

RULES OF RACING



JANUARY 2022



**ROWING
CANADA
AVIRON**

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PART 1 – SCOPE

1.1 Title

These rules are established by the Canadian Amateur Rowing Association (Rowing Canada Aviron or “RCA”) and shall be known and may be cited as the RCA Rules of Racing.

1.2 Rowing

Rowing is the propulsion of a displacement boat, with or without coxswain, by the muscular force of one or more rowers, each using one oar or two sculls as simple levers of the second order and sitting with their back to the direction of movement of the boat.

Rowing on a machine or in a tank, which simulates the action of rowing in a boat, is also considered as rowing.

1.3 Rowing Boat

In a rowing boat, all load bearing parts, including the axes of moving parts, must be firmly fixed to the body of the boat, but the rower’s seat may move along the axis of the boat.

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 gender identity, age or body weight.

1.5 Application of the Rules of Racing

These Rules of Racing shall apply to all rowing regattas hosted in Canada. Any member association, club or individual who participates in any capacity in a rowing competition governed by these rules is deemed to accept, without exception or reservation, the application of these rules. Notwithstanding the foregoing, Organizing Committees may apply, under Rule 1.6, for exceptions to these rules.

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These rules shall not apply to any regattas that may be held in Canada that are within the exclusive jurisdiction and control of World Rowing (WR) or, which are otherwise subject to the World Rowing Rule Book.

1.6 Exceptions

There shall be no exception made by an Organizing Committee respecting the following rules:

- i. **2.10.1** Weighing of Athletes in Weight Restricted Events,
- ii. **9.1** Progression System
- iii. **11.6** Composition of the Jury

In all other cases, an Organizing Committee of a regatta may depart from the RCA Rules of Racing only if:

- 1.6.1** The “local” rules to be applied are clearly outlined in the application for RCA Sanction, and are approved by RCA beforehand;
- 1.6.2** All participants are notified of the “local” rules prior to the regatta in the Regatta Package or Bulletin; and
- 1.6.3** The local rules provide a level of safety and fairness materially equal to those in the RCA Rules of Racing.
- 1.6.4** Rules and requirements of provincial, national, or international multi-sport games may take precedence over RCA Rules of Racing.

PART 1 – SCOPE

1.7 National Regattas

All National Regattas are under the authority of RCA, including:

- Canadian Masters (Rowing) Championships
- Royal Canadian Henley Regatta
- Canada Cup
- National Rowing Championships
- Any rowing regatta organized in connection with a national multi-sport competition, or, RCA high performance team selection process.
- Any other regattas deemed by the RCA Board of Directors as National Regattas.

The Juries of all National Regattas shall include Umpires from across the country appointed by RCA.

1.8 International Rowing Regattas

International Rowing Regattas are under control of WR and/or a national rowing federation.

1.9 Authorization for International Competition

A crew or a rower may represent Canada in an international regatta if it has received prior approval, in writing, from RCA.

1.10 Amendments to the Rules of Racing

The Rules of Racing, including Appendices, may be amended once during the quadrennial following the Summer Olympic Games. 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.

PART 2 – COMPETITORS

2.1 The Definition of a Competitor

To participate in an RCA sanctioned regatta, all rowers and coxswains must be registered members of an RCA rowing club in good standing (which is also a member in good standing of their provincial or territorial association) and must be competing for that club or for the rower's province or territory.

Any rower who defines themselves as transgender must meet criteria as outlined in RCA Transinclusion Policy.

Foreign competitors participating in RCA regattas must be members of a rowing club, which is a member of its National Rowing Federation, recognized by WR (and/or its National Olympic Committee), and must be competing for that club.

At RCA National Regattas where “elite” events are offered (e.g., Championship Events at the RCHR), current Canadian national team members may compete for their club or province in those events only.

For the purpose above, a competitor may be a member of more than one club but no competitor may compete for two different clubs at the same regatta, except that a rower may compete for their club and/or university and/or province and/or school at the same regatta.

In the case of high school events, defined as events in a regatta that are open to high schools, a participant who is:

1. A registered member of an RCA rowing club who attends a high school that does not have a rowing program and the school is not, therefore, a member of RCA, may compete for their school, provided the school has given its permission.

Additionally:

2. A rower from a school without a rowing program may join the crew of another school when provision for such crews is made by the Organizing Committee.

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In the above circumstances Organizing Committees may ask, in addition to evidence of the rower's membership in RCA, for evidence from the school that the competitors are attending the school and that they have the school's permission to represent the school in competition.

2.2 Crew

For the purposes of these Rules of Racing, a crew is a rowing team of one or more rowers in one boat with or without a coxswain.

2.3 Categories of Rowers and Proof of Age and Identity

On request, every competitor must be able to provide proof of age and identity by producing government issued documentation with photo, or other acceptable form of identification as stipulated by the OC and stated in the Regatta Package or Bulletin.

RCA recognizes the following categories of competitors for men and women:

1. **Under 17** – A rower or coxswain may compete as an Under 17 competitor until the 31st of December of the year in which they reach the age of 16.
2. **Under 19** – A rower or coxswain may compete as an Under 19 competitor until the 31st of December of the year in which they reach the age of 18.
3. **Under 23** – A rower or coxswain may compete as an Under 23 competitor until the 31st of December of the year in which they reach the age of 22.
4. **Senior** – A rower or coxswain of any age may compete as a Senior.
5. **Master** – A rower may compete as a Master from the beginning of the year during which they attain the age of 21.

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- 6. Canada Games** – Rowers or coxswains are eligible to compete in the Canada Games/Jeux du Canada according to age eligibility approved by the Canada Games Council.
7. An OC may hold events using different categories, however, they must propose categories different to the above in the regatta package submitted with the regatta sanction application.

Additional categories:

- 8. Weight restricted** – See 2.10

- 9. Para** – See 2.12

2.3.1 Health

Each competitor shall be responsible for their 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.

2.4 Coxswains

A coxswain is a member of a crew whose primary functions are, at a minimum, to steer the boat, and, provide instruction and encouragement to the crew. A crew may be coxed by a coxswain of any gender identity.

Age categories shall also apply to coxswains, except for Masters events.

2.5 Coxswains Weights

The minimum weight of a coxswain of a U 17 or U 19 crew, wearing a racing uniform, shall be 45 kg, and the minimum weight of a coxswain of a crew in all other categories, wearing a racing uniform, shall be 55 kg.

If under the minimum weight, a coxswain shall carry deadweight to make up the difference between the weight of the coxswain and the minimum required weight. The

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deadweight shall not exceed 15 kg. The deadweight shall be placed as close as possible to the coxswain in the boat, without being attached to the coxswain. The sanction for failure to place the deadweight as required shall be relegation. No article of racing equipment shall be considered as part of this deadweight. At any time, before or immediately after the race, the Control Commission or the Race Umpire may require the deadweight to be reweighed.

2.6 Weighing of Coxswains

The Organizing Committee shall ensure that a practice scale is available to coxswains during the hours the course is open for training and racing in addition to the official weigh-in times. A gauged weight should be used to ensure the practice scale weighs consistently with the official scale. Coxswains shall be weighed wearing their racing uniform on tested scales on the day of their event at times to be chosen by the organizing committee and published in the regatta package. Coxswains need only weigh in once each race day.

The weighing scales should indicate the weight of the coxswain to 0.1 kg. The coxswain 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 coxswain's weight if requested by the rower or coach.

At the time of weigh-in the weight will be recorded, noting the event(s) entered. Coxswains not completing the weigh-in shall be reported to the Control Commission at least 30 minutes before the start time of the coxswain's event. If a Coxswain fails to weigh in, the crew shall be excluded.

2.7 Masters Rowers

A rower may compete in non-masters events during the same year the rower competes as a master, provided all the following requirements are met:

- The rower is not a member of any team representing

PART 2 – COMPETITORS

Canada at an international competition during the previous two years to the date of competition

- The rower still meets other event requirements of the category in which they are entering e.g., weight etc.

A master shall be placed in the age category (shown below) corresponding to the age reached during the current calendar year:

Age Categories

AA	Minimum age: 21 years
A	Minimum age: 27 years
B	Average age: 36 years or more
C	Average age: 43 years or more
D	Average age: 50 years or more
E	Average age: 55 years or more
F	Average age: 60 years or more
G	Average age: 65 years or more
H	Average age: 70 years or more
I	Average age: 75 years or more
J	Average age: 80 years or more
K	Average age: 83 years or more
L	Average age: 86 years or more

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 down to the nearest 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

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so long as the average age of the crew falls within the applicable category.

A Masters crew or sculler may compete in a lower (younger) age category, but not in a higher category. In this case, no age adjusted time will be applied.

2.8 Masters Age Adjusted Time Systems

As per Rule 7.2, a race shall be held if two or more entries are received in any age category.

Additionally, if insufficient entries are received to warrant a race in an age category, the Organizing Committee may combine events and apply an age adjusted time to the actual finish times of the older crew(s)/sculler(s), using an age adjusted time system. Examples in Appendix 9.

The Organizing Committee shall publish in the Regatta Bulletin/Package the age adjusted time system to be used. The Organizing Committee shall apply the age adjusted times to the finish times.

2.9 Mixed Events

Mixed events may be held in any category for crews. In a Mixed event, no more than half of the rowers in each crew shall identify as male, excluding the coxswain.

2.10 Weight Restricted Events

Weight restricted events are events where there is a maximum weight stipulated for the rowers. The following maximum weights are recognized for weight restricted events:

1. Men 72.5 kg
2. Men 64 kg
3. Women 59 kg
4. Women 52 kg

PART 2 – COMPETITORS

An Organizing Committee may provide for different weight limits for weight restricted events in the regatta package submitted with the regatta sanction application.

2.10.1 Weight Restricted Event Weigh-ins

Scheduled weight restricted events at regattas must include weigh-ins.

2.11 Weighing of Athletes in Weight Restricted Events

In addition to the official weigh-in times, and during the hours the course is open for training and racing, the Organizing Committee shall ensure that a test scale is available to rowers entered in weight restricted events. A gauged weight should be used to ensure the practice scale weighs consistently with the official scale.

For their official weigh-in, the rowers shall wear their racing uniform. Rowers in crew events shall present themselves at the weigh-in centre as a complete crew. For official weigh-in the following times will be applied:

- All weight restricted rowers racing in weight restricted events shall weigh in at times to be chosen by the organizing committee and published in the regatta package.
- Athletes entered in weight restricted events only have to weigh in once per day regardless of the number of weight restricted events they are entered in that day.

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.

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If a rower exceeds the weight limit by the expiry of the time permitted for weighing, the rower and the crew of that rower are no longer eligible and shall be excluded from the weight restricted event(s) the rower has entered. If a rower or crew fails to weigh in by the expiry time, in principle the rower or crew may be excluded.

2.12 Para Competitors

A Para rower is a rower who, in principle, would meet the criteria set out in the World Rowing Para Rowing Classification Regulations.

There are three Para categories:

1. **PR1** (arms and shoulders)
2. **PR2** (trunk and arms)
4. **PR3** (leg, trunk, and arms)

Para rowers competing at National Regattas should be classified by two RCA appointed classifiers (medical and technical), and shall be classified in accordance with the WR Para Rowing Classification Regulations. The OC has discretion to accommodate unclassified Para rowers in order to provide racing opportunities.

Para Rowers are eligible to row in Para or non-Para Rowing Events at the same regatta that provide a suitable competitive opportunity.

PART 3 – EQUIPMENT

3.1 Classes of Boats

Open	Para boats	Other
Single Scull (1x)	Single Scull (PR1 1x, PR2 1x)*	Coastal Solo 1x
Double Sculls (2x)	Double Sculls (PR2 2x, PR3 2x)*	Coastal C2x
Pair (2-)	Pair (PR 3 2-)*	
Quadruple Sculls (4x)		
Four (4-)		
Coxed Four (4+)	Coxed Four (PR3 4+)*	Coastal C4+
Coxed Quad (4x+)		Coastal C4x+
		Fixed Seat Six (6+)
Eight (8+)		

*As defined in WR Para Rowing Competition Regulations.

3.2 Construction of Rowing Boats and Equipment

The construction, design, and dimensions of rowing boats and oars shall, in principle, be unrestricted subject to the limits laid down in these Rules and Rules 1.2 and 1.3. All rules in the RCA Rules of Racing applying to oars shall also apply to sculls unless specifically stated otherwise.

1. Weight of Boats

The Organizing Committee of the National Rowing Championships, or any rowing regatta organized in connection with a RCA high performance team selection process may require that all boats shall be of defined minimum weights, as follows:

PART 3 – EQUIPMENT

Designation	Boat type	Minimum Weight
1x	Single Sculls	14 kg
2x	Double Sculls	27 kg
2-	Pair	27 kg
4x	Quadruple Sculls	52 kg
4-	Four	50 kg
4+	Coxed Four	51 kg
8+	Eight	96 kg
PR1 1x	PR1 Single Sculls	24 kg
PR2 1x	PR2 Single Sculls	22 kg
PR2 2x	PR2 Double Sculls	37 kg
PR3 2x	Double Sculls	27 kg
PR3 2-	Pair	27 kg
PR3 4+	Coxed Four	51 kg

The minimum weight of the boat shall include the fittings essential to its use, in particular: riggers, stretchers, shoes, slides, seats, and hull extensions.

It shall also include:

- 1.1 Loud speakers if they are firmly fastened to the boat and associated wiring for such speakers.
- 1.2 Any housings or fixings that are firmly fastened to the boat for the purpose of holding water bottles, electronic or other equipment.
- 1.3 Cables and wires required to connect equipment to provide data.

PART 3 – EQUIPMENT

1.4 Seat Pads that are attached to the seat.

The minimum boat weight shall not include the oars or sculls, the bow number, or any other item not essential to its use and not firmly fastened to the boat.

Additional weight carried in the boat to achieve the required minimum weight shall be firmly fastened to the boat or to the essential fittings described above.

2. **Responsibility** – It is solely the responsibility of the crew that their boat meets the required minimum weight.
3. **Weighing Scale** – The weighing scales shall be provided by the Organizing Committee and shall indicate the weight of the boat to 0.1 kg. At the beginning of each official training day and of each racing day, the scales shall be tested, using calibrated (gauged) weights, by a member of the Control Commission responsible for boat weighing.
4. **Test Weighing of Boats** – The weighing scale(s) shall be available to the crews at least 24 hours before the first race of the regatta for test weighing of their boats. The scales shall be located on a horizontal base, inside a building or a tent to provide protection from the wind. The weighing area shall be easily accessible from the incoming docks and shall be exclusively reserved for the weighing of boats during the regatta.
5. **Selection of Boats to Be Weighed** – The Chief Umpire or their delegate shall make a random draw before the start of each racing session to select the boats which are to be weighed. They shall also have the right to include additional boats at any time before the finish of the race of the boat concerned if there is a suspicion that certain boats are underweight. They shall deliver copies of the draw to the responsible person at the Control Commission. The selected boats to be weighed shall be kept confidential until the crew of each selected boat is notified of that selection.

PART 3 – EQUIPMENT

- 6. Notification to Crews** – A member of the Control Commission shall notify the crews of the selected boats as they leave the water after their races and they, or people appointed for that purpose, shall accompany each boat to the weighing scales. A selected crew is required to take their boat directly to the weighing scales when they are notified that the boat has been selected for weighing. Failure to do so may lead to the crew being penalized as if the boat had been underweight. Once the crew has been notified that the boat has been selected for weighing, no extra weight of any description can be added to the boat until the boat has been weighed.
- 7. Additional Items to Be Removed** – Equipment which is not to be included in the weight of the boat shall be removed from the boat before weighing. At the official weighing of the boat, the normal wetted surface of the boat is accepted. However, any standing water must be removed before the weighing, in particular any water between the shoulders and inside the bow and stern decks. All other items (tools, clothes, sponges, bottles, etc.) must be taken out of the boat before the weighing.
- 8. Official Weighing** – The boat shall be officially weighed. If the boat meets the minimum weight, no further action is necessary. If the boat fails to meet the minimum weight, proceed to section 9.
- 9. Failure to Make the Minimum Weight** – If a boat is below the minimum weight, the member of the Control Commission responsible for boat weighing will prepare a paper record of weighing and proceed as follows:
- 9.1** The member of the Control Commission will write on the paper record of first boat weighing the name of the crew, the event, the weight of the boat, the number and type of equipment items included in the weighing and the words “First Boat Weighing” (see section 11 below for suggested form). Both the crew

PART 3 – EQUIPMENT

representative and the member of the Control Commission shall sign the paper record of the first boat weighing.

- 9.2** Test the scales with the gauged weights, observed by the crew representative, and record the result of this test, on the paper record created in 9.1. Both the crew representative and the member of the Control Commission shall sign the paper record of this test.
- 9.3** Weigh the boat concerned for the second time. If, on the second weighing, the boat weight is not below the minimum, no further action is necessary. If, however, the boat is still below the minimum weight, the member of the Control Commission will write on the paper record of second weighing the weight of the boat and the words “Second Boat Weighing”. Both the crew representative and the member of the Control Commission shall sign the paper record of this weighing. No other or later weighing shall be considered as valid.
- 9.4** Award the appropriate penalty to the crew (as per Rule 3.2.1.10 below).
- 9.5** Deliver the paper record of weighing (First Boat Weighing, Test Weighing of the scales and Second Boat Weighing) to the Chief Umpire.
- 10. Penalty for Underweight Boat** – The penalty for having raced in an underweight boat shall be that the crew is relegated to last place in the particular race. If two or more boats in the same race are underweight, they shall all be relegated and they shall be ranked in the descending order of their respective boat weights on the second weighing. If their boat weights on the second weighing are identical they shall be ranked by their order of finish in the race. If the crew races again in an underweight boat in a later round of the same event, then the penalty shall be the exclusion of the crew.

PART 3 – EQUIPMENT

11. The following form may be used as a record:

Event:			
Crew/Club:			
Race:			
	Weight	Control Umpire Signature	Crew Representative Signature
1st Boat Weighing			
Test Weighing			
2nd Boat Weighing			

3.3 Boat Bows

The bows of all boats shall be fitted with a solid white ball shape, minimum diameter 4 cm, which covers the point of the bows. If this is an external part it shall be firmly affixed to the bow of the boat such that it does not significantly deflect if a side force is applied. If it is an integral part of the hull construction, it shall afford equivalent protection and visibility.

Any racing shell failing to meet the requirements above shall not be allowed on the water.

3.4 Substances or Structures

No substances or structures capable of modifying the natural properties of water, or the surface layer of the water, shall be applied to the equipment.

PART 3 – EQUIPMENT

3.5 Quick Release Foot Stretchers

In all boats, the foot stretchers, shoes, or other devices holding the feet of the rowers shall be a type which allows the rowers to get clear of the boat with no delay in an emergency.

3.5.1 Where shoes or other devices holding the feet are fixed and will remain in the boat, each shoe or device shall be independently restrained to limit heel lift to a maximum of 7 cm for each shoe or type of foot gear fitted to the boat. In addition, where Velcro or similar materials must be unfastened before the rower can remove their feet from the shoes or other device, all fastenings must be able to be released immediately by the rower with a single quick hand action of pulling on one easily accessible strap.

3.5.2 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 their hands, or with a single quick hand action of pulling on one easily accessible strap or release device.

3.6 Coxswain's Cockpit

In order to avoid accidents arising from capsizing, the opening of a bow-enclosed coxswain's position must be at least 70 cm. long and it must be as wide as the boat for at least 50 cm. The inner surface of the enclosed part must be smooth and no structure of any sort may restrict the inner width of the coxswain's section.

3.7 Oar Blades

Oar blades may not be less than 5 mm thick for sweep oars, and 3 mm thick for sculls. This thickness shall be measured 3 mm from the outer edge for the blade for sweep oars and 2 mm for sculls.

PART 3 – EQUIPMENT

3.8 Flotation Requirement

Boats constructed or delivered after 1st January 2007 must show on the production plaque whether the boat meets the WR Guidelines for the Safe Practice of Rowing. *“A boat when full of water with a crew of average weight equal to the design weight stated on the boat’s production plaque, seated in the rowing position, should float such that the top of the seat is a maximum of 5 cm below the static waterline.”*

3.9 Para Rowing Equipment

3.9.1 General Aspects

Para Rowing Equipment shall be as specified in the WR Para Rowing Competition Regulations, including requirements related to standard boats and strapping. The current WR Para Rowing Competition Regulations regarding Boats and Equipment are noted below (with numbering from WR regulations):

7.a. Appendix R14, Regulation 7. Boats and Equipment (Rule 28)

- a. i. *The use of WR Standard Para Rowing boats is mandatory for all Para Rowing PR1 1x and PR2 2x events.*
- a. ii. *The Council shall determine the design of WR Standard Para Rowing boats (the WR Standard Design) and any changes thereto. The design shall be a part of these Regulations. The WR Standard Design is available from WR 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 WR Standard Design.*
- a. iii. *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 Rule 29.*

PART 3 – EQUIPMENT

- a. iv. *Changes in the design of WR Standard Para Rowing Boats shall be made only in the year following the Paralympic Games.*
- a. v. *The minimum weight of WR Standard Para Rowing boats shall be as specified in Appendix R3, Weight of Boats, and these Regulations (Regulation 9).*

7.b. *Para Rowing PR3 Mix4+, PR3 2- and PR3 Mix2x Boats*

- b.i. *Boats used in PR3 Mix4+ events shall be subject to the same restrictions as those for coxed fours (4+) under the WR Rules of Racing. No additional restrictions shall apply.*
- b.ii. *Boats used in PR3 2- events shall be subject to the same requirements as those for pairs (2-) under the World Rowing Rules of Racing. No additional requirements shall apply.*
- b.iii. *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.*

7.c. *Standard Para Rowing PR2 Mix2x Boats*

- c.i. *The WR Standard Para Rowing PR2 Mix2x boat has a fixed seat and may have stabilising pontoons. The hull, the pontoons where fitted, and the seat fixing shall comply with the WR 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 WR Standard Design seat fixing.*

7.d. *Standard Para Rowing PR1 1x and PR2 1x Boat*

- d.i. *The WR 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.*

PART 3 – EQUIPMENT

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 WR Standard Design specifications.

d.ii. *The WR Standard Para Rowing PR2 1x boat has a fixed seat and may be used with no stabilising pontoons. The hull shall comply with the WR Standard Design specifications.*

d.iii. *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 WR Standard Design seat fixing and the design of the rigger must allow the stabilizing pontoons to be correctly fixed.*

d.iv. *PR1 1x rowers are required to comply with the strapping requirements set out in point e.i. of this Regulation.*

7.e. Strapping - All strapping shall comply with the requirements of f. below.

e.i . PR1 1x Strapping Requirements – *PR1 rowers shall use a mandatory trunk strap which is for safety purpose only. This strap must be secured to the seat back and go around the trunk. In addition to the mandatory trunk strap, rowers may use additional strapping.*

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.

