

RULES OF RACING - CONTENTS

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APPENDIX A: ESSENTIAL EQUIPMENT

Any reference in these rules to "Row Safe" or "A Guide to Safe Practice in Rowing" shall be taken as a reference to the ARA Water Safety Code until such time as the ARA Water Safety Code is superseded by "Row Safe, A Guide to Safe Practice in Rowing".

1. GENERAL

1.1 Introduction

1-1-1 Title

These Rules are established by the Amateur Rowing Association, and shall be known as the ARA Rules of Racing.

1-1-2 Purpose

The purposes of these Rules are to :

- provide a basis for safe, fair and equal racing
- ensure that due notice is taken of the ARA 'Row Safe' document: A Guide to Safe Practice in Rowing, the provisions of which shall take precedence at all times
- provide a consistent framework for the regulation and organisation of Regattas and other rowing events

1-1-3 Interpretation

These Rules shall be interpreted to effect the purpose described in rule 1-1-2 above. Wherever possible, provisions of these Rules should be interpreted consistently with each other. Where such interpretation is not possible, the more specific should prevail over the general, and provisions regarding safety shall take precedence over any other provision.

1-1-4 Scope

These Rules shall apply to all rowing and sculling races, events and regattas that are registered by the ARA. No member of a club affiliated to the ARA may compete in any rowing race or event other than one that is subject to the ARA Rules of Racing or those of a body recognised by the ARA or FISA. It is accepted that affiliated clubs and individual registered members of the ARA may take part in Festivals, River Pageants, Charity Rows etc.

1-1-5 Situations NOT Covered

In situations not covered by these Rules, Key Race Officials (as defined in Rule 2-1-5) are empowered to make such decisions and to give such instructions as are necessary to carry out their responsibilities, and to effect the purposes described in Rule 1-1-2. Such situations and decisions shall be reported to the National Competition Committee, within five days.

1.2. Definitions

The following definitions shall apply throughout these Rules:

- ARA** means 'The Amateur Rowing Association Ltd.'
- Attention**, when used by the Starter shall mean: ' You must now be ready to Race'.
- Bumping Race** shall mean a processional race where the order of finishing is determined by bumping or overtaking.
- Circulation Pattern** describes the compulsory directions of travel in various areas and lanes in and around a course that are available for competitors' use during racing and practice on the water.
- Coxbox** shall mean apparatus carried by a coxswain to enable him to be heard by his crew and to enable him to measure the speed of the boat and the rating or cadence achieved by his crew.
- Crew** shall mean an entity comprised of one or more competing rowers with or without coxswain who group together for the purpose of competing in a race or an event at a regatta. A crew shall be considered an entity subject to these Rules, and members of a crew shall be collectively responsible for its conduct at the race, event or regatta. The crew must be composed of ARA registered members of a club or clubs affiliated to the ARA, and this club or clubs is/are also responsible for the conduct of crews competing under their names.
- Dead-weight** shall mean that additional weight that a coxswain may have to take with him to bring his total weight up to the required minimum for the event.
- Doping** consists of the use, whether intentional or negligent, of any one or more prohibited therapeutic substances, or of blood or blood products, and/or of pharmacological, physical or chemical manipulation aimed at making these substances difficult to detect as indicated in ARA's Code for the Misuse of Drugs.
- Double** means that a crew enters more than one event in the same regatta.
- Event** shall mean a race, series of races or timed event, including all heats, repêchages, finals etc., that together determine the winner and, if appropriate, the order of placement in a particular class of competition.
- FISA** shall mean the 'Fédération Internationale des Sociétés d'Aviron'.
- Head Race** shall mean a race in which the participating crews start to race at different times and where the order of finish is determined by comparison of elapsed times taken to cover the prescribed course.
- Italic type** in these Rules, shall indicate comment or explanation, rather than Rules.

- n. The **Masculine** shall include the feminine and vice-versa, except where the contrary appears specific.
- o. **May** when used in describing the duties of officials in these Rules implies the exercise of discretion and judgement in the light of training, knowledge and experience.
- p. **Not Rowed Out** A verdict used when one or more crew in a race fails to continue racing throughout the course to the finish.
- q. **Official Warning** A penalty that may be given by a Key Race Official for any of a number of infringements of the Rules of Racing or the **Guide to Safe Practice in Rowing** that shall be taken into account at the Start of a crew's next race. Two such warnings for one race shall lead to automatic disqualification.
- r. **Organising Committee** The group of people who take responsibility for the organisation and running of a Regatta or an Event.
- s. **Programme or Race Controller** An official appointed by a Regatta Organising Committee to control and adjust the programme of races on the day of the event.
- t. **Private Match**
A competition arranged solely between the clubs or competitors concerned. There shall be no advertising for entries and no more than four clubs shall compete unless specific permission has been granted by the National Competition Committee. Organising club(s) should note that the competition requirements of the ARA **Guide to Safe Practice in Rowing** will apply and appropriate insurance cover is required.
- u. **Public Warning** A penalty that may be awarded by the Chairman of the Race Committee which involves the announcement of an 'Official Warning' and the circumstances of the offence and the name of the crew or club involved, over the public address system at the Regatta.
- v. **Racing Licence** is the card issued annually to all paid up ARA registered members and includes that member's rowing and sculling points at the time of issue.
- w. **Regatta** A group of one or more Events managed by one Organising Committee.
- x. **Rowing** shall imply both sweep-oared and sculling, except where the contrary appears specific.
- y. **Umpire** One who is qualified by examination as approved by the ARA, SARA, WARA or FISA and is licensed to umpire at ARA affiliated Events and Regattas.
- z. **Unsportsmanlike Conduct or Behaviour** shall include, failure to heed the instruction of a Race Official, use of obscene language or gestures; delaying the start of a race without just cause; disregard of the principles of Safety or of fairness; or abusive behaviour towards any official, competitor or spectator.

2. CONDUCT OF THE RACE

2.1 Race Officials

2-1-1 Primary Duties of Officials

- a. It is the primary duty of every Race Official to care for the safety of competitors, officials, other water users and the public at large.
- b. Subject to 'a' above, it is the duty of all Umpires to ensure that all crews have a fair and equal opportunity of winning.
Where a crew has been, or is about to be affected by unfair advantage or disadvantage. Umpires may act to restore fair racing conditions, and fair and equal opportunities to win. Umpires should be clear that any action they take to restore an opportunity to win, should not, ideally, penalise any blameless crew or unnecessarily penalise a clear winner. This is of course not always possible to achieve. Crews must abide by their own mistakes, especially where watermanship, maintenance of equipment or the effects of injudicious doubling up are involved.

2-1-2 Safety Adviser

Before a Regatta, the Organising Committee shall appoint a Safety Adviser who shall become a member of the Organising Committee and shall advise it on the implementation of the ARA [Guide to Safe Practice in Rowing](#) at the Regatta. There is a general commitment that all officials should ensure that racing takes place in safe conditions (2-1-1 and 2-5-1 etc). Racing must be postponed or abandoned if the Safety Adviser and/or a Race Umpire decides that conditions are unsafe.

2-1-3 The Race Committee

- a. Before a Regatta, the Organising Committee shall appoint a Race Committee of at least three licensed umpires, one of whom shall be designated as Chairman. The Chairman of the Race Committee shall be a member of the Organising Committee and shall be responsible to it for the application of the ARA Rules of Racing at the Regatta.
Where a Regatta is bank-umpired, the Co-ordinating Umpire (see 2-1-5b) shall be a member of the Race Committee.
- b. The Race Committee shall take any decisions on the conduct of racing not in the province of an officiating umpire and shall hear any protests to the Organising Committee; however, the Race Umpire remains responsible for the conduct and outcome of the race.
Within the Organising Committee the Chairman of the Race Committee should act as the authority on the application of the Rules of Racing and should be ready to advise on any aspect of the preparation for, and running of the Regatta where the Rules have an impact or wherever there is a need to consider 'fair and equal conditions' for racing. During the Regatta, the members of the Race Committee should always be available to any Umpire for support and advice and to receive suggestions for the improvement of conditions for racing.
Examples of Race Committee decisions might include:
 - suspension of racing for safety reasons
 - alterations to the course following changes to stream or wind
 - action, as the representatives of the Organising Committee, of disciplinary measures under rule 2-7-5 b.

