	<i>Please refer to the FISA Rules Appendix 12 Bye-laws to Rule 67 - FISA Progression System.</i> Note: the FISA progression system assumes six racing lanes. Excerpt from the FISA Rule Book (April 2009) SECTION 5 – The Draw and Progressing to the Finals – deleted in its entirety
	<u>OPTION 2: Time Trials</u>	<i>For Rules on how to run a Time Trial, please see Appendix 8 - Time Trial Rules.</i>
		The following are parameters that are to be used during time trial racing: deleted in its entirety.
Appendix 1a	<i>FISA Progression System - See the FISA Rules of Racing- Bye Laws to Rule 67</i>	...section re-numbered
Appendix 1b	Dueling Over a Grand (re-numbered)	
Appendix 1c	Row Over Case Examples (re-numbered)	
Appendix 2	Head Racing Rules	A Head Race is defined as any race wherein competitors race over the same course but start sequentially. <i>In format, the Head Race is the same as a time trial as described in Appendix 8.</i> The RCA Rules of Racing shall apply in full, except as noted below.
App. 2 - 3.3.3	Timing	Timing: The Timer shall be stationed at the start and shall record the starting time of each crew. <i>There needs to be a method for the timing of races.</i> The timer is also responsible for communicating the starting time for each crew to the Finish Judge.

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<i>The Chief Umpire should approve the method of timing races and must verify that the organizing committee knows how to implement that method, resulting in a fair regatta. However, the organizing committee is accountable for ensuring accurate times of the races. There must be at least one analogue back-up to the timing system, in case the electronic system fails.</i>
App. 2 - 3.3.4	Race Umpires or marshals:	The Race Umpires or marshals shall be strategically positioned along a course and must have a communication system at points along the course so that no portion of the course is at any time out of sight to one or more Race Umpires’/marshals’ launches.
App. 2 - 3.3.5	Launches for Race Umpires /Marshals	Launches for Race Umpires/Marshals shall normally be stationary while the race is in progress, but may move to respond to emergencies. Race Umpires or marshals shall note any violation of the local regatta rules, including traffic patterns, right of way rules, <i>passing rules</i> , <i>no passing zone rules</i> , and report such violations to the Chief Finish Judge or the Chief Umpire for the appropriate penalties. Race Umpires or marshals shall give instructions to crews to avoid collision or accident.
App. 2 - 3.3.6	Finish Judge:	The Finish Judge shall mark <i>note the order of finish especially in those cases where one or more crews are crossing the finish line at the same time. A member of the organizing committee will mark</i> the finish time of each crew.
App. 2- 3.3.8		<i>A Race Umpire or marshal in the finish area to ensure that finishing crews clear the finish line safely and that crews returning to the docks do not interfere with crews finishing their race.</i>
App. 2 – 6.1	Time Penalties (Section re-numbered)	The OC may provide in the local regatta rules for the imposition of time penalties, to be added to a crew’s elapsed time, for violation of the traffic pattern, right of way <i>and passing or no passing</i> rules or violation of course boundaries.
App. 2 - 7	Umpire Commands for time trials	The Start: <i>Crews shall gather near the start area with the help of start area marshals. Crews will arrange themselves into their proper race order behind the Start line and await the Starter’s instructions.</i>

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		<p>7.1 The following commands shall be used:</p> <p>7.1.1 The Starter or the Marshal will instruct the crew “Crew #1 Alberta, on the paddle”.</p> <p>7.1.2 As the crew approaches the line, the Starter will say “Crew #1 Alberta, approaching the line”.</p> <p>7.1.3 As the crew crosses the line the Starter will then say “GO”, or, sound a horn</p> <p>7.2 As each crew finishes, the Finish Judge will say “Down” or sound the finish horn.</p> <p>7.3 The Finish Judge shall mark the finish order of each crew.</p>
Appendix 3 - 1.	Indoor Rowing Racing Rules – Racing format	The Organizing Committee (OC) shall indicate in its sanctioning request and the Race Bulletin, whether the indoor rowing race is to be sanctioned. meet the standards and requirements set out in these Rules.
