



RCA RULES OF RACING

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321 - 4371 Interurban Rd. • Victoria BC • V9E 2C5 • Canada

Tel: 1-877-722-4769 / (250) 220-2577 ~ Fax: (250) 220-2503~ E-mail: rca@rowingcanada.org
Member of: F.I.S.A./Membre de F.I.S.A., Canadian Olympic Committee/Comité Olympique Canadien
Canadian Paralympic Committee/ Comité paralympique canadien

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PART 1 SCOPE

1.1 Title

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

1.2 Rowing

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

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

1.3 Rowing Boat

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

1.4 Rowing Regatta

A rowing regatta is a sporting competition between two or more clubs, consisting of one or more rowing events divided, if necessary, into a number of races, into one or more classes of boats and into different categories of sex, age or body weight.

1.5 Application of the Rules of Racing

These Rules of Racing shall apply to all rowing regattas hosted in Canada. Any member association, club or individual who participates in any capacity in a rowing competition governed by these rules is deemed to accept, without exception or reservation, the application of these rules.

Notwithstanding the foregoing, Organizing Committees may apply, under Rule 1.6, for exceptions to these rules.

These rules shall not apply to any regattas that may be held in Canada that are within the exclusive jurisdiction and control of the Fédération Internationale des Sociétés d’Aviron (FISA), or, which are otherwise subject to the FISA Rules of Racing.

1.6. Exceptions

An Organizing Committee of a regatta may depart from the RCA Rules of Racing only if:

- 1.6.1 The “local” rules to be applied are clearly outlined in the application for RCA Sanction, and are approved by RCA beforehand;
- 1.6.2 All participants are notified of the “local” rules prior to the regatta in the pre-event information package or bulletin; and
- 1.6.3 The local rules provide a level of safety and fairness materially equal to those in the RCA Rules of Racing.

1.6.4 Rules and requirements of provincial, national or international multi-sport games may take precedence over RCA Rules of Racing.

1.7 Canadian National Regattas

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

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

1.8 International Rowing Regattas

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

1.9 Authorization for International Competition

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

1.10 Amendments to the Rules of Racing

The Rules of Racing, including Appendices may be amended once during the quadrennial following the Summer Olympic Games. In addition, if required for reasons of safety and fairness, extraordinary amendments may be made by the RCA Board of Directors, subject to approval by RCA Members at the next meeting of the Membership.

PART 2 COMPETITORS

2.1 The Definition of a Competitor:

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

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

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

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

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

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

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

Additionally:

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

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

2.2 Crew

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

2.3 Categories of Rowers and Proof of Age and Identity:

Every competitor must be able to provide proof of age and identity by producing government issued documentation with photo upon request.

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

1. Under 17 - A rower or coxswain may compete as an Under 17 competitor until the 31st of December of the year in which s/he reaches the age of 16.
2. Under 19 - A rower or coxswain may compete as an Under 19 competitor until the 31st of December of the year in which s/he reaches the age of 18.
3. Under 23 - A rower or coxswain may compete as an Under 23 competitor until the 31st of December of the year in which s/he reaches the age of 22.
4. Senior - A rower or coxswain of any age may compete as a Senior.
5. Master - A rower may compete as a Master from the beginning of the year during which s/he attains the age of 21.
6. Rowers or coxswains are eligible to compete in the Canada Games/Jeux du Canada if they are under 21 on the 31st of December of the year in which the Games are held.

Additional categories:

7. Lightweight - See 2.10
8. Para - See 2.12

2.3.1 Health

Each competitor shall be responsible for his/her own health and fitness. In the case of a minor, the club, province, or, other organization who enters the competitor in a regatta shall be responsible for the health and fitness of the competitor.

2.4 Coxswains

A coxswain is a member of a crew whose primary functions are to steer the boat and provide instructions and encouragement to the crew. A female crew may be coxed by a male coxswain and a male crew by a female coxswain.

Age categories shall also apply to coxswains, except for Master's events.

2.5 Coxswains Weights

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

If under the minimum weight, a coxswain shall carry deadweight to make up the difference between the weight of the coxswain and the minimum required weight, up to a limit of 15 kg of deadweight. If more than 15 kg of deadweight is required to make up the weight difference the coxswain shall not be permitted to compete. The deadweight shall be placed as close as possible to the coxswain in the boat. No article of racing equipment shall be considered as part of this deadweight. At any time, before or immediately after the race, the Control Commission or the Race Umpire may require the deadweight to be reweighed.

2.6 Weighing of Coxswains

The Organizing Committee shall ensure that a calibrated test scale is available to coxswains during the hours the course is open for training and racing in addition to the official weigh-in times.

Coxswains shall be weighed wearing their racing uniform on tested scales not less than one hour and not more than two and a half hours before the first coxed race on each day of the competition. If the first race is subsequently postponed, the coxswain is not required to be weighed later on the same day for that event. Coxswains need only weigh in once per day.

The weighing scales should indicate the weight of the coxswain to 0.1 kg. The coxswain shall be able to see the weight on the scale readout during the official weigh-in. If this is not practicable, the weigh-in personnel shall read out the coxswain's weight if requested by the rower or coach. The Control Commission will require, on the occasion of the first or subsequent weigh-ins, the presentation of an official identity card with photograph.

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

2.7 Master's Rowers

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

- ❖ The rower is not a member of any team representing Canada at an international competition during the previous two years to the date of competition.
- ❖ The rower competes exclusively in master's events or non-master's' events in any one regatta.
- ❖ The rower still meets other event requirements of the category in which h is entering i.e., weight etc.

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

Classification:

AA	age:	21 - 26 years
	age:	27 - 35 years
B	age:	36 - 42 years
C	age:	43 - 49 years
D	age:	50 - 54
E	age:	55 - 59
F	age:	60 - 64
G	age:	65 - 69
H	age:	70 - 74
I	age:	75 - 79
J	age:	80 - 84
K	age:	85 - 89
L	age:	90 and over

The age categories do not apply to coxswains. The age category of a Master's crew shall be determined by the average age of the rowers in the crew, rounded down to the nearest whole number. The age of a coxswain shall not be counted. The ages of individual rowers in a crew boat need not fall within the age category, so long as each rower is a Master and so long as the average age of the crew falls within the applicable category.

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

2.8 Master's Age Adjusted Time Systems

As per Rule 7.2, if two or more entries are received in any age category a race shall be held. At the discretion of the Organizing Committee however, Master's events may be combined due to insufficient entries in one or more categories. Age adjusted times will only be applied when two or more categories are combined and there will be no age adjusted time within a category.

Additionally, if insufficient entries are received to warrant a race in an age category, the Organizing Committee at its discretion may combine events and apply an age adjusted time to the actual finish times of the older crew(s) / sculler(s), using an age adjusted time system, examples of which may be found in Appendix 5.

The method for applying the age adjusted time depends on the system to be used. The process for applying the age adjusted time system(s) is described in Appendix 5.

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

2.9 Mixed Events

Mixed events may be held in any category for crews in which half of the crew, excluding the coxswain, shall be women and half shall be men.

2.10 Lightweight Competitors

A Lightweight rower shall be classified as follows:

Men: No individual rower shall weigh more than 72.5 kg

- ❖ Exception: Events for 64 kg. Lightweight men are also recognized where the maximum allowable weight for individual rowers is 64 kg.

Women: No individual rower shall weigh more than 59 kg.

- ❖ Exception: Events for 52 kg. Lightweight women are also recognized where the maximum allowable weight for individual rowers is 52 kg.

2.10.1 Weight restricted event weigh-ins

Scheduled lightweight events at regattas must include weigh-ins.

2.11 Weighing of Athletes in Weight Restricted Events

The Organizing Committee shall ensure that a calibrated test scale is available to rowers entered in Lightweight and 52 kg and 64 kg events, during the hours the course is open for training and racing

in addition to the official weigh-in times.

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

- ❖ All Lightweight rowers racing in Lightweight events on the day's program, and rowers entered in 64 kg and 52 kg events, shall weigh in not less than one hour and not more than two and a half hours before the time of the first scheduled male or female Lightweight event, or 64 kg events, or 52 kg events, respectively, on that day.
- ❖ Athletes entered in Lightweight and 64 kg and 52 kg events only have to weigh in once per day regardless of the number of Lightweight or 64 kg or 52 kg events they are entered in that day. If the first Lightweight or 64 kg or 52 kg race is subsequently postponed or cancelled, the rower is not required to be re-weighed later on the same day for any Lightweight or 64 kg or 52 kg event that day.

The weighing scales should indicate the weight of the rower to 0.1 kg. The rower shall be able to see the weight on the scale readout during the official weigh-in. If this is not practicable, the weigh-in personnel shall read out the rower's weight if requested by the rower or coach.

If a rower exceeds the required weight or crew exceeds the required individual weight by the expiry of the time permitted for weighing, the rower (and the crew of that rower) or the crew concerned are no longer eligible and shall be excluded from the Lightweight or 64 kg or 52 kg event(s) the rower or crew has entered.

2.12 Para Competitors

A Para rower is a rower with a disability who meets the criteria set out in the FISA Para Rowing Classification Regulations.

There are three Para categories:

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

All Para rowers competing at National Regattas must be classified by two RCA appointed classifiers (medical and technical), and shall be classified in accordance with the FISA Para Rowing Classification Regulations.

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

PART 3 EQUIPMENT

3.1 Classes of Boats

Open	Para boats	Other
Single Scull (1x)	Single Scull (PR1 1x, PR2 1x)*	Coastal C1x
Double Sculls (2x)	Double Sculls (PR2 2x, PR3 2x)*	Coastal C2x
Pair (2-)	Pair (PR 3 2-)*	
Quadruple Sculls (4x)		
Four (4-)		
Coxed Four (4+)	Coxed Four (PR3 4+)*	Coastal C4+
Coxed Quad (4x+)		Coastal C4x+
		Fixed Seat Six (6+)
Eight (8+)		
	*As defined in FISA Para Rowing Competition Regulations.	

3.2 Construction of Rowing Boats and Equipment

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

3.2.1 – Weight of Boats

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

Designation	Boat type	Minimum Weight (kg)
1x	Single Sculls	14
2x	Double Sculls	27
2-	Pair	27
4x	Quadruple Sculls	52
4-	Four	50
4+	Coxed Four	51
8+	Eight	96

The minimum weights of Para Rowing boats are:

Designation	Boat Type	Minimum Weight (kg)
PR1 1x	PR1 Single Sculls	24
PR2 2x	PR2 Double Sculls	37
PR3 2x	Double Sculls	27
PR3 4+	Coxed Four	51

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

It shall also include:

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

The minimum boat weight shall not include the oars or sculls, the bow number or any other item not essential to its use and not firmly fastened to the boat. Additional weight carried in the boat to achieve the required minimum weight shall be firmly fastened to the boat or to the essential fittings described above.

2. **Responsibility** – It is solely the responsibility of the crew that their boat meets the required minimum weight.
3. **Weighing Scale** – The weighing scales shall be provided by the Organizing Committee and shall indicate the weight of the boat to 0.1 kg. At the beginning of each official training day and of each racing day, the scales shall be tested, using calibrated (gauged) weights, by a member of the Control Commission responsible for boat weighing.
4. **Test weighing of boats** – The weighing scale(s) shall be available to the crews at least 24 hours before the first race of the regatta for test weighing of their boats. The scales shall be located on a horizontal base, inside a building or a tent to provide protection from the wind. The weighing area shall be easily accessible from the incoming docks and shall be exclusively reserved for the weighing of boats during the regatta.
5. **Selection of Boats to be weighed** – The Chief Umpire or their delegate shall make a random draw before the start of each racing session to select the boats which are to be weighed. He shall also have the right to include additional boats at any time before the finish of the race of the boat concerned if there is a suspicion that certain boats are underweight. He shall deliver copies of the draw to the responsible person at the Control Commission. The selected boats to be weighed shall be kept confidential until the crew of each selected boat is notified of that selection.
6. **Notification to Crews** – A member of the Control Commission shall notify the crews of the selected boats as they leave the water after their races and they, or people appointed for that purpose, shall accompany each boat to the weighing scales. A selected crew is required to take its boat directly to the weighing scales when it is notified that the boat has been selected for weighing. Failure to do so may lead to the crew being penalised as if the boat had been underweight. Once the crew has been notified that the boat has been selected for weighing, no extra weight of any description can be added to the boat until the boat has been weighed.
7. **Additional Items to be removed** – Equipment which is not to be included in the weight of the boat shall be removed from the boat before weighing. At the official weighing of the boat, the normal wetted surface of the boat is accepted. However, any standing water must be removed before the weighing, in particular any water between the shoulders and inside the bow and stern canvas. All other items (tools, clothes, sponges, bottles, etc.) must be taken out of the boat before the weighing.

8. **Official Weighing** – The boat shall be officially weighed.
9. **Failure to make the minimum weight** – If a boat is below the minimum weight, the member of the Control Commission responsible for boat weighing shall write a record of weighing (see section 11 below for suggested form) and proceed as follows:
 - 9.1 Write the words “First Boat Weighing” on weighing piece of paper.
 - 9.2 Test the scales with the gauged weights, observed by the crew representative, record the result of this test, and write on the paper the name of the crew and the event and the words “Test Weighing”. Both the crew representative and the member of the Control Commission shall sign the paper record of this test.
 - 9.3 Weigh the boat concerned for the second time. If, on the second weighing, the boat weight is not below the minimum, no further action is necessary. If, however, the boat is still below the minimum weight, the member of the Control Commission will write on the paper record of weighing the name of the crew, the event and the number and type of equipment items included in the weighing and the words “Second Boat Weighing”. Both the crew representative and the member of the Control Commission shall sign the paper record of this weighing. No other or later weighing shall be considered as valid.
 - 9.4 Award the appropriate penalty to the crew (as per Rule 3.2.1.10 below).
 - 9.5 Deliver the paper records of weighing (First Boat Weighing, Test Weighing of the scales and Second Boat Weighing) to the Chief Umpire.
10. **Penalty for Underweight Boat** – The penalty for having raced in an underweight boat shall be that the crew is relegated to last place in the particular race. If two or more boats in the same race are underweight, they shall all be relegated and they shall be ranked in the descending order of their respective boat weights on the second weighing. If their boat weights on the second weighing are identical they shall be ranked by their order of finish in the race. If the crew races again in an underweight boat in a later round of the same event, then the penalty shall be the exclusion of the crew.
11. The following form may be used as a record:

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

3.3 Boat Bows

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

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

3.4 Substances or Structures

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

3.5 Quick release foot stretchers

In all boats the foot stretchers, shoes or other devices holding the feet of the rowers shall be a type which allows the rowers to get clear of the boat with no delay in an emergency. Where shoes or other devices holding the feet will remain in the boat, each shoe or device shall be independently restrained to limit heel lift to a maximum of 7 cm for each shoe or type of foot gear fitted to the boat. In addition, where laces, Velcro or similar materials must be opened before the rower can remove his/her feet from the shoes or other device, all such materials must be able to be released immediately by the rower with a single quick hand action of pulling on one easily accessible strap. Where shoes or other devices holding the feet will not remain in the boat, each shoe or device must be able to be released by the rower without using his/her hands or with a single quick hand action of pulling on one easily accessible strap or release device.

