

Appendix 11

COASTAL ROWING COMPETITION REGULATIONS

EVENT REGULATIONS AND/OR DEPARTURES FROM THE ROWING AUSTRALIA RULES OF RACING

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)

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

3. Right to Participate (Rule 17)

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

4. Eligibility (Rule 18)

To compete in a Rowing Australia coastal rowing regatta a rower shall be a member of an institute, university, club or school recognised by its state association

5. Safety and Health of Rowers (Rule 22)

The rules around health and safety of rowers apply to coastal rowing.

6. Categories (Rule 25)

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

- i. Open
- ii. Masters
- iii. Under 21
- iv. Para

7. This Regulation is left intentionally blank

8. Coxswains (Rule 28)

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

9. Boat Classes (Rule 35)

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

- Solo (C1x)
- Double Sculls (C2x)
- Coxed Quadruple Sculls (C4x+)
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10. Rowing Australia Coastal Championships Events

The events offered at the Australian Coastal Rowing Championships will be as per those approved by the RA Board from time to time.

11. Mixed Coastal Events

Mixed crew events may be held at Coastal Rowing regattas in which half the crew, excluding the coxswain, shall be women and half shall be men.

12. Construction of Coastal Rowing Boats (Rule 39)

- a) Coastal Rowing boats used in Coastal Rowing must meet the following three measurement requirements:
- i. Maximum permitted length over all;
 - ii. Minimum permitted weight of boat;
 - iii. Minimum permitted width of the boat measured at the following two locations, all measurements taken externally at the station of maximum overall beam:
 - 1) width overall (point 1);

- 2) width at the Secondary Beam Measurement Point which shall be located at the specified height from the deepest point of the boat at that station (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	130

There is no minimum length for Coastal Rowing boats.

The minimum permitted widths are as follows:

Boat Type	Width Overall (Point 1)	Secondary Beam Measurement Point	
		Height of Measurement Point above Deepest Point of Boat	Width at Measurement Point (Point 2)
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 38 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.

a. Traditional Coastal Rowing Boats of Different Design

The organising committee of a 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.

b. 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:

- i. 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.)
- ii. 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;
- iii. Boats must have a towing eye 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;
- iv. Any ballast must be fixed securely to the structure of the boat;
- v. 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;
- vi.

c. Boat Numbers

- i. 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.
- ii. 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.

- iii. 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 sanctioned.
 - iv. 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.
 - v. At a Coastal Championships the boat numbers shall be allocated by the organising committee.
- d. Crew Racing Numbers
- i. 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.
 - ii. The individual numbers and/or letters making up the crew racing number of the boat shall each be a minimum of 20cm high and shall be in contrasting colour to the background
 - iii. 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.

13 Characteristics (Rule 42)

- a) The race course
- i) 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 race to start at the same time.
 - ii) 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.
 - iii) The length of course shall be as provided in Regulation 16.
 - iv) The course may be straight, rectangular, triangular or point to point or of such other shape as may be suited to the location.
 - v) For safety purposes the layout of the course shall not allow boats to be travelling in opposite directions in the same water.
 - vi) 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.
 - vii) 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.
- b) Course Markers
- i) 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.
 - ii) 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.
 - iii) 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.
 - iv) Prior to the Crew Captain's Meeting the Race Director, President of the Jury and the Competition Manager shall agree on which turning marks shall be designated a "key turning marker". A key turning marker is a point of increased risk to severe interference between crews due to factors such as, or example and not limited to the angle of the turn and/or its proximity to the start.
- c) Start and Finish Lines
- i) The start line and finish line shall be visually marked by the alignment of two landmarks or buoys.
 - ii) 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.
 - iii) 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.
 - iv) 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, a flag or button situated at a designated point on the beach and a crew shall have finished the race when a members of the crew has crossed the line, touched the flag or pressed the a button as required.

14) Racing Distance (Rule 42)

- a) 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.
- b) 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.

15) Number of Lanes (Rule 43)

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.

16) President of the Jury

The President of the Jury shall allot duties to each member of the Jury and shall supervise their activities.

They shall take the Chair at Jury meetings and ensure proper coordination with the organising committee and especially the Race Director.

17) The Jury (Rule 89)

- a) The Jury shall be responsible for ensuring that the competition is run in accordance with these Rules of Racing, related By-Laws and Event Regulations.

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.

- b) In races that have a large number of crews, two Race Umpires can be used. One shall be appointed the Senior Race Umpire.

