



BRITISHROWING

2019 Rules of Racing

Final

March 2019

These Rules of Racing come into effect on 1st April 2019

TEAMWORK | OPEN TO ALL | COMMITMENT

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Rules of Racing 2019

1 GENERAL

1-1 Title

These rules are established by British Rowing and shall be known as the British Rowing Rules of Racing.

1-2 Purpose

The purposes of these rules are to:

- provide a basis for safe, fair and equal racing taking account of the guidance in RowSafe and of British Rowing's Safeguarding & Protecting Children Policy.
- provide a consistent framework for the regulation and organisation of rowing competitions.

1-3 Interpretation

- a. These rules shall be interpreted to effect the purpose described in Rule 1-2. Wherever possible, provisions of these rules should be interpreted consistently with each other. Where such interpretation is not possible, the more specific should prevail over the general, and provisions regarding safety shall take precedence over any other provision.
- b. In addition:
 - **Italic type:** in these rules, shall indicate comment or explanation, rather than rules.
 - **May:** when used in describing the duties of officials in these rules implies the exercise of discretion and judgement in the light of training, knowledge and experience.
 - **Rowing:** shall imply both sweep-oared and sculling, except where the contrary appears specific.

1-4 Scope

- a. These rules shall apply to all competitions that are registered with British Rowing.
- b. Where relevant these rules shall also apply to registered members of British Rowing taking part in competitions organised by other associations (e.g. 1-4c, 1-4d, 1-6).
- c. No member of a club affiliated to British Rowing may compete in any rowing competition other than one that is subject to the British Rowing Rules of Racing or those of a body recognised by British Rowing or FISA unless participation has been approved by the Sport Committee in advance.
- d. It is accepted that affiliated clubs and individual registered members of British Rowing may take part in Festivals, River Pageants, Charity Rows etc.

1-5 Situations not Covered

In situations not covered by these rules, umpires (as defined in Rule 6-1-4) are empowered to make such decisions and to give such instructions as are necessary to carry out their responsibilities, and to effect the purposes described in Rule 1-2. Such situations and decisions shall be reported to the National Competition Committee, within five days.

1-6 International Competitions and Competitions of other Associations

- a. Any club proposing to enter a crew for an 'International' competition (*i.e. one included on the FISA calendar*), other than for Masters, shall apply in the first instance to British Rowing.
- b. In the case of other foreign competitions, clubs shall inform the National Competition Committee of their intention to enter.
- c. Participation in any competition of a different association, whether British or foreign shall count for classification as for similar participation under British Rowing rules. All competitors or their clubs shall inform the British Rowing office to enable the results to be included electronically against the competitor's records and also in the club's record for the British Rowing Almanack.

1-7 Racing Names

- a. Open affiliated rowing clubs may register one additional racing name with British Rowing, to be used by juniors competing in British Rowing competitions.
- b. All competitors using the Registered Junior Racing name must be members of the host club, who will pay the capitation fee at the current rate for each person.
- c. The annual fee for a Registered Junior Racing Name will be equal to the current basic club affiliation fee.

The purpose of this rule is to provide an acknowledgement by name of partnerships and links with local schools and/or local authorities.

1-8 Anti-Doping

The anti-doping rules of British Rowing are the UK Anti-Doping Rules published by UK Anti-Doping Limited (or its successor), as amended from time to time. Such rules shall take effect and be construed as rules of British Rowing. Any competitor, competitor support personnel or relevant person subject to the jurisdiction of British Rowing must accept these rules as a condition of participation and shall be bound by them.

1-9 Sponsorship

There are no restrictions on advertising material other than:

- No advertising material is permitted that is inappropriate or which is harmful to the image of rowing. *(For further guidance see British Rowing's Advertising Guidance or seek advice from British Rowing).*
- Any sponsorship material on equipment or clothing shall not impair the recognition of the crew by its club colours.

2 CLASSIFICATION OF COMPETITORS

2-1 General

2-1-1 British Rowing Standing

- Except as covered elsewhere in these rules, only those competitors who are registered members of British Rowing with Race membership and who are members of, and are representing, an affiliated rowing club, or who represent a club affiliated to another association recognised by British Rowing or FISA, may compete in competitions held under these rules.
- Registered members of British Rowing with Row, Coach or Support membership may also compete in Primary Events described in Appendix C and Stable (Recreational) Boat Competition described in Appendix E.
- Any competitor misrepresenting their history shall be subject to the penalties as described in Rule 8-4.
- A competitor's history shall also take account of any entries at competitions held under the rules of associations other than British Rowing.
- In areas of dispute a competitor's history shall be examined by British Rowing.
- Any application for membership, or renewal of membership, shall include any racing history of the applicant not previously declared.

2-1-2 Classification of Coxes

Coxes are not restricted by gender.

2-2 Senior Classification

Subject to 2-3e Senior rowing is open to all registered members of British Rowing with Race membership and includes the following classifications.

2-2-1 Lightweight

- No competitor shall be allowed to compete in Lightweight competition until they have reached the age of 18 years old.
- A competitor is a Lightweight if their weight does not exceed 72.5 kg (Open), 59 kg (Women) during the summer period (1st April – 30th September) and 75 kg (Open), 61.5 kg (Women) during the winter period (1st October – 31st March).
- The average weight of a Lightweight crew (excluding cox) may not exceed 70 kg (Open) or 57 kg (Women) during the summer period. There will be no average weight requirement during the winter period.
- Single scullers are weighed as individuals.

2-2-2 Under 19 (U19)

A rower or cox may compete at U19 level until 31st December of the year in which they reach the age of 18.

2-2-3 Under 23 (U23)

A rower or cox may compete at U23 level until 31st December of the year in which they reach the age of 22.

2-2-4 Adaptive

Individuals competing in British Rowing Adaptive events shall have been assessed, given an Adaptive grouping and then allocated to one of the following boat classes:

- AR1 – Adaptive Rower (Upright Seat)
- AR2 – Adaptive Rower (Fixed Seat)
- AR3-LD – Adaptive Rower (Sliding Seat - Learning Disability)
- AR3-PD – Adaptive Rower (Sliding Seat - Physical Disability)

2-2-5 Para-Rowing

Individuals competing in Para-Rowing competition shall have been allocated a Sport Class by the British Rowing classification procedure:

- PR1 – Para Rower (Arms and Shoulders; Fixed seat and stabilising pontoons)
- PR2 - Para Rower (Trunk and Arms; Fixed seat with optional stabilising pontoons)
- PR3-VI - Para Rower (Legs, Trunk, Arms & Visual Impairment; sliding seat – no restrictions)
- PR3-PD - Para Rower (Legs, Trunk, Arms & Physical Disability; sliding seat – no restrictions)

2-3 Junior Classification

- a. A junior is a competitor who had not attained eighteen years of age by midnight on the 31st August preceding the competition.
- b. Junior age bands run from 1st September until 31st August.
- c. Juniors who have not attained 11, 12, 13, 14, 15, 16, 17 or 18 years of age by midnight on the 31st August preceding the competition are classified as being in the following age bands J11, J12, J13, J14, J15, J16, J17 and J18 respectively.
- d. Juniors in age band J14 or below are not permitted to race in sweep-oared events (coxes excepted).
- e. Juniors in age band J14 or below are not permitted to race in events that are more than one age band above their own age band nor in Senior events (para-rowers, adaptive rowers and coxes excepted).
- f. Coxes of junior crews must be juniors.
- g. Coxes of junior crews are not sub-classified by age.

2-4 Masters Classification

- a. All competitors who have attained, or will attain, the age of 27 years old by the end of the calendar year are Masters.
- b. Events for Masters can be held in categories depending on the average age of the crew (see 4-4a).
- c. All competitors in a Masters event (other than coxes) must be Masters.

3 THE PERSONAL RANKING SYSTEM

3-1 The Ranking System

- a. The Ranking System is a continually updated classification provided for each competitor (including coxes) based on a function of the final finishing position in each event and the numbers of crews participating in the event.
- b. Sweep oared rowing and sculling are classified separately and every competitor has a separate Ranking Index in each of the two disciplines.
- c. Coxes will also accrue ranking points when racing which will be classified separately to any points that the competitor accrues in sweep oar rowing or sculling.
- d. The Ranking Index for each competitor on entry into an event will be the ranking determined eight days before the official close of entries for that event. e.g. *if the entries close at 13:00 on Sunday 15th then the Current Ranking Index is at 00:01 on Saturday 7th.*
- e. The ranking will be based upon the Personal Ranking issued to all competing members of British Rowing.
- f. The total of the ranking points accrued by the members of a crew as a whole determines that crew's Event Band.
- g. Ranking points accrued by a competitor for coxing will not be used for calculating a crew's Ranking Index, nor will they be used if the competitor rows or sculls.
- h. Full details of how ranking points are allocated can be found in the Personal Ranking Reference Book. Copies of which can be obtained from British Rowing.

3-2 Qualifying Events

- a. A qualifying event is one whose result may affect the Personal Ranking of a competitor (*e.g. by gaining ranking points*).
- b. An event is qualifying when there has been at least one race in which a minimum of two crews have been placed. A crew is not placed if it has been disqualified or has been given a verdict of 'Not Rowed Out' or if it did not finish.

- c.** In general, all competitions are classed as qualifying including:
- side by side racing
 - 'head', processional, and time trial races
 - an event for mixed crews of men and women (see 4-5c)
 - races open only to Para-Rowing competitors
- d.** None of the following is a qualifying event:
- an event where special conditions apply and permission has been granted by the National Competition Committee
 - a private match as defined in Appendix A arranged solely between the clubs or competitors concerned
 - an event open only to members of one club, or solely to the clubs of one university or other self-contained body
 - races open only to Adaptive competitors
 - a fun event generated on the day among existing competitors
 - an event held in recreational boats
 - an event open only to competitors J13 or younger
 - a handicap event (other than Masters)
 - relay races
 - primary events as defined in Appendix C
 - a bumping race
 - an event where competitors are allocated to crews on the day by the organisers
- e.** Any of the specific non-qualifying type of events listed above may have their entry conditions varied by local rules (see 6-2).

4 CLASSIFICATION OF EVENTS

4-1 The Main Classes of Events

Events may be held under the general conditions of any of the following classes:

- Senior - including Lightweight, U23, U19, Adaptive and Para-Rowing
- Junior
- Masters

and in each of these classes, Open (*regardless of gender*), Women and Mixed (see 4-5c); and in either discipline (*sweep-oared or sculling*).

See the particular conditions below pertaining to each class.

Where the class of an event is not specified it shall be interpreted as Senior and Open.

4-2 Senior Class

Senior racing can be sub-classified by Event Bands which are defined by the Organising Committee after entries have closed.

4-2-1 Lightweight Class

- a.** Lightweight events may be held in event bands based on ranking points.
- b.** Lightweight competition and wins will attract ranking points as for all Senior competition.

4-2-2 Adaptive Class

- a.** Adaptive events may be offered for the boat classes defined in 2-2-4.
- b.** British Rowing will determine which boats are eligible for AR1 and AR2 competition in the Adaptive events.
- c.** Strapping shall comply with the requirements of Appendix D.
- d.** Adaptive events will not attract ranking points.

4-2-3 Para-Rowing Class

- a.** Para-Rowing events may be offered for the boat classes defined in 2-2-5.
- b.** The use of standard Para-Rowing boats is mandatory for all PR1 and PR2 events. British Rowing will determine which boats are eligible for competition in these events.
- c.** Strapping shall comply with the requirements of Appendix D.
- d.** Para-Rowing events will attract ranking points.

4-3 Junior Class

- a. Junior events may be held in any of the age classes identified in Rule 2-3c above.
- b. Junior events may be held in event bands based on ranking points.
- c. Events may be classified as 'School/Junior'. This extends a J18 event to permit pupils in full time secondary education to continue to participate at a junior level representing their school or club up to the date of their nineteenth birthday.
This does not permit the inclusion of 'old boys' in a school crew.
- d. Junior events will attract ranking points.

4-4 Masters Class

- a. Masters events may be held in the following classes, by age. The age restriction is the lower limit for the average age of the crew (excluding cox), each crew member's age being measured in whole years attained during the current calendar year.

| Class | Age Restriction |
|-------|-----------------|
| A | 27 |
| B | 36 |
| C | 43 |
| D | 50 |
| E | 55 |
| F | 60 |
| G | 65 |
| H | 70 |
| I | 75 |
| J | 80 |
| K | 85 |

- b. Masters events may be combined into event bands based on ranking points.
- c. Masters events will attract ranking points.
- d. Masters crews of different classes may be raced together using a handicap system (see Appendix G).
- e. Before entries open, a competition shall declare in its promotional material the arrangements that will be used to group Masters entries into events and whether or not the ranking system and/or the handicap system will be used for some, or all, Masters classes. These arrangements should then not be changed once entries have opened.

The British Rowing insurance policy covers competitors aged 80 and over against third party liability. They are not covered for personal accident.

4-5 Combination of Classes

- a. Competition organisers may offer events that combine the conditions of two or more classes; (e.g. Masters B Event Band XX or Masters AR3).
Masters B Event Band XX would be an event conforming to the general conditions of Masters B, but restricted to crews/scullers with a personal Ranking Index applicable to Event Band XX conditions. Masters AR3 would combine a Masters competitor(s) with Adaptive AR3 class competitor(s).
- b. Competitions may also offer events within one of the major classifications, which have additional restrictions; e.g. College 4+. *This would, if not otherwise designated, imply an event with no restriction on ranking points but with a restriction that all competitors should be pupils at a school or college of higher education. Ranking points would be awarded to rowers in such events.*
- c. A particular example of combining classes is a Mixed event, which may be offered at any level and combines men and women rowers in a crew with a minimum number of women included (50% unless otherwise stated) (and see 3-2c).

5 COMPETITION ORGANISATION

5-1 General Requirements

- a. All affiliated competitions shall be held in accordance with the Rules of British Rowing and in accordance with the Rules of Racing.

- b. No competition shall be held under these rules unless its date and conditions have been approved by the National Competition Committee and the competition has taken account of the guidance in RowSafe, in the risk assessments and safety documentation required by the competition.
The Competition Calendar is established on a rolling basis looking several years ahead, and is controlled and facilitated by a small subcommittee of the National Competition Committee working through regional councils. Consensus is sought, but preferred dates are rejected if a clash between competitions of national significance is foreseen; in the last instance, a date may be imposed.
A competition must pay all affiliation money and all necessary fees to British Rowing within fourteen days of the competition taking place.
- c. If a competition does not take place on the agreed date, through exceptional or unforeseen circumstances, the Organising Committee may hold it on another date with the approval of the Regional Council concerned and the National Competition Committee.
- d. The competition shall take all reasonable steps to ensure that all competitors representing clubs affiliated to British Rowing, Scottish Rowing or Welsh Rowing are, themselves, registered members of British Rowing, Scottish Rowing or Welsh Rowing respectively and are in possession of a current membership card (see 7-2-3 and 5-5-4).

