

Notice to the National Federations

FISA COASTAL ROWING REGULATIONS 2011

Departures from FISA Rules of Racing and related Bye Laws

Since 2007 when the last regulations were published considerable changes have taken place within coastal rowing. As the sport matures and grows around the world, we have tried to take the best of the past, to learn from other sports and to predict the future. The changes to the regulations are designed to allow the coastal rowing to continue to grow and to find its own unique place in the sporting landscape.

Some of the changes are small changes to improve what we already have. Some of the changes will provide greater flexibility to the event organisers to design courses that will tax rower's skills. Some of the changes, like beach starts are very developmental and are looking to the future.

Coastal rowing is still a young sport and the World Rowing Coastal Championships have only been held for 4 years. These regulations will continue to be refined as the sport matures and we welcome the support and advice from National Federations and rowers alike.

The FISA Coastal Rowing Regulations as approved by FISA Council are the departures to the FISA Rules of Racing and will come into effect for the 2011 World Rowing Coastal Championships in Bari, Italy in October 2011.

Guin Batten
Chair of R4A Commission

Note:

This notice should be accompanied by FISA COASTAL ROWING REGULATIONS 2011, Departures from FISA Rules of Racing and related Bye Laws.

FISA COASTAL ROWING REGULATIONS at August 2011

Departures from FISA Rules of Racing and related Bye Laws

Rules applying to international regattas shall apply to international coastal rowing regattas and rules applying to World Championship regattas shall apply to FISA Coastal Rowing Championship regattas except as provided in these Regulations, which are approved by the FISA Council as Departures from the Rules.

PART I - SCOPE

Regulation, Rule 1: Rowing, Boats, Regattas

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

Regulation, Rule 2: Application

These Regulations apply to International Regattas for coastal rowing and FISA Coastal Rowing Championship regattas together with and not in exclusion of the FISA Rules of Racing.

Regulation, Rule 4 – FISA Coastal Rowing Championships

FISA Coastal Rowing Championships shall be held every year.

Regulation, Rule 5 – Attribution of FISA Coastal Rowing Championships

In principle, three years in advance, the FISA Rowing for All Commission shall select the most suitable candidate to host the FISA Coastal Rowing Championships and propose it to the Council for approval.

PART II – ROWERS AND COXSWAINS

Regulation, Rule 18 – Commitment

Rowers may only compete at FISA Coastal Rowing Championship regattas if they have submitted a signed commitment form, according to Article 56.

Each team official must have submitted a signed commitment form to FISA before accreditation may be issued at the event.

Regulation, Rule 19 – Age Categories

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

1. Seniors

Regulation, Rule 20 – Additional Categories

Except for the age categories, FISA does not recognise any additional categories for Coastal rowing

PART III – CLASSES OF BOAT

Regulation, Rule 30 – Classes of Boat

The following classes of boat are recognised by FISA for coastal rowing:

Single (C1x)

Double (C2x)

Coxed Quadruple Sculls (C4x+)

Coxed Four (C4+)

Regulation, Rule 31 – FISA Coastal Rowing Championships Boat Classes

FISA Coastal Rowing Championships are held in the following events:

Men (M) C1x, C2x, C4x+

Women (W) C1x, C2x, C4x+

PART IV – BOATS AND CONSTRUCTION

Regulation, Rule 33 – Construction of Coastal Rowing Boats

Coastal Rowing boats used in International Coastal Rowing Regattas and FISA Coastal Rowing Championships must meet the following three measurement requirements:

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

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

	Maximum Length	Minimum Weight
C1x	6.00 m	35 kg
C2x	7.50 m	60 kg
C4+, C4x+	10.70 m	150 kg

There is no minimum length for Coastal Rowing boats.

The minimum permitted widths are as follows:

Boat Type	Width Overall (1)	Secondary Beam Measurement Point	
		Height of Measurement Point above deepest point of boat	Width at Measurement Point (2)
C1x	0.75m	0.19m	0.55m
C2x	1.0m	0.23m	0.70m
C4+, C4x+	1.3m	0.30m	0.90m

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

In addition to the flotation requirements referred to in Bye-Law to Rule 33 and in the “Minimum Guidelines for the Safe Practice of Rowing”, coastal rowing boats should be constructed with three (3) watertight compartments. These compartments may have watertight hatches or ports for access to these areas.