App. 3 – 4.	Ergometer Placement:	The OC will designate a specific Race Area and place ergometers in the Race Area not less than 41cm apart as measured from the front feet of the ergometer. Ergometers must be a minimum of 1.5 meters from the nearest wall in front of the flywheel.
App. 3 – 6.	Headphones:	It is strongly recommended that For safety, competitors must refrain from wearing headphones or communication devices during competition. The wearing of hearing protection is permitted. If hearing protection is used, or any other electronic communication device is used, they may not be used for the transmission of coaching during the race. (Refer to 10).
App. 3 – 7.	Competitor Definition	For indoor rowing races, a “competitor” may be any of the following: a member of a rowing club, a member affiliated with a sport club, a fitness/health club member, a student or adult. The definition encourages broad participation consistent with the Canadian Sport for Life model and RCA’s goals to grow the sport of rowing, and does not conform with RCA Rule 2.3.
App. 3 – 8, 8.1, 8.2	Safety	... 8.1 Medical Officer: The organizing committee shall appoint and have in attendance a medical officer that has the qualifications of a Para-medical first

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		<p><i>responder. Should the medical officer be required to leave the indoor regatta for any period of time, there shall be a replacement to take her/his place, with the same qualifications of Para-med/first responder. Medical officer(s) shall wear distinctive uniforms so that they may easily be discerned by the Race Umpires or indoor regatta officials.</i></p> <p><i>8.2 Medical Supplies: At a minimum, the Medical Officer will carry: a blood pressure cuff, thermometer, stethoscope, Salt, bottles of Gatorade, sugar envelopes and envelopes of rehydration solution</i></p>
App. 3 - 10	Coaching	<p>Coaching is permitted during indoor rowing racing, and the OC shall state in its Bulletin whether however, coaches or coxswains may not enter the race area. and if so, the number allowed per rower. Coaching information may not be transmitted to a rower during racing through any electronic means or communication device, <i>including ear buds/plugs worn by the rower.</i></p>
App. 3 - 12	Competitor's Age	<p>The OC will publish age categories in advance in its Regatta <i>Package/Bulletin.</i> RCA Age Categories, including the Masters age classification, shall be used whenever possible at national indoor rowing events, except where the event provides qualification standards to an international competition.</p>
App. 3 - 13	Lightweight Events:	<p>At indoor rowing events the RCA lightweight on-water racing rules will be in effect for both maximum weight permitted and the weigh-in times. <i>the maximum individual weights and weigh-in times will be decided by the Organizing Committee and published in the Regatta Package/Bulletin.</i></p>
App. 3 - 15	Relays	<p><i>Where the local rules specify a race format that involves a relay, it is forbidden during the change of competitors, for anyone to continue to turn the flywheel on the ergometer, so as to affect the final recorded total distance or time.</i></p>
Appendix 64	Start Procedure Script	<p>Whole previous Appendix 6 deleted.</p> <p><i>1. Purpose: The purpose of the Start Procedure is to ensure that coxswains, rowers, crews Race Umpires and all other Umpires hear the same words when the race is being started. The role of the Starter, Judge at the Start, Aligner, and Race Umpire are all described in Section 10 and Section 11 of these Rules. The Start</i></p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p><i>Script is intended to assist the Starter to implement what is described in those sections.</i></p> <p>2. Script: Following are the words that the crews and other Umpires in the Start Zone should hear from the starter. No other words are necessary to be added, however, practical deviations are permitted.</p> <p>2.1. The Starter should announce the race as follows: “Senior Women’s Eight Heat #_ (or Semi# or Final)</p> <p>2.2. A crew may be called by the Starter to enter the start zone at any time after all crews from the preceding race are out of the start zone. When crew is ready to enter the start zone the Starter shall attribute a lane to the crew, as follows: British Columbia - Lane 1. The Starter may tell the crew the time until the race rounded to the nearest minute when the crew enters the start zone, however the starter must announce the time until the race as follows: “5 Minutes, 4 Minutes, 3 Minutes, 2 Minutes”.