5-2 Safety

5-2-1 RowSafe

- a. The guidance in RowSafe should be taken account of at all times.
- b. This applies before, during, and after racing periods, to all competitors and their equipment and to the organising committee and all other officials and helpers.
- c. All officials are to use their best endeavours to ensure compliance with the competition safety documentation and guidance.

5-2-2 Safety Adviser

- a. Before a competition, the Organising Committee shall appoint a Safety Adviser who shall become a member of the Organising Committee and shall advise taking account of the guidance in RowSafe.
- b. The Safety Adviser shall ensure that the competition has the capability of recognising when and where accidents have happened and of recovering distressed competitors quickly and providing timely medical attention.
- c. The Safety Adviser shall be responsible for the submission of an Event Safety Plan and Safety Rules together with associated risk assessments and Event Emergency Response Plan in compliance with the guidance in RowSafe in addition to the Welfare Plan to the Regional Rowing Safety Adviser in the region in which the competition is to take place a minimum of four weeks before the proposed competition date.
- d. There is a general commitment that all officials should ensure that racing takes place in safe conditions (6-1-1 and 7-5-1 etc.).

5-2-3 Safety Instructions

The Organising Committee in consultation with the Race Committee Chairman and the Safety Adviser shall develop and publish to all competing clubs and officials, detailed diagrams and instructions covering:

- the circulation pattern
- any special points of danger on or near the course (e.g. shallows, underwater obstructions, narrow passages, side channels and areas where other water traffic crosses the course)
- safety boat and first aid positions and how to summon help
- medical support arrangements
- location of emergency telephones
- marshalling instructions

A copy of these instructions shall be provided, no later than three days before the competition, to each club whose responsibility it is to distribute them to the crews. An email including a weblink to the information may be sent to each club which retains the responsibility to ensure that all crews are made aware of it.

5-3 Role of the Regional Umpiring Committee

- a. Every competition should be attended by a representative from the Regional Umpiring Committee to monitor whether umpiring standards are being maintained.

The representative can assist the competition by:

- *working as an official*
 - *providing the Race Committee or any other official with an experienced second opinion*
 - *helping to defuse a situation, particularly one which might escalate to the Regional Umpiring Committee through an appeal*
 - *providing independent comment to the Organising Committee and to the Regional Umpiring Committee on aspects of the competition which are below the latest standards of best practice*
 - *Commenting in particular on:*
 - *safety*
 - *the course*
 - *starting on time and dealing with latecomers*
 - *the suitability of Local Rules*
 - *numbers, siting and quality of umpires, officials, race monitors, etc.*
 - *the effectiveness of Control Commission policing*
 - *the suitability of the environment*
- b. National competitions should normally be attended by a member of the National Umpiring Committee. *The NUC can provide a list of such competitions if required.*

5-4 Course Safety

5-4-1 Course Markings

- a. The starting line shall be conspicuously marked, and if necessary buoys should be set to guide crews into the start.
- b. The finish line shall be conspicuously marked.

5-4-2 Suitable Courses for Processional Competitions

- a. Processional races shall only be conducted on courses that are wide enough for participating crews to navigate safely; for an overtaking crew to pass another crew safely over the majority of the course (*not applicable to bumping races*); and for other water users and non-participating crews to travel the length of the course without impeding crews involved in the race (*unless the course is closed to such traffic*).
- b. Turns or changes in direction of the racing course shall be limited to those that can be negotiated at a normal racing pace, with conventional steering in unmodified boats.
- c. The starting area shall have ample room above the start line and be clear of all locks and weirs so that all crews in an event or division of an event, can be marshalled safely and turn, without interfering with the start or other water users.
- d. The area below the finish line shall have ample room and be clear of all locks and weirs to allow crews that have finished to clear the finish area without interfering with the course or other water users.

5-5 Competition Conditions and Entries

5-5-1 Notice of the Competition

It is the responsibility of the competition's organising committee to publicise the competition. Any notice of the competition shall be approved by the local Regional Umpiring Committee in advance and shall note that the competition will comply with the British Rowing Rules of Racing.

It is recommended the notice should also include the following:

- *the place, date and time of the competition*
- *the events offered, their classification and the types of boats for each*
- *the length and location of the course*
- *any special restrictions or conditions, whether or not affecting the classification of competitors*
- *the amount of the entry fees and when payable*
- *the date and time at which entries close, and the date, time and place of the draw*
- *the address for entries and correspondence and telephone number for enquiries.*

5-5-2 Competition Entries

- a. Competitions and clubs are required to use BROE to manage their entries.
Competition entrants are advised to make it clear in the BROE comments field if any doubling up is being sought i.e. notification if any individual or crew is entered in more than one event at the competition.
There is no compulsion on the competition to accommodate any request for a doubling up entry. Where a club is entering a number of crews for the same competition, especially where there are complications of doubling up or shared boats or coxes, it would be helpful if the club would inform the competition listing the events entered and highlighting the doubling up, if any, being sought.
- b. **Adaptive Event Entries:** No entry shall be accepted for an Adaptive event unless the rower concerned has been grouped in accordance with the British Rowing Adaptive grouping procedures or holds a British Rowing Sport Class.
- c. **Para-Rowing Event Entries:** No entry shall be accepted for a Para-Rowing event unless the rower concerned has been classified in accordance with the British Rowing classification procedures.

5-5-3 Closing of Entries

- a. Entries shall close at least three clear days before the date of the competition.
- b. No official of the competition shall disclose the identity of crews entered into any event but the Organising Committee may at its discretion report the state of the entry list for any events prior to the lists being closed.
Notwithstanding this, the Organising Committee is not permitted to disclose details of clubs or the identity of crews entered.
- c. An Organising Committee may investigate any entry and may reject or annul an entry at any time subject to notifying the club of its reason whenever possible.
- d. No competitor may be entered more than once in the same band in an event at a competition if that event has side-by-side races.
This allows a competitor to enter more than once in an event at a head race if allowed by the competition but not at a regatta where there are side-by-side races in the event entered.
- e. If only one crew is entered in an event other than a processional race, the organisers shall cancel the event and shall either refund the entry fee and any other moneys paid, or, if the club or crew involved agrees, they may transfer the entry to another event for which the crew is eligible.
- f. Copies of the draw, timetable of racing for the events entered and the safety instructions shall be sent before the competition to each club, whose responsibility it is to distribute them to the crews.
An email including a weblink to the information could be sent to each club which retains the responsibility to ensure that all crews are made aware of it.
- g. The competition shall make enquiries of any crew from an association other than British Rowing, to check, as far as they are able, that the crew enters an appropriate event for their experience and crew record.
Such crews should provide the competition with details of their competition history with the understanding that their governing body may be contacted.
- h. Once the entries have closed, the entry forms shall be available for inspection by any interested party.

5-5-4 Confirming the Identity of Competitors

- a. Competitors whose names and registration details are not on the entry form shall be disqualified and the case reported to British Rowing. Such situations may be considered by the Race Committee Chairman as 'unsportsmanlike behaviour' (see 8-5).
- b. All winners' identification shall be confirmed. Winners who cannot confirm their identity shall not receive any crew or individual prize until their eligibility has been confirmed in 7-2-3.

5-5-5 Updating Competitors' Records

British Rowing will maintain competitors' records via BROE.

5-5-6 Returns to British Rowing after the Competition

- a. The competition shall return the results from the competition through BROE to arrive not more than five days after the competition to update competitors' ranking points and for inclusion in the British Rowing Almanack:
 - The placing, race time (if available) and winning distance (if available) of every crew in each event. The information is also required for processional races to facilitate the establishment of Personal Ranking for competitors.
 - Confirmation that the crews which competed are correctly recorded in BROE.

- b. Late issue of returns will result in the loss of the early submission BROE discount.
- c. The competition shall make such further returns to British Rowing as shall be requested from time to time by British Rowing.

6 CONDUCT OF THE RACE

6-1 Race Officials

6-1-1 Primary Duties of Officials

- a. It is the primary duty of every Race Official to care for the safety of competitors, officials, other water users and the public at large.
- b. Subject to 'a' above, it is the duty of all Umpires to use their best endeavours to ensure that all crews have a fair and equal opportunity of winning.

Where a crew has been, or is about to be, affected by unfair advantage or disadvantage, Umpires may act to restore fair racing conditions, and fair and equal opportunities to win.

Umpires should be clear that any action they take to restore an opportunity to win should not, ideally, penalise any blameless crew or unnecessarily penalise a clear winner. This is of course not always possible to achieve. Crews must abide by their own mistakes, especially where watermanship, maintenance of equipment or the effects of injudicious doubling up are involved.

6-1-2 The Race Committee

- a. Before a competition, the Organising Committee shall appoint an umpire to be Race Committee Chairman.
- b. The Race Committee Chairman shall then appoint a Race Committee consisting of umpires, the minimum number being three.
- c. Where a competition has a Co-ordinating Umpire (see 6-1-4a) that person shall be a member of the Race Committee.
- d. The Race Committee Chairman shall be a member of the Organising Committee and shall be responsible to it for the application of the British Rowing Rules of Racing at the competition.
- e. The Race Committee shall take any decisions on the conduct of racing not in the province of an officiating umpire and shall hear any protests to the Organising Committee; however, the Race Umpire remains responsible for the conduct and outcome of the race.

Within the Organising Committee the Race Committee Chairman should act as the authority on the application of the Rules of Racing and should be ready to advise on any aspect of the preparation for, and running of, the competition where the rules have an impact or wherever there is a need to consider 'fair and equal conditions' for racing. During the competition, the members of the Race Committee should always be available to any Umpire for support and advice and to receive suggestions for the improvement of conditions for racing.

Examples of Race Committee decisions might include:

- *suspension of racing for safety reasons*
- *alterations to the course following changes to stream or wind*
- *application of disciplinary measures under the relevant clauses of 8-6.*

The Race Umpire is responsible for the conduct of the race and their verdict is final and cannot be overturned. However, in hearing a protest taken to the organisers, the Race Committee may draw the attention of the Race Umpire to facts, circumstances and consequences of which they may not have been aware - the umpire may then reconsider if they think this to be appropriate.

6-1-3 Duties of the Race Committee Chairman

- a. Ensure that the Organising Committee plans the competition in accordance with the British Rowing Rules of Racing.
- b. In collaboration with the Organising Committee shall appoint or approve the appointment of all appropriate officials, and their duties; ensure they are briefed and equipped to carry out their duties.
- c. Take all decisions concerning racing and the application of these rules that are not in the jurisdiction of a Race Umpire or another qualified race official, and hear any protest, either themselves or with the assistance of all, or any, of the Race Committee, to whom they may delegate such actions.

If the Chairman, or any member, of the Race Committee acts in an umpiring capacity and a protest arises concerning a decision of theirs in that capacity they should delegate the hearing of that protest to other members of the Race Committee.
- d. Take note of any concerns of the Safety Adviser and take appropriate action if of immediate concern.

- e. Meet with the Regional or National Umpiring Committee representative attending the competition officially, and take note of any concerns or recommendations.

6-1-4 Umpires

A team of umpires will be appointed or approved by the Race Committee Chairman to fulfil the roles listed below. Appointments will vary depending upon the type of racing (side-by-side, head, processional, etc.) and the type of umpiring used (bank, launch, zonal, etc.).

A trainee adopted by their Regional Umpiring Committee may fulfil these roles under the direct supervision of the relevant umpire who shall remain the responsible umpire.

It is recommended that the Starter and Race Umpire at a multi-lane competition (racing in four or more lanes) should hold a multi-lane endorsed licence or be a candidate adopted by the Multi-Lane Umpiring Panel and under the direct supervision of a multi-lane endorsed umpire.

- a. **Co-ordinating Umpire.** Where several race umpires are involved in a race (*as in bank or zonal umpiring*) a Co-ordinating Umpire, who shall be a member of the Race Committee, shall be appointed to overhear all communications between umpires and to pass their decisions to the Judge. The Co-ordinating Umpire, therefore, represents the full team of umpires that cover a bank or zonal umpired race, but any change of view has to come from the umpire in whose jurisdiction the situation occurred.
Protests to the Race Umpire can be directed to the Co-ordinating Umpire in the first instance and the Co-ordinating Umpire can then identify the appropriate umpire and manage the hearing of the protest.
- b. **Head of Control Commission.** A specific member of Control Commission who is responsible for organising and supervising the team.
- c. **Starter.** The Starter shall start the Race and shall be responsible for the fairness of the Start (see 7-3).
The Race Umpire may act as Starter.
- d. **Judge at the Start** (side-by-side racing). The Judge at the Start shall be responsible for the alignment of the bows of competing crews in a race to the line of the Start and shall be primarily responsible for calling any 'false start', though the Starter or Race Umpire may also call it. They shall signal alignment to the Starter by raising a white flag (see 7-3-2).
The Starter or the Race Umpire may act as their own Judge at the Start. This would be normal in a 'free-start' regatta. Regattas may advertise themselves as 'stern-on' where the stern of each crew is held on the line of the start; no Judge at the Start is required for such a situation. The Judge at the Start shall be an umpire, however regattas may use assistants to do the actual aligning (but not the calling of false starts), provided an umpire supervises and takes responsibility as 'Judge at the Start'.
- e. **Race Umpire.** The Race Umpire shall be responsible either for the conduct of the whole race, or for the conduct of a group of races through a section of the course to which they are assigned (bank or zonal umpiring).
- f. **Chief Judge.** The Chief Judge shall, after due consultation with any other judges, and after inspection of photographic or electronic evidence if necessary, decide and/or confirm the order in which the competitors crossed the finish line, and, if required, the distances between the competitors (see 7-6).
In practice for head/processional races the Chief Judge might not be able to check every last time or check the order for all crews that crossed the finish line but could oversee the finish area to ensure it is being run properly and should check the results before they are formally published to make sure there are no serious issues or obvious errors (e.g. crews missing, masters handicaps not being applied correctly, etc.).

6-1-5 Additional Officials

The Race Committee Chairman shall also appoint or approve the following additional officials as required:

- a. **Control Commission.** A team of officials who may check that the provisions of the rules on equipment and on the classification of competitors are satisfied. (See 7-2).
- b. **Chief Marshal.** The Chief Marshal shall be responsible for a team of marshals whose task is to organise the crews' safe journeys to the Start, assembly into race order, their safe passage during the race, and their safe return to their disembarkation points.
- c. **Start Marshal.** The Start Marshal shall be responsible for presenting crews to the Starter.
For time trials or processional races the crews should normally be presented at, or near, racing pace while maintaining the order of the Start and appropriate intervals between crews.
- d. **Chief Timekeeper.** If necessary, a Chief Timekeeper shall be appointed and shall be responsible for a team whose task it is to mark the starting time and finish time for each crew and for calculating the net elapsed times.

e. Race Monitors. Race Monitors should be stationed along the course so that between them, they can observe the sections of the course that are not in the jurisdiction of a race umpire or marshal. In particular Race Monitors should be placed to cover points of the course where:

- there is a turn of more than 45 degrees
- a narrow passage might prevent an overtaking crew from passing safely (Heads and Overtaking Races)
- local event rules prescribe penalties for not maintaining an established course, or where special care needs to be taken for safety reasons.

