



Part 13 COASTAL ROWING RULES

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Section 1.0 – Coastal Rowing General

13.1.1 Application

These Rules apply to coastal rowing regattas together with and not in exclusion of the RCA Rules of Racing. The RCA Rules of Racing shall apply except as provided in these Rules.

13.1.2 Coastal Rowing Regattas

There are two types of regattas in Coastal Rowing. They are defined below:

13.1.2.1 Coastal Endurance

In a Coastal Endurance regatta, rowers are required to compete in Coastal Rowing Boats as defined herein, and the competition course is on the open sea or on a large inland body of water.

13.1.2.2 Beach Sprints

In a Beach Sprints regatta, rowers are required to compete in Coastal Rowing Boats as defined herein, and the competition course starts on land with a rower running to the water and transitioning to a boat, there is a sprint around fixed markers, and then there is a transition back to land where the rower runs to the finish.

13.1.3 Safety and Health of Rowers

Each competitor shall be responsible for their own health and fitness. Each rower at Coastal Endurance and Beach Sprints regattas shall ensure that:

- a. they have a state of health and fitness that allows them to compete at a level commensurate with the competition level of the particular event; and
- b. they have a basic swimming ability, including being able to swim 50 m and keep their head above water unassisted for three minutes.

The Organizing Committee of a Coastal Rowing Regatta may require a rower to certify the above-stated requirements.

Any member of the Jury may prohibit any competitor or crew from going on the water if they consider that competitor or crew constitutes a danger to themselves or other crews on the water.

13.1.4 Coastal Rowing Boats and Equipment

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

Any ballast must be fixed securely to the structure of the boat.

13.1.4.1 Traditional Coastal Rowing Boats of Different Design

The Organizing Committee of a Coastal Rowing Regatta may establish separate events for Coastal Rowing boats of different or 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.

13.1.6 Boat Numbers and Crew Identification Numbers

For Coastal Rowing Endurance regattas, each boat may be required by the Organizing Committee to display a unique Boat Number and a Crew Identification Number.

For Beach Sprints regattas, there is no requirement for boat numbers and crew identification numbers. However, the Organizing Committee may apply identification marks to each boat to ensure the correct identification and allocation of pool boats to lanes.

13.1.6.1 Coastal Endurance Boat Registration Numbers

All boats participating in a Coastal Endurance Regatta must be registered with the Organizing Committee before going on the water, whether for training or competition, and may be allocated a registration identification number.

If a registration identification number is required, each boat must display the 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 rowing association or the club in whose name the crew is entered, and the crew concerned. Any crew failing to register their boat or failing to always display the registration identification properly at a regatta may be sanctioned.

The individual numbers and/or letters making up the registration identification on the boat shall each be a 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.

13.1.6.2 Crew Racing Numbers

At Coastal Endurance Regattas, where crews are using shared pool boats, each competing crew may be required to display an additional crew racing number in addition to a boat registration number.

For races with beach finishes that 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.

13.1.7 General Roles in the Organization of Coastal Regattas

13.1.7.1 Chief Umpire

There shall be a Chief Umpire who shall allot duties to each member of the Jury and shall supervise their activities. The Chief Umpire shall ensure proper coordination with the Organizing Committee. They shall cooperate closely with the Regatta Chair.

In the case of unsafe conditions, the Chief Umpire is empowered to take any necessary decisions and communicate any required changes to the Starter and the Umpires on the course.

13.1.7.2 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 relevant 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.

13.1.7.3 Crew Safety

Crews must familiarize themselves with all the safety requirements in these rules to ensure the safety of the crew.

Section 2.0 – Coastal Endurance Regattas

13.2.1 Age Categories

The following age categories for rowers are recognized for Coastal Endurance competitions:

Seniors
U-23
U-19
Masters

The age categories for Masters events shall be defined in the regatta package.

13.2.2 Boat Classes

The following boat classes are recognized for Coastal Endurance competition:

- 1) Solo (C1x)
- 2) Double Sculls (C2x)
- 3) Coxed Quadruple Sculls (C4x+)
- 4) Coxed Four (C4+)

13.2.3 Specific Provisions

For both training and racing, all boats must carry a Personal Floatation Device (PFD) for every crew member, of a type which meets Canadian standards.

Coxswains must always wear a PFD in the boat.

All boats must have a towing eye on the bow fitted with a 15 m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with crew members on board in strong wind and sea conditions. The loose end of the line must be within hand reach of a rower for the purpose of throwing to a rescue boat if required.

During Coastal Endurance 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.

13.2.4 Coastal Endurance Courses - Characteristics and Requirements

13.2.4.1 Race Course Characteristics for Coastal Endurance Regattas

The race course for Coastal Endurance regattas shall provide, as far as possible, fair and equal racing conditions for all crews. This shall require sufficient width of the start line to allow all the crews in each race to start at the same time.

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 and/or finishes.

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.

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

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

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

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

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 the maximum number of boats which can be accommodated on the start line at one time in any category

13.2.4.2 Course Markers

A plan of the course(s) showing the location of all course markers together with their description and their GPS position must be included in the Regatta Package. The plan shall also be displayed at the Control Commission.

For safety purposes, wherever buoys are used to mark the turning points, the Organizing Committee shall, wherever possible, use inflatable buoys rather than solid buoys and beacons.

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.

13.2.4.3 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 but not limited to, the angle of the turn and/or its proximity to the start. The Chief Umpire shall determine which turning marks shall be designated a key turning marker.

13.2.4.4 Start and Finish Lines

13.2.4.4.1 Floating Start and Finish

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

The orientation of the Start and Finish lines shall, in principle, be perpendicular to the route to be taken to or from the next or previous turning point, respectively.

For all races, except time trial format where crews start one after the other and the result is based on the elapsed time of each crew to complete the course, the Start line shall be wide enough to allow all boats in the race to align and start at the same time. The type of start to be used shall be set out in the Regatta Package.

13.2.4.4.2 Beach Start

The boats shall be aligned along the water's edge.

13.2.4.4.3 Beach Finish

The Finish line shall be a line, a flag or a button situated at a designated point on the beach, and a crew shall have finished the race when a member of the crew has crossed the line, touched the flag or pressed a button as required. The type of finish to be used shall be set out in the Regatta Package.

13.2.5 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 Umpire
- Judge at the Finish
- Members of the Control Commission, one of whom shall be the Chief.

The Starter, the Judge at the Start, the Race Umpire, the Key Turning Mark Umpires, the Penalty Umpire, Judge at the Finish, and the Chief of the Control Commission shall be (at minimum) RCA Umpires.

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.

13.2.6 Duties of the Jury at Coastal Endurance Regattas

13.2.6.1 Chief Umpire

The Chief Umpire shall allot duties to each member of the Jury and shall supervise their activities. The Chief Umpire shall ensure proper co-ordination with the Organizing Committee. They shall cooperate closely with the Regatta Chair.

13.2.6.2 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.

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.

13.2.6.3 The Race Umpire

The Chief Umpire 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.

All active umpire boats shall carry an identification flag or marker to distinguish them from other watercraft. The Organizing Committee shall provide that flag or marker and ensure it is properly placed on all umpire boats. The colour and style of flag or marker should be shown to crews at the Crew Captain's meeting.

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 directions to crews. Nevertheless, they shall endeavour to ensure that accidents are avoided.

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 restarted, either from the start or from some other point (in which case they may order the crews to restart 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.

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

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, 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.

13.2.6.4 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 or a time penalty.

13.2.6.5 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.

13.2.6.6 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. The Chief at the Control Commission shall supervise the activities of the Control Commission.

13.2.7 Organization of Regattas – Roles and Obligations

13.2.7.1 Crew Captain

Every crew entered in a Coastal Endurance regatta shall nominate a member of the crew as Crew Captain. The Crew Captain is responsible for the safety of the crew and navigation of the boat.

13.2.7.2 Crew Captains' Meeting

Before the start of the competition, a meeting must be convened by the Organizing Committee in which all team managers, coaches, 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.

13.2.7.3 Rowers' Obligations

All rowers and coxswains must:

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

13.2.7.4 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 that accompanies the crew's entry. Such identification is the responsibility of the organization 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:

- be familiar 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;

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.

13.2.7.5 General Rules of Circulation

Rowers and coxswains must familiarize themselves with general international maritime navigation rules as well as the specific conditions of the area in which they are racing.