3.6 Coxswain's Cockpit

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

3.7 Oar Blades

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

3.8 Flotation Requirement

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

3.9 Para-rowing equipment

3.9.1 General Aspects

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

8.1 General Aspects

8.1.1 The use of FISA Standard Para Rowing boats is mandatory for all Para Rowing PR1 1x and PR2 2x events.

- 8.1.2 *The Council shall determine the design of FISA Standard Para Rowing boats (the FISA Standard Design) and any changes thereto. The design shall be a part of these Regulations. The FISA Standard Design is available from FISA upon request and all boats used in PR1 1x and PR2 2x events at international regattas under these Rules and Regulations must comply specifically with this FISA Standard Design.*
- 8.1.3 *Those parts of the Standard Para Rowing Boats which are not specified in these Regulations may be modified subject to these Regulations and subject to Rule 40.*
- 8.1.4 *No changes in the standard design of FISA Standard Para Rowing Boats shall be made except in the year following the Paralympic Games.*
- 8.1.5 *The minimum weight of FISA Standard Para Rowing boats shall be as specified in these Regulations (Regulation 9).*

8.2 Para Rowing PR3 Mix4+ and PR3 Mix2x Boats

- 8.2.1 *Boats used in PR3 Mix4+ events shall be subject to the same restrictions as those for coxed fours (4+) under the FISA Rules of Racing. No additional restrictions shall apply.*
- 8.2.2 *Boats used in the PR3 Mix2x events shall be subject to the same restrictions as those for double sculls (2x) events under the Rules of Racing.*

8.3 Standard Para Rowing PR2 Mix2x Boats

- 8.3.1 *The FISA Standard Para Rowing PR2 Mix2x boat has a fixed seat and may have stabilising pontoons. The hull, the pontoons where fitted, and the seat fixing shall comply with the FISA Standard Design specifications. The seat itself and the rigger design of the Standard Para Rowing PR2 Mix2x boat are not restricted except that the design of the seat must be compatible with the FISA Standard Design seat fixing.*
- 8.3.2 *PR2 Mix2x rowers are required to comply with the strapping requirements set out in point 5 of this Regulation.*

8.4 Standard Para Rowing PR1 1x Boat

- 8.4.1 *The FISA Standard Para Rowing PR1 1x boat has a fixed seat and must have stabilising pontoons installed, attached to the riggers at a minimum distance of 60 cm from centre line of pontoon to centre line of boat. The pontoons should be fixed in position so that when the rower is seated in the balanced boat both pontoons shall be horizontal to the boat when checked from the side and shall, at a minimum, touch the water. The hull and the pontoons shall comply with the FISA Standard Design specifications.*
- 8.4.2 *The seat itself and the rigger design of the Standard Para Rowing PR1 1x boat are not restricted, except that the design of the seat must be compatible with the FISA Standard Design seat fixing and the design of the rigger must allow the stabilising pontoons to be correctly fixed.*
- 8.4.3 *PR1 1x rowers are required to comply with the strapping requirements set out in point 5 of this Regulation.*

8.5 Strapping

- 8.5.1 **PR2 2x Strapping Requirements** – Rowers shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap must be secured under the seat or rails and over the thighs, as close to the knees as possible.
- 8.5.2 **PR1 1x Strapping Requirements** – Rowers shall use a strap that must be secured to the seat back and around the torso just covering the xiphoid process (bone at the bottom of the sternum). The rower's lumbar region must remain in contact with the seat when the rower reaches forward when rowing, during training, warm up, cool down and racing. The purpose of the strapping is to prevent movement of the lumbar region away from the seat and it must be tight enough to do so. The design and placement of the seat and all straps must allow the lumbar region to be visible from the side during rowing. The straps must be attached to the seat on both sides. The point at which the strap is attached to the seat should be no lower than the top edge of the supportive portion of the strap at the front of the torso. Straps will be assessed with the rower in a static position with the spine straightened by bearing the weight of the upper body through the arms while the buttocks and back remain in contact with the seat. The rower's movement will be observed and assessed during rowing (training and racing) by RCA Classifiers. The supportive portion of the back rest of the seat must not be lower than the level of the attachment points of the front strap. The back of the seat may be covered with a soft material to prevent injuries, but the covering material must not be thicker than 2 cm. If a bracket is attached to the strap it must not rotate at the attachment point.
- 8.5.3 Additionally, the PR1 1x rower shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing.
The strap must be secured under the seat or rails and over the thighs, as close to the knees as possible.

8.6 General Strapping, Shoes and Stretchers Requirements

- 8.6.1 All straps must be a minimum width of 50 mm, be of non-elastic material, be without mechanical buckles and must be able to be released immediately by the rower with a single quick hand action of pulling on the free end of the strap.
- 8.6.2 The colour of the all straps must be a contrasting colour from the rowers' racing uniform so that they can be clearly seen.
- 8.6.3 All straps for each rower must be released in the same manner and direction.
- 8.6.4 Any hand strapping must be able to be released immediately independently by the athlete.
- 8.6.5 Additional strapping may be used by any rower provided the requirements of these Regulations are met.
- 8.6.6 To avoid accidents arising from capsizing, all boats shall be equipped with stretchers or shoes that allow the rowers to get clear of the boat without using their hands and with the least possible delay.
- 8.6.7 It is solely the responsibility of the rower to ensure that all strappings, shoes, stretchers and other equipment are compliant with these Regulations.
- 8.6.8 **Penalty for non-compliance**
The penalty for having raced with non-compliant strapping and/or in the case of a PR1x rower if the lumbar region of the rower does not stay in contact with the seat when reaching forward, shall be that the crew is relegated to last place in the particular race. If two or more crews in the same race have a non-compliant strap or movement, they shall all be relegated and they shall be ranked in the descending order of their finish. If the crew races again with a non-compliant strap or movement in a later round of the same event, then the penalty shall be the exclusion of the crew.

PART 4 REGATTA FACILITIES

To be suitable for Canadian national regattas, a course must include a stretch of water and technical equipment, both conforming to the appropriate sections of the RCA Rules of Racing.

4.1 Length, Marking and Number of Lanes of Course

The length of the course and all intermediate distances shall be measured by a qualified surveyor and an accurate plan must be provided by the Organizing Committee.

The standard racing distances shall be:

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

The course shall be marked as follows:

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

4.2 Stretches of Water – Standard Course

The stretch of water must be at least as long and as wide as is required for the course itself plus a sufficient run out area beyond the finish. The course shall be straight and shall have not less than 2 lanes, providing fair and equal racing conditions for crews racing in separate, parallel lanes over a distance of 2000 metres. The depth of water must be at least 3 metres at the shallowest point if the depth over the course is unequal. If the depth is the same throughout, it must not be less than 2 metres. For new courses, a minimum depth of 3.5 metres is recommended.

4.3 Wind and Water conditions

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

4.4 Plan of regatta site

A plan showing the location of the course on the body of water, the number of lanes and the layout of the technical installations of the course must be included in the regatta package/bulletin and be posted at or near the launch site.

4.5 Non Standard course

The non-standard course may be shorter (e.g. sprints, time trials, skills competition) or longer (e.g. head racing) than the standard course. It is not necessary that the course be straight, however it must provide for safe and fair competition.

4.6 Technical Installations – Category A

A Category A course meets all technical requirements required for FISA Championships as stated in the FISA Manual for Rowing Championships.

4.7 Technical Installations – Category B

Other courses shall be classified as having Category B technical installations.

PART 5 REGATTA ORGANIZATION

5.1 Duties of the Organizing Committee (OC)

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

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

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

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

5.2 Regatta Chair

The Regatta Chair:

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

5.3 Course, Installations, Draw, Jury, Control Commission

1. The Organizing Committee is responsible to make available a stretch of water and all necessary installations and equipment, both on land and on the water. The Organizing Committee is also responsible for the overall organization of the regatta.
2. The Organizing Committee is responsible for providing a proper race timing system, or, an adequate supply of stopwatches and the personnel to time the races. The finish area will have a finish flag, a white flag, an air horn (or equivalent finish signal) audible to all competitors, and a communications link to the Chief Umpire, Starter and the Chief of the Control Commission.
3. At Canadian national regattas, it is the responsibility of the Organizing Committee to supply photo-finish equipment and the personnel to operate it.
4. The regatta site must have adequate drinking water and sanitation/toilet facilities to accommodate the number of participants attending.
5. The Organizing Committee shall also include in the Regatta Package the description of the type of course installations, the traffic rules patterns for racing and training and be responsible for the distribution of the Regatta Package.
6. For all regattas except Canadian national regattas, the Provincial Rowing Association (PRA) shall determine the process for the appointment of the Chief Umpire and the members of

the Jury. For national regattas, the RCA CEO shall appoint members of the RCA supported jury. The RCA Umpires Committee, after consultation with the Organizing Committee for each National Regatta, shall recommend to the RCA CEO the names of the Chief Umpire and the members of the Jury for appointment to serve at all National Regattas.

7. The Organizing Committee will also consult with the Chief Umpire to appoint the members of the Control Commission. The Chief of Control Commission shall be a member of the Jury.

5.4 Radio and Telephone Communication

It is essential that there should be direct telephone and/or radio communication between the Chief Umpire, the Start, Finish and the Control Commission in order to enable the members of the Jury to carry out their duties. It is also essential that radio communication be provided between the rescue service on the water and the medical advisor on duty on land at the course, to deal with any emergency. The Race Umpires' boats must be equipped with radio / telephone communication between each other and the rescue services on the water and for contacting the Chief Umpire, Starter, Control Commission and the Finish Judges.

PART 6 ADVERTISING

6.1 General Principles

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

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

6.2 Rower's Clothing

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

6.3 Organizing Committee Equipment and Regatta Installations

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

6.4 Tobacco and Liquor Products

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

6.5 Tobacco Free Regattas

For the health and safety of the participants, the field of play area for all regattas in Canada should be tobacco free. The field of play includes the regatta course and installations, as well as the boat storage areas, boat houses, docks, and all areas under control of the control commission, and, it excludes spectator and public areas.

PART 7 REGATTA DATE AND PROGRAM

7.1 Organizing Committee

The Organizing Committee fixes the date of the regatta, entry deadline, the date of the draw, the progression system, the age adjusted time system if applicable and distributes or posts on a website, the order of events of the regatta (including the date and time of the coaches meeting) at least 30 days prior to the date of the regatta. This shall be called the “Regatta Package”. The package must clearly indicate any deviation from the RCA Rules of Racing. Updates to the Regatta Package will be referred to as Regatta Bulletins.

7.2 Entries

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

In accordance with the RCA Membership Policy, entries must be received on or before the announced closing date. They must be accompanied by payment of the designated entry fee and/or seat fee, as determined by RCA, and/or the PRA, or the OC. Late entries may be accepted (at a fee to be determined by the OC) only if acceptance will not result in additional races.

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

The preliminary draw must be released not less than 5 days before the start of the regatta

7.3 False Declarations

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

7.4 Objection to an entry

Any objection to an entry shall be lodged promptly with the Organizing Committee. The Organizing Committee shall inform the Provincial Rowing Association, or for National regattas, the RCA CEO as soon as possible. After consultation with the Organizing Committee, the Provincial Rowing Association or, in the case of a National Regatta, the RCA CEO shall decide if the objection was well founded. In the case of any difference of opinion, the view of the Provincial Rowing Association or for National Regattas, the RCA CEO shall prevail.

7.5 Withdrawals (Scratches)

If a club withdraws from an event in which it has been entered, it shall give notice to the Organizing Committee as soon as possible, in writing, and at least one hour before the start of the race in question. A withdrawal once made is irrevocable and any entry fee paid or owed will be forfeited.

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

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

7.6 Crew changes before the First Heat

Crews – Clubs may substitute up to one half the number of rowers (as well as the coxswain, if applicable) in all crews entered by them, provided that the substitutes are members of the same club, school or university (or in the case of a composite or provincial crews, one of the clubs concerned, or in the case of the national team crews, of the same federation). The changes shall be communicated in writing to the Organizing Committee at least one hour before the first heat of the event.

Single scullers – A single sculler who is entered and falls ill or is injured may, after the entry deadline and on production of a medical certificate, be replaced up to one hour before their first heat provided that the substitute is a member of the same club, school or university (or in the case of a composite or provincial crews, one of the clubs concerned, or in the case of the national team crews, of the same federation), and that the change is communicated in writing to the Organizing Committee at least one hour before the first heat of the event.

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

7.7 Crew changes After the First Heat

Crews – No substitution of rowers may be made in a crew which has already raced in their heat of the event, except in the case of illness or injury, in which case a medical certificate shall be required and the crew change shall be notified in writing to the Organizing Committee. Any necessary decision shall be taken by the Chief Umpire. A rower who has been replaced may no longer compete at the regatta, even if the rower is restored to health. Up to half of the rowers in a crew plus the coxswain, if applicable, may be changed in accordance with this rule. Any replacement rower must be a member of the same club, school or university (or in the case of a composite or provincial crews, one of the clubs concerned, or in the case of the national team crews, of the same federation).

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

7.8 Extraordinary Substitutions

At any time the Chief Umpire may, at their sole discretion, approve a substitution for extraordinary reasons, such reasons may include family emergencies, or other unforeseeable circumstances that may prevent a competitor from rowing. A rower who has been replaced under this provision may no longer compete in any event at the same regatta. This provision cannot be applied to permit the substitution of a single sculler.

PART 8 SAFETY AND FAIRNESS

8.1 Safety – General principles

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

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

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

The Organizing Committee shall announce when the course is officially open for training. It shall also announce the hours when the course is opened and closed on each day of racing. At any time, if the Chief Umpire determines that conditions are unsafe the Chief Umpire may declare the course closed until further notice.

All rowers shall compete in their races in accordance with the rules relating to the safety of their boats, oars, sculls and other equipment. In addition, it is the responsibility of rowers, coaches and their club to ensure that all their equipment is appropriate for the prevailing water conditions during the event. They shall comply with the instructions of the Chief Umpire and members of the Jury and the Organizing Committee on any matter relating to safety.

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

8.2 Safety Advisor

The Organizing Committee shall appoint a person as the regatta Safety Advisor. The focus of the Safety Advisor is to ensure that appropriate safety measures have been implemented for the safe running of the regatta and observe any breaches of safety practices during the regatta. Those measures should include, but are not limited to: emergency plan; traffic patterns [both practice and racing]; safety launches [including clear directions for training of safety boat drivers] and weather monitoring.

The responsibility for safety matters, nevertheless, rests with the Organizing Committee as a whole.

8.3 Medical Advisor

The Organizing Committee shall appoint a qualified person as the regatta Medical Advisor with specific responsibilities for ensuring that appropriate medical support and facilities are readily

accessible to the regatta. First aid facilities on land at the regatta site and a rescue service on the water must be available at all times.

8.4 Race Umpire and Safety Boats

The Organizing Committee will provide boats for Race Umpires and safety personnel equipped as per Transport Canada regulations and with Transport Canada certified boat drivers who are competent in operating their assigned boats. In addition, at least two of the safety boats shall be equipped with approved flotation devices for the largest rowing boat that could be attended to. Safety boat personnel must be capable of safely rescuing rowers from the water.

The Organizing Committee shall verify that all boat drivers follow a procedure which requires that the engine “kill” switch, if equipped, be attached to their clothing when operating assigned boats and that in the Race Umpire launches, the Race Umpires check to ensure this procedure is followed.