Race Monitors shall:

- note any violations of the rules, including interference and breaches of the safety regulations, and report such violations to the Race Committee Chairman for appropriate penalties
- give instructions to crews to avert collision or accident and to avoid interference
- stop a crew if necessary for safety reasons
- be equipped with megaphones and radios, to pass on note of warnings, and to call for rescue or first aid if necessary
- in bumping races be responsible for determining when a bump has taken place, or one crew has overtaken another.

f. Judges. Further judges may be appointed to assist the Chief Judge. It is recommended that at least one additional judge is so appointed, and more for multi-lane situations.

6-2 Local Rules

a. The Race Committee Chairman shall, in collaboration with the Organising Committee, develop and publish any local rules to supplement the British Rowing Rules of Racing at the competition.

b. The Local Rules must be approved by the Regional Umpiring Committee prior to being published.

For example, the local rules might establish:

- *how lateness at the start is to be dealt with*
- *the way in which Control Commission shall work at the competition (NB as a minimum, the identities and eligibility of winning crew members should be checked, and spot checks made on the safety aspects of equipment)*
- *whether or not the competition or individual events are to be divided into divisions, and if so, how each is to be progressed to its starting position, turned and brought to the start*
- *whether competitors are to be allowed to row in the same event in different Divisions*
- *for head races whether there are any parts of the course where overtaking is banned*
- *for head races whether there is a rule covering to which side overtaking crews should go and the extent to which slower crews should give way*
- *details of specific penalties, e.g. time penalties for being late at the start of a processional race*
- *the extent to which certain types of penalty should be fixed - or varied between fixed limits*

6-3 Essential Equipment

The competition shall provide its officials with all the equipment they need to perform their duties.

A list of essential equipment to meet most circumstances is given in Appendix B.

7 RACING

7-1 Safety

7-1-1 Suspending Racing

The Safety Adviser and the Race Committee Chairman shall monitor water and weather conditions throughout the period of the competition. If at any time either finds that conditions jeopardise the requirements of safety or of fair racing as outlined in Rule 6-1-1, they should stop or suspend racing, in total or by class of event, until such time as safe and fair conditions are restored.

If time permits, they should consult each other, the rest of the Race Committee and the Organising Committee on the situation before taking action and before resuming racing after an enforced break.

Any umpire associated with a particular race, may and should halt racing if safety or fairness is compromised, and should involve the Safety Adviser and the Race Committee Chairman as soon as possible.

7-1-2 Proceeding to the Start, Warming-up, Cooling Down and Practising

- a. Crews proceeding to the Start must keep clear of the racing lanes and be aware of, and leave clear room for, the possibility of racing crews straying from their lanes.
Crews proceeding to the start adjacent to the racing lanes should try to stop moving as a race comes towards them and only recommence moving to the start as and when the race has gone past.
At river competitions, other river users going about their business and pleasure should be given precedence and competitors should recognise that the helmsmen of pleasure boats may be inexperienced. Gentle paddling only should be permitted on any section alongside the course which is open to normal river users or is restricted to one lane in width.
- b. No warm-up or cooling down is permitted on the racing course except where specifically allowed for in the competitors' instructions.
- c. It is forbidden to practise alongside or pace any racing crews.

7-1-3 Violation of Safety Rules

Any crew that violates the declared circulation pattern, or which violates Rule 7-1-2 above, or which is observed executing a dangerous manoeuvre may be awarded an 'Official Warning' (see Appendix A, v).

This 'Official Warning' may be awarded by any umpire officiating (whether on duty or not) at the event, and should be notified immediately to the Start for application in the next race for the crew involved.

A serious or repeated offence may be treated as provided for in Rule 8-6.

7-2 Control Commission

7-2-1 Control Commission Composition

The Organising Committee shall appoint a Control Commission consisting of one or more suitably experienced persons, the senior member of which on duty at any time shall be an umpire.

7-2-2 Duties of the Control Commission

The Control Commission shall supervise the crew boating areas to check that all relevant rules pertaining to crew composition and equipment are being observed.

Where multiple boating areas are involved, it is permissible to establish a single check point to which each competing crew must report, with its boat, before the start of its races.

7-2-3 Membership Card

All competitors shall take their membership card with them to a competition. Any competitor who cannot produce this document when requested by an official may be disqualified, but can be replaced by a suitably qualified substitute (see 7-2-4b).

If a competitor without documentation is allowed to race, they must agree to produce it within a mutually agreed time to a member of the Organising Committee.

These provisions will not apply to an overseas club.

7-2-4 Crew Composition

- a. Competitors should be identified by checking against the information on the entry form. A competitor's membership card may also be inspected as proof of identity and eligibility for the event entered.
The extent to which this should be a 100% check is left to the competition to decide. All competitions should carry out at least a partial check.
- b. All the rowing members of a crew, and the cox, may be substituted until the official close of entries. Thereafter up to half of the rowing members of a crew and the cox may be substituted before the crew's first race in an event. Any substitute must fulfil the requirements of Rule 2-1-1 and be approved as eligible by the Organising Committee. Each must be a member of the same club as the rower they are replacing or, in the case of a composite crew, of any of the clubs entered as the composite, except in the case of Masters crews where a substitute from another club shall also be valid, and must provide a membership card. Coxes are bound by the same rules of substitution as rowers with the exception that a substitute cox may belong to a different club.
- c. Until such times as BROE is closed for substitutions, it remains the responsibility of the crew to ensure that all substitutions made in accordance with Rule 7-2-4b are entered into BROE.
- d. All Masters crews must race at their age class as shown in the draw and substitutes shall not be permitted if they would result in making the crew ineligible for that age class.
For example a D crew can put in substitutes to make it E but it must still race as D and a D crew in a C/D handicap event cannot put in substitutes to make it C as it would then be ineligible for D.

- e. Further substitutions will only be permitted on the basis of medical evidence produced by the crew or its club. In the absence of a medical certificate the decision of the Race Committee Chairman will be final. A rower substituted on medical grounds may not reclaim their original place in the crew and may not race in any other crew at the competition.

7-2-5 Dress

- a. Every competitor, except coxes, shall wear the racing strip of the club they represent. This shall consist of at least a singlet and shorts combination or an equivalent one-piece garment.
- b. Crews representing a single club shall wear a uniform racing strip. This rule shall only apply to the outermost garment worn above the waist; garments worn below the waist and any secondary garment under the racing strip shall not be subject to this rule unless specifically required by the particular competition's regulations. Minor differences may be overlooked, but major differences (e.g. a mix of diagonal and horizontal stripes) should not be allowed.
- c. In composite crews each competitor shall wear the racing strip of the club they represent.
- d. In mixed crews, men and women may retain the racing strip they would normally wear.

In exceptional circumstances, where the Head of Control Commission considers it appropriate, crew members may wear a plain colour, either white or a colour similar to the base colour of the normal racing strip.

7-2-6 Lightweight Competitors

- a. A competition must declare with the draw the regime for weighing-in with regard to the events a competitor may be competing in and must confirm arrangements for the issue of weight certificates.
- b. Rowers shall be weighed-in each day not less than one hour and not more than two hours before the scheduled start time of the first race that day of the event in which they are entered.
- c. Rowers need not weigh in on a day on which they are not racing.
- d. All members of a crew must report for weighing at the same time. This rule shall not apply to coxes (see rule 7-2-7c).
- e. Rowers substituted into a crew as a result of a medical withdrawal shall be weighed in at the earliest possible opportunity after approval for the substitution was given.
- f. Rowers shall wear racing strip when they weigh-in.
- g. It is recommended, for identification purposes, that competitors carry their British Rowing membership card or photographic identification when presenting themselves for weighing.
- h. A crew that does not meet the weight requirements shall not be allowed to race.

The Race Committee Chairman must decide if a rower entered for more than one event must weigh-in for each event or only once. Regard should be given to any potentially unfair conditions resulting from the competition schedule.

7-2-7 Coxes

- a. Coxes must wear a life jacket or buoyancy aid in the correct manner and be familiar with the method of operation. In front-loader boats coxes must wear manually operated gas inflation life jackets.
- b. Coxes need not wear the racing strip of the club they represent (see 7-2-5a). *Coxes should be suitably dressed for the prevailing weather conditions.*
- c. All coxes shall be weighed each day prior to their first race. A cox that does not meet the minimum weight requirements in 7-2-7d shall not be allowed to race.

Coxes competing in more than one event of a similar category need be weighed once only to qualify for all such events. Coxes shall be weighed in the clothing that they expect to wear in the race, inclusive of buoyancy aids.

In agreeing what a cox might expect to wear, the weather and condition of the course should be borne in mind.

Where local rules are agreed to enable processional races to not weigh all coxes, the requirement for coxes to meet the minimum weight remains and spot-checks may be carried out before racing.

- d. The minimum weight for coxes shall be: 55kg for Senior Open, Masters Open, J18, J17, J16 and Mixed crews; 50kg for Senior Women, Masters Women, WJ18, WJ17 and WJ16 crews; 45kg for all J15 and younger crews. To make up this weight a lighter cox shall carry dead-weight. Any dead-weight carried may be checked after any race in an event.
- e. The competition must confirm arrangements for the issue of weight certificates and confirmation of any dead-weight requirement and the way in which both will be checked
Dead-weight should be carried as near to the cox as possible - but not on them, nor in a way that might impede their exit from the boat.

- f. Dead-weight shall consist of a single weight, or as few items as possible. The type of dead-weight carried and its weight should be noted when the cox weighs in. Containers of liquid, sand or similar material should only be allowed as dead-weight if the container is sealed and subsequently certified by Control Commission.
- g. A coxbox or similar apparatus shall not be counted as part of the coxes' weight or as part of dead-weight. Such apparatus is deemed to be part of the boat.

7-2-8 Equipment Check

- a. It is the responsibility of competitors to ensure that their boats are safe and are prepared in accordance with the guidance in RowSafe and are suitable for the crew and conditions in which they are to be used.
- b. Control Commission may undertake spot check inspections of the boats prepared by the competitors and shall exclude any boat that fails to meet the standards.
- c. Control Commission should pay particular attention to:
 - Bow-balls. The bows of racing boats shall be properly protected. A solid ball, of not less than 4cm diameter, made of rubber or material of similar resilience, must be firmly attached to the bows and the fixing must not itself present a hazard. Where the construction of the boat, or its composition, is such that the bow is properly protected, or its shape does not present a hazard in the event of a collision, this requirement need not apply.
It is recommended that the bow ball be white as, in most circumstances, this is the most satisfactory colour with regard to judging the finish of a race.
 - 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 such that when the heel reaches the horizontal position the foot will be released from the shoe. In addition, where laces, Velcro or similar materials must be opened before the rower can remove their 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 their hands or with a single quick hand action of pulling on one easily accessible strap or release device.
 - Compliance of all boats in Adaptive events including:
 - Foot stretcher and strapping in the AR1 and AR2 boats.
 - Correct fixing of pontoons on AR1 boats.
 - Safety of body strapping of rowers in AR1 and AR2 boats.
 - Fixed seats in AR2 1x and 2x together with optional stabilising pontoons.
 - Fixed seat and upright seat back in AR1 1x with mandatory stabilising pontoons that must both be in contact with the water when the boat is level.
 - Compliance of all boats with the standard Para-Rowing boats specifications including:
 - Safety measures in standard Para-Rowing PR2 1x/2x boats including fixed seat(s), foot stretcher and strapping with optional stabilisers.
 - Safety measures in standard Para-Rowing PR1 1x/2x boats including fixed seat(s) with upright back rest, foot stretcher, strapping, and correct fixing of pontoons on PR1 1x boats.
 - Correct body strapping of rowers in PR1 and PR2 sport classes.
 - *coxes' ability to escape from front-loader boats.*
 - *condition and general maintenance of the boat, including the integrity of any buoyancy compartments.*
Note: If a compartment is fitted with a method of closing that compartment then the fitment must be in place and intact.
- d. Adaptive boats shall comply with the requirements of Rule 4-2-2b and 4-2-2c.
- e. Para-Rowing boats shall comply with the requirements of Rule 4-2-3b and 4-2-3c.
- f. All boats being used for racing shall be identifiable by a three-letter code, as determined by British Rowing together with a three-digit fleet number determined by the club.
- g. Blade colours: *Every crew should use blade colours that match those registered for their club with British Rowing. Composite crews may use the blade colours of any of the clubs represented in the crew. Where this is not possible (e.g. in the case of loss or damage) crews will be permitted to use plain blades or those borrowed from another club provided this is notified to Control Commission at the time of boating. This rule will be mandatory from 1st April 2020.*

- h. No boat shall make use of any substance capable of modifying the natural properties of water to improve performance.
- i. No competitor shall make use of a boat with a sliding or swinging rigger mechanism.
- j. There shall be no restriction on the design of boats or equipment other than as described above.

7-3 The Start (Side by Side Racing)

7-3-1 Reporting at the Start

- a. Each crew is responsible for being at the Start and ready to race two minutes before the scheduled time of the race.
Should the starting station not be free at that time, the crew should follow the instructions of the start team, and or keep within hail until called forward to the starting station. Should the competition run late, an announcement may be made establishing a differential between competition time and normal time.
- b. The Starter shall 'call over' the crews by announcing the race, the competing crews, their stations and, where practicable, thereafter the time remaining to the start of the race, ideally at one-minute intervals, up to two minutes prior to the start time.
- c. The Starter shall then announce '**Two Minutes**'.
- d. A crew that is not at the Start two minutes before the scheduled time of the race may be disqualified. If it is permitted to start in the race, it shall, at the discretion of the Starter, incur the penalty of one 'Official Warning'. A crew that is not at its starting station and ready to race by the scheduled time of the race may be excluded by the Starter. The start of a race may take place without reference to absentees.
- e. If all the competitors are in position and ready to race, and the Race Umpire and timing (where relevant) are ready, the Starter may start the race up to two minutes early (or earlier if agreed with the crews and the event organisers are advised accordingly). If, through circumstances beyond their control, or because of equipment failure before the start, a crew cannot reach the start in time, or cannot immediately race at race time once there, they may appeal for a delay, through any umpire. Such delay is at the discretion of the Programme Controller and Starter in consultation. They should consider any effect on the other competitors and the programme before granting such a delay, minor running repairs in the start area excepted.
- f. If the start of a race is delayed, the Starter may:
 - hold the crews in the start area while proceeding with the next race.
 - announce a new start time.
 - require crews to return to the boating area and await further announcements.
- g. If there is only one crew in a race other than a final, that crew may be exempted from rowing over the course.
The question of fair and equal conditions for other crews in the event should be considered before exempting a crew from rowing over.
- h. The Starter may introduce minor changes to the schedule of racing if they consider it necessary due to local conditions at the Start.
- i. The Starter or Race Umpire may change the allocation of lanes prior to the start of a race, if necessary, to preserve the principle of fair and equal conditions for racing or to increase the separation between crews.
The order of the draw should be retained.

