

## **Appendix 12**

### **COASTAL ROWING COMPETITION REGULATIONS**

#### **EVENT REGULATIONS AND/OR DEPARTURES FROM THE FISA RULES OF RACING**

Rules applying to Rowing Australia Regattas shall apply to Coastal Rowing regattas except as provided in these Regulations.

**1. Rowing, Boats, Regattas (Rule 1)**

A Coastal Rowing regatta is a regatta in which all rowers use Coastal Rowing boats as defined in these Regulations and where the competition course is on the open sea or on a large inland body of water and in accordance with these Regulations.

**2. Application (Rule 2)**

These Regulations apply to Regattas for Coastal Rowing and not in exclusion of the RA Rules of Racing.

**3. Australian Rowing Coastal Championships (Rule 4)**

The Australian Rowing Coastal Championship regatta shall be held every year.

**4. Attribution of Australian Rowing Coastal Championships (Rule 6)**

In principle, RA shall attribute the hosting of the Australian Championships to a suitable host and or venue.

**5. Right to Participate (Rule 7)**

The Australian Rowing Coastal Championships are open only to club crews deemed eligible under RA rules of racing.

**6. Eligibility (Rule 19)**

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**7. Commitment (Rule 23)**

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**8. Age Categories (Rule 24)**

The following age categories for rowers are recognised by RA for Coastal Rowing:

8.1. Seniors

**9. Additional Categories (Rule 25)**

Except for the age categories, RA does not recognise any additional categories for Coastal Rowing.

**10. Coxswains (Rule 27)**

The minimum weights of coxswains shall also apply to Coastal Rowing.

**11. Boat Classes (Rule 35)**

The following boat classes are recognised by FISA for Coastal Rowing:

- Solo (C1x)
- Double Sculls (C2x)
- Coxed Quadruple Sculls (C4x+)
- Coxed Four (C4+)

**12. Rowing Australia Coastal Championships Boat Classes (Rule 36)**

World Rowing Coastal Championships are held in the following events:

- Men (M) C1x, C2x, C4x+
- Women (W) C1x, C2x, C4x+

**13. Construction of Coastal Rowing Boats (Rule 39)**

13.1. Coastal Rowing boats used in Coastal Rowing must meet the following three measurement requirements:

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

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

	Maximum length (m)	Minimum weight (kg)
C1x	6.00	35
C2x	7.50	60
C4+, C4x+	10.70	140

There is no minimum length for Coastal Rowing boats.

The minimum permitted widths are as follows:

Boat Type	Width Overall	Secondary Beam Measurement Point	
		Height of Measurement Point above Deepest Point of Boat	Width at Measurement Point
C1x	0.75 m	0.19 m	0.55 m
C2x	1.0 m	0.23 m	0.70 m
C4+, C4x+	1.3 m	0.30 m	0.90 m

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

In addition to the flotation requirements referred to in Bye-Law to Rule 39 and in the “Minimum Guidelines for the Safe Practice of Rowing”, Coastal Rowing boats should be constructed with three (3) watertight compartments. These compartments may have watertight hatches or ports for access to these areas.

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

13.2. Traditional Coastal Rowing Boats of Different Design

The organising committee of an Coastal Rowing regatta may establish separate events for Coastal Rowing boats of different traditional designs or may allow such boats to compete in races together with boats of other designs, and at the discretion of the organising committee may or may not categorise each design individually for the purpose of the competition.

13.3. Requirements for Coastal Rowing Boats and Equipment

All boats must meet the safety requirements set down by FISA and any additional requirements set down by any national, regional and/or local authority for participation in the particular Coastal Rowing regatta. In particular:

- 13.3.1. Boats must meet the minimum flotation standards set down by FISA, either with the required watertight compartments or built-in flotation utilising bags or tanks. (At a Coastal Rowing regatta where the organising committee accepts entries from traditional Coastal Rowing boats exceptions to the FISA Flotation Guidelines may be made by the organising committee for a class of boats if the boats meet all other safety requirements.)
- 13.3.2. Boats must carry a life jacket for every crew member, of a type which meets recognised international standards. Coxswains must wear a life jacket at all times in the boat;
- 13.3.3. Boats must have a towing eye located approximately 100 mm above the loaded waterline on the bow fitted with a 15m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with 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;

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

13.3.5. During Coastal Rowing races, for safety reasons each boat shall be permitted to carry such radio or telecommunication equipment as permitted or required by the organising committee or by other maritime authorities for such events;

13.3.6. The Jury may at its discretion refuse permission for a particular boat or crew to go on the water or to participate in the regatta if it believes the boat is unsafe.