</p> <p>2.3. After 2 minutes, the crews should be attached to the start pontoons. At this time,</p> <p>i. Check competitors’ Coxswain weights: “Saskatchewan Coxswain, may I see your weights? Thank-you” (if they should have weights but are not carrying them, contact the Chief Umpire)</p> <p>ii. Check competitors’ uniforms, question uniform as follows: “Alberta 2-seat, Uniform” (if a member(s) of the crew unable to display the proper uniform the starter may assess the crew a yellow card)</p> <p>iii. Announce (other) yellow cards: “Ontario, late to the start, Yellow Card”</p> <p>3. Check with the Judge at the Start or Aligner to see if there is alignment, as signified by the raised white flag.</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p>4. <i>Ensure the course is clear and that the Race Umpire(s) is in position and ready.</i></p> <p>5. <i>Begin the Roll Call, starting with Lane 1: “British Columbia, Alberta, Manitoba, Ontario, Saskatchewan, Quebec”</i></p> <p>6. <i>If more than one crew from the same club, add the lane number, for example: “British Columbia Lane 1, Alberta, Manitoba, Ontario, British Columbia Lane 5, Quebec”</i></p> <p>7. <i>With traffic lights</i></p> <p style="padding-left: 40px;">I. <i>Check again with Judge at the Start for alignment, say: “Attention”, then press the red button.</i></p> <p style="padding-left: 40px;">II. <i>(With traffic lights), press the Go button that turns on the green light and makes an audible signal. No words from the Starter.</i></p> <p>8. <i>With flags</i></p> <p style="padding-left: 40px;">I. <i>Check again with Judge at the Start for alignment, say: “Attention”, then raise the start flag.</i></p> <p style="padding-left: 40px;">II. <i>Drop the start flag to one side and simultaneously say: “Go”.</i></p> <p>QUICK START</p> <p>1. <i>Follow 1 to 4 above.</i></p> <p>2. <i>Advise the crews that this will be a Quick Start, as follows: “This will be a Quick Start”</i></p> <p>3. <i>With traffic lights</i></p> <p style="padding-left: 40px;">I. <i>Instead of the Roll Call, the Starter says: “Quick Start”</i></p> <p style="padding-left: 40px;">II. <i>Check again with Judge at the Start for alignment, say: “Attention”, then press the red button.</i></p> <p style="padding-left: 40px;">III. <i>Press the Go button that turns on the green light and makes an</i></p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p style="text-align: center;"><i>audible signal. No words from the Starter.</i></p> <p>4. With flags</p> <p><i>I. Instead of the Roll Call, the Starter says: “Quick Start”</i></p> <p><i>II. Check again with Judge at the Start for alignment, say: “Attention”, then raise the start flag.</i></p> <p><i>Drop the start flag to one side and simultaneously say: “Go”</i></p>
Appendix 4A	Script for Aligners	<p><u>Floating Start</u></p> <p><i>The alignment of a floating start</i></p> <ol style="list-style-type: none"> <i>1. Address the crew by their bow number;</i> <i>2. Use linear distances to identify the required movement of a shell to the bow or to the stern (1 seat, 2 seats, ½ a deck, a deck, ½ a boat, etc.);</i> <i>3. Both voice tone and projection should be consistent for all shells regardless of their lane;</i> <i>4. Use consistent vocabulary:</i> <ol style="list-style-type: none"> <i>a. To request a move toward the bow: “Touch it up (+ a linear distance) e.g. one deck”</i> <i>b. To request a move toward the stern: “Back it down (+ a linear distance) e.g. one seat”</i> <i>c. To request a shell to drift: “Let it run”</i> <i>d. To request a shell to stop: “Hold water”</i> <i>e. To move the bow of a boat sideways - i.e. align a boat in a cross wind:</i> <ul style="list-style-type: none"> <i>▪ “Spike it on (+ one side) e.g. port side”</i> <i>f. If applicable, hand over to the starter by raising the white flag,</i>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p style="text-align: center;"><i>or, by saying, “crews aligned”.</i></p> <p><u>Start with Boat-holders</u></p> <p><i>The alignment of a start where there are boat-holders</i></p> <ol style="list-style-type: none"> 1. Address the boat-holder by their lane number “Lane 1” 2. Use the word “Out” to identify the required movement of a shell away from the boat-holder “Lane 1 – Out” 3. Use the word “In” to identify the required movement of a shell towards the boat-holder “Lane 2 – In” 4. Use the word “Stop” when the shell has reached the desired position.