7-3-2 Alignment

The purpose of alignment is to arrange for the bows of the competing crews to be aligned with the start line. There are no objections to a regatta declaring its course to be 'stern-on start, bows-on finish', and free starts can only be approximately aligned by the umpire. The following apply to other regattas:

- a. If a Judge at the Start is provided they shall proceed with aligning with the minimum of delay, as soon as any competitors are at their starting stations.
- b. When the Judge at the Start is satisfied with the alignment, they shall raise a white flag as a signal to the Starter.
- c. If the crews go out of alignment, the Judge at the Start shall lower the flag while realigning.
- d. If the start of the race is fair, the Judge at the Start should keep their flag raised for at least 10 seconds to signal a fair start from their perspective.
- e. If a separate Judge at the Start is not provided, the Race Umpire or Starter can act additionally as Judge at the Start, if practicable.

7-3-3 Crew Preparation

Competitors must be attached (where relevant) and ready to race two minutes before race time.

The only delays on the start should be for alignment and for getting straight. Excess clothing should have been removed and adjustments made by two minutes before race time.

7-3-4 Start Procedure

- a. In the event that races are running ahead of time and with the approval of the Race Committee Chairman, the Starter may start the race early by saying 'I propose to start this race early. If you would prefer to wait until race time, please indicate'. If all crews agree, the starter shall call 'Two minutes' and proceed with the start procedure given in 7-3-4b.

Crews must actively get 'straight' and may indicate if they are not ready to go by a raised hand from the steersman.

- b. At 'two minutes' or when all crews are attached whichever is later, the Starter shall announce any 'Official Warnings' that have been given against any crews in the race, including any given by him for being late at the Start.

They shall ask for an acknowledgement from any crews so warned.

This announcement shall be of the form Name, Infringement, Penalty. *e.g. XX Rowing Club, traffic violation, official warning, please acknowledge.*

- c. The Starter shall then re-announce the race number, event, and the outcome (if appropriate). The aim here is that the competitors are sure of the outcome of the race and what result they have to achieve to continue in the event.

- d. For Masters Handicap races the Starter shall then confirm the crews' ages, tell them what the handicap is, and remind them of the start procedure:

This is a Masters Handicap race. Crew(s) [...] you are Masters [...], crew(s) [...] you are Masters [...]. Please confirm.

Each crew is required to acknowledge that the information is correct.

The handicap is [x] seconds. I will start you like this: After the roll call I will say 'Attention, Go' and I will then use a stop watch to count down from [x-1] to '1' and then 'Go'. Crew(s) [...] you will go on my first 'Go', crew(s) [...] you will go on my second 'Go'. I will use the red flag on each start. Is that clear?

The starter should then require each crew to acknowledge that they understand the start procedure.

In the event of a 'false start' by any crew, the normal 'false start' procedure shall apply.

A crew awarded a handicap in its favour may elect to start without advantage.

- e. After a clear and distinct pause, the Starter shall then carry out the "Roll Call", naming each crew in turn.

The purpose of this pause is so that there is a clear gap between the provision of race information and the start of the Roll Call so it is clear to crews that the Roll Call has started.

This identification should be simple and brief. The Start Procedure has now begun. Ideally the Roll Call will not begin until aligning is complete because competitors can expect the race to be started at any time after the end of the Roll Call.

- f. Each crew is responsible for being both straight and ready to race at the end of the Roll Call. The Starter may then take no further notice of any crew which then indicates that it is not ready or that it is not straight.
- g. After the last crew has been named in the Roll Call the Starter shall check that the Judge at the Start has the white flag raised, timing (where relevant) and Race Umpire are ready; and shall then say '**Attention**'.
- h. The Starter shall then **slowly and deliberately** raise a red flag. Where it is advised that competitors have a visual impairment, the Starter shall say the words '**Red Flag**' for all crews to hear whilst raising the flag.
- i. After a further distinct pause, the Starter shall say: '**Go**', simultaneously dropping the red flag smartly to one side.

The pause between the raising of the flag and the start command shall be variable.

Whenever possible the flag shall be held extended using both hands so that it is extended under tension and its release can be easily seen by competitors and officials alike.

- j. If, after the red flag has been raised, the Starter decides that the Start should not proceed directly, they shall say: ‘**As you were**’ and slowly lower the red flag. When they are again ready to proceed, they will begin again from the word: ‘**Attention**’.

Notwithstanding “f” above, the Starter is responsible for the fairness of the Start, and they should watch that the crews continue to be in a position to start fairly during the final stages before the word ‘Go’.

- k. In exceptional circumstances the Starter may omit the ‘roll call’ (having told the crews ‘**There will be no roll call**’) and may then begin the Start from the word ‘**Attention**’.

7-3-5 Traffic Light Starting Systems

Where the Start signal is given by traffic lights, the process is as above in 7-3-4 up to, and including, 7-3-4g. After saying “**Attention**”, the Starter shall pause and then switch on the red lights. Where it is advised that competitors have a visual impairment, the Starter shall also say the words ‘**Red Light**’ for all crews to hear at the same instant that they press the button to activate the red light. After a further distinct and variable pause, the Starter shall press the button which will simultaneously switch off the red lights, switch on the green lights and make the audible signal for the Start. If, after the red lights have been switched on, the Starter decides that the Start should not proceed, they shall say “**As you were**” and then switch off the red lights. When they are ready to proceed, they shall begin again from the word “**Attention**”. In the event of a failure of the traffic light system, the Starter shall use the flag Start system (as described in 7-3-4 above) having first told the crews that they are going to do so.

7-3-6 False Start

- a. A Start shall be deemed ‘False’ if any boat crosses the start line before the start signal.
- b. A crew causing a ‘False Start’ shall be given an ‘Official Warning’. If a crew incurs two ‘Official Warnings’ for the same race it shall be disqualified from the event.
‘Official Warnings’ may be given by any Umpire for a variety of infringements of the rules; an ‘Official Warning’ from any official source shall be taken into account by the Starter.
- c. A ‘False Start’ may be called by the Judge at the Start, the Starter or the Race Umpire.
If a ‘False Start’ is called, the race shall be stopped by any of the officials at the Start by ringing a bell and waving a red flag; the flag should be held at arm’s length and moved in a vertical semi-circular arc from shoulder to shoulder. These actions should be picked up and repeated by the race umpire and any other start official. The crews may also be told to stop rowing.
- d. In the event of a ‘False Start’, the decision to stop the race should be made before the race has progressed too far.
Once the race has been stopped, the crews shall return to their starting stations immediately. Any crew rowing on deliberately after the race has been stopped shall be awarded an ‘Official Warning’.
- e. When the crews are again on their starting stations, the crew, or crews, causing the ‘False Start’ shall be awarded an ‘Official Warning’.
Should the Starter feel that the ‘False Start’ was caused by a badly executed Start Procedure or by some extraneous sound or action, they may restart the race without penalty to any particular crew on that account.

7-3-7 Failure to Start

If a crew fails to start on command, then the race will proceed without it, unless, in the opinion of a Start Official, there is a strong reason for the non-start. In that case, the race may be stopped.

7-4 The Start (ProceSSIONAL Races)

- a. All crews shall be allocated a number which shall be prominently displayed by the crew throughout the race; crews will be addressed by this number during the race.
- b. The Start Marshal will present the crews in order, in procession, to the Start, bringing them individually to race pace as they approach the start line.
- c. The Starter will start each crew with the words: ‘Number XY’ ... ‘Go’, the ‘Go’ being given as or before the crew passes the line of the Start.
- d. The timekeeper shall record the crew number and the time the crew passes the line of the Start.
- e. Should the crews present themselves to the Starter out of order, the Starter shall take them in the order in which they come.
Should two crews present themselves to the Starter together, the Start Marshal may attempt to hold one back, if they fail the Starter may start both crews together.

7-5 The Race

7-5-1 General

These regulations shall be so applied as to ensure that all competitors race under safe, fair and equal conditions.

A competitor, whose opponent is taking unfair advantage of a situation, should have a 'fair opportunity to win' restored wherever that is practicable. A crew that is out of contention may be considered to have no 'opportunity to win' to be restored. A crew that has fairly established a commanding lead might expect some protection from what happens behind it; likewise, crews well behind the main field might anticipate receiving less attention from the umpire than those in contention.

7-5-2 Lanes and Stations

- a. Each crew shall be assigned a lane or station, which shall be the crew's designated water for the duration of the race.
- b. A boat's proper course shall be defined as that which it must follow from start to finish while remaining in its own water on the prescribed course.
- c. Each crew should remain on its proper course throughout the race and it should not:
 - encroach on the proper course of other competitors
 - 'interfere' with other crews (see 7-5-5)
 - leave the limits of the course
- d. A crew continuing out of its proper course after due warning may be disqualified by the umpire if it derives any advantage from so doing.
- e. The Race Umpire shall be the sole judge of a boat's proper course and shall decide all questions relating thereto.

7-5-3 Steering

Each crew is responsible for its own steering.

The umpire may call the attention of the racing crew to its steering only if it is about to:

- a. 'Interfere' with a competing crew (see 7-5-5).
- b. 'Foul' a competing crew (see 7-5-6).
- c. Risk disqualification under Rule 7-5-2d.
- d. Collide with a temporary obstruction on the course.

A temporary obstruction may be another boat, an object in the water or any item that should not be there. In these circumstances the umpire should warn the crew in plenty of time so that the crew may take avoiding action; they may, in this case only, give steering advice to the crew. The umpire also has the option of stopping the race and declaring a verdict, or re-rowing the race from the start.

- e. Collide with an obstruction off the course.

An obstruction could be any structure such as a bridge, pier, pontoon, weir or other river traffic in the navigation channel that may provide a risk of damage or injury to boat, equipment or crew, and may include the bank, staging or heavy buoys. The umpire may delay stopping a crew for a while, consistent with safety, to give the crew every opportunity to recognise the obstruction themselves. In deciding the point at which a crew should be stopped, the umpire should bear in mind the experience of the crew involved and the speed at which their boat is travelling.

The instruction to a crew in this circumstance shall be:

- raise a white flag vertically above the head
- name the crew
- give the command 'Obstruction, Stop'

Once they have taken notice of the obstruction the crew may continue with the race.

7-5-4 Umpires' Instructions

The following instructions to crews shall be used by umpires in side-by-side racing.

a. Launch Umpires

To warn a crew, the umpire shall:

- raise a white flag vertically above their head
- name the crew
- point the flag, at arm's length, in the direction in which the crew is to move. Where it is advised that the competitors have a visual impairment, the Umpire shall also audibly instruct the crew in the direction in which it is to move
- when the crew has responded, the umpire shall drop the flag smartly to the side, out of sight
- if the crew fails to respond, the umpire may repeat the sequence.

b. Bank Umpires

To warn a crew, the umpire shall:

- raise a white flag vertically above their head
- name the crew
- audibly instruct the crew in the direction in which it is to move

The commands 'move to starboard' or 'port' should be used first. If this fails the umpire may try 'bowside' or 'strokeside'; or any other words to achieve the desired effect.

- when the crew has responded, drop the flag smartly to the side, out of sight
- inform all other umpires, judges and the co-ordinating umpire of the warning

c. All Umpires

- Where crews are close together in neutral water, the umpire may:

- raise a white flag vertically above their head
- name the crews
- audibly instruct the crews to move apart
- when the crews have responded, the umpire shall drop the flag smartly to the side, out of sight
- if the crews fail to respond, the umpire may repeat the sequence

- To stop a crew, but not the race, the umpire shall:

- raise the white flag vertically above their head
- name the crew
- give the command: 'stop'

- To stop a race, the umpire shall:

- ring the bell
- wave a red flag
- give the command: 'stop'

7-5-5 Interference

- a.** Interference is defined as conduct by a crew which impedes the legitimate progress of an opponent who is on their proper course.

- b.** If the Race Umpire detects Interference, they shall warn the offending crew.

- c.** If Interference continues, the Race Umpire may take further action under Rule 7-5-7.

7-5-6 Foul

A Foul is defined as any collision or contact between boats, oars, sculls or persons in the same race.

7-5-7 Action following Repeated Interference or a Foul

- a.** Following repeated Interference or a Foul, the Race Umpire may:

- allow the race to continue (*e.g. if the offence, in the opinion of the umpire, will not affect the outcome of the race*)
- disqualify any offending crews, and allow the race to continue if more than one crew remains in the race
- stop the race, disqualify any offending crews and return the remaining crews to the Start, to re-row the race (*immediately, or at a time to be determined by the Programme Controller*)
- determine the finishing order
- adopt a combination of these actions.

- b. No competitor shall be disqualified for Interference unless they have been warned.

7-5-8 Accidents

A crew shall abide by its own accidents except where damage is caused by interference from an outside agency during the race. In the case of such an incident, the umpire may order the race to be re-rowed (see also Rule 7-5-3d).

It must be accepted that it may not be possible to order a head race to be re-rowed.

The competition may give discretion to the Starter to allow quick minor repairs to boats arriving in a damaged condition at the Start.

7-5-9 Outside Assistance

- a. Any communication with a crew during a race, other than by means of an unaided voice, may be deemed outside assistance.
- b. Any crew receiving outside assistance may be disqualified from the event and may be subject to further penalties under Rule 8-6.
- c. There shall be no following or pacing during the race by other boats or launches other than approved launches.
Doing so risks action under Rule 8-5.

7-6 The Finish

7-6-1 Completing the Course

- a. A crew has completed the course when its bow, or any part of its hull crosses the line of the finish.
- b. A crew must finish the race with the same complement as that with which it started. If any crew member leaves the boat before the finish the crew shall be deemed not to have finished.

7-6-2 Umpire's Approval (Side by Side Racing)

When all competing crews have crossed the line, the Race Umpire (Co-ordinating Umpire if bank umpired) shall signal to the judges:

- verbally, or by raising a white flag, if the race is in order and that the sequence in which the crews crossed the finish line is to be declared as the race result. Where it is advised that competitors have a visual impairment, the Umpire shall say the words '**White Flag**' for all crews to hear whilst raising the flag.
- verbally, or by raising a red flag, in all other cases. Where it is advised that competitors have a visual impairment, the Umpire shall say the words '**Red Flag**' for all crews to hear whilst raising the flag. The Race Umpire (or Co-ordinating Umpire or Race Committee) will carry out any necessary investigation (*e.g. hearing a protest*) and instruct the judges on the race result for declaration.

