

BRITISHROWING

THE UMPIRES'

Handbook 2022

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RULES OF RACING

(These Rules of Racing come into effect on 1 April 2022)

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1 GENERAL

1-1 Title

These rules are established by British Rowing and shall be known as the British Rowing Rules of Racing.

1-2 Purpose

The purposes of these rules are to:

- provide a basis for safe, fair and equal racing taking account of the guidance in RowSafe and of British Rowing's Safeguarding & Protecting Children Policy.
- provide a consistent framework for the regulation and organisation of rowing competitions.

1-3 Interpretation

- a. These rules shall be interpreted to effect the purpose described in Rule 1-2. 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.
- 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.

- **Rowing:** shall imply both sweep-oared and sculling, except where the contrary appears specific.

1-4 Scope

- a. These rules shall apply to all competitions that are affiliated to British Rowing.
- b. Where relevant these rules shall also apply to registered members of British Rowing taking part in competitions organised by other associations (e.g. 1-4c, 1-4d, 1-6).
- c. No member of a club affiliated to British Rowing shall compete in any rowing competition other than one that is subject to the British Rowing Rules of Racing or those of a body recognised by British Rowing or World Rowing unless participation has been approved by the Sport Committee in advance.
- d. It is accepted that affiliated clubs and individual registered members of British Rowing may take part in Festivals, River Pageants, Charity Rows etc.

1-5 Situations not Covered

In situations not covered by these rules, umpires and other officials (as defined in Rule 6-1-4) 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 1-2. Such situations and decisions shall be reported to the National Competition Committee, within five days.

1-6 International Competitions and Competitions of other Associations

- a. Any club proposing to enter a crew for an 'International' competition (i.e. one included on the World Rowing calendar), other than for Masters, shall apply in the first instance to British Rowing.
- b. In the case of other foreign competitions, clubs shall inform the National Competition Committee of their intention to enter.
- c. Participation in any competition of a different association, whether British or foreign shall count for classification as for similar participation under British Rowing rules. All competitors or their clubs shall inform the British Rowing office to enable the results to be included electronically against the competitor's records and also in the club's record for the British Rowing Almanack.

1-7 Racing Names

- a. Open affiliated rowing clubs may register one additional racing name with British Rowing, to be used by juniors competing in British Rowing competitions.
- b. All competitors using the Registered Junior Racing name shall be members of the host club, who will pay the capitation fee at the current rate for each person.
- c. The annual fee for a Registered Junior Racing Name will be equal to the current basic club affiliation fee.

The purpose of this rule is to provide an acknowledgement by name of partnerships and links with local schools and/or local authorities.

1-8 Anti-Doping

The anti-doping rules of British Rowing are the UK Anti-Doping Rules published by UK Anti-Doping Limited (or its successor), as amended from time to time. Such rules shall take effect and be construed as rules of British Rowing. Any competitor, competitor support personnel or relevant person subject to the jurisdiction of British Rowing shall accept these rules as a condition of participation and shall be bound by them.

1-9 Sponsorship

There are no restrictions on advertising material other than:

- No advertising material is permitted that is inappropriate or which is harmful to the image of rowing.

(For further guidance see British Rowing's "Guidance on Sponsorship" at https://www.britishrowing.org/wp-content/uploads/2020/06/BR-Guidance-on-Sponsorship_June2020.pdf)

- Any sponsorship material on equipment or clothing shall not impair the recognition of the crew by its club colours.

2 CLASSIFICATION OF COMPETITORS

2-1 General

2-1-1 British Rowing Standing

- a. Except as covered elsewhere in these rules, only those competitors who are registered members of British Rowing with Race membership and who are members of, and are representing, an affiliated rowing club, or who represent a club affiliated to another association recognised by British Rowing or World Rowing, shall compete in competitions held under these rules.
- b. Registered members of British Rowing with Row, Coach or Support membership may also compete in Primary Events described in Appendix C and Stable (Recreational) Boat Competition described in Appendix E.
- c. Any competitor misrepresenting their history shall be subject to the penalties as described in Rule 8-4.
- d. A competitor's history shall also take account of any entries at competitions held under the rules of associations other than British Rowing.
- e. In areas of dispute a competitor's history shall be examined by British Rowing.
- f. Any application for membership, or renewal of membership, shall include any racing history of the applicant not previously declared.

2-1-2 Classification of Coxes

Coxes are not restricted by gender.

2-2 Senior Classification

Subject to 2-3g Senior rowing is open to all registered members of British Rowing with Race membership and includes the following classifications.

2-2-1 Lightweight

- a. No competitor shall be allowed to compete in Lightweight competition until they have reached the age of 18 years old.
- b. A competitor is a Lightweight if their weight does not exceed 72.5 kg (Open), 59 kg (Women) during the summer period (1st April – 30th

September) and 75 kg (Open), 61.5 kg (Women) during the winter period (1st October – 31st March).

- c. The average weight of a Lightweight crew (excluding cox) shall not exceed 70 kg (Open) or 57 kg (Women) during the summer period. There will be no average weight requirement during the winter period.
- d. Single scullers are weighed as individuals.

2-2-2 Under 19 (U19)

A rower or cox may compete at U19 level until 31st December of the year in which they reach the age of 18.

2-2-3 Under 23 (U23)

A rower or cox may compete at U23 level until 31st December of the year in which they reach the age of 22.

2-2-4 Adaptive

Individuals competing in British Rowing Adaptive events shall have been assessed, given an Adaptive grouping and then allocated to one of the following boat classes:

- AR1 – Adaptive Rower (Largely Upright Seat)
- AR2 – Adaptive Rower (Fixed Seat)
- AR3-LD – Adaptive Rower (Sliding Seat - Learning Disability)
- AR3-PD – Adaptive Rower (Sliding Seat - Physical Disability)

2-2-5 Para-Rowing

Individuals competing in Para-Rowing competition shall have been allocated a Sport Class by the British Rowing classification procedure:

- PR1 - Para Rower (Arms and Shoulders; Fixed seat and stabilising pontoons)
- PR2 - Para Rower (Trunk and Arms; Fixed seat with optional stabilising pontoons)
- PR3-VI - Para Rower (Legs, Trunk, Arms & Visual Impairment; sliding seat - no restrictions)
- PR3-PD - Para Rower (Legs, Trunk, Arms & Physical Disability; sliding seat - no restrictions)

2-3 Junior Classification

- a. A junior is a competitor who had not attained 18 years of age by 00:00 on 1st September preceding the competition (except when Rule 2-3d applies).
- b. Junior age bands run from 1st September until 31st August.
- c. Juniors who have not attained 11, 12, 13, 14, 15, 16, 17 or 18 years of age by 00:00 on 1st September preceding the competition are classified as being in the following age bands J11, J12, J13, J14, J15, J16, J17 and J18

respectively. The age bands J11 to J18 are equivalent to school year groups 6 to 13 respectively.

A junior whose age band is higher than the age band for the school year group in which they have been placed may apply to the National Competition Committee to compete at one age band lower.

The approval of both an individual who has parental responsibility for the athlete and the club welfare and safeguarding officer shall be obtained before making the application. As part of the application, the head/principal of the athlete's school or college is required to confirm that the athlete is in that school year group.

The National Competition Committee after an individual assessment in each case may, or may not confirm the application which will apply for that academic year only. Further applications may be made in subsequent academic years.