Appendix 5	<p>Masters’ Age Adjusted Time Options</p> <p>1. Henley Masters’ Age Adjusted Time System</p>	<p><i>Below are options that Organizing Committees may consider for calculating masters’ age adjusted times.</i></p> <p><i>The Henley age adjusted time system uses the mean age of each category as well as the time associated to that age as per the current Garret system. The age adjusted time is assigned to an age category and not the individual in each category. Therefore, if a rower’s age is in the C category and the rower is competing in an C-category event then no age adjusted times are applied, as the athletes are competing within their age category.</i></p> <p><i>If a crew or sculler chooses to row down an age category then no age adjusted times are applied, because the crew or sculler made that choice.</i></p> <p><i>The Henley age adjusted time system is only used when events for more than one age category are combined by the regatta organizing committee. For example, in the M1x there are competitors in in the following age categories: F, G, H and I. In this situation, the “F” competitor would be assigned a 0 age adjusted time, that is, the F’s finish time is what is shown on the clock. The G competitor’s finishing time would have 9.98 seconds subtracted from it (calculated from the table below, by subtracting 20.24 from 30.32). Likewise, the H competitor would have 24.68 seconds subtracted from their finish time and the I category competitor would have 39.38 seconds subtracted from their finishing time. If this race was the first of two heats and no “F” scullers advanced to the Final race of this event, then the lowest age group would be 0</i></p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p><i>and the age adjusted times would be applied to the remaining competitors in a similar manner as described above.</i></p> <p><i>The age adjusted times should be applied just prior to the final Draw being published, to take account of any crews that have scratched.</i></p> <p><i>Age Adjusted Times - Table (not included, but all new)</i></p>
App. 5	2. Garrett Masters Age Adjusted Time System	<p style="text-align: center;"><u>RCA Masters Age Adjusted Times 2017</u></p> <p style="text-align: center;">John Garrett</p> <p style="text-align: center;">Victoria City Rowing Club</p> <p><i>These age adjusted times are based on the best 15% of 1000m finish times in finals at US National Masters Championships and FISA World Masters Championships. They represent the performance of rowers who choose to race as Masters. Elite rowers in the AA, A, and B age groups may be faster.</i></p> <p><i>The time allowances are designed to give an older boat an equal chance of winning when racing in the next younger FISA age category. They were created by minimizing the correlation between age and finish order. They will not make up for differences in training, skill or attitude.</i></p> <p><i>The time allowances may be calculated in one of three ways.</i></p> <p><i>1) Use the "Standard time". For races under good conditions on a 1,000 M course the process can be simplified by using the "cumulative allowances" calculated from the "standard time" for each boat type. For each boat in the race, subtract the "cumulative allowance" appropriate to the crew age and boat type from the raw finish time to calculate a corrected time for that boat.</i></p> <p><i>2) Use the "cumulative ratio" tables. The time allowance for each boat in the race is calculated by finding the "cumulative ratio" for the average age of the crew and multiplying this number by the fastest time for that boat type (e.g. W 2-) for this regatta, expressed in seconds. This allows for conditions where the</i></p>

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		<p><i>“standard time” would not be representative, for example river flow or course lengths different from 1,000 M. This time allowance is then subtracted from the raw finish time for each boat to produce a corrected time.</i></p> <p><i>3) Use the linear formulas. These should yield exactly the same numbers as option 1) above.</i></p> <p><i>Garrett Age Adjusted Time Table included - all new.</i></p>
Appendix 8-6	Coastal Rowing Rules	RCA Rules of Racing applying to regattas shall apply to Coastal Rowing regattas and rules applying to Canadian Championship regattas shall apply to Canadian Coastal Rowing Championship regattas except as provided in this Appendix 8-
1.2	Application	This Appendix applies to regattas for coastal rowing and Canadian Coastal Rowing Championship regattas together with and not in exclusion of the RCA Rules of Racing. <i>Rules outlined in the RCA Rules of Racing that are intended to be applied to all regattas (i.e., entries, sanctioning, safety, fairness) shall apply to Coastal Rowing regattas and rules applying to Canadian Championship regattas shall apply to Canadian Coastal Rowing Championship regattas.</i>
2.1	Age Categories	The following age categories for rowers are <i>the only categories recognised recognized</i> by RCA for Coastal Rowing: 1. Seniors
2.2	Additional Categories	Except for the age categories, RCA does not recognise any additional categories for Coastal rowing.