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

8.5 Rescue Services – During Races

In the event a participant falls into the water the Race Umpires must be satisfied that the safety boat is attending to the participant. If not, the Race Umpires must attend to the participant, and if there is only one Race Umpire's boat following the race and no other Race Umpire's boat is nearby to take over the race, the Race Umpire must stop the race and attend to the participant in the water.

8.6 Coach and Team/Club Representatives Meetings

There shall be a meeting of coaches, and club/team representatives prior to the start of the regatta, attendance at which is mandatory for a representative from each club/team.

The Chief Umpire shall attend this meeting of the coaches and/or team representatives and shall communicate information concerning racing and safety to all rowers and coaches via their team/club representatives. Coaches and team/club representatives must convey this information to their crews.

8.7 Traffic Pattern on the Course

The Organizing Committee must publish and clearly display the traffic pattern that illustrate the traffic pattern for training and for racing, to control the movement of the boats on the water, and on land, if applicable. It is the responsibility of every rower, coach and club representative to read and follow all the traffic patterns.

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

8.7.1. Not cross the finish line (in any direction) while boats from another race are in the process of finishing;

8.7.2. Stop when crews that are racing approach their position, and

8.7.3. Not follow a race over all or part of the course, even outside the buoyed area, when not taking part in a race.

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

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

8.8 Other Boats on the Water

During the official hours of training and racing no boat (moving or fixed) shall be allowed on the regatta course or the training areas without the specific authority of the Chief Umpire. The Chief Umpire shall determine the position and the movement of all approved vessels on the water during racing i.e., Race Umpires' launches, rescue boats, media boats etc.

8.9 Damage to Equipment

Should a crew suffer damage to its boats/oars, the Board of the Jury shall, upon request from any of the crews involved, attempt to decide who is at fault. If appropriate the Board of the Jury may apportion fault.

8.10 Fairness – General Principles

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

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

PART 9 THE DRAW AND PROGRESSION SYSTEM TO FINALS

9.1 General

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

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

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

9.2 Direct Finals (2 to 6 Entries)

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

9.2.1 Row Over

If circumstances arise where a crew could be the only boat at the starting line the OC shall apply the cases found in Appendix 1c (Row Over Cases) to determine if the crew races. A row over is defined as winning a race by rowing over the course, unopposed, at a racing pace.

9.3 Events with 7 or more Entries

The following are the types of progression systems that could be used at a regatta.

Progression systems other than the ones listed here could be used but the Organizing Committee would need to obtain approval in the regatta sanction application before publishing them in a Regatta Bulletin/Package:

- 9.3.1 FISA Progression System of heats, repêchages, quarter-finals, semi-finals and finals.
- 9.3.2 Time trials.
- 9.3.3 Heat winners and next fastest time.
- 9.3.4 Simple progression of heats, semi-finals and finals.
- 9.3.5 Dual racing with various forms.

Details of the above systems can be found in Appendix 1.

9.4 Draw

The Organizing Committee shall do the draw according to the progression system chosen or selected, and in principle with the participation of the Chief Umpire. If an event has a final only, then the draw for lanes will also take place at the main draw.

The Organizing Committee may allow for the seeding of crews in the draw. If seeding is to be used, the Organizing Committee shall determine the criteria for seeding and it shall be published in the Regatta Package. Further instructions on the draw process are in Appendix 9.

9.5 Withdrawals

If a crew withdraws after the draw but at less than one hour before the start of the first heat, and if the number of crews remaining in the event involves another variant of the heats and repêchages, or if the withdrawal results in an avoidable imbalance between the number of crews in each heat, the Organizing Committee may hold a new draw, after consultation with the Chief Umpire.

If a crew withdraws, is excluded or is disqualified after the draw and before the start of the first heat or the start of the first repêchage or the start of the first semi final of the event, the Chief Umpire may take the appropriate steps to modify the draw or to make a new draw.

9.6 Adverse Weather Conditions and Fairness Committee

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

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

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

PART 10 RACING

THE START

The verbal instructions and procedures used by the Starter are summarized in the “Start Script” in Appendix 4.

10.1 Start Zone

The first 100 meters of the regatta course constitutes the Start Zone. A crew may be called by the Starter to enter the start zone at any time after all crews from the preceding race are out of the start zone. The Starter shall attribute a lane to the crew when entering the Start Zone. Crews must be attached to their starting positions at least two minutes before the designated start time. A crew arriving less than two minutes before the designated start time is deemed late to the start and may be issued a yellow card by the Starter.

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

10.2 The Starting Procedure

When inviting the crews onto the course, the Starter shall inform the crews of their starting positions and the time before the start of their race. The Starter shall start the race when the crews are ready and when the Judge at the Start indicates that the crews are correctly aligned. The Judge at the Start alone shall decide if the boats are correctly aligned and if one or more crews have committed a false start.

For the verbal instructions to crews, and for the correct time to advise a crew that they have been assigned a yellow card, if applicable, see “Start Script” in Appendix 4.

10.3 Starting procedure (with flags)

The Start Flag shall be a red flag with diagonal white cross. Crews must attach themselves to their start pontoons at least two minutes before the starting time of their race. Two minutes before the designated start time, the Starter shall announce “Two minutes”, and this announcement shall be considered as an instruction to the crews to prepare to race, i.e., remove additional clothing, check equipment, etc.

Before giving the start commands, the Starter shall ensure that the Race Umpire and the Judge at the Start are ready. When the boats are aligned and the crews are ready to race, the Starter shall complete a roll call by announcing -- in lane order -- the names of each of the crews in the race. Once the roll call begins, the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll call.

Once the roll call begins the Starter, using appropriate discretion, shall take no further notice of any crew that then indicates that it is not ready or that it is not straight. After the last crew has been named in the roll call, the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say: "Attention".

The Starter shall then raise the Start Flag.

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

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

If the starting procedure is interrupted for any reason (external to the crews) or for a false start, then the Starter must begin the procedure again, starting with the roll call.

10.4 For Para Events (visually impaired)

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

After the last crew has been named in the roll-call the Starter shall check that the Judge at the Start still has the white flag raised and shall then say: "Attention, Start Flag" (or in the case that traffic lights are used – "Red Light"). The starting procedure shall then continue as in section 10.3.

10.5 Starting Procedure (with traffic lights)

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

Before giving the start commands the Starter shall ensure that the Race Umpire and the Judge at the Start are ready. When the boats are aligned and the crews are ready to race the Starter shall make a roll-call by announcing - in lane order - the names of each of the crews in the race.

Once the roll call begins the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll call.

Once the roll call begins the Starter, using appropriate discretion, shall take no further notice of any crew that then indicates that it is not ready or that it is not straight.

After the last crew has been named in the roll-call, the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say: "Attention". The Starter shall then press a button to change the traffic lights from the neutral (no lights on) position to Red.

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

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

The pause between the red light and the start command (the green light and the audible signal) shall be clear and variable.

If the starting procedure is interrupted for any reason external to the crews or for a false start, then the Starter must begin the procedure again, starting with the roll call.

10.6 Quick Start

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

For the quick start, instead of the roll call, the Starter shall say: "Quick Start". Then s/he shall say "Attention". The Starter shall then either:

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

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

3. By dropping the Start Flag quickly to one side and simultaneously saying: "Go", or
4. By pressing the button to turn the red light to green and simultaneously make an audible signal.

For Para-Events (visually impaired), the Starter shall amend the above procedure. After the Starter has said "Quick Start", the Starter shall then say "Attention, Start Flag" (or in the case that traffic lights are used – "Red Light"). The starting procedure shall then be continued.

See Appendix 4 for "quick start" start procedures

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

10.7 False Start

A boat crossing the start line after the Starter has raised the Start Flag, or the red light is shown, but before the start is given, has committed a false start. If more than one boat crosses the start line before the start is given, only the crew or crews whom the Judge at the Start decides actually caused the false start shall be issued a yellow card.

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

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

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

The starter shall instruct the regatta official on the starting platform to place a yellow marker adjacent to the starting position of the crew or crews at fault. The yellow card shall remain in effect until the race has been rowed and shall therefore apply in the case of a postponement or a re-row.

If a crew has been issued two yellow cards and is therefore excluded from a race, the Starter shall instruct the excluded crew when and how to leave the start area, and return to the dock.

10.8 Objections at the Start

A crew excluded or disqualified at the start may make an objection to the Race Umpire or the Starter at the time. The Race Umpire or the Starter shall decide immediately on the objection and shall communicate his/her decision to the crews in the race, the Chief Umpire and to the other race officials.

DURING THE RACE

10.9 Responsibility of the Rowers

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

10.10 Interference

A crew causes interference to its opponents if its oars, sculls or boat encroach into the opponent's lane and cause a disadvantage to its opponents by contact, its wash or other distraction, or in any other way. The Race Umpire alone shall decide if a crew is in its lane or if it is interfering with another crew and causing them a disadvantage. If a crew has caused interference to another crew and has, in the Race Umpire's opinion, affected the finishing position of that crew then it may be excluded by the Race Umpire. In the situation where a collision between boats or oars or sculls has occurred, the Race Umpire may exclude the crew causing the collision even if no prior warning has been given to that crew.

In no case may the Race Umpire alter a placing.

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

10.10.1 Warning a crew

If a crew is about to interfere with another, the Race Umpire should, if practical, raise the white flag, call to the crew at fault, stating the name of the crew and indicate the required change of direction by lowering the white flag to that side. In principle, the Race Umpire may not steer a crew by providing verbal direction, unless there is an obstruction in its lane.

For Para- events:

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

10.10.2 Stopping a crew

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

10.10.3 Alerting the Race Umpire

If, during a race, a crew considers that it is being interfered with by another crew and is suffering a disadvantage thereby, then a member of the crew should, if possible, draw the attention of the Race Umpire to the interference, at the time the interference occurs to indicate that it intends to make an objection. The Race Umpire will then give further instruction to the crew.

10.10.4 Remediating a disadvantage

If a crew is placed at a disadvantage, the first priority is to restore its chances of winning. The imposition of any penalties is a secondary priority. Should a crew's chance of winning be lost, the Race Umpire must take the most appropriate course of action provided by the Rules. The Race Umpire may, for example, stop the race, impose the appropriate penalty and order the race to be re-rowed. Depending on circumstances, s/he may allow the race to continue and the Race Umpire will then announce his/her decision after the race is over. The Race Umpire may not simply penalize the crew at fault while the crew that has suffered interference does not have its chances restored to it.

10.10.5 Stopping a Race

If the Race Umpire determines that the race should be stopped, the Race Umpire may intervene by raising and waving his/her red flag, and sounding an audible signal to stop the race. (*See also Rule 11.17.4)

10.11 Coaching During Racing

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

THE FINISH

10.12 Finish of the Race

A crew has finished the race when the bow of its boat has crossed the finish line. The race shall be valid even if the crew is incomplete, however, a crew of a coxed boat crossing the finish line without its coxswain shall not be placed. A race is over when the last crew has crossed the finish line. (Unless a crew has stopped racing for a specific reason and will not be crossing the finish line). The Race Umpire and safety boats are not to cross the finish line until all competing boats have crossed unless a rescue is required.

If the race was in order:

A race is over only when the last crew has crossed the finish line. The Race Umpire must always check to be sure that no crew is making an objection (under Rule 10.13), and if there is a secondary Race Umpire, check with the secondary Race Umpire, before indicating to a Judge at the Finish, by raising his/her white flag, that the race was in order. Before leaving the finish area, s/he shall make sure that a Judge at the Finish has acknowledged this signal.

If there is a secondary Race Umpire the decision regarding any objection, and, of whether the race was in order shall be made by the primary Race Umpire.

If the race was not in order:

If the Race Umpire deems the race unfair, or if a crew has raised an objection, the Race Umpire shall raise the red flag.

If an objection has been raised by a crew(s), the Race Umpire shall speak to the affected crew(s) in order to understand the reasons for the objection.

The Race Umpire shall then inform the crews and the Judges at the Finish of his/her decision on the objection, and record the time that the decision was conveyed to the crews. The Judges at the Finish, in such cases, must not announce the “official” result of the race. For more clarity, see Rule 10.13.

For Para- events (for visually impaired):

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

10.13 Objections at the finish

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

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

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

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

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

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

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

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

10.14 Dead-Heats

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

10.14.1 In a heat, a repechage, or a semi-final, if a dead heat occurs between crews and if only one of the crews progresses into the next round, and there is an open lane in the next round, both crews could be advanced to the next round and lanes would be decided by lot. If all lanes are already assigned, there must be a re-row over the full course between the crews involved. The re-row must take place on the same day as the dead heat and not less than two hours after the race in which the dead heat occurred. If all crews involved in the dead-heat progress in any event into the next round, there will be no re-row and their relative positions in the next round shall be decided by lot.

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

PROTESTS, OUTCOME OF PROTESTS, APPEALS

10.15 Protests

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

The following may lodge a protest:

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

The protest shall be accompanied by deposit of \$100.00 Canadian. Deposits can be received by cash, certified cheque, bank draft, money order or credit card where available. The deposit shall be refunded if the protest or appeal is allowed

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.

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

10.16 The Outcome of the Protest

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

1. Reprimand
2. Yellow Card
3. Red Card
4. Disqualification
5. Re-row
6. Dismissal of the protest
7. Relegation

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

10.17 Penalties

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

10.17.1 Reprimand

A member of the Jury may reprimand a rower, a crew or a coach, when a minor violation of the Rules of Racing has occurred. It is up to the member of the Jury to decide, depending on the situation and circumstances (e.g., in the very first race of a regatta, a crew goes out or comes back to/from the wrong dock, or does not have a proper uniform), if a crew receives a reprimand, and to decide if corrective action needs to be taken promptly. A reprimand could also be for coaching. Depending on the situation, a coach may receive a reprimand and be told to not do it again. Or, a reprimand could be for, but not limited to, disorderly conduct, unfair play or unsporting or otherwise unbecoming behavior.

10.17.2 Yellow Card

A Yellow Card (warning) is given to a rower, crew or coach by any member of the Jury when a rule infraction has occurred. The rower, the crew or the coach will be informed of the nature of the infraction and then be assessed a "Yellow Card" by presenting a Yellow Card.

A Yellow Card is to be verbally communicated, and, if the Umpire has a paper yellow card, the card shall be shown to the crew, rower or coach, who shall be advised, by: "name of crew/club/coach, offense, yellow card".

A Yellow Card assessed to a rower or to a crew after the end of a race will apply to the next round in which the rower or the crew competes. For example, a traffic pattern violation, after the end of the race, carries over to their next race. A crew receiving two yellow cards that apply to the same race will automatically receive a Red Card and will be excluded from the event.

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

10.17.3 Red Card – Excludes the crew from all the rounds of the event in question. Causes for a Red Card include, but are not limited to, an infraction of the Rules of Racing e.g., interference with another crew, disorderly conduct, unfair play or unsporting or otherwise unbecoming behavior. An excluded crew may not participate further in that event. An excluded crew or rower is not ranked and all the crews finishing after it gain a rank. Crews that do not conform to the requirements of the RCA Rules of Racing for the events they enter e.g., age, weight, etc. will be excluded from those events.

A Red Card is to be verbally communicated, and, if the Umpire has a paper red card, the card shall be shown to the crew, rower or coach, who shall be advised, by: “name of crew/club/coach, offense, red card”.

10.17.4. Disqualification – Removes a crew or rower from all events in the regatta. Causes of disqualification include, but are not limited to, serious or repeated infractions of the Rules of Racing or serious safety violations, intentional cheating, cases of severe disorderly conduct, unfair play, doping violations, etc.