The President of the Jury, the Starter, the Judge at the Start, the Race Umpire, the Key Turning Mark Umpires, the Penalty 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 supported in its work by other officials holding a state umpire licence.

The Jury shall be appointed by Rowing Australia.

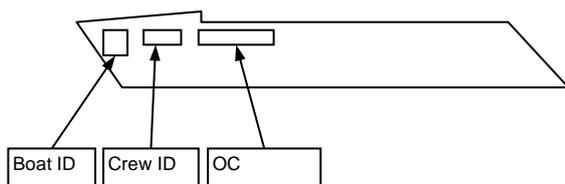
18. Commercial Publicity, Sponsorship, Advertising and Identifications (By-laws to Rule 50)

- a) Identification on the racing shirt or equivalent

- i. 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. For this purpose for all RA events, the racing shirt shall be the "singlet" or "sleeveless-shirt" style.

- b) Identifications on the boat

- ii. The following general provisions shall apply:
 - b. Club sponsor identifications may appear on the boat as specified below, except in those areas reserved for the boat number and crew identification number.
 - c. 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.
- iii. The following identifications should be positioned on each side of the boat as measured from the bow of the boat:



(1) For Australian Coastal Rowing Championships, the RA Sponsor area is reserved for use by RA under these regulations. When this space is not being used by RA, it may be used by the organising committee but only with the specific prior agreement of RA.

(2) In addition to the symbol of the manufacturer, the identification of the manufacturer may appear once on each side of the boat, except in those areas otherwise reserved as detailed in this Regulation. Each manufacturer identification may be no more than 100 sq cm in area.

d. –

iv. Coastal Quadruple Sculls and Coxed Fours

c) Identifications on bow numbers

v. For Coastal Rowing regattas, the identification of an organising committee sponsor may appear once either above or below the bow number and the lettering may be no more than 10 cm in height.

d) Other Identifications

Other than the identifications in this section above, the only other identifications allowed shall be those described in Appendix 2 by law to rule 50 Commercial, Publicity, Sponsorship, Advertising and Identifications

e) Sculling Oars and Sweep Oars

i) -

- i. 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.
- ii. 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)

a) 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.

b) 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, participants will be provided with 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.

c) Rowers’ Obligations

i) 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.
 - ii) 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:
 - (1) 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.
 - (2) During the outing:
 - a) Ensure that the crew respects all navigational and safety rules;
 - b) Require that all members of the crew wear their life jackets as necessary;
 - c) Make necessary decisions for the safety of the crew if the weather deteriorates;
 - d) Monitor any changes in the weather or water conditions which might affect the safety of the crew.
 - (3) After the outing:
 - a) Inform the Control Commission of the return of the crew;
 - b) Complete the register to indicate the crew's return;
 - c) Inform the Control Commission of any incidents or safety issues;
 - d) Record and report to the organising committee any damage to a pool boat
- c) Special Coastal Rowing Safety Considerations
 - i. 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.
 - ii. Important 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.
 - iii. 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).
- e) 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.
- f) 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 66)

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 15. 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 66)

Where a system of preliminary heats is required, a draw, supervised by the Jury shall allocate crews to 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:

- a) Preliminary round – where there is no seeding the allocation shall be by random draw;
- b) If there is seeding of crews, the higher seeded crews shall, in the first round of the event only, be allocated starting positions at the end nearest to the first turning marker.
- c) Where there has been a preliminary round the positions shall be allocated based on the ranking of crews in the previous round with the higher-ranking crews at the end nearest to the first turning marker.

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)

a) 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 in a position where they can clearly see all boats on the start line.

The Judge at the Start shall be responsible to identify any boats which are on the course-side of the Start Line at the time the start signal is given. 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:

- i. It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not 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 this Regulation, the Starter may start the race at the given time without reference to the position of any crew.

- b. 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 on it, be clearly visible from the Start line and shall be not smaller than 50cm in diameter); and
 - (2) Sound 3 clear, short blasts with a hooter.
- c. 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.
- d. 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.
- e. 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 with the hooter.
- f. One minute before the start, the Starter shall simultaneously:
 - (1) Drop one of the two remaining balls; and
 - (2) Sound one clear, short blast with the hooter.
- g. At the Start time, the Starter shall give the signal to start by simultaneously:
 - (1) Dropping the one remaining ball; and
 - (2) Sound one long blast with the hooter.
- h. 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
START	 drops	Dropping the single ball (red with white cross)	 LONG	Long blast of hooter
Mass false start	 Waving	Starter waving red flag	 repeated	Repeated short blasts of hooter

xiii. 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 they may start the race on time and if appropriate may award penalties as provided in these Rules, By-Laws and Regulations.

b. The Start (Beach Starts)

- i. 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.