PART 3 – EQUIPMENT

- e.ii. **PR2 Strapping Requirements** – *Leg strapping is optional for PR2 rowers. The rower's movement may be observed and assessed during rowing (training and racing) by members of the Para Rowing Commission and World Rowing International Classifiers.*

7.f. General Strapping, Shoes and Stretchers Requirements

- f.i. *Where used, all straps, whether optional or mandatory under these Regulations, must be a minimum width of 50 mm, be of non-elastic 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.*
- f.ii. *The colour of all the straps must be a contrasting colour from the rowers' racing uniform so that they can be clearly seen.*
- f.iii. *All straps for each rower must be released in the same manner and direction.*
- f.iv. *Any hand strapping must be able to be released immediately independently by the athlete with a single hand movement.*
- f.v. *Additional strapping may be used by any rower provided the requirements of these Regulations are met.*
- f.vi. *Foot stretchers, shoes and other devices to hold the feet shall comply with Appendix R2 (Bye-Laws to Rule 28).*
- f.vii. *It is solely the responsibility of the rower to ensure that all strappings, shoes, stretchers and other equipment are compliant with these Regulations.*

PART 4 – REGATTA FACILITIES

A rowing course is a stretch of water with a clearly marked start, and a clearly marked finish.

4.1 Length, Marking and Number of Lanes of Course

The length of the course and all intermediate distances shall be measured and provide fair and equal racing. An accurate plan must be provided by the Organizing Committee in the regatta sanction application and regatta package.

The standard racing distances shall be:

1. For Seniors, Under 23, Under 19, Under 17 and Para - 2000 metres straight away.
2. For Masters:
1000 metres straight away.

The course shall be marked as follows:

1. The distance “0” (zero) shall be the start. Each subsequent 250 metres should be indicated as well as the exact length of the course at the finish line.
2. The standard course would normally have six numbered lanes. Lanes shall be numbered from 1 to 6 from the left of the Starter’s perspective when the Starter is located behind the start line. The lanes shall have a minimum width of 13.5 metres.

4.2 Stretches of Water – Standard Course

The stretch of water must be at least as long and as wide as is required for the course itself plus a sufficient run out area beyond the finish. The course shall be straight and shall have not fewer than 6 lanes, providing fair and equal racing conditions for crews racing in separate, parallel lanes over a distance of 2000 metres. The depth of water must be at least 3 metres at the shallowest point if the depth over the course is unequal. If the depth is the same throughout, it must not be less than 2 metres.

PART 4 – REGATTA FACILITIES

4.3 Wind and Water Conditions

The course should be located on a water body that is sheltered from wind as far as possible. If not, there should be no natural or artificial obstacles (such as trees, buildings, dikes) in the immediate neighborhood of the banks, which might cause unequal conditions on the water. Any existing current should be so slight as not to give rise to unequal conditions on different lanes. The running of the race must not be influenced by natural or artificial waves.

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 Regatta Package/Bulletin and be posted at or near the launch site.

4.5 Non-Standard Course

A non-standard course must provide for safe and fair competition.

PART 5 – REGATTA ORGANIZATION

5.1 Duties of the Organizing Committee (OC)

The Organizing Committee is responsible for providing the course, technical facilities, and the support personnel to assist in the running of the regatta, in accordance with the RCA Rules of Racing.

The Organizing Committee will appoint a Regatta Chair. The Organizing Committee is responsible for applying for regatta sanction, in consultation with the Chief Umpire and in accordance with the RCA Sanction Policy.

For National Regattas, the RCA CEO, in concert with the OC, may appoint members of various RCA committees or RCA staff, as appropriate, to help organize and assist in the conduct of the event.

The CEO may delegate any of the responsibilities assigned to that position as described in these Rules.

5.2 Regatta Chair

The Regatta Chair:

1. Plans the regatta, and ensures the direct participation of the Chief Umpire in the planning process
2. Represents the Organizing Committee during the regatta
3. Co-ordinates all regatta logistics
4. Collaborates with the Chief Umpire to ensure the safety and fairness of the regatta, and that the regatta is run in accordance with the RCA Rules of Racing, and
5. Does not participate as a competitor in the regatta

PART 5 - REGATTA ORGANIZATION

5.3 Course, Installations, Draw, Jury, Control Commission

1. The Organizing Committee is responsible to make available a stretch of water, rescue and medical services, and all necessary installations and equipment, both on land and on the water. The Organizing Committee is also responsible for the overall organization of the regatta.
2. The Organizing Committee is responsible for providing a proper race timing system, or, an adequate supply of stopwatches and the personnel to time the races. The finish area will have a finish flag (that defines the finish line), a red flag, a white flag, an air horn (or equivalent finish signal) audible to all competitors, and a communications link to the Chief Umpire, Starter, and the Control Commission.
3. At National Regattas, it is the responsibility of the Organizing Committee to supply photo-finish equipment and the personnel to operate it.
4. The regatta site must have adequate drinking water and sanitation/toilet facilities to accommodate the number of participants attending.
5. The Organizing Committee shall also include in the Regatta Package the description of the type of course installations, the traffic rules patterns for racing, and training, timing of weigh-ins, the weight categories, and competitor categories. The OC is responsible for the distribution of the Regatta Package and the publication of the draw.

PART 5 - REGATTA ORGANIZATION

6. For all regattas except 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 CEO shall appoint members of the RCA supported jury. The RCA Umpires Committee, after consultation with the Organizing Committee for each National Regatta, shall recommend to the RCA CEO the names of the Chief Umpire and the RCA supported members of the Jury for appointment to serve at all National Regattas.
7. The Organizing Committee will also consult with the Chief Umpire to appoint people to assist the members of the Jury in the various umpiring stations.

5.4 Radio and Telecommunications

It is essential that there should be telecommunication capacity between the Chief Umpire, the Start, the Finish, and the Control Commission in order to enable the members of the Jury to carry out their duties. It is also essential that telecommunication 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 telecommunication between each other and the rescue services on the water and for contacting the Chief Umpire, Starter, Control Commission, and the Finish Judges.

PART 6 – ADVERTISING

6.1 General Principles

Advertisement and identification markings are allowed on rowing boats, oars, equipment and clothing by manufacturers of both equipment, and clothing and by sponsors of a crew or club at any regatta. Except as otherwise specified in these rules, the content, placement, size, and density of advertisement is not restricted.

However, advertisements promoting products containing cannabis, e-cigarettes, tobacco, and products containing alcohol, including beer, wine, and liquor, are prohibited.

6.2 Rowers' Clothing

Members of the same crew shall compete wearing uniform clothing (shirts, shorts, and any additional garments), with the exception that hats need not be uniform or worn by all members of a crew. The racing uniform of members of a crew may be extended where required, so long as the club, school, provincial, or national team uniform is visible. In the case of a composite crew, each crew member shall wear their club uniform.

6.3 Organizing Committee Equipment and Regatta Installations

The Organizing Committee may limit advertising matter carried on any equipment provided by the Organizing Committee, or on installations on the course or in the medal presentation area.

6.4 Cannabis, e-Cigarettes, Tobacco and Liquor Products

All advertisements promoting products containing cannabis, e-cigarettes, tobacco, and products containing alcohol, including beer, wine, and liquor, are prohibited at any location at a regatta.

6.5 Substance Free Field of Play

For the health and safety of the participants, the field of play area for all regattas in Canada should be cannabis, e-cigarettes, alcohol, and tobacco free. The field of play includes the regatta course and installations, as well as the boat storage areas, boat houses, docks, and all areas under control of the control commission. Spectator and public areas are excluded.

PART 7 – REGATTA DATE & PROGRAM

7.1 Organizing Committee

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.

7.2 Entries

The entry of a crew shall be in accordance with the RCA Membership Registration Policy, on the RCA online system. All competitors must be registered with RCA or their national federation. The organization making the entry is responsible for the conduct of its rowers, coaches and team officials.

In accordance with RCA membership requirements (policies and procedures), entries must be received on or before the announced closing date. They must be accompanied by payment of the designated entry fee and/or seat fee, 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).

An event requires a minimum of two entries for a race to be held.

The preliminary draw must be released not less than four days before the start of the regatta

7.3 False Declarations

Any false declaration regarding the name, category, or club membership of a competitor may result in the disqualification of every member of the crew concerned from all races for which they are entered at that regatta.

PART 7 – REGATTA DATE & PROGRAM

7.4 Objection to an Entry

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 Regattas, the RCA CEO, as soon as possible, specifying the grounds of the objection. After consultation with the Organizing Committee, the Provincial Rowing Association or, in the case of a National Regatta, the RCA CEO, shall decide on the matter. In the case of any difference of opinion, the view of the Provincial Rowing Association or for National Regattas, the RCA CEO, shall prevail.

7.5 Withdrawals (Scratches)

If a club withdraws from an event in which it has been entered, it shall give notice 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.

In the event of withdrawals, the Organizing Committee, in consultation with the Chief Umpire, may conduct a new draw.

A withdrawal (scratch) fee, determined by the Organizing Committee, may be assessed to each competitor's rowing club if a competitor or crew withdraws (scratches) after the draw has been made, except when a scratch is made for medical reasons. A medical attestation must be presented to the Organizing Committee in order for the Organizing Committee to consider the scratch fee when a scratch is made for medical reasons.

PART 7 – REGATTA DATE & PROGRAM

7.6 Crew Changes Before the First Heat

Crews – Clubs may substitute up to one half the number of rowers (as well as the coxswain, if applicable) in all crews entered by them, provided that the substitutes are 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). The changes shall be communicated in writing to the Organizing Committee by a deadline to be specified by the Organizing Committee in the Regatta Package submitted for sanction review.

Single Scullers – A single sculler who is entered and falls ill or is injured may, after the entry deadline and on production of a medical certificate, be replaced before their first heat provided that the substitute is a member of the same club, school, or university (or in the case of composite or provincial crews, one of the clubs concerned, or in the case of the national team crews, of the same federation). The changes shall be communicated in writing to the Organizing Committee by a deadline to be specified by the Organizing Committee in the Regatta Package.

Substitute competitors must be listed on the entry form or a club's alpha list.

7.7 Crew Changes After the First Heat

Crews – No substitution of rowers may be made in a crew which has already raced in their heat of the event, except in the case of illness or injury, in which case a medical attestation shall be obtained, and the crew change shall be provided to the Organizing Committee for consideration. Any necessary decision shall be taken by the Chief Umpire. A rower who has been replaced may no longer compete at the regatta, even if the rower is restored to health. Up to half of the rowers in a crew plus the coxswain, if applicable, may be changed in

PART 7 – REGATTA DATE & PROGRAM

accordance with this rule. Any replacement rower must be a member of the same club, school, or university (or in the case of composite or provincial crews, one of the clubs concerned, or in the case of the national team crews, of the same federation).

Single scullers – No substitute is permitted for a single sculler who has already raced in the heat of the event.

7.8 Extraordinary Substitutions

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.

PART 8 – SAFETY AND FAIRNESS

8.1 Safety – General Principles

A regatta Organizing Committee, in accordance with the RCA Regatta Sanction Policy, shall submit an application for regatta sanction, in consultation with the Chief Umpire. The Chief Umpire must be satisfied that the application for sanction provides for a safe and fair regatta. The Organizing Committee and the Chief Umpire must check the particular safety aspects of its regatta and impose further safety measures as indicated by the sanction requirements or as appropriate.

The responsibility for safety matters rests with the Organizing Committee.

1. The safety and health of all participants in the sport of rowing is a matter of paramount concern. Rowers entering regattas shall be responsible for ensuring they have a state of health and fitness which allows them to compete at a level commensurate with the competition level of the particular event.
2. Every Organizing Committee shall comply with all safety and health requirements of RCA and other relevant authorities and shall ensure that the facilities at the regatta are of a sufficient standard to provide a safe, hygienic and healthy environment for rowers and other regatta participants.
3. Organizing committees shall respond fully and promptly to any inquiry by RCA as to any issue relating to the health and safety requirements as provided by these Rules.

Serious hazards to the safety and health of regatta participants must be reported promptly to an Umpire or member of the Organizing Committee so that the hazard may be assessed and appropriate action taken. All such reported hazards must be reported to the Chief Umpire as soon as is practical.

PART 8 – SAFETY AND FAIRNESS

During the period when the course is officially open, a medical and rescue service shall be on site and available to act both on the land and on the water.

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. At any time, if the Chief Umpire determines that conditions are unsafe, the Chief Umpire may declare the course closed until further notice.

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 Chief Umpire and members of the Jury and the Organizing Committee on any matter relating to safety.

Para Rowers may require special considerations for safety. A cautious approach should be taken in weather conditions that could generate extreme uncontrolled body temperatures for specific classes of rowers.

8.2 Safety Advisor

The Organizing Committee shall appoint a person as the regatta Safety Advisor. 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.

PART 8 – SAFETY AND FAIRNESS

8.3 Medical Advisor

The Organizing Committee shall appoint a qualified person as the regatta Medical Advisor with specific responsibilities for ensuring that appropriate medical support and facilities are readily accessible to the regatta. First aid facilities on land at the regatta site and a rescue service on the water must be available at all times.

8.4 Race Umpire and Safety Boats

The Organizing Committee will provide boats for Race 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. Safety boat personnel must be capable of safely rescuing rowers from the water.

The Organizing Committee shall 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.

For Para rowing where strapping in of the rower’s hand and/or abdomen is used, a separate safety boat should be provided to follow each crew.

8.5 Rescue Services – During Races

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.

PART 8 – SAFETY AND FAIRNESS

8.6 Coach and Team/Club Representatives Meetings

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. Failure of a Club to appoint a representative or to attend the meeting, may result in a club being penalized by the Chief Umpire.

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.

8.7 Traffic Patterns on the Course

The Organizing Committee must publish and clearly display the traffic pattern 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 patterns.

In addition, the rowers while warming up or cooling down shall:

- 8.7.1** Not cross the finish line (in any direction) while boats from another race are in the process of finishing,
- 8.7.2** Stop when crews that are racing approach their position, and,
- 8.7.3** Not follow a race over all or part of the course, even outside the buoyed area, when not taking part in a race.

For safety reasons, the Organizing Committee may introduce a special traffic pattern for Para rowing.

The rationale for these changes should be identified and communicated to rowers and coaches.

PART 8 – SAFETY AND FAIRNESS

8.8 Other Boats on the Water

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. The Chief Umpire shall determine the position and the movement of all approved vessels on the water during racing, i.e., Race Umpires' launches, rescue boats, media boats etc.

- 8.8.1** During official racing, and during official training hours, if the training (and warm up) areas are on the course proper, the Chief Umpire shall approve the access of any other vessels (moving or fixed) on the course and determine the position and the movement of said vessels on the course, i.e., Race Umpires' launches, OC rescue boats, utility boats and media boats etc.
- 8.8.2** If the training and warm up areas are outside of the course proper, the Chief Umpire shall approve the positioning of the Organizing Committee rescue boats and marshal boats.
- 8.8.3** Notwithstanding the above, if the control of the waterway is beyond the authority of the Organizing Committee and other boats or water users are present in the warm up area and/or the training area as described in 8.8.2, the Organizing Committee shall provide a sufficient number of traffic marshals to ensure the safety of regatta participants and other boaters by advising other boaters and water users of the regatta traffic patterns.

PART 8 – SAFETY AND FAIRNESS

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. If appropriate the Board of the Jury may apportion fault.

8.10 Fairness – General Principles

All rowers shall compete fairly, showing respect for their opponents and for the Umpires and Organizing Committee volunteers. In particular, they shall be at the start on time, stay in their assigned lane throughout the race, and follow instructions of the Umpires at all times.

Failure to comply with these requirements may lead to a penalty being imposed on the crew. The Umpire shall ensure that the Rules of Racing are applied fairly to all competitors.

PART 9 – THE DRAW AND PROGRESSION SYSTEM TO FINALS

9.1 General

Should the number of crews taking part in an event exceed that of available racing lanes, a progression system will be used to determine finalists.

*The progression system(s) will be devised by the OC with consultation from the Chief Umpire, and will be published in the Regatta Package.

*Each round of an event shall finish at least two hours before the following round of the same event.

9.2 Direct Finals (2 to 6 Entries)

A race for lanes to be occupied by each crew may be required.

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 10c (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

The following are the types of progression systems that could be used at a regatta. Organizing Committees have the option of electing to draw multiple finals for the same event.

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 Package:

9.3.1 World Rowing Progression System of heats, repêchages, quarter-finals, semi-finals, and finals.

9.3.2 Time trials.

9.3.3 Heat winners and next fastest time.

PART 9 – THE DRAW AND PROGRESSION SYSTEM TO FINALS

9.3.4 Simple progression of heats, semi-finals, and finals.

9.3.5 Dual racing with various forms.

Details of the above systems can be found in Appendix 10.

9.4 Draw

The Organizing Committee shall do the draw 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 take place at the main draw.

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 8.

9.5 Withdrawals

If a crew withdraws after the draw but 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, if there is sufficient time, the Organizing Committee may hold a new draw, after consultation with the Chief Umpire.

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.

PART 9 – THE DRAW AND PROGRESSION SYSTEM TO FINALS

9.6 Adverse Weather Conditions and Fairness Committee

The Chief Umpire will consult with the appropriate members of the Jury and with the Regatta Chair if the weather creates unfair or unrowable conditions. The Chief Umpire will decide on relevant changes to the program.

At National Regattas (and optional at all other regattas) the Chief Umpire, the Regatta Chair, the regatta Safety Officer, and a representative of the team managers or coaches at the regatta, and an RCA Technical Representative shall form a Fairness Committee. The Fairness Committee may recommend to the Chief Umpire what changes, if any, are to be made to the program if weather creates unfair or unrowable conditions; however, the Chief Umpire will decide on relevant changes to the program.

The Terms of Reference for a Fairness Committee may be found in Appendix 7.

PART 10 – RACING

THE START

The verbal instructions and procedures used by the Starter are summarized in the “Start Script” in Appendix 6.

10.1 Start Zone

The first 100 meters of the regatta course constitutes the Start Zone. 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. The Starter shall attribute a lane to the crew when entering the Start Zone. 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.

The Starter may start the race at the designated time without waiting for, or reference to, absentees.

10.2 The Starting Procedure

When inviting the crews onto the course, the Starter shall inform the crews of their starting positions and the time before the start of their race. The Starter shall start the race when the crews are ready and when the Judge at the Start 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.

For the verbal instructions to crews, and for the correct time to advise a crew that they have been assigned a Yellow Card, if applicable, see “Start Script” in Appendix 6.

10.3 Starting Procedure (with flags)

The Start Flag shall be a red flag with diagonal white cross. Crews must attach themselves to their start platforms 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 be

PART 10 – RACING

considered as an instruction to the crews to prepare to race, i.e., remove additional clothing, check equipment, etc.

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.

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”.

The Starter shall then raise the Start Flag.

After a clear pause the Starter shall give the start by dropping the Start Flag quickly to one side and simultaneously saying: “Go”.

The pause between the raising of the flag and the start command (dropping the Start Flag and saying “Go”) shall be clear and variable.

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.

10.4 For PR3 Events

The Starter shall amend the above procedure noted in section 10.3.

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, Start Flag” (or in the case that traffic lights are used – “Red Light”). The starting procedure shall then continue as in section 10.3.

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10.5 Starting Procedure (with traffic lights)

Crews must attach themselves to their start platforms at least two minutes before the starting time of their race. At this stage, the traffic lights on the start platforms are in a neutral state. Two minutes before the designated start time, the Starter shall announce “Two minutes”, and this announcement shall be considered as an instruction to the crews to prepare to race, i.e., remove additional clothing, check equipment, etc.

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.

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.

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”. The Starter shall then press a button to change the traffic lights from the neutral (no lights on) position to Red.

After a clear pause the Starter shall give the start by pressing a button which shall, at the same moment:

1. Change the red light to green
2. Make an audible signal through the loudspeakers
3. Start the timing system for the race

The pause between the red light and the start command (the

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green light and the audible signal) shall be clear and variable.

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.

10.6 Quick Start

The Starter may decide not to use the normal start with the roll call. The Quick Start may be used in exceptional circumstances, including adverse weather, floating starts, or, to expedite the regatta. If so, the Starter must inform the crews: “This will be a quick start”.