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

10.17.5 Relegation – Relegation to the last place in the race. Relegation is only to be used in cases where provided for in these rules.

10.18 Suspensions

Suspensions are decided by the CEO of RCA. This penalty involves removal of participation privileges of a rower, coxswain, coach, volunteer, Umpire or club from any RCA sanctioned event. It may also involve the suspension of voting privileges at meetings of Members. If the breach of the Rule is serious enough, termination of Membership is possible.

Cause for suspension includes, but is not limited to:

1. Serious breach of anti-doping policies and rules;
2. Gross and persistent disrespect for Umpires, regatta organizers, other competitors or RCA;
3. Serious and intentional disregard for safety;
4. Intentional cheating to gain unfair advantage;
5. Entering, holding or conducting regattas covered by these rules that do not have RCA sanction;
6. Continuing to run or participate in a regatta that has been suspended by RCA Umpires.

Recommendations for suspensions must be presented in writing to the RCA CEO with necessary supporting evidence. (See RCA By-Laws- Section 23).

10.19 Appeals

10.19.1

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

10.19.2

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

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

1. Did not follow the procedures as set out in the Rules of Racing.
2. Erred in the interpretation of the Rules of Racing.
3. Failed to properly apply the Rules of Racing to the facts.
4. Did not consider material facts in coming to its decision.
5. Was biased.

The RCA CEO shall appoint an Appeal Committee of three persons, knowledgeable in the Rules of Racing and independent of the parties involved in the dispute, to hear the appeal and render a decision. The Appeals Committee shall give the concerned parties notice of the time and date at which the appeal is to be heard, no later than 21 days before the date of the hearing. All Umpires who previously adjudicated the matter under appeal, either as an objection, or, as a member of the Board of the Jury, shall not participate as a member of the Appeal Committee or, be involved in the decision of the Appeal Committee, however they may be requested by the Appeal Committee to provide evidence.

The decision of the Appeals Committee shall be final.

PART 11 THE JURY AND SUPPORT TO THE JURY

11.1 Level 2 Umpire (RCA licensed Umpire)

A Level 2 (L2) Umpire is a person who has successfully met all requirements of the RCA Umpire licensing process and holds a valid RCA Umpire's License. All L2 Umpires must attend a recertification seminar at least once every three years and be evaluated at three of five stations also once every three years, as per RCA Policy, to retain their license. The five stations are: Start, Judge at the Start, Control Commission, Finish and Race Umpire.

11.2 Umpire License Suspension

An Umpire's license may be suspended or revoked as per the RCA Policy on Umpire Licensing.

11.3 Assistant and Associate Umpires

A person may become an Assistant or Associate Umpire by becoming familiar with the Rules of Racing and attending an RCA Umpire clinic. An Assistant or Associate Umpire may be a member of the Organizing Committee and may be appointed to support the Jury in its duties, but cannot hold a position requiring a RCA Umpire license as the Assistant/ Associate has not yet met all the requirements of the RCA Umpire licensing process.

11.4 Judge/Umpire Licensed by another National Rowing Federation

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

11.5 Umpire Code of Conduct

An Umpire:

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

11.6 Composition of the Jury

The Jury is appointed by the respective Provincial Rowing Association, in concert with the Organizing Committee. For RCA national regattas or any national multi-sport games regatta e.g., Canada Games, the Jury is appointed by the RCA Umpires Committee in co-operation with the Organizing Committee.

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

1. Chief Umpire
2. Starter
3. Judge at the Start
4. Race Umpires

5. Chief Judge of the Finish and Finish Judges
6. Chief of the Control Commission and members

The Jury members shall be holders of an RCA Umpire's license or as described in 11.4. For all regattas, there shall be at least four (4) Level 2 RCA licensed Umpires, which may include the Chief Umpire.

11.7 Role of the Jury

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

11.8 Collaboration with the Organizing Committee

The proper running of a regatta requires close collaboration between the Organizing Committee and the Jury. The members of the Jury shall, within the scope of their duties, observe whether the technical equipment on the course is functioning properly and report any equipment malfunction or failure to the Chief Umpire.

11.9 The Board of the Jury

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

11.10 Umpire Attire

When officiating members of the Jury should wear the prescribed RCA uniform, which is for males a navy blue blazer, light blue shirt with RCA logo, RCA tie and khaki trousers; for females a navy blue blazer, light blue shirt or blouse with RCA logo with RCA scarf or tie and a khaki skirt/skort or trousers. Hats and rain or cold weather outerwear should be dark blue. The Chief Umpire, taking weather conditions into account, will make decisions on dress. Assistant and Associate Umpires should wear a light blue dress shirt without an RCA logo, and khaki trousers (for men or women) /skirt or skort (for women).

11.11 Level 3 Chief Umpire

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

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

When a Deputy Chief Umpire (DCU) is appointed, the DCU will assist the CU in his/her duties and replace the CU if needed. The DCU shall be a certified Level 3 Chief Umpire. Should it be necessary to make extraordinary decisions, the Chief Umpire, or the DCU may do so.

11.12 Safety of Rowers

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

11.13 The Starter and the Judge at the Start

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

11.14 Duties of the Starter - General Duties

Before taking up his/her duties, the Starter must be satisfied that all equipment and installations required under the Rules covering the start and the course are present and in working order. The Starter shall check that the radio, and/or telephone communication, wireless or video as appropriate with the Judge at the Start, the Chief Umpire, the Chief Judge at the Finish, the timer(s), and the Control Commission are in working order. The Starter shall also make certain that any crews on the water in the start area are following the prescribed traffic patterns.

1. Languages

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

2. Unfair conditions

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

3. Information to Crews

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

4. Starting Procedures

The Starting procedures to be employed by the Starter (including Quick Starts) are described in Part Ten in the Rules of Racing. After the two-minute warning, and prior to the roll call, yellow card information is given to the offending crew in the manner prescribed in Rule 10.7. (See Appendix 4 for start procedures.)

5. Late Arrival

The Starter may award a Yellow Card to crews arriving late (less than 2 minutes before the start time) at their starting positions or are not ready to race at the designated start time. The Starter may exclude a crew arriving after the start time.

6. Exclusion

The Starter shall exclude a crew from the race if it has received two Yellow Cards that apply to the same race.

7. **Postponement**

Should it be necessary to postpone a race or should some other unexpected event occur (e.g., lightning), the Starter should consult with the Race Umpire and the Chief Umpire. The Starter shall then inform the crews of the new starting time. The Starter shall also inform the Control Commission, the Judge at the Finish, and the timers of the new starting time. In all cases of postponement, crews must inquire from a member of the Jury regarding any further changes before getting out of their boat. Rowers are responsible for their equipment and equipment breakage should not result in a postponement.

11.15 Duties of the Judge at the Start

1. **Communications**

Before taking up his/her duties, the Judge at the Start shall ensure that the radio/telephone link with the Starter and/or the Aligner and the support personnel on the starting platforms is in working order. The Judge at the Start sits at the front of the Aligner's hut, in line with the start line.

2. **Aligning (If the Organizing Committee has not supplied an Aligner, the Judge at the Start assumes the dual role of Aligner and Judge at the Start.)**

The Aligner sits on the start line, behind and above the Judge at the Start, looking over his/her head. The Aligner instructs the boat holders to adjust the position of the boats until they are correctly aligned. See Appendix 4A for wording on aligning crews.

The Judge at the Start checks that the Aligner has positioned all the boats with their bows exactly on the start line. When the Judge is satisfied that this is the case, s/he indicates this to the Starter by raising a white flag. (Where a white and red light is available, the Judge at the Start shall use the lights in place of the white and red flags). Should correct alignment be lost during the subsequent starting procedure, the Judge at the Start shall lower the white flag (or switch off the white light) until the boats are realigned.

3. **False Start**

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

4. **Contact with the Race Umpire**

Before the start, the Judge at the Start shall confirm with the Race Umpire that s/he is ready to take the race.

11.16 General responsibility of the Race Umpire

The Race Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, the Race Umpire shall ensure that no crew gains any advantage or suffers any disadvantage from its opponents or from outside interference. Where the Race Umpire is satisfied that a crew has been materially impeded, the Race Umpire shall ensure that its chance of winning or progressing is fully restored. The Race Umpire shall impose appropriate penalties on crews at fault. The Race Umpire shall not give any steering instructions to crews. Nevertheless, the Race Umpire shall ensure that accidents are avoided and prevent crews from being impeded by their opponents. If necessary, the Race Umpire may stop the race, impose any necessary penalties and order the race to be re-rowed from the start, either immediately or later. In the latter case, the Race Umpire and the starter shall decide on the new starting time (in consultation with the Chief Umpire) and the starter and/or Race Umpire shall inform the crews concerned.

The Race Umpire may also allow the race to continue and exclude crews after the race has finished. In the event of a re-row, the Race Umpire may confine the re-row to such crews as s/he shall designate. When considering which crews should re-row the Race Umpire should consider the relative placing of the crews in the order of finish and any relevant progressions. However, if the Race Umpire considers the effect of the impediment to be immaterial to the order of finish, or, the progression of crews, they may decline to order a re-row.

11.17 Duties of the Race Umpire

1. Precedence

Once the race has started, except for the duties specifically attributed to them, both the Starter and the Judge at the Start are subordinate to the Race Umpire.

2. On the way to the Start

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

3. Equipment and Communication

The Race Umpire shall have all the equipment required by the Rules of Racing for the safe conduct of the regatta. In particular, the Race Umpire shall have a red flag, a white flag, a proper megaphone, both a yellow and red card and a horn or audible device. The Race Umpire shall ensure the Race Umpire's boat carries the prescribed Transport Canada safety equipment.

4. During the Starting Procedure

When officiating, the Race Umpire should be standing upright in the boat, provided that the boat is sufficiently large and stable to safely do so. The Race Umpire's launch should be immediately beside the Judge at the Start or behind the crews, in the centre of the course. Should the start for any reason be faulty, the Race Umpire shall stop the race by using an audible device and waving the red flag. As soon as the race has started, the Race Umpire's launch shall immediately follow the competitors in the center of the course or the lanes occupied for that race.

5. Position of the Umpire's Launch

During the race, the Race Umpire must ensure that his/her launch is placed to take action as effectively as possible. The position of the Race Umpire's launch depends on the progression

rules, the progress of the race and the possible order of finish, which may affect the positions of the crews in the subsequent heats. It may also depend on wind or other weather conditions. The Race Umpire must satisfy himself/herself that crews whom they may wish to address can effectively hear them. Should it be necessary to overtake one or more crews, the Race Umpire must see to it that they are not affected more than necessary by the wash of the Race Umpire's launch. The Race Umpire should advise the crew(s) being overtaken there may be wash.

The Race Umpire's ruling may be influenced by the type of race (heat, repêchage, semi- final or final). The Race Umpire must therefore take this factor as well as the position in the subsequent races into account in considering any action, which s/he may take under these rules.

6. **Zonal Umpiring**

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

7. **Safety**

The Race Umpire shall take every care to ensure the safety of the competitors. The Race Umpire must also try to prevent damage to boats and equipment. When necessary, the Race Umpire may call a crew's attention by raising the white flag, stating the name of the crew and stopping it by giving the command "Stop". Should one or more competitors fall into the water or should any boat capsize, the Race Umpire must be sure that the on-water rescue service is aware and attending to the situation, or if there is another Race Umpire's launch that may be called to intervene and, if not, the Race Umpire will take any necessary safety measures himself/herself.

8. **Adverse Weather**

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

9. **Overall Ability:**

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

11.18 The Judges at the Finish

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

11.19 Duties of the Chief Judge at the Finish

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

1. To determine the order in which the bows of the boats cross the finish line.
2. To confirm that the presiding Race Umpire has indicated (by raising the white flag) that the race was in order and to acknowledge this signal from the Race Umpire by raising their white flag (or displaying a white light).
3. To list the crews in their correct order of finish.
4. To check that the official results on the results sheet and official scoreboard are correct.

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

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

11.20. Position

In order to enable the Umpires in the finish tower to carry out their duties, they must be seated one behind and above the other along the projection of the finish line. As a general rule, there shall be at least two judges, one of them the senior or Chief Judge at the Finish.

11.21. Crews with missing rowers or coxswains

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

11.22 Timing and Photo finish

If the order of finish can be clearly determined by the naked eye, times taken by hand- operated timing equipment may be used. In the case of a photo finish, the times shown on the result sheets and on the scoreboard shall be taken from the photo finish for all the crews in the race. Except for the triggering of finish times, any automated timing equipment should be operated by specialists who are not part of the Finish Judges. Times shall be shown to 1/100th of a second on the Results Sheets at Canadian National Regattas. In the case of close finishes the order of finish must be determined by means of special equipment such as a photo finish camera, capable of measuring and displaying differences to at least 1/100th of a second.

11.23 Control Commission

The Control Commission shall ensure that the composition of the crews is correct and that their equipment is in order.

It shall also assist in the identification of the rowers required to undergo doping control after their race.

11.24 Duties of the Control Commission

The Organizing Committee, in concert with the Chief Umpire, shall appoint members of the Control Commission taking into account the regatta program. A member of the Jury shall be on the

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

1. Crew changes before the race.
2. The replacement of substitutes for competitors who have fallen ill after the first heat/race.
3. Weighing of coxswains.
4. Dead weight to be carried by coxswains.
5. Weighing of competitors in the lightweight events.
6. Categorization of competitors.
7. Boats and equipment:
 - a. White ball on the bow of each boat (or equivalent construction)
 - b. Lane numbers
 - c. Presence of unauthorized transmitters / receivers for coaching and water soluble chemicals intended to increase the speed of the boat delete
 - d. Heel tie-downs and foot stretcher or quick release shoe mechanisms
 - e. Weighing of boats, if required
8. Para-events - safety measures such as foot stretchers, strapping and/or pontoons, which must be checked by the Control Commission Umpire.
9. Clothing uniformity of competitors and conformity with the rules regarding advertising.
10. Where doping control is carried out, the Control Commission is responsible to ensure that the competitor who is to undergo such testing is identified and escorted to the doping control officials responsible, immediately upon getting out of the boat.
11. For Para rowing: if doping control for visually impaired rowers or those with an intellectual disability is required, the Control commission should seek the assistance of team members before taking the rower to the responsible doping control officials.

PART 12 ANTI-DOPING

12.1 Use

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

12.2 Anti-Doping

All anti-doping control will follow the requirements of the Canadian Centre for Ethics in Sport and the RCA doping policy.

12.3 Penalties for doping

A rower in breach of these anti doping rules or who refuses to undergo a test shall be disqualified in accordance with guidelines of the Canadian Centre for Ethics in Sport and RCA doping policy. RCA may also impose additional penalties such as suspension (see Rule 10.19).

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

Appendix 1 - Progression Systems Options

A regatta Organizing Committee is required to publish in the Regatta Package/Bulletin, the progression system which has been approved by the Provincial Rowing Association or Rowing Canada Aviron, as the case may be, in its regatta sanction application.

The following excerpt from the RCA Competition Review (2007) executive summary is re-printed here as a guide to assist Organizing Committees in determining the appropriate progression system: “Use a progression system within regattas and between regattas that will support high-quality, ‘meaningful competition’ for all stages and all competitors, across Canada. Develop a division system (for Training to Train, Learning to Compete, developing Training to Compete, Active for Life) where for each event, competitors of comparable speed would be grouped together (using a time trial) to race in divisional finals. Establish a qualification system for National regattas at each level in a hierarchy (local, regional/provincial, national) and allows rowers to progress from one level to the next, without gaps, based on speed.”

