

Rowing Victoria Inc

Summary of Rule Changes



Changes to take effect as of: 19 September 2022, published 29 August 2022.

Rule #	Old Rule	Detail of Alterations; August 2022	Detail
1. ROWING, BOATS, REGATTAS, ROWERS	<p>Rowing is the propulsion of a displacement boat, with or without coxswain, by the muscular force of one or more rowers, using oars as simple levers of the second order and sitting with their backs to the direction of movement of the boat. Rowing on a machine or in a tank which simulates the action of rowing in a boat is also considered as rowing.</p> <p>In a rowing boat, all load bearing parts including the axes of moving parts, must be firmly fixed to the body of the boat, but the rower's seat may move along the axis of the boat.</p> <p>A rowing regatta is a sporting competition consisting of one or more events events divided, if necessary, into a number of races, in one or more classes of boats for rowers divided, as a general rule, into different categories of gender, age, weight or skill level</p>	<p>Rowing is the propulsion of a boat, with or without coxswain, by the muscular force of one or more rowers, using oars as simple levers of the second order and sitting with their backs to the direction of movement of the boat. Rowing on a machine or in a tank which simulates the action of rowing in a boat is also considered as rowing added with and/or para-rowing classification</p>	<p>Reworded first paragraph (remove "displacement"), second paragraph has been moved to Rule 39 - Free Construction, third paragraph amended to reflect current wording</p>
2. APPLICATION	RV events	Replaced with RV Regattas and competitions	Updated to match RA descriptions
4. MEMBER PROTECTION POLICY	Heading MEMBER PROTECTION POLICY	Heading CODES AND POLICIES	Reword Heading to match RA descriptions

8. DEFINITIONS	8.6 " FISA " means the International Rowing Federation	8.6 FISA " means the International Federation of Rowing Associations 8.23 Team Official - shall include a club/school coach of a crew and or an individual appointed by the club/school to manage a crew or act on behalf of the club/school.	Updated to match RA descriptions
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26.8. RS MATRIX	The Rowing Score is affected by the Win / Loss Formula for Grade Events outlined in Rule 26.4 in accordance with the following table.	The Rowing Score is affected by the Win / Loss Formula for Grade Events outlined in Rule 26.4 in accordance with the following table.	Table updated to include Under 15 Events at the same level as Under 17
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ROWING SCORE CALCULATION / OPEN/Club & UNDER AGE MATRIX				
Competition Level	Eligibility	Default Distance	Formula Used	Effective From
A/B/C Grade	Score	<=1,000m	Yes	NPOE
OPEN/Club	All	<=2,000m	No	NPOE
U23/U21/U19	Age	<=2,000m	No	NPOE
U17/ U15	Age	<=1,000m	No	NPOE
Masters	Age	<=1,000m	No	NPOE
School Senior	Distance	<=2,000m	No	NPOE
School Junior	Distance	<=1,000m	No	NPOE
NPOE = Next Point of Entry				

26.9.

The RS of the School, Open and Underage rowers would be reset when the following events are entered (As per 26.11 where the current score is lower/better, the RS will not change)

The RS of the School, Open and Underage rowers would be reset when the following events are entered (As per 26.11 where the current score is lower/better, the RS will not change)

Following the trialled rule changes in 2021/22, these amendments are being made.
 1. Rule 26.9 score change to be reset after racing in the following events:
 1. Club events - 1.25 (to be B Grade - same as U19 events) - lowered from 0.75 (A Grade)
 2. U17 events - 2.05 (to be C Grade - same as Year 10 events) - lowered from 1.55 (B Grade)

Event Type (Sweep or Scull)	RS effective from NPOE	Notional Grade Level
All Open/U23 Events	0.25	A
All Under 21 Events	0.75	A
Under 19 Events All Club Events	1.25	B
School Open Events	1.55	B
School Year 10 Events Under 17 Events	2.05	C
Opening Grade RS Beginner (first year of competition) Under 15 Events School Year 8/9 Events	2.25	C

<p>28. COXSWAINS</p>	<p>28.1 Coxswains are members of the crew. However, a women's crew may be steered by a man and a men's crew may be steered by a woman.</p> <p>28.3 The minimum weight for a coxswain (wearing racing uniform) is 55kg for all RV events including all School events. The weighing scales shall indicate the weight of the coxswain to 0.1 kg.</p> <p>28.4 To make up this weight, a coxswain may carry deadweight in a sealed bag which shall be placed in the boat as close as possible to their person. No article of racing equipment shall be considered as part of this deadweight. At any time, before or until immediately after the race, the Control Commission may require the deadweight to be reweighed.</p> <p>28.6 Notwithstanding the provisions of Rule 18.4, a coxswain may steer for any number of Clubs at a regatta.</p>	<p>28.1 Coxswains are members of the crew. Any reference to rowers in these Rules shall include coxswains unless otherwise stipulated.</p> <p>The gender of a coxswain shall be open so that a women's crew may be steered by a man and a men's crew may be steered by a woman.</p> <p>28.3 The minimum weight for a coxswain (wearing racing uniform) is 55.0kg for all RV events including all School events. The weighing scales shall indicate the weight of the coxswain to 0.1 kg.</p> <p>28.4 To make up this weight, a coxswain may carry deadweight in a sealed bag which shall be placed in the boat as close as possible to his/her person. No article of racing equipment shall be considered as part of this deadweight.</p> <p>28.6 Notwithstanding the provisions of Rule 18.3, a coxswain may steer for any number of Clubs at a regatta</p>	<p>Rewording to clarify gender / As per RA</p> <p>Add decimal place for weight.</p> <p>Removal of weighing of dead-weights from 28.4 to "Weighing of Coxswains".</p> <p>Amend rule reference to align with numbering.</p>
<p>29. WEIGHING OF COXSWAINS</p>	<p>29.2 Coxswains shall be weighed in wearing racing uniform by a person duly authorised by the Organising Committee on tested scales not less than one hour and not more than 24 hours before their first race at each Championship regatta in which they are competing. Immediately after any race an Official duly authorised by RV may check the weight carried by the coxswain of any crew. In the event of the weight carried by the coxswain of any given crew is underweight, then the crew steered shall be relegated to last place.</p> <p>29.3 The Organising Committee may require on the first weighing or subsequently, the deposit of an official identity card with photograph.</p>	<p>29.2 Coxswains shall be weighed in wearing racing uniform by a person duly authorised by the Organising Committee on tested scales not less than one hour and not more than 2 hours before their first race in which they are competing, on each day of a Championship regatta.</p> <p>29.3 If the coxswains are carrying deadweight, immediately after any race an Official duly authorised by RV may check the deadweight carried by the coxswain of any crew. Additionally, the Starter and Umpire may check the presence of the deadweight. In the event of the weight carried by the coxswain of any given crew is underweight, then the crew steered shall be relegated to last place.</p>	<p>Coxswains will be required to weigh in once per day, but on each day of competition.</p> <p>Allowing for weighing and checking of dead weight (moved from Rule 28).</p> <p>Rules re numbered to align with RA.</p>

	<p>29.4 A coxswain shall be permitted to steer for any Member Club or School at any regatta approved or sanctioned by RV provided that the coxswain shall have been registered as a coxswain of a Member Club or School pursuant to the Rules.</p>	<p>29.4 The Organising Committee may require on the first weighing or subsequently, the deposit of an official identity card with photograph.</p> <p>29.5 A coxswain shall be permitted to steer for any Member Club or School at any regatta approved or sanctioned by RV provided that the coxswain shall have been registered as a coxswain of a Member Club or School pursuant to the Rules.</p>	
<p>39. (now 38). FREE CONSTRUCTION</p>	<p>The construction, design and dimensions of boats and oars shall, in principle, be unrestricted subject to the limits defined in Rule 1, paragraphs 1 and 2, and Rule 40.</p> <p>Nevertheless, the RV may, in By-Laws to these Rules, impose appropriate requirements.</p>	<p>The construction, design and dimensions of boats and oars shall, in principle, be unrestricted subject to Rule 1, paragraph 1 and 2 and Rule 40. However, except for the rowers' seats, all load bearing parts including the axes of moving parts must be firmly fixed to the body of the boat.</p> <p>Nevertheless, the RA may, in By-Laws to these Rules, impose appropriate requirements.</p>	<p>Wording added from Rule 1</p>