- e. No more than one competitor per crew (coxes excepted) may make use of Rule 2-3d. Rule 2-3d does not apply to single scullers, pairs or doubles.
- f. Juniors in age band J14 or below are not permitted to race in sweep-oared events (coxes excepted).
- g. Juniors in age band J14 or below are not permitted to race in events that are more than one age band above their own age band nor in Senior events (Para-rowers, adaptive rowers and coxes excepted).
- h. Coxes of junior crews shall be juniors (except when Rule 2-3d applies).
- i. Coxes of junior crews are not sub-classified by age.

2-4 Masters Classification

All competitors who have attained, or will attain, the age of 27 years old by the end of the calendar year are Masters.

- b. Events for Masters may be held in categories depending on the average age of the crew (see 4-4a).
- c. All competitors in a Masters event (other than coxes) shall be Masters.

3 THE PERSONAL RANKING SYSTEM

3-1 The Ranking System

- a. The Ranking System is a continually updated classification provided for each competitor (including coxes) based on a function of the final finishing position in each event and the numbers of crews participating in the event.
- b. Sweep oared rowing and sculling are classified separately and every competitor has a separate Ranking Index in each of the two disciplines.
- c. Coxes will also accrue ranking points when racing which will be classified separately to any points that the competitor accrues in sweep oar rowing or sculling.
- d. The Ranking Index for each competitor on entry into an event will be the ranking determined eight days before the official close of entries for that event. *For example, if the entries close at 13:00 on Sunday 15th then the Current Ranking Index is at 00:01 on Saturday 7th.*
- e. The ranking will be based upon the Personal Ranking issued to all competing members of British Rowing.
- f. The total of the ranking points accrued by the members of a crew as a whole determines that crew's Event Band.
- g. Ranking points accrued by a competitor for coxing will not be used for calculating a crew's Ranking Index, nor will they be used if the competitor rows or sculls.
- h. Full details of how ranking points are allocated can be found in the Personal Ranking Reference Book. Copies of which can be obtained from British Rowing.

3-2 Qualifying Events

- a. A qualifying event is one whose result may affect the Personal Ranking of a competitor (*e.g. by gaining ranking points*).
- b. An event is qualifying when there has been at least one race in which a minimum of two crews have been placed. A crew is not placed if it has been disqualified or has been given a verdict of 'Not Rowed Out' or if it did not finish.
- c. In general, all competitions are classed as qualifying including:
 - side-by-side racing
 - 'head', processional, and time trial races
 - an event for mixed crews of men and women (see 4-5c)

- d.
 - races open only to Para-Rowing competitors
 - None of the following is a qualifying event:
 - an event where special conditions apply and permission has been granted by the National Competition Committee
 - a private match as defined in Appendix A arranged solely between the clubs or competitors concerned
 - an event open only to members of one club, or solely to the clubs of one university or other self-contained body
 - races open only to Adaptive competitors
 - a fun event generated on the day among existing competitors
 - an event held in recreational boats
 - an event open only to competitors J13 or younger
 - a handicap event (other than Masters)
 - relay races
 - primary events as defined in Appendix C
 - a bumping race
 - an event where competitors are allocated to crews on the day by the organisers
- e. Any of the specific non-qualifying type of events listed above may have their entry conditions varied by local rules (see 6-2).

4 CLASSIFICATION OF EVENTS

4-1 The Main Classes of Events

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

- Senior - including Lightweight, U23, U19, Adaptive and Para-Rowing
- Junior
- Masters

and in each of these classes, Open (*regardless of gender*), Women and Mixed (see 4-5c); 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.

4-2 Senior Class

Senior racing can be sub-classified by Event Bands which are defined by the Organising Committee after entries have closed.

4-2-1 Lightweight Class

- a. Lightweight events may be held in event bands based on ranking points.

- b. Lightweight competition and wins will attract ranking points as for all Senior competition.

4-2-2 Adaptive Class

- a. Adaptive events may be offered for the boat classes defined in 2-2-4.
- b. British Rowing will determine which boats are eligible for AR1 and AR2 competition in the Adaptive events.
- c. Strapping shall comply with the requirements of Appendix D.
- d. Adaptive events will not attract ranking points.

4-2-3 Para-Rowing Class

- a. Para-Rowing events may be offered for the boat classes defined in 2-2-5.
- b. The use of standard Para-Rowing boats is mandatory for all PR1 and PR2 events. British Rowing will determine which boats are eligible for competition in these events.
- c. Strapping shall comply with the requirements of Appendix D.
- d. Para-Rowing events will attract ranking points.

4-3 Junior Class

- a. Junior events may be held in any of the age classes identified in Rule 2-3c above.
- b. Junior events may be held in event bands based on ranking points.
- c. Events may be classified as 'School/Junior'. This extends a J18 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.*
- d. Junior events will attract ranking points.

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.

Category	Age Restriction
A	27
B	36
C	43
D	50
E	55
F	60
G	65

H	70
I	75
J	80
K	85

- b. Masters events may be combined into event bands based on ranking points.
- c. Masters events will attract ranking points.
- d. Masters crews of different categories may be raced together using a handicap system (see Appendix G).
- e. Before entries open, a competition shall declare in its promotional material the arrangements that will be used to group Masters entries into events and whether or not the ranking system and/or the handicap system will be used for some, or all, Masters categories. These arrangements should then not be changed once entries have opened.

The British Rowing insurance policy covers competitors aged 80 and over against third party liability. They are not covered for personal accident.

4-5 Combination of Classes

- a. Competition organisers may offer events that combine the conditions of two or more classes; (e.g. Masters B Event Band XX or Masters AR3). *Masters B Event Band XX would be an event conforming to the general conditions of Masters B, but restricted to crews/scullers with a personal Ranking Index applicable to Event Band XX conditions. Masters AR3 would combine a Masters competitor(s) with Adaptive AR3 class competitor(s).*
- b. Competitions 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 with no restriction on ranking points but with a restriction that all competitors shall be pupils at a school or college of higher education. Ranking points would be awarded to rowers in such events.
- c. A particular example of combining classes is a Mixed event, which may be offered at any level and combines men and women rowers in a crew with a minimum number of women included (50% unless otherwise stated) (and see 3-2c).

5 COMPETITION ORGANISATION

5-1 General Requirements

- a. All affiliated competitions shall be held in accordance with the British Rowing Regulations and in accordance with the Rules of Racing.
- b. No competition shall be held under these rules unless its date and conditions have been approved by the National Competition Committee and the competition has taken account of the guidance in RowSafe, in the risk assessments and safety documentation required by the competition.

The Competition 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 Rowing Councils. Consensus is sought, but preferred dates may be rejected if a clash between competitions of national significance is foreseen; in the last instance, a date may be imposed.

A competition shall pay all affiliation money and all necessary fees to British Rowing within 14 days of the competition taking place.

- c. If a competition 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 Rowing Council concerned and the National Competition Committee.
- d. The competition shall take all reasonable steps to ensure that all competitors representing clubs affiliated to British Rowing, Scottish Rowing or Welsh Rowing are, themselves, registered members of British Rowing, Scottish Rowing or Welsh Rowing respectively and are in possession of a current membership card (see 7-2-3 and 5-5-4).

5-2 Safety

5-2-1 RowSafe

- a. The guidance in RowSafe should be taken account of at all times.
- b. This applies before, during, and after racing periods, to all competitors and their equipment and to the organising committee and all other officials and helpers.
- c. All officials are to use their best endeavours to ensure compliance with the competition safety documentation and guidance.