Options for regatta Organizing Committees are as follows:

OPTION 1

FISA Progression System:

Please refer to the FISA Rules Appendix 12 Bye-laws to Rule 67 – FISA Progression System.

OPTION 2

Time Trials:

For Rules on how to run a Time Trial, please see Appendix 8 – Time Trial Rules.

OPTION 3

Next Fastest Time

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

PLAN A			
# of entries		FRIDAY HEATS	SATURDAY SEMIs
1	6	Final	Final
7	12	2 Heat Winners + 4 Fst	Final
13	18	3 Heat winners + 3 Fst	Final
19	24	4 Heat Winners + 8 Fst	2 Semis 3 to Final
25	30	5 Heat Winners + 7 Fst	2 Semis 3 to Final
31	36	6 Heat Winners + 12 Fst	3 semis 2 to Final
37	42	7 Heat Winners + 11 Fst	3 semis 2 to Final
43	48	8 Heat Winners + 10 Fst	3 semis 2 to Final
49	54	9 Heat Winners + 9 Fst	3 semis 2 to Final
55	60	10 Heat Winners + 8 fst	3 semis 2 to Final
61	66	11 Heat Winners + 7 Fst	3 semis 2 to Final
PLAN B			
		FRIDAY HEATS	SATURDAY SEMIs
1	7	Final	Final
8	14	2 Heat Winners + 4 Fst	Final
15	21	3 Heat winners + 3 Fst	Final
22	28	4 Heat Winners + 8 Fst	2 Semis 3 to Final
29	35	5 Heat Winners + 7 Fst	2 Semis 3 to Final
36	42	6 Heat Winners + 12 Fst	3 semis 2 to Final
43	49	7 Heat Winners + 11 Fst	3 semis 2 to Final
50	56	8 Heat Winners + 10 Fst	3 semis 2 to Final
57	63	9 Heat Winners + 9 Fst	3 semis 2 to Final

OPTION 4

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

OPTION 5

- ❖ Dual Racing
- ❖ Dual racing has many forms. It ranges from the simple “one race” scenario used a great deal in US Collegiate racing but can also grow and form an entire regatta. The regattas can become quite complex with many forms of knock out. Single and double knockout, single

and double knock out that drops the crew to a lower bracket and many more. Attached is an example of “dueling over a grand” which is held at the Victoria City Rowing Club.

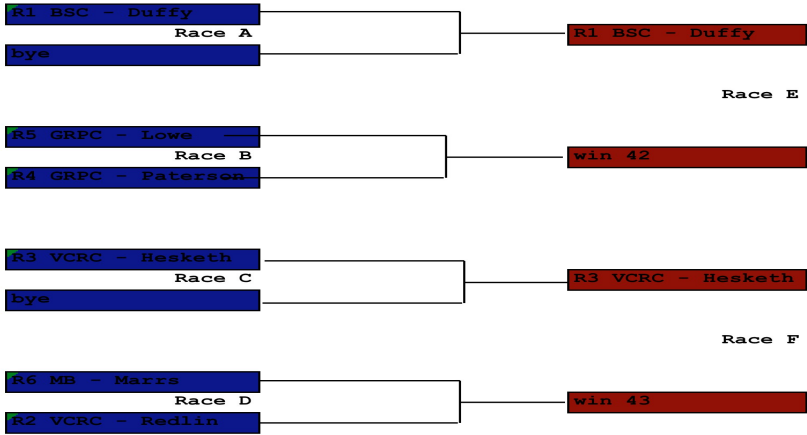
- ❖ A In case of a single crew appearing at the Start, the other crews having failed to appear or having been excluded by the Starter, the crew starting shall row over by rowing the course at race pace. Also see 7.5 Withdrawals (Scratches).
- ❖ Every crew receiving a “bye” shall launch and row the course at race pace.
- ❖ Dual Racing example attached.

Appendix 1a - FISA Progression System

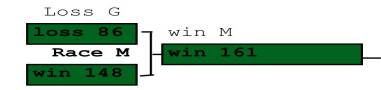
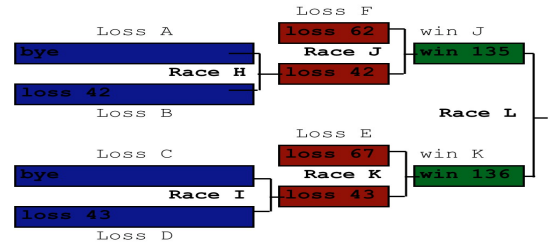
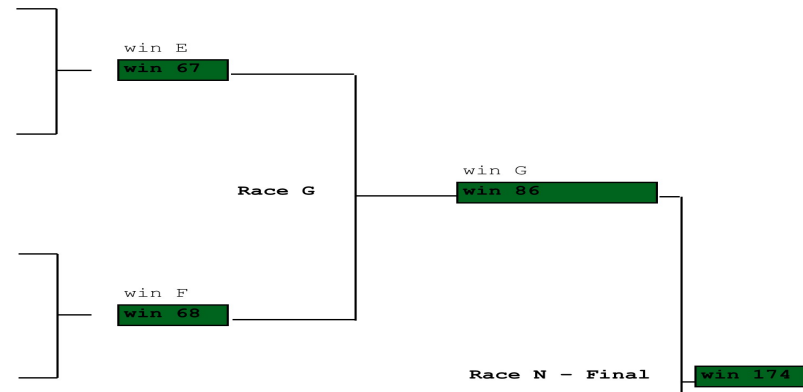
See the FISA Rules of Racing, Appendix 12 - Bye Laws to Rule 67

Appendix 1b - Dueling Over a Grand

Jr B Girls 4x



Dueling Over a Grand



round -5

round -4

round -3

round -2

round -1

round 0

#	Entries	Bow	Concatenate
1	BSC - Duffy	R1	R1 BSC - Duffy
2	VCRC - Redlin	R2	R2 VCRC - Redlin
3	VCRC - Hesketh	R3	R3 VCRC - Hesketh
4	GRPC - Paterson	R4	R4 GRPC - Paterson
5	GRPC - Lowe	R5	R5 GRPC - Lowe
6	MB - Marrs	R6	R6 MB - Marrs

Appendix 1c - Row Over Case Examples:

Case #1

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

Case #2

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

Case #3

- ❖ Final draw has two entries (Entry fees paid)
- ❖ One crew gets a yellow card for a traffic violation, then gets a yellow card for being late to start
- ❖ **Outcome: row over at race pace and position counts for final results.**

Case #4

- ❖ Final draw has two entries (Entry fees paid)
- ❖ One crew fails to make weight.
- ❖ **Outcome: row over at race pace and position counts for final results.**

Appendix 2 - Head Racing Rules

A Head Race is defined as any race wherein competitors race over the same course but start sequentially. In format, the Head Race is the same as a time trial as described in Appendix 8. The RCA Rules of Racing shall apply in full, except as noted below.

1. Course

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

2. Local Regatta Rules

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

- 2.1.8 The OC shall provide each boat with a bow marker or a numbering system, unique to its event.
- 2.1.9 The OC is responsible for providing and operating the timing system for the event.

3. Umpires

- 3.1 To fulfill RCA regatta sanction requirements, a head race will need a minimum of four RCA licensed Umpires, including the Chief Umpire. In principle, the four Umpires will be assigned to the start area, the finish area, the control commission (launch area) and on-water duties.
- 3.2 The timing of races is the responsibility of the Organizing Committee.
- 3.3 For each race, the Chief Umpire, in collaboration with the Regatta Chair, will assign Umpires to perform various duties that may consist of the following:
 - 3.3.1 Starter: The Starter shall be stationed on the starting line and shall be responsible for the starting procedure including maintaining order and interval between crews.
 - 3.3.2 Marshal: The Marshal shall be positioned in the starting area and is responsible for organizing participating crews above the start into the proper order.
 - 3.3.3 Timing: The Timer shall be stationed at the start and shall record the starting time of each crew. There needs to be a method for the timing of races. The Chief Umpire should approve the method of timing races and must verify that the Organizing Committee knows how to implement that method, resulting in a fair regatta. However, the Organizing Committee is accountable for ensuring accurate times of the races. There must be at least one analogue back-up to the timing system, in case the electronic system fails.
 - 3.3.4 Race Umpires or Marshals: The Race Umpires or marshals shall be strategically positioned along a course and must have a communication system at points along the course so that no portion of the course is at any time out of sight to one or more Race Umpires'/marshals' launches.
 - 3.3.5 Launches for Race Umpires/Marshals shall normally be stationary while the race is in progress, but may move to respond to emergencies. Race Umpires or marshals shall note any violation of the local regatta rules, including traffic patterns, right of way rules, passing rules, no passing zone rules, and report such violations to the Chief Finish Judge or the Chief Umpire for the appropriate penalties. Race Umpires or marshals shall give instructions to crews to avoid collision or accident.
 - 3.3.6 Finish Judge: The Finish Judge shall note the order of finish especially in those cases where one or more crews are crossing the finish line at the same time. A member of the Organizing Committee will mark the finish time of each crew.
 - 3.3.7 Marshal or marshals to assist the finish judge.
 - 3.3.8 A Race Umpire or Marshal in the finish area to ensure that finishing crews clear the finish line safely and that crews returning to the docks do not interfere with crews finishing their race.

4. The Launch Area

- 4.1 In the launch area, there should be an announcing system which updates the regatta time, progress, and delays.

5. The Start

- 5.1 Before the start of each event, the Marshal, Starter and Timer shall verify the presence of scheduled crews. Any crew that does not appear within the time specified in the local regatta rules may be warned or excluded by the Marshal or Starter.

6. Penalties

- 6.1 Time penalties: The OC may provide in the local regatta rules for the imposition of time penalties, to be added to a crew's elapsed time, for violation of the traffic pattern, right of way and passing or no passing rules or violation of course boundaries.

7. Umpire Commands for time trials

The Start:

Crews shall gather near the start area with the help of start area marshals. Crews will arrange themselves into their proper race order behind the Start line and await the Starter's instructions.

- 7.1 The following commands shall be used:
- 7.1.1 The Starter or the Marshal will instruct the crew "Crew #1 Alberta, on the paddle".
 - 7.1.2 As the crew approaches the line, the Starter will say "Crew #1 Alberta, approaching the line".
 - 7.1.3 As the crew crosses the line the Starter will then say "GO", or, sound a horn
- 7.2 As each crew finishes, the Finish Judge will say "Down" or sound the finish horn.
- 7.3 The Finish Judge shall mark the finish order of each crew.

Appendix 3 - Indoor Rowing Racing Rules

1. **Racing Format:** The Organizing Committee (OC) shall meet the standards and requirements set out in these Rules.
2. **Ergometers:** For all race formats, the Organizing Committee (OC) shall supply identical ergometers for each competitor and check to ensure that each machine is assembled so that it operates within the manufacturer's specifications. Each competitor shall use the ergometer supplied by the OC and will not be able to choose the ergometer to use to race. There will be no accommodation or adaptation of the ergometer, with the exception of the category for Para-rowers. The OC will provide additional ergometers separate from racing in a designated warm-up area for rowers.
3. **Ergometer Load Settings:** Competitors may select a preferred setting (e.g. damper setting) of their choice before the race starts. The setting may not be changed during the race.
4. **Ergometer Placement:** The OC will designate a specific Race Area and place ergometers in the Race Area not less than 41cm apart as measured from the front feet of the ergometer. Ergometers must be a minimum of 1.5 meters from the nearest wall in front of the flywheel.
5. **Clothing:** Competitors must wear clothing that will not interfere with the ergometer.
6. **Headphones:** For safety, competitors must refrain from wearing headphones or communication devices during competition. The wearing of hearing protection is permitted. If hearing protection is used, they may not be used for the transmission of coaching during the race. (Refer to 10).
7. **Competitor Definition:** For indoor rowing races, a "competitor" may be any of the following: a member of a rowing club, a member affiliated with a sport club, a fitness/health club member, a student or adult. The definition encourages broad participation consistent with the Canadian Sport for Life model and RCA's goals to grow the sport of rowing, and does not conform with RCA Rule 2.3.
8. **Safety:** The OC is to have in place an Emergency Action Plan to deal with rowers requiring medical attention, crowd control and other safety matters and the plan shall be attached to the sanction application. The OC is required to communicate the emergency procedures adequately to the volunteers and Umpires, prior to the start of competition
9. **Medals:** The OC will indicate in advance Bulletins the structure for and eligibility for how medals will be awarded in each category of racing held at the competition.
10. **Coaching:** Coaching is permitted during indoor rowing racing, however, coaches or coxswains may not enter the race area. Coaching information may not be transmitted to a rower during racing through any electronic means or communication device, including ear buds/plugs worn by the rower. Coaching information may not be transmitted to a rower during racing through any electronic means or communication device.

11. **Umpires:** At indoor rowing competitions there shall be at least two licensed Umpires: one to act as Chief Umpire and one to oversee the weigh-ins.
12. **Competitor's Age:** The OC will publish age categories in advance in its Regatta Package/Bulletin. RCA Age Categories, including the Master's age classification, shall be used whenever possible at national indoor rowing events, except where the event provides qualification standards to an international competition.
13. **Lightweight Events:** At indoor rowing events the maximum individual weights and weigh-in times will be decided by the Organizing Committee and published in the Regatta Package/Bulletin.
14. **Para-rowing Events:** At indoor rowing events, Para-rowers must meet the classification eligibility for on-water racing. The OC will accommodate adaptation to ergometers for races for Para-rowers.
15. **Relays:** Where the local rules specify a race format that involves a relay, it is forbidden during the change of competitors, for anyone to continue to turn the flywheel on the ergometer, so as to affect the final recorded total distance or time.

Appendix 4 - Start Procedure Script

1. **Purpose:** The purpose of the Start Procedure is to ensure that coxswains, rowers, crews, Race Umpires and all other Umpires hear the same words when the race is being started. The role of the Starter, Judge at the Start, Aligner, and Race Umpire are all described in Section 10 and Section 11 of these Rules. The Start Script is intended to assist the Starter to implement what is described in those sections.
2. **Script:** Following are the words that the crews and other Umpires in the Start Zone should hear from the starter. No other words are necessary to be added, however, practical deviations are permitted.
 - 2.1. The Starter should announce the race as follows: “Senior Women’s Eight Heat #_ (or Semi# or Final)
 - 2.2. A crew may be called by the Starter to enter the start zone at any time after all crews from the preceding race are out of the start zone. When crew is ready to enter the start zone the Starter shall attribute a lane to the crew, as follows: British Columbia - Lane 1. The Starter may tell the crew the time until the race rounded to the nearest minute when the crew enters the start zone, however the starter must announce the time until the race as follows: “5 Minutes, 4 Minutes, 3 Minutes, 2 Minutes”.
 - 2.3. After 2 minutes, the crews should be attached to the start pontoons. At this time,
 - a. Check competitors’ Coxswain weights: “Saskatchewan Coxswain, may I see your weights? Thank-you” (if they should have weights but are not carrying them, contact the Chief Umpire)
 - b. Check competitors’ uniforms, question uniform as follows: “Alberta 2-seat, Uniform” (if a member(s) of the crew unable to display the proper uniform the starter may assess the crew a yellow card)
 - c. Announce (other) yellow cards: “Ontario, late to the start, Yellow Card”
3. Check with the Judge at the Start or Aligner to see if there is alignment, as signified by the raised white flag.
4. Ensure the course is clear and that the Race Umpire(s) is in position and ready.
5. Begin the Roll Call, starting with Lane 1: “British Columbia, Alberta, Manitoba, Ontario, Saskatchewan, Quebec”
6. If more than one crew from the same club, add the lane number, for example: “British Columbia Lane 1, Alberta, Manitoba, Ontario, British Columbia Lane 5, Quebec”
7. With traffic lights
 - a. Check again with Judge at the Start for alignment, say: “Attention”, then press the red button.
 - b. (With traffic lights), press the Go button that turns on the green light and makes an audible signal. No words from the Starter.
8. With flags

- a. Check again with Judge at the Start for alignment, say: “Attention”, then raise the start flag.
- b. Drop the start flag to one side and simultaneously say: “Go”.