<p>By-Law to Rule 39 (Now Rule 38). BOATS AND EQUIPMENT</p>	<p>1.Requirements for racing boats: 1.1 The bows of all boats shall be fitted with a solid white ball shape, minimum diameter 4cm which covers the point of the bow and is bright white. If this is an external part it shall be firmly affixed to the bow of the boat such that it does not significantly deflect if a side force is applied. If it is an integral part of the hull construction, it shall afford equivalent protection and visibility. 1.2 All boats shall comply with the requirements set out in the By-Laws to Rule 41, below (name, symbol, etc.). 1.3 Natural Properties – No substances or structures (including riblets) capable of modifying the natural properties of water or of the boundary layer of the hull/water interface shall be used. 1.4 Communications and Electronics 1.4.1 Data Transmission - During racing (which shall mean at all times when racing “traffic rules” are in force), no communication with the crew is permitted from outside of the boat using electric or electronic equipment. In addition, no data may be sent to, or received from the boat except as provided in paragraph 1.4.2. 1.4.2 Allowable Data – During racing, no communication with the crew is permitted from outside the boat using electric or electronic equipment. In addition, no data may be sent to or received from the boat except as provided for below. During racing, the only information allowed to the crew in the boat shall be:</p>	<p>By-laws to Rule 38 - Free Construction Requirements for racing boats & equipment Failure to comply with any requirements of these By-Laws shall result in a sanction up to disqualification. Safety requirements described here are minimum requirements. It is the responsibility of the member club/school concerned and the rowers to ensure their safety with regards to their rowing equipment. 1. Boats 1.1 Maximum Length – All boats used in eights events shall be a minimum of two sections, with no section longer than 11.9 metres. 1.2 Minimum length of racing boats – The minimum overall length of a racing boat shall be 7.20 metres. This will be measured from the front of the bow ball to the furthest aft extent of the boat, which may include an extension beyond the hull. If the extension is used it will terminate in a 40 mm ball as described below. If a boat cannot be correctly aligned because it is less than the minimum overall length, the Starter may exclude the crew from the race. This Rule does not apply to boats used at para-rowing and costal and beach sprint rowing events. 1.3 For all para-rowing events, athletes must meet the para-rowing equipment specifications as outlined in Appendix 6 of the RA Rules 1.4 For all costal rowing events, athletes must meet the costal and beach sprint rowing equipment specifications as outlined in Appendix 11 and 12 of RA Rules 1.5 Boat Design – All boats shall be mono-hulls, unless otherwise agreed by RV.</p>	<p>Sections renumbered to provide better grouping and consistency of the section old = new 1.1 =1.8, 1.2 = 3.1, 1.3 = 4.1, 1.6=1.9, 1.6 =2.0, 1.7 = 1.6, 1.8 = 1.1, 1.9 =6.0, 1.10 = 1.7, 1.11 = 1.1, 1.12 = 1.2. New 1.3,1.4,1.5 By Laws to Rule 38 moved to Appendix 17</p>
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	<p>A. Time B. Stroke Rate C. Boat velocity/acceleration D. Heart rate</p> <p>This information shall be designated “allowable data”. This data and any information derived directly from it may be recorded during racing for later use. No other data or information may be measured, recorded or stored. Failure to comply with this By-Law shall result in a sanction up to disqualification. RV may install on each boat a device(s) for the purpose of transmitting real-time race and other information which shall be owned by RV and may be used for any purpose including presentation and promotion of the event and the sport.</p> <p>1.5 Quick release foot stretchers - In all boats with the foot stretchers, shoes or other devices holding the feet of the rowers shall be a type which allow the rowers to get clear of the boat without delay in an emergency. Where shoes and 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, all such materials must be able to be released immediately 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</p>	<p>1.6 Coxswains Seat - The opening of the coxswain's seat must be at least 70 cm long and it must be as wide as the boat for at least 50 cm. The inner surface of the enclosed part must be smooth and no structure of any sort may restrict the inner width of the coxswains section.</p> <p>1.7 Flotation - All boats from 1 January 2020 must have a production plaque as outlined in the rules and confirm that the boat meets the flotation requirements specified in FISA’s Minimum Guidelines for Safe Rowing, specifically that when full of water a boat with the crew seated in the rowing position should float in such a way that the top of the seat is a maximum of 5cm below the static waterline. It shall be the sole responsibility of the club including school club or State Association using a boat to ensure that it complies with this requirement.</p> <p>1.8 Bow Balls- The bows of all boats shall be fitted with a solid white ball shape, minimum diameter 4cm which covers the point of the bow and is bright white. If this is an external part it shall be firmly affixed to the bow of the boat such that it does not significantly deflect if a side force is applied. If it is an integral part of the hull construction, it shall afford equivalent protection and visibility.</p> <p>1.9 Quick release foot stretchers - In all boats with the foot stretchers, shoes or other devices holding the feet of the rowers shall be a type which allow the rowers to get clear of the boat without delay in an emergency.</p> <p>1.9.1 Where shoes and 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</p>	
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	<p>using their hands or with a single quick hand action of pulling on one easily accessible strap or release device.</p> <p>1.6 The edges of blades must have a minimum thickness throughout as follows:</p> <ul style="list-style-type: none"> • oars 5 mm; • sculls 3 mm. <p>This thickness shall be measured 3 mm from the outer edge of the blade for oars and 2 mm for sculls.</p> <p>1.7 The opening of the coxswain's seat must be at least 70 cm long and it must be as wide as the boat for at least 50 cm. The inner surface of the enclosed part must be smooth, and no structure of any sort may restrict the inner width of the coxswain's section.</p> <p>1.8 All boats used in eights events at RV Events shall be in a minimum of two sections, with no section longer than 11.9 metres. With effect from 1 January 2017, all boats used in RA events shall not be longer than 12.3 m without a section. If a boat is in sections, no section shall be longer than 12.2 m.</p> <p>1.9 At RV Events, the Board may require crews to carry on their boats such equipment as it considers desirable for the better promotion of the sport of rowing (e.g. mini cameras) provided that such equipment is identical for all boats in a race.</p> <p>1.10 All boats from 1 January 2020 must have a production plaque or equivalent visible and permanently affixed inside the boat, up to 50 sq cm in area, on which is written the name and address of the boat builder, its mark or logo, the year the boat was constructed, the</p>	<p>be released from the shoe. In addition, where laces, Velcro or similar materials, all such materials must be able to be released immediately with a single quick hand action of pulling on one easily accessible strap.</p> <p>1.9.2 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</p> <p>1.10 Additional Requirements for racing boats:</p> <p>1.10.1 RV may prescribe requirements for other boats used in competition and publish them on the RV website.</p> <p>1.10.2 There is no regulation single scull.</p> <p>1.10.3 Regulation four/quad scull must not exceed 12.4m in length, length being taken as the foremost face of the bow ball to the furthestmost section of the hull but not including the rudder. It shall not be less than 63cm at its widest point across the width of the top edge of the hull (saxboards or washboards). This measurement should not include riggers, rigger blocks, splash boards or any false addition of material to increase the width of the top edge.</p> <p>2. Oars</p> <p>2.1 All parts of the oar shall be fixed in place and incapable of movement independently of the movement of the oar as a whole during rowing.</p> <p>2.2 Oar Blade Thickness – Oar blades may not be less than:</p> <ul style="list-style-type: none"> • sweep oars 5 mm; 	
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	<p>average weight of the crew for which the boat is designed, and the weight of the boat on construction or upon delivery, and stating whether the boat meets the floatation requirements specified in FISA’s Minimum Guidelines for Safe Rowing, specifically that when full of water a boat with the crew seated in the rowing position should float in such a way that the top of the seat is a maximum of 5cm below the static waterline. It shall be the sole responsibility of the club including school club or State Association using a boat to ensure that it complies with this requirement.</p> <p>1.11 Maximum Length – All boats used in eight events at all regattas under the authority of RV shall be a minimum of two sections, with no section longer than 11.9 metres.</p> <p>1.12 Minimum length of racing boats — the minimum overall length of a racing boat shall be 7.20 metres. This will be measured from the front of the bow ball to the furthest aft extent of the boat, which may include an extension beyond the hull. If an extension is used it will terminate in a 40 mm ball as described in By-Law 39.1.1. If a boat cannot be correctly aligned because it is less than the minimum overall length, the Starter may exclude the crew from the race. This Rule does not apply to boats used at Para-rowing and Coastal Rowing events.</p> <p>2. Additional Requirements for racing boats:</p> <p>2.1 RV may prescribe requirements for other boats used in competition and publish them on the RV website.</p> <p>2.2 There is no regulation single scull.</p>	<ul style="list-style-type: none"> • sculls 3 mm. <p>This thickness shall be measured 3 mm from the outer edge of the blade for sweep oars and 2 mm for sculls.</p> <p>3. Safety</p> <p>3.1 Identifications – All boats shall comply with the requirements set out in the By-Laws to Rule 41,below (name symbol, etc)</p> <p>3.2 Production Plaque – all boats must have a production plaque or equivalent visible and permanently affixed inside the boat, up to 50 sq cm in area, on which is written the name and address of the boat builder, its mark or logo, the year the boat was constructed, the average weight of the crew for which the boat is designed, and the weight of the boat on construction or upon delivery, and stating whether the boat meets the floatation requirements specified in FISA’s Minimum Guidelines for Safe Rowing</p> <p>4. Natural Properties</p> <p>4.1 No substances or structures (including riblets) capable of modifying the natural properties of water or of the boundary layer of the hull/water interface shall be used.</p> <p>5. Communications and Electronics</p> <p>5.1 Data Transmission - During racing (which shall mean at all times when racing “traffic rules” are in force), no communication with the crew is permitted from outside of the boat using electric or electronic equipment. In addition, no data may be sent to, or received from the boat except as provided in paragraph 5.2,5.3 and paragraph 6, with the exception of those outlined in Appendix 6 (Para</p>	
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	<p>2.3 Regulation four/quad scull must not exceed 12.4m in length, length being taken as the foremost face of the bow ball to the furthestmost section of the hull but not including the rudder. It shall not be less than 63cm at its widest point across the width of the top edge of the hull (saxboards or washboards). This measurement should not include riggers, rigger blocks, splash boards or any false addition of material to increase the width of the top edge.</p>	<p>Regulations).</p> <p>5.2 Allowable Data – No data may be sent to or received from the boat except as provided for below. During racing, the only information allowed to the crew in the boat shall be:</p> <ul style="list-style-type: none"> A. Time B. Stroke Rate C. Boat velocity/acceleration D. Heart rate <p>This information shall be designated “allowable data”. This data and any information derived directly from it may be recorded during racing for later use. No other data or information may be measured, recorded or stored.</p> <p>Failure to comply with this By-Law shall result in a sanction up to disqualification.</p> <p>5.3 Regatta Information - RV may install on each boat a device(s) for the purpose of recording transmitting real-time race and other information which shall be owned by RV and may be used for any purpose including presentation and promotion of the event and the sport.</p> <p>6. Promotional Equipment</p> <p>At RV Events, the Board may require crews to carry on their boats such equipment as it considers desirable for the better promotion of the sport of rowing (e.g., mini cameras, microphones, etc.) provided that such equipment is identical for all boats in a race.</p>	
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<p>40. (now Rule 39). INNOVATION IN EQUIPMENT</p>	<p>Innovations in equipment including, but not limited to, boats, oars, related equipment and clothing, must meet the following requirements before they are allowed for use in RV Events:</p> <p>40.1 They must be commercially available to all competitors (patents may not exclude the use by a team or a competitor);</p> <p>40.2 The costs involved must be reasonable;</p> <p>40.3 Not provide an advantage to some competitors over others or change the nature of the sport;</p> <p>40.4 They must be safe and environmentally sound.</p> <p>40.5 Be a positive development for the sport of rowing and maintain the principles, in particular those of fairness and equality, of the sport.</p> <p>Any innovation must be submitted to Rowing Australia for evaluation. If it is judged to meet the above conditions and is approved for use, it must be readily available for all competitors by January 1st in order to be authorised for use in RA Events that year. Crews with unapproved innovations shall not be allowed to compete.</p> <p>The Board has the sole authority to decide all matters under this Rule including whether an innovation is significant, whether it is readily available, whether the costs are reasonable and whether it is safe and environmentally sound and whether it is a positive development for the sport of rowing and maintains the principles of the sport.</p>	<p>Innovations in equipment including, but not limited to, boats, oars, related equipment and clothing, must meet the following requirements before they are allowed for use in RV Events:</p> <p>39.1 They must be commercially available to all competitors (patents may not exclude the use by a team or a competitor);</p> <p>39.2 Not add to the cost of complexity of the sport without adding corresponding value;</p> <p>39.3 Not provide an advantage to some competitors over others or change the nature of the sport;</p> <p>39.4 They must be safe and consistent with the principles of sustainable development and;</p> <p>39.5 Be a positive development for the sport of rowing and maintain the principles, in particular those of fairness and equality, of the sport.</p> <p>Any innovation must be submitted to Rowing Australia for evaluation. If it is judged to meet the above conditions and is approved for use, it must be readily available for all competitors by January 1st in order to be authorised for use in RV Events that year. Crews shall not be allowed to compete with unapproved innovations in events held under these rules.</p> <p>The Board of RV has the sole authority to decide all matters under this Rule including whether an innovation is significant, whether it is readily available, whether the costs are reasonable and whether it is safe and consistent with the principles of sustainable development and whether it is a positive development for the sport of rowing and maintains the principles of the sport.</p>	<p>As per FISA updated to include sustainability, not only environmental. Clarity around wording</p>