7-6-3 Duties of the Judges (Side by Side Racing)

- a. The judges must take no account of anything that may have happened before the boats pass the finish, such matters being the responsibility of the Race Umpire and others.
- b. The judges shall determine the order in which the boats pass the finish line, and they may be required to determine distances between boats at the finish and/or approve records of time differentials. There is no minimum separation between crews that may not be recognised. Judges may inspect any official photographic records or electronic records of the Finish before reaching a conclusion.
Where a photograph or electronic record is used to decide the order of finish, the Chief Judge shall ensure that any timings reflect separation shown in the photograph or record, rather than the reaction time of the Timekeeper.
It is recommended that a sound, audible to the competitors, be provided as each crew passes the line.
- c. If there is a difference of view between judges on the finish order or the distance to be declared, the view of the Chief Judge shall prevail.
- d. The judges shall acknowledge the signal at the end of the race from the Race or Co-ordinating Umpire either with a white flag, a white light, or verbally, and take cognisance of any instructions concerning the result.
- e. The Judges shall draw the attention of the umpire to any protest being signalled by any competitor.
- f. Once the umpire's approval has been given, the judges shall declare the result.
- g. The judges shall keep a record of the finish order of each race and of the declared result if different.

7-6-4 Dead Heats (Side by Side Racing)

- a. If two or more boats cross the finish line simultaneously, the judges shall declare a dead heat between them.

The judges shall declare a 'Dead Heat' only if it is absolutely impossible for them to identify a winner or place a crew. There is no minimum distance by which one boat may be judged to lead another at the line.

- b. If it is necessary to separate the crews that have dead heated, then the Chief Judge shall declare the finish order for any crews not involved and order a re-row for the crews involved.

The re-row should normally take place immediately.

Both dead heated crews may be passed through to the next round of competition thus avoiding a re-row if the draw and course can accommodate the situation.

8 DISPUTES AND DISCIPLINARY PROCEDURES

8-1 General

- a. References in this section to any British Rowing Committee (for example the National Competition Committee) include any successor body or Committee that may be designated by British Rowing.
- b. The decision of an umpire shall be final and without appeal.
- c. The jurisdiction of a launch-based umpire extends over the whole race including the Start and the Finish unless zonal umpiring is being used in which case it covers the particular zone allocated to the umpire.

A Co-ordinating Umpire may represent the full team of umpires that cover a race that is bank or zonal umpired, but any change of view has to come from the umpire in whose jurisdiction the situation occurred.

- d. Race Committees and umpires may decide on any situation not covered in these rules.
A report on such cases shall be sent to the National Competition Committee within five days.

8-2 Protests

- a. A competitor or crew may make an immediate protest at the end of a race against the umpire's decision, or potential decision. (A protest may be made by an official club representative on their behalf).

Ideally, a protest should be signalled to the Race Umpire, if launch based, by the raising of hands or clearly calling 'objection' as soon as the crew has passed the Finish. Protests at a competition where umpires are land-based may be made through the Chief Judge to the Co-ordinating Umpire.

- b. Should an immediate protest to the umpire fail, a further protest may be made to the Race Committee.
Appellants should realise that the Race Committee cannot overturn a decision of the Race Umpire; its powers in this direction are limited to consideration of any new facts of which the umpire might not have been aware; and bringing these to the attention of the umpire, who may or may not then vary their decision.

8-3 Disputes or Objections

- a. Any protest, dispute or objection not satisfactorily settled between the crew or club concerned and the competition shall be referred in writing, by the Captain of the protesting club, to the Chairman of the Regional Rowing Council for the region in which the competition is held, to act as arbiter, with copies to:
- The Chairman of the Regional Umpiring Committee for the region in which the competition was held.
 - the Chairman of the Regional Rowing Council for the region of the protesting club.
 - the Captains of any other club(s) involved and the Chairmen of their Regional Rowing Councils.
- b. The Chairman of the Regional Rowing Council shall resolve the issue or may delegate it to the Chairman of the Regional Umpiring Committee for resolution.
- c. Should any party involved be dissatisfied with the decision that party may refer the dispute, within one month from the date of issue of the decision, to the Chairman of the National Competition Committee who will arbitrate.
- d. The Chairman of the National Competition Committee may impose penalties or take further action under 8-6d.

Should a conflict of interest appear during any protest, dispute or objection both parties can agree a replacement arbiter. Appellants should realise that once a protest is taken beyond the immediate time-frame of a race, the chance of anyone being able to restore a position in the event in question is remote. A successful protest involving a poor umpiring or competition decision shall be referred to the appropriate Regional Umpiring Committee for discussion and action.

8-4 Misrepresentation

- a. No person may impersonate another or adopt a false identity in order to compete in a competition. Anyone found to be competing under a false identity, or while banned from competition, shall be disqualified from the competition together with the crew, or crews, of which they are part.
- b. In addition to disqualification under 8-4a the Race Committee Chairman may take further action against the individual or club in respect of misrepresentation as in 8-6a and 8-6b.
- c. All instances of Misrepresentation must be reported to the National Competition Committee which may take further action under 8-6d.
- d. The Chairman of the National Competition Committee may impose a fine on a club entering an ineligible crew equivalent to some or all of the total entry fees paid for an event if the event is declared null and void. This will be in addition to any penalty imposed under 8-6c.

8-5 Unsportsmanlike Behaviour

Competitors, crews, coaches, groups of club members or supporters of a club who:

- wilfully disobey safety instructions
- set out to subvert the application of the Rules of Racing
- refuse to follow the instructions of an umpire or properly appointed official
- delay the Start without just cause
- physically or verbally threaten or abuse another competitor, official, helper or member of the public
- use foul or obscene language in the public hearing, or use foul or obscene gestures in the public view
- being competitors, misrepresent themselves as in 8-4.
- display any other form of misconduct deemed by an official to be unsportsmanlike

shall be considered to have engaged in Unsportsmanlike Behaviour and be subject to disciplinary measures as indicated in 8-6.

8-6 Disciplinary Measures

There are four levels of disciplinary measures:

- a. Any umpire officiating at the competition (whether on duty or not), the Race Committee Chairman, or the Race Committee, may:
 - issue a caution
 - issue an 'Official Warning'
 - disqualify a crew from a race in which the rules have been infringed
 - issue an additional time penalty for processional races only – to be added to the offending crew's time. There can be no reduction in time for a crew that is offended against.
- b. The Race Committee or its Chairman may:
 - issue a 'public' official warning
 - issue an 'Official Warning' to an individual competitor, a crew, or to all crews from a club, which will apply for all their remaining races.
 - disqualify an individual competitor, crew or club from all races at the competition. (Any prizes already won must be returned and may be re-awarded to the crew finishing second; no entry moneys are refundable).
- c. The Race Committee may:
 - issue a fixed penalty fine of £50 for each individual, or £250 for a club.

This level of action is to be used for serious situations, where the Race Committee feels that the situation warrants action beyond that available in 'a' or 'b' above, or for situations serious enough for 'b' above, but that action would be ineffective because the competition is effectively over for the club involved.

The Race Committee Chairman shall conduct an investigation of the incident that day, and prepare a short written summary and conclusion, before leaving the site of the competition. The individual competitor, crew or club shall be told of the investigation, and the procedure explained, they must be given the opportunity of providing a written rebuttal of the statement, and the opportunity to take a copy of the Chairman's summary. The statement shall be sent to the Chairman of the National Competition Committee or their representative within two days. Copies shall be sent to the Chairmen of the relevant Regional Umpiring Committees.

The fine shall be lodged with British Rowing pending a possible appeal but shall revert to the competition unless there is a successful appeal. The individual or club cited in the summary shall be banned from competition until the fine is paid.

- d. The Chairman of the National Competition Committee may:
- issue a fine of up to £100 for each individual or up to £500 for a club.
 - issue a ban from competition for up to 4 weeks for individuals or clubs.
 - refer the matter to the Disciplinary and Grievance Panel for resolution and sanction.

These levels of action are to be used for very serious situations, where the individual or club has attempted to cheat and or misrepresent or has repeated an offence treated under 'c' above, or where the Chairman of the National Competition Committee believes that the offence warrants extraordinary action.

The facts and the penalty imposed under 8-6c and 8-6d shall be published.

8-7 Appeal Procedure

Appeal to the British Rowing Disciplinary and Grievance Panel

A club or individuals may appeal against any penalty imposed under 8-6c or 8-6d to the British Rowing Disciplinary and Grievance Panel (in accordance with the procedures mandated by British Rowing concerning Disciplinary and Grievance matters).

9 APPENDIX A: GLOSSARY

Glossary

The following definitions shall apply throughout these rules:

- a. **Abbreviations:** The following standard abbreviations are recognised:
 - DNF = Did not finish
 - DSQ = Disqualified
 - DNS = Did not start
 - NRO = Not rowed out
 - NTT = No time taken
 - SCR = Scratched
- b. **Adaptive Event:** is an event for competitors that have been allocated an Adaptive grouping by the British Rowing classification procedure.
- c. **British Rowing Sport Class:** shall mean the category allocated by the Adaptive and Para-Rowing classification processes (see 2-2-4 and 2-2-5).
- d. **BROE:** shall mean the British Rowing Online Entry system.
- e. **Bumping Race:** shall mean a processional race where the order of finishing is determined by bumping or overtaking.
- f. **Circulation Pattern:** describes the compulsory directions of travel in various areas and lanes in and around a course that are available for competitors' use during racing and practice.
- g. **Competition:** A group of one or more events managed by one Organising Committee. This includes, but is not limited to, regattas, head races, time trials, bumping races, etc.
- h. **Competitor:** An individual who takes part in a competition either as a rower or as a cox.
- i. **Competitor Profile:** The Competitor Profile provides information about each individual competitor. This includes their age, gender and their Ranking Index.
- j. **Coxbox:** shall mean apparatus carried by a cox to enable them to be heard by their crew and to enable them to measure the speed of the boat and the rating or cadence achieved by the crew.
- k. **Crew:** An entity comprising one or more competitors with or without a cox who group together for the purpose of taking part in a competition. A crew shall be considered an entity subject to these rules, and members of a crew shall be collectively responsible for its conduct at the race, event or competition. The club or clubs is/are also responsible for the conduct of crews competing under their names.
- l. **Dead-weight:** shall mean the additional weight that a cox must take with them to bring their total weight up to the required minimum for the event.
- m. **Doping:** Is defined as the occurrence of one or more of the Anti-Doping Rule Violations set forth in Article 2.1 through Article 2.10 of the UK Anti-Doping Rules.
- n. **Doubling up:** is the process whereby an individual or a crew enters more than one event in the same competition.
- o. **Draw:** The process by which crews are selected into races or into a starting order and then the outcome of that process.
- p. **Event:** shall mean a race or series of races, including all time trials, heats, repêchages, finals etc., that together determine the winner and the order of placement in a particular class of competition.
- q. **Event Band:** An Event Band is a term used to define categories at competitions which rowers compete in. These may be called Championship, Intermediate, Beginner etc. The event bands will be set individually by each competition at the close of entries. Bands will, therefore, vary between events.
- r. **FISA:** shall mean the 'Fédération Internationale des Sociétés d'Aviron'.
- s. **Head Race:** shall mean a race in which the participating crews start to race at different times and where the order of finish is determined by comparison of elapsed times taken to cover the prescribed course.
- t. **Membership Card:** The card issued annually to all paid up registered members of British Rowing.
- u. **Not Rowed Out:** a verdict used when one or more crews in a race fail to continue racing throughout the course to the finish.
- v. **Official Warning:** A penalty that may be given by any umpire officiating at the competition (whether on duty or not) for any of a number of infringements of the Rules of Racing or for unsafe behaviour; this shall be taken into account at the Start of a crew's next race. Two such warnings for one race shall lead to automatic disqualification from the event.

- w. **Organising Committee:** The group of people who take responsibility for the organisation and running of a competition.
- x. **Para-Rowing Event:** is an event for competitors that have been allocated a Sport Class by the British Rowing classification procedure.
- y. **Personal Ranking Reference Book:** means the guide to the Personal Ranking System.
- z. **Personal Ranking:** means an individual's ranking as defined in the Personal Ranking Reference Book.
- aa. **Primary Event:** is defined at Appendix C.
- bb. **Private Match:** A competition arranged solely between the clubs or competitors concerned. There shall be no advertising for entries and no more than four clubs shall compete unless specific permission has been granted by the National Competition Committee. Organising club(s) should note that the competition requirements of section 5.2 of the Rules of Racing still apply and appropriate insurance cover is required.
- cc. **Programme or Race Controller:** An official appointed by a competition Organising Committee to control and adjust the programme of races on the day of the event.
- dd. **Public Official Warning:** A penalty that may be awarded by the Race Committee or its Chairman which involves the announcement of an 'Official Warning' and the circumstances of the offence and the name of the crew or club involved, over the public address system at the competition.
- ee. **Race:** When crews compete against each other and the results are determined either by the order the crews cross the finish line or on the basis of time.
- ff. **Ranking Index:** The Ranking Index (RI) is the number of points a competitor currently has for entering competitions. It is made up of the eight highest weighted personal Ranking Points gained in competition over the last five years with the weight of older points reducing with time. The RI is constantly re-calculated.
- gg. **Ranking Points:** Ranking Points are awarded when a competitor beats a crew in a race.
- hh. **Recreational Boat:** shall mean a stable rowing boat such as an 'Explore Rowing' boat. This definition specifically excludes the use of fine boats in recreational competition.
- ii. **Registered Member of British Rowing:** One who holds one or more of the following British Rowing membership categories: Race, Row, Coach, Support.
- jj. **RowSafe:** shall mean British Rowing's 'RowSafe 2018' guidance document and subsequent revisions to that document.
- kk. **Rower:** Any member of a crew (either sweep-oared or sculling) excluding the cox.
- ll. **Safety Adviser:** shall mean the person identified in RowSafe as the Event Rowing Safety Adviser.
- mm. **Stable (Recreational) Boat Competition:** is informal competition, guidance for which is given at Appendix E.
- nn. **Umpire:** One who is qualified by examination as approved by British Rowing, Scottish Rowing, Welsh Rowing or FISA and is licensed to umpire at British Rowing affiliated competitions. In addition, national umpires from other FISA federations who are demonstrably working towards FISA qualification may be invited to officiate under the jurisdiction and supervision of a GBR FISA umpire and/or the Race Committee Chairman (or their delegated nominee) and with the authorisation of the Chairman of the Multi-Lane Umpiring Panel.

10 APPENDIX B: ESSENTIAL EQUIPMENT FOR OFFICIALS

Where an official combines two or more functions, their equipment should contain all that is essential for them to perform all the duties they are allotted.

Race Umpire:

- red flag and white flag and bell
- electric megaphone
- binoculars, if deemed necessary
- information regarding the competitors in each race, what the event is and what the 'outcome' is
- if launch based - a suitable stable but manoeuvrable launch, adequately fast, but of low wash characteristic, with support at chest or waist level, licensed where necessary, driven by an experienced driver, and equipped with the recommended safety equipment in line with RowSafe including an appropriate life jacket, or buoyancy aid
- if land based - a suitable, marked station, recognisable by the competitors, from where the whole of the section of the course they are to control is visible, without obstruction; from which they can be clearly heard and be seen from all points of that section of the course, equipped with communication equipment to enable discussion between themselves and the Co-ordinating Umpire, and messages to be passed quickly to the neighbouring umpires. Ideally, cover should be provided against inclement weather.