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

2-1-4 Duties of the Chairman of the Race Committee

- a. Ensure that the Organising Committee plans the Regatta in accordance with the ARA Rules of Racing.
- b. In collaboration with the Organising Committee shall appoint or approve the appointment of all appropriate race officials, and their duties; ensure they are briefed and equipped to carry out their duties.
- c. In collaboration with the Organising Committee shall develop and publish any local rules to supplement the ARA Rules of Racing at the Regatta.
- d. Take all decisions concerning racing and the application of these Rules that are not in the jurisdiction of a Race Umpire or another qualified race official, and hear any protest, either himself or with the assistance of all, or any, of the Race Committee, to whom he may delegate such actions.
If the Chairman, or any member, of the Race Committee acts as a Key Race Official, and a protest arises concerning a decision of his in that capacity, he should delegate the hearing of that protest to other members of the Race Committee.
- e. Take note of any concerns of the Safety Adviser, and take appropriate action if of immediate concern.
- f. Meet with any Regional or National Umpires Commission representative attending the Regatta officially, and take note of any concerns or recommendations.

2-1-5 Key Race Officials

The following Key Race Officials should be appointed or approved by the Chairman of the Race Committee:

- a. **Race Umpires** The Race Umpire shall be responsible either for the conduct of the whole race, or for the conduct of a group of races through a section of the course to which he is assigned (bank umpiring).
- b. **Co-ordinating Umpire** Where several race umpires are involved in a race (*as in bank umpiring*) a Co-ordinating Umpire, who shall be a member of the Race Committee, shall be appointed to overhear all communications between umpires and to pass their decisions to the Judge. *It is usual, depending on the siting of the Co-ordinating Umpire, for protests to the Race Umpire to be directed to him in the first instance, and for him to identify the appropriate umpire and to manage the hearing of the protest.*
- c. **Control Commission** A team of officials to ensure that the provisions of the Rules on equipment, and on the classification of competitors, are satisfied. (see 2.3). *They may also be made responsible for the endorsing of Racing Licences for winners.*
- d. **Head of the Control Commission** The senior member of the Control Commission who organises and supervises his team.
- e. **Starter** The Starter shall start the Race and shall be responsible for the fairness of the Start (see 2.4). *The Race Umpire may act as Starter.*
- f. **Judge at the Start** The Judge at the Start shall be responsible for the alignment of the bows of competing crews in a race to the line of the Start and shall be primarily responsible for calling any 'false start', though the Starter or Race Umpire may also call it. He shall signal alignment to the Starter by raising a white flag (see 2.4.2). *The Starter or the Race Umpire may act as their own Judge at the Start. This would be normal in a 'free-start' Regatta. Regattas may advertise themselves as 'stern-on' where the stern of each crew is held on the line of the start; no Judge at the Start is required for such a situation. The Judge at the Start shall be a licensed umpire, however regattas may use assistants to do the actual aligning (but not the calling of false starts), provided a qualified umpire supervises and takes responsibility as 'Judge at the Start'.*
- g. **Chief Judge** The Chief Judge shall, after due consultation with any other judges, and after inspection of photographic or electronic evidence if necessary, decide the order in which the competitors crossed the finish line, and, if required, the distances between the competitors (see 2.6).
- h. **Judges** Further judges may be appointed to assist the Chief Judge. *It is recommended that at least one additional judge is so appointed, and more for multi-lane situations.*

2-1-6 Qualifications

Of these Key Race Officials, the following shall hold an ARA, SARA, WARA or FISA umpires licence or be a trainee adopted by their Regional Umpires Commission and under the direct supervision of an umpire holding one of the aforementioned licences:

- Race Umpire
- Co-ordinating Umpire
- Head of Control Commission
- Starter
- Judge at the Start
- Chief Judge

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

2-1-7 Essential Equipment

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

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

2.2 Safety

2-2-1 Guide to Safe Practice in Rowing The ARA 'Row Safe' document: **A Guide to Safe Practice in Rowing** shall be adhered to at all times. Only crews using equipment complying with the **Guide** shall be allowed to race and all officials are required to enforce the **Guide** throughout the Regatta. The **Guide** applies to:

- crews and their boats
- officials and helpers, in work boats or launches
- the start team on pontoons and in stake boats

and at all times before, during and after the racing periods.

2-2-2 Suspending Racing

The Safety Adviser and the Chairman of the Race Committee shall monitor water conditions throughout the period of the Regatta. If at any time either finds that conditions jeopardise the requirements of safety or of fair racing as outlined in Rule 2-1-1, they shall stop or suspend racing, in total or by class of event, until such time as safe and fair conditions are restored.

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

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

2-2-3 Safety Information and Circulation Patterns

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

- the circulation pattern to be followed at all times during the period of racing and during practice sessions on or in the neighbourhood of the course
- any special points of danger on or near the course
- safety boat and first aid positions and how to summon help
- medical support arrangements
- location of emergency telephones
- marshalling instructions
- when and where crews may practise, warm up and cool down on the water.

One copy of these instructions must be supplied for each competing crew with the draw. These instructions shall also be distributed, in advance of the competition, to the Commissioner attending (*in accordance with rule 5-1-2*) and officiating umpires.

2-2-4 Proceeding to the Start, Warming-up and Practising

- a. Crews proceeding to the Start must keep clear of the racing lanes and be aware of and leave clear room for the possibility of racing crews straying from their lanes.
At river regattas other river users going about their business and pleasure should be given precedence and competitors should recognise that the steersmen of pleasure boats may be inexperienced. Gentle paddling only should be permitted on any section alongside the course which is open to normal river users or is restricted to one lane in width.
- b. No warm-up is permitted on the racing course except where specifically allowed for in the competitors' instructions.
- c. It is forbidden to practise alongside or pace any racing crews.

2-2-5 Violation of Safety Rules

Any crew that violates the declared circulation pattern, or which violates Rule 2-2-4 above, or which is observed executing a dangerous manoeuvre or acting contrary to the ARA [Guide to Safe Practice in Rowing](#) may be awarded an 'Official Warning' (*see 2-4-6b*).

This 'Official Warning' may be awarded by any licensed umpire, and should be notified immediately to the Start for application in the next race for the crew involved.

A serious or repeated offence may be treated as provided for in Rule 2-7-5, which might involve disqualification or a fine.

2.3 Control Commission

2-3-1 Control Commission Composition

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

2-3-2 Duties of the Control Commission

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

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

2-3-3 Racing Licence

All competitors shall carry their Racing Licence with them to a Regatta. Any competitor who cannot produce this document when requested by a Regatta Official may be disqualified, but can be replaced by a suitably qualified substitute (*see 2-3-4b*).

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

These provisions will not apply to an overseas club.

2-3-4 Crew Composition

- a. Competitors should be identified by checking against the information on the entry form. A competitor's Racing Licence may also be inspected as proof of identity and eligibility for the event entered (age and/or point count).
The extent to which this should be a 100% check is left to the regatta to decide. All regattas and events should carry out at least a partial check.
- b. Up to half the rowing members of a crew and the coxswain may be substituted before the crew's first race in an event. Any substitute must be ARA registered and approved as eligible by the Organising Committee. Each must be a member of the same club as the oarsman he is replacing or, in the case of a composite crew, of any of the clubs entered as the composite, and must provide a Racing Licences.

Coxswains are bound by the same rules of substitution as an oarsman with the exception that a substitute coxswain may belong to a different club.

- c. Further substitutions will only be permitted on the basis of medical evidence produced by the crew or its club. In the absence of a medical certificate the decision of the Race Committee Chairman will be final. An oarsman substituted on medical grounds may not reclaim his original place in the crew.

2-3-5 Dress

- a. Every competitor, except coxswains, shall wear the racing strip of the club he represents.
This shall consist of at least a singlet and shorts combination or an equivalent one-piece garment.
- b. Crews representing a single club shall wear a uniform racing strip.
This Rule shall only apply to the outermost garment worn above the waist; garments worn below the waist, and any secondary garment under the racing strip shall not be subject to this rule unless specifically required by the particular regatta's regulations. Minor differences may be overlooked, but major differences (e.g. a mix of diagonal and horizontal stripes) should not be allowed.
In exceptional circumstances, where the Head of Control Commission considers it appropriate, a crew member, or members, may wear a plain colour, either white or a colour similar to the base colour of the normal racing strip.
- c. In composite crews each competitor shall wear the strip of the club he or she represents.
- d. In mixed crews, men and women may retain the colours they would normally wear.