3.1	Classes of Boat (ref. 3.1)	Except for the age categories, RCA does not recognize any additional categories for Coastal rowing. Double (C2x) Coxed Quadruple Sculls (C4x+) Coxed Four (C4+)
3.2	Boat Classes - events (ref. 3.1)	The following events are held in Coastal Rowing regattas: Men (M) - C1x, C2x, C4x+, C4+ Women (W) - C1x, C2x, C4x+, C4+ Mixte (Mix)- Mixed (Mixed) - C2x, C4x+, C4+

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
4.1	Construction of Coastal Rowing Boats and Equipment	<p>Coastal Rowing boats used in RCA coastal regattas must meet the three following (FISA) measurement requirements; those requirements shall also be used for any coastal rowing boats should conform to the construction requirements as stated in the FISA Coastal Rowing Competition Regulations.</p> <p>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:</p> <p>(1) width overall; (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.</p> <p>The maximum permitted length and minimum permitted weights are as follows: deleted as no minimum length for Coastal Rowing boats. The minimum permitted widths are as follows: (Two tables deleted).</p>
4.2	Coastal Rowing Requirements	<p>All boats must meet the safety requirements set down out by FISA and any additional requirements set down out by any national, regional and/or local authority for participation in the particular a Coastal regatta.</p> <p>In particular: At a minimum:</p> <p>1. Boats must meet the minimum flotation standards described in RCA Rule 3.8 and the FISA construction requirements as described in FISA Rules Appendix 22. set down by FISA, either with the required watertight compartments or built-in flotation utilising bags or tanks.</p> <p>2. Boats must carry a small vessel life jacket Personal Flotation Device (PFD) for every crew member, of a type which meets Canadian recognized standards. Coxswains must wear a life jacket PFD at all times in the boat.</p> <p>3. Boats must have a towing eye located approximately 100mm above the loaded waterline on the bow fitted with a 15m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with all crew members on board in strong wind and high 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.</p>
4.5	Boat Weights	<p>The defined minimum weights for boats used in RCA Coastal Rowing regattas shall</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		be as set out in Rule 4.1 of this document.
5.1	Characteristics & Design	The race course for Coastal Rowing Regattas 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, <i>in which case, all crews must be notified of that process at the time of their entry</i>). the process for which shall have been notified to all teams at the time of their entry).
5.4	Length of the Course (corrected numbering systems)	<p>a. As for International coastal rowing regattas, in principle there is no specified racing distance and this. The racing distance may vary from regatta to regatta, <i>as in principle there is no specified racing distance</i>. However, the length of the course in each case shall be notified to all participants <i>shall be notified of the length of the course in the Regatta Package</i>. The racing distance may be changed by the President of the Jury /the Chief Umpire in the case of adverse weather conditions, in consultation with the Organizing Committee.</p> <p>b. RCA Coastal Rowing Championships In principle, ...</p>
5.5	Number of Lanes	Coastal 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 availability of safety boats. There shall be no delineated lanes. Where there is a limit on the width of the start line, the Organizing Committee shall indicate in the Notice of Regatta <i>Package/Bulletin</i> 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 in accordance with <i>Appendix 6</i> , Rule 6.2. in these Rules.
6.1.1 (re-numbered)	Race Director <i>Regatta Chair</i>	The Organizing Committee shall appoint a Race Director <i>Regatta Chair</i> who is very familiar with local water conditions and who has experience with coastal rowing events. The Race Director <i>Regatta Chair</i> shall be responsible for all communications with the local maritime 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 Race Director <i>Regatta Chair</i> shall cooperate closely with the President of the Jury/Chief Umpire and

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		shall participate in any decisions in case of adverse weather conditions. In any case where the Race Director Regatta Chair and the President of the Jury /Chief Umpire are not in agreement on an issue regarding safety, the decision of the President of the Jury /Chief Umpire shall prevail.