5-2-2 Safety Adviser

- a. Before a competition, the Organising Committee shall appoint a Safety Adviser who shall become a member of the Organising Committee and shall advise taking account of the guidance in RowSafe.
- b. The Safety Adviser shall ensure that the competition has the capability of recognising when and where accidents have happened and of recovering distressed competitors quickly and providing timely medical attention.
- c. The Safety Adviser shall be responsible for the submission of an Event Safety Plan and Safety Rules together with associated risk assessments and Event Emergency Response Plan in compliance with the guidance in RowSafe in addition to the Welfare Plan to the Regional Rowing Safety Adviser in the region in which the competition is to take place a minimum of four weeks before the proposed competition date.
- d. There is a general commitment that all officials should ensure that racing takes place in safe conditions (6-1-1 and 7-5-1 etc.).

5-2-3 Safety Instructions

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

- the circulation pattern
- any special points of danger on or near the course (e.g. shallows, underwater obstructions, narrow passages, side channels and areas where other water traffic crosses the course)
- safety boat and first aid positions and how to summon help
- medical support arrangements
- location of emergency telephones
- marshalling instructions

A copy of these instructions shall be provided, no later than three days before the competition, to each club whose responsibility it is to distribute them to the crews. An email including a web link to the information may be sent to each club which retains the responsibility to ensure that all crews are made aware of it.

5-3 Role of the Regional Umpiring Committee

- a. Every competition should be attended by a representative from the Regional Umpiring Committee to monitor whether umpiring standards are being maintained.

The representative can assist the competition by:

- *working as an official*
- *providing the Race Committee or any other official with an experienced second opinion*
- *helping to defuse a situation, particularly one which might escalate to the Regional Umpiring Committee through an appeal*
- *providing independent comment to the Organising Committee and to the Regional Umpiring Committee on aspects of the competition which are below the latest standards of best practice*
- *Commenting in particular on:*
 - *safety*
 - *the course*
 - *starting on time and dealing with latecomers*
 - *the suitability of Local Rules*
 - *numbers, siting and quality of umpires, officials, race monitors, etc.*
 - *the effectiveness of Control Commission policing*
 - *the suitability of the environment*
- b. National competitions should normally be attended by a member of the National Umpiring Committee.
The NUC can provide a list of such competitions if required.

5-4 Course Safety

5-4-1 Course Markings

- a. The starting line shall be conspicuously marked, and if necessary buoys should be set to guide crews into the start.
- b. The finish line shall be conspicuously marked.

5-4-2 Suitable Courses for Processional Competitions

- 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.

The method of noting the start shall be listed in the instructions to competitors.

- 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.

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.

It is recommended the published material should also include the following:

- *the place, date and time of the competition*
- *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.*

5-5-2 Competition Entries

- a. Competitions and clubs are required to use BROE to manage their entries.

Competition entrants are advised to make it clear in the BROE comments field if any doubling up is being sought (see Appendix A, 9o).

There is no compulsion on the competition to accommodate any request for a doubling up entry. Where a club is entering a number of crews for the same competition, especially where there are complications of doubling up or shared boats or coxes, it would be helpful if the club would inform the competition listing the events entered and highlighting the doubling up, if any, being sought.

- b. **Adaptive Event Entries:** No entry shall be accepted for an Adaptive event unless the rower concerned has been grouped in accordance with the British Rowing Adaptive grouping procedures or holds a British Rowing Sport Class.
- c. **Para-Rowing Event Entries:** No entry shall be accepted for a Para-Rowing event unless the rower concerned has been classified in accordance with the British Rowing classification procedures.

5-5-3 Closing of Entries

- a. Entries shall close at least 3 clear days before the date of the competition.
- b. No official of the competition shall disclose the identity of crews entered into any event but the Organising Committee may at its discretion report the state of the entry list for any events prior to the lists being closed.
The Organising Committee may state which clubs have entered but may not give details of which events they have entered.
- c. An Organising Committee may investigate any entry and may reject or annul an entry at any time subject to notifying the club of its reason whenever possible.
- 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.
- 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 crew involved agrees, they may transfer the entry to another event for which the crew is eligible.
- f. Copies of the draw, timetable of racing for the events entered and the safety instructions (see 5-2-3) shall be sent before the competition to each club, whose responsibility it is to distribute them to the crews.
An email including a web link to the information could be sent to each club which retains the responsibility to ensure that all crews are made aware of it.
- g. The competition shall make enquiries of any crew from an association other than British Rowing, 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 the competition 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.

5-5-4

Confirming the Identity of Competitors

- a. Competitors whose names and registration details are not on the entry form shall be disqualified and the case reported to British Rowing. Such situations may be considered by the Race Committee Chair as 'unsportsmanlike behaviour' (see 8-5).
- b. Competitions may check the identity of winners and any winner who cannot confirm their identity shall not receive any crew or individual prize until their eligibility has been confirmed in 7-2-3.

5-5-5

Updating Competitors' Records

British Rowing will maintain competitors' records via BROE.

5-5-6

Returns to British Rowing after the Competition

- a. The competition shall return the results from the competition through BROE to arrive not more than five days after the competition to update competitors' ranking points and for inclusion in the British Rowing Almanack:
 - The placing, elapsed time (if available) and winning distance (if available) of every crew in each event. The information is also required for processional races to facilitate the establishment of Personal Ranking for competitors.
 - Confirmation that the crews which competed are correctly recorded in BROE.
- b. Late issue of returns will result in the loss of the early submission BROE discount.
- c. The competition shall make such further returns to British Rowing as shall be requested from time to time by British Rowing.

6

CONDUCT OF THE RACE

6-1

Race Officials

6-1-1

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 use their best endeavours 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 shall abide by their own mistakes, especially where watermanship, maintenance of equipment or the effects of injudicious doubling up are involved.

6-1-2 The Race Committee

- a. Before a competition, the Organising Committee shall appoint an umpire to be Race Committee Chair.
- b. The Race Committee Chair shall then appoint a Race Committee consisting of umpires, the minimum number being three.
- c. Where a competition has a Co-ordinating Umpire (see 6-1-4a) that person shall be a member of the Race Committee.
- d. The Race Committee Chair shall be a member of the Organising Committee and shall be responsible to it for the application of the British Rowing Rules of Racing at the competition.
- e. 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 Race Committee Chair 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 competition where the rules have an impact or wherever there is a need to consider 'fair and equal conditions' for racing. During the competition, 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*
- *application of disciplinary measures under the relevant clauses of 8-6.*

The Race Umpire is responsible for the conduct of the race and their 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 they may not have been aware - the umpire may then reconsider if they think this to be appropriate.

6-1-3

Duties of the Race Committee Chair

- a. Ensure that the Organising Committee plans the competition in accordance with the British Rowing Rules of Racing.
- b. In collaboration with the Organising Committee shall appoint or approve the appointment of all appropriate officials, and their duties; ensure they are briefed and equipped to carry out their duties.
- c. 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 themselves or with the assistance of all, or any, of the Race Committee, to whom they may delegate such actions.
- If the Chair, or any member, of the Race Committee acts in an umpiring capacity and a protest arises concerning a decision of theirs in that capacity they should delegate the hearing of that protest to other members of the Race Committee.*
- d. Take note of any concerns of the Safety Adviser and take appropriate action if of immediate concern.
- e. Meet with the Regional or National Umpiring Committee representative attending the competition officially, and take note of any concerns or recommendations.