Competitors must be aware that rowing at sea outside of channels and ports requires special attention to weather conditions, tides, water currents, and general maritime traffic.

13.2.7.6 Rules for Rowing at Sea

Rowing boats must not hinder the passage of:

- (1) Boats that can only navigate safely in a narrow channel or access lane;
- (2) Boats with mechanical propulsion in a traffic lane;
- (3) Ships with heavy cargo.

13.2.7.7 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.

13.2.7.8 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.

The locations of 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 boat.

13.2.7.9 Capsizing

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

13.2.7.10 General Ability of Crews

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. In the event of a dispute, the Chief Umpire shall determine the issue.

13.2.7.11 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, 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.

13.2.8 Coastal Endurance Progression System

Should the number of crews taking part in a Coastal Endurance regatta exceed the number of boats that can be accommodated on the Start line at one time or exceed the number of boats available, a progression system shall be used to determine the finalists. Progression shall, in principle, be determined by ranking and not by times. The Organizing Committee shall determine the progression system to be used and include it in the Regatta Package.

The number of crews in each heat shall be as equal as possible, and in principle, the same number of crews from each heat shall progress to the next round.

The Organizing Committee may place a limit on the number of boats in each heat and/or the number of boats to progress to the final. Details of the Progression System shall be included in the Regatta Package.

13.2.9 The Start

There shall be no start zone in Coastal Endurance regattas.

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. Crews are at all times responsible for ensuring the equipment they are using is in good condition and ready to

race at the designated time. Races will not be delayed or stopped for a crew suffering damage to its equipment. However, where any such damage is the result of a severe collision caused by another crew, the Chief Umpire may make an exception to this Rule, if, in their sole opinion, such exception is required to restore fairness.

The type of Start - floating start or beach start - shall be published in the Regatta Package but may be changed by the Chief Umpire after consultation with the Organizing Committee at any time during an event for safety or other exceptional reasons.

13.2.9.1 Floating Start

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

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall, in principle, be approximately 50 -100 meters behind the centre 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.

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

The Judge at the Start shall be responsible for identifying any boats which are on the course-side of the Start Line at the time the start signal is given (a false start) and shall make the appropriate decision in accordance with these rules regarding false starts. They shall immediately notify the Starter and Umpires of their decision in this regard.

13.2.9.2 Floating Start Procedure

The starting procedure for a floating start shall be as follows:

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. The Judge at the Start shall not give any instructions to crews in this regard prior to the start signal being given.

Crews in the Start area shall always follow the instructions of the Starter or Umpire. Any crew not following such instructions may be sanctioned.

After giving the 3-minute, 2-minute and 1-minute signals, respectively, the Starter may start the race at the given time without reference to the position of any crew.

At precisely three minutes before the start, the Starter shall simultaneously:

- (1) Hoist three balls in the air - each ball shall be red with a white cross, shall not be smaller than 50cm in diameter and shall be clearly visible from the Start line; and
- (2) Sound 3 clear, short blasts on the horn.

All boats shall remain within the vicinity of the Start line. At the expiry of the 3 minutes, the Start can be given even if some boats have not reached the start position.

Each crew shall be responsible to being 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.

At precisely two minutes before the start time, the Starter shall simultaneously:

- (1) Drop one of the three raised balls; and
- (2) Sound two clear, short blasts on the horn.

At precisely one minute before the start, the Starter shall simultaneously:

- (1) Drop one of the two remaining balls; and
- (2) Sound one clear, short blast on the horn.

At the Start time, the Starter shall give the signal to start by simultaneously:

- (1) Dropping the one remaining ball; and
- (2) Sounding one long, distinct blast on the horn.

The final ball should be lowered exactly 3 minutes after the beginning of the starting sequence. The official start of the race will be the instant the final ball starts to be lowered.

If the Judge at the Start notifies the Starter that many crews are on the course-side of the Start line at the designated start time, or if many crews are late to the Start through reasons beyond their control, it is the sole responsibility of the Starter to decide whether to delay the Start. Alternatively, the Starter may start the race on time and if appropriate may award sanctions.

13.2.9.3 Beach Start

All boats shall be lined up on the beach near the water's edge. If the starting position of boats has been predetermined, the boats shall be lined up in those positions.

13.2.9.4 Boat Handlers

For beach starts, there shall be up to two boat handlers per boat. In adverse weather or rough water conditions, the Chief Umpire may allow or may require the number of boat handlers per boat to be increased.

Where there are two or more boat handlers, there must be at least one boat handler who is a man and one boat handler who is a woman.

The boat handlers shall, in principle, be provided by the teams and are recognized as official support crew.

The role of the boat handler is to support the departure and arrival of the crew from and to the beach by handling the boat to reduce the risk of damage or injury.

The boat handlers for each crew should wear matched uniforms or bibs that are clearly distinguishable from the crew.

The boat handlers will support the crews in holding the best pointing for the boat for the crew members to board and depart, and may assist the crew in any other way, including rudder fixing, etc. The boat handlers must not board the boat or move into any position where the typical water surface is above their shoulders when standing on the seabed.

The boat handlers may assist the crew by giving verbal and visual steering assistance to the crews. However, it is prohibited to use any electric, electronic or other device to give verbal or audio instructions; and no technical or artificial visual aids may be used other than the uniform clothing worn by the boat handlers.

In the case of a beach finish, when the boat returns to the beach, the boat handlers, who may be team members or volunteers provided by the Organizing Committee, may “catch” the boat to slow its progress, and a crew member disembarks to run to the finish line.

After the crew member disembarks to run, the boat handlers are responsible for the swift removal of the boat to ensure it does not obstruct later arriving crews. When waiting for the arrival of boats and when removing a boat, boat handlers shall ensure that they do not obstruct other crews or runners in any way. When the runner exits the water, boat handlers shall stay with the boat and not run with the crew member to the finish line.

The boat handlers shall comply with any instructions of the race officials and shall at all times be subject to the Rules of Racing.

13.2.9.5 Beach Start Procedure

When the Starter directs the crews to put their boats on the water, they shall hold their boats floating approximately 8m apart at the water’s edge. During a Beach Start, all crew members shall stand in the water next to their boats and shall not start to board their boat or have any part of any rower’s torso or legs in or on the boat before the start signal has been given.

The Starter shall then order the crews to get ready and bring their boats into line. The Judge at the Start shall be the sole judge of whether the boats are in line.

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 to another crew may be sanctioned by the Starter or the Umpire.

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be such that they have a clear view of all boats, and the starting signals are clearly visible to all rowers at the Start.

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. The Chief Umpire may allocate additional Judges at the Start for this purpose. The Judge at the Start shall be responsible to identify any crew whose member(s) start to board their boat before the start signal is given.

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

The starting procedure for a beach start shall be as follows:

- i) Crews must be at their start positions and under the control of the Starter at the latest two minutes before the starting time of their race.
- ii) The Starter may sanction a crew which is not at their start position two minutes before the scheduled start time and may start the race without reference to absentees.
- iii) When there are two minutes to the start, the Starter shall announce "TWO MINUTES!" Any time thereafter, the Starter will ask the crews to place their boats on the water, by announcing "MOVE TO THE WATER!". Once the order to put the boats on the water is given, the crews are under Starter's orders, and the Starter may start the race at any time.
- iv) At the Start time, the Starter shall be clearly visible to crews. The Starter shall say "ATTENTION!" and after a clear pause shall then raise the red flag. After a further pause, the Starter shall give the start signal by dropping the red flag quickly to one side and simultaneously sounding a horn in one long distinct blast.
- v) The official start of the race will be the moment the flag starts to drop.

13.2.9.6 Delays of Start

Where the start of any race is delayed for any reason, the Starter shall inform the crews of the delay.

Where the whole race is to be delayed:

1. In the case of a floating start - the Starter shall lower all signals and begin the 3-minute countdown process again in accordance with the new Start time after announcing this to the waiting crews.

2. In the case of a beach start – after ensuring that the crews are in position and ready, the Starter shall proceed with the Start process in accordance with the new Start time. Where such delay is less than two minutes and boats have already been moved to the water, the Starter is not required to say again “Two minutes!” but may proceed with the Start by announcing “Attention!” and raising the red flag, and then, after a clear pause, giving the Start signal.