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

Traditional Coastal Rowing Boats of Different Design

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

Requirements for Coastal Rowing Boats and Equipment

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

In particular:

(a) Boats must meet the minimum flotation standards set down by FISA, either with the required watertight compartments or built-in flotation utilising bags or tanks. (At an international coastal rowing regatta where the Organising Committee accepts entries from traditional coastal rowing boats exceptions to the FISA Flotation Guidelines may be made by the Organising Committee for a class of boats if the boats meet all other safety requirements.)

(b) Boats must carry a life jacket for every crew member, of a type which meets recognized international standards. Coxswains must wear a life jacket at all times in the boat;

(c) Boats must have a towing eye located approximately 100mm above the loaded waterline on the bow fitted with a 15m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with crew members on board in strong wind and sea conditions. The loose end of the line must be within hand-reach of a rower for the purpose of throwing to a rescue boat if required;

(d) Any ballast must be fixed securely to the structure of the boat.

(e) During Coastal rowing races, for safety reasons each boat shall be permitted to carry such radio or telecommunication equipment as permitted or required by the Organising Committee or by other maritime authorities for such events.

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

Boat Registration Numbers

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

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

At a FISA Coastal Rowing Championships the registration identification numbers shall be allocated by the organizing committee.

Crew Racing Numbers

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

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

Regulation, Rule 34 – Boat Weights

The defined minimum weights for boats used in International Coastal Rowing regattas and FISA Coastal Rowing Championships shall be as set out in Regulation, Rule 33 of these Regulations.

PART V – COURSES

Regulation, Rule 35 – Characteristics & Design

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

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

The length of course shall be as provided in Regulation, Rule 36.

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

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

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

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

Course Markers

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

(b) For safety purposes, wherever buoys are used to mark the turning points, the Organising Committee should, wherever possible, use floating marker-type buoys rather than existing solid moorage buoys and beacons;

(c) The Organising Committee shall take all necessary precautions in setting out the course markers and the course to avoid any risks of boats grounding in shallow waters, including by clearly marking such areas and placing warning buoys in the appropriate locations.

Start and Finish Lines

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

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

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

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

Regulation, Rule 36 – Length of the Course

a) **International coastal rowing regattas** - In principle there is no specified racing distance and this may vary from regatta to regatta. However, the length of the course in each case shall be shown in the FISA International Regatta Calendar (Rule 15) and shall be notified to all participants in the Notice of Regatta. The racing distance may be changed by the President of the Jury in the case of adverse weather conditions, in consultation with the Organising Committee.

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

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

Regulation, Rule 37 – Number of Lanes

Coastal rowing regattas shall normally be raced without limit to the number of crews in each race. This will be subject to the dimensions of the start line, the length of the course and all safety considerations, including weather conditions and provision of safety boats. There shall be no delineated lanes. Where there is a limit on the width of the start line, the Organising Committee shall indicate in the Notice of Regatta and in the information to crews the maximum number of boats which can be accommodated on the start line at one time in any category in accordance with the Regulation, Rule 62 in these Regulations.

PART VI – ORGANISATION OF REGATTAS

SECTION 4 – Safety and Fairness

Regulation, Rule 55 – Safety – General Principles

a) Race Director

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

b) Crew Captains' Meeting

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

c) Rowers' Obligations

(i) General obligations

All rowers and coxswains must:

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

(ii) Crew Captain's obligations

According to international maritime law, all sea-going vessels must have one person responsible for safety and navigation. In coastal rowing, this will be one member of the crew who will be designated the "Crew Captain". The designated Crew Captain for every boat shall be notified to the Organising Committee in writing at the time of the crew's Registration under Rule 33. Such notification is the responsibility of the national federation or the club in whose name the crew is entered, and the crew concerned. Any crew for which a Crew Captain has not been notified shall not be permitted on the water.

The Crew Captain shall be responsible to:

Before every outing:

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

During the outing:

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

After the outing:

- inform the Control Commission of the return of the crew;
- complete the register to indicate the crew's return.

d) Special Coastal Rowing Safety Considerations

(i) General Rules of Circulation

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

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

(ii) Important rules for rowing at sea

Rowing boats must not hinder the passage of:

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

(iii) Avoiding collisions:

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

e) Shelters

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

f) Capsizing

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

SECTION 5 - The Draw and Progressing to the Finals

Regulation, Rule 62 – FISA Progression System

The Organising Committee shall stipulate the maximum number of crews which can be accommodated on the Start line at one time in accordance with Regulation, Rule 37 in this document. Should the number of crews taking part in an event exceed the number of positions available on the Start line, a system of heats shall be adopted. In such case, the number of crews progressing to the next round from each heat shall be the number of available places on the Start line divided by the number of heats which are required. The number of crews in each heat shall be as equal as possible and the same number of crews from each heat shall progress to the next round.