2-3-6 Lightweight Competitors

- a. A regatta must declare, with the draw, the regime for weighing-in with regard to the events a competitor may be competing in.
Competitors shall be weighed-in each day not less than one hour and not more than two hours before the scheduled start time of the first race that day of the event in which they are entered. Competitors need not weigh-in on a day on which they are not racing (see 3-3-1d). The Chairman of the Race Committee must decide if a competitor entered for more than one event must weigh-in for each event or only once. Regard should be taken of any potentially unfair conditions resulting from the regatta schedule.
Competitors should wear racing strip when they weigh-in (coxswains: see 2-3-7a).
- b. The weight certificate of a lightweight crew shall be checked prior to their first race of the day. A crew unable to produce a weight certificate shall not be allowed to race.

2-3-7 Coxswains

- a. Coxswains must wear a life jacket or buoyancy aid in the correct manner and be familiar with the method of operation. In "front-loader" boats coxswains must wear manually operated gas inflation life jackets.
- b. All coxswains shall be weighed each day prior to their first race.
Coxswains competing in more than one event of a similar category need be weighed once only to qualify for all such events. Coxswains shall be weighed in the clothing that they expect to wear in the race, inclusive of buoyancy aids. In agreeing what a coxswain might expect to wear, the weather and condition of the course should be borne in mind.
- c. The minimum weight for coxswains shall be: 55kg for Senior Open, Veteran Open, J18, J16 and mixed crews; 50kg for Senior women, Veteran Women, WJ18 and WJ16 crews; 45kg for all J15 and younger crews. To make up this weight a lighter coxswain shall carry dead-weight. Any dead-weight carried may be checked after any race in an event.
- d. Coxswains' weight certificates must be checked, together with any dead-weight required, and the manner of stowing it.
Dead-weight should be carried as near to the coxswain as possible - but not on him, nor in a way that might impede his exit from the boat.
- e. Dead-weight shall consist of a single weight, or as few items as possible.
The type of dead-weight carried and its weight should be noted on the coxswain's weight certificate. Containers of liquid, sand or similar material should only be allowed as dead-weight if the container is sealed and subsequently certified by Control Commission.
A coxbox or similar apparatus shall not be counted as part of the coxswain's weight or as part of dead-weight; such apparatus is deemed to be part of the boat.

2-3-8 Equipment Check

- a. It is the responsibility of the competitors to ensure that their boats are safe and are prepared to the standards required by the ARA [Guide to Safe Practice in Rowing](#). Control Commission may inspect the boats prepared by the competitors, and shall exclude any boat that fails to meet the standard laid down.
Control Commission should pay particular attention to:
 - *bow-balls*
 - *heel restraints.* All boats where "fitted shoes" are employed must have effective heel restraints. These must be properly adjusted (the heel should be prevented from rising higher than the lowest fixed point of the shoe) and in working order. Likewise, the foot release from any other type of fitment that may be used must be self-acting and not require the intervention of the athlete or a rescuer.
 - *coxswains ability to escape from front-coxed boats*

- *condition and general maintenance of the boat, including the integrity of any buoyancy compartments. Note: If a compartment is fitted with a method of closing that compartment then the fitment must be in place and intact.*
- b. The bows of racing boats shall be properly protected. A solid ball, of not less than 4cm diameter, made of rubber or material of similar resilience, must be firmly attached to the bows. Where the construction of the boat, or its composition, is such that the bow is properly protected or its shape does not present a hazard in the event of a collision, this requirement need not apply.
It is recommended that the bow ball be white as, in most circumstances, this is the most satisfactory colour with regard to judging the finish of a race.
- c. No boat shall make use of any substance capable of modifying the natural properties of water to improve performance.
- d. No competitor shall make use of a boat with a sliding or swinging rigger mechanism.
- e. There shall be no restriction on the design of boats or equipment other than as described above.

2-3-9 Updating Winners' Racing Licences

- a. The responsibility for updating the Racing Licences of winners lies with the club and the competitor through the Regatta.
Updating can be done conveniently at many regattas between de-boating and ceremonial, and the crew lists for the ARA can be confirmed at the same time.
- b. All winners' documents shall be produced and updated. Winners who cannot produce their documents shall not receive any crew or individual prize until their eligibility has been confirmed as in Rule 2-3-3.
- c. Winners whose names and registration details are not on the crew lists shall be disqualified, and the case reported to the ARA.
Such situations may be considered for possible action by the Chairman of the Race Committee as 'Unsportsmanlike Behaviour' (see 2-7-4).
- d. The competitor must ensure that his Racing Licence is up to date. He must also reconcile his record with the ARA computer based record of points at the end of each season.
The ARA shall take steps to ensure that the master record of points and master record of registrations shall be kept up to date with regatta returns and reconciled annually with each competitor.
- e. Competitors holding a SARA or WARA racing licence must have that licence updated according to the rules governing an ARA Racing Licence.

2.4 The Start

2-4-1 Reporting at the Start

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

2-4-2 Alignment

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

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

2-4-3 Crew Preparation

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

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

2-4-4 Start Procedure

- a. The starter shall announce any 'Official Warnings' that have been given against any crews in the race, including any given by him for being late at the Start.
He should ensure that any affected crews understand that an 'Official Warning' counts as a false start, and so a false start in the race will eliminate them. He shall ask for an acknowledgement from any crews so named.
- b. The Starter shall announce the race number, event, and the outcome (if appropriate). *The aim here is that the competitors are sure of the outcome of the race and what result they have to achieve to continue in the event.*
- c. The starter shall then carry out the "Roll Call", naming each crew in turn.
This identification should be simple and brief. The Start Procedure has now begun. Ideally the Roll Call will not begin until aligning is complete because competitors can expect the race to be started at any time after the end of the Roll Call.
- d. Once the Roll Call begins, the crews must make sure that their boats are 'straight'.
Crews must actively get 'straight' and indicate if they are not ready to go by a raised hand from the steersman.
If the Starter considers that one or more crews are delaying the start through incompetence or without good reason, or if wind conditions make it too difficult for all crews to achieve simultaneous alignment down the course, he shall indicate his intention to proceed with the start by the words: '**Hands Down**'.
Each crew is responsible for being both straight and ready to race at the end of the Roll Call. The Starter may then take no further notice of any crew which then indicates that it is not ready or that it is not straight.
- e. After the last crew has been named in the Roll Call the Starter shall check that the Judge at the Start has the white flag raised, Timing and Race Umpire are ready; and shall then say '**Attention**'.
- f. The Starter shall then **slowly and deliberately** raise a red flag.
- g. After a further distinct pause, the Starter shall say: '**Go**', simultaneously dropping the red flag smartly to one side.
Whenever possible the flag shall be held extended using both hands so that it is extended under tension and its release can be easily seen by competitors and officials alike. The pause between the raising of the flag and the start command shall be variable.
- h. If, after the red flag has been raised, the Starter decides that the Start should not proceed directly, he shall say: '**As you were**' and slowly lower the red flag. When he is again ready to proceed, he will begin again from the word: '**Attention**'.
Notwithstanding "e" above, the Starter is responsible for the fairness of the Start, and he should watch that the crews continue to be in a position to start fairly during the final stages before the word 'Go'.
- i. In exceptional circumstances the Starter may omit the 'roll call' (having told the crews that he is doing so) and begin the Start from the word '**Attention**'.

A white cross may be added to the red flag of the Starter to assist visibility.

Variations to the Start Procedure for Veteran Handicap races are given in Rule 4-1-7.

2-4-5 Traffic Light Starting Systems

Where the Start signal is given by traffic lights, the process is as above in 2-4-4 up to, and including, 2-4-4f.

After saying "**Attention**", the Starter shall pause and then switch on the red lights. After a further distinct and variable pause, the Starter shall press the button which will simultaneously switch off the red lights, switch on the green lights and make the audible signal for the Start. If, after the red lights have been switched on, the Starter decides that the Start should not proceed, he shall say "**As you were**" and then switch off the red lights. When he is ready to proceed, he shall begin again from the word "**Attention**". In the event of a failure of the traffic light system, the Starter shall use the flag Start system (as described in 2-4-4 above) having first told the crews that he is going to do so.

2-4-6 False Start

- a. A Start shall be deemed 'False' if any boat crosses the start line before the word 'Go'.
- b. A crew causing a 'False Start' shall be given an 'Official Warning'. If a crew incurs two

'Official Warnings' for the same race it shall be disqualified from the event.