#### 13.4. Boat Numbers

All boats participating in a Coastal Rowing regatta must be registered with the organising committee before going on the water, whether for training or competition, and shall be allocated a boat number. Each boat must display its boat 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 club in whose name the crew is entered, and the crew concerned. Any crew failing to register their boat in accordance with these Regulations or failing to properly display the boat number at all times at a regatta may be penalised.

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

At a Coastal Championships the boat numbers shall be allocated by the organising committee.

#### 13.5. 13.5 Crew Racing Numbers

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

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

### 14. Weight of Boats (Rule 41)

The defined minimum weights for boats used in Coastal Rowing regattas shall be as set out in Regulation 13.

### 15. Characteristics (Rule 42)

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

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

The length of course shall be as provided in Regulation 16.

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

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

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

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

#### 15.1. Course Markers

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

For safety purposes, wherever buoys are used to mark the turning points, the organising committee should, wherever possible, use inflatable marker-type buoys rather than existing solid moorage buoys and beacons.

The organising 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.

#### 15.2. Start and Finish Lines

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

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

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

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

### 16. Racing Distance (Rule 43)

16.1. Coastal Rowing regattas – In principle there is no specified racing distance and this may vary from regatta to regatta. However, the length of the course in each case shall be notified to all participants in the Notice of Regatta. The racing distance may be changed by the President of the Jury in the case of adverse weather conditions, in consultation with the organising committee.

16.2. In principle the racing distance shall be between 6km and 8 km and shall be the same for men and women. The distance may vary depending on factors relating to the individual venue for the Championships taking into account safety, favourable weather conditions, progression to finals, positioning of course markers, spectator visibility and start and finish facilities.

In adverse weather conditions the distance may be changed by the President of the Jury, in consultation with the Race Director and the organising committee.

### 17. Number of Lanes (Rule 44)

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 provision of safety boats. There shall be no delineated lanes.

Where there is a limit on the width of the start line, the organising committee shall indicate in the Notice of Regatta and in the information to crews the maximum number of boats which can be accommodated on the start line at one time in any category.

### 18. Advertising Rules (Bye-laws to Rule 50)

18.1. Identification on the racing shirt or equivalent

18.1.1. For Coastal Championships RA may require rowers to wear special clothing. This may take the form of a specially made T-Shirt or bib, to be provided by RA, which shall be worn under or over the rowers' racing shirt.

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

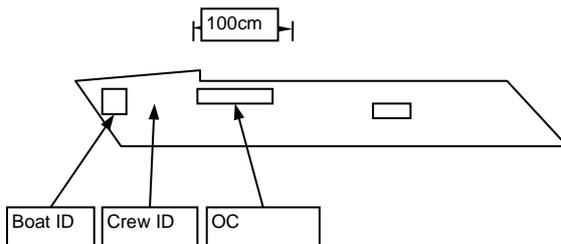
Racing Shirt	Font	Height	Width	Case	example
FRONT: Family name (short)	Arial	50mm	120-150mm	Uppercase	BATTEN
FRONT: Family name (long)	Arial	50mm	150mm	Lowercase	Batten-Ball
FRONT: State code	Arial	50mm	60-100mm	Uppercase	NSW
BACK: State code	Arial	100mm	150mm	Uppercase	NSW

## 18.2. Identifications on the boat

18.2.1. The following general provisions shall apply:

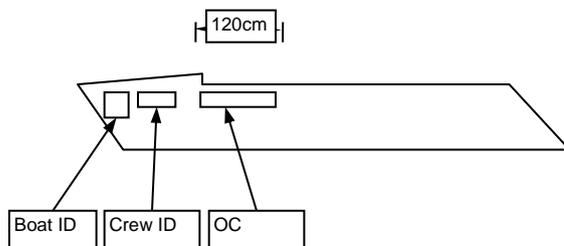
- a. Club sponsor identifications may appear on the boat as specified below, except in those areas reserved for the boat number and crew identification number.
- b. Pool boats – At the Coastal Championships, crews using boats provided by the organising committee (“pool boats”) will not have the right to place any additional advertising or identifications on the boat.