QUICK START

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

Appendix 4A - Script for Aligners

Floating Start

The alignment of a floating start:

1. Address the crew by their bow number;
2. Use linear distances to identify the required movement of a shell to the bow or to the stern (1 seat, 2 seats, ½ a deck, a deck, ½ a boat, etc.);
3. Both voice tone and projection should be consistent for all shells regardless of their lane;
4. Use consistent vocabulary:
 - a. To request a move toward the bow: “Touch it up (+ a linear distance) e.g. one deck”
 - b. To request a move toward the stern: “Back it down (+ a linear distance) e.g. one seat”
 - c. To request a shell to drift: “Let it run”
 - d. To request a shell to stop: “Hold water”
 - e. To move the bow of a boat sideways – i.e. align a boat in a cross wind:
 - ❖ “Spike it on (+ one side) e.g. port side”
 - f. If applicable, hand over to the starter by raising the white flag, or, by saying, “crews aligned”.

Start with Boat-holders

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

1. Address the boat-holder by their lane number “Lane 1”
2. Use the word “Out” to identify the required movement of a shell away from the boat-holder “Lane 1 – Out”
3. Use the word “In” to identify the required movement of a shell towards the boat-holder “Lane 2 – In”
4. Use the word “Stop” when the shell has reached the desired position.

Appendix 5 – Masters’ Age Adjusted Time Options

Below are options that Organizing Committees may consider for calculating master’s’ age adjusted times.

1. Henley Masters’ Age Adjusted Time System

The Henley age adjusted time system uses the mean age of each category as well as the time associated to that age as per the current Garret system. The age adjusted time is assigned to an age category and not the individual in each category. Therefore, if a rower’s age is in the C category and the rower is competing in an C-category event then no age adjusted times are applied, as the athletes are competing within their age category.

If a crew or sculler chooses to row down an age category then no age adjusted times are applied, because the crew or sculler made that choice.

The Henley age adjusted time system is only used when events for more than one age category are combined by the regatta Organizing Committee. For example, in the M1x there are competitors in in the following age categories: F, G, H and I. In this situation, the “F” competitor would be assigned a 0 age adjusted time, that is, the F’s finish time is what is shown on the clock. The G competitor’s finishing time would have 9.98 seconds subtracted from it (calculated from the table below, by subtracting 20.24 from 30.32). Likewise, the H competitor would have 24.68 seconds subtracted from their finish time and the I category competitor would have 39.38 seconds subtracted from their finishing time. If this race was the first of two heats and no “F” scullers advanced to the Final race of this event, then the lowest age group would be 0 and the age adjusted times would be applied to the remaining competitors in a similar manner as described above.

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

Age Category	Boat Type	Men’s (sec)	Women’s (sec)	Mixed (sec)
AA	8 & 4x	0.00	0.00	0.00
A	8 & 4x	0.54	0.94	0.74
B	8 & 4x	1.63	2.81	2.22
C	8 & 4x	2.58	4.45	3.52
D	8 & 4x	5.34	9.13	7.22
E	8 & 4x	10.86	18.49	14.62
F	8 & 4x	16.39	27.85	22.02
G	8 & 4x	24.46	37.21	30.90
H	8 & 4x	36.36	46.57	42.00
I	8 & 4x	48.26	55.93	53.10
AA	2x & 4+	0.00	0.00	0.00

Age Category	Boat Type	Men's (sec)	Women's (sec)	Mixed (sec)
A	2x & 4+	0.61	1.06	0.82
B	2x & 4+	1.82	3.17	2.46
C	2x & 4+	2.89	5.02	3.90
D	2x & 4+	5.97	10.30	8.00
E	2x & 4+	12.14	20.86	16.20
F	2x & 4+	18.32	31.42	24.40
G	2x & 4+	27.34	41.98	34.24
H	2x & 4+	40.64	52.54	46.54
I	2x & 4+	53.94	63.10	58.84
AA	1x & 2-	0.00	0.00	
A	1x & 2-	0.67	1.13	
B	1x & 2-	2.02	3.38	
C	1x & 2-	3.19	5.36	
D	1x & 2-	6.59	11.00	
E	1x & 2-	13.42	22.28	
F	1x & 2-	20.24	33.56	
G	1x & 2-	30.22	44.84	
H	1x & 2-	44.92	56.12	
I	1x & 2-	59.62	67.40	
J	1x	74.32	78.68	

2. Garrett Masters' Age Adjusted Time System

RCA Masters' Age Adjusted Times 2017
John Garrett
Victoria City Rowing Club

These age adjusted times are based on the best 15% of 1000m finish times in finals at US National Masters' Championships and FISA World Master's Championships. They represent the performance of rowers who choose to race as Master's. Elite rowers in the AA, A, and B age groups may be faster.

The time allowances are designed to give an older boat an equal chance of winning when racing in the next younger FISA age category. They were created by minimizing the correlation between age and finish order. They will not make up for differences in training, skill or attitude.

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

1. Use the "Standard time". For races under good conditions on a 1,000 M course the process can be simplified by using the "cumulative allowances" calculated from the "standard time" for each boat type. For each boat in the race, subtract the "cumulative allowance" appropriate to the crew age and boat type from the raw finish time to calculate a corrected time for that boat.
2. Use the "cumulative ratio" tables. The time allowance for each boat in the race is calculated by finding the "cumulative ratio" for the average age of the crew and multiplying this number by the fastest time for that boat type (e.g. W 2-) for this regatta, expressed in seconds. This allows for conditions where the "standard time" would not be representative, for example river flow or course lengths different from 1,000 M. This time allowance is then subtracted from the raw finish time for each boat to produce a corrected time.
3. Use the linear formulas. These should yield exactly the same numbers as option 1) above.

		Men				
			M1x,M2-	M2x,M4+	M4-	M4x,M8+
		increase/ year in ratio to standard time	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is
Standard time (seconds)			210	190	180	170
handicap 21-26		-0.006	-1.26	-1.14	-1.08	-1.02
handicap 27-49		0.0008	0.168	0.152	0.144	0.136
handicap 50-64		0.0065	1.365	1.235	1.17	1.105
handicap 65+		0.014	2.94	2.66	2.52	2.38
FISA	Age	cumulative ratio to standard time (-1.00)	cumulative allowance, seconds	cumulative allowance, seconds	cumulative allowance, seconds	cumulative allowance, seconds
AA	21	0.036	7.6	6.8	6.5	6.1
AA	22	0.030	6.3	5.7	5.4	5.1
AA	23	0.024	5.0	4.6	4.3	4.1
AA	24	0.018	3.8	3.4	3.2	3.1
AA	25	0.012	2.5	2.3	2.2	2.0
AA	26	0.006	1.3	1.1	1.1	1.0
A	27	0.000	0.0	0.0	0.0	0.0
A	28	0.001	0.2	0.2	0.1	0.1
A	29	0.002	0.3	0.3	0.3	0.3
A	30	0.002	0.5	0.5	0.4	0.4
A	31	0.003	0.7	0.6	0.6	0.5
A	32	0.004	0.8	0.8	0.7	0.7
A	33	0.005	1.0	0.9	0.9	0.8
A	34	0.006	1.2	1.1	1.0	1.0
A	35	0.006	1.3	1.2	1.2	1.1
B	36	0.007	1.5	1.4	1.3	1.2
B	37	0.008	1.7	1.5	1.4	1.4
B	38	0.009	1.8	1.7	1.6	1.5
B	39	0.010	2.0	1.8	1.7	1.6
B	40	0.010	2.2	2.0	1.9	1.8
B	41	0.011	2.4	2.1	2.0	1.9
B	42	0.012	2.5	2.3	2.2	2.0
C	43	0.013	2.7	2.4	2.3	2.2
C	44	0.014	2.9	2.6	2.4	2.3
C	45	0.014	3.0	2.7	2.6	2.4
C	46	0.015	3.2	2.9	2.7	2.6
C	47	0.016	3.4	3.0	2.9	2.7
C	48	0.017	3.5	3.2	3.0	2.9
C	49	0.018	3.7	3.3	3.2	3.0
D	50	0.018	3.9	3.5	3.3	3.1
D	51	0.025	5.2	4.7	4.5	4.2
D	52	0.031	6.6	6.0	5.7	5.3
D	53	0.038	8.0	7.2	6.8	6.4
D	54	0.044	9.3	8.4	8.0	7.5

FISA	Age	Men				
		cumulative ratio to standard time (-1.00)	M1x,M2- cumulative allowance, seconds	M2x,M4+ cumulative allowance, seconds	M4- cumulative allowance, seconds	M4x,M8+ cumulative allowance, seconds
E	55	0.051	10.7	9.7	9.2	8.7
E	56	0.057	12.1	10.9	10.3	9.8
E	57	0.064	13.4	12.1	11.5	10.9
E	58	0.070	14.8	13.4	12.7	12.0
E	59	0.077	16.1	14.6	13.8	13.1
F	60	0.083	17.5	15.8	15.0	14.2
F	61	0.090	18.9	17.1	16.2	15.3
F	62	0.096	20.2	18.3	17.4	16.4
F	63	0.103	21.6	19.6	18.5	17.5
F	64	0.109	23.0	20.8	19.7	18.6
G	65	0.116	24.3	22.0	20.9	19.7
G	66	0.130	27.3	24.7	23.4	22.1
G	67	0.144	30.2	27.3	25.9	24.5
G	68	0.158	33.2	30.0	28.4	26.8
G	69	0.172	36.1	32.7	30.9	29.2
H	70	0.186	39.0	35.3	33.5	31.6
H	71	0.200	42.0	38.0	36.0	34.0
H	72	0.214	44.9	40.6	38.5	36.4
H	73	0.228	47.9	43.3	41.0	38.7
H	74	0.242	50.8	46.0	43.5	41.1
I	75	0.256	53.7	48.6	46.1	43.5
I	76	0.270	56.7	51.3	48.6	45.9
I	77	0.284	59.6	53.9	51.1	48.3
I	78	0.298	62.6	56.6	53.6	50.6
I	79	0.312	65.5	59.3	56.1	53.0
J	80	0.326	68.4	61.9	58.7	55.4
J	81	0.340	71.4	64.6	61.2	57.8
J	82	0.354	74.3	67.2	63.7	60.2
J	83	0.368	77.3	69.9	66.2	62.5
J	84	0.382	80.2	72.6	68.7	64.9
K	85	0.396	83.1	75.2	71.3	67.3

		Women				
		W1x,W 2-	W2x,W4+	W4-	W4x,W8+	
		increase /year in ratio to standard time	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is
Standard time (seconds)			235	205	210	195
handicap 21-26		-0.005	-1.175	-1.025	-1.05	-0.975
handicap 27-42		0.0007	0.1645	0.1435	0.147	0.1365
handicap 43-59		0.0049	1.1515	1.0045	1.029	0.9555
handicap 60+		0.011	2.585	2.255	2.31	2.145
FISA	Age	cumulative ratio to standard time (-1.00)	cumulative allowance, seconds	cumulative allowance, seconds	cumulative allowance, seconds	cumulative allowance, seconds
AA	21	0.030	7.1	6.2	6.3	5.9
AA	22	0.025	5.9	5.1	5.3	4.9
AA	23	0.020	4.7	4.1	4.2	3.9
AA	24	0.015	3.5	3.1	3.2	2.9
AA	25	0.010	2.4	2.1	2.1	2.0
AA	26	0.005	1.2	1.0	1.1	1.0
A	27	0.000	0.0	0.0	0.0	0.0
A	28	0.001	0.2	0.1	0.1	0.1
A	29	0.001	0.3	0.3	0.3	0.3
A	30	0.002	0.5	0.4	0.4	0.4
A	31	0.003	0.7	0.6	0.6	0.5
A	32	0.004	0.8	0.7	0.7	0.7
A	33	0.004	1.0	0.9	0.9	0.8
A	34	0.005	1.2	1.0	1.0	1.0
A	35	0.006	1.3	1.1	1.2	1.1
B	36	0.006	1.5	1.3	1.3	1.2
B	37	0.007	1.6	1.4	1.5	1.4
B	38	0.008	1.8	1.6	1.6	1.5
B	39	0.008	2.0	1.7	1.8	1.6
B	40	0.009	2.1	1.9	1.9	1.8
B	41	0.010	2.3	2.0	2.1	1.9
B	42	0.011	2.5	2.2	2.2	2.0
C	43	0.015	3.6	3.2	3.2	3.0
C	44	0.020	4.8	4.2	4.3	4.0
C	45	0.025	5.9	5.2	5.3	4.9
C	46	0.030	7.1	6.2	6.3	5.9
C	47	0.035	8.2	7.2	7.4	6.8
C	48	0.040	9.4	8.2	8.4	7.8
C	49	0.045	10.5	9.2	9.4	8.7
D	50	0.050	11.7	10.2	10.4	9.7
D	51	0.055	12.8	11.2	11.5	10.6
D	52	0.060	14.0	12.2	12.5	11.6
D	53	0.064	15.1	13.2	13.5	12.6
D	54	0.069	16.3	14.2	14.6	13.5

FISA	Age	Women				
		W1x,W 2-		W2x,W4+	W4-	W4x,W8+
		cumulative ratio to standard time (-1.00)	cumulative allowance, seconds	cumulative allowance, seconds	cumulative allowance, seconds	cumulative allowance, seconds
E	55	0.074	17.4	15.2	15.6	14.5
E	56	0.079	18.6	16.2	16.6	15.4
E	57	0.084	19.7	17.2	17.6	16.4
E	58	0.089	20.9	18.2	18.7	17.3
E	59	0.094	22.0	19.2	19.7	18.3
F	60	0.105	23.5	20.5	21.0	19.5
F	61	0.116	26.1	22.7	23.3	21.6
F	62	0.127	28.6	25.0	25.6	23.8
F	63	0.138	31.2	27.2	27.9	25.9
F	64	0.149	33.8	29.5	30.2	28.1
G	65	0.160	36.4	31.8	32.5	30.2
G	66	0.171	39.0	34.0	34.8	32.4
G	67	0.182	41.6	36.3	37.1	34.5
G	68	0.193	44.2	38.5	39.5	36.6
G	69	0.204	46.7	40.8	41.8	38.8
H	70	0.215	49.3	43.0	44.1	40.9
H	71	0.226	51.9	45.3	46.4	43.1
H	72	0.237	54.5	47.5	48.7	45.2
H	73	0.248	57.1	49.8	51.0	47.4
H	74	0.259	59.7	52.0	53.3	49.5
I	75	0.270	62.3	54.3	55.6	51.7
I	76	0.281	64.8	56.6	57.9	53.8
I	77	0.292	67.4	58.8	60.2	55.9
I	78	0.303	70.0	61.1	62.6	58.1
I	79	0.314	72.6	63.3	64.9	60.2
J	80	0.325	75.2	65.6	67.2	62.4
J	81	0.336	77.8	67.8	69.5	64.5
J	82	0.347	80.3	70.1	71.8	66.7
J	83	0.358	82.9	72.3	74.1	68.8
J	84	0.369	85.5	74.6	76.4	71.0
K	85	0.380	88.1	76.9	78.7	73.1