For the quick start, instead of the roll call, the Starter shall say: “All Crews”. Then they shall say “Attention”. The Starter shall then either:

1. Raise the Start Flag, or
2. Press the button for the red light.

After a clear and variable pause, the Starter shall give the start either:

3. By dropping the Start 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.

For PR3 Events, the Starter shall amend the above procedure. After the Starter has said “All Crews”, the Starter shall then say “Attention, Start Flag” (or in the case that traffic lights are used – “Red Light”). The starting procedure shall then be continued.

See Appendix 6 for “quick start” start procedures.

If the regatta does not have the specified start installations, the Regatta Package shall include that a floating start will be used.

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10.7 False Start

A boat crossing the start line after the Starter has raised the Start 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 start shall be issued a Yellow Card.

After the start signal has been given, the Starter looks towards the Judge at the Start to satisfy themselves that it was a good start. Should the Judge at the Start indicate that this is not so, the Starter shall stop the race by sounding a horn or audible device and waving the red flag from side to side.

If the traffic lights start system includes both visual and audible signals to indicate a false start then these shall be used (instead of the audible device and the Start Flag) by flashing the red light and sounding the audible signal repeatedly.

In the case of a false start, the Judge at the Start shall inform the Starter of the name of the crew or crews to be penalized and the Starter shall award that crew or crews a Yellow Card when they have returned to their starting position by stating, “(Name of Crew), False Start, Yellow Card.”

The yellow card shall remain in effect until the race has been rowed and shall therefore apply in the case of a postponement or a re-row.

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.

10.8 Objections at the Start

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 their decision to the crews in the race, the Chief Umpire and to the other race umpires.

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DURING THE RACE

10.9 Responsibility of the Rowers

All rowers shall compete in their races in accordance with the RCA rules. Rowers are responsible for their own steering. Each crew shall have a lane reserved for its own use and shall remain completely (i.e., including its oars or sculls) within this lane throughout the race. If a crew leaves its own lane then it does so at its own risk. If it impedes or interferes with any of its opponents or gains any advantage thereby, it may be penalized.

10.10 Interference

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 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.

In no case may the Race Umpire alter a placing.

In cases of interference, one or more of the following may occur:

10.10.1 Warning a Crew

If a crew is about to interfere with another, the Race Umpire should, if practical, 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 Race Umpire may not steer a crew by providing verbal direction, unless there is an obstruction in its lane.

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For Para Rowing Events:

The Race Umpire, when lowering the flag to one side will add the word “red” to the port side and “green” to the starboard side.

10.10.2 Stopping a Crew

To ensure the safety of the competitors and to prevent damage to boats and equipment, the Race Umpire may intervene by raising their white flag, naming the crew, and giving the command “Stop”.

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 Race Umpire to the interference, at the time the interference occurs to indicate that it intends to make an objection. The Race Umpire will take note of the situation and take action if necessary. The Race Umpire will then give further instruction to the crew(s), when appropriate and safe to do so.

10.10.4 Remediating 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 Race Umpire must take the most appropriate course of action provided by the Rules. The Race Umpire may, for example, stop the race, impose the appropriate penalty and order the race to be re-rowed. Depending on circumstances, they may allow the race to continue and the Race Umpire will then announce their decision after the race is over. The Race Umpire may not simply penalize the crew at fault while the crew that has suffered interference does not have its chances restored to it.

10.10.5 Stopping a Race

If the Race Umpire determines that the race should be

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stopped, the Race Umpire may intervene by raising and waving their red flag, and sounding an audible signal to stop the race. (*See also Rule 11.16.4)

10.11 Coaching During Racing

It is prohibited to give any instructions, advice, or directions to rowers or crews who are racing with any electric, electronic or other technical or mechanical device, either directly or indirectly, from outside the boat.

THE FINISH

10.12 Finish of the Race

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, however, 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 Race Umpire and safety boats are not to cross the finish line until all competing boats have crossed unless a rescue is required.

If the race was in order:

The Race Umpire must always check to be sure that no crew is making an objection (under Rule 10.13), and if there is a secondary Race Umpire, check with the secondary Race Umpire, before indicating to a Judge at the Finish, by raising their white flag, that the race was in order. Before leaving the finish area, they shall make sure that a Judge at the Finish has acknowledged this signal.

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.

If the race was not in order:

If the Race Umpire deems the race unfair, or if a crew has

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raised an objection, the Race Umpire shall raise the red flag.

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.

The Race Umpire shall then inform the crews and the Judges at the Finish of their 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.

For Para Rowing Events (for visually impaired):

When raising the white flag the Race Umpire will add the words “White Flag”. When raising the red flag the Race Umpire will add the words “Red Flag”.

10.13 Objections at the Finish

If a crew considers that the race was not in order, a member of the crew must raise their arm while still in the finish area to indicate that it is making an objection. The Race Umpire should verify that the crew intends to make an objection. In all cases where there is an objection, the Race Umpire shall hold up a red flag.

After considering the objection the Race Umpire may, allow the objection, not allow the objection, or, seek further information before making a decision.

10.13.1 If the Race Umpire allows the objection they should raise the red flag, and communicate the decision to any affected crew, the Judges at the Finish, and the Chief Umpire.

10.13.2 If the Race Umpire does not allow the objection, the Race Umpire shall ask the objecting crew, and, ask any affected crew, if any crews intend to protest the Race Umpire’s decision. If a crew advises that it intends to protest, the Race Umpire will notify the Chief Judge of the Finish and the Chief Umpire of an impending protest and hold up the red flag.

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In all cases, when communicating the decision to a crew the Race Umpire shall:

- a. Advise the crew that they have a right to make a protest,
- b. Inform the crew of the time,
- c. Advise that if they wish to protest they must do so within one hour, in writing, to the Chief Umpire, together with a deposit in Canadian currency in accordance with Rule 10.15.

In the event that no crew advises that it intends to protest the Race Umpire's decision, the Race Umpire shall nevertheless hold up the red flag and inform the Judges at the Finish and the Chief Umpire of the situation. The Chief Umpire will make the decision to announce or delay the announcement of the race results.

10.13.3 The Race Umpire may wish to seek further information regarding the objection. In this case, the Race Umpire will raise a red flag and then take any necessary steps to resolve the issues relating to the objection (e.g. consult with other Race Umpires, consult with other persons, consult with the Chief Umpire, etc.). In such cases when the Race Umpire has raised the red flag, the Judges at the Finish must not announce the official result of the race until a final decision is made.

10.14 Dead-Heats

When the order of finish between two or more crews cannot be determined, then the result is declared a dead heat between the crews involved. If there is a dead heat, the following procedure shall be followed:

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

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round and lanes would be decided randomly. 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 randomly.

10.14.2 If in a final, 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 Organizing Committee shall provide additional medals.

PROTESTS, OUTCOME OF PROTESTS, APPEALS

10.15 Protests

A protest must be made in writing to the Chief Umpire not later than one hour after the Race Umpire has communicated their ruling regarding the objection or, in the case of disputing the published results, one hour after the results have been published.

The following may lodge a protest:

1. A crew that has raised an objection on the race course or before leaving the finish area of the race course
2. A crew whose objection has been rejected
3. Crews affected by the acceptance of the objection
4. A crew disputing the published results, however any such dispute cannot be related to a matter which should have been raised by a crew as an objection

The protest shall be accompanied by deposit of \$150.00 CAD or the equivalent in a form acceptable to the organizing committee. The deposit shall be refunded if the protest is allowed.

The Board of the Jury shall decide if the protest was justified.

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It will make its decision before the next round of races in the event concerned, and, in any case, no later than two hours after the last race of the day.

As a general rule, in the case of a protest concerning the final of an event, the victory ceremony of that event will be postponed until after the Board of the Jury has made its decision.

10.16 The Outcome of the Protest

The Board of the Jury may:

1. Reject the protest;
2. Uphold the protest and provide such relief as may be necessary to restore each affected crew's chances in the race or to correct the published results. The relief available to be provided by the Board of the Jury is as follows:
 - i. Reprimand a crew;
 - ii. Yellow Card;
 - iii. Exclude a crew from the event;
 - iv. Disqualify a crew;
 - v. Relegate a crew to last place in the race where specifically provided for in these Rules;
 - vi. Order a re-row between some or all of the crews in the race

After application of the appropriate measure, if any, the Board of the Jury shall take any other appropriate measure to restore the chances of a crew that has suffered a disadvantage, including placement of the crew in the next round of racing.

10.17 Penalties

The Jury shall impose appropriate penalties in any case of breach of the rules. The penalties available to the Jury are:

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10.17.1 Reprimand

A member of the Jury may reprimand a rower, a crew, or a coach, when 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 first race of a regatta, a crew goes out or comes back to/from the wrong dock, or does not have a proper uniform), 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.

10.17.2 Yellow Card

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 a “Yellow Card.”

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.”

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 automatically receive a Red Card and will be excluded from the event.

When a Yellow Card is issued to a coach by any member of the Jury for a rules infraction, it is valid for the duration of the regatta at which it is issued. A second Yellow Card will result in a Red Card and immediate exclusion of the coach from the regatta site for the remainder of the regatta.

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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. A red card may be issued without two yellow cards having already been issued. 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.

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”.

10.17.4 Disqualification – Removes a crew or rower from all events in the regatta.

Causes of disqualification include, but are not limited to, serious or repeated infractions of the Rules of Racing or serious safety violations, intentional cheating, cases of severe disorderly conduct, unfair play, doping violations, etc.

Disqualified rowers, crews, coaches, or clubs may not participate in any event at the regatta after the disqualification is announced. The Chief Umpire or the Board of the Jury may, at their discretion, retroactively strike out the results of rowers, crews, or clubs that received a disqualification. The penalized crews are not ranked and all the crews finishing after them gain a rank.

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.

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10.18 Appeals

An appeal against the decision of the Board of the Jury may be made, in writing, to the RCA CEO not later than 72 hours after the Board of the Jury has communicated its decision to the club.

The appeal must also be accompanied by the sum of \$500.00 Canadian (cash, certified cheque, bank draft, or credit card). This sum shall be refunded if the appeal is upheld.

The appeal should set out the grounds, whether the Board of the Jury:

- 10.18.1.** Did not follow the procedures as set out in the Rules of Racing.
- 10.18.2.** Erred in the interpretation of the Rules of Racing.
- 10.18.3.** Failed to properly apply the Rules of Racing to the facts.
- 10.18.4.** Did not consider material facts in coming to its decision.
- 10.18.5.** Was biased.

The RCA CEO shall appoint an Appeal Committee of three persons, knowledgeable in the Rules of Racing and independent of the parties 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 7 days before the date of the hearing. All Umpires who previously adjudicated the matter under appeal, either as an objection, or, as a member of the Board of the Jury, shall not participate as a member of the Appeal Committee or, be involved in the decision of the Appeal Committee. They may, however, be requested by the Appeal Committee to provide evidence.

The decision of the Appeal Committee shall be the final decision of RCA.

10.19 Complaints

Complaints on conduct, behaviours, or incidents not subject to protest under the Rules of Racing may be reported to the Independent Third Party under the terms of the RCA Discipline and Complaints Policy.

PART 11 – THE JURY AND SUPPORT TO THE JURY

11.1 Safety of Rowers

The safety of rowers must be the prime concern of the Jury at all times during the regatta. The Chief Umpire shall ensure proper coordination between the Jury and the Organizing Committee, in particular with the appointed Safety Advisor and the Medical Advisor.

11.2 Level 2 Umpire (RCA Licensed Umpire)

Persons eligible to serve on a regatta jury are RCA Licensed Umpires who have successfully met all the requirements of the RCA Umpire Licensing Policy and who are registered and in good standing with RCA and the Provincial Rowing Association with which they are affiliated.

11.3 Assistant and Associate Umpires

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 Jury position as the Assistant/ Associate has not yet met all the requirements of the RCA Umpire licensing process.

11.4 Judge/Umpire Licensed by another National Rowing Federation

Any person holding a valid Judge/Umpire license from a WR member national rowing federation may be deemed equivalent to RCA licensed Umpires for Canadian regattas. Chief Umpires are authorized to assign such persons as a member of a Jury at any RCA regatta. The Chief Umpire shall ensure that these Umpires are well acquainted with any differences in rules, customs, and practices under RCA Rules of Racing.

PART 11 – THE JURY AND SUPPORT TO THE JURY

11.5 Umpire Code of Conduct

An Umpire:

1. Maintains an obliging and professional manner toward regatta organizers and participants.
2. Handles all infractions in a manner that is firm, consistent, and fair.
3. Abides by all RCA Policies.
4. Follows the directions of the Chief Umpire and keeps the Chief Umpire apprised of developments so that issues can be solved quickly and effectively.
5. Is accessible to participants during all phases of the regatta.

11.6 Composition of the Jury

The Jury shall consist of persons carrying out the following duties:

1. Chief Umpire
2. Starter
3. Judge at the Start
4. Race Umpires
5. Chief Judge of the Finish and Finish Judges
6. Chief of the Control Commission and members

The Jury members shall be holders of an RCA Umpire's license or as described in 11.4. For all regattas, there shall be at least four (4) RCA licensed Umpires, which may include the Chief Umpire.

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11.7 Role of the Jury

The Jury shall ensure that the regatta is run as safely as possible and in accordance with these Rules of Racing and that all crews race under the same conditions.

11.8 Collaboration with the Organizing Committee

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, observe whether the technical equipment on the course is functioning properly and report any equipment malfunction or failure to the Chief Umpire.

11.9 The Board of the Jury

The Board of the Jury shall consist of the Chief Umpire and two (2) other members of the Jury designated by the Chief Umpire prior to the start of racing. For a National Regatta, the Chief Umpire shall also nominate two substitutes and shall display the names of the Board of the Jury on the notice board each day. This Board shall rule on any protests made according to Rule 10.15 (Protests). In the case of a protest, any member of the Board of the Jury directly involved in the dispute shall not be a member of the Board which hears and decides upon that matter. In such cases, the Chief Umpire shall replace them with one or more of the substitutes.

11.10 Umpire Attire

When umpiring, members of the Jury should wear the prescribed RCA uniform: a navy blue blazer, light blue dress shirt or light blue polo shirt with RCA logo, RCA tie or scarf, and khaki trousers or khaki shorts, skirt, or skort. Hats and rain or cold weather outerwear should be dark blue. The Chief Umpire, taking weather conditions into account, will make decisions on dress. Assistant and Associate Umpires should

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wear a light blue dress shirt or light blue polo shirt without an RCA logo, and khaki trousers or khaki shorts, skirt, or skort. Umpires, Assistant Umpires, and Associate Umpires may also wear a dark blue hat.

11.11 Chief Umpire

The Chief Umpire is responsible for the application of the Rules of Racing to a sanctioned regatta and shall uphold the principles of safety, fair competition, and good sportsmanship.

The Chief Umpire is in charge of the Jury and shall allot duties to each member and supervise their activities. The Chief Umpire shall chair Jury meetings and attend Organizing Committee meetings to ensure proper coordination with the OC.

When a Deputy Chief Umpire (DCU) is appointed, the DCU will assist the CU in their duties and replace the CU if needed. The DCU shall be a certified Chief Umpire. Should it be necessary to make extraordinary decisions, the Chief Umpire, or the DCU may do so.

11.12 The Starter and the Judge at the Start

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

11.13 Duties of the Starter – General Duties

Before taking up their 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 telecommunications 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 patterns.

PART 11 – THE JURY AND SUPPORT TO THE JURY

1. Languages

In principle, the Starter and the Race Umpire give their information in English. If, for any reason, the use of another language enables a member of the Jury to be better understood by a crew or an accompanying official, they may repeat the information in that language.

2. Unfair Conditions

The Starter shall consider whether the wind is likely to create unequal conditions and, after consultation with the Chief Umpire, they shall take whatever steps may be necessary, in accordance with these rules, to ensure a fair race.

3. Information to Crews

The Starter shall inform the crews of the time remaining before the start and advise them (when they enter the start zone) in which lane they will race. The Starter may invite crews into the start zone at any time after the previous race has left the start zone. In addition, the Starter shall inform the crews when there are five, four, three, and two minutes remaining before the start time. The Starter shall check that the competitors' equipment and clothing and coxswains' weights are in order.

4. Starting Procedures

The Starting procedures to be employed by the Starter (including Quick Starts) are described in Part 10 in the Rules of Racing. After 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 6 for start procedures.)

5. Contact with the Race Umpire

Before the start, the Starter shall confirm with the Race Umpire that they are ready to take the race.

6. Late arrival

The Starter may award a Yellow Card to crews arriving late (less than 2 minutes before the start time) at their starting

PART 11 – THE JURY AND SUPPORT TO THE JURY

positions or are not ready to race at the designated start time. The Starter may exclude a crew arriving after the start time.

7. Exclusion

The Starter shall exclude a crew from the race if it has received a red card or two yellow cards that apply to the same race.

8. Postponement

Should it be necessary to postpone a race 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. Equipment breakage should not result in a postponement.

11.14 Duties of the Judge at the Start

1. Communications

Before taking up their duties, the Judge at the Start shall ensure that telecommunications with the Starter and/or the Judge at the Start and the support personnel on the starting platforms are in working order. The Judge at the Start sits in line with the start line.

2. Aligning

The Judge at the Start is positioned as close as possible to the start line. The Judge at the Start instructs the boat holders to adjust the position of the boats until they are correctly aligned. See Appendix 6A for wording on aligning crews.

The Judge at the Start checks that all the boats are positioned with their bows exactly on the start line.

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When the Judge is satisfied that this is the case, they indicate this to the Starter by raising a white flag. (Where a white and red light is available, the Judge at the Start shall use the lights in place of the white and red flags). Should correct alignment be lost during the subsequent starting procedure, the Judge at the Start shall lower the white flag (or switch off the white light) and direct the boat holders until the boats are realigned.

3. False Start

Should the Judge at the Start consider that there is a false start, they shall inform the Starter and the Race Umpire by raising and waving a red flag (or displaying a red light). The Starter, in turn, stops the race by waving the red flag and using the audible sounding device. After the race has been stopped, the Judge shall inform the Starter of the name of the crew (or crews) that has caused the false start. The decision as to whether one or more crews caused a false start is the sole responsibility of the Judge at the Start.

11.15 General Responsibility of the Race Umpire

The Race Umpire shall ensure the proper conduct of the race and the safety of the rowers.

1. In particular, the Race Umpire shall ensure that no crew gains any advantage or suffers any disadvantage from its opponents or from outside interference.
2. Where the Race Umpire is satisfied that a crew has been materially impeded, the Race Umpire shall ensure that its chance of winning or progressing is fully restored.
3. The Race Umpire shall impose appropriate penalties on crews at fault.
4. The Race Umpire shall not give any steering instructions

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to crews. Nevertheless, the Race Umpire shall ensure that accidents are avoided and prevent crews from being impeded by their opponents.

5. 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.

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 they 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, if the Race Umpire considers the effect of the impediment to be immaterial to the order of finish, or, the progression of crews, they may decline to order a re-row.

11.16 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.

2. On the Way to the Start

The Race Umpire shall inspect the course installations to ensure that they are in proper order and shall satisfy themselves that there are no obstacles on the course. Should the Race Umpire find any defect in the installations, they shall inform the Chief Umpire and also inform any crews that may be affected. The Race Umpire also ensures that any crews on the water are following the prescribed traffic patterns.

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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. Should the start for any reason be faulty, the Race Umpire shall 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 immediately follow the competitors in the center of the course or the lanes occupied for that race.

5. Position of the Umpire's Launch

During the race, the Race Umpire must ensure that their 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 themselves 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 the crews are not affected more than necessary by the wash of the Race Umpire's launch. The Race Umpire should advise the crew(s) being overtaken there may be wash.

The Race Umpire's ruling may be influenced by the type of race (heat, repêchage, semifinal or final). The Race Umpire

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must therefore take this factor as well as the position in the subsequent races into account in considering any action, which they may take under these rules.

6. Zonal Umpiring

The Organizing Committee of a Regatta that is part of an RCA high performance team selection process may provide for the umpiring of some races to be carried out from boats which are stationary or which do not follow the whole race or by Umpires stationed on the land adjacent to the course, and shall issue instructions and guidelines accordingly. Where the Chief Umpire considers that weather or other conditions are such that zonal umpiring is about to put the safety of crews at risk, the Chief Umpire may decide to discontinue zonal umpiring.

7. Safety

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 themselves.

8. Adverse Weather

In the case of squalls or other deterioration of the conditions on the water, it is the Race Umpire's responsibility to decide if the race may be started, is to continue, or if it is to be stopped. The safety of the competitors is more important than any other provisions in the Rules of Racing.

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9. Overall Ability:

- a. **Timing** – Umpires are required to be able to time races.
- b. **Coaching** – The Umpire must be up to date on developments in rowing. It is also desirable to get to know the racing characteristics of individual crews and coaches. As “coaching” with electric, electronic, mechanical, or other technical devices is not allowed during a race, the Race Umpire must make a regular check on the area adjacent to the course and should check for such equipment in the crews.

11.17 The Judges at the Finish

The Judges at the Finish shall determine the order in which the bows of the boats cross the finish line. They shall ascertain from the Race Umpire that the race was in order. They shall be responsible for officially validating the results.

11.18 Duties of the Chief Judge at the Finish

The duties of the Chief Judge are to oversee the Umpires and volunteers at the finish and to ensure the following:

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.

The Chief Judge at the Finish shall verify, and if applicable, sign the results before they are published.