18.2.2. Coastal Solos and Double Sculls



- a. For Coastal Championships, the following order of identifications and advertising space is applied to each side of the boat.
  - i. The official event boat number will be placed closest to the bow followed by the crew identification number.
  - ii. The first 100 cm on each side of the boat in the section of the boat occupied by the rower(s) is reserved for the OC Identification. The OC Identification shall be no more than 1,200 sq cm in area, and may appear once on each side. The space for the Identification may not exceed 80 cm in length.
- b. –

18.2.3. Coastal Quadruple Sculls and Coxed Fours



- a. For Coastal Championships, the following order of identifications and advertising space is applied to each side of the boat:
  - i. The official event boat number will be placed closest to the bow followed by the crew identification number.
  - ii. The first 120 cm on each side of the boat in the section of the boat occupied by the rowers is reserved for the OC Identification. The OC identification shall be no more than 1,600 sq cm in area, and may appear once on each side. The space for the identification may not exceed 100 cm in length.
- b. –

## 18.3. Identifications on bow numbers

18.3.1. For Coastal Rowing regattas, the identification of an organising committee sponsor may appear once in the area around the bow number and the lettering may be no more than 10 cm in height.

18.4. -

18.4.1. Pool Oars – At the Coastal Championships, crews using sculling or sweep oars provided by the organising committee (“pool oars”) will not have the right to use the advertising space on the oars. This right will be retained by the owner of the oars.

18.4.2. Blade Colours – Only the colours as registered with RA or ‘pool oar’ colour as registered with RA may appear on the blades.

## **19. Safety – General Principles (Rule 62)**

### **19.1. Race Director**

The organising committee shall appoint a Race Director who is very familiar with local water conditions and who has experience of Coastal Rowing events. The Race Director shall be responsible for all communications with the local maritime authority and shall ensure that all safety requirements, including rescue services, are in place before the start of races and that all local maritime rules and regulations are met. The Race Director shall cooperate closely with the President of the Jury and shall participate in any decisions in case of adverse weather conditions. In any case where the Race Director and the President of the Jury are not in agreement on an issue regarding safety, the decision of the President of the Jury shall prevail.

### **19.2. Crew Captains’ Meeting**

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

### **19.3. Rowers’ Obligations**

#### **19.3.1. General obligations**

All rowers and coxswains must:

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

#### **19.3.2. 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, this will be one member of the crew who will be designated the “Crew Captain”. The designated Crew Captain for every boat shall be notified to the organising committee in writing at the time of the crew’s registration and before the crew goes on the water for the first time, whether for training or for racing. Such notification is the responsibility of the club in whose name the crew is entered, and the crew concerned. Any crew for which a Crew Captain has not been notified shall not be permitted on the water.

The Crew Captain shall be responsible to:

Before every outing:

- a. Take responsibility for assessing the risks and the ability of the crew to cope with the prevailing and forecast conditions;
- b. Familiarise himself with the current and expected weather conditions;
- c. 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;
- d. Check the condition of the boat and the safety equipment on board.

During the outing:

- e. Ensure that the crew respects all navigational and safety rules;
- f. Require that all members of the crew wear their life jackets as necessary;
- g. Make necessary decisions for the safety of the crew if the weather deteriorates;
- h. Monitor any changes in the weather or water conditions which might affect the safety of the crew.

After the outing:

- i. Inform the Control Commission of the return of the crew;
- j. Complete the register to indicate the crew's return.

#### 19.4. Special Coastal Rowing Safety Considerations

##### 19.4.1. General Rules of Circulation

Rowing at sea outside of channels and ports requires special attention to weather conditions, tides, water currents and general maritime traffic. Rowers and coxswains must familiarise themselves with general international maritime navigation rules as well as the specific conditions of the area.

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

##### 19.4.2. Important rules for rowing at sea

Rowing boats must not hinder the passage of:

- a. Boats that can only navigate safely in a narrow channel or access lane;
- b. Boats with mechanical propulsion in a traffic lane;
- c. Ships with heavy cargo.

##### 19.4.3. Avoiding collisions

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

#### 19.5. Shelters

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

#### 19.6. Capsizing

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

### 20. RA Progression System (Rule 67)

The organising committee shall stipulate the maximum number of crews which can be accommodated on the Start line at one time in accordance with Regulation 17. Should the number of crews taking part in an event exceed the number of positions available on the Start line, a system of heats shall be adopted. In such case, the number of crews progressing to the next round from each heat shall be the number of available places on the Start line divided by the number of heats which are required.