13.2.9.7 False Start

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

Where the Judge at the Start can identify all of the crews that committed a false start, the Judge at the Start shall declare an individual false start and each of the crews shall be awarded a penalty.

Where, because many crews have committed a false start, the Judge at Start cannot identify all the crews that committed the false start, the Judge at the Start shall declare a mass false start.

Beach Start - A crew commits a false start if any crew member starts to board their boat or if any part of any rower's torso or legs are in or on the boat before the start signal is given.

The Judge at the Start shall be the sole judge of a false start.

13.2.9.8 Consequences of a False Start

Floating Start

Individual false start

During a Floating Start, where the Judge at the Start can identify every crew that has committed a false start, the Judge at the Start will allow the race to continue and shall immediately notify the Starter of the crews which have caused a false start. When conditions allow, a single ball should be raised by the Starter to indicate one or more crews are carrying a false start Time Penalty. Any crew(s) committing a false start shall be awarded a 2-minute Time Penalty.

Mass false start

- (1) If during a floating start the Judge at the Start cannot identify every crew that has committed a false start, they shall direct the Starter to stop the race and give the start again. The Starter shall stop the race by raising a red flag and sounding repeated short blasts on an air horn and shall start the race again without awarding penalties.

- (2) 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 without awarding penalties to individual crews.

Beach Start

During a Beach Start, in the case of any false start, the Starter shall not stop the race. Any crew committing a false start shall be awarded a 2-minute Time Penalty.

13.2.10 During the Race

13.2.10.1 Responsibility of Rowers

All crews shall compete in accordance with the Rules of Racing. If in the sole judgment of a member of the Jury, a crew does not comply with the Rules, including if it impedes or interferes with another boat or causes a severe collision or gains any advantage thereby, it may be penalized.

All crews must round all turning markers in the correct direction and must complete the full course as designated by the Organizing Committee. Crews failing to complete the full course shall not be ranked and will be listed in the results as Did Not Finish (DNF).

A crew which, for any reason, does not complete the full course, is responsible to declare this to the Finish Judge or other Umpire at the end of the race.

13.2.10.2 Interference

Interference

A crew causes interference to another crew if it:

- a) changes course to prevent another crew from passing it;
- b) does not give way when required, or
- c) causes a collision with another crew by not giving way as required.

Any member of the Jury who observes the interference may impose an appropriate penalty on that crew. There is no right of objection or protest to a penalty imposed on a crew that is considered to have caused interference.

13.2.10.3 Severe collision

A severe collision occurs when a crew interferes with another crew through actual contact between the boats or the rowers with any part of the boat or oars, resulting in:

- a) Injury to any rower;
- b) Damage to the other boat;
- c) A rower or coxswain in the other boat being struck by the blades of the offending boat;

- d) A rower or coxswain being ejected from either boat by the force of the collision;
- e) The other boat being forced off the race course,
- f) The other boat missing a turning marker;
- g) The other boat colliding with an obstacle.

Any member of the Jury that observes a crew causing a severe collision (as defined) shall award the offending crew a 60-second Time Penalty or, for serious cases where the offence, in the sole judgment of the Jury member, is considered to be deliberate or particularly dangerous, award a red card (EXC) to the offending crew. There is no right of objection or protest regarding a penalty imposed on a crew that is considered to have caused a severe collision.

13.2.10.4 Rules of Giving Way

When three or more boats are on the same line and one crew reasonably considers that there is not enough room between their boat and the others, they may call one of the crews and shout to that crew ATTENTION!" – "GIVE WAY!", and the boat called to must change its course sufficiently to leave the crowded boat enough room or the offending crew may be penalized by a member of the Jury.

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

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

13.2.10.5 Overtaking

It is the responsibility of a crew overtaking another crew to avoid interference or a severe collision with the crew being overtaken;

A crew that is being overtaken must not obstruct the course of an overtaking crew.

13.2.10.6 Rounding of a Turning Marker

When rounding the turning markers, crews are permitted to touch the turning markers with their boat or oars, but the keel of the boat must pass around the designated side of the turning marker.

At the turning markers, it is the individual responsibility of every crew to avoid interference or severe collisions with other crews and observe the rules of overtaking.

Crews are responsible for their own steering.

13.2.11 The Finish of the Race

Floating finish – A crew has finished the race when the bow of its boat has reached the finish line between the two finish line marks. All crew members must be in the boat from when the crew starts to row at the Start and at the Finish of the race.

Beach Finish - A crew has finished the race when one member of the crew (the runner) has completed the action required for the type of finish (reached the line or touched the flag or pressed the button on the beach). All crew members must be in the boat from when the crew starts to row at the Start and when arriving at the beach.
Crews are responsible for their safe arrival on the beach.

Crews shall make every effort to keep their boat under control in an upright position with all 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.

Crews shall land on the beach that is clear of the boats of other crews and follow the instruction of officials on landing.

With the support of the Organizing Committee, crews are responsible for the safe and quick removal of their boat from the area of the beach designated for landing.

A crew in contravention of these requirements shall not be ranked in the race and their result shall be shown as DNF.

Crews shall be ranked in the order of the bows of their boat reaching the finish line (water finish) or their runner finishing the race (beach finish) adjusted to take account of any time penalties.

The time of each crew shall be measured to 1/10th second. It is therefore possible that two or more crews will have the same recorded time but be separately ranked if the difference between them at the finish can be determined. If the difference between two or more crews cannot be determined, a dead heat is to be declared.

A race is concluded when the Umpire so indicates by raising a white flag or otherwise confirms the result.

13.2.11.1 Dead Heats

If there is a dead heat, the following procedure shall operate:

- 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 there is sufficient space on the starting line and sufficient boats are available for this purpose, all crews involved in the dead heat shall progress to the next round. If not,

then the Chief Umpire, shall conduct a random draw between the crews involved in the dead heat to determine which of those crews shall so progress, up to the space available on the starting line or the beach.

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

13.2.12 Penalties

In any case of breach of the rules, a member of the Jury may impose appropriate penalties. The Coastal Endurance penalties available in addition to the standard penalties under the RCA Rules of Racing are:

Time Penalty, which is a penalty awarded to a crew which is in breach of the Rules.

- a) A Time Penalty shall be met by the offending crew spending the awarded Time Penalty in a designated Penalty Box;
- b) Where a Penalty Box is not available, the awarded penalty times(s) will be added to the crew's finish time.
- c) The requirements for serving a Time Penalty shall be notified to the crews at the Crew Captains' meeting prior to the race.

In Coastal Endurance regattas, the Jury member may also order that a crew which has been interfered with be allowed to proceed to the next round of an event (where such rounds are held) if they consider that but for the interference the crew would have so progressed of its own accord.

13.2.12.1 Completion of Time Penalties

A crew required to serve a Time Penalty in a Penalty Box must complete the requirements for the Time Penalty under the supervision and direction of the Penalty Umpire before crossing the finish line.

A crew that fails to complete fully the requirements of a Time Penalty shall be excluded (EXC).

13.2.12.2 Penalty Umpire

The Penalty Umpire shall centrally monitor the progression of the crews around the course and record in real time any Time Penalties or other penalties awarded by the Starter, Race Umpire(s) and any Key Turning Mark Umpires.

The Penalty Umpire shall ensure that any crew incurring a Time Penalty is notified of that Time Penalty as soon as possible after the Time Penalty has been incurred.

The Penalty Umpire shall ensure that a penalized crew completes its requirements for a Time Penalty.

The Penalty Umpire may be assisted by other members of the Jury or by volunteers from the Organizing Committee in the discharge of the Penalty Umpire's duties.

The requirements to complete Time Penalties and the role of the Penalty Umpire are as follows:

13.2.12.3 Water Finish – Penalty Box

In the case of a Water Finish, an on-water Penalty Box will be established for crews to serve a Time Penalty.

When the Time Penalty is to be served in an on-water Penalty Box, an area outside of the line of racing between the last buoy and the finish line will be designated and demarcated as the Penalty Box.

The Penalty Umpire will notify a crew which has been awarded a penalty(s) of the penalty(s) and the time required to be served for the penalty(s) by announcing (for example) "Crew (name), Penalty Box, 1 minute!".

The crew will enter the designated Penalty Box area. The crew will stop rowing and hold their boat inside the Penalty Box for the required time. The Penalty Umpire shall time the crew from the time the whole boat is inside the Penalty Box.