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In the case of an objection initiated by a crew on the water, and following the subsequent decision of the Race Umpire, the Chief Judge at the Finish shall indicate the results as “Result Unofficial”. The race may be further protested (within one hour) by the club and could be the subject of a decision of the Board of the Jury.

11.19 Position

In order to enable the 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.

11.20 Crews with Missing Rowers or Coxswains

A race will be considered official, even if a crew is missing one or more rowers, for any part of the race. Any crew missing its coxswain when it crosses the finish line will not be placed.

11.21 Timing and Photo Finish

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 National Regattas. 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.

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11.22 Control Commission

The Control Commission may ensure that the composition of the crews is correct and will check that their equipment is safe and in order.

11.23 Duties of the Control Commission

A member of the Jury shall be on the Control Commission and shall supervise the activities of this body. In particular, the Control Commission is responsible for checking the following:

1. Crew changes before the race.
2. The replacement of substitutes for competitors who have fallen ill after the first heat/race.
3. Weighing of coxswains.
4. Dead weight to be carried by coxswains.
5. Weighing of competitors in weight restricted events.
6. Categorization of competitors.
7. Boats and equipment:
 - a. White ball on the bow of each boat (or equivalent construction).
 - b. Lane numbers.
 - c. Presence of unauthorized transmitters/receivers for coaching and water-soluble chemicals intended to increase the speed of the boat.
 - d. Heel tie-downs and foot stretcher or quick release shoe mechanisms.
 - e. Weighing of boats, if required.

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- 8.** Para Rowing Events – safety measures such as foot stretchers, strapping and/or pontoons, which must be checked by the Control Commission Umpire.
- 9.** Clothing uniformity of competitors and conformity with the rules regarding advertising.
- 10.** Where doping control is carried out at an event, the Control Commission will assist the relevant doping control authorities to identify competitors who are to undergo such testing.
- 11.** For Para Rowing Events: 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 doping control officials.

PART 12 – ANTI-DOPING

12.1 Use

The purposeful or inadvertent use of banned substances and/or a banned method that may enhance performance is strictly forbidden.

12.2 Anti-Doping

All doping control will follow the requirements of the Canadian Centre for Ethics in Sport and the RCA Doping Control Policy.

12.3 Penalties for Doping

A rower in breach of these doping rules or who refuses to undergo a test shall be disqualified in accordance with guidelines of the Canadian Centre for Ethics in Sport and RCA Doping Control Policy. RCA may also impose additional penalties.

RCA may also impose penalties on any individual, club, or Provincial Association implicated in the use of banned substances and/or methods by a competitor, or for failing to cooperate with the conducting of doping tests, particularly with a member of a Jury at any RCA regatta.

APPENDIX 1 – TIME TRIAL RULES

A Time Trial is defined as a race wherein competitors race against the clock on a sprint course, starting sequentially. The RCA Rules of Racing shall apply in full, except as noted below.

1.0 Course

- 1.1** The Organizing Committee [OC] in consultation with the Chief Umpire must determine the race distance, lanes to be used for racing and lanes for use by crews being overtaken.

2.0 Racing Rules

- 2.1** The OC, in consultation with the Chief Umpire, shall determine the time interval between crews at the start. The start may be from a fixed position or on the paddle. The interval should allow for wash to dissipate and minimize instances of interference or overtaking. Accordingly, the interval between crews is to be commensurate with the boat class and whether one or two lanes (side by side) are being used. For example, for single sculls the minimum start interval between boats in the same lane is one minute; using two lanes for singles the minimum interval between boats is one minute in each lane.
- 2.2** The OC in consultation with the Chief Umpire shall determine the time before the start at which all crews must be present in the starting area.
- 2.3** Crews being overtaken must yield the right of way to the overtaking crew by moving into the lane or position assigned to crews being overtaken.
- 2.4** The OC shall provide for instantaneous communication, such as radio or telephone, between the start, finish and any Umpires or Marshals stationed on the course.
- 2.5** The OC shall provide each boat with a bow marker or a numbering system, unique to its event.
- 2.6** In principle, every attempt shall be made to start crews in bow number order.

APPENDIX 1 - TIME TRIAL RULES

2.7 The OC is responsible for providing and operating the timing for the event. 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. There must be at least one analogue back-up to the timing system, in case the electronic system fails.

3.0 Umpires

3.1 To fulfill RCA regatta sanction requirements, a time trial will need a minimum of four RCA licensed Umpires including the Chief Umpire. In principle, the four Umpires will be assigned to the start area, the finish area, the control commission and on-water duties.

3.2 The timing of races is the responsibility of the OC.

3.3 The Chief Umpire will assign Umpires to perform various duties that may consist of the following:

3.3.1 Pre-Marshals: A Pre-Marshal may be assigned to assist the Marshal in the organization of crews into the proper order.

3.3.2 Marshals: The Marshal shall be positioned in the starting area and is responsible for organizing participating crews above the start into the proper order.

3.3.3 Starter: The Starter shall be stationed on the starting line and shall be responsible for the starting procedure including maintaining order and intervals between crews.

3.3.4 Race Umpires or Marshals: The Race Umpires or Marshals shall be strategically positioned along the course.

3.3.5 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

APPENDIX 1 – TIME TRIAL RULES

shall note any violation of the rules, including traffic patterns, right of way rules, and report such violations to the Finish Judge or the Chief Umpire for the appropriate penalties. Umpires or Marshals shall give instructions to crews to avoid collisions or accidents.

3.3.6 Finish Judge: The Finish Judge shall mark the finish order of each crew.

4.0 The Launch Area

4.1 There should be an announcing system in the launch area.

5.0 The Start

5.1 Before the start of each event, the Marshal and Starter shall verify the presence of scheduled crews. Any crew that does not appear within the time specified in this appendix, Rule 2.2 above may be warned or excluded by the Marshal or Starter.

5.2 The Marshal shall direct crews into their racing lane ensuring adequate time for the crew to be ready in its lane before the crew is called for their start.

5.3 If the start is from a fixed position the start commands as noted in Appendix 6 are used. If the start is on the paddle, the following commands shall be:

5.3.1 The Marshal will instruct the crew “Crew #1 Alberta, on the paddle”.

5.3.2 As the crew approaches the line, the Starter will say “Crew #1 Alberta, approaching the line”.

5.3.3 As the crew crosses the line the Starter will then say “GO”, or sound a horn.

6.0 The Finish

6.1 As each crew finishes, the Finish Judge will say “Down” or sound the finish horn.

6.2 The Finish Judge shall mark the finish order of each crew.

APPENDIX 2 – HEAD RACING RULES

A Head Race is defined as any race wherein competitors race over the same course but start sequentially. In format, the Head Race is the same as a time trial as described in Appendix 1. The RCA Rules of Racing shall apply in full, except as noted below.

1. Course

- 1.1 Head races shall be conducted on a course that is wide enough for a participating crew to navigate safely, for overtaking crew to pass another crew, and for non-participating crews to travel to and from a launching area without impeding crews involved in a race.
- 1.2 The course should be identified on the water by buoys and off the water by distance markers at appropriate points along its entire length.
- 1.3 Hazardous areas, such as shallows, underwater obstructions, narrow areas, an area where water traffic crosses a course, shall be conspicuously marked with buoys or other markers that are visible from both directions of the course.
- 1.4 The starting area shall have ample room above the start line so that all crews in an event can be marshaled without interfering with the starting line.
- 1.5 The starting line shall be clearly marked to guide crews to the start.
- 1.6 The finish line shall be conspicuously marked.
- 1.7 The area beyond the finish line shall have ample room to allow crews that have finished a race to row away without interfering with crews still racing.
- 1.8 A map of the course indicating traffic patterns and navigational hazards shall be included in the Regatta Package and prominently displayed at the regatta site.

APPENDIX 2 – HEAD RACING RULES

2. Local Regatta Rules

- 2.1** For each Head Race, the Organizing Committee shall devise and publish local regatta rules that govern the conduct of racing and that are adapted to the particular characteristics of the course. Such rules shall include:
- 2.1.1** The traffic pattern to be used by crews while launching, traveling to the start area, waiting for the start, racing and returning after the finish.
 - 2.1.2** Right of way rules during the race itself, including any circumstances in which passing is not allowed.
 - 2.1.3** Time penalties which may be enforced for violation of the traffic pattern, right of way rules, or violation of course boundaries.
 - 2.1.4** Starting procedures, including the time at which crew must appear in the start marshalling area, the starting interval, and marshalling procedures.
 - 2.1.5** The map of the course showing the starting area, finish area, paths to be taken by launching and returning crews, the location of the first aid station, and the course itself. In showing the course itself, the map shall indicate the location of turns, any known hazardous conditions, course markings, the assigned positions of Umpires, and any no passing zones.
 - 2.1.6** The OC shall provide telecommunication between starting line, finish line, and any Race Umpire or marshals stationed on the course
 - 2.1.7** The OC shall provide each boat with a bow marker.

APPENDIX 2 – HEAD RACING RULES

2.1.8 The OC is responsible for providing and operating the timing system for the event. 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.

3. Umpires

3.1 To fulfill RCA regatta sanction requirements, a head race will need a minimum of four RCA licensed Umpires, including the Chief Umpire. In principle, the four Umpires should be assigned to the start area, the finish area, the control commission (launch area), and on-water duties.

3.2 For each race, the Chief Umpire, in collaboration with the Regatta Chair, will assign Umpires and Marshals (where specified) to perform various duties that may consist of the following:

3.2.1 Starter: The Starter shall be stationed on the starting line and shall be responsible for the starting procedure including maintaining order and interval between crews.

3.2.2 Marshal: The Marshal shall be positioned in the starting area and is responsible for organizing participating crews above the start into the proper order.

3.2.3 Race Umpires or Marshals: The Race Umpires or Marshals shall be strategically positioned along a course and must have telecommunication capability 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.

APPENDIX 2 - HEAD RACING RULES

3.2.4 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, passing rules, no passing zone rules, 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.

3.2.5 Finish Judge: The Finish Judge shall 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 the finish time of each crew.

3.2.6 Marshal or Marshals to assist the finish judge.

3.2.7 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.

4. The Launch Area

4.1 The OC should provide updates, including the regatta time, progress and delays, using appropriate means as outlined in the Regatta Package.

5. The Start

5.1 Any crew that does not appear at the start area within the time specified in the Regatta Package, (local regatta rules) may be warned or excluded by the Starter.

APPENDIX 2 – HEAD RACING RULES

6. Penalties

6.1 Time penalties: 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 and passing or no passing rules or violation of course boundaries.

7. Umpire Commands for Head Racing

The Start:

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.

7.1 The following commands shall be used at the Start:

7.1.1. The Marshal will instruct the crew "Crew #1 Alberta, on the paddle".

7.1.2. As the crew approaches the line, the Starter will say "Crew #1 Alberta, approaching the line".

7.1.3. As the crew crosses the line the Starter will then say "GO", or, sound a horn.

The Finish:

7.2 The following command shall be used at the Finish:

7.2.1. As each crew finishes, the Finish Judge will say "Down" or sound the finish horn.

7.3 The Finish Judge shall mark the finish order of each crew.

APPENDIX 3 – COASTAL ROWING RULES

The RCA Rules of Racing shall apply in full, except as noted below.

SECTION 1 – SCOPE

1.1 Rowing, Boats, Regattas

A coastal rowing regatta is a regatta in which all competitors use coastal rowing boats as defined in this Appendix and where the competition course is on the open sea or on a large inland body of water and in accordance with this Appendix.

This Appendix applies to regattas for coastal rowing together with and not in exclusion of the RCA Rules of Racing.

SECTION 2 – COMPETITORS

2.1 Age Categories

The following age categories for rowers are the only categories recognized by RCA for Coastal Rowing:

1. Seniors
2. Under 19

Except for the age categories, RCA does not recognize any additional categories for Coastal Rowing.

SECTION 3 – EQUIPMENT

3.1 Classes of Boat

The following events are held in Coastal Rowing regattas:

- **Men (M)** – C1x, C2x, C4x+, C4+
- **Women (W)** – C1x, C2x, C4x+, C4+
- **Mixed (Mixed)** – C2x, C4x+, C4+

APPENDIX 3 – COASTAL ROWING RULES

SECTION 4 – BOATS AND CONSTRUCTION

4.1 Construction of Coastal Rowing Boats and Equipment

Coastal Rowing boats used in RCA coastal regattas should conform to the construction requirements as stated in the World Rowing Coastal Rowing Competition Regulations. If boats do not meet these requirements, all boats within an event must be generally comparable.

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

- a. In addition to the flotation requirements referred to in the “World Rowing Guidelines for the Safe Practice of Rowing”, and RCA Rules of Racing 3.8, coastal rowing boats should be constructed with three (3) watertight compartments. These compartments may have watertight hatches or ports for access to these areas. Boats must be designed and constructed so that the hulls are self-bailing; self-bailing shall mean that water in the boat will automatically be removed through hull bailers by the forward movement of the boat, or by a cockpit floor properly pitched aft to an open transom.
- b. Traditional Coastal Rowing Boats of Different Design. The organizing committee of an RCA Coastal Rowing regatta may establish separate events for Coastal Rowing boats of different traditional designs or may allow such boats to compete in races together with boats of other designs, and at the discretion of the organizing committee may or may not categorize each design individually for the purpose of the competition.

APPENDIX 3 – COASTAL ROWING RULES

4.2 Coastal Rowing Requirements

All boats must meet the safety requirements set out by World Rowing and any additional requirements set out by any national, regional and/or local authority for participation in a Coastal regatta.

At a minimum:

1. Boats must meet the minimum flotation standards described in RCA Rule 3.8 and the World Rowing construction requirements as described in World Rowing Rules Appendix R18.
2. Boats must carry a small vessel Personal Flotation Device (PFD) for every crew member, of a type which meets Canadian recognized standards. Coxswains must wear a PFD at all times in the boat.
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.
4. Any ballast must be fixed securely to the structure of the boat.
5. During Coastal rowing races, for safety reasons each boat shall be permitted to carry such radio or telecommunication equipment as permitted or required by the Organizing Committee or by other maritime authorities for such events.
6. Any member of the Jury may prohibit any crew from going on the water if they consider that crew constitutes a danger to themselves or other crews on the water.

APPENDIX 3 – COASTAL ROWING RULES

4.3 Boat Registration Numbers

All boats participating in a Coastal Regatta must be registered with the Organizing Committee before going on the water, whether for training or competition, and shall be allocated a registration identification number. Each boat must display its registration identification number on both sides of the bow in the manner described below for the purpose of identification and safety. Registration is the responsibility of the provincial rowing association or the club in whose name the crew is entered, and the crew concerned. Any crew failing to register their boat in accordance with these Regulations or failing to display the registration identification properly and at all times at a regatta may be penalized.

The individual numbers and/or letters making up the registration identification on the boat shall each be minimum of 20cm high and shall be in contrasting colour to the background.

The Crew Captain for every boat shall be identified to the Organizing Committee in writing at the time of the crew's registration.

4.4 Crew Racing Numbers

At races where crews are using shared pool boats each competing crew will be required to display an additional crew racing number in addition to a boat registration number.

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

SECTION 5 – COURSES

5.1 Characteristics

The race course for Coastal Rowing Regattas shall provide, as far as possible, fair and equal racing conditions for all crews.

APPENDIX 3 – COASTAL ROWING RULES

The length of course shall be as provided in Rule 5.5 of this document.

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

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

5.2 Course Markers

- a. A plan of the course(s) showing the location of all course markers together with their description and their GPS position, must be included in the Regatta Package and also in the instructions issued to all crews upon arrival at the regatta. The plan shall also be displayed at the Control Commission.
- b. For safety purposes, wherever buoys are used to mark the turning points, the Organizing Committee should, wherever possible, use floating marker-type buoys rather than existing solid moorage buoys and beacons.
- c. The Organizing Committee shall take all necessary precautions in setting out the course markers and the course to avoid any risks of boats grounding in shallow waters, including by clearly marking such areas and placing warning buoys in the appropriate locations.
- d. Prior to the Crew Captain's Meeting, the Regatta Chair and the Chief Umpire shall agree on which turning marks shall be designated a 'key turning marker'. A key turning marker is a point of increased risk of severe interference between crews due to factors such as, for example and not limited to, the angle of the turn and/or its proximity to the start.

APPENDIX 3 – COASTAL ROWING RULES

5.3 Start and Finish Lines

- a. The start line and finish line shall be visually marked by the alignment of two landmarks or buoys.
- b. The orientation of the start or finish line shall in principle be perpendicular to the route to be taken to or from the next or previous turning point respectively;
- c. For all races, except for races against the clock, the start line shall be wide enough to allow all competitors in the race to align and start at the same time.
- d. The finish line may either be on the water, or if such an option is possible, on the beach. Where a beach finish is provided, the finish may be a finish line, a flag or a button or other means, situated at a designated point on the beach. A crew shall have finished the race when one or more members of the crew has crossed the line or touched the flag as required.

5.4 Length of the Course

- a. The racing distance may vary from regatta to regatta, as in principle there is no specified racing distance. However, all participants shall be notified of the length of the course in the Regatta Package. The racing distance may be changed by the Chief Umpire in the case of adverse weather conditions, in consultation with the Organizing Committee.

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 Regatta Package/ Bulletin and in the information to crews the maximum number

APPENDIX 3 – COASTAL ROWING RULES

of boats which can be accommodated on the start line at one time in any category in accordance with this appendix, Rule 6.2.

SECTION 6 – ORGANIZATION OF REGATTAS

6.1 Safety - General Principles

At all regattas, care will be taken to provide the safest conditions possible as per the RCA Rules of racing – Rule 8.1.

6.1.1 Regatta Chair

The Organizing Committee shall appoint a Regatta Chair who is very familiar with local water conditions and who has experience with or has received training in coastal rowing events.

In cases in which the Regatta Chair does not have experience but has received training, the Sanctioning Document must be reviewed by someone with experience.

The Regatta Chair shall cooperate closely with the Chief Umpire and shall participate in any decisions in case of adverse weather conditions. In any case where the Regatta Chair and the Chief Umpire are not in agreement on an issue regarding safety, the decision of the Chief Umpire shall prevail.

6.1.2 Crew Captains' Meeting

Before the start of the competition, a meeting must be convened by the Organizing Committee in which all team managers, coxswains and Crew Captains must participate. At this meeting, all participants will be provided with all information reasonably required for the safe running of the event (including traffic patterns, local maritime rules, tidal movements, currents, specific topography, known dangers, safety rules, and penalties that can be applied under these 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.

APPENDIX 3 – COASTAL ROWING RULES

6.1.3 Rowers' Obligations

a. General Obligations

All rowers and coxswains must:

- be familiar with and respect local maritime rules in addition to the RCA Rules of Racing;
- wear or have on board, appropriate PFDs as described in 4.2.2
- know what to do in the event of their boat swamping or capsizing and if their boat requires to be towed.

b. Crew Captain's Obligations

According to international maritime law, all sea-going vessels must have one person responsible for safety and navigation. In coastal rowing, one member of the crew will be designated the "Crew Captain". The Crew Captain for every boat shall be identified to the Organizing Committee in writing at the time of the crew's registration under Rule 4.3. Such identification is the responsibility of the club in whose name the crew is entered. Any crew for which a Crew Captain has not been identified shall not be permitted on the water.

The Crew Captain shall be responsible before every outing to:

- familiarize themselves with the current and expected weather conditions;
- take responsibility for assessing the risks and the ability of the crew to cope with those 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;

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During the outing:

- ensure that the crew respects all navigational and safety rules;
- require that all members of the crew wear their 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.

After the outing:

- complete the register to indicate the crew's return;
- inform the Control Commission of any incidents or safety issues;
- record and report to the organizing committee any damage to a pool boat.
- ensure that the Control Commission, volunteers or Umpires, register that the crew has returned.

6.1.4 Special Coastal Rowing Safety Considerations

a. General Rules of Circulation

Rowing 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.

Safety measures and local rules must be vigorously applied by the Organizing Committee and the Jury and must be strictly observed by the crews.

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b. Important Rules for Rowing on Open Water

Rowing boats must not hinder the passage of:

- boats that can only navigate safely in a narrow channel or access lane;
- boats with mechanical propulsion in a traffic lane;
- ships with heavy cargo.

c. Avoiding Collisions

When two rowing boats are on a potential collision course, both boats should move to starboard to give way to the other boat. For clarification, “starboard” means the left hand side of the rowers as they are seated in the boat (bowside).

6.1.5 Shelters

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

6.1.6 Crew Safety

Crews should familiarize themselves with all the steps to ensure the safety of the crew.

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6.2 The Draw and Progressing to the Finals

6.2.1 Progression System

The Organizing Committee shall stipulate the maximum number of crews that can be accommodated on the Start line at one time in accordance with Rule 5.5 in this document. Should the number of crews taking part in an event exceed the number of positions available on the Start line, a system of heats shall be adopted. In such a case, the number of crews progressing to the next round from each heat shall be the number of available places on the Start line divided by the number of heats that are required. The number of crews in each heat shall be as equal as possible and the same number of crews from each heat shall progress to the next round.

If an event has fewer entries than there are places on the Start line, there shall be a direct final with no preliminary races for that event.

6.2.2 The Draw and Lanes

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

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

Preliminary round:

- Where there is no seeding, the allocation shall be by random draw, supervised by the Jury.
- If there is seeding of crews, the higher seeded crews shall, in the first round of the event only, be allocated starting positions at the end nearest to the first turning marker.

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Where there has been a preliminary round, the positions for subsequent rounds shall be allocated based on the ranking of crews in the previous round with the higher ranking crews at the end nearest to the first turning marker.

