2022 Rules of Racing

Changes from 2021 Rules of Racing

From 1st April 2022

Issue History:
VI 30th January 2022
<table>
<thead>
<tr>
<th>2021 Rule</th>
<th>Proposed 2022 Rule</th>
<th>Comments</th>
</tr>
</thead>
</table>
| 1-3 Interpretation b. In addition:  
- *Italic type*: in these rules, shall indicate comment or explanation, rather than rules.  
- *May*: when used in describing the duties of officials in these rules implies the exercise of discretion and judgement in the light of training, knowledge and experience. | 1-3 Interpretation b. In addition:  
- *Italic type*: in these rules, shall indicate comment or explanation, rather than rules.  
- *May*: is used where alternatives are equally acceptable.  
- *Should*: is used where a provision is preferred.  
- *Shall*: is used where a provision is mandatory. | Standardise the May/Should/Shall terms. Changes throughout the rules. |
| 4-4 Masters Class a. Masters events may be held in the following classes, by age. The age restriction is the lower limit for the average age of the crew (excluding cox), each crew member’s age being measured in whole years attained during the current calendar year.  
d. Masters crews of different classes may be raced together using a handicap system (see Appendix G). | 4-4 Masters Class a. Masters events may be held in the following categories, by age. The age restriction is the lower limit for the average age of the crew (excluding cox), each crew member’s age being measured in whole years attained during the current calendar year.  
d. Masters crews of different categories may be raced together using a handicap system (see Appendix G). | Rename Masters Classes to Masters Categories for consistency. |
| 5-5 Competition Conditions and Entries  
5-5-1 Notice of Competition  
It is the responsibility of the competition’s organising committee to publicise the competition. Any published material shall be approved by the local Regional Umpiring Committee in advance and shall note that the competition will comply with the British Rowing Rules of Racing. | 5-5 Competition Conditions and Entries  
5-5-1 Notice of Competition  
It is the responsibility of the competition’s organising committee to publicise the competition. Any published material shall be shared with the local Regional Umpiring Committee in advance and shall note that the competition will comply with the British Rowing Rules of Racing. | Removed the requirement of the RUC to approve the published material as it is only a recommendation of what is shown. |
| 5-5-3 Closing of Entries  
d. No competitor may be entered more than once in the same band in an event at a competition if that event has side-by-side races.  
*This allows a competitor to enter more than once in an event at a head race if allowed by the competition but not at a regatta where there are side-by-side races in the event entered.* | 5-5-3 Closing of Entries  
d. No competitor may be entered more than once in the same band in an event at a competition if that event has side-by-side races. | Removed the note about head v regatta as it is not adding anything to the rule. |
| 7-2-4 Crew Composition  
d. All Masters crews must race at their age class as shown in the draw and substitutes shall not be permitted if they would result in making the crew ineligible for that age class. | 7-2-4 Crew Composition  
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7-2-6 Lightweight Competitors
b. Rowers shall be weighed-in each day not less than one hour and not more than two hours before the scheduled start time of the first race that day of the event in which they are entered.

7-3 The Start (Side-by-Side Racing)
7-3-1 Reporting at the Start
d. A crew that is not at the Start two minutes before the scheduled time of the race may be disqualified. If it is permitted to start in the race, it shall, at the discretion of the Starter, incur the penalty of one 'Official Warning'. A crew that is not at its starting station and ready to race by the scheduled time of the race may be excluded by the Starter. The start of a race may take place without reference to absentees.
e. If all the competitors are in position and ready to race, and the Race Umpire and timing (where relevant) are ready, the Starter may start the race up to two minutes early (or earlier if agreed with the crews and the event organisers are advised accordingly). If, through circumstances …
f. If the start of a race is delayed, the Starter may:
- hold the crews in the start area while proceeding with the next race.
- announce a new start time.
- require crews to return to the boating area and await further announcements.

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f. If the start of a race is delayed, the Starter may:
- hold the crews in the start area while proceeding with the next race.
- announce a new race time.
- require crews to return to the boating area and await further announcements.
### 7-3-4 Start Procedure

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

- **This is a Masters Handicap race. Crew(s) [...] you are Masters [...] crew(s) [...] you are Masters [...]. Please confirm.**
- **Each crew is required to acknowledge that the information is correct.**

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

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### Simplified start procedure for Masters Handicap races. The start procedure is not explained to the crews but is carried out in the same as before

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### 7-3-4 Start Procedure

**i.** After a further distinct pause, the Starter shall say: ‘**Go**’, simultaneously dropping the red flag smartly to one side. The pause between the raising of the flag and the start command shall be variable.

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### Clarifying that the **GO** is the start signal with the red flag dropping

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### 7-3-4 Start Procedure

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

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### Reducing the number of words

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7-5-2 Lanes and Stations
  c. Each crew should remain on its proper course throughout the race and it should not:
     - encroach on the proper course of other competitors
     - 'interfere' with other crews (see 7-5-5)
     - leave the limits of the course.

Appendix A
 h. Caution: a verbal advisory that the conduct of a rower or crew is in breach of the rules and may be taken into account when considering an Official Warning for a further breach of the rules. This would be an appropriate measure when the breach does not merit an Official Warning.

Appendix A
 n. Doping: Is defined as the occurrence of one or more of the Anti-Doping Rule Violations set forth in Article 2.1 through Article 2.10 of the UK Anti-Doping Rules.

Appendix A
 nn. Safety Adviser: shall mean the person identified in RowSafe as the Event Rowing Safety Adviser.

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14 APPENDIX F
 b. The maximum permitted length and minimum permitted weights are as follows:

<table>
<thead>
<tr>
<th>Boat Type</th>
<th>Maximum length (m)</th>
<th>Minimum weight (kg)</th>
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<tr>
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<td>130</td>
</tr>
</tbody>
</table>

Min Boat Weight for a 4x+ is 130Kg (WR Change)

14-5 Crew Racing Numbers
 b. 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.

