

# 14 APPENDIX F

## OFFSHORE ROWING COMPETITION RULES

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

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

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

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

### Classes of Boat

The following classes of boat:

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

### Construction of Offshore Rowing Boats

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

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

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

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

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

There is no minimum length for Offshore Rowing boats.

The minimum permitted widths are as follows:

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

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

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

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

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

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

### **Requirements for Offshore Rowing Boats and Equipment**

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

In particular:

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

## **Boat Numbers**

Each boat must display an alpha numeric boat number on both sides of the bow for the purpose of identification and safety in compliance with rule 7-2-8e.

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

Any crew failing to register their boat in accordance with these rules will not be allowed to race.

Any crew failing to properly display the boat number at all times at a competition may be penalised.

## **Crew Racing Numbers**

Crews are required to display a crew racing number in addition to the boat's number. This number shall be visible at all times from ahead, behind and from either side and shall be a minimum of 20cm high in contrasting colour to the background.

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

## **Race Characteristics**

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

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

The length of course shall be 4-6km.

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

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

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

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

## **Course Markers**

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

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

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

## Start and Finish Lines

The start line and finish line shall be visually marked by the alignment of two landmarks or buoys. The orientation of the start or finish line shall in principle be perpendicular to the route to be taken to or from the next or previous turning point respectively.

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

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

## Number of Lanes

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

## ID on racing shirt

Each crew member shall also display on their racing shirt or equivalent the three-letter club code and their family name (in Romanised text) in the following manner and format:

<b><i>Racing Shirt</i></b>	<b><i>Font</i></b>	<b><i>Height</i></b>	<b><i>Width</i></b>	<b><i>Case</i></b>	<b><i>Example</i></b>
<i>FRONT:</i> <i>Family name (short)</i>	<i>Arial</i>	<i>50mm</i>	<i>120-150mm</i>	<i>Uppercase</i>	BATTEN
<i>FRONT:</i> <i>Family name (long)</i>	<i>Arial</i>	<i>50mm</i>	<i>150mm</i>	<i>Lowercase</i>	Batten-Ball
<i>BACK:</i> <i>CLUB code</i>	<i>Arial</i>	<i>100mm</i>	<i>150mm</i>	<i>Uppercase</i>	TRC

## Safety – General Principles

### Event Safety Adviser

The Organising Committee shall appoint an Event Safety Adviser who is familiar with local marine conditions and who has experience of offshore rowing events. The Event Safety Adviser shall be responsible for all communications with the local maritime or navigation authority and shall ensure that all safety requirements, including rescue services, are in place before the start of races and that all local maritime rules and regulations are met. The Event Safety Adviser shall cooperate closely with the Race Committee Chairman and shall participate in any decisions in case of adverse weather conditions.

### Crew Captains' Meeting

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

## **General obligations**

All rowers and coxes must:

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

## **Crew Captain's obligations**

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

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

The Crew Captain shall be responsible for:

Before every outing:

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

During the outing:

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

After the outing:

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

## **Special Offshore Rowing Safety Considerations**

### **General Rules with other water users**

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

All crews and volunteers on the water must familiarise and follow the relevant parts of the International Rules for the Prevention of Collision at Sea (COLREGS) and any local marine traffic rules. See [http://www.mar.ist.utl.pt/ecto-Navios-I/IMO-Conventions%20\(copies\)/COLREG-1972.pdfmventura/Proj](http://www.mar.ist.utl.pt/ecto-Navios-I/IMO-Conventions%20(copies)/COLREG-1972.pdfmventura/Proj) for the COLREGS.

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

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

## **Shelters**

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

## **Capsizing**

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

## **Progression System**

The Organising Committee shall publish the progression system after the close of entries, and before the captains' meeting.

The progression system is limited by a range of factors including the number boats available, the space on the start line, the extent of on water safety provision, and local marine conditions.

Where possible any changes to the progression system made by the Organising Committee must be communicated to crews.

## **The Draw**

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

However, for beach starts where the line of the start is not perpendicular to the first turning marker, crews' starting positions will be allocated as follows:

1. by a random draw supervised by the Race Committee Chairman; or
2. where there has been a preliminary round the positions shall be allocated based on the ranking of crews in the preliminary round with the higher ranking crews at the end nearest to the first turning marker; or
3. if there is seeding of crews, the higher seeded crews shall, in the first round of the event only, be allocated starting positions at the end nearest to the first turning marker.