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<p>By-Law to Rule 41 (Now Rule 40) BOAT WEIGHTS</p>	<p>1. Minimum weights for boats are the following: Designation Boat type Minimum Weight (kg) 1x Single Sculls 14 kilograms 2x Double Sculls 27 kilograms 2- Pair 27 kilograms 2+ Coxed Pair 32 kilograms 4x Quadruple Sculls 52 kilograms 4x+ Coxed Quad Sculls 54 kilograms 4- Four 50 kilograms 4+ Coxed Four 51 kilograms 8+ Eight 96 kilograms</p> <p>Para-rowing boat weights are specified in Appendix 6</p> <p>2. The minimum weight of the boat shall include only the fittings essential to their use, in particular: riggers, stretchers, shoes, slides, seats and hull extensions. The minimum boat weight shall not include the oars or sculls, the bow number or any other item not essential to its use and not firmly fastened to the boat. Additional weight carried in the boat to achieve the required weight shall be firmly fastened to the boat or to the essential fittings described above.</p> <p>The minimum weight shall also include:</p> <ul style="list-style-type: none"> - Loud speakers if they are firmly fastened to the boat and associated wiring for such speakers; - Any housings or fixings that are firmly fastened to the boat for the purposes of holding electronic or other equipment; - Cables and wires required to connect 	<p>1. Minimum weights for boats are the following: Designation Boat type Minimum Weight (kg) 1x Single Sculls 14 kilograms PR1 1x PR1 Single Sculls 24 kilograms PR2 1x PR2 Single Sculls 22 kilograms 2x Double Sculls 27 kilograms PR2 2x PR2 Double Sculls 37 kilograms PR3 2x PR3 Double Sculls 27 kilograms 2- Pair 27 kilograms PR3 2- PR3 Pair 27 kilograms 2+ Coxed Pair 32 kilograms 4x Quadruple Sculls 52 kilograms 4x+ Coxed Quad Sculls 54 kilograms 4- Four 50 kilograms 4+ Coxed Four 51 kilograms PR3 4+ PR3 Coxed Four 51 kilograms 8+ Eight 96 kilograms</p> <p>Para-rowing boat weights are specified in Appendix 6.</p> <p>Coastal and Beach Sprint boat weights are specified in Appendix 11 and 12</p> <p>2 The minimum weight of the boat shall include only the fittings essential to their use, in particular: riggers, stretchers, shoes, slides, seats and hull extensions. The minimum weight shall also include:</p> <ul style="list-style-type: none"> - Loud speakers if they are firmly fastened to the boat and associated wiring for such speakers; - Any housings or fixings that are firmly fastened to the boat for the purposes of holding water bottles, electronic or other equipment; - Cables and wires required to connect electronic equipment to provide 'allowable data' (see By Law 	<p>Changed as per RA. Moved to the Appendix 18. Boat Weights Add Para Boat weights. Reordering of points. Inclusion of water bottle holders in the minimum boat weight. Clarification that test weighing of boats is possible during racing, however boats selected for weighing take precedence.</p> <p>Bring processes in line with current practice</p> <p>Enables placegetters to be weighed.</p> <p>The sanction for crews not coming in for weighing after having been notified from relegation to exclusion.</p> <p>Reword from "penalty" to "sanction" to bring in line with other rules.</p>
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	<p>electronic equipment to provide 'allowable data' (see By Law to Rule 39), and - Seat pads that are attached to the seat.</p> <p>3 Weighing Scales The weighing scales shall be provided by a RA approved manufacturer and shall indicate the weight of the boat to 0.1 kg. The scales shall be connected to a printer so that a printed record of the boat weight is immediately available. At the beginning of each official training day and of each racing day the scales shall be tested, using calibrated (gauged) weights, by a person duly authorised by the Organising Committee conducting the regatta and the member of the Control Commission responsible for boat weighing.</p> <p>4 Test weighing of boats The weighing scale(s) shall be available to the crews 24 hrs before the first race of the regatta for the test weighing of their boats. The scales shall be located on a horizontal inflexible floor, inside a building or a tent to provide protection from the wind. The weighing area shall be easily accessible from the incoming pontoons and shall be exclusively reserved for the weighing of boats during the regatta.</p> <p>5 Responsibility for the weight of a boat It is solely the responsibility of the crew that their boat has the required minimum weight.</p>	<p>to Rule 39), and - Seat pads that are attached to the seat.</p> <p>The minimum boat weight shall not include the oars or sculls, the bow number or any other item not essential to its use and not firmly fastened to the boat. Additional weight carried in the boat to achieve the required weight shall be firmly fastened to the boat or to the essential fittings described above.</p> <p>3 Weighing Scales The weighing scales shall be provided by a RA approved manufacturer and shall indicate the weight of the boat to 0.1 kg. The scales shall be connected to a printer so that a printed record of the boat weight is immediately available. The scales shall be located on a horizontal inflexible floor, inside a building or a tent to provide protection from the wind. The weighing area shall be easily accessible from the incoming pontoons and shall be exclusively reserved for the weighing of boats during the regatta. At the beginning of each official training day and of each racing day the scales shall be tested, using calibrated (gauged) weights, by a person duly authorised by the Organising Committee conducting the regatta and the member of the Control Commission responsible for boat weighing.</p> <p>4 Test weighing of boats The weighing scale(s) shall be available to the crews 24 hrs before the first race of the regatta for the</p>	<p>Add code "BUW" for Boat Underweight on results sheet</p>
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	<p>6 Official Boat Weighing Procedure The President of the Jury or their delegate shall make a random draw before the start of each racing session to select the boats which are to be weighed. They shall also have the right to include additional boats at any time before the finish of the race of the boat concerned if there is a suspicion that certain boats are underweight. They shall deliver copies of this draw to the responsible person at the Control Commission. The draw shall be kept confidential until the crew of each selected boat is notified of that selection.</p> <p>A member of the Control Commission shall notify the selected crews as they leave the water after their races and they, or people appointed for that purpose, shall accompany each boat to the weighing scales. A selected crew is required to take its boat directly to the weighing scales when it is notified that the boat has been selected for weighing. Failure to do so may lead to the crew being penalised as if the boat had been underweight. Once the crew has been notified that the boat has been selected for weighing, no extra weight of any description can be added to the boat until the boat has been weighed.</p> <p>Equipment which is not to be included in the weight of the boat shall be removed from the boat before weighing. At the official weighing of the boat the normal wetted surface of the boat is accepted. However, any standing water must be</p>	<p>test weighing of their boats. During racing the scales shall be available for test weighing of boats, however, the weighing of boats selected for official weighing shall have priority and crews shall follow the instructions of the jury member responsible.</p> <p>5 Responsibility for the weight of a boat</p> <p>It is solely the responsibility of the crew that their boat has the required minimum weight.</p> <p>6 Official Boat Weighing Procedure</p> <p>Selection of Boats to be weighed: The President of the Jury or their delegate may make a random draw before the start of each racing session to select the boats which are to be weighed. They shall also have the right to include additional boats at any time.</p> <p>Notification of Crews: A member of the Control Commission shall notify the selected crews as they leave the water after their races and they, or people appointed for that purpose, shall accompany each boat to the weighing scales. A selected crew is required to take its boat directly to the weighing scales when it is notified that the boat has been selected for weighing. Failure to do so shall lead to the crew being excluded. Once the crew has been notified that the boat has been selected for weighing, no extra weight of any description can be added to the boat until the boat has been weighed.</p> <p>Additional Items to be removed - Equipment which is not to be included in the weight of the boat shall be removed from the boat before weighing. At the</p>	
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	<p>removed before the weighing, in particular any water between the shoulders and under the canvas. All other items (cox boxes, tools, clothes, sponges, bottles, etc.) must be taken out of the boat before the weighing. The boat shall be officially weighed.</p> <p>7 Failure to make the minimum weight If a boat is below the minimum weight, the member of the Control Commission shall write the words "First Boat Weighing" on the printed result sheet. They shall then test the scales with the gauged weights, observed by the crew representative, and print out the result of this test. They shall record on the printed test result the name of the crew and the event and shall write the words "Test Weighing" on the printed result sheet. Both the crew representative and the member of the Control Commission shall sign the printed result of this test.</p> <p>The boat concerned shall then be weighed for the second time. If, on the second weighing, the boat weight is not below the minimum, no further action is necessary. If, however, the boat is still below the minimum weight the member of the Control Commission shall record on the printed result the name of the crew, the event and the number and type of equipment items included in the weighing. They shall write the words "Second Boat Weighing" on the printed result sheet. Both the crew representative and the member of the Control Commission shall sign the printed</p>	<p>official weighing of the boat the normal wetted surface of the boat is accepted. However, any standing water must be removed before the weighing, in particular any water between the shoulders and under the canvas. All other items (cox boxes, tools, clothes, sponges, bottles, etc.) must be taken out of the boat before the weighing.</p> <p>The boat shall be officially weighed.</p> <p>7 Failure to make the minimum weight - If a boat is below the minimum weight at the official weighing, the member of the Control Commission shall print out the record of weighing and proceed as follows: 8 a) write the words "First Boat Weighing" on the printed record of weighing. b) Test the scales with the test weights, observed by the crew representative, and print out the result of this test, and write on the printed record of weighing the name of the crew and the event and the words "Test Weighing". Both the crew representative and the member of the Control Commission shall sign the printed record of this test weighing.</p> <p>c)Weigh the boat concerned for the second time. If, on the second weighing, the boat weight is not below the minimum, no further action is necessary. If, however, the boat is still below the minimum weight the member of the Control Commission shall record on the printed record of the second weighing the name of the crew, the event and the number and type of equipment items included in the weighing and the words "Second Boat Weighing". Both the crew representative and the member of the Control Commission shall sign the printed</p>	
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	<p>result. No other or later weighing shall be considered as valid.</p> <p>The Jury member responsible for the Control Commission shall award the appropriate penalty to the crew and immediately inform the President of the Jury.</p> <p>The member of the Control Commission shall deliver the three printed results (First Boat Weighing, Test Weighing of the scales and Second Boat Weighing) to the President of the Jury.</p> <p>The penalty for having raced in an underweight boat shall be that the crew is relegated to last place in the particular race. If two or more boats in the same race are underweight, they shall all be relegated, and they shall be ranked in the descending order of their respective boat weights on the second weighing. If their boat weights on the second weighing are identical, they shall be ranked by their order of finish in the race. If the crew races again in an underweight boat in a later round of the same event, then the penalty shall be the exclusion of the crew.</p>	<p>record of this weighing. No other or later weighing shall be considered as valid.</p> <p>d) award the appropriate sanction to the crew.</p> <p>e) deliver the three printed, signed records (First Boat Weighing, Test Weighing of the scales and Second Boat Weighing) to the President of the Jury.</p> <p>Sanction for having raced in an underweight boat – The sanction for having raced in a boat that is underweight (BUW) shall be relegation to last place in the particular race. The official results of that crew shall show BUW. If two or more boats in the same race are underweight, they shall all be relegated, and they shall be ranked in the descending order of their respective boat weights on the second weighing. If their boat weights on the second weighing are identical, they shall be ranked by their order of finish in the race. If the crew races again in an underweight boat in a later round of the same event, then the sanction shall be the exclusion of the crew.</p>	
42. (Now Rule 41). COURSES- CHARACTERISTICS		ADD: Requirements for Beach Sprint and Coastal Events are defined in Appendix 11 and 12 of the Rowing Australia Rules.	Addition of requirements for Beach Sprint and Coastal events as per RA Rules
43. (Now Rule 42). LENGTH OF COURSE	Length of the Course	Length of Course	Renumbered for consistency