6.2.3 Adverse Weather Conditions

The Chief Umpire, after consultation with the 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.

Such decisions may result in reducing the maximum number of boats in races. If the number of boats in a race is reduced under this Rule, 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.

SECTION 7 – THE START

7.1 At the Start

There shall be no start zone in Coastal Rowing events

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

The Starter may start the race without reference to absentees.

7.2 The Starting Procedure

7.2.1 The Start (floating)

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

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instruction of the Starter or Race Umpire whenever such instructions are given.

The Starter may be assisted by other Umpires under the authority of The position of the Starter shall in principle be approximately 50-100 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. In principle, a clearly distinguishing, brightly coloured jacket should be worn by the Starter.

There shall be a Judge at the Start who shall be positioned exactly on the line of the Start in a position where they can clearly see all boats on the start line.

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. They shall immediately notify the Starter and Race Umpires of the decision in this regard and the offending crews shall be notified in accordance with this appendix, 7.2.5

The starting procedure shall be as follows:

- a.** Crews must be in the vicinity of the start line and under the control of the Starter two minutes before the starting time of their race.
- b.** It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not be obliged to give any instructions to crews in this regard prior to the start signal being given.

Crews in the Start area shall at all times closely follow the instructions of the Starter or Race Umpire.

Any crew not following such instructions may be penalized. After giving the 3-minute, 2- minute, and 1-minute signals respectively as provided in Paragraphs (c), (f) and (g) of this

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Rule, the Starter may start the race at the given time without reference to the position of any crew.

- c.** Three minutes before the start, the Starter shall simultaneously
- hoist three balls in the air, one above the other (each ball shall have white cross on a red background, be clearly visible from the Start line, and shall be: not smaller than 50cm in diameter); and
 - sound a horn in 3 clear, short blasts.
- d.** All boats shall remain close to the start. At the expiry of the 3 minutes the start can be given even if some boats have not reached the start position.
- e.** Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge at the Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.
- f.** Two minutes before the start time, the Starter shall simultaneously
- drop one of the three raised balls; and
 - sound a horn in two clear, short blasts;
- g.** One minute before the start, the Starter shall simultaneously
- drop one of the two remaining balls; and
 - sound a horn in one clear, short blast
- h.** At the Start time, the Starter shall give the signal to start by simultaneously:

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- drop the single ball and
- sound a hooter in one long blast

The starting flag and the ball should be dropped exactly 3 minutes after the beginning of the starting sequence.

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

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

7.2.3 Beach Starts

- a. The boats shall be lined up on the beach near the water's edge. If under Rule 6.2.2 the starting position of boats has been allocated, the boats shall line up and start in accordance with those positions.
- b. **Boat Handlers** - There shall be up to two boat handlers per boat. The boat handlers shall, in principle, be provided by the teams and are recognized as official support crew members. The role of the boat handler is to support the departure and arrival of the crew from and to the beach. The boat handlers for each crew should wear matched uniforms or a bib that, are clearly distinguishable from the crew. In rougher conditions and at the discretion of the Chief Umpire the number of boat handlers may be increased. Boat handlers may not board the boat at any time but may assist the crew in any other way, including rudder fixing, etc. When the boat returns to the beach, the boat handlers may "catch" the boat to slow its progress when it reaches the beach and a crew member disembarks to run to the finish line. The boat

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handlers shall comply with any instructions of the race officials and shall at all times be subject to the Rules of Racing. The boat handlers will support the crews in holding the best pointing of the boat for the crew members to board and depart. The boat handlers must not board the boat or move in to any position where the typical water surface is above their shoulders when standing on the sea bed.

- c.** At the Start time, the Starter shall be clearly visible. They shall say "Attention!" and after a clear pause shall give the start signal by dropping in one downward motion the raised Start Flag, simultaneously sounding a horn in one long blast. The official start of the race will be the moment the flag starts to drop.
- d.** The Starter shall direct the crews to float and hold their boats approximately 8m apart at the edge of the water. In a normal beach start, all crew members shall be holding their boat standing in the water next to their boats and can only start to board their boat when the start signal is given. If the slope of the beach is such that there is not enough room for all rowers and boat handlers to stand in the water, the Organizing Committee may allow a defined number of rowers to be in the boat before the start. This shall apply to all boats in the same event and shall be published in the Regatta Package.
- e.** The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race rowers. The Starter shall inform the crews when there are five minutes, four minutes and three minutes remaining before the start time.

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

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

If the Starter is positioned on the start line, the Starter may also serve as a Judge at the Start.

- f.** It is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be penalized by the Starter or the Umpire.
- g.** The starting procedure for beach starts shall be as follows:
 - 1.** Crews must be at their start positions (and in the case of a running start, nominated runners must be at the running start line) and under the control of the Starter two minutes before the starting time of their race.
 - 2.** The Starter may penalize a crew that is late to the start and may start the race without reference to absentees.
 - 3.** When there are two minutes to the start, the Starter shall say “Two minutes!” Any time thereafter the Starter will ask the crews to place their boats on the water, by saying ‘Move to the water’. Once the order to place the boats on

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the water is given, the crews are under Starter's orders and the Starter may start the race at any time.

7.2.4.1 Delays of Start

Where the start of any specific boat category is delayed for any reason, the Starter shall inform that boat category or categories of the delay. Where the whole race is to be delayed:

- **In the case of a floating start** – the Starter may lower all signals and begin the 3 minutes countdown process again after announcing this to the waiting crews.
- **In the case of a beach start** – after ensuring that the crews are in position and ready, begin the start process by announcing “Attention”.

7.2.5 False Start

- a. A crew commits a false start when any part of its boat or equipment is on the course-side of the Start Line at the time the Start signal is given. The Judge at the Start shall be the sole judge of an anticipated start.
- b. **Beach Start** - A crew commits a false start if, in the case of a running start, the crew's nominated runner crosses the set start line before the start signal is given and, in all cases, if any crew member starts to board their boat before the start signal is given.

Consequences of a False Start

Individual False Start – A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty of 1 minute and shall be immediately informed of the penalty by the Race Umpire in the manner set out in this appendix, Rule 10.4.

When conditions allow, a single ball should be raised to indicate one or more crews are carrying a false start penalty.

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Beach Start - Where a false start is committed, whether by a runner or by a crew member, the Judge at the Start shall stop the race and notify the crew that it has committed a false start and shall inform the Starter accordingly. In restarting the race, the Starter shall award a 10-second penalty to that crew and for this purpose that crew shall be required to wait for 10 seconds after the start signal is given before making any move to start their race. The Starter shall indicate by voice and flag when the 10 seconds has elapsed and the crew may start.

A crew causing two false starts in the same race in a Beach Start shall be excluded by the Starter.

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

SECTION 8 – DURING THE RACE

8.1 Responsibility of Rowers

All crews shall compete in accordance with the rules. If a crew does not comply with the rules, including if it impedes or interferes with another boat or gains any advantage thereby, it may be penalized.

A crew, which for any reason does not complete the full course as designated by the Organizing Committee, including not

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rounding all or any of the turning markers, is responsible to declare this to the Finish Judge or other Race Umpire or to the Organizing Committee at the end of the race. If an Umpire sees that a crew does not complete the full course, they shall report it to the Finish Judge as well. The result of such crew shall show DNF.

- a. In the case of a Beach Finish, crews returning to the beach shall endeavor to keep their boat under control in an upright position with all crew members in contact with the boat until such time as the boat reaches the beach and a member of the crew disembarks to run to the finish line. In the event the boat capsizes while returning to the beach, the crew shall upright and recover the boat and ensure that all crew members are safe and in contact with the boat before a member of the crew leaves the boat to run to the finish line.

8.2 Interference

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

A crew causes a severe collision when one or more of the following occur:

- i. damage to a boat;
- ii. personal injury;
- iii. forcing another boat off the race course, to miss a turning marker or into an obstacle; or
- iv. a rower is struck by the blades of another crew.

Objections and Protests regarding the judgment of the Jury as to whether a crew caused an interference and the penalties imposed on the crew for interference will not be accepted.

APPENDIX 3 – COASTAL ROWING RULES

a. Rules of Giving Way

When three or more boats are on the same line and a coxswain reasonably considers that there is not enough room between their boat and the others the coxswain may call by its boat number one of the crews and say “(Boat Number --!)” –“Attention!” – “Give Way!!”, and the boat called must change its course sufficiently to leave the crowded boat enough room or it may be penalized by the Race Umpire. No boat or boats may deliberately or otherwise cause interference to another boat which is on a course towards a turning mark or other course markings.

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

8.3 Collisions

In case of collisions (of boats or oars), and if one of the crews objects, the Umpire shall decide who is at fault and may impose a penalty on the boat responsible for the collision.

In the event of a severe collision, the Umpire may decide fault and may impose a one (1) minute penalty on the crew responsible.

8.4 Overtaking

It is the responsibility of a crew overtaking another crew to avoid interfering with the crew being overtaken; a crew which is being overtaken must maintain its course and shall not interfere with the overtaking crew. If a crew being overtaken obstructs or interferes with the overtaking crew by changing its course or in any other manner, the Race Umpire may penalize the crew causing obstruction or interference or hindrance by awarding a time penalty of 60 seconds or may exclude the crew or take other appropriate measures under the rules.

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8.5 Rounding of a Turning Mark

At the turning marks, it is the individual responsibility of every crew to avoid severe collisions with other crews and observe the rules of overtaking. Crews are responsible for their own steering.

In order to be placed in the final ranking for the event, all crews must round all turning marks in the correct direction and must complete the full course as designated by the Organizing Committee.

8.5.1 Time Penalties

- a. In principle, crews should serve time penalties that have been awarded to the crew before the crew crosses the finish line by completing penalty loops or penalty turns in the case of a water finish or serving the time penalty in a penalty box in the case of a beach finish. Where penalty loops, penalty turns or a penalty box are not possible, finish times shall be adjusted by adding the time penalty (or penalties) to a crew's finish time. The method to be used shall be notified at the Crew Captains' Meeting.
- b. Where penalty loops, penalty turns or penalty box are included, a crew crossing the finish line without serving the time penalty(s) will be excluded.
- c. The Penalty Umpire shall centrally monitor the progression of the crews around the course and record in real time the penalties as awarded by the Starter, Race Umpire(s) and any Key Turning Mark Umpires. The Penalty Umpire may be assisted by volunteers in their duties.
- d. Water Finish – Penalty Loop or Penalty Turn**
 - i. In the event of a water finish, a penalty loop or penalty turn will be established for crews to serve time penalty(s).

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- 1. Penalty Loop** – Where a penalty loop is to be used, the penalty loop will be established between the final turning buoy and the finish line. The Penalty Umpire will be positioned at the end of the loop furthest from the finish line. See *diagram below*.



- 2. Penalty Turn** – Where a penalty turn will be utilized, an area between the last turning buoy and the finish line and outside the race lane will be established for crews to do penalty turns. A crew that has been awarded a time penalty will need to complete a 720 degree turn (2 complete circles) for each penalty it has been awarded. The Penalty Umpire shall be positioned so that they can inform crews of their penalty before they reach the penalty turn area.
 - ii.** When a crew that has been awarded a penalty(s) passes the Penalty Umpire, the Penalty Umpire will announce to the crew the name of the crew and the number of penalty laps or penalty turns it must complete. The name of the crew and number of laps or turns will also be shown on a board that will be visible to the crew.
 - iii.** The crew must then complete the number of penalty loops or penalty turns before the crew continues to the finish line.

APPENDIX 3 – COASTAL ROWING RULES

- iv. In principle, the Penalty Umpire will record the time the crew first passes the Penalty Umpire and the time when the crew passes the Penalty Umpire after having completed the penalty loops or penalty turns.
- v. A crew serving a time penalty shall not have the right of way and shall give way when entering and leaving the penalty loop and when returning on to the course.

e. Beach Finish – Time Penalty Box

- i. In the event of a beach finish, a penalty box will be established on the beach between where the crew's runner disembarks from the boat and the finish line.
- ii. After the runner disembarks from the boat, the Penalty Umpire will inform the runner that the crew has been awarded a penalty(s) and the total time that must be served in the penalty box by saying "Crew X, 1 minute". The crew name and penalty(s) shall also be displayed on a board that will be visible to the crew runner.
- iii. The runner shall report to the penalty box. The Penalty Umpire will begin timing the penalty when the runner has entered the penalty box.
- iv. After the runner has been in the penalty box for the required time, the Penalty Umpire will say "Crew X, GO!" at which time the runner may complete the race by crossing the finish line.

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SECTION 9 – THE FINISH

9.1 Finish of the Race

Floating finish: 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.

Beach finish: A crew shall have finished the race when one member of the crew has crossed the line, touched the flag, or pressed the button (or other means) on the beach as required. For races with a beach start and finish, all crew members in each boat must start and finish at the beach.

A crew in contravention of these requirements shall not be ranked in the race and shall be marked DNF.

9.2 Dead Heats

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

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 Chief Umpire and the Regatta Chair, in the presence of the affected Crew Captains, shall conduct a random draw among the crews involved in the dead heat to determine which of those crews shall progress, up to the number of boats available for this purpose.

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SECTION 10 – THE JURY

10.1 Composition of the Jury

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

- Chief Umpire
- Starter
- Judge at the Start
- Race Umpire(s)
- Key Turning Mark Umpires
- Penalty Umpires
- Judges at the Finish, one of whom shall be the Chief Judge
- Members of the Control Commission, one of whom shall be the Chief.

The Chief Umpire, the Starter, the Judge at the Start, the Race Umpire, the Key Turning Mark Umpires, the Penalty Umpire, Chief Judge at the Finish, and the Chief of the Control Commission shall each hold an RCA Umpire's license.

10.2 Chief Umpire

The Chief Umpire shall allot duties to each member of the Jury and shall supervise their activities. The Chief Umpire shall take the chair at meetings and ensure proper coordination with the Organizing Committee. They shall cooperate closely with the Regatta Chair.

10.3 The Starter and the Judge at the Start

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

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Except for a beach start, the Judge at the Start shall not be obliged to give instructions to any crew on their alignment at the Start. It is wholly the responsibility of the crews not to be on the course side of the Start Line at the time the start signal is given.

10.4 The Race Umpire

The Chief Umpire, in consultation with the Regatta Chair, shall decide the number of Race Umpires to supervise each race. Where there is more than one Race Umpire, the Race Umpires shall have equal status in their areas of responsibility.

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

All active umpire boats shall carry an identification flag or marker to distinguish them from other water craft. The colour and style of flag should be shown to crews at the Crew Captain's meeting.

If necessary, the Race Umpire may impose penalties during the race. They may also stop the race, impose any necessary penalties and order the race to be re-started, either from the start or from some other point (in which case he may order the crews to re-start in the positions they held at the time the race was stopped) either immediately or later. In the latter case, they shall decide on the new starting time in consultation with the Chief Umpire and shall inform the crews concerned.

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Where the Race Umpire has serious doubt whether the impediment affected the result of the race, or considers the effect of the impediment was not significant, or is not an infringement under these Rules, they may decline to take any action or they may take such action as they see fit in the circumstances.

The Race Umpire may also allow the race to continue and exclude a crew or crews after the race has finished. However, if a crew is to be awarded a penalty loop, penalty turn or a time penalty to be served in a penalty box, the Umpire should advise the crew at the time the penalty is awarded by saying to the crew: “(Boat Number!)” – “(reason for penalty!)” – action required by penalty, e.g. Penalty Loop!”. The Umpire shall also immediately inform the Penalty Umpire.

Penalty Umpire

The Penalty Umpire shall record in real time the penalties awarded by the Starter, Race Umpire(s) and any Key Turning Mark Umpires. The Penalty Umpire shall inform the crews of the time penalties that have been awarded to the crew and shall enforce the crew serving time penalty(s) by either penalty loops or penalty turns for water finishes or a penalty box for beach finishes.

10.5 Judges at the Finish

The Judges at the Finish shall determine the order in which the bows of the boats cross the finish line. In the case of a beach finish they shall determine the order in which the designated rower or rowers cross the finish line, touch the flag, or press the button, or other means as required to finish the race. They shall ascertain that the race was in order. They shall be responsible for validating the results.

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Penalty

In any case of breach of the rules, a member of the Jury may impose appropriate penalties as outlined in the Rules. In addition, at a Coastal regatta a member of the Jury may impose a Time Penalty, which is a sanction awarded to a crew which is in breach of these rules which requires a crew to:

- i. Complete a specified penalty loop;
- ii. Complete a specified number of penalty turns;
- iii. Spend the awarded time penalty in a designated penalty box; or
- iv. Where none of the above are available, the awarded penalty times will be added to the crew's finish time.

10.6 Control Commission

In addition to its other duties, the Control Commission at coastal rowing events shall check the correct display of the boat registration numbers and that the numbers required to be worn by crew members are correctly displayed and shall record the details as outlined in this appendix, "Boat Registration Numbers" and "Crew Racing Numbers".

APPENDIX 3A – ADDITIONAL GUIDELINES FOR COASTAL ROWING REGATTAS

COURSE DESIGN

The Race Course 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, in which case, all crews must be notified of that process at the time of their entry).

Wherever possible, the Organizing Committee shall design the course so that the action of the race and competing boats can be seen by spectators on shore. In designing the course, the Organizing Committee shall take advantage of wind and wave direction, coastal features and beaches. This may include beach starts or finishes.

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

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

APPENDIX 4 – BEACH SPRINT RULES

Introduction

The RCA Rules of Racing shall apply in full, except as noted below.

1. Rowing, Boats, Regattas

A Beach Rowing Sprints regatta is a regatta in which all rowers use Coastal Rowing boats as defined in the RCA Rules of Racing and where the competition course includes a transition between beach and water and is in accordance with these Rules.

2. Age Categories

The following age categories for rowers are recognized:

- Seniors
- Under 19

3. Boat Classes

The following boat classes are recognized:

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

4. Boats and Equipment

All boats used in Beach Sprint Rowing must meet the requirements for construction, flotation and safety for Coastal Boats specified by the RCA Rules of Racing with the exception of the following:

- a. During Beach Sprint Rowing competition, boats are not required to carry a personal flotation device (PFD) for each competitor in the boat, however the organizing committee shall make PFDs available for use if requested by rowers;
- b. Boats are not required to have a 15m buoyant line.

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5. Beach Sprints Boats

All boats used in Beach Sprint Rowing should be coastal boats that meet World Rowing standards. If boats do not meet these requirements, all boats within each event still must have similar structural components (e.g. weight, rudders, etc.) to ensure safe and fair play.

6. Race Course Characteristics

The race course shall provide, as far as possible, fair and equal racing conditions for all crews.

7. Racing Distance

Beach Sprints – In principle the course should include a run on the beach of between approximately 10 and 50 metres to start and to finish the race with an on-water distance of 250 metres from the beach to the farthest turning buoy. The race will then comprise a 10 – 50 metre run from the start line to the water, a 250 metre (buoys at approximately 85m + 85m + 80m) row out, a similar 250 metre row back and a 10 – 50 metre beach run to the finish. See Rule 8 herein for the layout of the course. The distances stated here shall be a general guide but will depend on local conditions.

8. Number of Lanes

There shall be a minimum of two lanes up to, in principle, a maximum of four lanes. The number of lanes shall depend on the available space at the beach and on the water and on the number of crews entered in each event. In all cases, the beach running distance and the water conditions should be equal for all crews. Additional lanes can be provided if a competition format so requires. The number of lanes shall be notified in the Regatta Package.

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9. Composition of the Jury

- a. The Jury shall consist of umpires carrying out the following duties:
 - i. Chief Umpire
 - ii. Starter/Finish Judge
 - iii. Judge at the Start
 - iv. Lane Umpires (1 per lane)
 - v. Turning Mark Umpire
 - vi. Members of the Control Commission, one of whom shall be the senior member
- b. Several members of the Jury may have dual roles. The organizing committee, in consultation with the Chief Umpire, may also appoint volunteers to support the Jury in its work.
- c. There shall be at least one Turning Mark Umpire positioned within clear sight of the end turning buoys.
Additional Turning Mark Umpires may be required if racing is conducted on more than two lanes.
- d. If a Beach Sprints regatta has large entries requiring more than two lanes, then the number of Jury members may be increased accordingly.

10. Progression System

- a. Beach Sprint Rowing Regattas: The progression system for Beach Sprint rowing may be in the format of:
 - i. Multiple pools of crews; or
 - ii. Time trials; or
 - iii. Elimination heats which may or may not include repêchages; or

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iv. A combination of these;

in order to bring the number of crews in each event down to the number of available places for the final round of racing (which is generally assumed to be eight (8) for the final.

b. The Final Crews

After the preliminary rounds are completed and the final remaining crews in an event are determined, then racing shall in all cases be conducted on two lanes with quarter-finals, semi-finals and then finals (as applicable) following a consistent time schedule without additional rest breaks between races. The race for 3rd and 4th positions shall take place before the race for 1st and 2nd positions. Additional semi-finals and finals for ranking all final crews may also be rowed within this format.

c. The organizing committee may place a limit on the number of crews from which entries will be accepted and the method of limiting numbers (i.e. qualification, order of entry or random draw of crews or any other method) shall be included in the Regatta Package and in all information given to crews before the regatta.

11. The Draw and Determining the Lanes

The Organizing Committee will be responsible for conducting the draw. If the first round is in the form of time trials, the results of the time trials will be adopted to determine the “Final Eight” lane allocations, based on the faster times seeded in the quarter final races.