Co-ordinating Umpire:

- a station where they can see as much of the course as possible, and yet accessible to competitors who wish to lodge a protest
- binoculars, if deemed necessary
- communication equipment such that they can overhear comments from and between race umpires on the progress of the race, details of warnings, circumstances of disqualifications etc. and such that they can discuss a situation with a race umpire, transmit a verdict to the Judges and hold a brief conversation with the race programme controller, and/or the Secretary of the Competition.
The traditional red and white flags used to signal to the judges may be used, or radio messages may be substituted if they are sited out of view of the judges.

Head of Control Commission:

- access to crew entry forms and membership cards, giving the names, registration numbers and photographs of each individual competitor
- a weighing machine suitable for accurate weighing of competitors and suitably sited to maintain that accuracy
- means for competitors to put together any necessary dead-weight e.g. sand, freezer bags and staplers
- paperwork to manage the recognition of checked competitors and boats
- communication facilities with the Starter and with 'Race Control'.

Starter:

- a red flag and bell or any other audible and visual means that follow the same principles of signalling the 'Start' e.g. red/green traffic lights and linked hooter.
- A white cross may be added to the red flag of the Starter to assist visibility.
- In multi-lane situations the Starter will require a podium or tower and/or a means of distributing their voice and visual signals fairly to all competitors.
- some means of communication with 'race control' to ensure that they are aware of changes to the race programme and of any penalties (e.g. official warnings) that have been awarded.

Judge at the Start:

- a white flag, red flag and bell or any other audible and visual means that follow the same principles of signalling the state of crew alignment and false starts e.g. white and red lights and a hooter.
To assist visibility, a red cross may be added to this white flag.
- a sight line to allow consistent bows-on aligning and/or a compass
- a megaphone or radio communication with the stakeboats and Starter
It is perfectly satisfactory to align remotely using, for example, closed circuit television.

Chief Judge:

- a sight line for the finish
- visual and audible signals to the competitors, timing and Race Umpire that the leading crew has crossed the finish line, and to acknowledge the umpire's signals. e.g. a white flag or white light and a hooter
- a log to provide a written record of the results
- where appropriate, and possible, a camera (e.g. camcorder) and operator to assist in the verdict of close finishes
- communication facilities to transmit verdicts and to receive changes to the order of racing, change of stations etc.
- where the course is wide, binoculars to recognise crews and read boat numbers
- a megaphone

11 APPENDIX C: PRIMARY EVENTS

Primary events may be incorporated into conventional competitions or, if there is sufficient support, make up an entire competition. They are intended for rowers who are new to the sport (say, in their first year/year and a half of rowing). They are intended to provide a first taste of side by side racing, in a relatively safe and regulated environment. Primary events are non-qualifying, but when rowers are judged by their peers and coaches to be capable of racing in suitable non-Primary events then they should transfer to 'normal' open events. If, after a period racing in Primary events, rowers do not wish to take up racing more seriously, then they may continue as recreational rowers. However, it is not envisaged that rowers can continue to race, and win Primary events year after year.

Primary events

- are open only to newcomers to the sport.
- are open only to registered members of British Rowing.
- are open only to those not entered into any other events at the same competition that are not Primary events
- may be offered for competitors in any age band who have not won a qualifying Junior, Senior or Masters event
- shall provide at least two races for one entry fee via any system of the organisers' choice
- shall be raced over courses no longer than 800m
- may be offered in any boat size.

12 APPENDIX D: ADDITIONAL PARA-ROWING AND ADAPTIVE REQUIREMENTS

General Strapping requirements for Adaptive and Para-Rowing events

The purpose of the strapping is for safety and to prevent movement of the lumbar region away from the seat backrest.

- All straps shall be min 50mm wide, be of non-elastic material which will not induce pressure marking or chaffing and manufactured without mechanical buckles and shall be able to be released immediately by the rower with a single quick hand action of pulling on the free end of the strap.
- When more than one strap is used, all shall be released in the same manner and direction.
- Any hand strapping must be able to be released immediately and independently by the athlete.
- Additional strapping may be used by any rower but shall comply with this Regulation.
- It is recommended that all strapping is in a contrasting colour to race strip.
- 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.

General requirements of Adaptive Boats

- AR1/PR1 boats must have a fixed seat with upright backrest
- AR1/PR1 1x must have stabilising pontoons
- AR2/PR2 2x may have stabilising pontoons
- AR3/PR3 boats shall comply generally with 7-2-8

Specific Strapping requirements for Adaptive events

- The AR1 1x and 2x boats shall have a chest strap
- Rowers in either the AR1 or AR2 boats may choose to use additional strapping for safety and/or comfort
- There are no obligatory strapping requirements for the AR3 boat

General Requirements of Para-Rowing boats

- AR1/PR1 and AR2/PR2 boats must have a fixed seat with upright backrest
- AR1/PR1 1x boats must have stabilising pontoons installed and attached to the riggers at a minimum distance of 60 cm from centre line of pontoon to centre line of boat.
- AR1/PR1 1x seat and rigger design are not restricted except that the seat must allow the stabilising pontoons to be correctly fixed
- AR2/PR2 Mix 2x, 2x and 1x boats may have stabilising pontoons
- AR3 PD4+ boats shall comply with 7-2-8
- PR3 1x, 2x, 2-, 4x shall comply with 7-2-8

Specific Strapping requirements for Para-Rowing events

- In addition to compliance with the general strapping requirements, strapping requirements for Para-Rowing boat classes shall be as follows:

AR2/PR2 Strapping Requirements – leg strapping is optional for AR2/PR2 rowers.

AR1/PR1 Strapping Requirements – rowers shall use a mandatory trunk strap which is for safety purpose only. This strap must be secured to the seat back and around the trunk. In addition to the mandatory trunk strap, rowers may use additional strapping. The design and placement of the seat and all straps must allow the lumbar region to be visible from the side during rowing. The straps must be attached to the seat on both sides.

13 APPENDIX E: STABLE BOAT EVENTS AND COMPETITIONS

Guidance on the Conduct of Stable (Recreational) Boat Events and Competitions

Principles

As for conventional racing under British Rowing rules, the purpose of these guidelines is to:

- Provide a basis for safe, fair and equal racing taking account of the guidance in RowSafe.
- Provide a framework for the organisation of events and competitions for recreational rowers

However, Recreational/Explore Rowing races are informal and run primarily for enjoyment and this document is intended to assist organisers rather than to provide a rigid set of rules.

Stable Boat events may be incorporated into conventional competitions or, if there is sufficient support, make up an entire competition.

Organisation

An Organising Committee should be appointed, the Chairman of which will be responsible for the conduct of the competition. *It is recommended that the Organising Committee should include at least one Umpire.*

Unless the Recreational/Explore Rowing event takes place during the course of a competition held under British Rowing Rules of Racing, race officials are not required to be Umpires. However, the Organising Committee should ensure that such officials have the necessary expertise and experience to perform their duties in a safe and professional way.

The Organising Committee shall ensure that the competition is covered by appropriate insurance.

Safety & Welfare

The Organising Committee shall appoint a Safety Adviser and Welfare Officer who are responsible for producing appropriate Safety Plans and Welfare Plans for the competition (see 5-2-2c).

Competitors

Recreational rowing or stable boat events and competitions are aimed at beginner rowers and more experienced recreational rowers who do not train regularly for fine boat racing under British Rowing Rules of Racing. Organisers should exercise discretion in excluding active competitors with a Race licence from beginners' events. All competitors shall be registered members of British Rowing.

Boat Types

These may be stable /touring boats, such as provided under the Explore Rowing programme, or any other stable boat types according to availability, type of event and the experience of the crews.

Types of Event

Organisers should try to ensure, so far as is practicable, that racing is between competitors of similar competence.

Types of Race

Types of racing which could be considered are:

- "Head" races or time trials. Such races may be run over any distance, as determined by the event organisers, but having due regard to the suitability and safety of the course.
- Side by side races. Crews should have the opportunity to race at least twice. This may be achieved by arranging a "round robin" competition or a plate event for first-round losers, at the discretion of the organising committee.
- Skills competitions. These may include (but are not restricted to) any of the following:
 - Slalom around buoys etc.
 - Backing down
 - 360 degree turn
 - Emergency stop

At all times the safety of competitors shall be the organisers' priority. If there is insufficient space for crews to perform such manoeuvres side by side, then they should compete singly and be timed.

14 APPENDIX F: OFFSHORE ROWING COMPETITION RULES

The following rules are departures from the British Rowing Rules of Racing for the discipline of 'offshore' rowing for the 'endurance' format.

The provisions of the Rules of Racing remain applicable in all other circumstances.

An offshore rowing competition is a competition in which all competitors use offshore rowing boats as defined in these Rules and where the competition course is on the open sea or on a large inland body of water and in accordance with these Rules.

These Rules apply to domestic competitions affiliated with British Rowing for offshore rowing.

Classes of Boat

The following classes of boat:

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

Construction of Offshore Rowing Boats

Offshore rowing boats used in offshore rowing competitions must meet the following three measurement requirements:

1. Maximum permitted length over all
2. Minimum permitted weight of boat
3. Minimum permitted width of the boat measured at the following two locations, all measurements taken externally at the station of maximum overall beam:
 - 3.1 width overall
 - 3.2 width at the Secondary Beam Measurement Point which shall be located at the specified height from the deepest point of the boat at that station

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

| Boat Type | Maximum length (m) | Minimum weight (kg) |
|-----------|--------------------|---------------------|
| C1x | 6.00 | 35 |
| C2x | 7.50 | 60 |
| C4x+ | 10.70 | 140 |

There is no restriction on the additional weight that can be added to a boat.

There is no minimum length for Offshore Rowing boats.

The minimum permitted widths are as follows:

| | | Secondary Beam Measurement Point | |
|-----------|-------------------|---|--------------------------------|
| Boat type | width overall (1) | Height of Measurement Point above deepest point of boat | width at Measurement Point (2) |
| C1x | 0.75 m | 0.19 m | 0.55 m |
| C2x | 1.0 m | 0.23 m | 0.70 m |
| C4x+ | 1.3 m | 0.30 m | 0.90 m |

In offshore 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 cox is required to sit upright to the stern of the rowers.

Boats must meet the minimum flotation standards such that when full of water with a crew of average weight equal to the design weight of the boat seated in the rowing position should float such that the top of the seat is a maximum of 5cm below the static waterline.

In addition, offshore rowing boats shall be constructed with three (3) watertight compartments. These compartments may have watertight hatches or ports for access to these areas.

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

It shall be the sole responsibility of the club using a boat to ensure that it complies with these requirements either with the required watertight compartments or built-in flotation utilising bags or tanks.

Requirements for Offshore Rowing Boats and Equipment

In addition to the requirements above, offshore rowing boats shall comply with any additional requirements set down by any national, regional and/or local authority for participation in the particular offshore rowing competition.

In particular:

- i. Boats must meet the minimum flotation standards generally set down by British Rowing, either with the required watertight compartments or built-in flotation utilising bags or tanks.
- ii. Boats must carry a life jacket for every crew member. Coxes must wear a life jacket at all times when on the water. (*Life jackets can be either the foam filled or gas inflation type*).
- iii. Boats must have a towing eye located approximately 100 mm above the loaded waterline on the bow fitted with a 15 m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with crew members on board in strong wind and sea conditions. The loose end of the line must be within hand-reach of a rower for the purpose of throwing to a rescue boat if required.
- iv. Any ballast must be fixed securely to the structure of the boat.
- v. During offshore competition, for safety reasons each boat shall be permitted to carry such radio or telecommunication equipment as permitted or required by the Organising Committee or by other maritime authorities for such events.
- vi. The Organising Committee may at its discretion refuse permission for a particular boat or crew to go on the water or to participate in the competition if it believes the boat is unsafe.
- vii. Offshore boats are not required to have bow balls. Any fixture close to the bow should be made of material or positioned in such a way to limit injury in the event of a collision.

Boat Numbers

Each boat must display a unique numeric or alpha numeric ID on both sides of the bow for the purpose of identification and safety. This number shall be visible at all times from either side and shall be a minimum of 20cm high in contrasting colour to the background.

All boats participating must be registered with Control Commission before going on the water, whether for training or competition. This is the responsibility of the crew.

Any crew failing to register their boat in accordance with these rules will not be allowed to race. Any crew failing to properly display their boat ID at all times at a competition may be penalised.

Crew Racing Numbers

Crews are also required to display a crew racing number on the person at 'bow'. For coxed crews, the cox shall also wear a number on their back. This number shall be visible at all times.

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

Race Characteristics

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

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

The length of course shall be 4-6km.

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

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

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

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

Course Markers

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

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

The Organising Committee shall take all necessary precautions in setting out the course and the course markers to avoid any risks of boats grounding in shallow waters or on rock formations. Including clearly marking such areas and placing warning buoys in the appropriate locations. Consideration shall also be given to avoiding established shipping lanes and areas frequented by other boats.

Start and Finish Lines

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

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

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

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

Number of Lanes

Offshore rowing regattas shall normally be raced without limit to the number of crews in each race. This will be subject to the dimensions of the start line, the length of the course and all safety considerations, including weather conditions and provision of safety boats. There shall be no delineated lanes. Where there is a limit on the width of the start line, the Organising Committee shall indicate in the Notice of Regatta and in the information to crews the maximum number of boats which can be accommodated on the start line at one time in any category.

Safety – General Principles

Event Safety Adviser

The Organising Committee shall appoint an Event Safety Adviser who is familiar with local marine conditions and who has experience of offshore rowing events. The Event Safety Adviser shall be responsible for all communications with the local maritime or navigation 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 Event Safety Adviser shall cooperate closely with the Race Committee Chairman and shall participate in any decisions in case of adverse weather conditions.

Crew Captains' Meeting

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

General obligations

All rowers and coxes must:

- be familiar with and respect local maritime rules in addition to the British Rowing Rules of Racing.
- wear appropriate life jackets or have an individual life jacket on board within easy and convenient reach for their personal use at all times when on the water.
- know what to do in the event of their boat swamping or capsizing and if their boat requires to be towed.

Crew Captain's obligations

According to international maritime law, all sea-going vessels must have one person responsible for safety and navigation. In offshore rowing, this will be one member of the crew who will be designated the "Crew Captain". The designated Crew Captain for every boat shall be notified to the Organising Committee in writing at the time of the crew's Registration and before the crew goes on the water for the first time, whether for training or racing.

Such notification is the responsibility of the club in whose name the crew is entered, and the crew concerned. Any crew for which a Crew Captain has not been notified shall not be permitted on the water.