As soon as the crew has served the required time in the Penalty Box the Penalty Umpire will announce "CREW (name), GO!" at which time the crew may start rowing and finish the race.

When a crew that has been awarded a Time Penalty reaches the Penalty Umpire, the Penalty Umpire will announce to the crew the name of the crew and the time it is required to serve in the Penalty Box.

In principle the Penalty Umpire shall record the real time at which the crew first passes the Penalty Umpire and the time when the crew returns to the course after having completed the required time in the Penalty Box.

A crew completing the requirements for a Time Penalty shall give way to other crews and cause no interference when returning to the course.

13.2.12.4 Beach Finish Penalty Box

In the case of a beach finish, a Penalty Box will be established on the beach between the designated points for the Runners to disembark from their boats and the Finish line.

After the Runner from the penalized crew disembarks from the boat, the Penalty Umpire will inform the Runner that the crew has been awarded a Time Penalty and the total time to be served in the Penalty Box by announcing (for example) "Crew (name), Penalty Box, 1 minute!". The crew name and the time to be spent in the Penalty Box shall also be displayed on a board which shall be visible to the Runner of the penalized crew.

The Runner shall enter the Penalty Box. The Penalty Umpire will begin timing the penalty time when the runner has entered the Penalty Box.

After the Runner has been in the Penalty Box for the required time, the Penalty Umpire will announce "Crew (name), GO!" at which time the Runner may complete the race by running to the Finish line.

In addition to informing the Penalty Umpire that a Time Penalty has been awarded, the Umpire will, if possible, notify the crew at the time that a Time Penalty has been awarded by announcing to the crew:

Boat Number - Crew name - Reason for Time Penalty - Penalty Box # minute). (Example - "Boat 001 - Ontario 01 - Interference - Penalty Box - 1 minute").

A failure by the Umpire awarding the Time Penalty to notify the crew of the Time Penalty at the time it is awarded in accordance with this provision, or a failure of the crew to hear that notification, shall not provide a basis for objection, protest or appeal in relation to that Time Penalty providing that the Penalty Umpire is informed and duly notifies the crew when they reach the area where the Time Penalty is to be taken.

13.2.13 Objections, Protests, and Appeals

13.2.13.1 Objections

There is no right of objection concerning interference or to a decision of a member of the Jury to award, or not to award, a penalty of any nature to a crew for interfering with another crew or crews. Any other objections to the conduct of the race may be made by the crew in the fashion described in the Rules of Racing.

13.2.13.2 Protests

There is no right to protest a decision of a member of the Jury to award, or not to award, a penalty of any nature to a crew for interfering with another crew or crews.

Subject to the above, a protest to the Board of the Jury may only be made by:

- a) a crew whose objection has been rejected;
- b) a crew whose ranking in a race has been affected by the acceptance of an objection;
- c) a crew that has been excluded or disqualified; and
- d) a crew that disputes the published results.

The process for lodging and adjudicating a protest is outlined in the RCA Rules of Racing.

For Coastal Endurance regattas, in addition to the options available to the Board of the Jury in the RCA Rules of Racing, the Board of the Jury may also order that a crew which has been interfered with be allowed to proceed to the next round of an event (where such rounds are held) if they consider that but for the interference the crew would have so progressed of its own accord.

13.2.13.3 Appeals

No right of appeal arises for a crew that claims that it was wrongly penalized for interfering with another crew or crews during a race.

Appeals shall be made in accordance with the procedure provided in the RCA Rules of Racing.

Section 3.0 – Beach Sprints Regattas

13.3.1 Age Categories

The following age categories for rowers are recognized for Beach Sprints competition:

- Seniors
- U-23
- U-19
- Masters

The age categories for Masters events shall be defined in the regatta package.

13.3.2 Boat Classes

The following boat classes are recognized for Beach Sprints competition:

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

13.3.3 Boats and Equipment

It is not a requirement to carry PFDs in the boat, but the Organizing Committee must make sufficient PFDs available for use by any crew member requesting them.

It is not a requirement to have a towing eye or buoyant line fitted.

13.3.4 Event Program

Beach Sprints competition may include the following events in any age category:

- 1) Men (M) 1x
- 2) Women (W) 1x
- 3) Mixed (Mix) 2x, 4x+
- 4) Inclusion Mixed 2x

An Inclusion Mix 2x crew shall comprise one rower who can row in a women's event and one man. Only one rower shall be a para rower, and they shall be classified as PR3.

An Organizing Committee may choose the events that it will include in a Beach Sprints regatta and also propose other events; however, they must propose the events in the regatta package submitted for approval with the regatta sanction application.

13.3.5 Pool Boats

The Organizing Committee may provide shared boats (pool boats).

The rigging of all pool boats will be set to a standard measurement, published in the Regatta Package, and should not be changed during the regatta.

13.3.6 Race Course

13.3.6.1 General Principles

The race course for Beach Sprints regattas shall meet the following requirements:

The race area should be located on an evenly-shelving sandy beach free of rocks or other obstructions that might damage boats in the beach start and beach finish.

The start area shall be of sufficient width to allow the crews in each race to start without interference from other crews.

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.

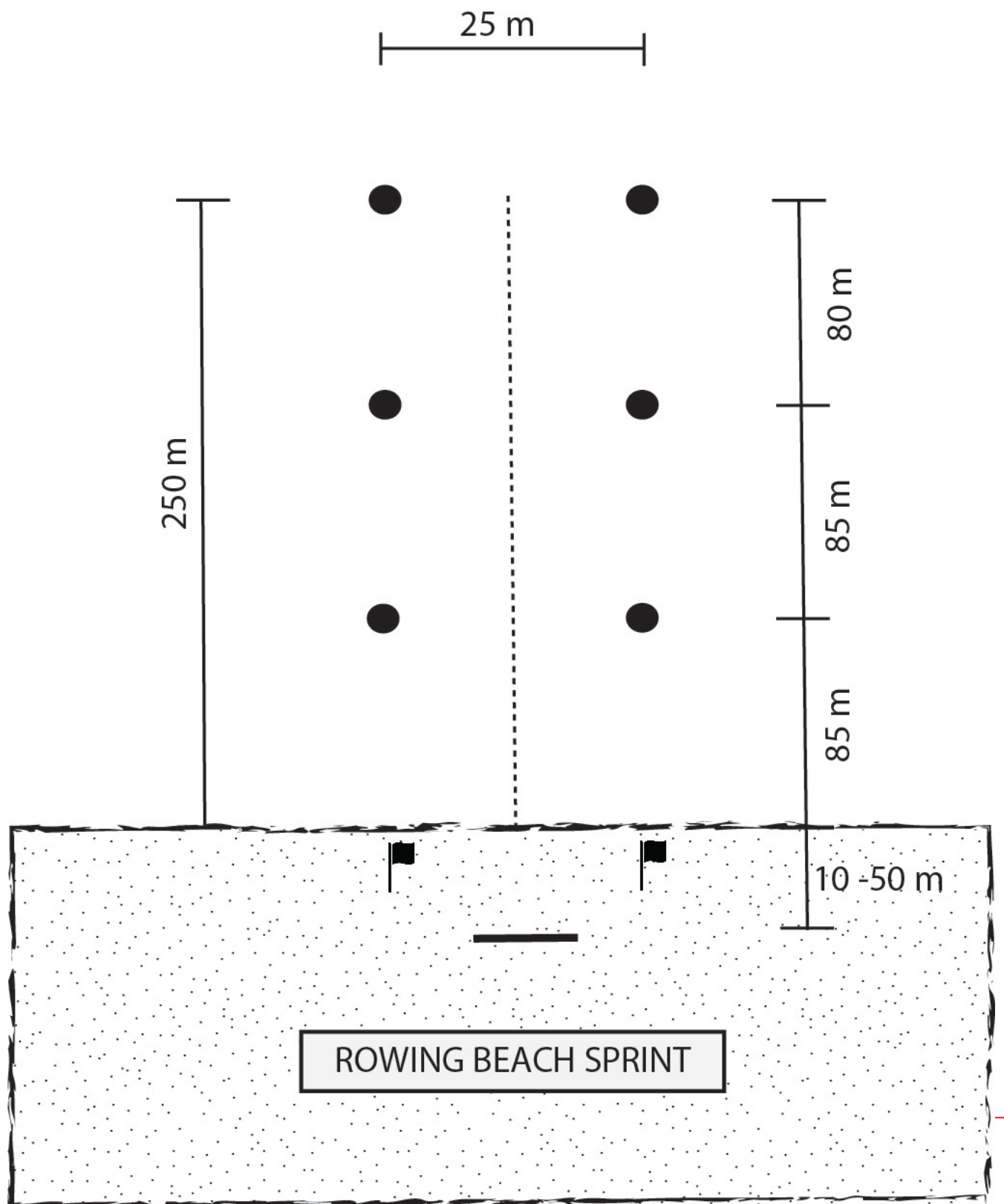
13.3.6.2 Course Requirements

The course shall comprise, in this order:

- i) a start land run 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, between approximately 10 m and 50 m.
- ii) a water row section- 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 m from the water edge, the second buoy a further 85 m out and the third buoy a further 80 m 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.
- iii) a finish land run section - the third section of the course shall be approximately between 10 m and 50 m 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. Below is a guidance diagram that illustrates a plan of a Beach Sprints course.