6-1-4 Umpires

A team of umpires will be appointed or approved by the Race Committee Chair to fulfil the roles listed below.

Appointments will vary depending upon the type of racing (side-by-side, head, processional, etc.) and the type of umpiring used (bank, launch, zonal, etc.).

A trainee adopted by their Regional Umpiring Committee may fulfil these roles under the direct supervision of the relevant umpire who shall remain the responsible umpire.

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 candidate adopted by the Multi-Lane Umpiring Panel and under the direct supervision of a multi-lane endorsed umpire.

- a. **Co-ordinating Umpire.** Where several race umpires are involved in a race (*as in bank or zonal 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. The Co-ordinating Umpire, therefore, represents the full team of umpires that cover a bank or zonal umpired race, but any change of view has to come from the umpire in whose jurisdiction the situation occurred.

Protests to the Race Umpire can be directed to the Co-ordinating Umpire in the first instance and the Co-ordinating Umpire can then identify the appropriate umpire and manage the hearing of the protest.

- b. **Head of Control Commission.** A specific member of Control Commission who is responsible for organising and supervising the team.

- c. **Starter.** The Starter shall start the Race and shall be responsible for the fairness of the Start (see 7-3).

It is recognised that at some processional races the Starter, who will oversee the start area and approve the start of the competition and separate divisions within it, might delegate calling the start (as defined at Rule 7-4c) for individual crews to another member of the start team (who need not be an umpire) as part of the marshalling procedures.

The Race Umpire may act as Starter.

- d. **Judge at the Start** (side-by-side racing). The Judge at the Start shall be responsible for the alignment of the bows of competing crews in a race to the start line and shall be primarily

responsible for calling any 'false start', though the Starter or Race Umpire may also call it. They shall signal alignment to the Starter by raising a white flag (see 7-3-2).

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 start line; no Judge at the Start is required for such a situation. The Judge at the Start shall be an umpire, however regattas may use assistants to do the actual aligning (but not the calling of false starts), provided an umpire supervises and takes responsibility as 'Judge at the Start'.

- e. **Race Umpire.** 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 they are assigned (bank or zonal umpiring).

- f. **Chief Judge.** The Chief Judge shall, after due consultation with any other judges, and after inspection of photographic or electronic evidence if necessary, decide and/or confirm the order in which the competitors crossed the finish line, and, if required, the distances between the competitors (see 7-6).

In practice for head/processional races the Chief Judge might not be able to check every last time or check the order for all crews that crossed the finish line but could oversee the finish area to ensure it is being run properly and should check the results before they are formally published to make sure there are no serious issues or obvious errors (e.g. crews missing, masters handicaps not being applied correctly, etc.).

6-1-5 Additional Officials

The Race Committee Chair shall also appoint or approve the following additional officials as required. It is recommended that these additional officials should be umpires, or have sufficient knowledge and experience to fulfil the role.

- a. **Control Commission.** A team of officials who check that the provisions of the rules on equipment and on the classification of competitors are satisfied. (See 7-2).

- b. **Chief Marshal.** The Chief Marshal shall be responsible for a team of marshals 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.

c. **Start Marshal.** The Start Marshal shall be responsible for presenting crews to the Starter. *For time trials or processional races the crews should normally be presented at, or near, racing pace while maintaining the order of the Start and appropriate intervals between crews.*

d. **Chief Timekeeper.** If necessary, a Chief Timekeeper shall be appointed and 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. **Race Monitors.** Race Monitors should be stationed along the course so that between them, they can observe the sections of the course that are not in the jurisdiction of a race umpire or marshal. 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.

Race Monitors shall:

- note any violations of the rules, including interference and breaches of the safety regulations, and report such violations to the Race Committee Chair 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.

f. **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.

6-2 Local Rules

a. The Race Committee Chair shall, in collaboration with the Organising Committee, develop and publish any local rules to supplement the British Rowing Rules of Racing at the competition.

b. The Local Rules shall be approved by the Regional Umpiring Committee prior to being published.

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 competition (NB as a minimum, the identities and eligibility of winning crew members should be checked, and spot checks made on the safety aspects of equipment)*
- *whether or not the competition or individual events are to be divided into divisions, and if so, how each is to be progressed to its starting position, turned and brought to the start*
- *whether competitors are to be allowed to row in the same event in different Divisions*
- *for head races whether there are any parts of the course where overtaking is banned*
- *for head races whether there is a rule covering to which side overtaking crews should go and the extent to which slower crews should give way*
- *details of specific penalties, e.g. time penalties for being late at the start of a processional race*
- *the extent to which certain types of penalty should be fixed - or varied between fixed limits*

6-3 Essential Equipment

The competition 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 B.

7 RACING

7-1 Safety

7-1-1 Suspending Racing

The Safety Adviser and the Race Committee Chair shall monitor water and weather conditions throughout the period of the competition. If at any time either finds that conditions jeopardise the requirements of safety or of fair racing as outlined in Rule 6-1-1, they should 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 each other, the rest of the Race Committee and the Organising Committee on the situation before taking action and before resuming racing after an enforced break.

Any umpire associated with a particular race, should halt the race if safety or fairness is compromised, and should involve the Safety Adviser and the Race Committee Chair as soon as possible.

7-1-2 Proceeding to the Start, Warming-up, Cooling Down and Practising

- a. Crews proceeding to the Start shall keep clear of the racing lanes and be aware of, and leave clear room for, the possibility of racing crews straying from their lanes.

Crews proceeding to the start adjacent to the racing lanes should try to stop moving as a race comes towards them and only recommence moving to the start as and when the race has gone past.

At river competitions, other river users going about their business and pleasure should be given precedence and competitors should recognise that the helmsmen 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 or cooling down 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.

7-1-3 Violation of Safety Rules

Any crew that violates the declared circulation pattern, or which violates Rule 7-1-2 above, or which is observed executing a dangerous manoeuvre may be awarded an 'Official Warning' (see Appendix A, 9w).

This 'Official Warning' may be awarded by any umpire officiating (whether on duty or not) at the event 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 8-6.

7-2 Control Commission

7-2-1 Control Commission Composition

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

7-2-2 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 shall report, with its boat, before the start of its races.

7-2-3 Membership Card

All competitors shall take their membership card with them to a competition. Any competitor who cannot produce this document when requested by an official may be disqualified but can be replaced by a suitably qualified substitute (see 7-2-4b).

The membership card is the primary means of identification and should always be carried. If the card is not available (e.g. lost or not yet received) then other forms of photographic identification can be used.

If a competitor without documentation is allowed to race, they shall 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.

7-2-4 Crew Composition

- a. Competitors should be identified by checking against the information on the entry form. A competitor's membership card may also be inspected as proof of identity and eligibility for the event entered.

The extent to which this should be a 100% check is left to the competition to decide. All competitions should carry out at least a partial check.

- b. All the rowing members of a crew, and the cox, may be substituted until the official close of entries. Thereafter up to half of the rowing members of a crew and the cox may be substituted before the crew's first race in an event. Any substitute shall fulfil the requirements of Rule 2-1-1 and the Personal Ranking Reference Book, and be approved as eligible by the Organising Committee. Each shall be a member of the same club as the rower they are replacing or, in the case of a composite crew, of any of the clubs entered as the composite, except in the case of crews in Masters, Para-Rowing or Adaptive events where a substitute from another club shall also be valid, and shall provide a membership card. Coxes are bound by the same rules of

substitution as rowers with the exception that a substitute cox may belong to a different club.