		Mixed				
		Mixed 2-	Mixed 2x, 4+	Mixed 4-	Mixed 4x,8+	
		increase /year in ratio to standard time	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is	sec/yr if standard time in seconds is
Standard time (seconds)			225	205	195	185
handicap 21-26		-0.0055	-1.24	-1.13	-1.07	-1.02
handicap 27-49		0.0014	0.32	0.29	0.27	0.26
handicap 50-64		0.0067	1.51	1.37	1.31	1.24
handicap 65+		0.012	2.70	2.46	2.34	2.22
FISA	Age	cumulative ratio to standard time (-1.00)	cumulative allowance, seconds	cumulative allowance, seconds	cumulative allowance, seconds	cumulative allowance, seconds
AA	21	0.033	7.4	6.8	6.4	6.1
AA	22	0.028	6.2	5.6	5.4	5.1
AA	23	0.022	5.0	4.5	4.3	4.1
AA	24	0.017	3.7	3.4	3.2	3.1
AA	25	0.011	2.5	2.3	2.1	2.0
AA	26	0.006	1.2	1.1	1.1	1.0
A	27	0.000	0.0	0.0	0.0	0.0
A	28	0.001	0.3	0.3	0.3	0.3
A	29	0.003	0.6	0.6	0.5	0.5
A	30	0.004	0.9	0.9	0.8	0.8
A	31	0.006	1.3	1.1	1.1	1.0
A	32	0.007	1.6	1.4	1.4	1.3
A	33	0.008	1.9	1.7	1.6	1.6
A	34	0.010	2.2	2.0	1.9	1.8
A	35	0.011	2.5	2.3	2.2	2.1
B	36	0.013	2.8	2.6	2.5	2.3
B	37	0.014	3.2	2.9	2.7	2.6
B	38	0.015	3.5	3.2	3.0	2.8
B	39	0.017	3.8	3.4	3.3	3.1
B	40	0.018	4.1	3.7	3.5	3.4
B	41	0.020	4.4	4.0	3.8	3.6
B	42	0.021	4.7	4.3	4.1	3.9
C	43	0.022	5.0	4.6	4.4	4.1
C	44	0.024	5.4	4.9	4.6	4.4
C	45	0.025	5.7	5.2	4.9	4.7
C	46	0.027	6.0	5.5	5.2	4.9
C	47	0.028	6.3	5.7	5.5	5.2
C	48	0.029	6.6	6.0	5.7	5.4
C	49	0.031	6.9	6.3	6.0	5.7
D	50	0.032	7.2	6.6	6.3	6.0
D	51	0.039	8.8	8.0	7.6	7.2
D	52	0.046	10.3	9.3	8.9	8.4
D	53	0.052	11.8	10.7	10.2	9.7
D	54	0.059	13.3	12.1	11.5	10.9

FISA	Age	Mixed				
		cumulative ratio to standard time (-1.00)	Mixed 2- cumulative allowance, seconds	Mixed 2x, 4+ cumulative allowance, seconds	Mixed 4- cumulative allowance, seconds	Mixed 4x,8+ cumulative allowance, seconds
E	55	0.066	14.8	13.5	12.8	12.2
E	56	0.072	16.3	14.8	14.1	13.4
E	57	0.079	17.8	16.2	15.4	14.6
E	58	0.086	19.3	17.6	16.7	15.9
E	59	0.093	20.8	19.0	18.0	17.1
F	60	0.099	22.3	20.3	19.3	18.4
F	61	0.106	23.8	21.7	20.7	19.6
F	62	0.113	25.3	23.1	22.0	20.8
F	63	0.119	26.8	24.5	23.3	22.1
F	64	0.126	28.4	25.8	24.6	23.3
G	65	0.133	29.9	27.2	25.9	24.5
G	66	0.145	32.6	29.7	28.2	26.8
G	67	0.157	35.3	32.1	30.6	29.0
G	68	0.169	38.0	34.6	32.9	31.2
G	69	0.181	40.7	37.0	35.2	33.4
H	70	0.193	43.4	39.5	37.6	35.6
H	71	0.205	46.1	42.0	39.9	37.9
H	72	0.217	48.8	44.4	42.3	40.1
H	73	0.229	51.5	46.9	44.6	42.3
H	74	0.241	54.2	49.3	46.9	44.5
I	75	0.253	56.9	51.8	49.3	46.7
I	76	0.265	59.6	54.3	51.6	49.0
I	77	0.277	62.3	56.7	54.0	51.2
I	78	0.289	65.0	59.2	56.3	53.4
I	79	0.301	67.7	61.6	58.6	55.6
J	80	0.313	70.4	64.1	61.0	57.8
J	81	0.325	73.1	66.6	63.3	60.1
J	82	0.337	75.8	69.0	65.7	62.3
J	83	0.349	78.5	71.5	68.0	64.5
J	84	0.361	81.2	73.9	70.3	66.7
K	85	0.373	83.9	76.4	72.7	68.9

Seconds per year of age difference (older - younger) by boat type, based on Standard Times over 1000m									
Men		Boat type	M1x	M2-	M2x	M4+	M4-	M4x	M8+
	Standard time, seconds		210	210	190	190	180	170	170
	Ages	FISA							
	21-26	AA	-1.26	-1.26	-1.14	-1.14	-1.08	-1.02	-1.02
	27-49	A,B,C	0.17	0.17	0.15	0.15	0.14	0.14	0.14
	50-64	D,E,F	1.37	1.37	1.24	1.24	1.17	1.11	1.11
	65+	G,H,I,J	2.94	2.94	2.66	2.66	2.52	2.38	2.38
Women		Boat type	W1x	W2-	W2x	W4+	W4-	W4x	W8+
	Standard time, seconds		235	235	205	205	210	195	195
	Ages	FISA							
	21-26	AA	-1.18	-1.18	-1.03	-1.03	-1.05	-0.98	-0.98
	27-42	A,B	0.16	0.16	0.14	0.14	0.15	0.14	0.14
	43-59	C,D,E	1.15	1.15	1.00	1.00	1.03	0.96	0.96
	60+	F,G,H,I,J	2.59	2.59	2.26	2.26	2.31	2.15	2.15
Mixed		Boat type	Mix 1x	Mix 2-	Mix 2x	Mix 4+	Mix 4-	Mix 4x	Mix 8+
	Standard time, seconds			225	205	205	195	185	185
	Ages	FISA							
	21-26	AA	na	-1.24	-1.13	-1.13	-1.07	-1.02	-1.02
	27-49	A,B,C	na	0.32	0.29	0.29	0.27	0.26	0.26
	50-64	D,E,F	na	1.51	1.37	1.37	1.31	1.24	1.24
	65+	G,H,I,J	na	2.70	2.46	2.46	2.34	2.22	2.22

Appendix 6 - Coastal Rowing Rules

SECTION 1 – SCOPE

1.1 Rowing, Boats, Regattas

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

This Appendix applies to regattas for coastal rowing and Canadian Coastal Rowing Championship regattas together with and not in exclusion of the RCA Rules of Racing. Rules outlined in the RCA Rules of Racing that are intended to be applied to all regattas (i.e. entries, sanctioning, safety, fairness) shall apply to Coastal Rowing regattas and rules applying to Canadian Championship regattas shall apply to Canadian Coastal Rowing Championship regattas.

SECTION 2 – COMPETITORS

2.1 Age Categories

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

1. Seniors

SECTION 3 – EQUIPMENT

3.1. Classes of Boat

The following events are held in Coastal Rowing regattas:

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

SECTION 4 –BOATS AND CONSTRUCTION

4.1 Construction of Coastal Rowing Boats and Equipment

Coastal Rowing boats used in RCA coastal regattas should conform to the construction requirements as stated in the FISA Coastal Rowing Competition Regulations.

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 the “FISA Guidelines for the Safe Practice of Rowing”, as per RCA Rules of Racing 3.8, coastal rowing boats should be constructed with three (3) watertight compartments. These compartments may have watertight hatches or ports for access to these areas. Boats must be designed and constructed so that the hulls are self-bailing; self-bailing shall mean that water in the boat will automatically be removed through hull bailers by the forward movement of the boat, or by a cockpit floor properly pitched aft to an open transom.

4.2 Coastal Rowing Requirements

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

At a minimum:

1. Boats must meet the minimum flotation standards described in RCA Rule 3.8 and the FISA construction requirements as described in FISA Rules Appendix 22.
2. Boats must carry a small vessel Personal Flotation Device (PFD) for every crew member, of a type which meets Canadian recognized standards. Coxswains must wear a PFD at all times in the boat.
3. Boats must have a towing eye located approximately 100mm above the loaded waterline on the bow fitted with a 15m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with all crew members on board in strong wind and high sea conditions. The loose end of the line must be within hand-reach of a rower for the purpose of throwing to a rescue boat if required.
4. Any ballast must be fixed securely to the structure of the boat.
5. During Coastal rowing races, for safety reasons each boat shall be permitted to carry such radio or telecommunication equipment as permitted or required by the Organizing Committee or by other maritime authorities for such events.
6. 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.

4.3 Boat Registration Numbers

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

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

4.4 Crew Racing Numbers

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

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

SECTION 5 – COURSES

5.1 Characteristics & Design

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

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

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

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

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 mark closer than one kilometer (1 km) from the start, if the required angle of the turn at that mark is greater than 45 degrees.

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

5.2 Course Markers

- a. A plan of the course(s) showing the location of all course markers together with their description and their GPS position, must be included in the 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.
- b. For safety purposes, wherever buoys are used to mark the turning points, the Organizing Committee should, wherever possible, use floating marker-type buoys rather than existing solid moorage buoys and beacons.
- c. The Organizing Committee shall take all necessary precautions in setting out the course markers and the course to avoid any risks of boats grounding in shallow waters, including by clearly marking such areas and placing warning buoys in the appropriate locations.

5.3 Start and Finish Lines

- a. The start line and finish line shall be visually marked by the alignment of two landmarks or buoys.
- b. The orientation of the start or finish line shall in principle be perpendicular to the route to be taken to or from the next or previous turning point respectively;
- c. For all races, except for races against the clock, the start line shall be wide enough to allow all competitors in the race to align and start at the same time.

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

5.4 Length of the Course

- a. The racing distance may vary from regatta to regatta, as in principle there is no specified racing distance. However, all participants shall be notified of the length of the course in the Regatta Package. The racing distance may be changed by the Chief Umpire in the case of adverse weather conditions, in consultation with the Organizing Committee.
- b. **RCA Coastal Rowing Championships** - In principle, the racing distance shall be between 6 km 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, positioning of course markers, spectator visibility and start and finish facilities. In adverse weather conditions the distance may be changed by the Chief Umpire, in consultation with the Regatta Chair and the Organizing Committee

5.5 Number of Lanes

Coastal rowing regattas shall normally be raced without limit to the number of crews in each race. This will be subject to the dimensions of the start line, the length of the course and all safety considerations, including weather conditions and availability of safety boats. There shall be no delineated lanes. Where there is a limit on the width of the start line, the Organizing Committee shall indicate in the Regatta Package/Bulletin and in the information to crews the maximum number of boats which can be accommodated on the start line at one time in any category in accordance with Appendix 6, Rule 6.2.

SECTION 6 – ORGANIZATION OF REGATTAS

6.1 Safety – General principles

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

6.1.1 Regatta Chair

The Organizing Committee shall appoint a Regatta Chair who is very familiar with local water conditions and who has experience with coastal rowing events. The Regatta Chair 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 Regatta Chair shall cooperate closely with the Chief Umpire and shall participate in any decisions in case of adverse weather conditions. In any case where the Regatta Chair and the Chief Umpire are not in agreement on an issue regarding safety, the decision of the Chief Umpire shall prevail.

6.1.2 Crew Captains' Meeting

Before the start of the competition, a meeting must be convened by the Organizing Committee in which all coxswains and Crew Captains must participate. At this meeting, the Regatta Chair will explain and provide to all participants all information reasonably required for the safe running of the event (including traffic patterns, local maritime rules, tidal movements, currents, specific

topography, known dangers and safety rules). If deemed necessary, the coxswains, and the Crew Captains, may be invited to view the course from a motor launch of the Organizing Committee.

6.1.3 Rowers' Obligations

a. General obligations

All rowers and coxswains must:

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

b. Crew Captain's obligations

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

The Crew Captain shall be responsible before every outing to:

- ❖ familiarize himself/herself with the current and expected weather conditions;
- ❖ take responsibility for assessing the risks and the ability of the crew to cope with those conditions;
- ❖ register the outing with the Control Commission, showing the date and time of the outing, the estimated length of the outing and the route to be taken;
- ❖ check the condition of the boat and the safety equipment on board;

During the outing:

- ❖ ensure that the crew respects all navigational and safety rules;
- ❖ require that all members of the crew wear their PFDs as necessary;
- ❖ monitor any changes in the weather or water conditions which might affect the safety of the crew;
- ❖ make necessary decisions for the safety of the crew if the weather deteriorates.

After the outing:

- ❖ inform the Control Commission of the return of the crew;
- ❖ ensure that the Control Commission volunteers or Umpires register that the crew has returned

6.1.4 Special Coastal Rowing Safety Considerations

a. General Rules of Circulation

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

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

- b. Important rules for rowing on open water
Rowing boats must not hinder the passage of:
 - ❖ boats that can only navigate safely in a narrow channel or access lane;
 - ❖ boats with mechanical propulsion in a traffic lane;
 - ❖ ships with heavy cargo.
- c. Avoiding collisions:
When two rowing boats are on a potential collision course, both boats should move to starboard to give way to the other boat. For clarification, “starboard” means the left hand side of the rowers as they are seated in the boat (bowside).

6.1.5 Shelters

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

6.1.6 Capsizing

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

6.2 The Draw and Progressing to the Finals

6.2.1 Progression system

The Organizing Committee shall stipulate the maximum number of crews which can be accommodated on the Start line at one time in accordance with Rule 5.6 in this document. Should the number of crews taking part in an event exceed the number of positions available on the Start line, a system of heats shall be adopted. In such 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 the same number of crews from each heat shall progress to the next round.

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

6.2.2. The Draw and Determining the Lanes

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

However, for beach starts where the line of the start is not perpendicular to the first turning marker, crews’ starting positions will be allocated by the jury by random draw, 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.

6.2.3 Adverse Weather Conditions

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

Such decisions may result in reducing the maximum number of boats in races. If the number of boats in a race is reduced under this Rule, the Chief Umpire may use the ranking in the preliminary heats to seed the races or, if there have been no preliminary heats, the random draw will be used.