Coastal Rules of Racing
World Rowing Beach Sprints
RCB 6 Race Course



13.3.6.3 Course Markers

A plan of the course showing the location of all course markers shall be included in the Regatta Package and in the information issued to all crews upon arrival at the event. The plan shall also be displayed at the Control Commission.

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 150 cm high. The first two buoys from the beach in each lane shall be approximately 30 cm diameter and the farthest turning buoy shall be between 50 cm and 100 cm diameter.

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.

The Organizing Committee shall ensure that the distances between buoys in each lane are equal and that the distance of the farthest buoy from the beach in each lane is equal, all distances to be to a reasonable tolerance for open waters.

If the course is in waters that are affected by significant tidal movements, the Organizing Committee shall monitor the conditions and, if necessary, reposition the course. This may include additional gates and markers to assure safety and fairness to the crews.

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.

The designated arrival point of each boat at the beach shall be marked by a flag embedded in the beach close to the water edge in line with the lane buoys. 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 the course provides equal distance to the finish line.

13.3.6.4 The Start Line

The Start line shall be visually marked on the beach in a clear, fixed manner such that it will keep its position under all race situations. The Start line shall be a minimum of 3 metres. The distance from the start line to the designated starting point for each boat in the race shall be equal.

The orientation of the Start line shall, in principle, be perpendicular to the rowing course.

13.3.6.5 The Finish Line

The Finish line shall be a minimum of 3 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.

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 method of marking the Finish line and therefore the finish of the race may be at least one of the following, or a similar arrangement:

- i) A clearly identifiable line on the beach which the runner from each crew must cross (this method may be used in conjunction with timing chips carried by each runner);
- ii) A tape which the runner from each crew must run through;
- iii) One flag or similar device for each crew, standing upright in the sand. The runner from each crew must touch their own designated flag;
- iv) One button or similar device for each crew, which the runner from each crew must press. Upon being pressed, the button shall record the elapsed time for that crew and may at the same time emit a sound and/or a visual display.

The Organizing Committee shall decide the method of marking the Finish and this shall be included in the Regatta Package.

13.3.6.6 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 communicated in the Regatta Package.

13.3.7 Race Format

There are two options for the format of the rowing section of Beach Sprints.

- a) Side-by-Side Racing
- b) Processional Racing

For Side-by-Side Racing shall be the format used for racing in normal conditions. In Side-by-Side Racing the result shall be determined by the order in which crews finish the race, subject to the award of any time penalties.

For Processional Racing, the results will be determined by the time taken by each crew to finish the course after considering any Time Penalties awarded to a crew or crews. Processional Racing may be used in the following circumstances:

- i) It may be used for preliminary rounds.

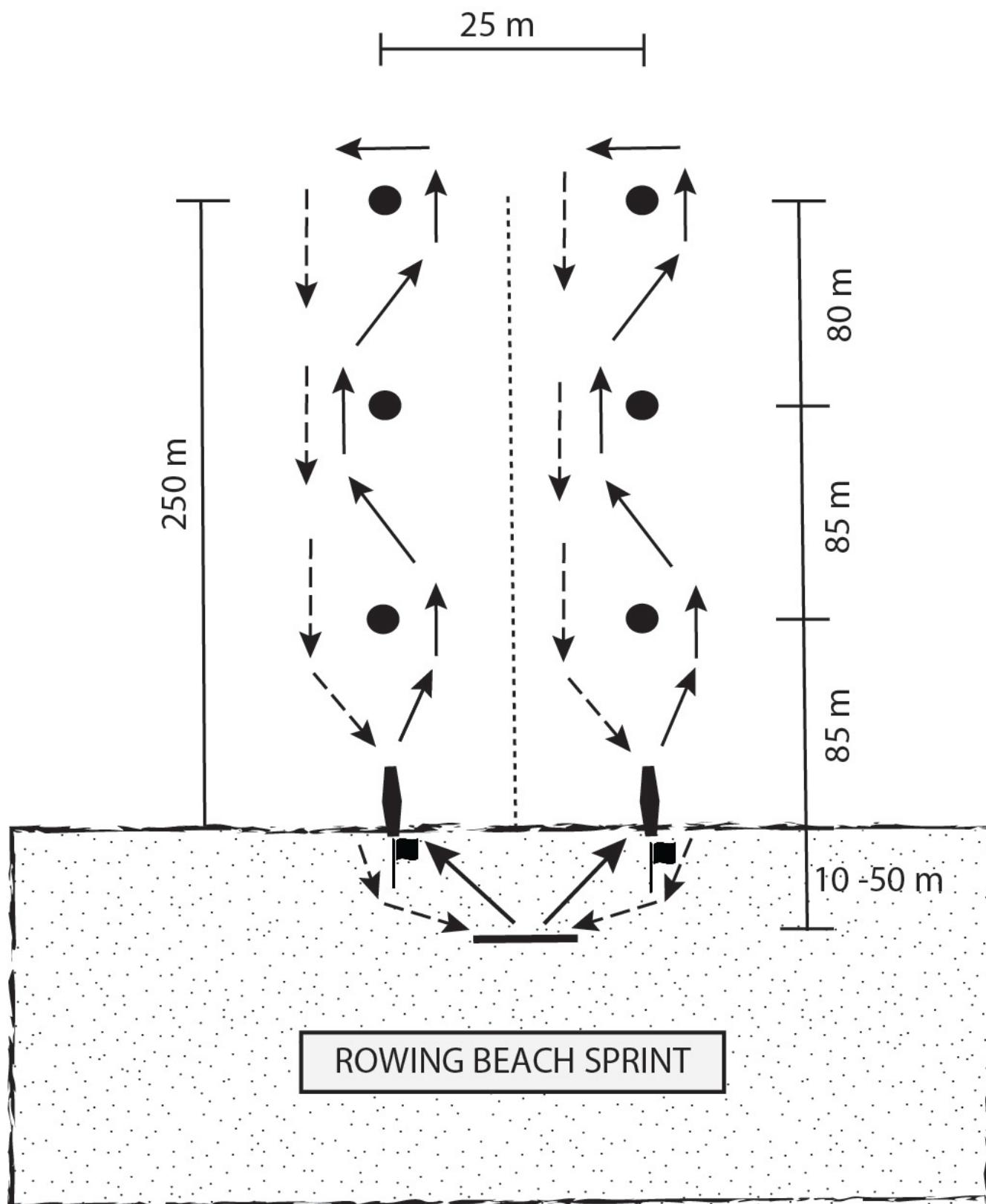
- ii) At any stage of the regatta where the Chief Umpire decides that adverse conditions have reduced the time available for racing and the remaining time is not sufficient for Side-by-Side Racing.

If the racing format is changed at any stage of the regatta, this shall be notified to all crews as soon as possible after the decision is made.