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

The Organising Committee in the case of international Coastal Regattas, and FISA in the case of FISA Coastal Rowing Championships, may place a limit on the number of boats in each heat and /or the number of boats to progress to the Final. In principle the minimum number of boats in the Final should be eight (8) in any one event and the maximum will be equal to the number of available boats or space available. Such information shall be included in the Notice of Regatta and shall be included in all information given to crews before the regatta.

Regulation, Rule 63 – The Draw and Determining the Lanes

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

However, for beach starts where the line of the start is not perpendicular to the first turning marker, crews' starting positions will be allocated by the jury by random draw, where there has been a preliminary round the positions shall be allocated based on the ranking of crews in the preliminary round with the higher ranking crews at the end nearest to the first turning marker; and if there is seeding of crews at the FISA Coastal Rowing Championships, the higher seeded crews shall, in the first round of the event only, be allocated starting positions at the end nearest to the first turning marker.

Regulation, Rule 66 – Adverse Weather Conditions

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

This may include reducing the maximum number of boats in races. If the number of boats in a race is reduced under this Regulation, the President of the Jury may use the ranking in the preliminary heats to seed the races or, if there have been no preliminary heats, the crew ranking issued by the National Federation shall be used.

SECTION 6 – The Start

Regulation, Rule 67 – At the Start

There shall be no start zone in Coastal Rowing events for the purpose of equipment damage.

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

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

Regulation, Rule 68– The Starting Procedure

a) The Start (floating)

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

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

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

The Judge at the Start shall be responsible to identify any boats which are on the course-side of the Start Line at the time the start signal is given. He shall immediately notify the Starter and Umpires of his decision in this regard and the offending crews shall be notified in accordance with Regulation, Rule 69.

The starting procedure shall be as follows:

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

(ii) It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not be obliged to give any instructions to crews in this regard prior to the start signal being given. Crews in the Start area shall at all times closely follow the instructions of the Starter or Umpire. Any crew not following such instructions may be penalized. After giving the 3-minute, 2-minute and 1-minute signals respectively as provided in paragraphs (iii), (vi) and (vii) of this Regulation, the Starter may start the race at the given time without reference to the position of any crew.

(iii) Three minutes before the start, the Starter shall simultaneously

- hoist three balls one above the other (each ball shall have white cross on a red back ground, be clearly visible from the Start line and shall be not smaller than 50cm in diameter); and
- sound a hooter in 3 clear, short blasts.

(iv) All boats shall remain close to the start. At the expiry of the 3 minutes the start can be given even if some boats have not reached the start position.

(v) Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge at the Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.

(vi) Two minutes before the start time, the Starter shall simultaneously

- hoists two balls; and
- sound a hooter in two clear, short blasts;

Departures from FISA Rules of Racing and related Bye Laws

FINAL 110811

(vii) One minute before the start, the Starter shall simultaneously

- hoists a single ball; and
- sound a hooter in one clear, short blast

(viii) At the Start time, the Starter shall give the signal to start by standing clearly visible, raising and dropping in one downward motion the start flag.

Simultaneously

- dropping the single ball and
- sounding a hooter in one long blast

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

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

Summary table of starting sequence

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

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

b) Delays of Start

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

(c) Beach Starts

- i) The boats shall be lined up on the beach near the water's edge. If under Regulation, Rule 63 the starting position of boats has been allocated, the boats shall line up and start in accordance with those positions.
- ii) The Starter shall direct the crews to float and hold their boats approximately 10m apart at the edge of the water. All crew members shall be standing in the water next to their boats. The Starter shall then order the crews to get ready and bring their boats into line. The stern of the boat should be in line with the beach. The Judge at the Start shall be the sole judge of whether the boats are in line.
- iii) It is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be penalised by the Starter or the Umpire.
- iv) The start procedure will be the same as for the floating start. The signal at three minutes shall be given after the Starter has instructed crews to float their boats.