- ii. Boat Handlers - There shall be up to two boat handlers per boat. The boat handlers shall, in principle, be provided by the team and are recognised as official support crew members. The role of the boat handler is to support the departure and arrival of the crew from and to the beach. The boat handlers for each crew should wear matched uniforms or a bib that comply with the Rules in respect of identifications, and are clearly distinguishable from the crew. In rougher conditions and at the discretion of the President of the Jury the number of boat handlers may be increased. Boat handlers may not board the boat at any time but may assist the crew in any other way, including rudder fixing, etc. When the boat returns to the beach the boat handlers may “catch” the boat to slow its progress when it reaches the beach and a crew member disembarks to run to the finish line. The boat handlers shall comply with any instructions of the race officials and shall at all times be subject to the Rules of Racing. The boat handlers will support the crews in holding the best pointing for the boat for the crew members to board and depart. The boat handlers must not board the boat or move in to any position where the typical water surface is above their shoulders when standing on the sea bed.
- iii. When the Starter directs the crews to put their boats on the water (24.3 below), they shall 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.
- iv. 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
- v. 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.
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 when the start signal is given.
Boat holders may be used for the solo and other boats at the discretion of the Starter.
- vi. 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.
- vii. The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race rowers.
The Starter shall inform the crews when there 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.
If the starter is positioned on the start line, the Starter may also serve as a Judge at the Start.

The starting procedure for beach starts shall be as follows:

- (1) Crews must be at their start positions (and in the case of a running start, nominated runners must be at the running start line) and under the control of the Starter two minutes before the starting time of their race
- (2) The Starter may penalise a crew which is late to the start and may start the race without reference to absentees.
- (3) When there is two minutes to the start, the Starter shall say “Two minutes!” Any time thereafter the Starter will ask the crews to place their boats on the water, by saying “Move to the Water”. Once the order to place the boats on the water is given, the crews are under Starter’s orders and the Starter may start the race at anytime.
- (4) At the Start time, the Starter shall be clearly visible. They shall say “Attention” and after a clear pause 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.

c. 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:

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

25. False Start (Rule 75)

- a) 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.
- b) Beach Start – A crew commits a false start if, in the case of a running start, the crew's nominated runner crosses the set start line before the start signal is given and in all cases if any crew member starts to board their boat before the start signal is given.
- c) The Judge at the Start shall be the sole judge of a false start.
- d) Consequences of a False Start
 - i. Individual false start
 - (1) Floating Start – A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty as described in Regulation 31 of this Appendix. When conditions allow a single ball should be raised to indicate one or more crews are carrying a false start penalty.
 - (2) 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.

- ii. 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)

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

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 these regulations, or causes a collision with another crew through not giving way when required by these regulations or in any other way

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

- a) Severe collision – A crew causes a severe collision when one or more of the following occur:
 - i. Damage to a boat
 - ii. Personal injury
 - iii. Forcing another boat off the race-course, to miss a turning marker or into an obstacle; or
 - iv. A rower is struck by the blades of another crew.

In the event of a protest arising from a severe collision, the Umpire shall decide who is at fault and may impose a 60 second penalty on the crew responsible. A Red Card (EXC) may be imposed in cases of a blatant disregard for the safety of other rowers.

- b) 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) involved in such cooperative action may be disqualified (DSQ).

c) 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(EXC) the crew or take other appropriate measures under the rules.

d) Rounding of a Turning Marker

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

Crews are responsible of their own steering In order to be placed in the final ranking for the event, all crews must round all turning markers in the correct direction and must complete the full course as designated by the organising committee. Crews failing to complete the full course shall not be ranked and will be listed in the results as Did Not Finish (DNF).

28. Conclusion of the Race (Rule 80)

- a. On Water Finish - A crew has finished the race when the bow of its boat has reached the finish line between the two buoys. All crew members must start and finish the race.
- b. Beach Finish - a crew shall have finished the race when one member of the crew has reached the line or touched the flag or pressed the button on the beach as required. For beach finish races all crew members in each boat must start and arrive at the beach.
- c. 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:

- a) 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.