## **Adverse Weather Conditions**

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

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

## **At the Start**

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

The Starter may start the race without reference to absentees.

## **The Starting Procedure**

### **The Start (floating)**

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

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall in principle be approximately 50 meters behind the line of the Start and shall be such that the Starter has a clear view of all boats and the starting signals are clearly visible to all crews on the Start line. A clearly distinguishing jacket should be worn by the Starter.

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











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

The starting procedure shall be as follows:

- i. It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not be required to give any instructions to crews in this regard prior to the start signal being given. Crews in the Start area shall at all times closely follow the instructions of the Starter or Umpire. Any crew not following such instructions may be penalised. After giving the 3-minute, 2-minute and 1-minute signals respectively as provided in paragraphs (ii), (v) and (vi) of this Rule, the Starter may start the race at the given time without reference to the position of any crew.
- ii. Three minutes before the start, the Starter shall simultaneously:
  - hoist three balls one above the other (each ball shall have white cross on a red background, be clearly visible from the Start line and shall be not smaller than 50cm in diameter); and
  - sound 3 clear, short blasts with a hooter.
- iii. All boats shall remain within the vicinity of the start line. At the expiry of the 3 minutes the start can be given even if some boats have not reached the start position.
- iv. Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge at the Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.
- v. Two minutes before the start time, the Starter shall simultaneously:
  - lower one of the three raised balls; and
  - sound two clear, short blasts with the hooter.
- vi. One minute before the start, the Starter shall simultaneously:
  - lower one of the two remaining balls; and
  - sound one clear, short blast with the hooter.
- vii. At the Start time, the Starter shall give the signal to start by simultaneously:
  - lowering the one remaining ball; and
  - sound one long blast with the hooter.

The ball should be lowered exactly 3 minutes after the beginning of the starting sequence. The official start of the race will be considered the moment the single ball starts to be lowered.

## Summary table of starting sequence (floating)

Time	Visual signals		Audio signals	
-3 minutes		3 balls (red with white cross)		3 short blasts of hooter
-2 minutes		2 balls (red with white cross)		2 short blasts of hooter
-1 minutes		1 balls (red with white cross)		1 short blasts of hooter
<b>START</b>	 <b>drops</b>	<b>Dropping the single ball (red with white cross)</b>		<b>Long blast of hooter</b>
Mass false start	 Waving	Starter waving red flag	 <i>repeated</i>	Repeated short blasts of hooter

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

## The Start (Beach Starts)

- The boats shall be lined up on the beach near the water's edge.
- The Starter shall direct the crews to float and hold their boats approximately 8 m apart at the edge of the water. In a normal beach start, all crew members shall be holding their boat standing in the water next to their boats and can only start to board their boat after the start signal has been given.

The Starter shall then order the crews to get ready and bring their boats into line. The Judge at the Start shall be the sole judge of whether the boats are in line.

If a running start is used, one nominated crew member from each crew shall be a runner. The runners will start behind a set running start line located on the beach and when the start signal is given, shall run to their boat to join other crew members. The remaining crew members shall be holding their boats and standing in the water next to their boats and can only start to board their boat after the start signal has been given.

Boat holders may be used for the solo and other boats at the discretion of the Starter.

- It is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be penalised by the Starter or the Umpire.

The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race competitors. A clearly distinguishing jacket should be worn by the Starter.

The Starter shall inform the crews when there is five minutes, four minutes and three minutes remaining before the start time.

There shall be a Judge at the Start who shall be positioned in such location as to be able to properly carry out his responsibilities. In the case of a running start, the Race Committee Chairman may allocate two Judges at the Start for this purpose.

The Judge at the Start shall be responsible to identify any nominated runner who crosses the set running start line before the start signal is given (in the case of a running start) and any crew whose member(s) start to board their boat before the start signal is given.