'Official Warnings' may be given by any Key Race Official for a variety of infringements of the rules; an 'Official Warning' from any official source shall be taken into account by the Starter.

- c. A 'False Start' may be called by the Judge at the Start, the Starter or the Race Umpire.
If a 'False Start' is called, the race shall be stopped by any of the officials at the Start ringing a bell and waving a red flag; the flag should be held at arms length and moved in a vertical semicircular arc from shoulder to shoulder. These actions should be picked up and repeated by the race umpire and any other start official. The crews may also be told to stop rowing.
- d. In the event of a 'False Start', the decision to stop the race should be made before the race has progressed too far (*ideally within about 100 metres, there is no need to mark a fixed point*). Once the race has been stopped, the crews shall return to their starting stations immediately. Any crew rowing on deliberately after the race has been stopped shall be awarded an 'Official Warning'.
- e. When the crews are again on their starting stations, the crew, or crews, causing the 'False Start' shall be awarded an 'Official Warning'.
Should the Starter feel that the 'False Start' was caused by a badly executed Start Procedure or by some extraneous sound or action, he may restart the race without penalty to any particular crew on that account.

2-4-7 Failure to Start

If a crew fails to start on command, then the race will proceed without it, unless, in the opinion of a Start Official, there is a strong reason for the non-start. In that case, the race may be stopped if that is practicable (*even beyond 100 metres*).

2.5 The Race

2-5-1 General

These regulations shall be so applied as to ensure that all competitors race under safe, fair and equal conditions. *A competitor, whose opponent is taking unfair advantage of a situation, should have a 'fair opportunity to win' restored wherever that is practicable. A crew that is out of contention may be considered to have no 'opportunity to win' to be restored. A crew that has fairly established a commanding lead might expect some protection from what happens behind it; likewise, crews well behind the main field might anticipate receiving less attention from the umpire than those in contention.*

2-5-2 Lanes and Stations

- a. Each crew shall be assigned a lane or station, which shall be the crew's designated water for the duration of the race.
- b. A boat's proper course shall be defined as that which it must follow from start to finish while remaining in its own water on the prescribed course.
- c. Each crew should remain on its proper course throughout the race and it should not:
 - encroach on the proper course of other competitors
 - 'interfere' with other crews (*see 2-5-5*)
 - leave the limits of the course
- d. A crew continuing out of its proper course after due warning may be disqualified by the umpire if it derives any advantage from so doing.
- e. The Race Umpire shall be the sole judge of a boat's proper course and shall decide all questions relating thereto.

2-5-3 Steering

Each crew is responsible for its own steering. There shall be no steering advice given from outside the boat or instruction about the conduct of the race; and there shall be no following or pacing during the race by other boats.

The former risks an 'Official Warning' or disqualification of the crew, the latter risks the same for the pacing crew.
The umpire may call the attention of the crew to its steering only if it is about to:

- a. 'Interfere' with a competing crew (*see 2-5-5*)
- b. 'Foul' a competing crew (*see 2-5-6*)
- c. Risk disqualification under Rule 2-5-2d
- d. Collide with a temporary obstruction on the course.
A temporary obstruction may be another boat, an object in the water or any item that should not be there. In these circumstances the umpire should warn the crew in plenty of time so that the crew may take avoiding action; he may, in this case only, give steering advice to the crew. The umpire also has the option of stopping the race and declaring a verdict, or rowing the race from the start.
- e. Collide with an obstruction off the course.
An obstruction could be any structure such as a bridge, pier, pontoon, weir or other river traffic in the navigation channel that may provide a risk of damage or injury to boat, equipment or crew, and may include the bank, staging or heavy buoys. *The umpire may delay stopping a crew for a while, consistent with safety, to give the crew every opportunity to recognise the obstruction themselves. In deciding the point at which a crew should be stopped, the umpire should bear in mind the experience of the crew involved and the speed at which their boat is travelling.*
The instruction to a crew in this circumstance shall be:
 - raise a white flag vertically above the head
 - name the crew
 - give the command 'Obstruction, Stop'Once they have taken notice of the obstruction the crew may continue with the race.

Note: Rules 2-5-3 and 2-5-9 do not apply to Head races.

2-5-4 Umpires Instructions

a. Launch Umpires

To warn a crew, the umpire shall:

- raise a white flag vertically above his head
- name the crew
- point the flag, *at arms length*, in the direction in which the crew is to move
- when the crew has responded, the umpire shall drop the flag smartly to the side, out of sight
- if the crew fails to respond, the umpire may repeat the sequence.

b. Bank Umpires

To warn a crew, the umpire shall:

- raise a white flag vertically above his head
- name the crew
- audibly instruct the crew in the direction in which it is to move
The commands 'move to starboard' or 'port' should be used first. If this fails the umpire may try 'bowside' or 'strokeside'; or any other words to achieve the desired effect.
- when the crew has responded, drop the flag smartly to the side, out of sight
- inform all other umpires, judges and the co-ordinating umpire of the warning-
The organisers shall ensure that each umpire is provided with the facilities to accomplish this.

c. All Umpires

- To stop a race, the umpire shall:
 - ring the bell
 - wave a red flag
 - give the command: 'Stop'.
- To stop a crew, but not the race, the umpire shall:
 - raise a white flag vertically above the head
 - name the crew
 - give the command: 'Stop'.

2-5-5 Interference

- a. Interference is defined as conduct by a crew which impedes the legitimate progress of an opponent who is on his proper course.
- b. If the Race Umpire detects Interference, he shall warn the offending crew.
- c. If Interference continues, the Race Umpire may take further action under Rule 2-5-7.

2-5-6 Foul

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

2-5-7 Action following Repeated Interference or a Foul

- a. Following repeated Interference or a Foul, the umpire may:
 - allow the race to continue (*e.g. if the offence, in the opinion of the umpire, will not affect the outcome of the race*)
 - disqualify an offending crew, and allow the race to continue if more than one crew remains in the race
 - stop the race, disqualify an offending crew and return the remaining crews to the Start, to rerow the race (*immediately, or at a time to be determined by the Programme Controller*)
 - determine the finishing order
 - adopt a combination of these actions.
- b. No competitor shall be disqualified for Interference unless he has been warned.

2-5-8 Accidents

A crew shall abide by its own accidents except where damage is caused by interference from an outside agency during the race. In the case of such an incident, the umpire may order the race to be rerowed (*see also Rule 2-5-3d*).

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

2-5-9 Outside Assistance

- a. No advice or assistance shall be given to a crew during a race.
- b. No use shall be made of a megaphone, radio equipment or similar apparatus to encourage a crew from outside the boat.
- c. A crew receiving outside assistance may be disqualified from the Event or the Regatta.

Note: Rules 2-5-3 and 2-5-9 do not apply to Head races.

2.6 The Finish

2-6-1 Completing the Course

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

2-6-2 **Umpire's Approval**

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

- verbally, or by raising a white flag, if the race is in order and that the sequence in which the crews crossed the finish line is to be declared as the race result
- verbally, or by raising a red flag, in all other cases. The Race Umpire (or Co-ordinating Umpire or Race Committee) will carry out any necessary investigation (*e.g., hearing a protest*) and instruct the judges on the race result for declaration.

2-6-3 **Duties of the Judges**

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

2-6-4 **Dead Heats**

- a. If two or more boats cross the finish line simultaneously, the judges shall declare a dead heat between them.
The judges shall declare a 'Dead Heat' only if it is absolutely impossible for them to identify a winner or place a crew. There is no minimum distance by which one boat may be judged to lead another at the line.
- b. If it is necessary to separate the crews that have dead heated, then the Chief Judge shall declare the finish order for any crews not involved and order a rerow for the crews involved.
The rerow should normally take place immediately. Both dead heated crews may be passed through to the next round of competition thus avoiding a rerow if the draw and course can accommodate the situation.

2.7 **Disputes and Disciplinary Procedures**

2-7-1 **General**

- a. The decision of an umpire shall be final and without appeal.
- b. The jurisdiction of a launch based umpire extends over the whole race including the Start and the Finish.
A Co-ordinating Umpire may represent the full team of umpires that cover a bank umpired race, but any change of view has to come from the umpire in whose jurisdiction the situation occurred.
- c. Race Committees and umpires may decide on any situation not covered in these rules. A report on such cases shall be sent to the National Competition Committee within five days.