44. (Now Rule 43). NUMBER OF LANES	On a standard course there should be a minimum of six lanes but available. In principle the course shall have at least eight lanes usable for racing	On a standard course there should be a minimum of six lanes available. But in principles, the course shall have at least eight lanes usable for racing.	Renumbered for consistency
By-Laws to Rules 42-43. MEMBER PROTECTION POLICY	MEMBER PROTECTION POLICY	Heading By- Laws to Rules 41 to 43	Renumbered for consistency
45 (Now Rule 44). AUTHORITY OF RV	Authority of RV	Authority of RV	Renumbered for consistency
51. ROWERS' CLOTHING	51.6. The blades of all oars and sculls shall be painted in the same manner on both sides in the colours of their Club or School or a consistent colour.	51.4in crew. 51.4.1 Rowers may wear undergarments of differing lengths as long as the undergarment is an identical colour. 51.4.2 If any members of a crew wear headwear, then the headwear worn by those crew members shall be identical, in colour but not necessarily in design. 51.4.3. Except as provided for composite crews etc..... 51.6 The blades of all oars and sculls shall be presented in the same manner on both sides in the colours of their Club or School or a consistent colour.	Re insert rule relating to headwear - previously omitted. Minor change from "painted" to "presented"
59. CREW CHANGES BEFORE THE FIRST HEAT	59.1 Crews – Clubs, Schools and Member Associations, may substitute up to one half the number of rowers (as well as the coxswain, if applicable) in all crews originally entered by them. 59.4 Crew changes must be made in writing. A crew change is not valid unless the athlete to be changed into the crew is a registered	59.1 Crews – Clubs, Schools and Member Associations, using authorised personal may substitute up to one half the number of rowers (as well as the coxswain, if applicable) in crews. 59.4 Crew changes must be made in writing. A crew change is not valid unless the athlete to be changed substituted into the crew is a registered member of the Member Association with which their	For clarity, crew changes must be completed by an authorised representative of the club but does not need to be by the same person who made the entry.

	member of the Member Association with which their club/school is affiliated.	club/school is affiliated. The athlete must also be correctly listed within the online entry portal.	
60. CHANGES AFTER THE FIRST HEAT	<p>60.1.1. Up to half of the rowers in a crew (plus the coxswain, if applicable) may be changed in accordance with this Rule.</p> <p>60.2 Single scullers - No substitution is permitted for a single sculler.</p>	<p>60.2. Up to half of the rowers in a crew (plus the coxswain, if applicable) may be changed in accordance with this Rule.</p> <p>60.3 Single scullers - No substitution is permitted for a single sculler.</p> <p>60.4 Consequential Substitutions – Where a rower is ill or injured and a substitution is made for that rower using a rower from a second boat (with no doubling up), the rower from the second boat may in turn be substituted in that boat by another rower, even though that rower from the second boat is not ill or injured. This consequential substitution may only occur if the line of substitutions is clearly resulting from the illness or injury of a rower in the first boat in accordance with By-Laws to Rule 59 and 60. If the ill or injured rower recovers and is then substituted back into the boat, the rower substituted for the ill or injured rower and any other substituted as a consequence of the initial substitution, must then at the same time and effectively immediately, be substituted back into their original boat for the next round of the event. Any replacement rower must be a registered member of the club or school. Where a consequential substitution is made and there is no substitute for the second rower, then the crew of</p>	<p>Paragraphs re numbered for consistency. Insert new 60.4 Consequential substitutions</p>

		<p>the second rower may be withdrawn as a consequential medical withdrawal under Rule 58</p>	
<p>62.5. SAFETY – GENERAL PRINCIPLES</p>	<p>All rowers shall at all times act and compete in accordance with the Rules in force relating to the safety use and conditions of their boats, oars, sculls and other items of equipment. In addition, it is the responsibility of Clubs rowers, coaches to ensure that all their equipment is in a suitable condition for the water conditions prevailing during the event. They shall comply with the instructions of the Jury and of the Organising Committee on any matter relating to safety.</p>	<p>All rowers and team officials shall at all times act in accordance with the Rules in force relating to the safety of their boats, oars, sculls and other items of equipment.</p>	<p>Ensure all team officials and off water circumstances are covered</p>

62.6, 62.7 & 62.8	62.6 At RV Events, suitable care will be taken to provide safe conditions. However, the ultimate responsibility for safety lies with the Club or School for whom the rower is competing and with the individual rower. In this respect RV accepts no legal liability	62.6 Rowers and team officials shall comply with the instructions of the Jury and of the Organising Committee on any matter relating to safety. 62.7 Any member of the Jury may prohibit any crew from going on the water if they consider that the crew constitutes a danger to themselves or other crews on the water. In the event of a dispute, the President of the Jury shall determine the issue. 62.8 At RV Events, suitable care will be taken to provide safe conditions. However, the ultimate responsibility for safety lies with the Club or School for whom the rower is competing and with the individual rower. In this respect RV accepts no legal liability	Added as per RA. In line with current practice / Allows safety measures in place. Renumber 62.6 to 62.8
By-Law to Rule 62		ADD: Safety – Training at Regattas 1. Training shall take place only during the official training hours as notified by the organising committee. 2. Notification of the official training hours shall specify the closing time of the course for training. All crews must be off the water by that closing time 3. Crews may be penalised for failing to follow these requirements	Added as per RA. In line with current practice
63.2. TRAFFIC RULES ON THE COURSE	63.2. It is the responsibility of every rower, coach and team manager to read, to understand and to obey all the traffic rules. In addition, the rowers while	63.2.4, A crew may be sanctioned for failing to follow these requirements.	As per RA. Reworded for clarity

<p>65. FAIRNESS — GENERAL PRINCIPLES</p>	<p>All rowers shall compete fairly, showing respect for their opponents and for the race officials. In particular, they shall be at the start on time and follow instructions of the officials at all times, on the water and within the regatta venue.</p> <p>Failure to comply with these requirements may lead to a penalty being imposed on the crew. The race officials shall ensure that the Rules of Racing are applied fairly to all competitors.</p>	<p>All rowers competing at a regatta shall at all times:</p> <p>a) Compete fairly b) Be respectful of their opponents and the regatta officials; c) Comply with the Rules of Racing, in particular be at the start on time and follow the instructions of the officials both on the water and off.</p> <p>Team officials shall, at all times:</p> <p>a) Be familiar with the Rules of Racing as may be relevant to their individual team duties. b) Be respectful of other teams, and regatta officials and of the need for fair competition.</p> <p>Regatta Officials shall ensure the Rules of Racing are applied fairly, and in the atmosphere of respect to all rowers and team officials.</p> <p>Failure to comply with these requirements may lead to a Sanction being imposed on the crew. The race officials shall ensure that the Rules of Racing are applied fairly to all competitors.</p>	<p>As per RA.</p> <p>Respect for the Rules of Racing.</p> <p>Inclusion of Team Staff</p>
<p>70. TIME TRIALS</p>	<p>In the case of a very large entry in certain events and/or limited time availability or in adverse or unequal conditions, the Fairness Committee may decide to hold time trials instead of or in combination with heats, repêchages, quarter finals, semi-finals and finals as provided below.</p>	<p>A time trial is a race in which crews are started one after the other, whether in one or more lanes, and where the result is determined by the time taken by each crew to complete the course.</p> <p>In the case of a very large entry in certain events and/or limited time availability or in adverse or unequal conditions, the Fairness Committee may decide to hold time trials instead of or in combination with heats, repêchages, quarter finals, semi-finals and finals as provided below.</p>	<p>Add descriptor in Rules.</p> <p>Include ability to run time trials in "unequal" conditions</p>

By-laws Rule 70	Re number paragraphs 3-6 to 5-8 and insert new paragraphs 3 & 4	<p>3 In the case that a time trial is conducted as one trial for all crews in an event the highest seeded crew starts first, followed by the second highest crew etc. and after all the seeded crews then the remaining crews shall start in order of a random draw.</p> <p>4 If the time trial is for a subsequent round (repêchages, quarter final, semi-final or final) the crews shall start in order according to their placings in the previous round. Where two or more crews have the same time placing in the previous round then there shall be a draw, supervised by the President of the Jury, to determine their starting order.</p>	Insert new by-laws, Paragraph 3 &4 and renumbered remaining paragraph for consistency with RA rules
By-Law to Rule 71. Alternative programs in cases of Adverse Weather Conditions	<p>1 It is the duty of the Fairness Committee to determine that the weather has created, or is about to create, or is likely to create unfair or unrowable conditions. It is then their responsibility to implement the appropriate program from the alternatives described below. In applying these alternatives, the Fairness Committee will always consider (1.1), (1.2) and (1.3) before considering (1.4) or (1.5).</p> <p>1.1 To use the lanes offering the most equal conditions.</p> <p>1.2 To recommend to the Organising Committee to change the time table of the regatta to avoid adverse weather conditions.</p> <p>1.3 To suspend racing when weather conditions are, or about to become, unfair or unrowable and recommend alternative times for racing;</p> <p>1.4 To re-allocate the lanes for each individual race, using the placings from the previous round to put the crews with the similar</p>	<p>1 It is the duty of the Fairness Committee to determine that the weather has created, or is about to create, or is likely to create unfair or unsafe conditions. It is then their responsibility to implement the appropriate program from the alternatives described below. In applying these alternatives, the Fairness Committee will always consider (1.1), (1.2) (1.3) and 1.4 before considering (1.5) or (1.6).</p> <p>1.1 Option 1: To use the lanes offering the most equal conditions.</p> <p>1.2 Option 2: To recommend to the Organising Committee to change the time table of the regatta to avoid adverse weather conditions.</p> <p>1.3 Option 3: To suspend racing when weather conditions are, or about to become, unfair or unsafe and recommend alternative times for racing;</p> <p>1.4 Option 4:</p> <p>1.4.1.1 To prioritise the lanes for each individual race, using the placings from the previous round to put the crews with the similar placings from the</p>	<p>Refer to "unsafe" rather than "unrowable" conditions.</p> <p>Numbered options for clarity.</p>