The starting procedure for beach starts shall be as follows:

- i. Crews must be at their start positions (and in the case of a running start, nominated runners must be at the running start line) and under the control of the Starter two minutes before the starting time of their race.
- ii. The Starter may penalise a crew which is late to the start and may start the race without reference to absentees.
- iii. When there is two minutes to the start, the Starter shall say "Two minutes!"
- iv. At the Start time, the Starter shall give the signal to start by standing clearly visible, and dropping in one downward motion the raised start flag, simultaneously sounding a hooter in one long blast.

The official start of the race will be the moment the flag starts to be dropped.

There shall be no roll call.

### **Delays at the Start**

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

### **False Start**

#### **Floating Start**

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

#### **Beach Start**

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

### **Consequences of a False Start**

#### **Individual false start**

- i. **Floating Start**  
A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty of 120 seconds. When conditions allow a single ball should be raised to indicate one or more crews are carrying a false start penalty.
- ii. **Beach Start**  
Where a false start is committed, the Judge at the Start shall stop the race and the Starter shall notify the crew that it has committed a false start and shall issue an official warning to the offending crew.  
A crew causing two false starts in the same race in a Beach Start shall be disqualified by the Starter

#### **Mass false start**

If in a race the Judge at the Start indicates that a number of boats have committed a false start, the Starter may decide to stop the race and give the start again or he may allow the race to continue and award penalties to all boat concerned. If he decides to stop the race, the Starter shall do so by hoisting a red flag and sounding repeated short blasts on the hooter. Where there is a mass false start caused by weather conditions or other external influences, but the Judge at the Start

considers the start to have been fair, he may advise the Starter to allow the race to continue with or without penalties to individual crews.

### **Responsibility of Rowers**

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

A crew, which for any reason does not complete the full course as designated by the organising committee, including not rounding all or any of the turning markers, is responsible to declare this to the Finish Judge or another Umpire or to the Organising Committee at the end of the race. The result for such a crew shall be recorded as "Did not finish".

### **Interference**

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

### **Rules of Giving Way**

When three or more boats are on the same line and a cox reasonably considers that there is not enough room between his boat and the others the cox may call by its boat number one of the crews and say "(Boat Number --!)" – "Attention!" – "Give Way!!", and the boat called must change its course sufficiently to leave the crowded boat enough room or it may be penalised by the Umpire who may awarding a time penalty of 30 seconds, or may disqualify the crew or take other appropriate measures under the rules.

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

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

### **Collisions**

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

### **Overtaking**

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

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

### **Rounding of a Turning Marker**

At the turning markers crews should avoid interference with other crews and observe the rules of overtaking.

Crews are responsible of their own steering and shall follow direction given by Umpires, including Umpires at the turning marker.

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

## **Finish of the Race**

### **Floating Finish**

A crew has finished the race when the bow of its boat has reached the finish line between the 2 buoys. All crew members must start and finish the race.

### **Beach Finish**

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

A crew in contravention of these requirements shall not be ranked in the race and shall be shown on the results as did not finish.

## **Dead heats**

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

- i. In any preliminary round, if a dead-heat occurs between crews and if only one of the crews would progress into the next round, then, on the condition that sufficient boats are available for this purpose, all crews involved in the dead-heat shall progress to the next round. If there are not sufficient boats available then the Race Committee Chairman and the Chairman of the Organising Committee, in the presence of the concerned Crew Captains, shall conduct a random draw between the crews involved in the dead heat to determine which of those crews shall so progress, up to the number of boats available for this purpose.
- ii. In a final, if a dead-heat occurs between crews, then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied placing is for a medal position then the Organising Committee shall provide additional medals.

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

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

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

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

**Control Commission** – oversee the signing in and out of crews during racing. Check the correct display of the boat registration numbers and that the numbers required to be worn by crew members are correctly displayed and shall record the details.

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

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

**The Race Committee Chairman**, in consultation with the **Event Safety Adviser**, shall decide the number of Umpires to supervise each race. Where there is more than one Umpire, the Umpires shall have equal status in their areas of responsibility.

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

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

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

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

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

**Turning Mark Umpires / or Supporting Umpires** – record the number of crews passing key turning points during the race and communicating this to Race Control.

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

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

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

#### **Disputes, Disciplinary Procedures and Penalties.**

These shall be as rule 8-5 although, additionally, an umpire may issue a time penalty to an offending crew as follows:

- Standard time penalty – 30 seconds
- Floating false start time penalty – 120 seconds