12. Adverse Weather Conditions

The Chief Umpire, in consultation with the Regatta Chair and the organizing committee, shall take all decisions on any delay, postponement or cancellation of races, or of changes to the course, resulting from adverse weather conditions or other matters relating to the safety of rowers and equipment and officials on the water or the fairness of the course.

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13. The Start

a. The Start

During the start procedure, the boats shall be lined up in the water in the allotted start position and shall be held by crew members (except solo (C1x)) and up to two boat handlers per boat.

b. Boat Handlers

There shall be up to two boat handlers per boat. The boat handlers shall, in principle, be provided by the teams and are recognized as official support crew members. The role of the boat handler is to support the departure and arrival of the crew from and to the beach. The boat handlers for each crew should wear matched uniforms or a bib that comply with the Rules in respect of Identifications, and are clearly distinguishable from the crew. In rougher conditions and at the discretion of the Chief Umpire, the number of boat handlers may be increased. Boat handlers must ensure that they, and the equipment they are handling, do not impede other competitors.

Boat handlers will not board the boat at any time but may assist the crew in any other way, including rudder fixing, etc. When the boat returns to the beach, the boat handlers may “catch” the boat to slow its progress when it reaches the beach and a crew member disembarks to run to the finish line.

- i. The boat handlers shall at all times remain in shallow water not above their shoulder height. The boat handlers shall comply with any instructions of the race officials and shall at all times be subject to the Rules of Racing.

Where a crew does not supply its own boat handlers, the organizing committee may provide them (if boat handlers will not be provided, this shall be outlined in

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the regatta package). The boats should be held reasonably in line and shall be positioned so that the centres of boats are in a line with the buoys in their lane. All rowers (except the runner of each crew) must be standing in the water next to their boat and shall not start boarding their boat until the start signal is given. If the slope of the beach is such that there is not enough room for all rowers and boat handlers to stand in the water, the Organizing Committee may allow a defined number of rowers to be in the boat before the start. This shall apply to all boats in the same event and shall be published in the Regatta Package.

The Judge at the Start, with the advice of the Lane Umpires, shall determine whether the boats are reasonably in line with the buoys in their lane and shall take such action as necessary to ensure this.

One nominated crew member from each crew shall be a runner. (The runner at the start may be different from the runner at the finish but in both cases must be a member of the crew.) The runners shall stand behind the start line which shall be clearly marked on the beach.

The remaining crew members (except for solo (C1x)) shall be standing in the water holding their boats. No crew members shall start to board their boats before the start signal has been given. When the start signal is given the runners shall run to their boats to join the other crew members. The other crew members may start to board their boats as soon as the start signal is given.

- ii. The boat handlers will support the crews in holding the best pointing for the boat for the crew members to board and depart.

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c. The Start Procedure

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be elevated and in a position so that the rowers can see them, such that they have a clear view of the start line and all boats. The starting signals should be clearly audible to all rowers.

The Starter shall inform the crews when there are three minutes remaining before the start time either directly or through the race Announcer, by saying “THREE MINUTES!”.

There shall be a Judge at the Start who shall be positioned in such location as to be able to properly carry out their responsibilities. Where the Starter is positioned on the start line, the Starter may also serve as the Judge at Start. Where they consider it necessary, the Chief Umpire may instruct another Umpire to assist the Judge at the Start in their duties. The Judge at the Start shall be responsible to decide if any crew has caused a false start.

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The starting procedure for beach sprints shall be as follows:

-3m:00s	All crew members should be in the start zone and under the control of the starter. The Starter may sanction a crew which is late to the start and may start the race without reference to absentees.
-2m:45s-1m:45s	Crews are introduced to the spectators by the Announcers. Once the introductions are complete the crews shall immediately return to their start positions.
-1m:00s-0m:45s	When there is one minute to the start, the Starter shall say "ONE MINUTE" After this the runners will position themselves behind the start line and the Starter shall instruct the other members of the crew and/or the boat handlers to "put the boats in the water." The Starter may allocate these commands to the race Announcer.
-0:30-0:20	When there are between 20 and 30 seconds to the start, the Starter shall alert the crews by saying "Get ready!", after which alert the Starter may start the race at any time, having taken into account the wave conditions and any other factors.
at any time between approx. -0m.20s and 0m.0s	<p>The start music stops.</p> <p>To give the start signal, the Starter shall first say "Attention!";</p> <p>After a clear pause, the Starter shall then EITHER raise the start flag, OR where the start is given using traffic lights, shall press a button (or switch) to change the traffic lights from the neutral position to red;</p> <p>After a clear and variable pause, the Starter will then start the race by EITHER</p> <ul style="list-style-type: none"> • dropping the start flag quickly to one side and simultaneously sounding a horn in one long blast; • OR by pressing a button that shall, at the same instant: <ol style="list-style-type: none"> a. Change the red light to green; b. Make an audible signal through the loudspeakers; c. Start the timing system for the race.

The official start signal will be the moment the start flag starts to move downwards or the red light changes to green.

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14. False or Faulty Start

A crew commits a false start if the crew's nominated runner crosses the start line before the start signal is given or if any crew member starts to board their boat before the start signal is given. The Judge at the Start shall be the sole judge of a false start.

a. Consequences of a False Start

- i. Where a false start is committed, whether by a runner or other crew member, the Judge at the Start shall immediately raise a red flag and the Starter shall stop the race by waving a red flag and sounding repeated blasts on the horn until all crews have stopped. Where the Starter is serving as the Judge at Start, when a false start is committed, the Starter will immediately stop the race by waving a red flag and sounding repeated blasts on the horn until all crews have stopped. The Judge at the Start shall inform the Starter which crew has caused a false start and the Starter shall award the crew a Yellow Card.
- ii. A crew causing two false starts or receiving two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from the event by the Starter.

b. Faulty Start

In the case of a faulty start, the Judge at the Start shall stop the race, but no yellow card is awarded.

15. Responsibility of the Rowers

- a. When turning around the buoys, crews are permitted to touch the turning buoys with their boat or oars, but the keel of the boat must pass around the designated side of the buoy.

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- b. In order to finish the race a crew must correctly round all designated turning markers and must complete the full course as designated by the organizing committee.
- c. A crew not correctly rounding any buoy on the course shall be awarded a time penalty as follows:
 - i. Not correctly rounding the first or second buoy from the beach – 30 seconds each instance;
 - ii. Not correctly rounding the third buoy from the beach – 60 seconds
- d. For coxed boats, the coxswain is required to be in the boat for the whole time the crew is rowing; otherwise, the crew shall not be ranked in the race and shall be shown on the results as DNF.
- e. Crews returning to the beach must make every effort to keep their boat under control in an upright position with the crew members in contact with the boat until reaching the beach. In the event the boat capsizes while returning to the beach, the crew is responsible to ensure that all crew members and equipment are safe, and such responsibility shall have priority over finishing their race.
- f. Upon their boat reaching the beach, one crew member shall disembark and run in the designated route to the finish point of the race.
- g. Crews shall at all times be aware of the weather and water conditions and the safety of themselves and others. Crews rowing in a dangerous manner or in a way which is considered out of control may be excluded or otherwise penalized by the umpire.

16. Interference

A crew causes interference to its opponents if its oars, sculls or boat encroach into the opponent's water and cause a disadvantage to its opponents by contact or by causing the

APPENDIX 4 – BEACH SPRINT RULES

other crew to change course to avoid such contact. The Umpire alone shall decide if a crew is interfering with another crew and causing them a disadvantage. If a crew has caused interference to another crew and has, in the Umpire's opinion, affected the result of that crew, then the Umpire may exclude the crew or alternatively may award a time penalty of 10 seconds or such other time as they deem appropriate against the crew causing the interference or take other appropriate measures under the rules. It is each crew's responsibility to remain in their proper course and their water and to not cause interference to other crews.

17. Finish of the Race

After exiting the boat, each runner must pass on the outside (relative to the finish line) of the flag placed on the water's edge in line with the lane buoys for their lane when running to the finish line. A runner not passing on the correct side of the flag shall receive a penalty of 10 seconds.

The finish of the race for each crew shall be the moment their crew member (the runner) reaches the finish point and completes the action required to mark the finish of the race.

Timing – Finish times shall be recorded to 1/10th of a second.

18. Dead Heats

If there is a dead heat in any round other than a final, there must be a re-row over the same course between the crews involved. The re-row should take place not later than 10 minutes after the finish of the race in which the dead-heat occurred. If the re-row results in a dead heat the crews shall be required to re-row the race again not later than 15 minutes after the finish of the previous re-row. This process will continue until a decision is reached. If a dead heat occurs in a final the crews concerned shall be given equal ranking and the next ranking shall be left vacant.

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19. Control Commission

In addition to its other duties, the Control Commission at Beach Rowing regattas shall check the correct display of the boat registration numbers and that crews race in the boats which are allocated to them.

20. The Starter and the Judge at the Start

The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed. The Starter shall be in an elevated position (on a podium or stand) from where they have a clear view of the start/finish line and the racing course, and can be clearly seen by all crews. The Judge at the Start shall determine if any crew causes a false start and if so shall follow the procedure outlined in Rule 14 herein.

Where the Starter is positioned on the start line such that the Starter can determine if a false start has occurred, the Starter may also serve as the Judge at Start.

21. The Umpire

The Chief Umpire, in consultation with the Regatta Chair, shall decide the number of Umpires to supervise each race. Where there is more than one Umpire, the Umpires shall have equal status in their areas of responsibility.

a. Race Umpire

- i. The Judge at the Start shall act also as the Race Umpire and will be positioned on land, elevated as necessary, so as to have a clear view of all crews during the race. The Race Umpire shall have precedence over the Lane Umpires and the Turning Mark Umpire. They shall in general not communicate with crews during the race but will make decisions based on their observations and on the advice of the Lane Umpires and the Turning Mark Umpire.

APPENDIX 4 – BEACH SPRINT RULES

- ii. The Race Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, they shall observe whether any crew gains any advantage or suffers any disadvantage from its opponents or from external factors and shall impose appropriate penalties on crews at fault. The Race Umpire shall not give any steering indications to crews.

If necessary, the Race Umpire may stop the race, impose any necessary penalties and order the race to be re-started immediately from the start. If for any reason, such as equipment damage, the re-start must be delayed, they shall decide on a new starting time in consultation with the Chief Umpire and shall inform the crews concerned.

Where a crew suffers interference or other impediment and the Race Umpire considers the impediment did not affect the result of the race, or considers the effect of the impediment was not significant, they may decline to take any action or they may take such action as they see fit in the circumstances.

- iii. When all crews have finished the race, the Race Umpire shall indicate if the race was in order by raising a white flag. If the race was not in order, the Race Umpire shall raise a red flag. The Judge at the Finish shall not release any results of the race until the Race Umpire makes a determination on the infringement indicated by the red flag.

b. Lane Umpires

The Lane Umpires shall be positioned on the beach to give them a clear view of their lane, each in line with their lane. They shall ensure the boats are held in line with their lane while waiting for the start signal and shall notify the Judge at the Start if they consider the boats

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are not correctly in line when the start signal is given (a faulty start) or if any crew member starts to board the boat before the start signal is given (a false start). In either case, they shall give such notification by raising a red flag, upon which the Judge at the Start shall follow the procedure outlined in Rule 15 herein.

The Lane Umpire should also observe the race to support the Race Umpire in determining whether all crews go around all buoys and land-based markers correctly as required. They shall indicate to the Race Umpire by raising a flag after the crew in their lane has rounded all markers including land-based markers. The flag shall be raised as follows:

- i. A white flag if the crew has rounded all markers correctly;
- ii. A red flag if the crew has not rounded the markers correctly.

c. Turning Mark Umpire

The Turning Mark Umpire shall be stationed in a boat at the farthest point of the course and shall observe the race and shall determine whether all crews go around all buoys correctly as required. They shall indicate to the Race Umpire by raising a flag after the crew in their lane has rounded the farthest buoy from the beach. The flag shall be raised as follows:

- i. A white flag if the crew has rounded all buoys correctly;
- ii. A red flag if the crew has not rounded the buoys correctly.

The Turning Mark Umpire shall also show a red flag if they consider there has been any other infringement of the Rules, including interference. They shall as soon as possible after the finish of the race inform the Race Umpire

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of the detailed reasons for showing the red flag.

22. Judges at the Finish

The Judge at the Finish shall determine the order in which the runners of each crew finish the race. They shall ascertain that the race was in order. They shall be responsible for validating the results.

APPENDIX 4 – BEACH SPRINT RULES

Additional Guidelines for Beach Sprints Regattas

The Race Course shall require sufficient width of the start area to allow all the crews in each race to start without interference from other crews. The race area should be located on an evenly-sloped sandy beach free of rocks or other obstructions which might damage boats in the beach start and beach finish. The start line, finish line, turning flags and buoys shall be set to provide the same distance across all lanes for both the running and rowing sections of the course.

The length of course shall be as provided in Rule 7 of this Appendix.

The course shall comprise (1) a land section – (2) a water section – (3) a land section.

The first section of the course shall be a straight line from a point on the beach (the start/finish line) to the water edge, a distance of between approximately 10 and 50 metres.

The second section of the course shall comprise, for each lane, a series of three lane buoys in each racing lane, the first buoy positioned approximately 85 metres from the water edge, the second buoy a further 85 metres out and the third buoy a further 80 metres out, all in a straight line. The number of lanes so provided shall depend on the nature of the event, but in general shall be a minimum of two lanes and up to four lanes. (See Rule 9 of this Appendix)

The third section of the course shall be approximately between 10 and 50 metres distance on land from the water edge back to the start/finish line.

The distances stated here shall be a general guide but will depend on local conditions. In particular, the first buoy should be positioned slightly beyond, and clear of, any wave break. Any substantial change from these dimensions is only permitted with the prior approval of RCA.

APPENDIX 4 – BEACH SPRINT RULES

a. Course Markers

- i.** A plan of the course(s) showing the location of all course markers shall be included in the Regatta Package. The plan shall also be displayed at the Control Commission.
- ii.** For safety and visibility purposes, the buoys used to mark the turning points should be inflatable or other soft-surface type which will not cause damage to boats and equipment and shall each be approximately 150cm high. The first two buoys from the beach in each lane shall be approximately 50 to 100cm diameter and the farthest turning buoy shall be between 75cm and 125cm diameter. The 3 buoys in one lane shall each be the same colour.
- iii.** The organizing committee shall take all necessary precautions in setting out the course markers and the course to avoid any risks of boats grounding in shallow waters.
- iv.** The organizing committee shall ensure that, to the best of their ability, the distances between buoys in each lane are equal and in particular that the distance of the farthest buoy from the beach in each lane is equal.
- v.** If the course is located in waters that are affected by significant tidal movements the organizing committee shall make arrangements for regular checking and, if necessary, repositioning of the course as necessary. This may include additional gates and markers to assure safety and fairness to the crews.
- vi.** I For safety purposes the layout of the course shall not allow boats to be travelling in opposite directions in the same water and the distance between the centres of adjoining lanes shall be at least 25 metres (see diagrams in the Annex at the end of this Appendix).

APPENDIX 4 – BEACH SPRINT RULES

b. Start and Finish Lines

- i. The start line shall be visually marked on the beach in a clear, fixed manner which will keep its position under all race situations. The width of the start line shall be a minimum of 2 metres. The distance from the start line to each boat shall be equal for all rowers. Where a starting light system will be used to start the races, a starting light will be placed 5 meters in front of the start line and evenly between the starting position of the runners so that the lights will be visible to the runners. Starting lights should also be visible to crew members who may be at the boat during the start procedure. The Starting lights shall operate as specified in RCA's Rule of Racing 10.5.
- ii. The width of the Finish Line shall be a minimum of 2 metres. Where only two racing lanes are in use, the Finish Line may be a narrow “funnel” design to bring the runners of each crew close together at the finish. However, where 3 or more racing lanes are in use, the Finish line should be of such length to ensure that the runner from every crew has an equal distance from the designated finishing point of their boat to reach the Finish Line. The designated arrival point of each boat at the beach shall be marked by a flag in line with the lane buoys and runners shall be required to pass on the outside of this flag in their run to the Finish Line after leaving the boat, to ensure equal distance to the finish line.
- iii. The method of marking the Finish Line and therefore the finish of the race, may be any one of the following, or a similar arrangement:
 1. A clear line on the beach which the runner from each crew must cross;
 2. A tape which the runner from each crew must run through;

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3. One flag or similar device for each crew, standing upright in the sand, and which must be picked up by the runner from each crew;
4. One button or similar device for each crew, which must be pressed by the runner from each crew and which, upon being pressed, shall emit a sound or visual display, at the same time recording the elapsed race time for that crew.

The finish line for runners shall be an equal distance from the water where their boats would reach the shore in their designated course.

- iv. The organizing committee shall decide the method of marking the finish and this shall be included in the Regatta Package.
- v. The orientation of the start and finish line shall in principle be perpendicular to the rowing course.
- vi. The diagrams at the end of this Appendix show the general layout of the course.

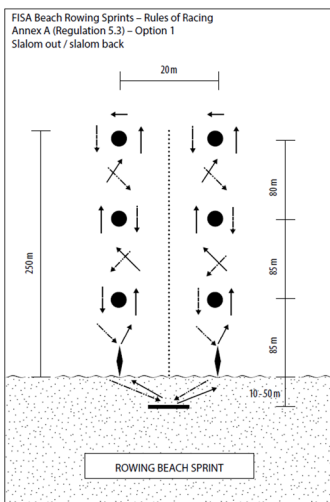
c. Race Format

- i. There are two options for the format of the rowing section of Beach Sprints. The organizing committee shall decide which format shall be used and this shall be notified in the Regatta Package. The same format should be used for all events at a regatta.

APPENDIX 4 - BEACH SPRINT RULES

Option 1 - “Slalom out / slalom back” - When all crews are in their boats they shall race from the beach in a slalom fashion around each of the three buoys in turn in their respective racing lanes, turning around the last buoy and again racing slalom fashion around each buoy back to the beach, ensuring that they go around each buoy in turn in the correct direction. Diagram 1 at the end of this Appendix refers to this option.

Annex A (Regulation 5) – Option 1



APPENDIX 5 – INDOOR ROWING RACING RULES

The RCA Rules of Racing shall apply in full, except as noted below.

- 1. Racing Format:** The Organizing Committee (OC) shall meet the standards and requirements set out in these Rules.
- 2. Ergometers:** For all race formats, the Organizing Committee (OC) shall supply identical ergometers for each competitor and check to ensure that each machine is assembled so that it operates within the manufacturer's specifications. Each competitor shall use the ergometer supplied by the OC and will not be able to choose the ergometer to use to race. There will be no accommodation or adaptation of the ergometer, with the exception of the category for Para-rowers, or, at the discretion of the Chief Umpire. The OC will provide additional ergometers separate from racing in a designated warm-up area for rowers.
- 3. Ergometer Load Settings:** Competitors may select a preferred setting (e.g. damper setting) of their choice before the race starts. The setting may not be changed during the race.
- 4. Ergometer Placement:** The OC will designate a specific Race Area and place ergometers so that the minimum distance between the centers of each adjoining rowing machine placed side by side is 1.2 m, but in all cases shall be sufficient as to not interfere with the adjoining rower or machine. Ergometers must be a minimum of 1.5 meters from the nearest wall in front of the flywheel.
- 5. Clothing:** Competitors must wear clothing that will not interfere with the ergometer.
- 6. Headphones:** 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, they may not be used for the transmission of coaching during the race.

APPENDIX 5 – INDOOR ROWING RACING RULES

- 7. Competitor Definition:** For indoor rowing races, a “competitor” is any individual who fits the definition of a competitor in the Regatta package.
- 8. Safety:** The OC is to have in place an Emergency Action Plan to deal with rowers requiring medical attention, crowd control, building evacuation and other safety matters and the plan shall be attached to the sanction application. The OC is required to communicate the emergency procedures adequately to the volunteers and Umpires, prior to the start of competition.
- 9. Umpires:** At indoor rowing competitions there shall be at least two licensed Umpires: one to act as Chief Umpire, and one to oversee the weigh-ins.
- 10. Relays:** 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.

APPENDIX 6 – START PROCEDURE SCRIPT

- 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, and Race Umpire are all described in Part 10 and Part 11 of these Rules. The Start Script is intended to assist the Starter to implement what is described in those sections.
- 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.
 - 2.1** The Starter should announce the race as follows: “Senior Women’s Eight Heat #_ (or Semi# or Final)”
 - 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 a 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”.
 - 2.3** After 2 minutes, the crews should be attached to the start platforms. At this time,
 - a.** 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.
 - b.** Check competitors’ uniforms, question uniform as follows: “Alberta 2-seat, Uniform” (if a member(s) of the crew is unable to display the proper uniform the Starter may assess the crew a yellow card).

APPENDIX 6 – START PROCEDURE SCRIPT

- c.** Announce (other) Yellow Cards: “Ontario, late to the start, Yellow Card”.
- 3.** Check with the Judge at the Start to see if there is alignment, as signified by the raised white flag.
- 4.** Ensure the course is clear and that the Race Umpire(s) is in position and ready.
- 5.** Begin the Roll Call, starting with Lane 1: “British Columbia, Alberta, Manitoba, Ontario, Saskatchewan, Quebec”.
- 6.** 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”.
- 7.** With traffic lights.
 - a.** Check again with the Judge at the Start for alignment, say: “Attention”, then press the red button.
 - b.** (With traffic lights), press the Go button that turns on the green light and makes an audible signal. No words from the Starter.
- 8.** With flags
 - a.** Check again with the Judge at the Start for alignment, say: “Attention”, then raise the Start Flag.
 - b.** Drop the Start Flag to one side and simultaneously say: “Go”.