	<p>placings from the previous round into adjoining lanes and giving the crews having achieved better placings better lanes. Where two or more crews have the same placing in the immediately previous round (e.g. each were heat winners), then there shall be a new draw for the crews with the same placing, supervised by the Technical Delegate, to determine their reallocated lanes. This alternative shall not be used for heats (or in finals of an event where there have been no preliminary rounds or preliminary race).</p> <p>1.5 To implement the Time-Trial System for each individual race, e.g. if there were four heats from the official draw, then there shall be four separate Time-Trial Races. In each scenario, information about the decisions must be communicated to those affected by the decision through their team manager or coach or through other appropriate communication means.</p> <p>2 After the Fairness Committee has adopted any of the alternatives at 1.1, 1.2, 1.3, 1.4 or 1.5, or has determined that those alternatives are not appropriate solutions, it is the duty of them to decide whether to implement one of the following solutions in order to continue the regatta:</p> <p>2.1 To start racing earlier than previously announced, provided that the announcement of the new times is made by announcement widely on the previous day.</p> <p>2.2 To resume racing at a later time when conditions have improved.</p>	<p>previous round into adjoining lanes and giving the crews having achieved better placings better lanes.</p> <p>1.4.1.2 Where two or more crews have the same placing in the immediately previous round (e.g. each were heat winners), then there shall be a new draw for the crews with the same placing, supervised by the Technical Delegate, to determine their reallocated lanes. This alternative shall not be used for heats (or in finals of an event where there have been no mandatory preliminary race to determine the lanes for the final).</p> <p>1.5 Option 5: To implement the Time-Trial System for each individual race, e.g. if there were four heats from the official draw, then there shall be four separate Time-Trial Races.</p> <p>1.6 Option 6: To implement a time trial in which all the remaining crews at each level in a round or rounds of an event compete together in one time trial. In each scenario, information about the decisions must be communicated to those affected by the decision through their team manager or coach or through other appropriate communication means.</p> <p>2 After the Fairness Committee has determined that none of these options provide an appropriate solution, it is the duty of them to decide whether to implement one of the following solutions in order to continue the regatta:</p> <p>2.1 Solution 1: To start racing earlier than previously announced, provided that the announcement of the new times is made by announcement widely on the previous day.</p> <p>2.2 Solution 2: To resume racing at a later time when conditions have improved.</p>	
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	<p>2.3 To omit a round, or part of a round, of the event (e.g. semi-finals) where adverse conditions have stopped racing for a significant period of time or where the weather forecast indicates that racing will not be possible on any of the remaining days. In such a case the composition of the next rounds will be determined on the basis of the results of those rounds that have been completed and may necessitate more than six crews in each race. Wherever possible the rankings of the crews in the previous rounds will be used as the basis for the composition of the next rounds.</p> <p>2.5 To implement the Time Trial System in which all the remaining crews in a round or rounds of an event compete together in one time trial.</p> <p>2.6 To reduce the length of the race to no less than 50% of the original race distance where conditions are so adverse that no other alternative is possible.</p> <p>2.7 Results from the previous rounds of racing may be used other than in accordance with the normal progression system. In each scenario, reasonable time must be given to the teams to prepare and information communicated to the Team Managers, Coaches or through other appropriate communication means.</p>	<p>2.3 Solution 3: To omit a round, or part of a round, of the event (e.g. semi-finals) where adverse conditions have stopped racing for a significant period of time or where the weather forecast indicates that racing may not be possible on some of the remaining days. In such a case the composition of the next rounds will be determined on the basis of the results of those rounds that have been completed. That may necessitate more crews than initially planned in each race. Wherever possible the rankings of the crews in the previous rounds will be used as the basis for the composition of the next rounds.</p> <p>2.4 Solution 4: To reduce the length of the race to no less than 50% of the original race distance where conditions are so adverse that no other alternative is possible.</p> <p>2.5 Results from the previous rounds of racing may be used other than in accordance with the normal progression system. In each scenario, reasonable time must be given to the teams to prepare and information communicated to the Team Managers, Coaches or through other appropriate communication means.</p>	
72. PENALTIES	<p>In any case of breach of the rules, the Jury shall impose appropriate penalties. The penalties available to the Jury are:</p> <p>1. Reprimand</p>	<p>RULE 72 SANCTIONS</p> <p>1. In any case of breach of the rules, a member of the Jury may impose appropriate sanctions. The sanctions available are:</p>	<p>As per FISA Terminology change from "Penalties" to "Sanctions".</p>

	<p>2. Yellow Card which shall constitute a formal warning. A crew awarded two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from the event;</p> <p>3. Relegation where specifically provided in these rules;</p> <p>4. Red Card which excludes the crew (from all the rounds of the event in question);</p> <p>5. Disqualification (from all events in the regatta).</p> <p>In cases of exclusion or disqualification, the Jury may also order a race to be re-rowed with all the remaining crews or with a limited number of the crews should this be necessary, in their opinion, to ensure the fairness of the competition.</p>	<p>b) Reprimand, which is a formal admonishment that the conduct of the rower or crew is in breach of the Rules and that this breach may be taken into account when considering an appropriate sanction for any further break during that regatta. This will be an appropriate sanction where the breach does not warrant a high level of sanction;</p> <p>c) Yellow Card - which is a formal warning.</p> <p>i. A Yellow Card shall apply to the next race in which that crew competes in that regatta. It shall lapse only when the race is concluded and shall therefore still apply in the case of a postponement or a re-row of that race.</p> <p>ii. A crew awarded two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from the event;</p> <p>d) Relegation (REL) – which places a crew in the last position in a race where specifically provided in these rules;</p> <p>e) Red Card or Exclusion (EXC) which excludes the crew from all the rounds of the event in question</p> <p>i. This sanction is for a serious and/or repeated breach of the Rules justifying that the offending crew take no further part in the event;</p> <p>f) Disqualification (DSQ) – which disqualifies a rower or a crew from all events in the regatta</p> <p>i. This sanction is for the most serious breach of the Rules justifying removal from the regatta.</p> <p>ii. Where a rower is disqualified, that rower shall take no further part in the regatta.</p> <p>iii. Where a rower is disqualified at a time when Rules 45 and 46 only allow substitutions for medical reasons, then the rower may not be replaced and the crew of that rower shall be excluded from all</p>	<p>Reworded for more detail, definitions.</p> <p>Added the ability to sanction a member club/school/association</p>
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rounds of the event in question.

iv. Where a crew is disqualified, no member of that crew shall take any further part in any event at that regatta.

2. Sanction on a Member Club/School/Association

a) The President of the Jury shall additionally provide a report to Rowing Victoria on the breach of the Rules and the sanction imposed.

b) Rowing Victoria shall, upon receiving such a report from the President of the Jury and if it considers that the sanction imposed by the Jury was not sufficient to the breach:

i) provide a copy of the report to the relevant member club/school/association

ii) give notice to that member club/school/association that it intends to consider also imposing a sanction on that member club/school/association with that notice to specify:
a. the nature of the breach to be considered,
b. the sanction or range of sanctions that will be considered;

c. if past conduct is to be taken into account, the notice shall specify that accordingly and detail the relevant past conduct; and club/school/association invite the member federation to provide written submissions on the issue by a stated date.

iii) Rowing Victoria may, after considering the report and any submissions from the member club/school/association impose such sanction as it considers appropriate to reflect the serious nature of the breach and/or the past conduct of that crew or any member of it or its team official as the circumstances may justify.

Section 6 Rule 72	Section 6 PENALTIES Rule 72 PENALTIES	Section 6 SANCTIONS Rule 72 SANCTIONS	Change of headings for consistency
<p>By-Law to Rule 72</p>	<p>By-law to Rule 72 – Yellow and Red Cards</p> <p>When a Yellow card or Red Card is awarded to a crew, the penalised crew shall be informed immediately or as soon thereafter as possible.</p> <p>The penalty shall be verbally announced by the Starter as part of the start procedure prior to their next race notifying them of the following: -</p> <ol style="list-style-type: none"> 1. The penalty; 2. The nature of the infraction; 3. When the infraction occurred 4. Any other important facts. <p>In the case of a Yellow Card applying to the next race of the penalised crew for which the crew is not yet on the water, the penalty shall in principle be announced verbally to the crew by the Jury member at the outgoing pontoon when the crew concerned boats for their race. It will also be announced by the Starter as part of the start procedure.</p> <p>If a penalty is applied by a member of the jury, it shall be shown on the race result in the following form: DSQ – Disqualification; EXC – Exclusion; REL – Relegation.</p>	<p>By-law to Rule 72 – Yellow and Red Cards</p> <ol style="list-style-type: none"> 1. When a Yellow card or Red Card is awarded to a crew, the sanctioned crew shall be informed immediately or as soon thereafter as possible. 2. The sanction shall be verbally announced by the Starter as part of the start procedure prior to their next race notifying them of the following: - <ol style="list-style-type: none"> 1. The sanction 2. The nature of the breach 3. When the breach occurred 4. Any other important facts; and 5. The function of the Jury member who awarded the sanction 3. In the case of a Yellow Card applying to the next race of the sanctioned crew for which the crew is not yet on the water, the sanction shall in principle be announced verbally to the crew by the Jury member at the outgoing pontoon when the crew boats for its race. 4. Where a crew already on the water is awarded a Yellow Card prior to arriving at the Start, the Starter shall announce the penalty to the crew before the start of its race. 5. A crew awarded a Red Card or otherwise excluded or disqualified shall not participate in the race once notified of the sanction. 6. If a penalty is applied by a member of the jury, it 	<p>As per RA.</p> <p>Rewording for clarity.</p> <p>Better descriptor of process</p>

		shall be shown on the race result in the following form: DSQ – Disqualification; EXC –Red Card or Exclusion; REL – Relegation.	
73. AT THE START	<p>73.1 The first 100 metres of the Regatta Course constitutes the start zone. A crew may enter the start zone if permitted by the Starter but shall not enter the racing lanes until all crews from the preceding race have left the start zone and the Starter has attributed a lane to the crew.</p> <p>73.2 Crews must be attached to their starting positions or in the case of a non-fixed start, at the appointed position to be called to the start, at least two minutes before the designated start time.</p> <p>73.3 The Starter may start the race without reference to absentees. A crew arriving late at its starting position may be awarded a Yellow Card by the Starter</p>	<p>73.1 The first 100 metres of the Regatta Course constitutes the start zone. A crew may enter the start zone if permitted by the Starter, but shall not enter the racing lanes until all crews from the preceding race have left the start zone and the Starter has attributed a lane to the crew. Crews must be attached to their starting positions at least two minutes before the designated start time.</p>	<p>As per RA.</p> <p>Relocated some wording to Rule 74</p>
74. THE STARTING PROCEDURE	<p>74.1 The Starter shall inform the crews of their starting positions. They shall start the race when the crews are ready and when the Judge at the Start indicates that the crews are correctly aligned.</p> <p>74.2 The Judge at the Start alone shall decide if the boats are correctly aligned or if one or more crews have committed a false start.</p> <p>74.3 Should the Judge at the Start or the Starter in the case of a side start, deem there</p>	<p>1) Methods of Starting - There shall be two methods of starting as described in the Bye-law to this Rule. The normal start procedure shall include a roll call of all crews before the start command is given. Alternatively, in case of adverse weather conditions or other valid reasons the Starter may decide to use the Quick Start procedure in which there is no roll call of individual crews.</p> <p>2) Starting Process - The Starter shall inform the crews of their starting positions. They shall start the race when the Judge at the Start indicates that the</p>	<p>Reworded for clarity</p>