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. Sanctions (Rule 72)

In any case of breach of the rules, a member of the Jury may impose appropriate sanctions. The sanctions available are:

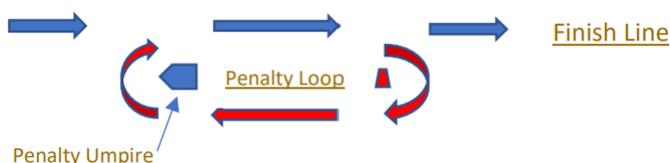
- a. Reprimand; , which is a formal admonishment that the conduct of the rower or crew is in breach of the Rules and that this breach may be taken into account when considering an appropriate sanction for any further breach during that regatta. This will be an appropriate sanction where the breach does not warrant a high level of sanction.
- b. Time Penalty, which is a sanction awarded to a crew which is breach of these rules which requires a crew to:
 - i. Complete a specified penalty loop;
 - ii. Complete a specified number of penalty turns;
 - iii. Spend the awarded time penalty in a designated penalty box; or

- iv. Where none of the above are available, the awarded penalty times will be added to the crews finish time.
- c. Yellow Card which is a formal warning for a breach of the Rules:
 - i. A Yellow Card shall apply to the next race in which that crew competes in that regatta. It shall lapse only when the race is concluded and shall therefore still apply in the case of a postponement or a re-row of that race.
 - ii. A crew awarded two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from the event.
- d. Relegation (REL) which places a crew in the last position in a race where specifically provided in these Rules and Regulations;
- e. Red Card or Exclusion (EXC) which excludes the crew from all the rounds of the event in question. This sanction is for a serious and/or repeated breach of the Rules justifying that the offending crew take no further part in the event.
- f. Disqualification (DSQ) which disqualifies a rower or a crew from all events in the regatta.
 - i. This sanction is for the most serious breach of the Rules justifying removal from the regatta.
 - ii. Where a rower is disqualified, that rower shall take no further part in the regatta.
 - iii. Where a rower is disqualified at a time when Rules 59 and 60 only allow substitutions in a crew for medical reasons, then the rower may not be replaced and the crew of that rower shall be excluded from all rounds of the event in question.)
 - iv. Where a crew is disqualified, no member of that crew shall take any further part in any event 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.

31. Time Penalties

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



- ii. When a crew that has been awarded a penalty(s) passes the Penalty Umpire, the Penalty Umpire will announce to the crew the name of the crew and the number of penalty laps or penalty turns it must complete. The name of the crew and number of laps or turns will also be shown on a board which will be visible to the crew.
- iii. The crew must then complete the number of penalty loops or penalty turns before the crew continues to the finish line.

- iv. In principle the Penalty Umpire will record the time the crew first passes the Penalty Umpire and the time when the crew passes the Penalty Umpire after having completed the penalty loops or penalty turns.
- v. A crew serving a time penalty shall not have the right of way and shall give way when entering and leaving the penalty loop and when returning on to the course
- e. Beach Finish – Time Penalty Box
 - i. In the event of a beach finish, a penalty box will be established on the beach between where the crew's runner disembarks from the boat and the finish line.
 - ii. After the runner disembarks from the boat, the Penalty Umpire will inform the runner that the crew has been awarded a penalty(s) and the total time that must be served in the penalty box by saying "Crew X, 1 minute". The crew name and penalty(s) shall also be displayed on a board which will be visible to the crew runner.
 - iii. The runner shall report to the penalty box. The Penalty Umpire will begin timing the penalty when the runner has entered the penalty box.

After the runner has been in the penalty box for the required time, the Penalty Umpire will say "Crew X, GO!" at which time the runner may complete the race by crossing the finish line.**29.**

32. Objections (Rule 82)

- a) Objections regarding the judgment of the Jury as to whether a crew caused an interference and the sanctions imposed on the crew for interference will not be accepted.
- b) Objections to the conduct of a race
 - i. A crew that objects to the conduct of its race must object to the Umpire immediately after the finish of the race, before the crew leaves the immediate area of the finish line and before the umpire raises his white flag.
 - ii. The crew shall indicate to the Umpire that it wishes to make an objection by a member of the crew raising an arm.
 - iii. The objecting crew shall not leave the area of the finish line until the Umpire has heard its objection.
- c) The Umpire will determine the objection as follows:
 - i. The Umpire may reject the crew's objection and raise a white flag to signify that the race was in order;
 - ii. The Umpire may accept the crew's objection and raise a red flag to signify that the race was not in order.
 - (1) In this case he must go to the Judges at the Finish in order to give them his decision and any necessary explanation.
 - (2) The Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given his decision
 - iii. The Umpire may decide to seek further information regarding the objection.
 - (1) In this case, he shall raise a red flag and then take any necessary further steps to resolve the issues relating to the objection, e.g. consult with other officials, consult with other persons, consult with the President of the Jury etc.
 - (2) The Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given his decision.