6.1.2 (re-numbered)	Crew Captains' Meeting	Before the start of the competition, a meeting must be convened by the Organizing Committee in which all coxswains and Crew Captains must participate. At this meeting, the Race Director Regatta Chair will explain and provide to all participants all information reasonably required for the safe running of the event (including traffic patterns , local maritime rules, tidal movements, currents, specific topography, known dangers and safety rules). If deemed necessary, the coxswains, and the Crew Captains, may be invited to view the course from a motor launch of the Organizing Committee.
6.1.3 (ii) (re-numbered)	Rowers' Obligations - Crew Captain's obligations	<p>According to international maritime law, all sea-going vessels must have one person responsible for safety and navigation. In coastal 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 identified to the Organizing Committee in writing at the time of the crew's registration under Rule 4.3. Such notification identification is the responsibility of the provincial association Provincial Rowing Association (for Canadian Coastal Championships) or the club in whose name the crew is entered (for all other coastal regattas) and the crew concerned. Any crew for which a Crew Captain has not been notified identified shall not be permitted on the water.</p> <p>The Crew Captain shall be responsible to:</p> <p><i>Before every outing:</i></p> <ul style="list-style-type: none"> • familiarize himself/herself with the current and expected weather conditions; • take responsibility for assessing the risks and the ability of the crew to cope with those prevailing and forecast 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;

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p><i>During the outing:</i></p> <ul style="list-style-type: none"> • ensure that the crew respects all navigational and safety rules; • require that all members of the crew wear their life jackets PFDs as necessary; • monitor any changes in the weather or water conditions which might affect the safety of the crew; • make necessary decisions for the safety of the crew if the weather deteriorates. <p><i>After the outing:</i></p> <ul style="list-style-type: none"> • inform the Control Commission of the return of the crew; • complete the register to indicate the crew's return ensure that the Control Commission volunteers or umpires register that the crew has returned
6.1.4 (i)	Special Coastal Rowing Safety Considerations General Rules of Circulation	Rowing at sea on open water outside of channels and ports requires special attention to weather conditions, tides, water currents and general maritime traffic. Rowers and coxswains must familiarize themselves with general maritime navigation rules as well as the specific conditions of the area....
6.1.4 (ii)	Important rules for rowing at sea on open water	...
6.2.3	Adverse Weather Conditions	<p>The President of the Jury the Chief Umpire, in consultation with the Race Director Regatta Chair and the Organizing Committee, shall take all decisions on any delay, postponement or cancellation of races, of changes to the course, resulting from adverse weather conditions, other matters relating to the safety of competitors, and umpires on the water, or the fairness of the course.</p> <p>This Such decisions may include result in reducing the maximum number of boats in races. If the number of boats in a race is reduced under this Regulation Rule, the President of the Jury the Chief Umpire may use the ranking in the preliminary heats to seed the races or, if there have been no preliminary heats, the random draw will be used.</p>
7.1	At the Start	There shall be no start zone in Coastal Rowing events. for the purpose of equipment damage....

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
7.2.1	The Start (floating)	<p>...</p> <p>The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall in principle be approximately 150 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. <i>In principle</i>, a clearly distinguishing, <i>brightly coloured</i> jacket should be worn by the Starter.</p> <p>... 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 <i>Race</i> Umpires of his decision in this regard and the offending crews shall be notified in accordance with Rule Appendix 6, 7.2.5 of these Rules. ...</p>
7.2.5	False Start – Consequences of a False Start (a) Individual false start	<p>A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty of 2 minutes and shall be immediately informed of the penalty by the Race Umpire in the manner set out in Rule 11.5 of these Rules. <i>Appendix 6, Rule 11.5</i></p> <p>...</p>
8.1	Damage while in the Start Zone	There shall be no start zone designated in coastal rowing events. Crews shall abide by their own damage at all times after the start of the race.