	<p>to be a false start or the start to be otherwise faulty, the Starter shall stop the race and, if there is a false start, shall award a Yellow Card to the crew or crews which, in the opinion of the Judge at the Start, caused it. A crew causing two false starts or receiving two Yellow Cards which apply to the same race, for any infringement whatsoever, shall be awarded a Red Card and be excluded from the event.</p> <p>74.4 Where crews are started from the side, the roles of the Starter and Judge at the Start are combined and the start shall be commenced by the audible command "Go" instead of the drop of the flag. 74.5 In the case of a non-fixed start, where possible, the race should be started from behind either by a starter or the following Umpire.</p>	<p>crews are correctly aligned. The Judge at the Start alone shall decide if the boats are correctly aligned or if one or more crews have committed a false start.</p> <p>a) Should the Judge at the Start deem there to be a false start or the start to be faulty, the Starter shall stop the race and, if there is a false start, shall award a Yellow Card to the crew or crews which, in the opinion of the Judge at the Start, caused it. A crew causing two false starts or receiving two Yellow Cards which apply to the same race, for any infringement whatsoever, shall be awarded a Red Card and be excluded from the event.</p> <p>3) In principle the Starter shall start the race at the schedule race start time.</p> <p>4) Where crews are started from the side, the roles of the Starter and Judge at the Start are combined and the start shall be commenced by the audible command "Go" instead of the drop of the flag.</p> <p>a. In the case of a non-fixed start, where possible, the race should be started from behind either by a starter or the following Umpire.</p> <p>5) The starter may start the race without reference to absentees. A crew arriving late at its starting position may be awarded a Yellow Card by the Starter.</p>	
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<p>By-Law to Rule 74. The Starting Procedure</p>	<p>1 Starting Procedure</p> <p>1.1 Crews must attach themselves to their start pontoons at least two minutes before the starting time of their race. Two minutes before the designated start time, the Starter shall announce "Two Minutes" and this shall signify to the crews that they are formally under Starter's orders. The announcement of "two Minutes" shall also be an instruction to the crews that they must be ready to race within two minutes. After announcing "two Minutes" and if they are satisfied that all the crews are ready to race the starter may, in adverse weather conditions or other special circumstances, proceed with the start without waiting for the designated start time.</p> <p>1.2 Before giving the start commands, the Starter shall ensure that the Umpire and the Judge at the Start are ready. When the boats are aligned and the crews are ready to race, the Starter shall make a roll-call by announcing — in lane order — the names of each of the crews in the race. Once the roll-call begins the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll-call.</p> <p>1.4 Once the roll-call begins the Starter shall take no further notice of any crew which then indicates that it is not ready or that it is not straight. After the last crew has been named in the roll-call the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say:</p>	<p>1 Starting Procedure – Normal Start</p> <p>1.1 Crews must attach themselves to their start pontoons at least two minutes before the starting time of their race. Two minutes before the designated start time, the Starter shall announce "Two Minutes" and this shall signify to the crews that they are formally under Starter's orders. The announcement of "two Minutes" shall also be an instruction to the crews that they must be ready to race within two minutes. After announcing "two Minutes" and if they are satisfied that all the crews are ready to race the starter may, in adverse weather conditions or other special circumstances, proceed with the start without waiting for the scheduled start time.</p> <p>1.2 Before giving the start commands, the Starter shall ensure that the Umpire and the Judge at the Start are ready. When the boats are aligned and they observe the crews are ready to race, the Starter shall make a roll-call by announcing — in lane order — the names of each of the crews in the race. Once the roll-call begins the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll-call.</p> <p>1.3 Once the roll-call begins the Starter shall proceed to finish the roll call, taking no further notice of any crew which indicates that it is not ready or not straight. After the last crew has been named in the roll-call the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say:</p>	<p>As per RA Minor changes for clarity</p>
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	<p>"Attention".</p> <p>1.5 The Starter shall then EITHER raise the red flag OR where the start is given using traffic lights, shall press a button (or switch) to change the traffic lights from the neutral position to red.</p> <p>1.6 After a clear pause the Starter shall give the start signal by: EITHER dropping the red flag quickly to one side and simultaneously saying: "GO!" OR by pressing a button that shall, at the same instant:</p> <ul style="list-style-type: none"> (i) change the red light to green; (ii) Make an audible signal through the loud speakers; (iii) start the timing system for the race; (iv) freeze the picture on the monitor in the Aligner's hut (if freeze frame facility is provided); (v) release the Alignment Control Mechanism (if used) <p>1.9 The pause between the raising of the red flag / the showing of the red light and the start signal shall be clear and shall be variable from race to race.</p> <p>1.10 In para races, the starter will follow the procedures set out in Appendix 6.</p> <p>1.11 If the starting procedure is interrupted for any reason then the Starter may begin the procedure again, starting with the roll-call.</p> <p>1.12 After a false start the Starter must begin the procedure again, starting with the roll call. The starter is not required to announce "two minutes" again.</p> <p>2. Quick Start</p>	<p>"Attention".</p> <p>1.4 The Starter shall then EITHER raise the red flag OR where the start is given using traffic lights, shall press a button (or switch) to change the traffic lights from the neutral position to red.</p> <p>1.5 After a clear pause the Starter shall give the start signal by: 1.5.1 EITHER dropping the red flag quickly to one side and simultaneously saying: "GO!" 1.5.2 OR by pressing a button that shall, at the same instant:</p> <ul style="list-style-type: none"> (i) change the red light to green; (ii) Make an audible signal through the loud speakers; (iii) start the timing system for the race; <p>1.6 The pause between the raising of the red flag / the showing of the red light and the start signal shall be clear and shall be variable from race to race.</p> <p>1.7 In para races, the starter will follow the procedures set out in Appendix 6 of the RA Rules.</p> <p>1.8 If the starting procedure is interrupted for any reason then the Starter may begin the procedure again, starting with the roll-call.</p> <p>1.9 After a false start the Starter must begin the procedure again, starting with the roll call. The starter is not required to announce "two minutes" again.</p> <p>2. Starting Procedure - Quick Start Where the Starter considers, for adverse weather conditions or any other valid reason, that the normal start with the roll should not be used, after saying "Two Minutes" they shall inform the crews that they will use the "Quick Start". After informing the crews that they will use the Quick Start in place</p>	
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	<p>Where the Starter considers, for adverse weather conditions or any other valid reason, that the normal start with the roll should not be used, after saying "Two Minutes" they shall inform the crews that they will use the "Quick Start". Once the normal start has been used, the Starter shall, in principle, not change to the quick start for the same race if the race has to be restarted. For the quick start, in place of the roll call, the Starter shall just say: "Quick Start". After a clear pause they shall then say "Attention". They shall then proceed with the remaining start procedure.</p>	<p>of the roll call, the Starter shall just say: "All Crews", and after a clear pause they shall then say "Attention". They shall then proceed with the remaining start procedure.</p>	
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<p>By-Law to Rule 75 Consequences of a False Start</p>	<p>By-Law to Rule 75 :Consequences of a False Start 3. The Starter shall instruct the official on the starting platforms to place a yellow marker, or in the case of a red card, a red marker, adjacent to the starting position of the crew or crews at penalised. This yellow or red marker must be clearly visible to the crew concerned.</p> <p>4. A Yellow Card shall remain in effect until the race has been rowed and shall therefore apply in the case of a postponement or a re-row.</p> <p>5. A crew which is awarded two warnings (Yellow Cards) applying to the same race shall be excluded (indicated by a Red Card).</p>	<p>By-Law to Rule 75 :Consequences of a False Start 3. The Starter shall instruct the official on the starting platforms to place a yellow marker, or in the case of a Red Card or Exclusion, a red marker, adjacent to the starting position of the crew or crews at penalised. This yellow or red marker must be clearly visible to the crew concerned.</p> <p>4.. A crew awarded a Red Card or otherwise excluded will not take part in the race and will leave the course and return to the boating area as directed by the Starter.</p>	<p>Detail of Yellow Card is duplicated so removed from here</p>
<p>By-Laws to Rule 81</p>	<p>By-Laws to Rule 81 – Dead Heats If there is a dead-heat, the following procedure shall operate: 81.1 In a heat, a repechage, quarter final or semi-final if a dead-heat occurs between crews, then they shall be given equal placing in the final order of that race and the next placings(s) shall be left vacant. If all crews involved in the dead-heat progress anyway into the next round their relative positions in the next round shall be decided by lot. If insufficient lanes exist in the subsequent round the President of the Jury, shall determine the method of progression and relative position. 81.2 In a final, if a dead-heat occurs between crews, then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied placing is for a medal</p>	<p>By-Laws to Rule 81 – Dead Heats If there is a dead-heat, the following procedure shall operate: 81.1 In a heat if a dead-heat occurs between crews, and if those crews cannot all progress into the same level of the next round, then there must be a re-row in accordance with Rule 84. If all crews involved in the dead-heat progress anyway into the next round there will be no re-row and their relative positions in the next round shall be decided by a draw supervised by a member of the Jury. If insufficient lanes exist in the subsequent round the President of the Jury, shall determine the method of progression and relative position. 81.2 In a repechage, quarter-final or a semi-final, if a dead-heat occurs between crews, and if only one of</p>	<p>As per RA. Updated for Clarity</p>

	<p>position, then the Organising Committee shall provide additional medals</p>	<p>the crews progresses into the next round, it shall be the crew which had the highest ranking in the immediate preceding round. The immediate preceding round shall be the last previous round in which both/all the dead-heat crews competed. If the crews had the same result in that round, then the ranking in the next previous round shall be used for that purpose. If on this basis the result of the crews concerned are identical, then there must be a re-row over the full course between the crews involved. The re-row must take place over the full course and must take place on the same day as the dead-heat occurred, Where such a dead-heat involves more than two crews and this number exceeds the number of crews advancing to the next round, the above procedure shall be used to determine which of the dead-heat crews shall so advance. If all crews involved in the dead-heat progress anyway into the next round there will be no re-row and their relative positions in the next round shall be decided by a draw supervised by a member of the Jury.</p> <p>81.3 In a final, if a dead-heat occurs between crews, then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied placing is for a medal position, then the Organising Committee shall provide additional medals</p>	
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<p>Rule 82</p>	<p>RULE 82 OBJECTIONS</p> <p>A crew claiming that its race was not in order or was improperly judged may make an objection to the Umpire immediately after the finish of the race and before leaving the finish area by raising an arm. To be valid the objection must be made before the boat has left in the immediate area of the finish line and before the crew disembarks. The Umpire of the race, or if no Umpire was following the race the Judge at the Finish, decides on the objection and communicates their decision to the crews in the race and to other race officials. A crew excluded or otherwise penalised may make an objection to the Starter (if penalised at the start) or Umpire at the time the penalty is awarded in accordance with Rule 72.</p>	<p>Rule 82 OBJECTIONS</p> <p>1 Objection to Sanctions</p> <p>a. A crew may only object to a sanction at the time it is awarded in accordance with the By-Law to this Rule by informing a member of the Jury, the Starter or the Umpire who notified the crew of the sanction that it objects to the sanction.</p> <p>b. The member of the Jury, the Starter or the Umpire to whom the objection is made shall decide on the objection without delay and shall communicate their decision to the crew, to the Starter and to other race officials.</p> <p>2 Objection to the conduct of a race</p> <p>a. If a crew considers that its race was not in order and that its ranking in the race has been affected a member of the crew may object to the Umpire before its boat has left the immediate area of the finish line and before the Umpire raises the white flag to the Judge at the Finish, in order for the objection to be valid.</p> <p>b. Such an objection may only concern the conduct of that crew's race</p>	<p>As per RA Minor changes for clarity</p>
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<p>By-Laws to Rule 82</p>	<p>By-Law Rule 82 Objections</p> <p>If a crew considers that the race was not in order a member of the crew must raise their arm to indicate that it is making an objection. In this case the Umpire , or if no Umpire was following the race the Judge at the Finish, shall not raise any flag but they shall consult with the objecting crew and consider the objection. The Umpire, or if no Umpire was following the race the Judge at the Finish, may then decide upon one of a number of alternative actions e.g.</p> <p>a) They may over-rule the crew's objection and raise a white flag to signify that they have decided that the race was in order;</p> <p>b) They may accept the crew's objection and raise a red flag to signify that they have decided the race was not in order. In this case they must go to the Judges at the Finish in order to give them their decision and any necessary explanations. The Judge at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given their decision. c) They may decide to seek further information regarding the objection. In this case, they shall raise a red flag and then take any necessary steps to resolve the issues relating to the objection, e.g. consult with other officials, consult with other persons, and consult with the President of the Jury etc. The Judge at the Finish, in such cases, must not announce the official result of the race until the Umpire has given their decision, If there is likely to be a long delay in resolving the</p>	<p>By-Law Rule 82 Objections</p> <p>1 Objection to Sanctions</p> <p>a. Where a sanction is imposed on a crew in each of the following circumstances the crew may raise an objection as follows:</p> <p>i. At the Start- a crew awarded a sanction during the warm-up or at the Start may object to the Starter, Umpire or any other member of the Jury at the Start or at the time the sanction is awarded.</p> <p>ii. During a race – a crew sanctioned by the Umpire during a race may object to the Umpire at the time the sanction is awarded or immediately after the finish of its race</p> <p>iii. During cool-down or training or at any other time – A crew notified of a sanction for any infringement during cool-down or training or at any other time than those above, may object to the member of the Jury who notifies the crew of the sanction. In such cases, in order to be valid the objection must be made before the crew embarks for the race to which the sanction applies.</p> <p>2 Objection to the conduct of a race</p> <p>a. A crew that objects to the conduct of its race must object to the Umpire immediately after the finish of the race and before the crew leaves the immediate area of the finish line and before the Umpire raises their white flag. If no Umpire was following the race the Judge at the Finish, shall not raise any flag but they shall consult with the objecting crew and consider their objection.</p> <p>i. The crew shall indicate to the Umpire that it wishes to make an objection by a member of the crew raising their arm</p>	
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	<p>objection, the Judge at the Finish may announce an "unofficial" result of the race but with the clear statement "Subject to an Objection"</p>	<ul style="list-style-type: none">ii. The objecting crew shall not leave the area of the finish line until the Umpire has heard its objectionb. The Umpire will then determine the objection as follows:<ul style="list-style-type: none">i. The Umpire may reject the crew's objection and raise a white flag to signify that the race was in orderii. The Umpire may accept the crew's objection and raise a red flag to signify that the race was not in order.<ul style="list-style-type: none">1. In this case he must go to the Judges at the Finish in order to give them his decision and any necessary explanations.2. The Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given their decision,iii. The Umpire may decide to seek further information regarding the objection.<ul style="list-style-type: none">1. In this case, they shall raise a red flag and then take any necessary further steps to resolve the issues relating to the objection, e.g., consult with other officials, consult with other persons, and consult with the President of the Jury etc.2. The Judges at the Finish, in such cases, must not announce the official result of the race until the Umpire has given his decision. If there is likely to be a long delay in resolving the objection, the Judges at the Finish may announce an "unofficial" result of the race but with the clear statement "Subject to an Objection".	
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<p>83. PROTESTS</p>	<p>A crew whose objection has been rejected or crews affected by the acceptance of the objection or a crew that has been disqualified or excluded or ruled DNS or DNF, or crews disputing the published results may lodge a protest in writing to the President of the Jury not later than one hour after the Umpire has communicated their decision regarding the objection or, in the case of disputing the published results, one hour after the results have been published. It shall be accompanied by a deposit of \$100 or equivalent, which amount shall be refunded if the protest or appeal is allowed.</p> <p>The Board of the Jury shall decide if the protest was justified. It will make its decision before the next round of races in the event concerned, and, in any case, no later than two hours after the last race of the day.</p> <p>As a general rule, in the case of a protest concerning the final of an event, the victory ceremony of that event shall be postponed until after the Board of the Jury has made its decision.</p>	<p>1 A protest to the Board of the Jury may only be made by:</p> <ul style="list-style-type: none"> a. a crew whose objection has been rejected b. a crew whose ranking in a race has been affected by the acceptance of the objection c. a crew ruled DNS (did not start) or DNF (did not finish) d. a crew that has been excluded or disqualified e. a crew that disputes the published results <p>2 Such a protest must be in writing and lodged with the President of the Jury not later than one hour after the conclusion of the race by the publishing of the results</p> <p>3 The protest shall be accompanied by a deposit of AUD \$100.00 or equivalent, which amount shall be refunded if the protest or appeal is upheld.</p> <p>4 The Board of the Jury shall then decide if the protest was justified. It will make its decision before the next round of races in the event concerned, and, in any case, no later than two hours after the last race of the day. The decision and reasoning shall be given in writing</p> <p>5 The Board of the Jury may:</p> <ul style="list-style-type: none"> a. Reject the protest b. Uphold the protest and provide such relief as may be necessary to restore each affected crew's chances in the race or to correct the published results. The relief available to be provided by the Board of the Jury is as follows: <ul style="list-style-type: none"> i. Reprimand a crew; ii. Exclude a crew from the event iii. Disqualify a crew iv. Relegate a crew to last place in the race where specifically provided for in these Rules; v. Order a re-row in accordance with Rule 64 	<p>As per RA. Complete rewording.</p> <p>Incorporates Rule 84 also</p>
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		<p>between some or all of the crews in the race</p> <p>6 In the case of a protest arising from an objection concerning the final of an event, the President of the Jury may postpone the victory ceremony of that event</p> <p>a. If the victory ceremony has taken place and if the subsequent decision of the Board of the Jury changes the final result of the event then the official result shall be changed accordingly;</p> <p>b. Where medal placings are affected, then the medals shall be re-awarded as necessary in accordance with the decision.</p> <p>7 Subject to Rule 85, the decision of the Board of the Jury on such a protest shall be final and not subject to further appeal</p>	
<p>Rule 84 and By-Law to Rule 84. THE OUTCOME OF THE PROTEST</p>	<p>The measures resulting from the decision of the Board of the Jury may include:</p> <p>reprimand;</p> <p>Yellow Card (a crew receiving two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from that event);</p> <p>Relegation, where specifically provided for in these Rules;</p> <p>Red Card (exclusion from all the rounds of the event in question);</p> <p>disqualification (from all events in the regatta);</p> <p>After application of the appropriate penalty, if any, the Board of the Jury shall take any other appropriate measure(s) to restore the chances of a crew that has suffered a disadvantage. This may require a re-row of a specified number of crews.</p>	<p>Rule 64 – Re-Rows</p> <p>1) A Re-Row is a second running of a race involving some or all crews of that race.</p> <p>2) The Umpire shall decide whether there is to be a Re-row of a race.</p> <p>3) The Re-row shall be over the full distance of the original race.</p> <p>By-Laws to Rule 64 – Re-Rows</p> <p>1) The Umpire may require a race to be re-rowed in accordance with this Rule if the Umpire considers that a Re-Row is necessary to ensure the fairness of the competition and, in particular but not exhaustively, in any one of the following circumstances:</p> <p>a. A race which has been started but is interrupted by weather conditions or other external influences and is stopped by the Umpire before the race is finished;</p> <p>b. There is interference between crews during a race and the Umpire determines that in order to</p>	<p>Deleted as combined in Rule 83. Replaced with New Rule.</p> <p>Re-Rows were not previously detailed</p>