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.

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

The organising committee may place a limit on the number of boats in each heat and /or the number of boats to progress to the final. In principle the minimum number of boats in the final should be eight (8) in any one event and the maximum will be equal to the number of available boats or space available. Such information shall be included in the Notice of Regatta and shall be included in all information given to crews before the regatta.

### 21. The Draw and Determining the Lanes (Rule 68)

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

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

21.1. By random draw; or

- 21.2. Where there has been a preliminary round the positions shall be allocated based on the ranking of crews in the preliminary round with the higher ranking crews at the end nearest to the first turning marker; or
- 21.3. If there is seeding of crews at the World Rowing Coastal Championships, the higher seeded crews shall, in the first round of the event only, be allocated starting positions at the end nearest to the first turning marker.

## **22. Adverse Weather Conditions (Rule 71)**

The President of the Jury, in consultation with the Race Director and the organising committee, shall take all decisions on any delay, postponement or cancellation of races, or of changes to the course, resulting from adverse weather conditions or other matters relating to the safety of rowers and officials on the water or the fairness of the course.

This may include reducing the maximum number of boats in races. If the number of boats in a race is reduced under this Regulation, the President of the Jury may use the ranking in the preliminary heats to seed the races.

## **23. At the Start (Rule 73)**

There shall be no start zone in Coastal Rowing events. Crews are responsible for their own equipment if there is damage.

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.

## **24. The Starting Procedure (Rule 74)**

### **24.1. The Start (floating)**

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

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall in principle be approximately 50-100 meters behind the line of the Start and shall be such that the Starter has a clear view of all boats and the starting signals are clearly visible to all crews on the Start line. A clearly distinguishing jacket should be worn by the Starter.

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

The Judge at the Start shall be responsible to identify any boats which are on the course-side of the Start Line at the time the start signal is given. He shall immediately notify the Starter and Umpires of his decision in this regard and the offending crews shall be notified in accordance with Regulation 25.

The starting procedure shall be as follows:

- 24.1.1. It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not be obliged to give any instructions to crews in this regard prior to the start signal being given. Crews in the Start area shall at all times closely follow the instructions of the Starter or Umpire. Any crew not following such instructions may be penalised. After giving the 3-minute, 2-minute and 1-minute signals respectively as provided in 24.1.2, 24.1.5 and 24.1.6 of this Regulation, the Starter may start the race at the given time without reference to the position of any crew.
- 24.1.2. Three minutes before the start, the Starter shall simultaneously:
- Hoist three balls one above the other (each ball shall be red with a white cross on it, be clearly visible from the Start line and shall be not smaller than 50cm in diameter); and
  - Sound 3 clear, short blasts with a hooter.
- 24.1.3. 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.
- 24.1.4. Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge

at the Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.

24.1.5. Two minutes before the start time, the Starter shall simultaneously:

- Lower one of the three raised balls; and
- Sound two clear, short blasts with the hooter.

24.1.6. One minute before the start, the Starter shall simultaneously:

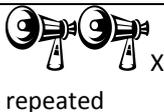
- Lower one of the two remaining balls; and
- Sound one clear, short blast with the hooter.

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

- Lowering the one remaining ball; and
- Sound one long blast with the hooter.

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

Summary table of starting sequence (floating)

Time	Visual signals		Audio signals	
-3 minutes		3 balls (red with white cross)		3 short blasts of hooter
-2 minutes		2 balls (red with white cross)		2 short blasts of hooter
-1 minutes		1 ball (red with white cross)		1 short blast of hooter
<b>START</b>	 <b>drops</b>	<b>Dropping the single ball (red with white cross)</b>		<b>Long blast of hooter</b>
Mass false start	 Waving	Starter waving red flag		Repeated short blasts of hooter

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

24.2. The Start (Beach Starts)

24.2.1. The boats shall be lined up on the beach near the water's edge. If under Regulation 21, the starting position of boats has been allocated, the boats shall line up and start in accordance with those positions.

24.2.2. The Starter shall direct the crews to float and hold their boats approximately 8m apart at the edge of the water. In a normal beach start, all crew members shall be holding their boat standing in the water next to their boats and can only start to board their boat after the start signal has been given.

24.2.3. 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.