13.3.7.1 Side-by-Side Racing

Crews shall start side by side and 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. After rounding the last buoy, they shall then race directly in a straight line back to the designated point on the beach. Crews not taking a straight-line course back to the beach or arriving at the beach at other than the designated point shall not be penalized as long as they do not interfere with another crew. Crews must go around each of the three buoys in turn in the correct direction on the outward sector. The diagram below illustrates the required course:

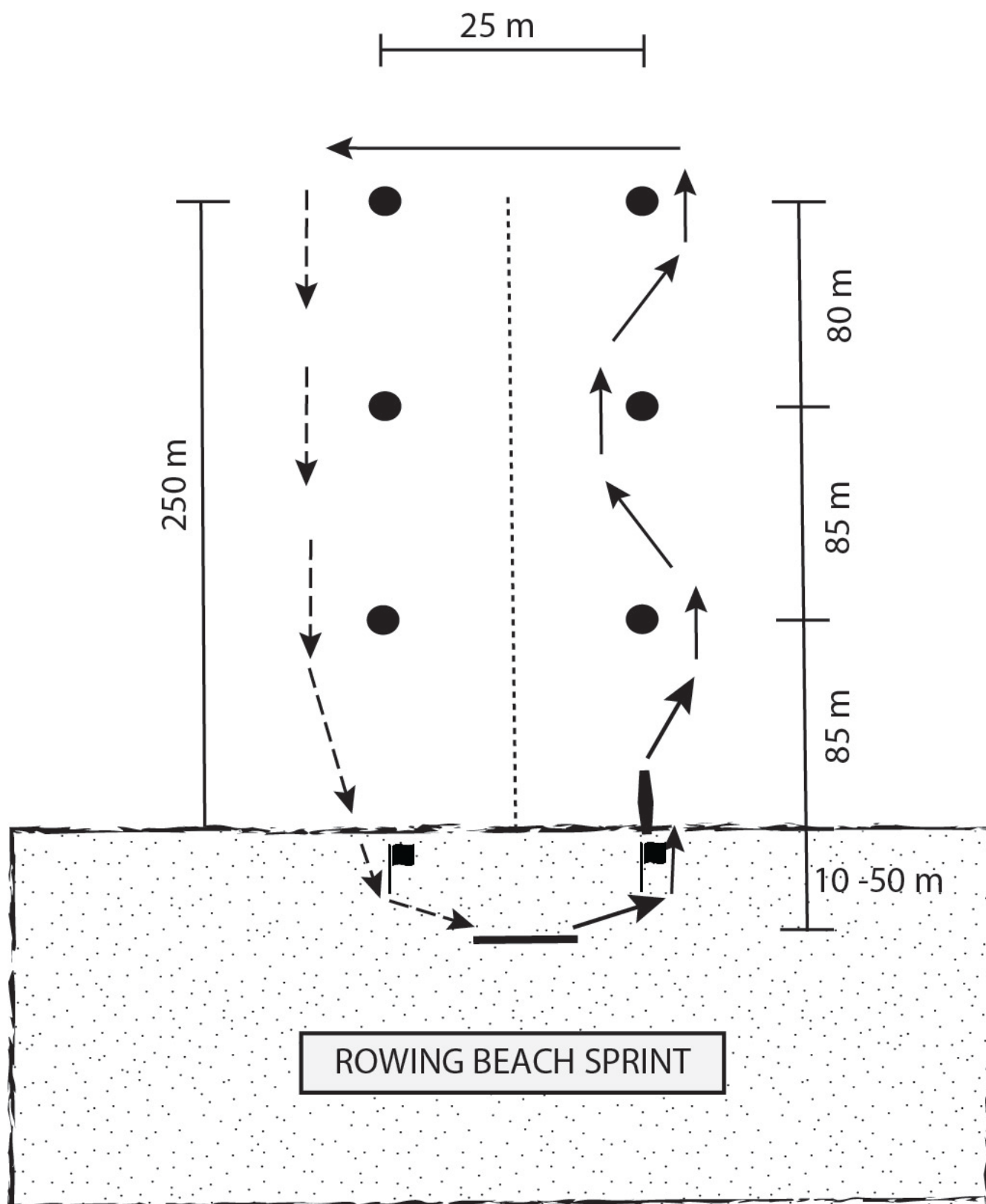
World Rowing Beach Sprints - Coastal Rules of Racing
RCB 7 Race Formats - Option 1
Slalom out / Straight back



13.3.7.2 Processional Racing

In a Processional Race, all crews shall race, starting one after another at prescribed intervals, using the same lane. The interval should be 30 seconds, but if pool boats are used, the interval may be longer depending on boat availability. Crews shall race from the beach in a slalom fashion around each of the three buoys in turn in the lane designated as the outbound lane, turning 90 degrees at the outermost buoy, rowing directly to the outermost buoy of the designated inbound lane and, after rounding this buoy, shall race directly in a straight line back to the designated point on the beach, at which point a crew member disembarks and runs to the Finish line. Crews must go around each buoy in the correct order and direction and shall not interfere with other crews. A crew that is caught by a following crew must move aside to let the faster crew overtake without interfering with them. The diagram below illustrates the required course:

World Rowing Beach Sprints - Coastal Rules of Racing
RCB 7 Race Formats - Option 2
Processional Time Trial



13.3.8 Safety – General Principles

While the Organizing Committee of a regatta shall take all reasonable steps to provide safe rowing conditions and appropriate safety measures, the ultimate responsibility for competing safely lies with each individual rower and their team officials.

13.3.8.1 Competitors Meeting

All coaches and rowers are required to attend the Competitors Meeting, which shall be the main means for the Organizing Committee to communicate with teams at Beach Sprints regattas. The time and place of the Competitors meeting shall be included in the Regatta Package.

The meeting will communicate key information concerning racing and safety to all rowers and coaches. Crews shall not race unless each rower is present at the meeting or makes arrangements to receive equivalent information directly from the Organizing Committee representative.

13.3.8.2 General Obligations

All rowers and coxswains must:

- (1) Be familiar with and respect the RCA Rules of Racing and Beach Sprints Rules.
- (2) Know what to do in the event of their boat swamping or capsizing.

13.3.8.3 General Ability of Crews

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. In the event of a dispute, the Chief Umpire shall determine the issue.

13.3.9 Composition of the Jury

The Jury for Beach Sprints regattas shall consist of Jury members carrying out the following duties:

- a) Chief Umpire
- b) Starter
- c) Judge at the Start
- d) Race Umpire
- e) Lane Umpires (1 per lane)
- f) Turning Mark Umpire

- g) Judge at the Finish
- h) Challenge Umpire
- i) Members of the Control Commission, one of whom shall be the senior member.

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.

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.

If a Beach Sprints regatta has a large number of entries requiring more than two lanes, then the number of Jury members may be increased accordingly.

13.3.9.1 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.

13.3.9.2 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.

Both shall be in a position from where they have a clear view of the Start/Finish line and the racing course and can be clearly seen by all crews. If the Starter is using a flag to start the race, the Starter should be positioned in front of the runners so they can clearly see the start flag.

The Judge at the Start shall determine if any runner or crew causes a false start. The Judge at the Start shall take notice of a false or faulty start from a crew member who is not a runner, as determined by a Lane Umpire, and consult with the Lane Umpire to determine if a crew has caused a false start or if the start was faulty.

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. A false start is attributable to one or more crews, whereas a faulty start is not attributable to a specific crew or crews.

The Chief Umpire may decide that, 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 a Judge at the Start. The Judge at the Start may also serve as Judge at the Finish.

13.3.9.3 The Umpire

The Chief Umpire, in consultation with the Organizing Committee, 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.

13.3.9.4 Race Umpire

The Race Umpire 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. The Race Umpire shall in general not communicate with crews during the race but will make decisions based on their own observations and on the advice of the Lane Umpires and the Turning Mark Umpire.

The Race Umpire shall ensure the proper conduct of the race and the safety of the rowers. 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 directions 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 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 may take such action as they see fit in the circumstances.

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 decides on the infringement indicated by the red flag.

13.3.9.5 Lane Umpires

The Lane Umpires shall be positioned on the beach, in an elevated position as necessary, 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 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). They shall give such notification to the Judge at the Start by raising a red flag and sounding a horn. The Lane Umpire shall inform the Judge at the Start if a crew committed a false start or if the start was faulty.

13.3.9.6 Turning Mark Umpire

Subject to the decision of the Chief Umpire, a Turning Mark Umpire may be stationed in a boat at the farthest point of the course. The Turning Mark Umpire shall observe the race and shall determine whether all crews go around all buoys correctly as required. The Turning Mark Umpire shall indicate to the Race Umpire by raising a flag after the crews have 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 of the detailed reasons for showing the red flag.