		<p>restore the chances of a crew the race should be re-rowed with all or some of the crews;</p> <p>c. A dead-heat, where this is required by the Rules of Racing;</p> <p>d. Other special situations as decided by the Umpire to ensure the fairness of the competition.</p> <p>2) The Umpire shall decide which crews in the original race shall be required to re-row.</p> <p>3) Where the original race has been completed, the Umpire may exempt one or more crews from the re-row and confirm the results of those crews in the original race;</p> <p>4) Before ordering the re-row, the Umpire may exclude one or more crews from the event in accordance with the Rules of Racing where that crew's (or crew's') actions have caused the re-row.</p> <p>5) In principle, Aa re-row shall take place not less than two hours after the original race and on the same day. The Umpire may decide, in consultation with the President of the Jury, that this two-hour limit may be reduced.</p> <p>6) For the purposes of this Rule, the decision of the Board of the Jury determining a protest from the decision of the Umpire to order a re-row shall be deemed the decision of the Umpire</p>	
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<p>85. APPEALS</p>	<p>An appeal against a decision of the Board of the Jury by a person whose can only be made to the Board by 4.00pm on the next immediate business day after such decision has been communicated by the Board of the Jury or by the Organising Committee to the person affected. Decisions of the Board under this rule are final.</p>	<p>1 Only appeals provided for by this Rule will be considered by the RV Board 2 A decision of the Board of the Jury which confirms a decision of a member of the Jury shall be final and may not be appealed 3 Subject to paragraph 2 above., an appeal to the RV Board against a decision of the Board of the Jury may be made only by: a. A crew whose ranking in a race has been adversely affected by a decision of the Board of the Jury; or b. A crew whose protest against the published results was rejected by the Board of the Jury 4 Appeal Time Limits and Requirements a. An appeal against a decision of the Board of the Jury by a person affected can only be submitted in writing to the Board by 4:00pm on the next immediate business day after such decision has been communicated by the Board of the Jury or by the Organising Committee to the person affected. b. The Appeal must be accompanied by a fee of \$A200 which shall be refunded if the Appeal is allowed. c. Decisions of the Board under this rule are final</p>	<p>As per RA. Provides more clarity.</p>
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<p>87. EXCEPTIONAL CASES</p>	<p>Should it be necessary to make decisions in exceptional cases (e.g., postponement of a session of races or suspension of the regatta), the President of the Jury shall appoint and preside over a body to make such decisions, which shall include the Technical Delegate.</p>	<p>Insert new subsections Disputes between the Organising Committee, Club or Schools</p> <ol style="list-style-type: none"> 1) A dispute between the Organising Committee, clubs or schools at an RV Regatta may be referred to the RV Board for resolution 2) This dispute referral process is to enable such a dispute to be resolved swiftly and with the minimum of inconvenience or expense to the parties, 3) This referral may be made by any one of the parties in dispute. The referral shall be in writing and made as soon as possible after the conclusion of the regatta. 4) It may be inappropriate for the RV Board to decide on certain disputes. Accordingly, the RV Board may, in its absolute discretion, decline to accept the referral without providing an explanation. 5) If the RV Board agrees to accept the referral, it shall proceed to determine the dispute by due process and with respect to the fundamental rights of the parties in dispute. 6) The decision of the RV Board on the dispute shall be considered final and binding on the parties. 	<p>As per RA.</p> <p>Allows for disputes between the OC, clubs and schools</p>
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<p>Section 11: THE JURY Rules 89 -98</p>	<p>RULE 89 RV BOAT RACE OFFICIALS THE JURY</p> <p>The Jury shall be comprised of a group of accredited RA Umpires and shall be responsible for ensuring that the regatta is run in accordance with these Rules of racing, related By-Laws and Event Regulations.</p> <p>RULE 90 ROLE OF THE JURY</p> <p>The safety of rowers must be the prime concern of the Jury at all times during the regatta.</p> <p>In the case of unsafe conditions, the President of the Jury is empowered to take any necessary decisions and communicate any required changes to the Starter and the Umpires on the course. If time allows, the President of the Jury shall consult the Technical Delegate and the organising committee before taking such decisions. The President of the Jury shall ensure proper coordination between the Jury and the Technical Delegate, Organising Committee, in particular with the Safety Advisor, Paramedic, and with the Medical Officer.</p> <p>By-Law to Rule 90 – Collaboration with the Organising Committee.</p> <p>The proper running of a regatta requires close collaboration between the organising committee, Technical Delegate and the Jury.</p> <p>The members of the Jury shall, within the scope of their duties, maintain a constant check on the various items of technical equipment on the course.</p>	<p>Rule 89 RV BOAT RACE OFFICIALS - Relocated to Rule 94</p> <p>Rule 90 ROLE OF THE JURY Relocated to Rule 89</p> <p>Rule 94 SAFETY OF ROWERS Relocated to Rule 90</p> <p>JURY'S PRIMARY CONCERN</p> <p>RULE 89 - ROLE OF THE JURY</p> <p>The Jury shall be comprised of a group of accredited RV Umpires and shall be responsible for ensuring that the regatta is run in accordance with these Rules of racing, related By-Laws and Event Regulations.</p> <p>RULE 90 - JURY'S PRIMARY CONCERN</p> <p>The safety of rowers must be the prime concern of the Jury at all times during the regatta.</p> <p>In the case of unsafe conditions, the President of the Jury is empowered to take any necessary decisions and communicate any required changes to the Starter and the Umpires on the course. If time allows, the President of the Jury shall consult the organising committee before taking such decisions. The President of the Jury shall ensure proper coordination between the Jury and the Field of Play, Organising Committee, in particular with the Safety Advisor and with the Medical Officer.</p> <p>By-Law to Rule 90 – Collaboration with the Organising Committee</p> <p>The proper running of a regatta requires close collaboration between the organising committee, Field of Play and the Jury. The members of the Jury shall, within the scope of their duties, maintain a constant check on the various items of technical</p>	<p>As per RA.</p> <p>Moved the duties of the Jury and Umpires to Appendix 20: Regatta Roles.</p> <p>No change to wording</p>
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	<p>RULE 91 PRESIDENT OF THE JURY The President of the Jury shall allot duties to each member of the Jury and shall supervise their activities. They shall take the chair at meetings and ensure proper co-ordination with the Technical Delegate and the Organising Committee. The President of the Jury shall chair the Board of the Jury under Rule 93.</p> <p>By-Law to Rule 91 – Appointment of the President of the Jury</p> <p>For all RA Events (excluding Selection Regattas/Trials) the President of the Jury will be a member of the RA Umpires Committee or otherwise as appointed by the RA Umpires Committee.</p> <p>RULE 92 COMPOSITION OF THE JURY</p> <p>80.1 The Jury shall be appointed by the RA Umpires Committee and shall consist of persons carrying out the following duties: 80.1.1 President of the jury 80.1.2 Starter 80.1.3 Judge at the Start (Aligner) 80.1.4 Umpire 80.1.5 Judge at the Finish, one of whom shall be the senior judge 80.1.6 Members of the Control Commission, one of whom shall be senior member.</p> <p>80.2 All members of the Jury shall be holders of a RA umpire's licence.</p>	<p>equipment on the course.</p> <p>RULE 91 PRESIDENT OF THE JURY</p> <p>The President of the Jury shall allot duties to each member of the Jury and shall supervise their activities. They shall take the chair at meetings and ensure proper co-ordination with the Field of Play and the Organising Committee. The President of the Jury shall chair the Board of the Jury under Rule 93.</p> <p>By-Law to Rule 91 – Appointment of the President of the Jury</p> <p>RULE 92 COMPOSITION OF THE JURY</p> <p>80.1 The Jury shall be appointed by the RV Umpires Commission and shall consist of persons carrying out the following duties: 80.1.1 President of the jury 80.1.2 Starter 80.1.3 Judge at the Start (Aligner) 80.1.4 Umpire 80.1.5 Judge at the Finish, one of whom shall be the senior judge 80.1.6 Members of the Control Commission, one of whom shall be senior member.</p> <p>80.2 All members of the Jury shall be holders of a RV umpire's licence.</p> <p>RULE 93 THE BOARD OF THE JURY</p> <p>The Board of the Jury shall consist of the President</p>	
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	<p>RULE 93 THE BOARD OF THE JURY</p> <p>The Board of the Jury shall consist of the President of the Jury and two other members of the Jury, designated by the President of the Jury on a daily basis prior to the start of each season of racing. The names of the Board of the Jury shall be displayed on the notice boards in the boathouse area each day. This Board shall decide on any protests made according to Rule 83.</p> <p>The President of the Jury shall also nominate three substitutes. In the case of a protest, no-one directly involved in the dispute (e.g. the umpire or the starter) shall constitute part of the Board which decides that protest. In such a case, the President of the Jury shall call upon one or more of the substitutes.</p> <p>RULE 94 RA UMPIRES</p> <p>Any Umpire who has held a Member Association licence for at least three years may become a RA Umpire, provided that:</p> <ol style="list-style-type: none"> 1. They have normal sight and hearing; and 2. They pass the examination held by the RA Umpires Committee. <p>The RA Umpires' licence is valid for a period of four years. When the holder participates in an Umpires seminar organised by RA, the licence is automatically extended for the next four years.</p>	<p>of the Jury and two other members of the Jury, designated by the President of the Jury on a daily basis prior to the start of each season of racing. The names of the Board of the Jury shall be displayed on the notice boards in the boathouse area each day. This Board shall decide on any protests made according to Rule 83.</p> <p>The President of the Jury shall also nominate three substitutes. In the case of a protest, no-one directly involved in the dispute (e.g. the umpire or the starter) shall constitute part of the Board which decides that protest. In such a case, the President of the Jury shall call upon one or more of the substitutes.</p> <p>RULE 94 RV UMPIRES</p> <ol style="list-style-type: none"> 1. RV shall arrange two level of Umpires Licences to be known as Level 1 and Level 2 <ul style="list-style-type: none"> a.. Level1 licences shall be granted to anyone who passes the Level 1 licences examination. The duties of a Level 1 Umpire shall be those deemed appropriate by the President of the Jury. b.. Any Umpire who has held a Level 1 Umpires Licence that is recognised by the National Rowing Officials Accreditation Scheme (NROAS) (if any) may become a Level 2 RV Umpire, provided that: <ol style="list-style-type: none"> i.. They have normal sight and hearing; and ii.. They pass the examination held by the RV Umpires Commission 2. The Level 2 RV Umpires' licence is valid for a 	
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	<p>Where such seminars are organised at the request of a Member Association, the association must pay the travel and accommodation expenses of the experts who attend. An Umpire whose licence has expired who wishes to act as an umpire shall take and pass a fresh examination.</p> <p>By-Law to Rule 94 – RA Umpire’s Licence</p> <p>These By-Laws are found in Appendix 4 to the Rules of Racing.</p> <p>SECTION 12. DUTIES OF THE UMPIRES</p> <p>RULE 95 CONTROL COMMISSION</p> <p>The Control Commission shall ensure that the composition of the crews is correct and that their equipment is in order. It shall also assist in the identification of the rowers required to undergo doping tests after their race.</p> <p>By-Laws to RULE 95 — Duties of the Control Commission</p> <p>The Control Commission shall include Jury members and appointed technical officials. The number of such Jury members and officials appointed shall take into account the regatta program and the number of competitors. The Control Commission shall carry out its duties in the boating area and at the boating pontoons. In particular, the Control Commission is responsible for checking the following points where possible:</p>	<p>period of four years and can be renewed in accordance with the NROAS requirements. An Umpire whose licence has expired who wishes to act as an umpire shall take and pass a fresh examination.</p> <p>3. An RV licence automatically lapses where:</p> <p>a. The Level 2 RV Licence holder has not complied with all or any of the requirements of By-Law 2 to this Rule;</p> <p>b. The Level 1 RV licence holder has not participated at a regatta for 12 month or completed the Practical requirements within a 12 month period</p> <p>c. The Board revokes a licence under By-Law 3 to this Rule.</p> <p>By-Law to Rule 94 – RA Umpire’s Licence</p> <p>1 Setting of Examination</p> <p>The Umpires Commission shall set the theoretical and practical examinations that each of the licence applicants seeks to attain.</p> <p>The Umpires Commission shall undertake the conduct of examinations and shall refer their recommendations to the Board for the grant of a licence.</p> <p>2 Issue and Renewal of Licences</p> <p>2.1 The Board may issue a licence upon receipt of advice in writing from the Umpires Commission that a candidate has passed the examination;</p> <p>2.2 The Board may renew a licence upon receipt of advice in writing from the Umpires Commission that the licence holder seeking renewal has:</p> <p>2.2.1 Been an active umpire at regattas held under the auspices of RV;</p> <p>2.2.2 Assessed as competent by the Umpires</p>	
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	<p>1 Crew changes before the race;</p> <p>2 The provision of substitutes for competitors who are injured or have fallen ill after their first heat of their event;</p> <p>3 The correct weighing of coxswains following the procedures required by the Rules of Racing and By-Laws;</p> <p>4 Dead weight to be carried by coxswains (before and after the race);</p> <p>5 The correct weighing of competitors in lightweight events following the procedures required by the Rules of Racing and By-Laws;</p> <p>6 The identity of competitors to ensure that the composition of the crew is the same as the official entry and any subsequent changes which have been approved in accordance with the Rules of racing and By-Laws.</p> <p>7 At RA regattas where other arrangements are not in place for this purpose, the status and registration of competitors, the ages of Under 17, Under 19, Under 21, Under 23 and Masters competitors and, where applicable, the average ages of Masters crews;</p> <p>8 Boats and equipment:</p> <p>a) Compliance with all safety requirements provided for in the Rules of Racing;</p> <p>b) Correct bow numbers on each boat;</p> <p>c) possible use of unauthorised equipment;</p> <p>d) where applicable, minimum weights of boats;</p> <p>e) conformity of the boat with the rules regarding advertising/identifications;</p> <p>f) painting of oar-blades where required.</p>	<p>Commission; and</p> <p>2.2.3 Met the requirements of the National Rowing Officials Accreditation Scheme for a Level 2 Umpire.</p> <p>3 Review Of Licence</p> <p>The Umpires Commission may at any time review the performance or eligibility of a holder of a licence to retain the licence and may submit a report with recommendations as it deems appropriate to the Board.</p> <p>SECTION 12. DUTIES OF THE UMPIRES</p> <p>RULE 95 CONTROL COMMISSION</p> <p>The Control Commission shall ensure that the composition of the crews is correct and that their equipment is in order. It shall also assist in the identification of the rowers required to undergo doping tests after their race.</p> <p>By-Laws to RULE 95 — Duties of the Control Commission</p> <p>The Control Commission shall include Jury members and appointed technical officials. The number of such Jury members and officials appointed shall take into account the regatta program and the number of competitors. The Control Commission shall carry out its duties in the boating area and at the boating pontoons. In particular, the Control Commission is responsible for checking the following points where possible:</p> <p>1 Crew changes before the race;</p>	
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	<p>9 Uniform clothing of competitors and its conformity with the rules regarding advertising/identifications; 10 Where doping tests are carried out, the Control Commission is responsible for seeing that the competitors required to undergo tests are taken to the officials responsible for this immediately after getting out of the boat; 11. The control commission in conjunction with any technical officials appointed by RA will ensure that all para-rowers are compliant with the equipment and strapping requirements set out in Appendix 6.</p> <p>RULE 96 THE STARTER AND THE JUDGE AT THE START</p> <p>The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed.</p> <p>By-Laws to RULE 96 — Duties of the Starter and the Judge at the Start</p> <p>1 Starter 1.1 General Duties — Before taking up their duties, the Starter must satisfy themselves that all equipment and installations required by the Rules covering the start and the course are present and in working order. The Starter shall check that the radio and/or telephone communication with the Judge at the Start, the President of the Jury, the Judges at the Finish</p>	<p>2 The provision of substitutes for competitors who are injured or have fallen ill after their first heat of their event;</p> <p>3 The correct weighing of coxswains following the procedures required by the Rules of Racing and By-Laws;</p> <p>4 Dead weight to be carried by coxswains (before and after the race);</p> <p>5 The correct weighing of competitors in lightweight events following the procedures required by the Rules of Racing and By-Laws:</p> <p>6 The identity of competitors to ensure that the composition of the crew is the same as the official entry and any subsequent changes which have been approved in accordance with the Rules of racing and By-Laws.</p> <p>7 At RA regattas where other arrangements are not in place for this purpose, the status and registration of competitors, the ages of Under 17, Under 19, Under 21, Under 23 and Masters competitors and, where applicable, the average ages of Masters crews;</p> <p>8 Boats and equipment: a) Compliance with all safety requirements provided for in the Rules of Racing; b) Correct bow numbers on each boat; c) possible use of unauthorised equipment; d) where applicable, minimum weights of boats; e) conformity of the boat with the rules regarding</p>	
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	<p>and the Control Commission is in working order. The Starter shall also make certain that any crews on the water are obeying the prescribed traffic rules.</p> <p>1.2 Communication — In principle, the Starter and the Umpire shall use visual signals to convey information. Where verbal communication is necessary, they shall address the rowers in English. If, for any reason, the use of another language enables a member of the Jury to be better understood by a crew, a competitor or an accompanying official, they may repeat their information in that language.</p> <p>1.3 Unfair or unsafe conditions — The Starter shall consider whether the wind is likely to create unequal or unsafe conditions and, if directed as described below or after consulting the President of the Jury, and the Fairness Committee where applicable, shall take whatever steps may be necessary in accordance with these rules to ensure a fair and safe race. The President of the Jury shall inform the Starter of any required changes, in principle, at least two minutes before a start.</p> <p>1.4 Information to Crews — The Starter shall inform the crews of the time remaining before the start and tell them (as soon as they enter the starting zone for the first time) in which lane they will race. In addition, they shall inform the crews when there is five minutes, four minutes and three minutes remaining before the start time. They shall check that the competitor's' equipment and clothing are in order.</p> <p>1.5 Starting Procedures — The Starting</p>	<p>advertising/identifications; f) painting of oar-blades where required.</p> <p>9 Uniform clothing of competitors and its conformity with the rules regarding advertising/identifications;</p> <p>10 Where doping tests are carried out, the Control Commission is responsible for seeing that the competitors required to undergo tests are taken to the officials responsible for this immediately after getting out of the boat;</p> <p>11. The control commission in conjunction with any technical officials appointed by RA will ensure that all para-rowers are compliant with the equipment and strapping requirements set out in Appendix 6.</p> <p>RULE 96 THE STARTER AND THE JUDGE AT THE START</p> <p>The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed.</p> <p>By-Laws to RULE 96 — Duties of the Starter and the Judge at the Start</p> <p>1 Starter</p> <p>1.1 General Duties — Before taking up their duties, the Starter must satisfy themselves that all equipment and installations required by the Rules covering the start and the course are present and in working order. The Starter shall check that the radio and/or telephone communication with the Judge at</p>	