The Crew Captain shall be responsible for:

Before every outing:

- take responsibility for assessing the risks and the ability of the crew to cope with the prevailing and forecast conditions
- familiarise themselves with the current and expected weather 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 life jackets as necessary
- make necessary decisions for the safety of the crew if the weather deteriorates
- monitor any changes in the weather or water conditions which might affect the safety of the crew

After the outing:

- inform the Control Commission of the return of the crew
- complete the log to indicate the crew's return

Special Offshore Rowing Safety Considerations

General Rules with other water users

Rowing at sea outside of channels and ports requires special attention to weather conditions, tides, water currents and general maritime traffic.

All crews and volunteers on the water must familiarise and follow the relevant parts of the International Rules for the Prevention of Collision at Sea (COLREGS) and any local marine traffic rules. See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/281965/mn1781.pdf for the COLREGS.

In particular when two rowing boats are on a potential head-on collision course, both boats should move to starboard to give way to the other boat.

Safety measures and local rules must be vigorously applied by all umpires and additional officials and must be strictly observed by the crews.

Shelters

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

Adverse Weather Conditions

The Race Committee Chairman, in consultation with the Event Safety Adviser and the Organising Committee, shall take all decisions on any delay, postponement or cancellation of races, or of changes to the course, resulting from adverse weather conditions or other matters relating to the safety of competitors and officials on the water or the fairness of the course.

This may include reducing the maximum number of boats in races. If the number of boats in a race is reduced, the Race Committee Chairman may use the ranking in the preliminary heats to seed the races or, if there have been no preliminary heats, prior experience may be used.

At the Start

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

The Starter may start the race without reference to absentees.

The Starting Procedure

The Start (floating)

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

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall in principle be approximately 50 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..

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. They shall immediately notify the Starter and Umpires of their decision in this regard and the offending crews shall be notified.

The starting procedure shall be as follows:

- i. It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not be required to give any instructions to crews in this regard prior to the start signal being given. Crews in the Start area shall at all times closely follow the instructions of the Starter or Umpire. Any crew not following such instructions may be penalised. After giving the 3-minute, 2-minute and 1-minute signals, the Starter may start the race at the given time without reference to the position of any crew.
- ii. 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 three clear, short blasts with a hooter.
- iii. All boats shall remain within the vicinity of the start line. At the expiry of the three minutes the start can be given even if some boats have not reached the start position.
- iv. 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.
- v. Two minutes before the start time, the Starter shall simultaneously:
 - lower one of the three raised balls; and
 - sound two clear, short blasts with the hooter.
- vi. One minute before the start, the Starter shall simultaneously:
 - lower one of the two remaining balls; and
 - sound one clear, short blast with the hooter.
- vii. At the Start time, the Starter shall give the signal to start by simultaneously:
 - lowering the one remaining ball; and
 - sound one long blast with the hooter.

The ball should be lowered exactly three minutes after the beginning of the starting sequence.

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

Summary table of starting sequence (floating)

| Time | Visual signals | Audio signals | |
|------------------|--|---|---------------------------------|
| -3 minutes |  3 balls (red with white cross) |  3 short blasts of hooter | |
| -2 minutes |  2 balls (red with white cross) |  2 short blasts of hooter | |
| -1 minutes |  1 ball (red with white cross) |  1 short blast of hooter | |
| START |  drops |  LONG | Long blast of hooter |
| Mass false start |  Waving |  <i>repeated</i> | Repeated short blasts of hooter |

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

The Start (Beach Starts)

- i. The boats shall be lined up on the beach near the water's edge at least 8m apart.
- ii. The Starter shall direct the crews to float and hold their boats at least 8m apart at the edge of the water. In a normal beach start, all crew members shall be holding their boat standing in the water next to their boats and can only start to board their boat after the start signal has been given.
If a running start is used, one nominated crew member from each crew shall be a runner. The runners will start behind a set running start line located on the beach and when the start signal is given, shall run to their boat to join other crew members. The remaining crew members shall be holding their boats and standing in the water next to their boats and can only start to board their boat after the start signal has been given.
- iii. It is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be penalised by the Starter or the Umpire.
The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race competitors. The Starter should be on a raised platform and should wear a clearly distinguishing jacket.
The Starter shall inform the crews when there is five minutes, four minutes and three minutes remaining before the start time.
There shall be a Judge at the Start who shall be positioned in such location as to be able to properly carry out their responsibilities. The Race Committee Chairman may allocate two Judges at the Start for this purpose.
The Judge at the Start shall be responsible to identify any nominated runner who crosses the set running start line before the start signal is given (in the case of a running start) and any crew whose member(s) start to board their boat before the start signal is given.
- iv. Boat Handlers
 - There shall be up to two boat handlers per boat.
 - The boat handlers shall, in principle, be provided by the teams and are recognised as official support crew members.
 - The boat handlers shall at all times remain in shallow water not above their shoulder height.

The role of the boat handler is to support the departure and arrival of the crew from and to the beach. In rougher conditions, and at the discretion of the Race Committee Chairman, the number of boat handlers may be increased.

The starting procedure for beach starts shall be as follows:

- i. Crews must be at their start positions (and in the case of a running start, nominated runners must be at the running start line) and under the control of the Starter three minutes before the starting time of their race.
- ii. The starter will call "Three Minutes" when there are 3 minutes to the start.
If a sports presenter or commentator is available, then crews are introduced to the spectators, once the introductions are complete the crews return to their start positions.
- iii. The Starter may penalise a crew which is late to the start and may start the race without reference to absentees.
- iv. When there is one minute to the start, the Starter shall say "One minute!". At this time all boats shall be ready on the water.
- v. At 30 seconds to the start, the starter shall say "Get Ready". The Starter may start the race at any time after this to allow for waves and any other factors.
- vi. The Starter will raise the start flag. There shall be no roll call. If music is being played, it shall stop.
- vii. At the Start time, the Starter shall give the signal to start by standing clearly visible and dropping in one downward motion the raised start flag, simultaneously sounding a hooter in one long blast.
The official start of the race will be the moment the flag starts to be dropped.

False Start

Floating Start

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

Beach Start

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

Consequences of a False Start

Individual false start

- i. **Floating Start**
A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty of 3 minutes. When conditions allow a single ball should be raised to indicate one or more crews are carrying a false start penalty.
- ii. **Beach Start**
Where a false start is committed, the Judge at the Start shall stop the race and the Starter shall notify the crew that it has committed a false start and shall issue an official warning to the offending crew.

Mass false start

If in a race the Judge at the Start indicates that a number of boats have committed a false start, the Starter may decide to stop the race and give the start again or they may allow the race to continue and award penalties to all boats concerned. If they decide to stop the race, the Starter shall do so by hoisting a red flag and sounding repeated short blasts on the 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, they may advise the Starter to allow the race to continue with or without penalties to individual crews.

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 regulation or if it causes a collision with another crew through not giving way when required by these regulations.

If a crew has caused interference to another crew and has, in the Umpire's opinion, affected the result of that crew, then the Umpire may disqualify the crew or alternatively may award a time penalty of 30 seconds or such other time as he deems appropriate against the crew causing the interference or take other appropriate measures under the rules.

Severe Collision

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

- damage to a boat
- personal injury
- forcing another boat off the race course or to miss a turning marker
- a rower is struck by the blades of another boat

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

Rules of Giving Way

When three or more boats are on the same line and a member of the crew reasonably considers that there is not enough room between their boat and the others they may call to the other crew(s) and say "(Crew name (or any other identifying characteristic)) –“Attention!” – “Give Way!!”, and the boat called must change its course sufficiently to leave the crowded boat enough room or it may be penalised by the Umpire who may award a time penalty of 30 seconds or may disqualify the crew or take other appropriate measures under the rules.

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

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

Collisions

In case of collisions (of boats or oars) the Umpire shall decide if anyone is at fault and may penalise the crew responsible for the collision by awarding a time penalty of 30 seconds or may disqualify the crew or take other appropriate measures under the rules.

Overtaking

It is the responsibility of a crew overtaking another crew to avoid interfering with the crew being overtaken; a crew which is being overtaken must not obstruct the course of an overtaking crew.

If a crew being overtaken obstructs or interferes with the overtaking crew by changing its course or in any other manner, the Umpire may penalise the crew causing obstruction or interference or hindrance by awarding a time penalty of 30 seconds or may disqualify the crew or take other appropriate measures under the rules.

Rounding of a Turning Marker

At the turning markers crews should avoid interference with other crews and observe the rules of overtaking. Crews are responsible of their own steering and shall follow direction given by Umpires, including Umpires at the turning marker.

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

Finish of the Race

Floating Finish

- A crew has finished the race when the bow of its boat has reached the finish line between the two buoys.

Beach Finish

- Where, a beach finish is provided, a crew shall have finished the race when one or more members of the crew has reached the line or touched the flag on the beach as required. For beach finish races all crew members must start and arrive at the beach.
- For beach finishes the Race Committee Chairman together with the Organising Committee may adopt a penalty box approach close to the finish line whereby time penalties given during the race may be served before the runner is released to complete their run to the finish line.

A crew in contravention of these requirements shall be disqualified.

Umpires and Additional Officials shall be as for Rules 6-1-4 and 6-1-5

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

- Chairman of Race Committee
- Starter
- Judge at the Start
- Race Umpire
- Key Turning Mark Umpires and Turning Mark Monitors
- Judges at the Finish, one of whom shall be the Chief Judge
- Control Commission, one of whom shall be Head of Control Commission
- Race Control

Additional functions to the duties laid out in the Rules of Racing:

Race Control – assists the Chairman of the Race Committee in monitoring and recording all radio messages and help the Safety Advisor in communication safety information to the officials.

Control Commission – oversee the signing in and out of crews during racing including checking that the boat ID and crew ID are correctly displayed and recorded.

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

There shall be no Aligner. For a floating start, the Judge at the Start shall not be required to give instructions to any crew on their alignment at the Start. It is wholly the responsibility of the crews to not be on the course side of the start line at the time the start signal is given. For a beach start, the Judge at the Start may give instructions to keep the boats in alignment.

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

All active umpire boats shall carry an identification flag or marker to distinguish them from other water craft.

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

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

The Umpire may also allow the race to continue and impose penalties after the race has finished. However, in principle, if a crew is to be awarded a time penalty the Umpire should advise the crew at the time the penalty is awarded by saying to the crew: "(Boat Number!)" – "(reason for penalty)!" – "Time Penalty! (30 seconds)!"

Key Turning Mark Umpires and Turning Mark Monitors – record the number of crews passing turning points during the race and communicating this to Race Control. Reports if any crew miss the turning mark.

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

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

Disputes, Disciplinary Procedures and Penalties.

These shall be as rule 8-6 although, additionally, an umpire may issue a time penalty to an offending crew as follows:

- Standard time penalty – 30 seconds
- Severe collision penalty – 60 seconds
- Floating false start time penalty – 3 minutes

15 APPENDIX F2: BEACH SPRINTS COMPETITION RULES

The following rules are departures from the British Rowing Rules of Racing and Appendix F (Offshore Racing) for the discipline of 'Beach Sprints' rowing format.

The provisions of the Rules of Racing remain applicable in all other circumstances.

A Beach Sprint competition is a competition in which all competitors use offshore rowing boats as defined in the Offshore Rules and where the competition course is on the open sea or on a large inland body of water and in accordance with these Rules.

These Rules apply to domestic competitions affiliated with British Rowing for beach sprint competitions.

Classes of Boat

The following classes of boat:

- Solo (C1x) in Open, and Women
- Double Sculls (C2x) in Open, Mixed and Women

Course Characteristics

The race course for Beach Sprints shall provide, as far as possible, fair and equal racing conditions for all crews. This shall require sufficient width of the start area to allow all the crews in each race to start without interference from other crews. The race area should be located on an evenly-shelving sandy beach free of rocks or other obstructions which might damage boats in the beach start and beach finish.

The course shall comprise of two sections:

Start and Finish land section

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

The start line shall be visually marked on the beach in a clear, fixed manner which will keep its position under all race situations. The width of the start line shall be a minimum of 2 metres. The distance from the start line to each boat shall be equal for all rowers.

The orientation of the start and finish line shall in principle be perpendicular to the rowing course.

There shall be a flag or similar marker placed at the water's edge for each lane in line with the lane buoys and an equal distance from the finish line to mark the start of the final section.

Water section

The water section of the course shall comprise, for each lane, a series of three lane buoys in each racing lane, the first buoy positioned approximately 85 metres from the water edge, the second buoy a further 85 metres out and the third buoy a further 80 metres out (total of 250m from the beach), all in a straight line. The number of lanes so provided shall depend on the nature of the event, but in general shall be a minimum of two lanes and up to four lanes.

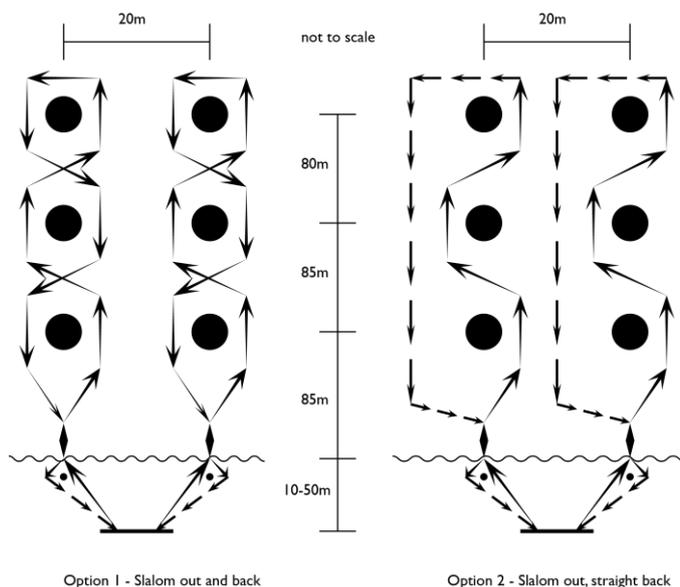
The distances stated here shall be a general guide but will depend on local conditions. In particular, the first buoy should be positioned slightly beyond, and clear of, any wave break

For safety and visibility purposes, the buoys used to mark the turning points should be inflatable or other soft-surface type which will not cause damage to boats and equipment and shall each be approximately 150cm high. The first two buoys from the beach in each lane shall be approximately 30cm diameter and the farthest turning buoy shall be between 50cm and 100cm diameter.

The distances between buoys in each lane should be equal and in particular that the distance of the farthest buoy from the beach in each lane is equal.

For safety purposes the layout of the course shall not allow boats to be travelling in opposite directions in the same water. The layout of the course shall also avoid any risks of boats grounding in shallow waters.

The patterns for the course shall be either slalom out and slalom back (Option 1) or slalom out and straight back (Option 2).



Option 1 - Slalom out and back

Option 2 - Slalom out, straight back

Finish Line

The method of marking the Finish Line and therefore the finish of the race, may be any one of the following, or a similar arrangement:

- A clear line on the beach which the runner from each crew must cross.
- A tape which the runner from each crew must run through.
- One flag or similar device for each crew, standing upright in the sand, and which must be picked up by the runner from each crew.
- One button or similar device for each crew, which must be pressed by the runner from each crew and which, upon being pressed, shall emit a sound or visual display, at the same time recording the elapsed race time for that crew.