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Only one crew member needs to cross the line
| 14-6 Race Characteristics | 14-6 Race Characteristics | Changed race course to course
| a. 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). | a. The 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). | The length of the course is not stipulated |
| c. The length of course shall be 4-6 km. | c. The length of course may be 4-6 km. |

| 14-10-2 Crew Captains’ Meeting | 14-10-2 Crew Captains’ Meeting | Terms standardised and the ability to view the course removed. |
| 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 Chair 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. | Before the start of the competition, a meeting shall be convened by the Organising Committee at which all team managers, coxes and crew captains shall participate. At this meeting, the Race Committee Chair and Competition 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). |

| 14-11-2 Shelters | 14-11-2 Shelters | Clarification on 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. | 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 shall 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. |

| 14-13 Floating (on water) Start | 14-13 Floating (on water) Start | Clarification on the time that crews must be ready to race |
| a. Crews must shall be in the vicinity of the start line three minutes before the designated start time. | a. Crews must shall be in the vicinity of the start line two minutes before the designated race time. |

**Clarification on shelters**

- Shelters may be very dependent on tidal, wind, and current conditions. Depending on 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 possibilities of access to the shelters in accordance with navigational limits imposed on their boat.

**Clarification on the time that crews must be ready to race**

- Crews must be in the vicinity of the start line three minutes before the designated start time.
<table>
<thead>
<tr>
<th>14-14 Beach Starts</th>
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<th>Changes in the requirements for starting and announcing information</th>
</tr>
</thead>
<tbody>
<tr>
<td>e. The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race competitors. The Starter should be on a raised platform and should wear a clearly distinguishing jacket.</td>
<td>e. The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race competitors. The Starter may be on a raised platform and should wear a clearly distinguishing jacket.</td>
<td><strong>Added requirement for the boat handling to be safe and clarified that they are part of the crew!</strong></td>
</tr>
<tr>
<td>f. The Starter shall inform the crews when there is five minutes, four minutes and three minutes remaining before the start time.</td>
<td>f. There shall be a Judge at the Start who shall be positioned in such location as to be able to properly carry out their responsibilities. The Race Committee Chair may allocate two Judges at the Start for this purpose.</td>
<td></td>
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<tr>
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<th>14-14-1 Boat Handlers</th>
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</tr>
</thead>
<tbody>
<tr>
<td>d. The role of the boat handler is to support the departure and arrival of the crew from and to the beach.</td>
<td>d. The role of the boat handler is to support the safe departure and arrival of the crew from and to the beach. Boat handlers who do not act in a safe manner may incur a time penalty for their crew</td>
</tr>
<tr>
<td>Section</td>
<td>Content</td>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>14-21 Finish of the Race</td>
<td>For a Floating Finish, a crew has finished the race when the bow of its boat has reached the finish line between the two buoys.</td>
</tr>
<tr>
<td>14-21 Finish of the Race</td>
<td>For a Beach Finish</td>
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</tr>
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<td>14-21 Finish of the Race</td>
<td>A crew in contravention of these requirements shall be disqualified.</td>
</tr>
</tbody>
</table>

Updated the finish procedures.
14-22-1 Required Umpire Positions

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

For a floating start, the Judge at the Start shall not be required to give instructions to any crew on their alignment at the Start. It is wholly the responsibility of the crews not to be on the course side of the start line at the time the start signal is given.

For a beach start, the Judge at the Start may give instructions to keep the boats in alignment. There is no Aligner.

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14-22-1 Required Umpire Positions

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

For a floating start, the Judge at the Start shall identify any boats which are on the course side of the start line at the time the start signal is given. They shall immediately inform the Starter and Umpires of their decision and the offending crews shall be notified of their decision. It is wholly the responsibility of the crews not to be on the course side of the start line at the time the start signal is given.

For a beach start, the Judge at the Start shall be positioned where they may best judge whether any crews have started to enter their boats before the start signal is given.

e. **Penalty Umpire** - shall record the penalties awarded to crews during the race by the Starter and Race Umpires, inform crews of their penalties and enforce crews serving time penalties by either penalty turns for water finishes or a penalty box for beach finishes.

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14-23 Disputes, Disciplinary Procedures and Penalties.

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

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

---

14-23 Disputes, Disciplinary Procedures and Penalties.

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

- Standard time penalty – 30 seconds or 360 degree penalty turn
- Severe collision penalty – 60 seconds or 720 degree penalty turn
- Floating false start time penalty – 3 minutes
- Beach start time penalty – 60 seconds

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15-1-2 Water Section

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

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15-1-2 Water Section

b. The patterns for the course shall be slalom out and straight back.

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15-5 During the Race

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

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15-5 During the Race

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

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Roles revised and new role of Penalty Umpire added

New penalties have been added of 360 or 720 degree turns instead of timed penalties as this will give a better “finish”

Option 1 never used so removed (graphic also updated)

Added boat handlers as they also need to manage the boats
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:

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

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

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

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

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

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

Turning marker umpire removed. Other roles revised.
- A red flag if the crew has not rounded the buoys correctly.
  The Turning Mark Umpire shall also show a red flag if they consider there has been any other infringement of the Rules, including interference. They shall as soon as possible after the finish of the race inform the Race Umpire of the detailed reasons for showing the red flag.

e. **Judge at the Start and Finish** - The Judge at the start shall act also as the Judge at the finish (i.e. Chief Judge). The Chief Judge at the Finish shall not release any results of the race until the Race Umpire makes a determination on the infringement indicated by the red flag.

  release any results of the race until the Race Umpire makes a determination on the infringement indicated by the red flag.