- c. Until such times as BROE is closed for substitutions, it remains the responsibility of the crew to ensure that all substitutions made in accordance with Rule 7-2-4b are entered into BROE.
- d. All Masters crews shall race at their age category as shown in the draw and substitutes shall not be permitted if they would result in making the crew ineligible for that age category. *For example a D crew can put in substitutes to make it E but it shall still race as D and a D crew in a C/D handicap event cannot put in substitutes to make it C as it would then be ineligible for D.*
- e. 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 Chair will be final. A rower substituted on medical grounds shall not reclaim their original place in the crew and shall not race in any other crew at the competition.

7-2-5 Dress

- a. Every competitor, except coxes, shall wear the racing strip of the club they represent. 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 competition's regulations. Minor differences may be overlooked, but major differences (e.g. a mix of diagonal and horizontal stripes) should not be allowed.
- c. In composite crews each competitor shall wear the racing strip of the club they represent.
- d. In mixed crews, men and women may retain the racing strip they would normally wear.

In exceptional circumstances, where the Head of Control Commission considers it appropriate, crew members may wear a plain colour, either white or a colour similar to the base colour of the normal racing strip.

7-2-6

Lightweight Competitors

- a. A competition shall declare with the draw the regime for weighing-in with regard to the events a competitor may be competing in and shall confirm arrangements for the issue of weight certificates.
- b. Rowers shall be weighed-in each day not less than one hour and not more than two hours before the originally scheduled race time of the first race that day of the event in which they are entered.
- c. Rowers need not weigh in on a day on which they are not racing.
- d. All members of a crew shall report for weighing at the same time. This rule shall not apply to coxes (see rule 7-2-7c).
- e. Rowers substituted into a crew as a result of a medical withdrawal shall be weighed in at the earliest possible opportunity after approval for the substitution was given.
- f. Rowers shall wear racing strip when they weigh-in.
- g. Competitors may be asked to produce their membership card, or other photographic identification, when weighing in.
- h. A crew that does not meet the weight requirements shall not be allowed to race. *The Race Committee Chair shall decide if a rower entered for more than one event shall weigh-in for each event or only once. Regard should be given to any potentially unfair conditions resulting from the competition schedule.*

7-2-7

Coxes

- a. Coxes shall wear a life jacket or buoyancy aid in the correct manner and be familiar with the method of operation. In front-loader boats coxes shall wear manually operated gas inflation life jackets.
- b. Coxes need not wear the racing strip of the club they represent (see 7-2-5a). Coxes should be suitably dressed for the prevailing weather conditions.
- c. All coxes shall be weighed each day prior to their first race. A cox that does not meet the minimum weight requirements in 7-2-7d shall not be allowed to race. *Coxes competing in more than one event of a similar category need be weighed once only to*

qualify for all such events. Coxes shall be weighed in the clothing that they expect to wear in the race, inclusive of buoyancy aids.

In agreeing what a cox might expect to wear, the weather and condition of the course should be borne in mind.

Where local rules are agreed to enable processional races to not weigh all coxes, the requirement for coxes to meet the minimum weight remains and spot-checks may be carried out before racing.

- d. The minimum weight for coxes shall be: 55 kg for Senior Open, Masters Open, J18, J17, J16 and Mixed crews; 50 kg for Senior Women, Masters Women, WJ18, WJ17 and WJ16 crews; 45 kg for all J15 and younger crews. To make up this weight a lighter cox shall carry dead-weight. Any dead-weight carried may be checked after any race in an event.
- e. The competition shall confirm arrangements for the issue of weight certificates and confirmation of any dead-weight requirement and the way in which both will be checked.
Dead-weight should be carried as near to the cox as possible - but not on them - nor in a way that might impede their exit from the boat.
- f. 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 when the cox weighs in. 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.
- g. A coxbox or similar apparatus shall not be counted as part of the cox's weight or as part of dead-weight. Such apparatus is deemed to be part of the boat.

7-2-8 Equipment Check

- a. It is the responsibility of competitors to ensure that their boats are safe and are prepared in accordance with the guidance in RowSafe and are suitable for the crew and conditions in which they are to be used.
- b. Control Commission may undertake spot check inspections of the boats prepared by the competitors and shall exclude any boat that fails to meet the standards. *Control Commission should pay particular attention to:*
 - *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 shall be in place and intact.*

bow-balls (see Rule 7-2-9a)

foot release / heel restraints (see Rule 7-2-9b)

coxes' ability to escape from front-loader boats forward riggers (see Rule 7-2-9c)

adaptive boats:

- *foot stretcher and strapping in the AR1 and AR2 boats*
- *correct fixing of pontoons on AR1 boats*
- *safety of body strapping of rowers in AR1 and AR2 boats*
- *fixed seats in AR2 1x and 2x together with optional stabilising pontoons*
- *fixed seat and largely upright seat back in AR1 1x with mandatory stabilising pontoons that shall both be in contact with the water when the boat is level*

compliance with the standard Para-Rowing boats specifications including:

- *safety measures in standard Para-Rowing PR2 1x/2x boats including fixed seat(s), foot stretcher and strapping with optional stabilisers*
- *safety measures in standard Para-Rowing PR1 1x/2x boats including fixed seat(s) with upright back rest, foot stretcher, strapping, and correct fixing of pontoons on PR1 1x boats.*
- *correct body strapping of rowers in PR1 and PR2 sport classes.*

7-2-9

Boat Design

a.

Bow-balls. The bows of racing boats shall be properly protected. A solid ball, of not less than 4 cm diameter, made of rubber or material of similar resilience, shall be firmly attached to the bows and the fixing shall not itself present a hazard. 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.

- b. **Foot Release.** In all boats, the foot stretchers, shoes or other devices holding the feet of the rowers shall be a type which allows the rowers to get clear of the boat with no delay in an emergency.
 - Where shoes or other devices holding the feet will remain in the boat, each shoe or device shall be independently restrained such that when the heel reaches the horizontal position the foot will be released from the shoe.
 - Where shoes or other devices holding the feet will not remain in the boat, each shoe or device shall be able to be released by the rower without using their hands or with a single quick hand action of pulling on one easily accessible strap or release device.
 - In addition, where laces, Velcro or similar materials need to be opened before the rower can remove their feet from the shoes or other device, all such materials shall be able to be released immediately by the rower with a single quick hand action of pulling on one easily accessible strap
 - c. The forward port and starboard rigger on all boats, other than single sculls, should be protected by a backstay
 - d. Adaptive boats shall comply with the requirements of Rule 4-2-2b and 4-2-2c.
 - e. Para-Rowing boats shall comply with the requirements of Rule 4-2-3b and 4-2-3c.
 - f. All boats being used for racing shall be identifiable by a three-letter code, as determined by British Rowing together with a three-digit fleet number determined by the club.
 - g. No boat shall make use of any substance capable of modifying the natural properties of water to improve performance.
 - h. No competitor shall make use of a boat with a sliding or swinging rigger mechanism.
 - i. There shall be no restriction on the design of boats or equipment other than as described above.
- 7-3 The Start (Side-by-Side Racing)**
- 7-3-1 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 competition run late, an announcement may be made establishing a differential between competition time and normal time.
 - b. The Starter shall 'call over' the crews by announcing 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 race time.
 - c. The Starter shall then announce 'Two Minutes'.
 - d. A crew that is not at the Start two minutes before the race time 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, as provided at 7-3-4a). 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 umpire. 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.
 - 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.
 - g. 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.