Regulation, Rule 69 – False Start

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

Consequences of a false Start

a) Individual false start

A crew committing an false start shall be allowed to continue with the race but shall be awarded a time penalty of 2 minutes and shall be immediately informed of the penalty by the Umpire in the manner set out in Regulation Rule 92.

b) Mass false start

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

SECTION 7 - During the Race

Regulation, Rule 71 – Damage while in the Start Zone

There shall be no start zone designated in coastal rowing events. Crews shall abide by their own damage at all times after the start of the race.

Regulation, Rule 72 – Responsibility of Rowers

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

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

Regulation, Rule 73 – Interference

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

a) Rules of Giving Way

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

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

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

b) Collisions

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

c) Overtaking

It is the responsibility of a crew overtaking another crew to avoid interfering with the crew being overtaken; A crew which is being overtaken must maintain its course and shall not interfere with the overtaking crew.

If a crew being overtaken obstructs or interferes with the overtaking crew by changing its course or in any other manner, the Umpire may penalise the crew causing obstruction or interference or hindrance by awarding a time penalty of 60 seconds, or may exclude the crew or take other appropriate measures under the rules.

d. Rounding of a Turning Marker

At the turning marks, rules relating to interference and overtaking under this regulation shall apply. A boat has right of way over another boat at a turning mark if, before either boat begins to turn the mark, it has an overlap of the other boat and is on the inside of the turn. The right of way shall continue until the turn is completed by both boats. An overlap for the purpose of this regulation shall mean that the bow of one boat is overlapping the stern of another and the extent of that overlap is not relevant to this relation. Where a boat has right of way under this regulation, the other boat or boats shall give way or shall be subject to penalties for interference.

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

SECTION 8 – The Finish

Regulation, Rule 75 – Finish of the Race

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

Where, in accordance with Regulation, Rule 35, a beach finish is provided, a crew shall have finished the race when one or more members of the crew has crossed the line or touched the flag on the beach as required. For beach races all crew members must start and arrive at the beach.

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

Regulation, Rule 77 – Dead Heats

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

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

b) 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.

SECTION 9 – Protest, Outcome of Protests, Appeals

Regulation, Rule 79 – The Outcome of the Protest

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

- a) reprimand
- b) time penalty
- c) Yellow Card (applying to the next round in which the crew competes)
- d) relegation where specifically provided in these Rules
- e) Red Card or exclusion (from all the rounds of the event in question)
- f) disqualification (from all events in the regatta)

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

SECTION 10 – The Jury

Regulation, Rule 82 – Composition of the Jury

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

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

The President of the Jury, the Starter, the Judge at the Start, the Race Umpire, senior Judge at the finish and the senior member of the Control Commission shall each hold an International Umpire's licence.

1. International Coastal Rowing regattas – The Jury shall be appointed by the organising committee.
2. FISA Coastal Rowing Championships - The Jury shall be appointed and supervised by the FISA Umpiring Commission.

Regulation, Rule 86 – President of the Jury

The President of the Jury shall allot duties to each member of the Jury and shall supervise their activities. He shall take the chair at meetings and ensure proper co-ordination with the Organising Committee. He shall cooperate closely with the Race Director.

Regulation, Rule 87 – Exceptional Cases

International Coastal Rowing regattas and FISA Coastal Rowing Championships – Should it be necessary to take decisions in exceptional cases, the President of the Jury shall appoint and preside over a body to make such decisions.

Regulation, Rule 89 – Penalties

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

- a) reprimand
- b) time penalty
- c) Yellow Card (applying to the next round in which the crew competes)
- d) relegation where specifically provided in these Rules
- e) Red Card or exclusion (from all the rounds of the event in question)
- f) disqualification (from all events in the regatta)

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

Regulation, Rule 91 – The Starter and the Judge at the Start

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

There shall be no Aligner. Except for a beach start, the Judge at the Start shall not be obliged to give instructions to any crew on their alignment at the Start. It is wholly the responsibility of the crews not to be on the course side of the Start Line at the time the start signal is given.

Regulation, Rule 92 – The Umpire

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

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

Departures from FISA Rules of Racing and related Bye Laws

FINAL 110811

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

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

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

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

Regulation, Rule 93 – Judges at the Finish

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

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

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

Regulation, Rule 94 – Control Commission

In addition to its other duties, the Control Commission at coastal rowing events shall check the correct display of the boat registration numbers and that the numbers required to be worn by crew members are correctly displayed and shall record the details as required by Regulation, Rule 33.

END