2-7-2 **Protests**

- a. A competitor or crew may make an immediate protest at the end of a race against the umpire's decision, or potential decision. (A protest may be made by an official club representative on their behalf).
Ideally, a protest should be signalled to the Race Umpire, if launch based, by the raising of hands as soon as the crew has passed the Finish. Protests at a land based regatta may be made through the Chief Judge to the Co-ordinating Umpire.
- b. Should an immediate protest to the umpire fail, a further protest may be made to the Race Committee.
Appellants should realise that the Race Committee cannot overturn a decision of the Race Umpire; its powers in this direction are limited to consideration of any new facts of which the umpire might not have been aware; and bringing these to the attention of the umpire, who may or may not then vary his decision.
- c. Any dispute or objection not satisfactorily settled between the crew concerned and the Regatta shall be referred in writing by the Captain of the protesting club, to the Chairman of the Umpires Commission for the region in which the regatta is held, to act as arbiter, with copies to:
 - the Divisional Representative of the Division of the protesting club

- the Captains of any other Club involved and their Divisional Representatives
Should the Chairman of the Regional Umpires Commission prove unable to resolve the matter, he shall refer the dispute within one month to the Chairman of the National Competition Committee who will be the final arbiter.

Appellants should realise that once a protest is taken beyond the immediate time-frame of the race, the chance of anyone being able to restore a position in the event in question is remote. A successful protest involving a poor umpiring or Regatta decision shall be referred to the appropriate Regional Umpires Commission for discussion and action.

2-7-3 Misrepresentation

- a. No person may impersonate another or adopt a false identity in order to compete in a regatta. No one may compete below his status, as defined in the Rules governing the classification of events (see Articles 3 and 4). Anyone found to be competing under a false identity, or while banned from competition, or competing below their individual status, or in a crew below its collective status, shall be disqualified from the regatta together with the crew, or crews, of which they are part.
- b. The Chairman of the Race Committee may take further action against the individual or club as in Rule 2-7-5c.
- c. The incident shall be reported to the National Competition Committee, which may take further action under Rule 2-7-5d.
- d. Fines – Clubs entering an ineligible crew for an event may be fined all or some of the total entry fees for that event if the event is declared null and void. The fine shall be decided upon, and imposed by, the Chairman of the National Competition Committee following any necessary discussion with the parties involved and is in addition to any penalty imposed under Rule 2-7-3-c.

2-7-4 Unsportsmanlike Behaviour

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

- wilfully disobey safety instructions
- set out to subvert the application of the Rules of Racing
- refuse to follow the instructions of an umpire or properly appointed official
- physically or verbally threaten or abuse another competitor, regatta official, helper (including stakeboat persons) or members of the public
- use foul or obscene language in the public hearing, or use foul or obscene gestures in the public view
- being competitors, misrepresent themselves as in Rule 2-7-3.
- display any other form of misconduct deemed by an official to be 'unsportsmanlike', shall be considered to have engaged in 'Unsportsmanlike Behaviour', and be subject to disciplinary measures as indicated in Rule 2-7-5.

2-7-5 Disciplinary Measures

There are four levels of disciplinary measures:

- a. **in the jurisdiction of any Umpire acting as a Key Race Official, the Race Committee or its Chairman**
 - a caution
 - an 'Official Warning'
 - disqualification from a race in which the Rules have been infringed
- b. **in the jurisdiction of the Race Committee or its Chairman**
 - a 'public' warning
 - disqualification of an individual competitor, a crew or a club from all races at the Regatta. *(Any prizes already won must be returned and may be reawarded to the crew finishing second; no entry moneys are refundable).*
- c. **in the jurisdiction of the Chairman of the Race Committee**
 - a fixed penalty fine of 50 pounds for each individual, or 250 pounds for a club.
This level of action is to be used for serious situations, where the Race Committee feels that the situation warrants action beyond that available in 'a' or 'b' above, or for situations serious enough for 'b' above, but that action would be ineffective because the Regatta is effectively over for the club involved.
The Chairman of the Race Committee shall conduct an investigation of the incident that day, and prepare a short written summary and conclusion, before leaving the site of the Regatta. The individual competitor, crew or club shall be told of the investigation, and the procedure explained, they must be given the opportunity of providing a written rebuttal of the statement, and the opportunity to take a copy of the Chairman's summary. The statement shall be faxed to the Chairman of the National Competition Committee or his representative within two days. Copies shall be sent to the Chairmen of the relevant Regional Umpires Commissions.
The fine shall be lodged with the ARA pending a possible appeal, but shall revert to the Regatta unless there is a successful appeal. The individual or club cited in the summary shall be banned from competition until the fine is paid.
- d. **in the jurisdiction of the Chairman of the National Competition Committee**
 - a fine without limit and/or a ban from competition without limit, applicable to individuals or clubs.
This level of action is to be used for very serious situations, where the individual or club has attempted to cheat and or misrepresent or has repeated an offence treated under 'c' above, or where the Chairman of the National Competition Committee believes that the offence warrants extraordinary action.
The facts and the penalty imposed shall be published.

2-7-6 Appeal Procedure

a. Appeal to the National Competition Committee

A club or individuals may appeal against any penalty imposed under 2-7-5c direct to the Chairman of the National Competition Committee, or his nominee. Written 'Notice of Appeal' must be received within three days of the Regatta. A date for any appeal hearing will be set, to be not later than three weeks after the date of the Regatta. The appeal will be heard by a subcommittee of the National Competition Committee, which may consider both written and verbal evidence. The hearing shall be informal and closed, and parties shall represent themselves. The result of any appeal shall be reported to Council and subsequently published.

Possible Outcomes:

- endorsement or increase of the original fines
- a ban from competition for individuals or the club for a period of time, in addition to, or instead of, any fines
- placing the penalty against the club rather than individuals, or vice-versa
- finding in favour of the appellants. This could involve questioning the decisions of Umpires and provision of these findings to the appropriate Regional Umpires Commission responsible for the licensing of the Officials named.

b. Appeal to Council

Following a disciplinary appeal hearing by the National Competition Committee or direct disciplinary action by the Chairman of the National Competition Committee under Rule 2-7-5d, the appellant or the Regatta involved may make an appeal to the Council of the ARA.

The hearing shall be at a place and time decided by the Chairman of the Executive. The hearing shall be informal and the parties shall represent themselves.

Possible outcomes shall be as for an appeal hearing in 'a' above, but the outcome shall be final and without further appeal.

The result of the appeal shall be published.

3. COMPETITORS

3.1. General

3-1-1 ARA Standing

Only competitors who are registered **competition** members of the ARA and who are members of, and are representing, an affiliated rowing club, or who represent a club affiliated to another Association recognised by ARA or FISA, may compete in races and regattas held under these Rules. Any competitor misrepresenting their history shall be subject to the penalties as described in Rule 2-7-3. A competitor's history shall take account of any wins at regattas held under the rules of associations other than the ARA. In areas of dispute a competitor's history shall be examined by the ARA. **Any application for a Racing Licence, or renewal of a Racing Licence, shall include any racing history of the applicant not previously declared.**

Open affiliated rowing clubs may register one additional racing name with the ARA, to be used by juniors competing in ARA competitions.

The purpose of this rule is to provide an acknowledgement by name of partnerships and links with local schools and/or local authorities. All competitors using the Registered Junior Racing name must be members of the host club, who will pay the capitation fee at the current rate for each person. The annual fee for a Registered Junior Racing Name will be equal to the current basic club affiliation fee. The entry must be made by the Affiliated ARA Club on an ARA Entry Form using the following wording: XYZ Rowing Club competing as ABC Registered Junior Racing Club.

3-1-2 The Misuse of Drugs (Doping)

The Misuse of Drugs consists of the use, whether intentional or not, of one or more prohibited substances, or of blood or blood products, and/or of pharmacological, physical or chemical manipulation aimed at making these substances difficult to detect.

All registered oarsmen are bound by the ARA's Misuse of Drugs Bye-laws as approved by Council and as amended from time to time as specified in the 'Rules of the ARA Ltd'.

3-1-3 Classification by Discipline

Sweep oared rowing and sculling are classified separately and every competitor whatever his or her age, weight, or gender, except coxswains (who are not generally classified) has a separate status in each of the two disciplines. This status, based on points won determines where the individual fits in senior racing and the total of the points owned by the members of a crew as a whole determines that crew's senior classification. There are other classifications of events to which the points system does not apply, but every crew has a status determined by points in senior rowing.