SECTION 7– THE START

7.1– At the Start

There shall be no start zone in Coastal Rowing events

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

The Starter may start the race without reference to absentees. A crew arriving late at its starting position may be awarded a Yellow Card by the Starter

7.2 The Starting Procedure

7.2.1 The Start (floating)

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

The Starter may be assisted by other Umpires under the authority of the Starter. The position of the Starter shall in principle be approximately 150 meters behind the line of the Start and shall be such that the Starter has a clear view of all boats and the starting signals are clearly visible to all crews on the Start line. In principle, a clearly distinguishing, brightly coloured jacket should be worn by the Starter.

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

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. S/he shall immediately notify the Starter and Race Umpires of the decision in this regard and the offending crews shall be notified in accordance with Appendix 6, 7.2.5

The starting procedure shall be as follows:

- a. Crews must be in the vicinity of the start line and under the control of the Starter two minutes before the starting time of their race.

- b. It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not be obliged to give any instructions to crews in this regard prior to the start signal being given.
Crews in the Start area shall at all times closely follow the instructions of the Starter or Race Umpire.
Any crew not following such instructions may be penalized. After giving the 3-minute, 2-minute and 1-minute signals respectively as provided in Paragraphs (c), (f) and (g) of this Rule, the Starter may start the race at the given time.
- c. Three minutes before the start, the Starter shall simultaneously-
 - ❖ hoist three balls one above the other (each ball shall have white cross on a red background, be clearly visible from the Start line and shall be: not smaller than 50cm in diameter); and
 - ❖ sound a hooter in 3 clear, short blasts.
- d. All boats shall remain close to the start. At the expiry of the 3 minutes the start can be given even if some boats have not reached the start position.
- e. Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge at the Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.
- f. Two minutes before the start time, the Starter shall simultaneously
 - ❖ drop one ball (two balls remain); and
 - ❖ sound a hooter in two clear, short blasts;
- g. One minute before the start, the Starter shall simultaneously
 - ❖ drop a second ball (a single ball remains); and
 - ❖ sound a hooter in one clear, short blast
- h. At the Start time, the Starter shall give the signal to start by standing clearly visible, raising and dropping in one downward motion the start flag. Simultaneously,
 - ❖ drop the single ball and
 - ❖ sound a hooter in one long blast

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

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

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

7.2.3 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 may lower

all signals and begin the 3 minutes countdown process again after announcing this to the waiting crews.

7.2.4 Beach Starts

- a. The boats shall be lined up on the beach near the water's edge. If under Rule 6.2.2 the starting position of boats has been allocated, the boats shall line up and start in accordance with those positions.
- b. The Starter shall direct the crews to float and hold their boats approximately 10m apart at the edge of the water. All crew members shall be standing in the water next to their boats. The Starter shall then order the crews to get ready and bring their boats into line. The stern of the boat should be in line with the beach. The Judge at the Start shall be the sole judge of whether the boats are in line.
- c. It is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be penalized by the Starter or the Umpire.
- d. The start procedure will be the same as for the floating start. The signal at three minutes shall be given after the Starter has instructed crews to float their boats.

7.2.5 False Start

A crew commits a false start when any part of its boat or equipment is on the course-side of the Start Line at the time the Start signal is given. The Judge at the Start shall be the sole judge of an anticipated start.

Consequences of a False Start

- a. Individual false start
A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty of 2 minutes and shall be immediately informed of the penalty by the Race Umpire in the manner set out in Appendix 6 Rule 11.5
- b. Mass false start
If in a race the Judge at the Start indicates that a number of boats have committed a false start, the Starter may decide to stop the race and give the start again or he may allow the race to continue and award penalties to all boats concerned. If s/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, s/he may advise the Starter to allow the race to continue with or without penalties to individual crews.

SECTION 8 - DURING THE RACE

8.1 Responsibility of Rowers

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

A crew, which for any reason does not complete the full course as designated by the Organizing Committee, including not rounding all or any of the turning markers, is responsible to declare this to

the Finish Judge or other Race Umpire or to the Organizing Committee at the end of the race. The result of such crew shall show DNF.

8.2 Interference

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

a. Rules of Giving Way

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

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

b. Collisions

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

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

d. Rounding of a Turning Mark

At the turning marks, rules relating to interference and overtaking under this regulation shall apply. A boat has right of way over another boat at a turning mark if, before either boat begins to turn the mark, it has an overlap of the other boat and is on the inside of the turn. The right of way shall continue until the turn is completed by both boats. An overlap for the purpose of this regulation shall mean that the bow of one boat is overlapping the stern of another and the extent of that overlap is not relevant. Where a boat has right of way under this rule, the other boat or boats shall give way or shall be subject to penalties for interference. In order to be placed in the final ranking for the event, all crews must round all turning marks and must complete the full course as designated by the Organizing Committee.

SECTION 9 – THE FINISH

9.1 Finish of the Race

A crew has finished the race when the bow of its boat has crossed the finish line. All crew members must start and finish the race.

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

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

9.2 Dead Heats

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

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

SECTION 10 – THE JURY

10.1 Composition of the Jury

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

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

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

10.2 Chief Umpire

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

10.3 The Starter and the Judge at the Start

The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed. 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 not to be on the course side of the Start Line at the time the start signal is given.

10.4 The Race Umpire

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

The Race Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, s/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 Race Umpire shall not give any steering indications to crews. Nevertheless, he shall endeavour to ensure that accidents are avoided.

If necessary, the Race Umpire may impose penalties during the race. S/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 (in which case he may order the crews to re-start in the positions they held at the time the race was stopped) either immediately or later. In the latter case, s/he shall decide on the new starting time in consultation with the Chief Umpire and he shall inform the crews concerned.

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

The Race 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 Race Umpire should make every attempt to advise the crew at the time the penalty is awarded by saying to the crew: “(Boat Number!)” – “(reason for penalty!)” - “Time Penalty! (60 seconds!)”

The Race Umpire shall at the same time show to the crew a white board displaying the text “Penalty 60s”.

10.5 Judges at the Finish

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

10.6 Control Commission

In addition to its other duties, the Control Commission at coastal rowing events shall check the correct display of the boat registration numbers and that the numbers required to be worn by crew members are correctly displayed and shall record the details as outlined in Appendix 6, Rule 4.3 and 4.4.

Appendix 7 - Canadian National Regattas - Fairness Committee Terms of Reference

1.0 Name

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

2.0 Structure and Purpose

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

3.0 Alternative programs in cases of Adverse Weather Conditions

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

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

4.0 Accountability and Operation

- 4.1 The Chief Umpire shall receive the recommendations of the Fairness Committee and make a decision(s).
- 4.2 The chair of the Fairness Committee shall write a report on its activities, decisions and recommendations during the regatta and submit it to the RCA CEO, Regatta Chair, and the Chief Umpire.

Appendix 8 – Time Trial Rules

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

1. Course

- 1.1 The Organizing Committee [OC] in consultation with the Chief Umpire must determine the race distance, lanes to be used for racing and lanes for use by crews being overtaken.
- 1.2 A map of the course indicating traffic patterns must be prominently displayed at the launching area.

2. Racing Rules

- 2.1. The OC in consultation with the Chief Umpire shall determine the time interval between crews at the start. The interval between crews should be commensurate with the type of shell. The interval should allow for wash to dissipate and minimize instances of interference or overtaking. As an example, for singles, the minimum time between boats in the same lane is one minute.
- 2.2. The OC in consultation with the Chief Umpire shall determine the time before the start at which all crews must be present in the starting area.
- 2.3. Crews being overtaken must yield the right of way to the overtaking crew by moving into the lane or position assigned to crews being overtaken.
- 2.4. The OC shall provide for instantaneous communication, such as radio or telephone, between the start, finish and any Umpires or marshals stationed on the course.
- 2.5. The OC shall provide each boat with a bow marker or a numbering system, unique to its event.
- 2.6. In principle, every attempt shall be made to start crews in bow number order.
- 2.7. The OC is responsible for providing and operating the timing for the event. The Chief Umpire should approve the method of timing races and must verify that the Organizing Committee knows how to implement that method, resulting in a fair regatta. There must be at least one analogue back-up to the timing system, in case the electronic system fails.

3. Umpires

- 3.1 To fulfill RCA regatta sanction requirements, a time trial will need a minimum of four RCA licensed Umpires including the Chief Umpire. In principle, the four Umpires will be assigned to the start area, the finish area, the control commission and on-water duties.
- 3.2 The timing of races is the responsibility of the OC.
- 3.3 The Chief Umpire will assign Umpires to perform various duties that may consist of the following:
 - 3.3.1 Starter: The Starter shall be stationed on the starting line and shall be responsible for the starting procedure including maintaining order and intervals between crews.
 - 3.3.2 Marshal: The Marshal shall be positioned in the starting area and is responsible for organizing participating crews above the start into the proper order.
 - 3.3.3 Pre-Marshal: A Pre-Marshal may be assigned to assist the Marshal in the organization of crews into the proper order

- 3.3.4 Race Umpires or marshals: The Race Umpires or marshals shall be strategically positioned along the course.
- 3.3.5 Launches for Race Umpires/Marshals shall normally be stationary while the race is in progress, but may move to respond to emergencies. Race Umpires or marshals shall note any violation of the rules, including traffic patterns, right of way rules, and report such violations to the Finish Judge or the Chief Umpire for the appropriate penalties. Umpires or marshals shall give instructions to crews to avoid collisions or accidents.
- 3.3.6 Finish Judge: The Finish Judge shall mark the finish order of each crew.

4. The Launch Area

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

5. The Start

- 5.1 Before the start of each event, the Marshal and Starter shall verify the presence of scheduled crews. Any crew that does not appear within the time specified in Appendix 8, Rule 2.2 above may be warned or excluded by the Marshal or Starter.
- 5.2 The Marshal shall direct crews into their racing lane ensuring adequate time for the crew to be ready in its lane before the crew is called for their start.
- 5.3 The following commands shall be used:
 - 5.3.1 The Marshal will instruct the crew “Crew #1 Alberta, on the paddle”.
 - 5.3.2 As the crew approaches the line, the Starter will say “Crew #1 Alberta, approaching the line”.
 - 5.3.3 As the crew crosses the line the Starter will then say “GO”, or sound a horn.

6. The Finish

- 6.1 As each crew finishes, the Finish Judge will say “Down” or sound the finish horn.
- 6.2 The Finish Judge shall mark the finish order of each crew.

Appendix 9 - How to Conduct a Draw

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

Manual Draw

3. Names of clubs, that have made an entry in an event (and the entry has been accepted) are written on small, individual pieces of paper, and placed in a bucket or bowl. Lanes numbered one (1) to six (6) (e.g., Lane 1, Lane 2, etc.) are also written on small, individual pieces of paper and placed in a second bucket or bowl. For each race, the names of the clubs who have paid the entry fees to participate in that race are placed in the “Club Bucket”. All other club names are removed from the Club Bucket.
4. The person doing the draw pulls one club name from the Club Bucket and one lane number from the “Lane Bucket” and notes which Club is assigned which lane on the draw. For example, “British Columbia” is drawn from the Club Bucket at the same time as Lane 5 is drawn from the Lane Bucket. The British Columbia crew for this race is assigned to Lane 5. Crew names are drawn from the Club Bucket until all lanes are assigned for the first race.
5. If there are multiple heats for the same event, then parameters are applied. The Organizing Committee selects the parameters. Some examples of parameters include:
 - 5.1. Assigning one entry per club, per heat, so that the same club’s two entries are not in the same heat. This can assist with equipment sharing.
 - 5.2. A limitation on the number of races in one day (of a multi-day regatta)
 - 5.3. Limitation on the number of crews in a heat, e.g., no more than six, or if seven, then the heat is split into two races
6. After the first round of heats, or time trials, the decision on which crews advance is based on the progression system selected. For all rounds after the heats, the principle is to put the crews with the best placing in their previous round in the two middle lanes (usually Lanes 3 and 4). The crews with the next lower placing in their previous round are put in the next outer lanes, etc. (Lanes 2 and 5, followed by Lanes 1 and 6).
7. If the crews have the same placing in the previous round then there shall be a draw, using a coin toss, supervised by a member of the Jury, to determine their lanes in the next round.
8. When advancing crews and assigning lanes, the first place crews from each previous round are assigned to Lanes 3 or 4, on a random basis, which could be accomplished by using a coin toss, a computer-assisted random number generator, or some other similar means. Crews are assigned to Lanes 2 and 5 and to Lanes 1 and 6 using the same process.

Computer-Programs

9. There are at least two computer programs currently in use in Canada, and there may be more.

A. Regatta Master

- 9.1. The draw process in Regatta Master starts with assigning an event to an Event Type, from which it gets many settings, including how seeding is done, and the progression system used for that event.
- 9.2. In the Event Type, the Organizing Committee can decide how entries are assigned a seed number and how that number is used in the initial draw. Seed numbers can be manually or randomly assigned (or a combination of the two), assigned by the age of the crew in the boat, or by a qualifying time associated with the entry.
- 9.3. Once the entries in an event have a seed number, settings in the Event Type and the progression system determine the heat and lane to which a given seed is assigned (or starting order in case of a time trial). If the initial round of competition is not a time trial, but is instead heats, then the Event Type specifies how the entries are assigned to heats and lane priorities, and the progression system maps the lane priorities to physical lanes.
- 9.4. The options for drawing the entries into the initial round are:
 - ❖ Race by Race: entries are assigned, in seed order to all lanes in the first heat, then the next. For instance, in an event with 6 lanes and 18 entries, the first 6 seeds would be in the first heat, with seed 1 in the first priority lane and seed 6 in the last priority lane.
 - ❖ Lane by Lane: entries are assigned, in seed order, to a specified lane priority in the first heat, then the same lane priority in the second heat, and so on.
- 9.6. If drawing in this manner, the sequence can be either round-robin (1,2,3 1,2,3, etc.) or reversing (1,2,3; 3,2,1; 1,2,3, etc.). Using the same example as above, the first seed would get the first priority lane in heat 1, the 2nd seed would get the first priority lane in heat 2, the third seed would get the first priority lane in heat 3, the fourth seed would get the second priority lane in heat 3, the fifth seed would get the 2nd priority lane in heat 2, and so on.
- 9.7. Beyond the initial round, progression rules determine the crew advancement, including a random alternation of lane priority. For instance, if the physical lanes corresponding to priorities 1-6 are 3,4,2,5,1,6, the alternate lanes would be 4,3,5,2,6,1.
- 9.8. Once seed numbers are assigned to the entries, they do not change. This allows a redraw (in the case of a scratch or other change) without affecting the relative placement of the other entries in the event. Gaps are ignored, as the entries are placed sequentially in seed order.
- 9.9. The only exception to the above is when attempting to minimize the occurrence of multiple club entries racing each other in the initial round. When using this option, the seed number is assigned by the system; the draw method is Lane by Lane, and all the entries for a given club in the same event get the same seed number. This puts them in different heats, or at least distributes them evenly across all heats. Then the lane assignments are randomized in each heat so the entries for one club do not all get the same lane priority. For more information please see: www.regattamaster.com

B. Regatta Data System

- 9.10 The Regatta Data System is a web-based regatta management software tool. Once entries close, the regatta organizers can create a draw. Events within a single regatta can have

different progression rules and use different numbers of lanes, allowing the organizers to customize their regatta. The draw can be scheduled programmatically and manually altered if desired. Once finalized and released by the organizers, the draw is available online. On regatta day, for the system to be functional, there needs to be access to internet at the regatta site. For more information please contact: info@regattadata.com