13.3.9.7 Judge 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 and shall be responsible for validating the results.

13.3.9.8 Challenge Umpire

The Challenge Umpire shall accept challenges from crews, collect relevant materials and submit the challenge to the Challenge Panel.

13.3.9.9 Challenge Panel

The Challenge Panel will be composed of three RCA Level 2 Umpires, including the Chief Umpire or their designate. Where a member of the Challenge Panel is directly involved in the dispute that has led to the lodging of the Challenge, the Chief Umpire shall substitute another Umpire who is not involved in the dispute to sit on the Challenge Panel in place of that member.

13.3.10 Beach Sprints Progression System

The progression system for Beach Sprints 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 repechages; or
- iv. A combination of these.

The objective of the Progression System is to bring the number of crews remaining in medal contention in each event down to the final eight (8) crews, and to then follow the process described below to determine the medallists and final ranking.

An Organizing Committee may choose to adopt the World Rowing Beach Sprints Progression System.

The Organizing Committee shall publish the chosen progression system in the Regatta Package.

13.3.10.1 The Final Eight 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 quarterfinals, 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.

The Organizing Committee may place a limit on the number of crews from which entries will be accepted. 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.

Once racing in the rounds of the Final Eight has begun, crews must be ready to race at the scheduled start time of their race. If a crew is not ready to race at the scheduled start time for any reason, including illness or injury, then that crew will be deemed to have withdrawn and the result for that crew will show DNS.

If a crew withdraws from a round in the Final Eight, that crew will be ranked last in that round. A crew that has been replaced in the quarterfinals will be ranked in the position of the crew that replaced the withdrawn crew in the quarterfinal round.

The Organizing Committee may place a limit on the number of crews from which entries will be accepted. 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.

The Chief Umpire may make decisions in exceptional cases under this Rule.

13.3.11 The Draw and Determining the Lanes

The Organizing Committee will be responsible for conducting the draw.

13.3.11.1 Crew Lane Selection

After the first round of racing, the lane determination for the following rounds that do not use processional time trials shall be determined as follows:

No later than 10 minutes before the scheduled start time of the first race in the next round of an event, all crews racing in that round of that event shall indicate the crew's preferred lane for that round to an official designated by the Chief Umpire.

A crew's selection of preferred lane for the quarterfinal round will also apply to the semifinal and final rounds.

A crew that progresses directly from Round 1 to Round 3 shall have priority of lane choice for a race in Round 3. In all other cases, the crew with the faster time in its previous round shall be the priority crew for lane choice. If both crews have the same time in the previous round, a random draw will be conducted to determine which crew has lane choice priority.

The crew with lane choice priority shall be assigned to their preferred lane. The other crew shall use the other lane. If the priority crew has not indicated a preferred lane in accordance with this Rule, the non-priority crew shall be assigned to its preferred lane, and the priority crew will be assigned to the remaining lane.

Once the lane assignments have been completed, the designated official will notify both crews and will also notify the timing and results officials to prepare the start list.

13.3.12 Withdrawals, Exclusions, Disqualifications after the Draw and Final Rankings

Withdrawals, exclusions, and disqualifications for Beach Sprints regattas follow the procedures outlined in the Rules of Racing except where outlined below.

13.3.12.1 Rounds of the Final Eight

When the competition reaches the rounds of the Final Eight:

a) If any of the final eight remaining crews withdraws at least 30 minutes before the scheduled start time of the first race of the Final Eight round, the next highest ranked crew based on times in the previous round will replace the withdrawn crew and the Chief Umpire shall supervise a revised allotment of crews for the quarterfinals using the same principles as the Progression System.

b) If a crew withdraws later than 30 minutes before the scheduled time of the first quarterfinals race, that crew will not be replaced, and there will be no redraw. The remaining crew in the affected race shall complete the race alone.

c) If a crew withdraws from a round in the Final Eight, that crew will be ranked last in that round. A crew that has been replaced in the quarterfinals will be ranked in the position of the crew that replaced the withdrawn crew in the quarterfinal round.

d) In any final, if a crew withdraws before the start of the race or if a crew stops rowing during the race and does not finish the race, the result of the race will show the crew as DNS or DNF, and the crew that withdraws or stops during the race will be placed last in that final.

13.3.12.2 Final Event Rankings

Final ranking of all crews in each event at a Beach Sprints regatta shall be published following completion of the regatta. Rankings shall be determined as follows:

Crews racing in Finals shall have a ranking in accordance with their finishing position in those Finals. Final A crews shall be ranked above Final B crews, etc.

Crews not proceeding to the Finals shall be ranked based on their finishing position in their highest previous round. They shall be ranked together with other crews reaching that round and not progressing further, based first on their finishing position in that round and when two or more crews have equal finishing position, then by time, with the faster time between those crews being ranked higher.

13.3.13 Re-rows

A re-row is a second running of a race. The Race Umpire shall decide whether there is to be a re-row of a race. The re-row shall be over the full distance of the original race. A re-row shall take place immediately when the decision to re-row is taken by the Race Umpire or at such time as the Umpire, in consultation with the Chief Umpire, may decide.

13.3.14 Adverse Weather Conditions

All rowers entering Beach Sprints events and their clubs or associations are expected to recognize the nature and the risks involved in Beach Sprints rowing, in particular the need to be sufficiently experienced to race competently and safely in wave and surf conditions without risk to themselves and other crews.

Crews wishing to withdraw from an event on the grounds of safety may do so by notice in writing to the Organizing Committee.

If adverse weather, water conditions or the forecast of such conditions affect or will affect the safety of rowers, equipment or officials on the water, the fairness of the course, the schedule or programme of racing in any way, the necessary decisions shall be taken by the Chief Umpire, in consultation with the Regatta Chair and the Organizing Committee regarding any delay, postponement or cancellation of races.

13.3.15 Boat Handlers

The role of the boat handlers is to support the departure and arrival of the crews from and to the beach by handling the boat to reduce the risk of damage or injury.

There shall be up to two boat handlers per boat. In adverse or rough water conditions, the Chief Umpire may allow or may require the number of boat handlers per boat to be increased.

The role and responsibilities of boat handlers shall be as follows:

1) The boat handlers shall, in principle, be provided by the teams and are recognized as the official support crew.

2) Where there are two or more boat handlers, there must be at least one boat handler who is a man and one boat handler who is a woman.

3) The boat handlers for each crew should wear matched uniforms or a bib so they are clearly distinguishable from the crew.

4) The boat handlers will support the crews in holding the boat for the crew members to board and depart, and may assist the crew in any other way, including rudder fixing, etc. The boat handlers must not board the boat or move into any position where the typical water surface is above their shoulders when standing on the seabed.

5) The boat handlers may assist the crew by giving verbal and visual steering assistance to the crews. However, it is prohibited to use any electric, electronic or other technical device to give verbal or audio instructions, and no technical or artificial visual aids may be used other than the uniform clothing worn by the boat handlers.

6) 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.

7) Once the runner has exited the water, boat handlers shall stay with the boat and not assist or run with the crew member to the finish line.

8) After the crew member disembarks to run, the boat handlers are responsible for the swift removal of the boat from the water.

The boat handlers shall comply with any instructions of a member of the Jury and shall always be subject to the Rules of Racing.

13.3.16 The Runner and Other Crew Members

The responsibilities of the Runner are as follows:

1) One nominated crew member from each crew shall be a Runner (the Runner at the start may be different from the Runner of the same crew at the finish but in both cases must be a member of the crew, except for Mixed events: see (6) below).

2) At the Start, each Runner shall stand with both feet behind the Start line, which shall be clearly marked on the beach.

3) The remaining crew members (except for Solo (1x)) must remain standing in the water next to their boats and shall not start to board their boat or have any part of any rower's torso or legs in or on the boat before the Start signal has been given.

4) When the Start signal is given, the Runners shall run directly to their boats to join the other crew members (except in processional time trials: see (9) below). The other crew members may start to board their boats as soon as the Start signal is given.

5) While running, the Runners shall not receive any physical guidance or assistance from any team member, including boat handlers.

6) For Mixed events, excluding Inclusion events that include one PR3 Para rower, the Runners at the start and the finish must be two different Runners, with one Runner being a man and the other Runner being a woman.

7) For W4x+ events, all Runners must be women.

8) Upon returning to the beach and 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.