3.2 The Points System

3-2-1 Senior Classification

- a. One point is awarded for a senior win in a qualifying event (*see 4-1-2*).
Points can also be gained from wins in certain other events (see Article 4).
- b. A competitor may request, in writing to the ARA, that one point be deducted from his total if he has not won a qualifying event at Senior level or its equivalent, in the previous calendar year subject to reduction of that competitor's total to a minimum of four points.
- c. **The points of rowers who have competed at the Olympic Regatta or World Rowing Championships shall be topped up to twelve for both sweep and sculling disciplines. The points of members of the Great Britain teams for the World Rowing Under 23 Championships shall be topped up to twelve for the discipline in which they were competing. The points of Junior members of the Great Britain teams for the World Rowing Junior Championships shall be topped up to six in total for the discipline in which they were competing.**
- d. Status for racing in senior competition depends on the sum of the points held by the crew as a whole for the appropriate discipline. The maximum number of points that can be held by one person in one discipline is twelve.
- e. Points shall be deemed to be awarded at the close of the day in which the qualifying event is won.

3.3 Other Classifications

3-3-1 Lightweight

- a. A competitor is a lightweight if his or her weight does not exceed 72.5 kgs (men), 59 kgs (women).
- b. Lightweight racing can be held at any senior status level.
- c. A lightweight win counts as a normal senior win of similar status for points in the appropriate discipline.
- d. The weight of lightweight competitors shall be determined each day not less than one hour and not more than two hours before the scheduled time of the first race that day of the event in which the competitor is entered (*see 2-3-6a*). All members of a crew must report for weighing at the same time. This rule shall not apply to coxes (*see rule 2-3-7b*).
It is recommended that, for identification purposes, competitors carry their ARA racing licence or photographic identification when presenting themselves for weighing.
Competitors need not weigh-in on a day on which they are not racing (see 2-3-6a).

3-3-2 Novices

- a. Novice is a special status in senior competition for those competitors who have not yet won a senior qualifying event.
- b. Winners of a qualifying novice event are no longer entitled to row as novices.
- c. J18B or J16 (A or B) qualifying wins count as novice wins for senior competition.
- d. Novice wins do not count for senior points unless two are won on the same day (see 4-1-8a).

3-3-3 Juniors

- a. A junior is a competitor who had not attained eighteen years of age before the first day of September preceding the event.
- b. Coxswains of junior crews must be juniors.
- c. J9, J10, J11, J12, J13, J14, J15, J16 and J18 are competitors who have not attained 9, 10, 11, 12, 13, 14, 15, 16 or 18 years of age respectively before the first day of September preceding the event.
- d. Coxswains of junior crews are not sub-classified by age.
- e. Juniors in J14, WJ14 or younger age groups are not permitted to race in sweep-oared events (coxswains excepted).
- f. Juniors of each age band winning a Junior qualifying event, other than Junior Maiden, are Junior A for the rest of their time in the age band of competition at which the qualifying win was achieved. This does not preclude them from competing at Junior B level in a higher age band.
- g. A qualifying win at J18B, J16 (A & B), WJ18B or WJ16 (A & B) level shall count as a novice win.
- h. The first qualifying J18A, Sch/J, WJ18A or WSch/J win in any one year counts for one Senior point.
- i. Subject to rule 3-3-3e, Juniors in J14, WJ14 or younger age groups are not permitted to race in events that are more than one age group category above their own age category nor in Senior events (coxswains excepted).

3-3-4 U23

An oarsman or coxswain may compete at U23 level until 31st December of the year in which he reaches the age of 22.

3-3-5 Veterans

- a. All competitors who have attained, or will attain, the age of 31 years old by the end of the calendar year are veterans.
- b. Events for veterans are held in categories depending on the average age of the crew (see 4-1-7).
Points are not awarded for veteran wins.
- c. All competitors in a veteran event (other than coxswains) must be veterans.

3-3-6 Coxswains

- a. must wear a buoyancy aid at all times they are on the water as per Rule 2-3-7a;
- b. do not accrue points (see 3-1-3);
- c. need not wear the racing strip of the club they represent (see 2-3-5a);
Coxes should be suitably dressed for the prevailing weather conditions;
- d. are not restricted by gender; men may cox women's crews and vice versa;
- e. may be substituted in accordance with Rule 2-3-4b;
- f. are subject to minimum weight restrictions in accordance with Rule 2-3-7;
- g. are subject to rules governing Juniors in accordance with Rule 3-3-3 and U23 in accordance with Rule 3-3-4.

4. CLASSIFICATION OF EVENTS

4-1-1 The Main Classes of Events

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

- Senior - including Novice and Lightweight and U23
- Junior
- Veteran

and in each of these classes, Open (*regardless of sex*), Women and Mixed (*see 4-1-9*); and in either discipline (*sweep-oared or sculling*).

See the particular conditions below pertaining to each class.

Where the class of an event is not specified it shall be interpreted as Senior, and open to either sex.

4-1-2 Qualifying Conditions

A qualifying event is one whose result may affect the status of a winning competitor (*e.g., by gaining points*).

An event is deemed to be qualifying when four or more crews race and the event is none of the following:

- a 'head' or 'bumping' race
- a private match arranged solely between the clubs or competitors concerned
- open only to members of one club, or solely to the clubs of one university or other self-contained body
- races limited to disabled competitors
- a fun event generated on the day among existing competitors
- events held in 'playboats' or limited to competitors younger than J14, or handicap other than veteran or relay races
- events where competitors are allocated to crews on the day by the organisers
- events where special conditions apply and permission has been granted by the National Competition Committee
- events for mixed crews of men and women (*see note to 4-1-9*)

Any of the specific non-qualifying type of events listed above may have their entry conditions varied by local rules (*see 2-1-4c and 6-1-8*).

4-1-3 Senior Class

- a. Senior rowing is open to all registered competitors, whatever their sex, weight or age.
- b. Senior racing is sub-classified by status levels defined by the maximum number of points that may be held by the crew in total, in the appropriate discipline.
- c. Events may be held in the following status levels. The chart below indicates the maximum number of points that may be held by a crew at each status level..

STATUS LEVEL	8o/x	4o/x	2o/x	1x
Elite	no limit	no limit	no limit	no limit
Senior 1	64	32	16	8
Senior 2	40	20	10	5
Senior 3	16	8	4	2
Senior 4	4	2	1	0
Novice	0	0	0	0

- d. Where the status of an event is not specified, it shall be interpreted as Elite.
- e. A competitor who has won a qualifying novice event, or its equivalent in Junior or Veteran classes, or a higher status event, may not again race in a novice class, in the same discipline.

4-1-4 Women's Senior Class

Events restricted to women may be held at the same status levels as in Senior class, in either discipline.

4-1-5 Lightweight Class

Lightweight events may be held at any of the Senior or Women's Senior status levels.

No lightweight competitor may exceed 72.5 kgs (men), or 59 kgs (women) in weight. The average weight of a lightweight crew (excluding coxswain) may not exceed 70 kgs (men) or 57 kgs (women).

Single scullers are weighed as individuals.

4-1-6 Junior Class

- a. Junior events may be held in any of the age classes identified in Rule 3-3-3c above, and within these, in status classes A & B (*see 3-3-3f*).
If the latter subdivision is not specified, the event will be deemed to be A.
- b. Events may be classified as 'School/Junior'. This extends a J18A event to permit pupils in full time secondary education to continue to participate at a junior level representing their school or club up to the date of their nineteenth birthday.
This does not permit the inclusion of 'old boys' in a school crew.
- c. The first qualifying J18A, Sch/J, WJ18A or WSch/J win in any one year counts for one Senior point.
- d. A qualifying win at J18B, J16 (A & B), WJ18B or WJ16 (A & B) level shall count as a novice win.
- e. Junior Maiden events may be offered at J18, J16, J15, WJ18, WJ16 and WJ15 levels for junior members who have not yet won any qualifying Junior or qualifying Senior event.