APPENDIX 6 – START PROCEDURE SCRIPT

QUICK START

1. Follow 1 to 4 above.
2. Advise the crews that this will be a Quick Start, as follows:
“This will be a Quick Start”
3. With traffic lights.
 - a. Instead of the Roll Call, the Starter says: “All crews”.
 - b. Check again with the Judge at the Start for alignment, say: “Attention”, then press the red button.
 - c. Press the Go button that turns on the green light and makes an audible signal. No words from the Starter.
4. With flags.
 - a. Instead of the Roll Call, the Starter says: “All crews.”
 - b. Check again with the Judge at the Start for alignment, say: “Attention”, then raise the start flag.
 - c. Drop the start flag to one side and simultaneously say: “Go”.

APPENDIX 6A – SCRIPT FOR THE JUDGE AT THE START WHEN ALIGNING

Floating Start

The alignment of a floating start:

1. Address the crew by their bow number;
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.);
3. Both voice tone and projection should be consistent for all shells regardless of their lane;
4. Use consistent vocabulary:
 - a. To request a move toward the bow: “Touch it up (+ a linear distance) e.g. one deck”
 - b. To request a move toward the stern: “Back it down (+ a linear distance) e.g. one seat”
 - c. To request a shell to drift: “Let it run”
 - d. To request a shell to stop: “Hold water”
 - e. To move the bow of a boat sideways — i.e. align a boat in a cross wind: “Spike it on (+ one side) e.g. port side”
 - f. If applicable, hand over to the Starter by raising the white flag, or, by saying, “crews aligned”.

Start with Boat-holders

The alignment of a start where there are boat-holders:

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.
5. If applicable, hand over to the Starter by turning on a white light or raising the white flag.

APPENDIX 7 - NATIONAL REGATTAS - FAIRNESS COMMITTEE TERMS OF REFERENCE

1.0 Name

At National Regattas, this committee shall be called the Fairness Committee.

2.0 Structure and Purpose

- 2.1 The Fairness Committee shall consist of: the Chief Umpire of the regatta, the Chair of the Organizing Committee or their delegate, the Safety Officer of the regatta, a representative of the team managers or coaches at the regatta and an RCA Technical Representative. Members of the Fairness Committee shall be named and shall meet in person or virtually at least 24 hours before the first event.
- 2.2 The chair of the committee shall be appointed by the Fairness Committee members from among its members at its first meeting.
- 2.3 The Fairness Committee may take the appropriate measures if the weather creates unfair or unrowable conditions. It is the duty of the Fairness Committee to determine if the weather has created, or is about to create, unfair or unrowable conditions. It is then their responsibility to recommend to the Chief Umpire the most appropriate program from the alternatives described below. In applying these alternatives the Fairness Committee will always consider (3.1), (3.2) and (3.3) before considering (3.4).

3.0 Alternative programs in cases of Adverse Weather Conditions

- 3.1 To shift crews and to use the lanes offering the most equal conditions.
- 3.2 To start racing at different times than previously scheduled, provided that the announcement of the new times is made at a meeting of team managers and coaches;

APPENDIX 7 – CANADIAN NATIONAL REGATTAS – FAIRNESS COMMITTEE TERMS OF REFERENCE

- 3.3** To continue rowing and to suspend racing when weather conditions are unfair or unrowable and recommend alternative times for racing.
- 3.4** To re-allocate the lanes for each individual race, using the placings from the previous round to put the crews with similar placings from the previous round into adjoining lanes and giving the crews having achieved better placings better lanes. For a heat, crews shall start in the order of their lanes, as assigned to them in the official draw. Where two or more crews have the same placing in the immediately previous round (e.g., each were heat winners), then there shall be a draw to determine their lanes.
- 3.5** After the Fairness Committee has determined that alternatives 3.1 to 3.4 above, are not appropriate solutions to the difficulties created by adverse weather conditions, the Committee then shall recommend to the Chief Umpire who will decide whether to implement one of the following solutions in order to continue the regatta:
- 3.5.1** To resume racing at a later time when conditions have improved;
- 3.5.2** To omit a round of the event (e.g., semi-finals) where adverse conditions have stopped racing for a significant period of time or where the weather forecast indicates that racing will not be possible on any of the remaining days. In such a case, the composition of the next rounds will be determined on the basis of the results of those rounds that have been completed and may necessitate more than six crews in each race. Wherever possible the rankings of the crews in the previous rounds will be used as the basis for the composition of the next rounds;

APPENDIX 7 – CANADIAN NATIONAL REGATTAS – FAIRNESS COMMITTEE TERMS OF REFERENCE

3.5.3 To implement the Time-Trial System for each individual race, e.g., if there were four heats from the official draw, then there shall be four separate Time-Trial Races;

3.5.4 To reduce the length of the race to no less than 1,000 m where conditions are so adverse that no other alternative is possible.

4.0 Accountability and Operation

- 4.1** The Chief Umpire shall receive the recommendations of the Fairness Committee members, and make a decision(s).
- 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.

APPENDIX 8 – CONDUCTING A DRAW

How to Conduct a Draw

1. As noted in Part 9, Rule 9.4, the Organizing Committee shall conduct the draw (and seeding if necessary/desired) according to the progression system selected and shall do the draw with the participation of the Chief Umpire. The draw is the document that describes the order of racing for the first day of the regatta (and any subsequent days if any events have a number of entries requiring only a straight final), showing which crews are entered in which lane for each event. The draw, as printed, is often referred to as the “race sheet(s)” for the day.
2. There are two ways to do a draw—manually or using a computer program. Selection of a computer program must account for the size of the regatta, the progression system, and any additional parameters applied by the Organizing Committee.

Manual Draw

3. Names of crews that have made an entry in an event where the entry has been accepted by the Organizing Committee, are:
 - a. Written on small, individual pieces of paper, and placed in a bucket or bowl. Lanes numbered one (1) to six (6) (e.g., Lane 1, Lane 2, etc.) are also written on small, individual pieces of paper and placed in a second bucket or bowl, or;
 - b. When using a computer program, crew names are entered in the computer program, along with adjusting the program settings for the progression system, seeding, and any other factors.
4. For each event, the person doing the draw:
 - a. Pulls one club name from the Crew Bucket and one lane number from the “Lane Bucket” and notes which Crew is assigned which lane on the draw. For example, “British

APPENDIX 8 – HOW TO CONDUCT A DRAW

Columbia” is drawn from the Crew Bucket at the same time as Lane 5 is drawn from the Lane Bucket. The British Columbia crew for this race is assigned to Lane 5. Crew names are drawn from the Crew Bucket until all lanes are assigned for the that event, or

- b.** The computer program determines the heat and lane to which a given crew is assigned (or starting order in case of a time trial). If the initial round of competition is not a time trial, but is instead heats, then the progression system specifies how the entries are assigned to heats and lane priorities, and maps the lane priorities to physical lanes.
- 5.** If the number of entries in an event would result in an unequal number of crews in each heat, then the heats with the greater number of crews are drawn before the heats with the lesser number of crews. If there are multiple heats for the same event, the Organizing Committee may choose to apply additional parameters. Some examples of parameters include:
 - 5.1** Assigning one entry per club, per heat, so that the same club’s two entries are not in the same heat. This can assist with equipment sharing.
 - 5.2** A limitation on the number of races in one day (of a multi-day regatta).
 - 5.3** Limitation on the number of crews in a heat, e.g., no more than six, or if seven, then the heat is split into two races.

APPENDIX 8 – HOW TO CONDUCT A DRAW

6. After the first round of heats, or time trials, the decision on which crews advance is based on the progression system selected. For all rounds after the heats, the principle is to put the crews with the best placing in their previous round in the two middle lanes (usually Lanes 3 and 4). The crews with the next lower placing in their previous round are put in the next outer lanes, etc. (Lanes 2 and 5, followed by Lanes 1 and 6).
7. If the crews have the same placing in the previous round then there shall be a draw, using a coin toss, supervised by a member of the Jury, to determine their lanes in the next round.
8. When advancing crews and assigning lanes, the first place crews from each previous round are assigned to Lanes 3 or 4, on a random basis, which could be accomplished by using a coin toss, a computer-assisted random number generator, or some other similar means. Crews are assigned to Lanes 2 and 5 and to Lanes 1 and 6 using the same process.

APPENDIX 9 – MASTERS AGE – ADJUSTED TIME OPTIONS

Below are options that Organizing Committees may consider for calculating masters age adjusted times.

1. Henley Masters Age Adjusted Time System

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 Garrett 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 a C-category event then no age adjusted times are applied, as the athletes are competing within their age category.

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.

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 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 and the age adjusted times would be applied to the remaining competitors in a similar manner as described above.

The age adjusted times should be applied just prior to the final Draw being published, to take account of any crews that have scratched.

APPENDIX 9 - MASTERS AGE - ADJUSTED TIME OPTIONS

Age Category	Boat Type	Men's (sec)	Women's (sec)	Mixed (sec)
AA	8 & 4x	0.00	0.00	0.00
A	8 & 4x	0.54	0.94	0.74
B	8 & 4x	1.63	2.81	2.22
C	8 & 4x	2.58	4.45	3.52
D	8 & 4x	5.34	9.13	7.22
E	8 & 4x	10.86	18.49	14.62
F	8 & 4x	16.39	27.85	22.02
G	8 & 4x	24.46	37.21	30.90
H	8 & 4x	36.36	46.57	42.00
I	8 & 4x	48.26	55.93	53.10
 				
AA	2x & 4+	0.00	0.00	0.00
A	2x & 4+	0.61	1.06	0.82
B	2x & 4+	1.82	3.17	2.46
C	2x & 4+	2.89	5.02	3.90
D	2x & 4+	5.97	10.30	8.00
E	2x & 4+	12.14	20.86	16.20
F	2x & 4+	18.32	31.42	24.40
G	2x & 4+	27.34	41.98	34.24
H	2x & 4+	40.64	52.54	46.54
I	2x & 4+	53.94	63.10	58.84

APPENDIX 9 – MASTERS AGE – ADJUSTED TIME OPTIONS

Age Category	Boat Type	Men's (sec)	Women's (sec)
AA	1x & 2-	0.00	0.00
A	1x & 2-	0.67	1.13
B	1x & 2-	2.02	3.38
C	1x & 2-	3.19	5.36
D	1x & 2-	6.59	11.00
E	1x & 2-	13.42	22.28
F	1x & 2-	20.24	33.56
G	1x & 2-	30.22	44.84
H	1x & 2-	44.92	56.12
I	1x & 2-	59.62	67.40
J	1x	74.32	78.68

2. Garrett Masters Age Adjusted Time System

RCA Masters Age Adjusted Times 2021

John Garrett

Victoria City Rowing Club

These age adjusted times are based on the best 15% of 1000m finish times in finals at US National Masters Championships and World Rowing 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.

The time allowances are designed to give an older boat an equal chance of winning when racing in the next younger World Rowing 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.

APPENDIX 9 – MASTERS AGE – ADJUSTED TIME OPTIONS

The time allowances may be calculated in one of three ways.

- 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.
- 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 “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.
- 3.** Use the linear formulas. These should yield exactly the same numbers as option 1 above.

APPENDIX 9 - MASTERS AGE - ADJUSTED TIME OPTIONS

		Men, 1x, 2-		Mixed 2-				Women 1x, 2-	
		increase/ year in ratio to standard time	sec./yr. if standard time is	increase/ year in ratio to standard time	sec./yr. if standard time is			increase/ year in ratio to standard time	sec./yr. if standard time is
			210		225				235
adjust 27-49		0,0008	0,168	0,00075	0,16875	adjust 27-49		0,0007	0,1645
adjust 50-64		0,0065	1,365	0,0058	1,305	adjust 50-64		0,0049	1,1515
adjust 65+		0,014	2,94	0,0125	2,8125	adjust 65+		0,011	2,585
FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds	cumulative ratio to standard time	cumulative allowance, seconds	FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds
A	27	0,000	0,0	0,000	0,0	A	27	0,000	0,0
A	28	0,001	0,2	0,001	0,2	A	28	0,001	0,2
A	29	0,002	0,3	0,002	0,3	A	29	0,001	0,3
A	30	0,002	0,5	0,002	0,5	A	30	0,002	0,5
A	31	0,003	0,7	0,003	0,7	A	31	0,003	0,7
A	32	0,004	0,8	0,004	0,8	A	32	0,004	0,8
A	33	0,005	1,0	0,005	1,0	A	33	0,004	1,0
A	34	0,006	1,2	0,005	1,2	A	34	0,005	1,2
A	35	0,006	1,3	0,006	1,4	A	35	0,006	1,3
B	36	0,007	1,5	0,007	1,5	B	36	0,006	1,5
B	37	0,008	1,7	0,008	1,7	B	37	0,007	1,6
B	38	0,009	1,8	0,008	1,9	B	38	0,008	1,8
B	39	0,010	2,0	0,009	2,0	B	39	0,008	2,0
B	40	0,010	2,2	0,010	2,2	B	40	0,009	2,1
B	41	0,011	2,4	0,011	2,4	B	41	0,010	2,3
B	42	0,012	2,5	0,011	2,5	B	42	0,011	2,5
C	43	0,013	2,7	0,012	2,7	C	43	0,011	2,6
C	44	0,014	2,9	0,013	2,9	C	44	0,012	2,8
C	45	0,014	3,0	0,014	3,0	C	45	0,013	3,0
C	46	0,015	3,2	0,014	3,2	C	46	0,013	3,1
C	47	0,016	3,4	0,015	3,4	C	47	0,014	3,3
C	48	0,017	3,5	0,016	3,5	C	48	0,015	3,5
C	49	0,018	3,7	0,017	3,7	C	49	0,015	3,6
D	50	0,018	3,9	0,017	3,9	D	50	0,016	3,8
D	51	0,025	5,2	0,023	5,2	D	51	0,021	4,9
D	52	0,031	6,6	0,029	6,5	D	52	0,026	6,1
D	53	0,038	8,0	0,035	7,8	D	53	0,031	7,2
D	54	0,044	9,3	0,040	9,1	D	54	0,036	8,4

APPENDIX 9 - MASTERS AGE - ADJUSTED TIME OPTIONS

FISA	Age	Men, 1x, 2-		Mixed 2-		FISA	Age	Women 1x, 2-	
		cumulative ratio to standard time	cumulative allowance, seconds	cumulative ratio to standard time	cumulative allowance, seconds			cumulative ratio to standard time	cumulative allowance, seconds
E	55	0,051	10,7	0,046	10,4	E	55	0,041	9,5
E	56	0,057	12,1	0,052	11,7	E	56	0,046	10,7
E	57	0,064	13,4	0,058	13,0	E	57	0,050	11,8
E	58	0,070	14,8	0,064	14,3	E	58	0,055	13,0
E	59	0,077	16,1	0,069	15,6	E	59	0,060	14,1
F	60	0,083	17,5	0,075	16,9	F	60	0,065	15,3
F	61	0,090	18,9	0,081	18,2	F	61	0,070	16,5
F	62	0,096	20,2	0,087	19,5	F	62	0,075	17,6
F	63	0,103	21,6	0,093	20,8	F	63	0,080	18,8
F	64	0,109	23,0	0,098	22,2	F	64	0,085	19,9
G	65	0,116	24,3	0,104	23,5	G	65	0,090	21,1
G	66	0,130	27,3	0,117	26,3	G	66	0,101	23,6
G	67	0,144	30,2	0,129	29,1	G	67	0,112	26,2
G	68	0,158	33,2	0,142	31,9	G	68	0,123	28,8
G	69	0,172	36,1	0,154	34,7	G	69	0,134	31,4
H	70	0,186	39,0	0,167	37,5	H	70	0,145	34,0
H	71	0,200	42,0	0,179	40,3	H	71	0,156	36,6
H	72	0,214	44,9	0,192	43,1	H	72	0,167	39,2
H	73	0,228	47,9	0,204	46,0	H	73	0,178	41,7
H	74	0,242	50,8	0,217	48,8	H	74	0,189	44,3
I	75	0,256	53,7	0,229	51,6	I	75	0,200	46,9
I	76	0,270	56,7	0,242	54,4	I	76	0,211	49,5
I	77	0,284	59,6	0,254	57,2	I	77	0,222	52,1
I	78	0,298	62,6	0,267	60,0	I	78	0,233	54,7
I	79	0,312	65,5	0,279	62,8	I	79	0,244	57,2
J	80	0,326	68,4	0,292	65,6	J	80	0,255	59,8
J	81	0,340	71,4	0,304	68,5	J	81	0,266	62,4
J	82	0,354	74,3	0,317	71,3	J	82	0,277	65,0
K	83	0,368	77,3	0,329	74,1	K	83	0,288	67,6
K	84	0,382	80,2	0,342	76,9	K	84	0,299	70,2
K	85	0,396	83,1	0,354	79,7	K	85	0,310	72,8
L	86	0,410	86,1	0,367	82,5	L	86	0,321	75,3
L	87	0,424	89,0	0,379	85,3	L	87	0,332	77,9
L	88	0,438	92,0	0,392	88,1	L	88	0,343	80,5
M	89	0,452	94,9	0,404	91,0	M	89	0,354	83,1
M	90	0,466	97,8	0,417	93,8	M	90	0,365	85,7
M	91	0,480	100,8	0,429	96,6	M	91	0,376	88,3

APPENDIX 9 - MASTERS AGE - ADJUSTED TIME OPTIONS

		Men, 2x, 4+		Mixed 2x, 4+				Women 2x, 4+	
		increase/ year in ratio to standard time	sec./yr. if standard time is	increase/ year in ratio to standard time	sec./yr. if standard time is			increase/ year in ratio to standard time	sec./yr. if standard time is
			190		205				205
adjust 27-49		0,0008	0,152	0,00075	0,15375	adjust 27-49		0,0007	0,1435
adjust 50-64		0,0065	1,235	0,0058	1,189	adjust 50-64		0,0049	1,0045
adjust 65+		0,014	2,66	0,0125	2,5625	adjust 65+		0,011	2,255
FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds	cumulative ratio to standard time	cumulative allowance, seconds	FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds
A	27	0,000	0,0	0,000	0,0	A	27	0,000	0,0
A	28	0,001	0,2	0,001	0,2	A	28	0,001	0,1
A	29	0,002	0,3	0,002	0,3	A	29	0,001	0,3
A	30	0,002	0,5	0,002	0,5	A	30	0,002	0,4
A	31	0,003	0,6	0,003	0,6	A	31	0,003	0,6
A	32	0,004	0,8	0,004	0,8	A	32	0,004	0,7
A	33	0,005	0,9	0,005	0,9	A	33	0,004	0,9
A	34	0,006	1,1	0,005	1,1	A	34	0,005	1,0
A	35	0,006	1,2	0,006	1,2	A	35	0,006	1,1
B	36	0,007	1,4	0,007	1,4	B	36	0,006	1,3
B	37	0,008	1,5	0,008	1,5	B	37	0,007	1,4
B	38	0,009	1,7	0,008	1,7	B	38	0,008	1,6
B	39	0,010	1,8	0,009	1,8	B	39	0,008	1,7
B	40	0,010	2,0	0,010	2,0	B	40	0,009	1,9
B	41	0,011	2,1	0,011	2,2	B	41	0,010	2,0
B	42	0,012	2,3	0,011	2,3	B	42	0,011	2,2
C	43	0,013	2,4	0,012	2,5	C	43	0,011	2,3
C	44	0,014	2,6	0,013	2,6	C	44	0,012	2,4
C	45	0,014	2,7	0,014	2,8	C	45	0,013	2,6
C	46	0,015	2,9	0,014	2,9	C	46	0,013	2,7
C	47	0,016	3,0	0,015	3,1	C	47	0,014	2,9
C	48	0,017	3,2	0,016	3,2	C	48	0,015	3,0
C	49	0,018	3,3	0,017	3,4	C	49	0,015	3,2
D	50	0,018	3,5	0,017	3,5	D	50	0,016	3,3
D	51	0,025	4,7	0,023	4,7	D	51	0,021	4,3
D	52	0,031	6,0	0,029	5,9	D	52	0,026	5,3
D	53	0,038	7,2	0,035	7,1	D	53	0,031	6,3
D	54	0,044	8,4	0,040	8,3	D	54	0,036	7,3