9) Processional Time Trials - In Processional Time Trials, the Runners of each crew must pass on the outside of the flag referred to above, in running from the Start line to the boat and again after exiting the boat and running to the Finish line.

10) The crew of a Runner not passing on the correct side of the flag shall be awarded a Time Penalty of 10 seconds.

13.3.17 At the Start and The Starting Procedure

13.3.17.1 The Starter and Judge at the Start

The Starter may be assisted by other umpires under the authority of the Starter.

The Judge at the Start shall be positioned in such location as to be able to properly carry out their responsibilities. Where they consider it necessary, the Chief Umpire may instruct another Umpire(s) to assist the Judge at the Start in their duties.

13.3.17.2 Crew members

All crew members shall be in the start area in racing uniform and under the control of the Starter three minutes before the Start time.

The Starter may award a Yellow Card to a crew that is not in the Start area 3 minutes before the designated start time and may start the race without reference to absentees.

13.3.17.3 The Boats

During the starting procedure, once the boats are put on the water, they shall be lined up in the water in the allotted start position and shall be held by crew members (except the Runner) and the boat handlers.

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. The Judge at the Start, in consultation with 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. The Judge at the Start may be assisted by other Umpires.

13.3.17.4 Starting Procedure

The starting announcements and signals shall be clearly audible and visible to all rowers in the race.

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

The starting procedure for Beach Sprints races from -3 minutes to the Start shall be as follows:

- 3m:00s	At precisely 3 minutes before the designated Start time, the Starter or Announcer shall announce "THREE MINUTES!!"
- 2m:45s - 1m:45s	The Announcer introduces crews to the spectators. Once the introductions are complete the crews shall immediately move to their start positions.

-1m:00s - 0m:45s	<p>When there is precisely one minute to the start, the Starter shall announce “ONE MINUTE!” After this, At this announcement, the runners shall stand behind the start line and the Starter shall then announce, “PUT THE BOATS ON THE WATER!”</p> <p>The other members of the crew and/or the boat handlers shall immediately put the boats on the water ready for the start.</p> <p>The Starter may delegate these commands to the Race Announcer but shall be responsible to ensure they are made correctly and precisely on time.</p>
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-0m:30s - 0m:20s	<p>When there are between 30 and 20 seconds to the start, the Starter shall alert the crews by announcing “GET READY!”, after which the Starter may start the race at any time, having taken into account the wave conditions and any other factors. It is the responsibility of the crews to be ready to start at any time after the Starter announces GET READY!” and the Starter may start the race without reference to a crew indicating they are not ready.</p>
at any time between approximately. -0m:20s and 0m:0s	<p>The volume of the start music is lowered so the Starter can clearly be heard by all the rowers at their starting positions.</p> <p>To give the start signal, the Starter shall first announce ““ATTENTION!”!”</p> <p>After a clear pause, the Starter shall then</p> <p>EITHER raise the red 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 dropping the red flag quickly to one side and simultaneously sounding a horn in one long blast;</p> <p>OR by pressing a button that shall, at the same instant:</p> <p>Change the red light to green;</p> <p>Make an audible signal through the loudspeakers;</p> <p>Start the timing system for the race;</p>

13.3.17.5 False Start

A crew commits a false start if both feet of the crew's nominated Runner are not behind the start line when the start signal is given or if any crew member starts to board their boat or if any part of any rower's torso or legs are in or on the boat before the start signal is given.

The Judge at the Start shall be the sole judge of a false start but may seek advice from other Umpires before making their decision. If a Lane Umpire sees a False Start, they shall inform the Judge at the Start.

13.3.17.6 Consequences of a False Start

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 or audible signal until all crews have stopped. Crews shall immediately stop and return to their starting positions.

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.

A crew committing 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.

Where a false start is committed by a crew in a processional time trial, the Judge at the Start may allow the crew to continue and award a 10-second time penalty to the crew that caused the false start, to be added to their elapsed race time.

13.3.18 Responsibility of the Rowers

Crews using pool boats must compete with the standard rigging. Any crew that modifies the setting of the boats in violation of the standard may be awarded a 30-second time penalty by the Jury.

When turning around the buoys, it is 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.

Crews must correctly round all turning buoys in the correct direction and must complete the full course as designated by the Organizing Committee.

A crew not correctly rounding every buoy on the course shall be awarded a 30-second penalty for each slalom buoy missed and a one-minute penalty for failing to round the turning mark buoy.

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.

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.

Upon their boat reaching the beach, one crew member (the Runner) shall disembark and run along the designated route to the finish point of the race.

Crews shall always 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.

13.3.19 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 other crew to change course to avoid such contact.

The Race Umpire alone shall decide if a crew has interfered with another crew and caused 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 penalize the crew at fault by:

- a) excluding the crew; or
- b) awarding a Time Penalty of up to 60 seconds;

or taking other appropriate measures.

It is each crew's responsibility to remain in their proper course and in their own water and to not cause interference to other crews.

13.3.20 The Finish of the Race

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

13.3.20.1 Timing

Finish times shall be recorded to 1/100th of a second. It is possible that two crews may have the same recorded time but be separately ranked if the difference between them at the finish can be determined.

A race is concluded when the Umpire so indicates by raising a white flag or otherwise confirms the result.

The result of the race shall be determined by the finishing order of the crews, except where a Time Penalty is awarded, in which case the elapsed race times of each crew, adjusted for the Time Penalty, shall be used to determine the finish order.

Any technical failure causing the timing, sound or visual display to malfunction shall not affect the finish of that crew if the runner has completed the action as required and in the opinion of the Finish Judge the finish order is clear.

13.3.20.2 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 operate:

- a) If there is a dead heat in any round other than a round of the Final Eight, there shall be a re- row over the same course between the crews involved, except as provided below.
- b) If both dead-heat crews progress anyway into the same level of the next round, there will be no re-row and their relative positions in the next round shall be determined by random draw supervised by a member of the Jury.
- c) The re-row must take place not later than 10 minutes after the finish of the race in which the dead-heat occurred.
- d) 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.

Final Eight - If a dead heat occurs in any of the rounds of Final Eight except the finals, the crew with the fastest time in the latest previous round in which both the dead-heat crews have raced shall be given the higher ranking for progression to the next round. If those times are equal, then the times of both crews in the next previous round shall be used to decide. If this does not produce a result, then the progression to the next round between the dead-heat crews shall be determined by random draw Supervised by the Jury.

Finals - If a dead heat occurs in a final, the crews involved 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.

13.3.21 Penalties

In any case of breach of the rules, a member of the Jury may impose appropriate penalties. The Beach Sprints penalty available in addition to the standard penalties under the RCA Rules of Racing is:

Time Penalty, which is a penalty awarded to a crew in breach of these Rules, is to be added to the penalized crew's elapsed race time and shall be taken into account when determining the final placings of the crews in that race by using the adjusted elapsed times of each crew.

13.3.22 Challenges

No crew, club or association shall have the right to lodge any Objection, Protest or Appeal on any issue at Beach Sprints regattas except by way of a Challenge.

A rower (or crew) who has been penalized or who wishes to challenge the official results of a race may lodge a Challenge against that penalty or against the official result, but only in the following manner:

A Challenge shall be made by a member of the crew by raising their hand and advising the Race Umpire they are making a Challenge no later than 5 minutes after the finish of the race concerned or from the time the penalty is awarded, whichever is the later, or in the case of a Challenge against the result, from the time the results of the race concerned are published. Any Challenge lodged later than these times shall not be valid.

Each crew shall only have the right to lodge one Challenge throughout their event. A crew that has used its Challenge shall not be allowed to make a further Challenge, excepting that where a Challenge is successful, then that crew shall retain their right to lodge one Challenge during the remaining rounds of that event.

A Challenge shall be adjudicated by a Challenge Panel.

The Challenge Panel shall decide whether the Challenge has merit and if so, to accept the Challenge. If accepted, the Panel shall consider the case and issue a decision which shall be notified to the crew concerned and to the other crews in the event before the next round of racing begins or before the award of medals in the case of Finals A and B. The decision of the Challenge Panel and the reasons, therefore, shall be confirmed in writing if requested by the crew which lodged the Challenge.

If the Challenge Panel considers that a Challenge is without merit, it may reject that Challenge without explanation other than to say that it is without merit.

The decision of a Challenge Panel is final.