- h. The Starter may introduce minor changes to the schedule of racing if they consider it necessary due to local conditions at the Start.
- i. 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 change the separation between crews.
The order of the draw should be retained.

7-3-2 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 they 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, they shall raise a white flag as a signal to the Starter.
- 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 their flag raised for at least 10 seconds to signal a fair start from their 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.

7-3-3 Crew Preparation

Competitors shall 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.

7-3-4 Start Procedure

- a. In the event that races are running ahead of time and with the approval of the Race Committee Chair, the Starter may start the race early by saying 'I propose to start this race early. If you would prefer to wait until race time, please indicate'. If all crews agree, the starter shall call 'Two minutes' and proceed with the
- e.

start procedure given in 7-3-4b.

Crews shall actively get 'straight' and may indicate if they are not ready to go by a clearly raised hand from one of the crew members.

- b. At 'two minutes' or when all crews are attached whichever is later, 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. They shall ask for an acknowledgement from any crews so warned.

This announcement shall be of the form Name, Infraction, Penalty. e.g. *XX Rowing Club, traffic violation, official warning, please acknowledge.*

- c. The Starter shall then re-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.
- d. For Masters Handicap races the Starter shall then confirm the crews' age categories, tell them what the handicap is, and remind them of the start order:

"This is a Masters Handicap race. Crew(s) [...] you are Masters [...] and will start first, crew(s) [...] you are Masters [...] and will start second. Please confirm. The handicap is [x] seconds."

Each crew is required to acknowledge that the information is correct.

For the second and subsequent starts the starter shall use a stopwatch and count down aloud from [x-1] to x and then say 'Go' and drop the red flag. For example: Roll Call, 'Attention', 'Go' [x-1] ... 1, 'Go'.

If there are entries from 3 age categories in a race there will be two separate countdowns, for example Go-5-4-3-2-1-Go-4-3-2-1-Go for a six second handicap between crews A and B followed by a 5 second handicap between crews B and C."

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.

After a clear and distinct pause, the Starter shall then carry out the 'Roll Call', naming each crew in turn.

The purpose of this pause is so that there is a clear gap between the provision of race information and the start of the Roll Call so it is clear to crews that the Roll Call has started.

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.

- f. 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.
- g. 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 (where relevant) and Race Umpire are ready; and shall then say **'Attention'**.
- h. The Starter shall then **slowly and deliberately** raise a red flag. Where it is advised that competitors have a visual impairment, the Starter shall say the words **'Red Flag'** for all crews to hear whilst raising the flag.
- i. After a further distinct pause, the Starter shall give the start signal by saying: **'Go'**, simultaneously dropping the red flag smartly to one side.
The pause between the raising of the flag and the start signal shall be variable.
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.
- j. If, after the red flag has been raised, the Starter decides that the Start should not proceed directly, they shall say: **'As you were'** and slowly lower the red flag. When they are again ready to proceed, they will begin again from the word: **'Attention'**.
Notwithstanding "f" above, the Starter is responsible for the fairness of the Start, and they should watch that the crews continue to be in a position to start fairly during the final stages before the word 'Go'.
- k. In exceptional circumstances the Starter may omit the full 'Roll Call' having previously told the crews **'Quick Start'** and replacing the 'Roll Call' with **'All Crews'**.

7-3-5 Traffic Light Starting Systems

Where the Start signal is given by traffic lights, the process is as above in 7-3-4 up to, and including, 7-3-4g. After saying **'Attention'**, the Starter shall pause and then switch on the red lights. Where it is advised that competitors have a visual impairment, the Starter shall also say the words **'Red Light'** for all crews to hear at the same instant that they press the button to activate the red light. 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, they shall say **'As you were'** and then switch off the red lights. When they are ready to proceed, they 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 7-3-4 above) having first told the crews that they are going to do so.

7-3-6 False Start

- a. A Start shall be deemed 'False' if any boat crosses the start line before the start signal.
- 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 Umpire 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 by ringing a bell and waving a red flag; the flag should be held at arm's length and moved in a vertical semi-circular 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.
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, they may restart the race without penalty to any particular crew on that account.*

7-3-7 Failure to Start

If a crew fails to start on command, then the race will proceed without it, unless, in the opinion of the Starter, the Judge at the Start or the Race Umpire, there is a strong reason for the non-start. In that case, the race may be stopped.

7-4 The Start (Processional 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. Each crew shall be started 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 start line.
- e. Should the crews present themselves to the Start out of order, the start team may take them in the order in which they come.
Should two crews present themselves at the Start together, the Start Marshal may attempt to hold one back, if they fail both crews may be started together.

7-5 The Race

7-5-1 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.*

7-5-2 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 shall 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 7-5-5)
 - leave the limits of the course.*Any crew is free to take evasive action to avoid being fouled without suffering disadvantage.*
- 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.

7-5-3 Steering

- Each crew is responsible for its own steering. The umpire may call the attention of the racing crew to its steering only if it is about to:
- a. 'Interfere' with a competing crew (see 7-5-5).
 - b. 'Foul' a competing crew (see 7-5-6).
 - c. Risk disqualification under Rule 7-5-2d.
 - 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; they 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 re-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.

7-5-4 Umpires' Instructions

The following instructions to crews shall be used by umpires in side-by-side racing.

a. Launch Umpires

To warn a crew, the umpire shall:

- raise a white flag vertically above their head
- name the crew
- point the flag, at arm's length, in the direction in which the crew is to move. Where it is advised that the competitors have a visual impairment, the Umpire shall also audibly instruct the crew in the direction in which it is to move.

If the crew fails to respond, the umpire may repeat the above sequence.

When the crew has responded, the umpire shall drop the flag smartly to the side, out of sight.

b. Bank Umpires

To warn a crew, the umpire shall:

- raise a white flag vertically above their 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 coordinating umpire of the warning

c. All Umpires

Where crews are close together in neutral water, the umpire may:

- raise a white flag vertically above their head

- name the crews
- audibly instruct the crews to move apart.
If the crews fail to respond, the umpire may repeat the above sequence.

When the crews have responded, the umpire shall drop the flag smartly to the side, out of sight.

To stop a crew, but not the race, the umpire shall:

- raise the white flag vertically above their head
- name the crew
- give the command: 'stop'
To stop a race, the umpire shall:
- ring the bell
- wave a red flag
- give the command: 'stop'

7-5-5 Interference

a. Interference is defined as conduct by a crew which impedes the legitimate progress of an opponent who is on their proper course.

b. If the Race Umpire detects Interference, they shall warn the offending crew.

c. If Interference continues, the Race Umpire may take further action under Rule 7-5-7.

7-5-6 Foul

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

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

a. Following repeated Interference or a Foul, the Race 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 any offending crews, and allow the race to continue if more than one crew remains in the race
- stop the race, disqualify any offending crews and return the remaining crews to the Start, to re-row 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 they have been warned.

7-5-8 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 re-rowed (see also Rule 7-5-3d).

It shall be accepted that it may not be possible to order a head race to be re-rowed.

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

7-5-9 Outside Assistance

- a. Any communication with a crew during a race, other than by means of an unaided voice, may be deemed outside assistance.
- b. Any crew receiving outside assistance may be disqualified from the event and may be subject to further penalties under Rule 8-6.
- c. There shall be no following or pacing during the race by other boats or launches other than approved launches. Doing so risks action under Rule 8-5.