4-1-7 Veteran Class

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

Class	Age Restriction
A	31
B	36
C	43
D	50
E	55
F	60
G	65
H	70
I	75

Veteran events will not attract senior status points, however a qualifying win will count as a novice win. *The ARA insurance policy covers oarsmen aged 75 and over against third party liability. They are not covered for personal accident.*

- b. Veteran crews of different classes may be raced together using a handicap system. A table of handicaps and working notes on the system is published in the British Rowing Almanack, and these shall be applied to determine the handicap to be used. A regatta shall declare, beforehand, if the handicap system will be used.
- c. The Starter shall declare the handicaps to be applied and shall explain the starting method. After the explanation has been given, the Starter shall conduct a normal start; but at the 'Go' only the crews with least handicap will start. After the first 'Go', he shall count down the handicap time in whole seconds, starting with one less than the number of handicap seconds to be given and ending with the word 'Go', when the second group of crews will depart. *Thus to start a handicap race with a 4 second differential, the Starter will use the following words after the first 'Go':... 'three' ... 'two' ... 'one' 'Go'.* *The Red Flag will be raised and dropped for each Start.* *The countdown shall be made audible to all the crews involved.* *The crew(s) remaining on the Start after the first 'Go' shall maintain themselves in a state of readiness for the second start.* *In the event of a 'false start' by any crew, the normal 'false start' procedure shall apply.* A crew awarded a handicap in its favour may elect to start without advantage.

4-1-8 Change of Status

- a. Status within Senior (including Novice) and Junior classes (A and B), shall relate to the beginning of a regatta, and changes of status shall take effect at the end of a regatta. If as a result of this rule a Novice competitor wins more than one qualifying Novice event at one regatta, he is permitted to do so, but the additional wins shall count for Senior points. *A competitor winning a second J16 race (counting as Novice) shall not attract Senior points.*
- b. A regatta committee may transfer a crew or sculler whose classification changes between the date of entry and the beginning of the event to another event of appropriate classification.

4-1-9 Combination of Classes

Regatta organisers may offer events which combine the conditions of two or more classes; (e.g. *Veteran B Senior 3*).

This would be an event confirming to the general conditions of Veteran B, but restricted to crews/scullers with a point count applicable to Senior 3 conditions. No points would be awarded even if the event is qualifying, as the overriding qualification is Veteran. Senior 3 Veteran B on the other hand would attract points if the event is qualifying.

Regattas may also offer events within one of the major classifications, which have additional restrictions; e.g. *College 4+*.

This would, if not otherwise designated, imply an event under the general classification of Elite 4+ with the additional restriction that all competitors should be pupils at a school or college of higher education. Senior points would be awarded by winners of such an event, if qualifying.

*A particular example of combining classes is a **Mixed** event, which may be offered at any status level in Senior rowing and combines men and women rowers or scullers in a crew with a minimum number of women included (assumed to be 50% unless otherwise stated) (and see 4-1-2). Mixed events may also take place as Junior events in any age category.*

5. REGATTA ORGANISATION

5.1 General

5-1-1 General Requirements

- a. All affiliated regattas shall be held in accordance with the Rules of the ARA and in accordance with the Rules of Racing.
- b. No regatta shall be held under these Rules unless its date, place and conditions have been approved by the National Competition Committee and the regatta has declared its adherence to the ARA [Guide to Safe Practice in Rowing](#).
A regatta failing to comply with these rules may be subject to the imposition of sanctions by the ARA. *The Regatta Calendar is established on a rolling basis looking several years ahead, and is controlled and facilitated by a small subcommittee of the National Competition Committee working through regional councils. Consensus is sought, but preferred dates are rejected if a clash between regattas or events of national significance is foreseen; in the last instance, a regatta date may be imposed.* A regatta must pay all affiliation money and all necessary fees connected with the event to the ARA within fourteen days of the event taking place.
- c. If a regatta does not take place on the agreed date, through exceptional or unforeseen circumstances, the Organising Committee may hold it on another date with the approval of the Regional Council concerned and the National Competition Committee.
 - d. The regatta shall take all reasonable steps to ensure that all competitors representing clubs affiliated to the ARA, SARA or WARA are, themselves, registered members of the ARA, SARA or WARA respectively and are in possession of a current Racing Licence (see 2-3-3 and 2-3-9).

5-1-2 Role of the Regional Umpires Commission

Each regatta in each region should be attended by a Commissioner from the Regional Umpires Commission to ensure that umpiring standards are being maintained.

He is able to assist the Regatta, if invited, by:

- *providing the Race Committee or any other Key Race Official with an experienced second opinion*
- *helping to defuse a situation, particularly one which might escalate to the Regional Umpires commission through an appeal*
- *providing independent comment to the Regatta Organisers on aspects of the Regatta which are below the latest standards of best practice*
- *working as a regatta official*

National regattas shall normally be attended by a member of the National Umpires Commission.

5.2 Regatta Conditions and Entries

5-2-1 Notice of the Regatta

It is the responsibility of the Regatta Organising Committee to publicise the Regatta. Any Notice of a Regatta shall include the following:

- the place, date and time of the Regatta
- the fact that it is to be held under the Rules of the ARA, and that the ARA Rules of Racing will apply
- the events offered, their classification and the types of boats for each
- the length and location of the course
- any special restrictions or conditions, whether or not affecting the classification of competitors
- the amount of the entry fees and when payable
- the date and time at which entries close, and the date, time and place of the draw
- the address for entries and correspondence and telephone number for enquiries.

A copy of the notice of the event shall be forwarded to the ARA simultaneously with the distribution to clubs.

It is recommended that, where practicable, a fax number is also given, and that fax and/or E-mail, but not telephone entries, are taken.

5-2-2 Entry Forms

Regattas are advised to require entrants to use 'Standard ARA Entry Forms and Summary Forms'

The essential information that must be given for each crew, for each event entered is:

- event and category entered
- name of the club represented
- colours of the club
- crew names and registration numbers and individual points counts
- individual dates of birth for juniors or veterans
- a certification, signed by the captain of the club, or his representative, attesting that the club is affiliated to the ARA or another association recognised by ARA or FISA, and that the information provided is correct, including registration numbers and point counts
- details of any doubling being sought *i.e. notification if any individual or a crew is entered in a second event at the regatta. There is no compulsion on the regatta to accommodate any request for a doubled entry.*

Where a club is entering a number of crews for the same regatta, especially where there are complications of doubling or shared boats or coxswains, it would be helpful if the club would complete a summary form listing the

events entered and highlighting the doubling, if any, being sought. The regatta may require clubs to complete summary forms for complex entries.

5-2-3 Closing of Entries

- a. Entries shall close at least three clear days before the date of the event.
- b. No official of the Regatta shall disclose any entry or report the state of the entry list until that list is closed.
- c. An Organising Committee may investigate any entry and may return or annul an entry at any time without giving a reason.
- d. No person may be entered more than once in the same event at a regatta.
- e. If only one crew is entered in an event other than a processional race, the organisers shall cancel the event and shall either refund the entry fee and any other moneys paid, or, if the club or competitor involved agrees, they may transfer the entry to another event for which the crew is eligible.
- f. Copies for each competing crew, of the draw, timetable of racing for the events entered and the safety instructions shall be sent, no later than three days before the regatta, to each club, whose responsibility it is to distribute them to the crews.
Note: It is insufficient ONLY to post the draw on a website.
- g. The Regatta shall make enquiries of any crew from an association other than the ARA, to check, as far as they are able, that the crew enters an appropriate event for their experience and crew record. *Such crews should provide an event with details of their competition history with the understanding that their governing body may be contacted.*
- h. Once the entries have closed, the Entry Forms shall be available for inspection by any interested party.

5-2-4 Returns to the ARA after the Regatta

- a. The Regatta shall make the following returns to the ARA, to arrive within five days of the Regatta, in order to record competitors' points:
 - a list of those events at the regatta which were qualifying
A 'highlighted' list of events offered would meet that requirement.
 - the originals of the Entry Forms of the Winning Crews of qualifying events, certified by the appropriate official to indicate that registration details had been checked, the competitors were as entered, and that Racing Licences had been updated where appropriate. Names should be highlighted where Racing Licences have not been produced.
- b. The Regatta shall make the following returns to the ARA within two weeks of the date of the Regatta for entry in the British Rowing Almanack:
 - overall regatta details; date, location, distance, stream (upstream, downstream or still) start (stakeboat or free) total number of entries
 - a list of those events held showing the number of crews competing, the finalists, their times and distances, and the names of the winning crew.
- c. The Regatta shall make such further returns to the ARA as shall be requested from time to time by the ARA.