If a running start is used one nominated crew member from each crew shall be a runner. The runners will start behind a set running start line located on the beach and when the start signal is given shall run to their boat to join the other crew members.

24.2.4. The remaining crew members shall be holding their boats and standing in the water next to their boats and can only start to board their boat after the start signal has been given.

Boat holders may be used for the solo and other boats at the discretion of the Starter.

24.2.5. It is the responsibility of each crew to ensure that it does not interfere with other boats.

Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be penalised by the Starter or the Umpire.

#### 24.3. The Start Procedure (Beach Start)

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race rowers. A clearly distinguishing jacket should be worn by the Starter.

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

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

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

The starting procedure for beach starts shall be as follows:

24.3.1. Crews must be at their start positions (and in the case of a running start, nominated runners must be at the running start line) and under the control of the Starter two minutes before the starting time of their race.

24.3.2. The Starter may penalise a crew which is late to the start and may start the race without reference to absentees.

24.3.3. When there is two minutes to the start, the Starter shall say "Two minutes!"

24.3.4. At the Start time, the Starter shall give the signal to start by standing clearly visible, and dropping in one downward motion the raised start flag, simultaneously sounding a hooter in one long blast.

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

#### 24.4. Delays of Start

Where the start of any specific boat category is delayed for any reason, the Starter shall inform that boat category or categories of the delay. Where the whole race is to be delayed the Starter shall lower all signals and begin the 3 minutes countdown process again after announcing this to the waiting crews.

### 25. False Start (Rule 75)

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

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

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

#### 25.1. Consequences of a False Start

##### 25.1.1. Individual false start

- a. Floating Start – A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty of 2 minutes. When conditions allow a single ball should be raised to indicate one or more crews are carrying a false start penalty.

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

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

25.1.2. Multiple false start

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

**26. Responsibility of Rowers (Rule 77)**

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

A crew, which for any reason does not complete the full course as designated by the organising committee, including not rounding all or any of the turning markers, is responsible to declare this to the Finish Judge or other Umpire or to the organising committee at the end of the race. The result of such crew shall show DNF.

**27. Interference (Rule 78)**

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

27.1. Rules of Giving Way

When three or more boats are on the same line and a coxswain reasonably considers that there is not enough room between his boat and the others the coxswain may call by its boat number one of the crews and say “(Boat Number --!)” –“Attention!” – “Give Way!!”, and the boat called must change its course sufficiently to leave the crowded boat enough room or it may be penalised by the Umpire. 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.

27.2. Collisions

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

27.3. Overtaking

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

27.4. Rounding of a Turning Marker

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

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

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

**28. Finish of the Race (Rule 80)**

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

Where, in accordance with Regulation 15, a beach finish is provided, a crew shall have finished the race when one or more members of the crew has reached the line or touched the flag on the beach as required. For beach finish races all crew members must start and arrive at the beach.

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

**29. Dead Heats (Rule 81)**

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:

29.1. In any preliminary round, if a dead-heat occurs between crews and if only one of the crews would progress into the next round, then, on the condition that sufficient boats are available for this purpose, all crews involved in the dead-heat shall progress to the next round. If there are not sufficient boats available then the President of the Jury and the Race Director, in the presence of the concerned Crew Captains, shall conduct a random draw between the crews involved in the dead heat to determine which of those crews shall so progress, up to the number of boats available for this purpose.

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

**30. President of the Jury (Rule 91)**

The President of the Jury shall allot duties to each member of the Jury and shall supervise their activities. He shall take the Chair at meetings and ensure proper co-ordination with the organising committee and especially the Race Director.

**31. Composition of the Jury (Rule 92)**

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

- President of the Jury;
- Starter;
- Judge at the Start
- Race Umpire;
- Turning Mark Umpires;
- Judges at the Finish, one of whom shall be the Senior Judge;
- Members of the Control Commission, one of whom shall be the senior member.

The President of the Jury, the Starter, the Judge at the Start, the Race Umpire, Senior Judge at the finish and the senior member of the Control Commission shall each hold a Rowing Australia Umpire's licence. The Jury shall be appointed by Rowing Australia.

**32. Penalties (Rule 72)**

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

- Reprimand;
- Time penalty;
- Yellow Card (applying to the next race in which the crew competes – a crew receiving two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from that event)
- Relegation where specifically provided in these Rules;
- Red Card (exclusion from all the rounds of the event in question);
- Disqualification (from all events in the regatta).