7-6 The Finish

7-6-1 Completing the Course

- a. A crew has completed the course when its bow, or any part of its hull crosses the finish line.
- b. A crew shall 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.

7-6-2 Umpire's Approval (Side-by-Side Racing)

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. Where it is advised that competitors have a visual impairment, the Umpire shall say the words 'White Flag' for all crews to hear whilst raising the flag.
- verbally, or by raising a red flag, in all other cases. Where it is advised that competitors have a visual impairment, the Umpire shall say the words 'Red Flag' for all crews to hear whilst raising the flag. 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.

7-6-3 Duties of the Judges (Side-by-Side Racing)

- a. The judges shall 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 either with a white flag, a white light, 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.

7-6-4 Dead Heats (Side-by-Side Racing)

- 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 re-row for the crews involved.

The re-row should normally take place immediately.

The dead heated crews may be passed through to the next round of competition thus avoiding a re-row if the draw and course can accommodate the situation.

8 DISPUTES AND DISCIPLINARY PROCEDURES

8-1 General

- a. References in this section to any British Rowing Committee (for example the National Competition Committee) include any successor body or Committee that may be designated by British Rowing.
- b. The decision of an umpire shall be final and without appeal.
- c. The jurisdiction of a launch-based umpire extends over the whole race including the Start and the Finish unless zonal umpiring is being used in which case it covers the particular zone allocated to the umpire.
A Co-ordinating Umpire may represent the full team of umpires that cover a race that is bank or zonal umpired, but any change of view has to come from the umpire in whose jurisdiction the situation occurred.
- d. 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.

8-2 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 or clearly calling 'objection' as soon as the crew has passed the Finish. Protests at a competition where umpires are land-based 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 their decision.

8-3 Disputes or Objections

- a. Any protest, dispute or objection not satisfactorily settled between the crew or club concerned and the competition shall be referred in writing, by the Captain of the protesting club, to the Chair of the Regional Rowing Council for the region in which the competition is held, to act as arbiter, with copies to:
 - the Chair of the Regional Umpiring Committee for the region in which the competition was held.
 - the Chair of the Regional Rowing Council for the region of the protesting club.
 - the Captains of any other club(s) involved and the Chairs of their Regional Rowing Councils.
- b. The Chair of the Regional Rowing Council shall resolve the issue or may delegate it to the Chairman of the Regional Umpiring Committee for resolution.
- c. Should any party involved be dissatisfied with the decision that party may refer the dispute, within one month from the date of issue of the decision, to the Chair of the National Competition Committee who will arbitrate.
- d. The Chair of the National Competition Committee may impose penalties or take further action under 8-6d.
Should a conflict of interest appear during any protest, dispute or objection both parties can agree a replacement arbiter. Appellants should realise that once a protest is taken beyond the immediate time-frame of a 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 competition decision shall be referred to the appropriate Regional Umpiring Committee for discussion and action.

8-4 Misrepresentation

- a. No person may impersonate another or adopt a false identity in order to compete in a competition.

Anyone found to be competing under a false identity, or while banned from competition, shall be disqualified from the competition together with the crew, or crews, of which they are part.

- b. In addition to disqualification under 8-4a the Race Committee Chair may take further action against the individual or club in respect of misrepresentation as in 8-6a and 8-6b.

- c. All instances of Misrepresentation shall be reported to the National Competition Committee which may take further action under 8-6d.

- d. The Chair of the National Competition Committee may impose a fine on a club entering an ineligible crew equivalent to some or all of the total entry fees paid for an event if the event is declared null and void. This will be in addition to any penalty imposed under 8-6c.

8-5 Unsportsmanlike Behaviour

Competitors, crews, coaches, 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
- delay the Start without just cause or disrupt the Roll Call by shouting, banging, etc.
- physically or verbally threaten or abuse another competitor, official, helper or member 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 8-4.
- 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 8-6.

8-6 Disciplinary Measures

There are four levels of disciplinary measures:

- a. Any umpire officiating at the competition

(whether on duty or not), the Race Committee Chair, or the Race Committee, may:

- issue a caution
- issue an 'Official Warning'
- disqualify a crew from a race in which the rules have been infringed
- issue an additional time penalty for processional races only – to be added to the offending crew's time. There can be no reduction in time for a crew that is offended against.

- b. The Race Committee or its Chair may:

- issue a 'public' official warning
- issue an 'Official Warning' to an individual competitor, a crew, or to all crews from a club, which will apply for all their remaining races.
- disqualify an individual competitor, crew or club from all races at the competition. (Any prizes already won shall be returned and may be re-awarded to the crew finishing second; no entry monies are refundable).

- c. The Race Committee may:

- issue a fixed penalty fine of £50 for each individual, or £250 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 competition is effectively over for the club involved.

The Race Committee Chair shall conduct an investigation of the incident that day, and prepare a short written summary and conclusion, before leaving the site of the competition. The individual competitor, crew or club shall be told of the investigation, and the procedure explained, they shall be given the opportunity of providing a written rebuttal of the statement, and the opportunity to take a copy of the Chair's summary. The statement shall be sent to the Chair of the National Competition Committee or their representative within two days. Copies shall be sent to the Chairs of the relevant Regional Umpiring Committees.

The fine shall be lodged with British Rowing pending a possible appeal but shall revert to the

competition 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. The Chair of the National Competition Committee may:
- issue a fine of up to £100 for each individual or up to £500 for a club.
 - issue a ban from competition for up to 4 weeks for individuals or clubs.
 - refer the matter to the Disciplinary and Grievance Panel for resolution and sanction.
- These levels of action are 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 Chair of the National Competition Committee believes that the offence warrants extraordinary action.*

The facts and the penalty imposed under 8-6c and 8-6d shall be published.

8-7 Appeal Procedure

Appeal to the British Rowing Disciplinary and Grievance Panel

A club or individuals may appeal against any penalty imposed under 8-6c or 8-6d to the British Rowing Disciplinary and Grievance Panel (in accordance with the procedures mandated by British Rowing concerning Disciplinary and Grievance matters).

9 APPENDIX A: GLOSSARY

The following definitions shall apply throughout these rules:

- a. **Abbreviations:** The following standard abbreviations are recognised:
- | | |
|-----|------------------|
| DNF | = Did not finish |
| DSQ | = Disqualified |
| DNS | = Did not start |
| NRO | = Not rowed out |
| NTT | = No time taken |
| SCR | = Scratched |
- b. **Adaptive Event:** is an event for competitors that have been allocated an Adaptive grouping by the British Rowing classification procedure.
- c. **British Rowing Sport Class:** shall mean the category allocated by the Adaptive and Para-Rowing classification processes (see 2-2-4 and 2-2-5).

BROE: shall mean the British Rowing Online Entry system.

Bumping Race: shall mean a processional race where the order of finishing is determined by bumping or overtaking.

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.

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.

Competition: A group of one or more events managed by one Organising Committee. This includes, but is not limited to, regattas, head races, time trials, bumping races, etc.

Competitor: An individual who takes part in a competition either as a rower or as a cox.

Competitor Profile: The Competitor Profile provides information about each individual competitor. This includes their age, gender and their Ranking Index.

Coxbox: shall mean apparatus carried by a cox to enable them to be heard by their crew and to enable them to measure the speed of the boat and the rating or cadence achieved by the crew.

Crew: An entity comprising one or more competitors with or without a cox who group together for the purpose of taking part in a competition. 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 competition. The club or clubs is/are also responsible for the conduct of crews competing under their names.