5-2-5 International Regattas and Regattas of other Associations

- a. Any club proposing to enter a crew for an 'International' Regatta (*i.e. one included on the FISA calendar*), other than a veteran regatta, shall apply in the first instance to the ARA. *Special entry forms for the purpose are held by the ARA office, which also holds copies in English of the FISA rules applying to 'International' FISA regattas.*
- b. In the case of other foreign regattas, clubs shall inform the National Competition Committee of their intention to enter.
- c. A win at any regatta of a different association, whether British or foreign shall count for classification as for a similar win under ARA rules. Winning competitors shall update their own Racing Licences for their win, and the club shall inform the ARA office for updating of the points record on the ARA computer, and the win shall be included in the club's record for the British Rowing Almanack at the end of the year.
Two or more wins at Novice level in an Association that permits it, shall count as one Novice win and one (or two) Senior wins.

6. HEAD AND OTHER PROCESSIONAL RACES

6-1-1 Scope of this Article

This Article shall apply to all events that are conducted as processional races, either against the clock (head races) or where the order of finishing is determined by bumping or overtaking.

The other Articles of these Rules will also apply to processional races where they are not superseded by this Article or by local rules determined as per Rule 6-1-8.

In particular, the Rules concerning the appointment of a Race Committee of licensed umpires (see 6-1-6) apply to processional races (see 2-1-3).

6-1-2 Suitable Courses

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

6-1-3 Course Markings

- a. Hazardous areas such as shallows, underwater obstructions, narrow passages, side channels and areas where other water traffic crosses the course shall be conspicuously marked, and identified in the competitors instructions.
- b. The starting line shall be conspicuously marked, and if necessary buoys should be set to guide crews into the start.
- c. The finish line shall be conspicuously marked.

6-1-4 Officials

The Chairman of the Race Committee shall appoint or approve Race Officials as follows:

- a. **Chief Marshal.** The Chief Marshal shall be responsible for a team of marshals and race monitors whose task is to organise the crews' safe journeys to the Start, assembly into race order, their safe passage during the race, and their safe return to their disembarkation points.
- b. **Starter.** The Starter shall be responsible for administering the Start procedures.
- c. **Start Marshal.** The Start Marshal (Head Races) shall be responsible for presenting crews to the Starter (normally at or near racing pace), while maintaining the order of the Start and appropriate intervals between crews.
- d. **Chief Timekeeper (Head Races).** The Chief Timekeeper shall be responsible for a team whose task it is to mark the starting time and finish time for each crew and for calculating the net elapsed times.
- e. **Chief Umpire.** The Chief Umpire, who may or may not be one and the same as the Chairman of the Race Committee and/or the Chief Marshal shall be responsible for the application of racing rules by the team of Race Monitors and for the imposition of penalties following interference, fouls or any other breach of the Rules (ARA or Local) that occur during the race.

6-1-5 Race Monitors

- a. Race Monitors should be stationed along the course so that between them, they can observe the course in its entirety. In particular Race Monitors should be placed to cover points of the course where:
 - there is a turn of more than 45 degrees
 - a narrow passage might prevent an overtaking crew from passing safely (Heads and Overtaking Races)
 - local event rules prescribe penalties for not maintaining an established course, or where special care needs to be taken for safety reasons.
- b. Race Monitors shall:
 - note any violations of the rules, including interference and breaches of the safety regulations, and report such violations to the Chief Umpire for appropriate penalties
 - give instructions to crews to avert collision or accident and to avoid interference
 - stop a crew if necessary for safety reasons
 - be equipped with megaphones and radios, to pass on note of warnings, and to call for rescue or first aid if necessary
 - in bumping races be responsible for determining when a bump has taken place, or one crew has overtaken another.

6-1-6 Qualification of Officials

The Chairman of the Race Committee and the Chief Umpire shall be licensed umpires.

It is the long term aim that the Chief Marshal and all Race Monitors should become licensed umpires, or that there should be developed an appropriate intermediate qualification for Race Monitors. In the short term, existing Chief Marshals and established Race Monitors who are not licensed umpires, are to be encouraged to become qualified.

6-1-7 The Start (Head Races)

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

Should two crews present themselves to the Starter together, the Start Marshal may attempt to hold one back, if he fails the Starter may start both crews together.

6-1-8 Local Event Rules

The Chairman of the Race Committee, in conjunction with the Safety Adviser, Chief Marshal and Chief Umpire, shall prepare and publish a set of Local Event Rules to supplement, and where necessary override, the Rules of Racing in the light of experience of the course and the volume and quality of the competitors.

For example, the local rules might establish:

- *how lateness at the start is to be dealt with*
- *the way in which Control Commission shall work at the Event (NB as a minimum, the identities and eligibility of winning crewmen should be checked, and spot checks made on the safety aspects of equipment).*
- *whether or not the Event is to be divided into Divisions, and if so, how each is to be progressed to its starting position, turned and brought to the start*
- *on what parts of the course, if any, is overtaking to be banned*
- *is there to be a rule covering which side overtaking crews should go, and the extent to which slower crews should give way*
- *the extent to which certain types of penalty should be fixed - or varied between fixed limits.*

Note: The steering and coaching of crews is allowed at head races. Communication between coach and crew may be by whatever means is available providing there is no interference or conflict with the running of the event.

6-1-9 Penalties

The following penalties are available at Head Races Events:

- verbal warnings
- disqualification
- an additional time penalty - to be added to the offending crews time
- Rule 2-7-5 penalties.

There can be no reduction of time for a crew that is offended against.

6-1-10 Role of the Regional Umpires Commission

The role outlined in Rule 5-1-2 shall apply also to Processional Races. Regional Umpire Commission Members are asked to be prepared to comment in particular on:

- safety
- the course
- starting on time and dealing with latecomers
- the suitability of Local Event Rules
- numbers, siting and quality of race monitors
- the effectiveness of Control Commission policing

and to concern themselves, as always with the quality of licensed umpires and the suitability of the environment in which they are working.

The National Umpires Commission is to be asked to draw together 'best practice' for processional races, and to consider the possibility of a qualification for Race Monitors and Marshals.

7. SPONSORSHIP

7.1 Sponsorship of Clubs

7-1-1 Display of Sponsor's Name, Logo and Messages

There are no restrictions to the display of sponsor's names, logos or messages on any item belonging to an ARA registered club, other than those that are used at a Regatta during a Race.

7-1-2 On Racing Boats

Sponsors' logos, names or both may be displayed:

- on the boat below the water line
- on the bow and/or stern 'canvasses'
- on each saxboard with a maximum display of:

1 on each saxboard of a scull/pair
2 on each saxboard of a four
4 on each saxboard of an eight

The name of the boat may also incorporate that of the sponsor in letters not more than 10cm high.
Local navigation bye-laws may impose further restrictions.

7-1-3 On Racing Kit

The display of sponsors' material is restricted as follows:

- sponsors' names/logos shall be uniformly displayed on the racing vest (or equivalent) and shall cover no more than 100 square centimetres
- the display shall not impair the recognition of a crew by its club colours
- competitors may wear other items of clothing bearing sponsorship material provided they are uniformly dressed.

7-1-4 On Oars or Sculls

Sponsorship material may appear on handles and looms, but not on the spoons.

7.2 Sponsorship of Individuals or Crews

7-2-1 General

Any crew or individual may be sponsored.

While the ARA would prefer that moneys given for sponsorship should be used within the sport, or to defray the costs of training and competing, no specific restrictions are placed on the use of sponsorship funds.

7-2-2 Display of Sponsorship Material

Restrictions on the display of sponsorship material are similar to those for clubs.

7.3 Sponsorship of Events or Regattas

7-3-1 General

No restrictions are placed on the display of sponsorship material, or on sponsorship promotion during commentaries etc.

Competitors may be required to wear entry numbers or bibs bearing entry numbers, which also display sponsors' names and/or logos.

Appendix A - Essential Equipment for Key Officials

Where an official combines two or more functions, his equipment should contain all that is essential for him to perform all the duties he is allotted.

Race Umpire:

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

Co-ordinating Umpire:

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

Head of Control Commission:

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

Starter:

- traditionally, a red flag and a bell
Other audible and visual means of signalling the 'Start' may be used with the approval of the National Competition Committee, e.g. traffic lights (with or without an automatic variable pause), and linked hooter
In multi-lane situations the Starter will require a podium or tower and/or a means of distributing his voice and his visual signals fairly to all competitors
- some means of communication with 'race control' to ensure that he is aware of changes to the race programme and of any penalties (e.g. 'false starts') that have been awarded.

Judge at the Start:

- a white flag, a red flag and a bell
- siting marks to allow consistent bows-on aligning and/or a compass
- a megaphone or radio communication with the stakeboats and Starter
It is perfectly satisfactory to align remotely using, for example, closed circuit television.

Chief Judge:

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