The Umpire may also order that a crew which has been interfered with be allowed to proceed to the next round of an event (where such rounds are held) if he considers that but for the interference the crew would have so progressed of its own accord.

**33. Objections (Rule 82)**

A crew claiming that its race was not in order may make an objection to the Umpire immediately after the finish of the race and before leaving the area of the finish line by a member of the crew raising an arm.

**34. Protests (Rule 83)**

A crew or crews whose objection has been rejected or who are affected by the acceptance of the objection or a crew that has been disqualified or excluded or ruled DNS or DNF, as well as crews disputing the published results may lodge a protest in writing to the President of the Jury not later than one hour after the Umpire has communicated his decision regarding the objection or, in the case of disputing the published results, no later than one hour after the results have been published.

The Board of the Jury shall decide if the protest was justified. It will make its decision before the next round of races in the event concerned, and, in any case, no later than two hours after the last race of the day.

In the case of a protest concerning the final of an event arising from an objection, the victory ceremony of that event will not be postponed. If the subsequent decision of the Board of the Jury changes the final result of the event then the official result shall be changed accordingly and, where the medal placings are affected, then the medals shall be re-awarded as necessary in accordance with the decision.

**35. The Outcome of the Protest (Rule 84)**

The Board of the Jury shall decide on the protest and on the measures resulting from its decision including:

- Reprimand;
- Time penalty;
- Yellow Card (applying to the next race in which the crew competes – a crew receiving two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from that event);
- Relegation where specifically provided in these Rules;
- Red Card (exclusion from all the rounds of the event in question);
- Disqualification (from all events in the regatta).

After application of the appropriate penalty, if any, the Board of the Jury may also take any other available measures to restore the chances of a crew that has suffered disadvantage, including, where appropriate, and where there are preliminary rounds, to allow the crew concerned to proceed to the next round if the Board of the Jury considers that but for the interference the crew would have so progressed of its own accord.

**36. Appeals (Rule 85)**

Rowing Australia shall designate its representatives who shall comprise the Appeals Committee.

An appeal against a decision of the Board of the Jury may only be made by a crew whose accepted objection has been overturned by the Board of the Jury or whose protest against the published results was rejected by the Board of the Jury. The appeal must be submitted in written form to the Appeals Committee on the same day as the decision being appealed. A decision will be given before the next round of the event concerned.

If the decision of the Appeals Committee on the appeal changes the final result of the event then the official result shall be changed accordingly and, where the medal placings are affected, the medals shall be re-awarded as necessary in accordance with the decision.

Decisions of the Appeals Committee under this rule are final.

**37. Exceptional Cases (Rule 87)**

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**38. Control Commission (Rule 95)**

In addition to its other duties, the Control Commission at Coastal Rowing events shall check the correct

display of the boat registration numbers and that the numbers required to be worn by crew members are correctly displayed and shall record the details as required by Regulation 13.

**39. The Starter and the Judge at the Start (Rule 96)**

The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed. There shall be no Aligner. Except for a beach start, the Judge at the Start shall not be obliged to give instructions to any crew on their alignment at the Start. It is wholly the responsibility of the crews to not be on the course side of the start line at the time the start signal is given.

**40. The Umpire (Rule 97)**

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

The Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, he shall observe whether any crew gains any advantage or suffers any disadvantage from its opponents or from external factors and shall impose appropriate penalties on crews at fault. The Umpire shall not give any steering indications to crews. Nevertheless, he shall endeavour to ensure that accidents are avoided. All active umpire boats shall carry an identification flag or marker to distinguish them from other water craft.

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

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

The Umpire may also allow the race to continue and impose penalties after the race has finished. However, in principle, if a crew is to be awarded a time penalty the Umpire should advise the crew at the time the penalty is awarded by saying to the crew: "(Boat Number!)" – "(reason for penalty)!" – "Time Penalty! (60 seconds)!".

**41. Judges at the Finish (Rule 98)**

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

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

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

**42. Health of Rowers (Rule 99)**

Each rower shall be responsible for his own health and fitness. For Coastal rowers, it is a personal responsibility of the rower to undergo a pre-competition health screening which includes a questionnaire, an annual physical examination and ECG following the IOC's recommended procedure. Coastal rowers must be prepared to present a written confirmation that the screening has been carried out, signed by a doctor.