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	<p>Procedures to be employed by the Starter (including Quick Starts and False Starts) are described in in these Rules of Racing. If a crew is excluded at the start or does not arrive at the start for its race the Starter shall leave the lane of that crew vacant.</p> <p>1.6 Exclusion — The Starter shall award a Red Card and exclude a crew if the crew has received two Yellow Cards that apply to that race.</p> <p>1.7 Late Arrival — The Starter may award a Yellow Card to crews arriving late (less than 2 minutes before the start time) at their starting positions or not ready to race at the designated start time. They may exclude a crew arriving after the start time.</p> <p>1.8 In the case of a Yellow Card previously awarded to a crew the penalty shall be announced of “Two Minutes” for the race concerned. The Starter shall instruct the official on the starting platforms to place a yellow marker adjacent to the starting position of that crew.</p> <p>1.9 Delay — Should it be necessary to delay a race (e.g. equipment breakage) or should some other unexpected event occur (e.g. lightning), the Starter shall consult, if necessary, with the Umpire and then with the President of the Jury; then inform the crews of the new starting time. The Starter shall inform the Control Commission and the Judge at the Finish of the new starting time and the President of the Jury of anything unusual. In all cases, crews must inquire from a member of the Jury regarding any changes before getting out of the boat.</p>	<p>the Start, the President of the Jury, the Judges at the Finish and the Control Commission is in working order. The Starter shall also make certain that any crews on the water are obeying the prescribed traffic rules.</p> <p>1.2 Communication — In principle, the Starter and the Umpire shall use visual signals to convey information. Where verbal communication is necessary, they shall address the rowers in English. If, for any reason, the use of another language enables a member of the Jury to be better understood by a crew, a competitor or an accompanying official, they may repeat their information in that language.</p> <p>1.3 Unfair or unsafe conditions — The Starter shall consider whether the wind is likely to create unequal or unsafe conditions and, if directed as described below or after consulting the President of the Jury, and the Fairness Committee where applicable, shall take whatever steps may be necessary in accordance with these rules to ensure a fair and safe race. The President of the Jury shall inform the Starter of any required changes, in principle, at least two minutes before a start.</p> <p>1.4 Information to Crews — The Starter shall inform the crews of the time remaining before the start and tell them (as soon as they enter the starting zone for the first time) in which lane they will race. In addition, they shall inform the crews when there is five minutes, four minutes and three minutes remaining before the start time. They shall check that the competitor's' equipment and clothing are in order.</p> <p>1.5 Starting Procedures — The Starting Procedures to be employed by the Starter (including Quick</p>	
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	<p>2 Judge at the Start</p> <p>2.1 Communications — Before taking up their duties, the Judge at the Start shall ensure that the radio and telephone link with the Starter and between the aligner and the officials on the starting platforms is in working order. The Judge at the Start sits at the front of the aligner’s hut, in line with the start line.</p> <p>2.2 Aligning — The Organising Committee shall appoint the aligner and the officials on the starting platforms as required. The aligner instructs these officials to adjust the position of the boats until they are correctly aligned. If a separate person, the aligner sits behind the Judge at the Start, in line with the start line, seated on a higher (30cm) chair or platform, looking over the head of the Judge at the Start.</p> <p>2.3 The Judge at the Start checks that the aligner has positioned all the boats with their bows exactly on the start line. When they are satisfied that this is the case they indicate this to the Starter by raising their white flag. (Where a white and red light are available for this purpose, the Judge at the Start shall use these lights in place of the white and red flags.) Should correct alignment be lost during the subsequent starting procedure they shall lower their flag or switch off the white light until the boats are realigned.</p> <p>2.4 False Start — The Judge at the Start, the Starter and the Umpire shall follow the procedure outlined in Rule 74.</p> <p>2.5 Contact with the Umpire — Before the start, the Judge at the Start shall make contact</p>	<p>Starts and False Starts) are described in in these Rules of Racing. If a crew is excluded at the start or does not arrive at the start for its race the Starter shall leave the lane of that crew vacant.</p> <p>1.6 Exclusion — The Starter shall award a Red Card and exclude a crew if the crew has received two Yellow Cards that apply to that race.</p> <p>1.7 Late Arrival — The Starter may award a Yellow Card to crews arriving late (less than 2 minutes before the start time) at their starting positions or not ready to race at the designated start time. They may exclude a crew arriving after the start time.</p> <p>1.8 In the case of a Yellow Card previously awarded to a crew the penalty shall be announced of “Two Minutes” for the race concerned. The Starter shall instruct the official on the starting platforms to place a yellow marker adjacent to the starting position of that crew.</p> <p>1.9 Delay — Should it be necessary to delay a race (e.g. equipment breakage) or should some other unexpected event occur (e.g. lightning), the Starter shall consult, if necessary, with the Umpire and then with the President of the Jury; then inform the crews of the new starting time. The Starter shall inform the Control Commission and the Judge at the Finish of the new starting time and the President of the Jury of anything unusual. In all cases, crews must inquire from a member of the Jury regarding any changes before getting out of the boat.</p> <p>2 Judge at the Start</p> <p>2.1 Communications — Before taking up their duties, the Judge at the Start shall ensure that the radio and telephone link with the Starter and between the aligner and the officials on the starting</p>	
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	<p>with the Umpire to assure them self that the latter is ready.</p> <p>RULE 97 THE UMPIRE</p> <p>The Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, they shall endeavour to ensure that no crew gains any advantage or suffers any disadvantage from its opponents or from outside interference.</p> <p>Where the Umpire considers that a crew has been significantly impeded, they shall endeavour to ensure that its chance is restored to it. They shall impose appropriate penalties on crews at fault whether or not prior warning or notification has been given to those crews. The Umpire shall not give any steering indications to crews, except as may be required to assist with the avoidance of accidents and to prevent crews from being interfered with by their opponents.</p> <p>If necessary, the Umpire may stop the race, impose any necessary penalties and order the race to be re-rowed from the start, either immediately or later. In the latter case, they shall decide on the new starting time in consultation with the President of the Jury and they shall inform the crews concerned.</p> <p>The Umpire may also allow the race to continue and exclude crews after the race has finished. They may confine any re-row to such</p>	<p>platforms is in working order. The Judge at the Start sits at the front of the aligner's hut, in line with the start line.</p> <p>2.2 Aligning — The Organising Committee shall appoint the aligner and the officials on the starting platforms as required. The aligner instructs these officials to adjust the position of the boats until they are correctly aligned. If a separate person, the aligner sits behind the Judge at the Start, in line with the start line, seated on a higher (30cm) chair or platform, looking over the head of the Judge at the Start.</p> <p>2.3 The Judge at the Start checks that the aligner has positioned all the boats with their bows exactly on the start line. When they are satisfied that this is the case they indicate this to the Starter by raising their white flag. (Where a white and red light are available for this purpose, the Judge at the Start shall use these lights in place of the white and red flags.) Should correct alignment be lost during the subsequent starting procedure they shall lower their flag or switch off the white light until the boats are realigned.</p> <p>2.4 False Start — The Judge at the Start, the Starter and the Umpire shall follow the procedure outlined in Rule 74.</p> <p>2.5 Contact with the Umpire — Before the start, the Judge at the Start shall make contact with the Umpire to assure them self that the latter is ready.</p> <p>RULE 97 THE UMPIRE</p> <p>The Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, they shall endeavour to ensure that no crew gains any</p>	
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	<p>crews as they shall designate. However, when the Umpire considers that the impediment has not affected the result of the race, or considers the effect of the impediment was not significant, they may decline to order a re-row of the race or of the crews involved in the incident.</p> <p>Zonal Umpiring – RA may decide that at an RA event, advised through the Technical Delegate, umpiring of some races shall be carried out from boats which are stationary or which do not follow the whole race or by umpires stationed on the land adjacent to the course, and shall issue instructions and guidelines accordingly.</p> <p>Where the President of the Jury considers that weather or other conditions are such that zonal umpiring is about to put the safety of crews at risk they may decide to revert to dynamic umpiring for the remainder of that racing session.</p> <p>By-Laws to RULE 97 — Duties of the Umpire</p> <p>1 Precedence — Except for the duties specifically attributed to them, both the Starter and the Judge at the Start are subordinate to the Umpire.</p> <p>2 Duties on the Way to the Start — On the way to the start, the Umpire shall inspect the course installations to ensure that they are in proper order and shall satisfy them self that</p>	<p>advantage or suffers any disadvantage from its opponents or from outside interference.</p> <p>Where the Umpire considers that a crew has been significantly impeded, they shall endeavour to ensure that its chance is restored to it. They shall impose appropriate penalties on crews at fault whether or not prior warning or notification has been given to those crews. The Umpire shall not give any steering indications to crews, except as may be required to assist with the avoidance of accidents and to prevent crews from being interfered with by their opponents.</p> <p>If necessary, the Umpire may stop the race, impose any necessary penalties and order the race to be re-rowed from the start, either immediately or later. In the latter case, they shall decide on the new starting time in consultation with the President of the Jury and they shall inform the crews concerned.</p> <p>The Umpire may also allow the race to continue and exclude crews after the race has finished. They may confine any re-row to such crews as they shall designate. However, when the Umpire considers that the impediment has not affected the result of the race, or considers the effect of the impediment was not significant, they may decline to order a re-row of the race or of the crews involved in the incident.</p> <p>Zonal Umpiring – RA may decide that at an RA event, advised through the Technical Delegate, umpiring of some races shall be carried out from boats which are stationary or which do not follow</p>	
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	<p>there are no obstacles on the course or wash from other motor boats affecting the course. They also make certain that any crews on the water are following the prescribed traffic rules. Should they find any defect in the installations or any other problems, they shall inform (e.g. by radio from the start if necessary) the President of the Jury and they shall also inform any crews concerned.</p> <p>3 Duties during the Starting Procedure — During the starting procedure, the Umpire's launch should in principle either be immediately beside the Judge at the Start or behind the crews, in the centre of the course. Should the start for any reason be faulty, other than for a false start for which the Judge at the Start is alone responsible, the Umpire may order the Starter to stop the race or may stop it themselves by ringing a bell and waving their red flag.</p> <p>4 As soon as the race has started, the Umpire's launch shall follow immediately the competitors in the centre of the course.</p> <p>5 Position of the Umpire's Launch — During the race, the Umpire must ensure that their launch is so placed as best to enable him to take action as effectively as possible. The position of the Umpire's launch depends on the progress of the race and the progression of the crews to subsequent rounds; it may also depend on weather conditions. The Umpire must satisfy them self that crews whom they may wish to</p>	<p>the whole race or by umpires stationed on the land adjacent to the course, and shall issue instructions and guidelines accordingly.</p> <p>Where the President of the Jury considers that weather or other conditions are such that zonal umpiring is about to put the safety of crews at risk they may decide to revert to dynamic umpiring for the remainder of that racing session.</p> <p>By-Laws to RULE 97 — Duties of the Umpire</p> <p>1 Precedence — Except for the duties specifically attributed to them, both the Starter and the Judge at the Start are subordinate to the Umpire.</p> <p>2 Duties on the Way to the Start — On the way to the start, the Umpire shall inspect the course installations to ensure that they are in proper order and shall satisfy them self that there are no obstacles on the course or wash from other motor boats affecting the course. They also make certain that any crews on the water are following the prescribed traffic rules. Should they find any defect in the installations or any other problems, they shall inform (e.g. by radio from the start if necessary) the President of the Jury and they shall also inform any crews concerned.</p> <p>3 Duties during the Starting Procedure — During the starting procedure, the Umpire's launch should in principle either be immediately beside the Judge at the Start or behind the crews, in the centre of the course. Should the start for any reason be faulty, other than for a false start for which the Judge at</p>	
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	<p>address can hear them. Should it be necessary to overtake one or more crews, they must see to it that they are not hampered more than is necessary by the wash of their launch.</p> <p>6 Type of Race — The Umpire's decision may be influenced by the type of race (heat, repêchage, quarter-final, semi-final or final). They must therefore take this factor as well as the position in the subsequent races into account in considering any action which they may take under these rules.</p> <p>7 Safety — The Umpire shall take every care to ensure the safety of the competitors and they must do their utmost to prevent damage to boats and equipment. When necessary, they may call a crew's attention by raising their white flag, stating the name of the crew, and stop it by giving the command "Stop". Should one or more competitors fall into the water or should any boat capsize or sink, the Umpire must satisfy him or herself that the rescue service is in action and, if not, they shall remain with the capsized crew until they are satisfied that all the members are safe and the rescue service is present.</p> <p>8 Adverse Weather — In the case of squalls or sudden deterioration of the weather, it is the responsibility of the Umpire to decide if the race may be started, is to continue or if it is to be stopped. The safety of the competitors is more important than any of the provisions of the Rules of Racing.</p>	<p>the Start is alone responsible, the Umpire may order the Starter to stop the race or may stop it themselves by ringing a bell and waving their red flag.</p> <p>4 As soon as the race has started, the Umpire's launch shall follow immediately the competitors in the centre of the course.</p> <p>5 Position of the Umpire's Launch — During the race, the Umpire must ensure that their launch is so placed as best to enable him to take action as effectively as possible. The position of the Umpire's launch depends on the progress of the race and the progression of the crews to subsequent rounds; it may also depend on weather conditions. The Umpire must satisfy them self that crews whom they may wish to address can hear them. Should it be necessary to overtake one or more crews, they must see to it that they are not hampered more than is necessary by the wash of their launch.</p> <p>6 Type of Race — The Umpire's decision may be influenced by the type of race (heat, repêchage, quarter-final, semi-final or final). They must therefore take this factor as well as the position in the subsequent races into account in considering any action which they may take under these rules.</p> <p>7 Safety — The Umpire shall take every care to ensure the safety of the competitors and they must do their utmost to prevent damage to boats and equipment. When necessary, they may call a crew's attention by raising their white flag, stating the name of the crew, and stop it by giving the</p>	
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	<p>9 Clothing — When officiating, the Umpire shall stand upright in their launch and wear the prescribed clothing.</p> <p>10 Coaching — As coaching with electric, electronic or other technical devices is not allowed during racing, the Umpire must make a regular check on the area adjacent to the course.</p> <p>11 Overall Ability, Coaching — The Umpire must keep themselves informed on rowing questions in general. As coaching with electric, electronic or other technical devices is not allowed during racing, the Umpire must make a regular check on the area adjacent to the course.</p> <p>12 Zonal Umpiring — For zonal umpiring, the President of the Jury shall designate the points along the course at which the umpires shall be positioned and shall give such instructions as are necessary, including for contingency or other situations. Zonal umpires when stationed in boats, may move to the centre of the course after the race has passed to confirm that all crews are within their lanes and shall then return to their designated position. If the umpire considers that any crew is about to interfere with another crew the umpire may follow the race for such distance as they consider necessary to take the appropriate actions under these rules.</p>	<p>command "Stop". Should one or more competitors fall into the water or should any boat capsize or sink, the Umpire must satisfy him or herself that the rescue service is in action and, if not, they shall remain with the capsized crew until they are satisfied that all the members are safe and the rescue service is present.</p> <p>8 Adverse Weather — In the case of squalls or sudden deterioration of the weather, it is the responsibility of the Umpire to decide if the race may be started, is to continue or if it is to be stopped. The safety of the competitors is more important than any of the provisions of the Rules of Racing.</p> <p>9 Clothing — When officiating, the Umpire shall stand upright in their launch and wear the prescribed clothing.</p> <p>10 Coaching — As coaching with electric, electronic or other technical devices is not allowed during racing, the Umpire must make a regular check on the area adjacent to the course.</p> <p>11 Overall Ability, Coaching — The Umpire must keep themselves informed on rowing questions in general. As coaching with electric, electronic or other technical devices is not allowed during racing, the Umpire must make a regular check on the area adjacent to the course.</p> <p>12 Zonal Umpiring — For zonal umpiring, the President of the Jury shall designate the points along the course at which the umpires shall be</p>	
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	<p>13 Where zonal umpiring is in force, the provisions of this By-Law shall refer to each of the umpires responsible for their respective zone and outside where appropriate. The extent to which zonal umpires carry out their duties shall be subject to their location and consequent ability to oversee the race.</p> <p>RULE 98 JUDGES AT THE FINISH</p> <p>The Judges at the Finish shall determine the order in which the bows of the boats cross the finish line. They shall ascertain that the race was in order. They shall be responsible for validating the results.</p> <p>By-Laws to RULE 98 — Duties of the Judge at the Finish</p> <p>1 Duties - The duties of the Judges at the Finish are as follows:</p> <p>1.1 determine the order in which the bows of the boats cross the finish line;</p> <p>1.2 satisfy themselves that the Umpire has indicated, by raising their white flag, that the race was in order and to indicate to the Umpire acknowledgement of their signal by raising a white flag or displaying a white light;</p> <p>1.3 list the crews in their correct order of finish;</p> <p>1.4 check that the official results on the result sheet and on the scoreboard are correct.</p> <p>2 The senior Judge at the Finish shall sign the official record of the results.</p> <p>3 Position —As a general rule, there shall be at</p>	<p>positioned and shall give such instructions as are necessary, including for contingency or other situations. Zonal umpires when stationed in boats, may move to the centre of the course after the race has passed to confirm that all crews are within their lanes and shall then return to their designated position. If the umpire considers that any crew is about to interfere with another crew the umpire may follow the race for such distance as they consider necessary to take the appropriate actions under these rules.</p> <p>13 Where zonal umpiring is in force, the provisions of this By-Law shall refer to each of the umpires responsible for their respective zone and outside where appropriate. The extent to which zonal umpires carry out their duties shall be subject to their location and consequent ability to oversee the race.</p> <p>RULE 98 JUDGES AT THE FINISH</p> <p>The Judges at the Finish shall determine the order in which the bows of the boats cross the finish line. They shall ascertain that the race was in order. They shall be responsible for validating the results.</p> <p>By-Laws to RULE 98 — Duties of the Judge at the Finish</p> <p>1 Duties - The duties of the Judges at the Finish are as follows:</p> <p>1.1 determine the order in which the bows of the boats cross the finish line;</p> <p>1.2 satisfy themselves that the Umpire has</p>	
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	<p>least two judges, one of them the senior judge, at the finish. They shall be positioned so as to enable them to carry out their responsibility to determine the finish order.</p>	<p>indicated, by raising their white flag, that the race was in order and to indicate to the Umpire acknowledgement of their signal by raising a white flag or displaying a white light; 1.3 list the crews in their correct order of finish; 1.4 check that the official results on the result sheet and on the scoreboard are correct. 2 The senior Judge at the Finish shall sign the official record of the results.</p> <p>3 Position —As a general rule, there shall be at least two judges, one of them the senior judge, at the finish. They shall be positioned so as to enable them to carry out their responsibility to determine the finish order.</p>	
Appendix 7	Masters Event Regulations		Updated to be a complete detail of the masters event handicaps
Appendix 17			Inclusion of detail from "Boats and Equipment"
Appendix 18			Inclusion of detail from "Boat Weighing"
Appendix 19			Inclusion of detail from "Regatta Roles"
Appendix 20			inclusion of detail from "Duties of the Umpires"