33. Protests (Rule 83)

- a) There shall be no right of protest regarding the decision of the Jury as to whether a crew caused an interference and the sanctions imposed on any crew for interference.
- b) A protest to the Board of the Jury may only be made by:
 - i. a crew whose objection has been rejected;
 - ii. a crew whose ranking in a race has been affected by the acceptance of an objection;
 - iii. a crew ruled DNS (did not start) or DNF (did not finish);
 - iv. a crew that has been excluded or disqualified; and v) a crew that disputes the published results.
- c) Such a protest must be in writing and lodged with the President of the Jury not later than one hour after the conclusion of the race by the publication of the official results.
- d) The protest must be accompanied by a deposit of \$100 or equivalent, which amount shall be refunded if the protest is upheld.

- e) The Board of the Jury shall then 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. The decision and reasoning shall be given in writing.
- f) The Board of the Jury may:
 - i. Reject the protest;
 - ii. Uphold the protest and provide such relief as may be necessary to restore each affected crew's chances in the race or to correct the published results. The relief available to be provided by the Board of the Jury is as follows:
 - (1) Reprimand a crew;
 - (2) Exclude a crew from the event;
 - (3) Disqualify a crew
 - (4) Relegate a crew to last place in the race where specifically provided for in these Rules;
 - (5) Order a re-row in accordance with Rule 64 between some of all of the crews in the race
- g) At an Australian Coastal Championship, in the case of a protest arising from an objection concerning the final of an event, the Organising Committee may postpone the victory ceremony of that event.
 - i. If the victory ceremony has taken place, and 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.
 - ii. Where medal placings are affected, then the medals shall be re-awarded as necessary in accordance with the decision.

Subject only to Rule 78, the decision of the Board of the Jury on such a protest shall be final and not subject to further appeal.

d)

34. Appeals (Rule 85)

- a. Only appeals provided for by this Rule will be considered by Rowing Australia or its designated representatives.
- b. A decision of the Board of the Jury which confirms the decision of a member of the Jury shall be final and may not be appealed.
- c. Subject to paragraph 2 above, an appeal to the Executive Committee against a decision of the Board of the Jury may be made only by:
 - i. a crew whose ranking in a race has been adversely affected by a decision of the Board of the Jury; or
 - ii. a crew whose protest against the published results was rejected by the Board of the Jury.
- d. Appeal Time Limits and Requirements
 - i. An appeal must be submitted in written form to the Board of RA on the same day as the decision being appealed, and not less than 60 minutes before the next round of the event concerned.
 - ii. An appeal shall be by notice in writing specifying:
 - (1) The name of the association/club/school and crew bringing the appeal.
 - (2) The decision appealed against.
 - (3) The grounds to be relied on for the appeal
 - iii. The appeal must be accompanied by a fee of \$200 or equivalent which fee shall be refunded if the appeal is allowed
 - iv. The RA Board shall consider the appeal and may:
 - (1) Reject the Appeal;
 - (2) Allow the appeal and provide such relief as was available to the Board of the Jury as it considers just and appropriate.
 - v. If the decision of the RA Board on the appeal changes the final result of the event, the official result shall be changed accordingly; and
 - vi. Where the medal placings are affected, the medals shall be rewarded as necessary in accordance with the decision.

vii. As a general rule, the victory ceremony will not be postponed for an appeal

Decisions of the RA Board under this Regulation are final

35. 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.

36. 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.

37. 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 may 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 watercraft. 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 or is not an infringement under these Regulations, they 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 exclude a crew or crews after the race has finished. However, if a crew is to be awarded penalty loop, penalty turn or a time penalty to be served in a penalty box, the Umpire should advise the crew at the time the penalty is awarded by saying to the crew: "(Boat Number!)" – "(reason for penalty)!" – action required by penalty (eg Penalty Loop)!" The umpire shall also immediately inform the Penalty Umpire.

38. 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

39. 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, touch the flag or press the button as required to finish the race..

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