Progression System

The progression system for Beach Sprints is to reduce the number of crews to 8 in an event. This can be any or a combination of the following formats for the preliminary rounds:

- Multiple pools of crews
- Time trials
- Elimination heats which may or may not include repêchages

Final Rounds

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

Boat Handlers

There shall be up to two boat handlers per boat and they shall be provided by the teams. The role of the boat handler is to support the departure and arrival of the crew from and to the beach. The boat handlers for each crew should wear matched uniforms that conform to the rules, and in a colour which is different from the crew (alternatively the boat handlers may wear a coloured bib). In rougher conditions and at the discretion of the Chairman of the Race Committee, the number of boat handlers may be increased.

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

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

The boats should be held reasonably in line and shall be positioned so that the centres of boats are in a line with the buoys in their lane. All rowers (except the runner of each crew) must be standing in the water next to their boat and shall not start boarding their boat until the start signal is given.

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

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

The remaining crew member in the C2x shall be standing in the water holding their boat. No crew member shall start to board their boat before the start signal has been given.

When the start signal is given the runners shall run to their boats to join the other crew member. The other crew member in a C2x may start to board their boat as soon as the start signal is given.

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

One of the boat handlers shall stand on the buoy line to give steering instruction. Only unaided voice or arm signals shall be used. The method of signalling shall not interfere with the view of the umpires.

Start Procedure

The start procedure is the same as for Beach Start Offshore races.

A crew commits a false start if the crew's nominated runner crosses the start line before the start signal is given or if any crew member starts to board their boat before the start signal is given.

During the Race

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

In order to finish the race a crew must correctly round all designated turning markers and must complete the full course as designated by the organising committee.

A crew not correctly rounding any buoy on the course shall be awarded a time penalty as follows:

- Not correctly rounding the first or second buoy from the beach – 30 seconds each instance;
- Not correctly rounding the third buoy from the beach – 60 seconds

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

Crews shall at all times be aware of the weather and water conditions and the safety of themselves and others. Crews rowing in a dangerous manner or in a way which is considered out of control may be excluded or otherwise penalized by the umpire.

Finish of the Race

Each runner shall pass on the outside of the water's edge flag when running from their boat to the finish line. A runner not passing on the correct side of the flag shall receive a penalty of 30 seconds.

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

Dead Heats

If there is a dead-heat in any round other than a final, the crews which have dead-heated shall be required to race again over the same course not later than 10 minutes after the finish of the race which was a dead-heat. If they again dead-heat they shall be required to race again within a further 15-minute period and so on until a decision is reached.

If a dead-heat occurs in a final the crews concerned shall be given equal ranking and the next ranking shall be left vacant.

Umpires and Additional Officials shall be as for Rules 6-1-4 and 6-1-5

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

- Chairman of Race Committee
- Starter and Race Umpire
- Judge at the Start and Finish
- Lane Umpires
- Turning Mark Umpire

Race Umpire

The Starter shall act also as the Race Umpire having a clear view of all crews during the race. The Race Umpire shall have precedence over the Lane Umpires and the Turning Mark Umpire. He shall in general not communicate with crews during the race but will make decisions based on his observations and on the advice of the Lane Umpires and the Turning Mark Umpire.

The Race Umpire shall not give any steering indications to crews.

Judge at the Start and Finish

The Judge at the start shall act also as the Judge at the finish (i.e. Chief Judge)

Lane Umpire

The Lane Umpires shall be positioned on the beach in an elevated position to give them a clear view of their lane, each in line with their lane.

The Lane Umpire may tell the runners if they miss the water's edge flag so that they have the opportunity to go around the correct side of the flag.

The Lane Umpires shall ensure the boats are held in line with their lane while waiting for the start signal and shall notify the Judge at the Start if they consider the boats are not correctly in line when the start signal is given (a faulty start) or if any crew member starts to board the boat before the start signal is given (a false start). They shall give such notification by raising a red flag.

Turning Mark Umpire

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

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

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

When all crews have finished the race the Race Umpire shall indicate if the race was in order by raising a white flag. If the race was not in order the Race Umpire shall raise a red flag.

The Judge at the Finish shall not release any results of the race until the Race Umpire makes a determination on the infringement indicated by the red flag.

16 APPENDIX G: MASTERS HANDICAP SYSTEM

Operating Notes

It is the intention of the Handicap Table to give the maximum number of entrants a race, cancel out the inevitable ageing effect and compete on fair terms.

The following simplified Operating Notes are intended to ensure that all officials and competitors know that the system is employed correctly and fairly.

All competitions offering events for Masters may use the Handicap Table for all entrants (see 4-7-e).

Head Races

- The Standard Times will be the fastest time of the day for each boat type and gender.
- The category spread can include all categories, if necessary, to give all entrants a race.
- Masters crews racing in the same or adjacent handicapped categories should, if possible, be in the same division.

Regattas

- The Standard Times will be established on the basis of local knowledge of the fastest time that a winning Masters A or Senior crew or sculler would take to cover the course, in the conditions prevailing that day, and adjusted as per the following table for different boat categories.

Note: Should the anticipated Standard Time be other than 3:00 minutes then the Table should be adjusted pro rata.

Standard Times

| Boat Type | Open | Mixed | Women | Boat Type | Open | Mixed | Women |
|-----------|------|-------|-------|-----------|------|-------|-------|
| 8 | 3:00 | 3:10 | 3:20 | 2x | 3:30 | 3:40 | 3:50 |
| 4x | 3:10 | 3:20 | 3:30 | 2- | 3:35 | N/A | 3:55 |
| 4- | 3:15 | 3:25 | 3:35 | 1x | 3:40 | N/A | 4:00 |
| 4+ | 3:20 | 3:30 | 3:40 | | | | |

- The Standard Time shall be determined before the start of the regatta and shall be communicated to the competitors.
- The spread of age categories in one regatta event, with the appropriate handicap, shall not normally exceed three – e.g. B/C/D or G/I.
- The handicaps shall be applied at the Start and the winner shall be the first at the Finish line.

Handicapping Table

| Standard Time | Age Categories | | | | | | | | | | |
|---------------|--------------------------------|------|------|------|------|------|------|------|------|------|-------|
| | Time Differentials – mins:secs | | | | | | | | | | |
| Mins:secs | A | B | C | D | E | F | G | H | I | J | K |
| | 27 | 36 | 43 | 50 | 55 | 60 | 65 | 70 | 75 | 80 | 85 |
| 1:00 | 0:00 | 0:01 | 0:02 | 0:05 | 0:07 | 0:09 | 0:12 | 0:15 | 0:18 | 0:21 | 0:24 |
| 1:10 | 0:00 | 0:01 | 0:02 | 0:05 | 0:08 | 0:11 | 0:14 | 0:17 | 0:21 | 0:25 | 0:29 |
| 1:20 | 0:00 | 0:01 | 0:03 | 0:06 | 0:09 | 0:12 | 0:16 | 0:20 | 0:24 | 0:28 | 0:32 |
| 1:30 | 0:00 | 0:01 | 0:03 | 0:07 | 0:10 | 0:14 | 0:18 | 0:22 | 0:27 | 0:32 | 0:37 |
| 1:40 | 0:00 | 0:01 | 0:04 | 0:08 | 0:11 | 0:15 | 0:20 | 0:25 | 0:30 | 0:35 | 0:41 |
| 1:50 | 0:00 | 0:01 | 0:04 | 0:08 | 0:12 | 0:17 | 0:22 | 0:27 | 0:33 | 0:39 | 0:45 |
| 2:00 | 0:00 | 0:01 | 0:04 | 0:09 | 0:13 | 0:18 | 0:23 | 0:29 | 0:36 | 0:43 | 0:50 |
| 2:10 | 0:00 | 0:01 | 0:05 | 0:10 | 0:14 | 0:20 | 0:25 | 0:32 | 0:39 | 0:46 | 0:54 |
| 2:20 | 0:00 | 0:01 | 0:05 | 0:10 | 0:15 | 0:21 | 0:27 | 0:34 | 0:42 | 0:50 | 0:58 |
| 2:30 | 0:00 | 0:01 | 0:05 | 0:11 | 0:17 | 0:23 | 0:29 | 0:37 | 0:45 | 0:53 | 1:02 |
| 2:40 | 0:00 | 0:02 | 0:06 | 0:12 | 0:18 | 0:24 | 0:31 | 0:39 | 0:48 | 0:57 | 1:06 |
| 2:50 | 0:00 | 0:02 | 0:06 | 0:12 | 0:19 | 0:26 | 0:33 | 0:42 | 0:51 | 1:00 | 1:10 |
| 3:00 | 0:00 | 0:02 | 0:06 | 0:13 | 0:20 | 0:27 | 0:35 | 0:44 | 0:54 | 1:04 | 1:14 |
| 3:10 | 0:00 | 0:02 | 0:07 | 0:14 | 0:21 | 0:29 | 0:37 | 0:47 | 0:57 | 1:07 | 1:18 |
| 3:20 | 0:00 | 0:02 | 0:07 | 0:15 | 0:22 | 0:30 | 0:39 | 0:49 | 1:00 | 1:11 | 1:22 |
| 3:30 | 0:00 | 0:02 | 0:07 | 0:16 | 0:23 | 0:32 | 0:41 | 0:52 | 1:03 | 1:14 | 1:26 |
| 3:40 | 0:00 | 0:02 | 0:08 | 0:17 | 0:24 | 0:33 | 0:43 | 0:54 | 1:06 | 1:18 | 1:30 |
| 3:50 | 0:00 | 0:02 | 0:08 | 0:17 | 0:25 | 0:35 | 0:45 | 0:56 | 1:09 | 1:22 | 1:34 |
| 4:00 | 0:00 | 0:02 | 0:08 | 0:18 | 0:26 | 0:36 | 0:47 | 0:59 | 1:12 | 1:25 | 1:38 |
| 4:10 | 0:00 | 0:02 | 0:09 | 0:19 | 0:27 | 0:38 | 0:49 | 1:01 | 1:15 | 1:29 | 1:43 |
| 4:20 | 0:00 | 0:02 | 0:09 | 0:19 | 0:28 | 0:39 | 0:51 | 1:04 | 1:18 | 1:32 | 1:47 |
| 4:30 | 0:00 | 0:02 | 0:09 | 0:20 | 0:29 | 0:41 | 0:53 | 1:06 | 1:21 | 1:36 | 1:51 |
| 4:40 | 0:00 | 0:02 | 0:10 | 0:21 | 0:30 | 0:42 | 0:55 | 1:09 | 1:24 | 1:39 | 1:55 |
| 4:50 | 0:00 | 0:02 | 0:10 | 0:22 | 0:31 | 0:44 | 0:57 | 1:11 | 1:27 | 1:43 | 1:59 |
| 5:00 | 0:00 | 0:02 | 0:10 | 0:22 | 0:32 | 0:45 | 0:59 | 1:14 | 1:30 | 1:46 | 2:04 |
| 6:00 | 0:00 | 0:03 | 0:11 | 0:24 | 0:35 | 0:49 | 1:04 | 1:21 | 1:38 | 1:55 | 2:12 |
| 7:00 | 0:00 | 0:03 | 0:13 | 0:27 | 0:39 | 0:54 | 1:10 | 1:27 | 1:46 | 2:05 | 2:24 |
| 8:00 | 0:00 | 0:04 | 0:14 | 0:29 | 0:42 | 0:58 | 1:15 | 1:34 | 1:55 | 2:16 | 2:37 |
| 9:00 | 0:00 | 0:05 | 0:16 | 0:31 | 0:45 | 1:02 | 1:20 | 1:41 | 2:03 | 2:25 | 2:48 |
| 10:00 | 0:00 | 0:05 | 0:17 | 0:34 | 0:48 | 1:06 | 1:26 | 1:48 | 2:11 | 2:34 | 2:56 |
| 11:00 | 0:00 | 0:06 | 0:19 | 0:36 | 0:52 | 1:11 | 1:31 | 1:54 | 2:19 | 2:44 | 3:09 |
| 12:00 | 0:00 | 0:07 | 0:20 | 0:38 | 0:55 | 1:15 | 1:36 | 2:01 | 2:27 | 2:53 | 3:20 |
| 13:00 | 0:00 | 0:07 | 0:22 | 0:41 | 0:58 | 1:19 | 1:42 | 2:08 | 2:36 | 3:04 | 3:32 |
| 14:00 | 0:00 | 0:08 | 0:23 | 0:43 | 1:01 | 1:23 | 1:47 | 2:15 | 2:44 | 3:13 | 3:43 |
| 15:00 | 0:00 | 0:09 | 0:25 | 0:45 | 1:05 | 1:28 | 1:52 | 2:21 | 2:52 | 3:23 | 3:54 |
| 16:00 | 0:00 | 0:09 | 0:26 | 0:48 | 1:08 | 1:32 | 1:58 | 2:28 | 3:00 | 3:32 | 4:05 |
| 17:00 | 0:00 | 0:10 | 0:28 | 0:50 | 1:11 | 1:36 | 2:03 | 2:35 | 3:08 | 3:41 | 4:16 |
| 18:00 | 0:00 | 0:11 | 0:29 | 0:52 | 1:15 | 1:40 | 2:08 | 2:42 | 3:17 | 3:52 | 4:27 |
| 19:00 | 0:00 | 0:11 | 0:31 | 0:55 | 1:18 | 1:45 | 2:14 | 2:48 | 3:25 | 4:02 | 4:39 |
| 20:00 | 0:00 | 0:12 | 0:32 | 0:57 | 1:21 | 1:49 | 2:19 | 2:55 | 3:33 | 4:11 | 4:50 |
| 21:00 | 0:00 | 0:13 | 0:33 | 0:59 | 1:24 | 1:53 | 2:24 | 3:02 | 3:41 | 4:20 | 5:01 |
| 22:00 | 0:00 | 0:13 | 0:35 | 1:02 | 1:28 | 1:58 | 2:30 | 3:08 | 3:49 | 4:30 | 5:12 |
| 25:00 | 0:00 | 0:15 | 0:39 | 1:09 | 1:37 | 2:10 | 2:46 | 3:29 | 4:14 | 4:59 | 5:44 |
| 30:00 | 0:00 | 0:19 | 0:47 | 1:20 | 1:54 | 2:32 | 3:12 | 4:02 | 4:55 | 5:48 | 6:41 |
| 40:00 | 0:00 | 0:25 | 1:01 | 1:44 | 2:26 | 3:14 | 4:06 | 5:10 | 6:17 | 7:24 | 8:31 |
| 50:00 | 0:00 | 0:32 | 1:16 | 2:07 | 2:59 | 3:57 | 4:59 | 6:17 | 7:39 | 9:01 | 10:23 |