8.3-8.2	Interference	<p>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-rule, or causes a collision with another crew through not giving way when required by this regulation-rule. ...</p>
	b) Collisions	<p>In case of collisions (of boats or oars), and if one of the crews protests-objects, the <i>Race</i> Umpire shall decide who is at fault and may impose a penalty on the boat responsible for the collision. ...</p>
9.1	Finish of the Race	<p>A crew has finished the race when the bow of its boat has crossed the finish line. All crew members must start and finish the race.</p> <p>Where, in accordance with Regulation, Rule 4.1, a beach finish is provided <i>for</i>, a</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		<p>crew shall have finished the race when one or more members of the crew has crossed the line or touched the flag on the beach as required. For beach-races with a beach start and finish, all crew members must start and arrive finish at the beach.</p> <p>A crew in contravention of these requirements shall not be ranked in the race and shall be marked DNF.</p>
9.2	Dead Heats	<p>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 be in effect:</p> <p>9.2.1 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 President of the Jury /the Chief Umpire and the Race Director Regatta Chair, in the presence of the affected Crew Captains, shall conduct a random draw between among 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.</p> <p>9.2.2 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.</p>
10.1	The Outcome of the Protest	<p>The Board of the Jury shall decide on the protest and on the measures resulting from its decision including:</p> <ul style="list-style-type: none"> a) reprimand b) time penalty e) Yellow Card (applying to the next round in which the crew competes) d) relegation where specifically provided in these Rules e) Red Card or exclusion (from all the rounds of the event in question) f) disqualification (from all events in the regatta) <p>After application of the appropriate penalty, if any, the Board of the Jury may</p>

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		<p>also take any other available measures to restore the chances of a crew that has suffered disadvantage, including, where appropriate, and where there are preliminary rounds, to allow the crew concerned to proceed to the next round if the Board of the Jury considers that but for the interference the crew would have so progressed of its own accord.</p>
11.110.1 (re-numbered)	Composition of the Jury	<p>In principle, the Jury shall consist of persons carrying out the following duties:</p> <ul style="list-style-type: none"> - the President of the Jury <i>the Chief Umpire</i> - Starter, - Judge at the Start, - Race Umpire (s), - Turning Mark Umpires, - Judges at the Finish, one of whom shall be the Senior <i>Chief</i> Judge - Members of the Control Commission, one of whom shall be the senior member <i>Chief</i>. <p>The President of the Jury <i>The Chief Umpire</i>, the Starter, the Judge at the Start, the Race Umpire, senior <i>Chief</i> Judge at the Finish and the senior member <i>Chief</i> of the Control Commission shall each hold an RCA Umpire's licence.</p>
11.210.2	President of the Jury/ Chief umpire	<p>The President of the Jury <i>The Chief Umpire</i> shall allot duties to each member of the Jury and shall supervise their activities. He/she shall take the chair at meetings and ensure proper co- ordination with the Organizing Committee. He/she shall cooperate closely with the Race Director <i>Regatta Chair</i>.</p>
11.3	Penalties	<p>The Jury shall impose appropriate penalties in any case of breach of the rules. The penalties available to the Jury are:</p> <ul style="list-style-type: none"> a. reprimand b. time penalty c. Yellow Card (applying to the next round in which the crew competes) d. relegation where specifically provided in these Rules e. Red Card or exclusion (from all the rounds of the event in question) f. disqualification (from all events in the regatta) <p>The Umpire may also order that a crew which has been interfered with be allowed to proceed to the next round of an event (where such rounds are held) if he/she considers that but for the interference the crew would have so progressed</p>

Section	Title	Proposed wording (new wording highlighted in yellow; deleted wording strike-through)
		of its own accord.
App. 7 – 3.0	Alternative programs in cases of Adverse Weather Conditions	<p>3.1 To shift crews and to use the lanes offering the most equal conditions.</p> <p>3.2 Before the scheduled start of racing, recommend that racing be brought forward based on the forecasts that indicate weather conditions will be potentially unfair or unrowable. To start racing earlier than previously scheduled, provided that the announcement of the new times is made at a meeting of team managers and coaches;</p> <p>3.3 To continue rowing and to suspend racing when weather conditions are unfair or unrowable and recommend alternative times for racing.</p> <p>...</p> <p>3.6 To start racing earlier than previously scheduled, provided that the announcement of the new times is made at a meeting of team managers and coaches;</p>
App. 7 – 4.0	Accountability and Operation	4.2 The chair of the Fairness Committee shall write a report on its activities, decisions and recommendations during the regatta and submit it to the RCA CEO, Regatta Chair, and the Chief Umpire.