APPENDIX 9 - MASTERS AGE - ADJUSTED TIME OPTIONS

		Men, 2x, 4+		Mixed 2x, 4+				Women 2x, 4+	
FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds	cumulative ratio to standard time	cumulative allowance, seconds	FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds
E	55	0,051	9,7	0,046	9,5	E	55	0,041	8,3
E	56	0,057	10,9	0,052	10,7	E	56	0,046	9,3
E	57	0,064	12,1	0,058	11,9	E	57	0,050	10,3
E	58	0,070	13,4	0,064	13,0	E	58	0,055	11,3
E	59	0,077	14,6	0,069	14,2	E	59	0,060	12,3
F	60	0,083	15,8	0,075	15,4	F	60	0,065	13,3
F	61	0,090	17,1	0,081	16,6	F	61	0,070	14,4
F	62	0,096	18,3	0,087	17,8	F	62	0,075	15,4
F	63	0,103	19,6	0,093	19,0	F	63	0,080	16,4
F	64	0,109	20,8	0,098	20,2	F	64	0,085	17,4
G	65	0,116	22,0	0,104	21,4	G	65	0,090	18,4
G	66	0,130	24,7	0,117	23,9	G	66	0,101	20,6
G	67	0,144	27,3	0,129	26,5	G	67	0,112	22,9
G	68	0,158	30,0	0,142	29,1	G	68	0,123	25,1
G	69	0,172	32,7	0,154	31,6	G	69	0,134	27,4
H	70	0,186	35,3	0,167	34,2	H	70	0,145	29,6
H	71	0,200	38,0	0,179	36,7	H	71	0,156	31,9
H	72	0,214	40,6	0,192	39,3	H	72	0,167	34,2
H	73	0,228	43,3	0,204	41,9	H	73	0,178	36,4
H	74	0,242	46,0	0,217	44,4	H	74	0,189	38,7
I	75	0,256	48,6	0,229	47,0	I	75	0,200	40,9
I	76	0,270	51,3	0,242	49,6	I	76	0,211	43,2
I	77	0,284	53,9	0,254	52,1	I	77	0,222	45,4
I	78	0,298	56,6	0,267	54,7	I	78	0,233	47,7
I	79	0,312	59,3	0,279	57,2	I	79	0,244	49,9
J	80	0,326	61,9	0,292	59,8	J	80	0,255	52,2
J	81	0,340	64,6	0,304	62,4	J	81	0,266	54,4
J	82	0,354	67,2	0,317	64,9	J	82	0,277	56,7
K	83	0,368	69,9	0,329	67,5	K	83	0,288	59,0
K	84	0,382	72,6	0,342	70,1	K	84	0,299	61,2
K	85	0,396	75,2	0,354	72,6	K	85	0,310	63,5
L	86	0,410	77,9	0,367	75,2	L	86	0,321	65,7
L	87	0,424	80,5	0,379	77,7	L	87	0,332	68,0
L	88	0,438	83,2	0,392	80,3	L	88	0,343	70,2
M	89	0,452	85,9	0,404	82,9	M	89	0,354	72,5
M	90	0,466	88,5	0,417	85,4	M	90	0,365	74,7
M	91	0,480	91,2	0,429	88,0	M	91	0,376	77,0

APPENDIX 9 – MASTERS AGE – ADJUSTED TIME OPTIONS

		Men, 4-		Mixed 4-				Women 4-	
		increase/ year in ratio to standard time	sec./yr. if standard time is	increase/ year in ratio to standard time	sec./yr. if standard time is			increase/ year in ratio to standard time	sec./yr. if standard time is
			180		195				210
adjust 27-49		0,0008	0,144	0,00075	0,14625	adjust 27-49		0,0007	0,147
adjust 50-64		0,0065	1,17	0,0058	1,131	adjust 50-64		0,0049	1,029
adjust 65+		0,014	2,52	0,0125	2,4375	adjust 65+		0,011	2,31
FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds	cumulative ratio to standard time	cumulative allowance, seconds	FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds
A	27	0,000	0,0	0,000	0,0	A	27	0,000	0,0
A	28	0,001	0,1	0,001	0,1	A	28	0,001	0,1
A	29	0,002	0,3	0,002	0,3	A	29	0,001	0,3
A	30	0,002	0,4	0,002	0,4	A	30	0,002	0,4
A	31	0,003	0,6	0,003	0,6	A	31	0,003	0,6
A	32	0,004	0,7	0,004	0,7	A	32	0,004	0,7
A	33	0,005	0,9	0,005	0,9	A	33	0,004	0,9
A	34	0,006	1,0	0,005	1,0	A	34	0,005	1,0
A	35	0,006	1,2	0,006	1,2	A	35	0,006	1,2
B	36	0,007	1,3	0,007	1,3	B	36	0,006	1,3
B	37	0,008	1,4	0,008	1,5	B	37	0,007	1,5
B	38	0,009	1,6	0,008	1,6	B	38	0,008	1,6
B	39	0,010	1,7	0,009	1,8	B	39	0,008	1,8
B	40	0,010	1,9	0,010	1,9	B	40	0,009	1,9
B	41	0,011	2,0	0,011	2,0	B	41	0,010	2,1
B	42	0,012	2,2	0,011	2,2	B	42	0,011	2,2
C	43	0,013	2,3	0,012	2,3	C	43	0,011	2,4
C	44	0,014	2,4	0,013	2,5	C	44	0,012	2,5
C	45	0,014	2,6	0,014	2,6	C	45	0,013	2,6
C	46	0,015	2,7	0,014	2,8	C	46	0,013	2,8
C	47	0,016	2,9	0,015	2,9	C	47	0,014	2,9
C	48	0,017	3,0	0,016	3,1	C	48	0,015	3,1
C	49	0,018	3,2	0,017	3,2	C	49	0,015	3,2
D	50	0,018	3,3	0,017	3,4	D	50	0,016	3,4
D	51	0,025	4,5	0,023	4,5	D	51	0,021	4,4
D	52	0,031	5,7	0,029	5,6	D	52	0,026	5,4
D	53	0,038	6,8	0,035	6,8	D	53	0,031	6,5
D	54	0,044	8,0	0,040	7,9	D	54	0,036	7,5

APPENDIX 9 - MASTERS AGE - ADJUSTED TIME OPTIONS

FISA	Age	Men, 4-		Mixed 4-		FISA	Age	Women 4-	
		cumulative ratio to standard time	cumulative allowance, seconds	cumulative ratio to standard time	cumulative allowance, seconds			cumulative ratio to standard time	cumulative allowance, seconds
E	55	0,051	9,2	0,046	9,0	E	55	0,041	8,5
E	56	0,057	10,3	0,052	10,1	E	56	0,046	9,6
E	57	0,064	11,5	0,058	11,3	E	57	0,050	10,6
E	58	0,070	12,7	0,064	12,4	E	58	0,055	11,6
E	59	0,077	13,8	0,069	13,5	E	59	0,060	12,6
F	60	0,083	15,0	0,075	14,7	F	60	0,065	13,7
F	61	0,090	16,2	0,081	15,8	F	61	0,070	14,7
F	62	0,096	17,4	0,087	16,9	F	62	0,075	15,7
F	63	0,103	18,5	0,093	18,1	F	63	0,080	16,8
F	64	0,109	19,7	0,098	19,2	F	64	0,085	17,8
G	65	0,116	20,9	0,104	20,3	G	65	0,090	18,8
G	66	0,130	23,4	0,117	22,8	G	66	0,101	21,1
G	67	0,144	25,9	0,129	25,2	G	67	0,112	23,4
G	68	0,158	28,4	0,142	27,6	G	68	0,123	25,7
G	69	0,172	30,9	0,154	30,1	G	69	0,134	28,1
H	70	0,186	33,5	0,167	32,5	H	70	0,145	30,4
H	71	0,200	36,0	0,179	35,0	H	71	0,156	32,7
H	72	0,214	38,5	0,192	37,4	H	72	0,167	35,0
H	73	0,228	41,0	0,204	39,8	H	73	0,178	37,3
H	74	0,242	43,5	0,217	42,3	H	74	0,189	39,6
I	75	0,256	46,1	0,229	44,7	I	75	0,200	41,9
I	76	0,270	48,6	0,242	47,1	I	76	0,211	44,2
I	77	0,284	51,1	0,254	49,6	I	77	0,222	46,5
I	78	0,298	53,6	0,267	52,0	I	78	0,233	48,8
I	79	0,312	56,1	0,279	54,5	I	79	0,244	51,2
J	80	0,326	58,7	0,292	56,9	J	80	0,255	53,5
J	81	0,340	61,2	0,304	59,3	J	81	0,266	55,8
J	82	0,354	63,7	0,317	61,8	J	82	0,277	58,1
K	83	0,368	66,2	0,329	64,2	K	83	0,288	60,4
K	84	0,382	68,7	0,342	66,6	K	84	0,299	62,7
K	85	0,396	71,3	0,354	69,1	K	85	0,310	65,0
L	86	0,410	73,8	0,367	71,5	L	86	0,321	67,3
L	87	0,424	76,3	0,379	74,0	L	87	0,332	69,6
L	88	0,438	78,8	0,392	76,4	L	88	0,343	71,9
M	89	0,452	81,3	0,404	78,8	M	89	0,354	74,3
M	90	0,466	83,9	0,417	81,3	M	90	0,365	76,6
M	91	0,480	86,4	0,429	83,7	M	91	0,376	78,9

APPENDIX 9 – MASTERS AGE – ADJUSTED TIME OPTIONS

		Men, 4x, 8+		Mixed 4x, 8+				Women 4x, 8+	
		increase/ year in ratio to standard time	sec./yr. if standard time is	increase/ year in ratio to standard time	sec./yr. if standard time is			increase/ year in ratio to standard time	sec./yr. if standard time is
			170		185				195
adjust 27-49		0,0008	0,136	0,00075	0,13875	adjust 27-49		0,0007	0,1365
adjust 50-64		0,0065	1,105	0,0058	1,073	adjust 50-64		0,0049	0,9555
adjust 65+		0,014	2,38	0,0125	2,3125	adjust 65+		0,011	2,145
FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds	cumulative ratio to standard time	cumulative allowance, seconds	FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds
A	27	0,000	0,0	0,000	0,0	A	27	0,000	0,0
A	28	0,001	0,1	0,001	0,1	A	28	0,001	0,1
A	29	0,002	0,3	0,002	0,3	A	29	0,001	0,3
A	30	0,002	0,4	0,002	0,4	A	30	0,002	0,4
A	31	0,003	0,5	0,003	0,6	A	31	0,003	0,5
A	32	0,004	0,7	0,004	0,7	A	32	0,004	0,7
A	33	0,005	0,8	0,005	0,8	A	33	0,004	0,8
A	34	0,006	1,0	0,005	1,0	A	34	0,005	1,0
A	35	0,006	1,1	0,006	1,1	A	35	0,006	1,1
B	36	0,007	1,2	0,007	1,2	B	36	0,006	1,2
B	37	0,008	1,4	0,008	1,4	B	37	0,007	1,4
B	38	0,009	1,5	0,008	1,5	B	38	0,008	1,5
B	39	0,010	1,6	0,009	1,7	B	39	0,008	1,6
B	40	0,010	1,8	0,010	1,8	B	40	0,009	1,8
B	41	0,011	1,9	0,011	1,9	B	41	0,010	1,9
B	42	0,012	2,0	0,011	2,1	B	42	0,011	2,0
C	43	0,013	2,2	0,012	2,2	C	43	0,011	2,2
C	44	0,014	2,3	0,013	2,4	C	44	0,012	2,3
C	45	0,014	2,4	0,014	2,5	C	45	0,013	2,5
C	46	0,015	2,6	0,014	2,6	C	46	0,013	2,6
C	47	0,016	2,7	0,015	2,8	C	47	0,014	2,7
C	48	0,017	2,9	0,016	2,9	C	48	0,015	2,9
C	49	0,018	3,0	0,017	3,1	C	49	0,015	3,0
D	50	0,018	3,1	0,017	3,2	D	50	0,016	3,1
D	51	0,025	4,2	0,023	4,3	D	51	0,021	4,1
D	52	0,031	5,3	0,029	5,3	D	52	0,026	5,1
D	53	0,038	6,4	0,035	6,4	D	53	0,031	6,0
D	54	0,044	7,5	0,040	7,5	D	54	0,036	7,0

APPENDIX 9 - MASTERS AGE - ADJUSTED TIME OPTIONS

		Men, 4x, 8+		Mixed 4x, 8+				Women 4x, 8+	
FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds	cumulative ratio to standard time	cumulative allowance, seconds	FISA	Age	cumulative ratio to standard time	cumulative allowance, seconds
E	55	0,051	8,7	0,046	8,6	E	55	0,041	7,9
E	56	0,057	9,8	0,052	9,6	E	56	0,046	8,9
E	57	0,064	10,9	0,058	10,7	E	57	0,050	9,8
E	58	0,070	12,0	0,064	11,8	E	58	0,055	10,8
E	59	0,077	13,1	0,069	12,8	E	59	0,060	11,7
F	60	0,083	14,2	0,075	13,9	F	60	0,065	12,7
F	61	0,090	15,3	0,081	15,0	F	61	0,070	13,7
F	62	0,096	16,4	0,087	16,1	F	62	0,075	14,6
F	63	0,103	17,5	0,093	17,1	F	63	0,080	15,6
F	64	0,109	18,6	0,098	18,2	F	64	0,085	16,5
G	65	0,116	19,7	0,104	19,3	G	65	0,090	17,5
G	66	0,130	22,1	0,117	21,6	G	66	0,101	19,6
G	67	0,144	24,5	0,129	23,9	G	67	0,112	21,8
G	68	0,158	26,8	0,142	26,2	G	68	0,123	23,9
G	69	0,172	29,2	0,154	28,5	G	69	0,134	26,1
H	70	0,186	31,6	0,167	30,8	H	70	0,145	28,2
H	71	0,200	34,0	0,179	33,2	H	71	0,156	30,3
H	72	0,214	36,4	0,192	35,5	H	72	0,167	32,5
H	73	0,228	38,7	0,204	37,8	H	73	0,178	34,6
H	74	0,242	41,1	0,217	40,1	H	74	0,189	36,8
I	75	0,256	43,5	0,229	42,4	I	75	0,200	38,9
I	76	0,270	45,9	0,242	44,7	I	76	0,211	41,1
I	77	0,284	48,3	0,254	47,0	I	77	0,222	43,2
I	78	0,298	50,6	0,267	49,3	I	78	0,233	45,4
I	79	0,312	53,0	0,279	51,7	I	79	0,244	47,5
J	80	0,326	55,4	0,292	54,0	J	80	0,255	49,6
J	81	0,340	57,8	0,304	56,3	J	81	0,266	51,8
J	82	0,354	60,2	0,317	58,6	J	82	0,277	53,9
K	83	0,368	62,5	0,329	60,9	K	83	0,288	56,1
K	84	0,382	64,9	0,342	63,2	K	84	0,299	58,2
K	85	0,396	67,3	0,354	65,5	K	85	0,310	60,4
L	86	0,410	69,7	0,367	67,8	L	86	0,321	62,5
L	87	0,424	72,1	0,379	70,2	L	87	0,332	64,7
L	88	0,438	74,4	0,392	72,5	L	88	0,343	66,8
M	89	0,452	76,8	0,404	74,8	M	89	0,354	69,0
M	90	0,466	79,2	0,417	77,1	M	90	0,365	71,1
M	91	0,480	81,6	0,429	79,4	M	91	0,376	73,2

APPENDIX 9 – MASTERS AGE – ADJUSTED TIME OPTIONS

Seconds per year of age difference by boat type

Women	Ages	FISA	1x	2-	2x	4+	4-	4x	8+
	27-42	A,B	0,16	0,16	0,14	0,14	0,15	0,14	0,14
	43-59	C,D,E	1,15	1,15	1,00	1,00	1,03	0,96	0,96
	60+	F,G,H,I,J,K,L,M	2,59	2,59	2,26	2,26	2,31	2,15	2,15

Mixed	Ages	FISA	1x	2-	2x	4+	4-	4x	8+
	27-49	A,B,C	na	0,17	0,15	0,15	0,15	0,14	0,14
	50-64	D,E,F	na	1,31	1,19	1,19	1,13	1,07	1,07
	65+	G,H,I,J,K,L,M	na	2,81	2,56	2,56	2,44	2,31	2,31

Men	Ages	FISA	1x	2-	2x	4+	4-	4x	8+
	27-49	A,B,C	0,17	0,17	0,15	0,15	0,14	0,14	0,14
	50-64	D,E,F	1,37	1,37	1,24	1,24	1,17	1,11	1,11
	65+	G,H,I,J,K,L,M	2,94	2,94	2,66	2,66	2,52	2,38	2,38

APPENDIX 10 – PROGRESSION SYSTEMS OPTIONS

A regatta Organizing Committee is required to publish in the Regatta Package, the progression system which has been approved in its regatta sanction application.

In principle, the progression system should be devised to ensure that, as far as is practical, the fastest rowers have an opportunity to compete in the final race of an event. Noted below are options for consideration by regatta Organizing Committees, which may be used individually or in combination, are as follows:

OPTION 1

World Rowing Progression System

Please refer to the World Rowing Rules Appendix R7 Bye-laws to Rule 57 – World Rowing Progression System.

OPTION 2

Time Trials:

For Rules on how to run a Time Trial, please see Appendix 1 – Time Trial Rules.

OPTION 3

Next Fastest Time

Examples of next fastest times used at the CSSRA Championships are shown below:

APPENDIX 10 – PROGRESSION SYSTEMS OPTIONS

PLAN A			
# of entries		FRIDAY HEATS	SATURDAY SEMIS
1	6	Final	Final
7	12	2 Heat Winners + 4 Fst	Final
13	18	3 Heat Winners + 3 Fst	Final
19	24	4 Heat Winners + 8 Fst	2 Semis 3 to Final
25	30	5 Heat Winners + 7 Fst	2 Semis 3 to Final
31	36	6 Heat Winners + 12 Fst	3 Semis 2 to Final
37	42	7 Heat Winners + 11 Fst	3 Semis 2 to Final
43	48	8 Heat Winners + 10 Fst	3 Semis 2 to Final
49	54	9 Heat Winners + 9 Fst	3 Semis 2 to Final
55	60	10 Heat Winners + 8 Fst	3 Semis 2 to Final
61	66	11 Heat Winners + 7 Fst	3 Semis 2 to Final

PLAN B			
# of entries		FRIDAY HEATS	SATURDAY SEMIS
1	7	Final	Final
8	14	2 Heat Winners + 4 Fst	Final
15	21	3 Heat Winners + 3 Fst	Final
22	28	4 Heat Winners + 8 Fst	2 Semis 3 to Final
29	35	5 Heat Winners + 7 Fst	2 Semis 3 to Final
36	42	6 Heat Winners + 12 Fst	3 Semis 2 to Final
43	49	7 Heat Winners + 11 Fst	3 Semis 2 to Final
50	56	8 Heat Winners + 10 Fst	3 Semis 2 to Final
57	63	9 Heat Winners + 9 Fst	3 Semis 2 to Final

APPENDIX 10 – PROGRESSION SYSTEMS OPTIONS

OPTION 4

Simple Progression

- Simple progression occurs when boats move directly from heats, to semis to finals depending on the number of entries and their result.
- Example: 18 entries
- 3 heats of 6, with 4 to qualify from each heat to semi final A and B. From semi-finals A and B the top 3 qualify to A final.

OPTION 5

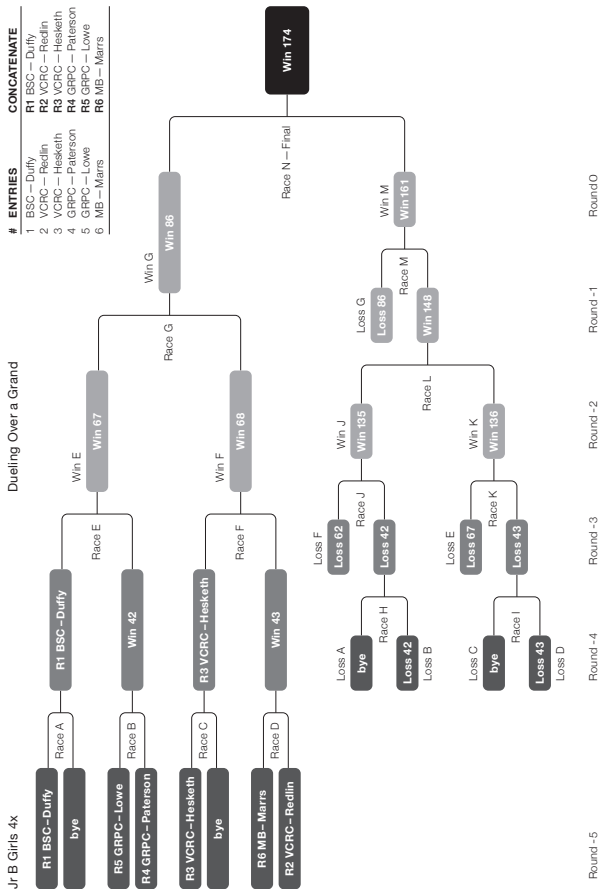
Dual Racing

- Dual racing has many forms. It ranges from the simple “one race” scenario used a great deal in US Collegiate racing but can also grow and form an entire regatta. The regattas can become quite complex with many forms of knock out. Single and double knockout, single and double knock out that drops the crew to a lower bracket, and many more. Attached is an example of “dueling over a grand” which is held at the Victoria City Rowing Club.
- In case of a single crew appearing at the Start, the other crews having failed to appear, or having been excluded by the Starter, the crew starting shall row over by rowing the course at race pace. Also see 7.5 Withdrawals (Scratches).
- Every crew receiving a “bye” shall launch and row the course at race pace.
- Dual Racing example attached.

APPENDIX 10A – WORLD ROWING PROGRESSION SYSTEM

See the World Rowing Rule Book, Appendix R7 - Bye Laws to Rule 57

APPENDIX 10B - DUELING OVER A GRAND



APPENDIX 10C – ROW OVER CASE EXAMPLES

CASE #1

- Preliminary draw has two entries (Entry fees paid).
- Final draw has a scratch (Scratch fee paid).
- Outcome: no race.

CASE #2

- Final draw has two entries (Entry fees paid).
- One crew is a no-show at the start.
- Outcome: row over at race pace and position counts for final results.

CASE #3

- Final draw has two entries.
- One crew gets a yellow card for a traffic violation, then gets a yellow card for being late to start and is excluded at the start.
- Outcome: row over at race pace and position counts for final results.

CASE #4

- Final draw has two entries.
- One crew fails to make weight.
- Outcome: row over at race pace and position counts for final results.

JANUARY 2022



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