Dead-weight: shall mean the additional weight that a cox shall take with them to bring their total weight up to the required minimum for the event.

Doping: Is defined as the occurrence of one or more of the Anti-Doping Rule Violations set forth in Article 2.1 through Article 2.11 of the UK Anti-Doping Rules.

Doubling up: is the process whereby an

- individual or a crew enters more than one event in the same competition or enters the same event twice if allowed by the competition.
- p. **Draw:** The process by which crews are selected into races or into a starting order and then the outcome of that process.
- q. **Event:** shall mean a race or series of races, including all time trials, heats, repêchages, finals etc., that together determine the winner and the order of placement in a particular class of competition.
- r. **Event Band:** An Event Band is a term used to define categories at competitions which rowers compete in. These may be called Championship, Intermediate, Beginner etc. The event bands will be set individually by each competition at the close of entries. Bands will, therefore, vary between events.
- s. **FISA:** shall mean the 'Fédération Internationale des Sociétés d'Aviron', which operates under the name 'World Rowing'.
- t. **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.
- u. **Membership Card:** The card issued annually to all paid up registered members of British Rowing.
- v. **Not Rowed Out:** a verdict used when one or more crews in a race fail to continue racing throughout the course to the finish.
- w. **Official Warning:** A penalty that may be given by any umpire officiating at the competition (whether on duty or not) for any of a number of infringements of the Rules of Racing or for unsafe behaviour; this 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 from the event.
- x. **Organising Committee:** The group of people who take responsibility for the organisation and running of a competition.
- y. **Para-Rowing Event:** is an event for competitors that have been allocated a Sport Class by the British Rowing classification procedure.
- z. **Personal Ranking Reference Book:** means the guide to the Personal Ranking System.
- aa. **Personal Ranking:** means an individual's ranking as defined in the Personal Ranking Reference Book.
- bb. **Primary Event:** is defined at Appendix C.
- cc. **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 section 5-2 of the Rules of Racing still apply and appropriate insurance cover is required.
- dd. **Programme Controller:** An official appointed by a competition Organising Committee to control and adjust the programme of races on the day of the event. This role may be undertaken with other duties.
- ee. **Public Official Warning:** A penalty that may be awarded by the Race Committee or its Chair 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 competition.
- ff. **Race:** When crews compete against each other and the results are determined either by the order the crews cross the finish line or on the basis of time.
- gg. **Race time:** the time at which a race is scheduled to start.
- hh. **Ranking Index:** The Ranking Index (RI) is the number of points a competitor currently has for entering competitions. It is made up of the eight highest weighted personal Ranking Points gained in competition over the last five years with the weight of older points reducing with time. The RI is constantly re-calculated.
- ii. **Ranking Points:** Ranking Points are awarded when a competitor beats a crew in a race.
- jj. **Recreational Boat:** shall mean a stable rowing boat such as an 'Explore Rowing' boat. This definition specifically excludes the use of fine boats in recreational competition.
- kk. **Registered Member of British Rowing:** One who holds one or more of the following British Rowing membership categories: Race, Row, Coach, Support.
- ll. **RowSafe:** shall mean British Rowing's 'RowSafe' guidance document and subsequent

revisions to that document.

mm. **Rowers:** Any member of a crew (either sweep-oared or sculling) excluding the cox.

nn. **Safety Adviser:** shall mean the person identified in RowSafe as the Competition Rowing Safety Adviser.

oo. **Stable (Recreational) Boat Competition:** is informal competition, guidance for which is given at Appendix E.

pp. **Umpire:** One who is qualified by examination as approved by British Rowing, Scottish Rowing, Welsh Rowing or World Rowing and is licensed to umpire at British Rowing affiliated competitions. In addition, national umpires from other World Rowing federations who are demonstrably working towards World Rowing qualification may be invited to officiate under the jurisdiction and supervision of a GBR World Rowing umpire and/or the Race Committee Chair (or their delegated nominee) and with the authorisation of the Chair of the Multi-Lane Umpiring Panel.

10 APPENDIX B: ESSENTIAL EQUIPMENT FOR OFFICIALS

Where an official combines two or more functions, their equipment should contain all that is essential for them to perform all the duties they are 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 RowSafe including an appropriate life jacket, or buoyancy aid
- communication equipment to enable discussions with other officials (e.g. Race Committee Chair or Co-ordinating Umpire) and to allow messages to be passed quickly to neighbouring umpires
- if land based - a suitable, marked station, recognisable by the competitors, from where

the whole of the section of the course they are to control is visible, without obstruction; from which they can be clearly heard and be seen from all points of that section of the course. Ideally, cover should be provided against inclement weather.

Co-ordinating Umpire:

- a station where they 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 they can overhear comments from and between race umpires on the progress of the race, details of warnings, circumstances of disqualifications etc. and such that they can discuss a situation with a race umpire, transmit a verdict to the Judges or hold brief conversations with other officials. *The traditional red and white flags used to signal to the judges may be used, or radio messages may be substituted if they are sited out of view of the judges.*

Head of Control Commission:

- access to crew entry forms and membership cards, giving the names, registration numbers and photographs 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 the Programme Controller.

Starter:

- a red flag and bell or any other audible and visual means that follow the same principles of signalling the 'Start' e.g. red/green traffic lights and linked hooter.
- A white cross may be added to the red flag of the Starter to assist visibility.
- In multi-lane situations the Starter will require a podium or tower and/or a means of distributing their voice and visual signals fairly to all competitors.
- some means of communication with the Programme Controller to ensure that they are aware of changes to the race programme and

of any penalties (e.g. official warnings) that have been awarded.

Judge at the Start:

- a white flag, red flag and bell or any other audible and visual means that follow the same principles of signalling the state of crew alignment and false starts e.g. white and red lights and a hooter.
To assist visibility, a red cross may be added to this white flag.
- a sight line to allow consistent bows-on aligning
- 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 sight 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 the umpire's signals. e.g. a white flag or white light and a hooter
- 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.

11 APPENDIX C: PRIMARY EVENTS

Primary events may be incorporated into conventional competitions or, if there is sufficient support, make up an entire competition. They are intended for rowers who are new to the sport (say, in their first year/year and a half of rowing). They are intended to provide a first taste of side-by-side racing, in a relatively safe and regulated environment. Primary events are non-qualifying, but when rowers are judged by their peers and coaches to be capable of racing in suitable non-Primary events then they should transfer to 'normal' open events. If, after a period racing in Primary events, rowers do not wish to take up racing more seriously, then they may continue as recreational rowers. However, it is not envisaged that rowers can continue to race, and win Primary events year after year.

Primary events

- are open only to newcomers to the sport.
- are open only to registered members of British Rowing.
- are open only to those not entered into any other events at the same competition that are not Primary events
- may be offered for competitors in any age band who have not won a qualifying Junior, Senior or Masters event
- shall provide at least two races for one entry fee via any system of the organisers' choice
- shall be raced over courses no longer than 800m
- may be offered in any boat size.

12 APPENDIX D: ADDITIONAL PARA-ROWING AND ADAPTIVE REQUIREMENTS

12-1 General Strapping requirements for Adaptive and Para-Rowing events

The purpose of the strapping is for safety and to prevent movement of the lumbar region away from the seat backrest.

- All straps shall be minimum 50 mm wide, be of non-elastic material which will not induce pressure marking or chaffing and manufactured without mechanical buckles and shall be able to be released immediately by the rower with a single quick hand action of pulling on the free end of the strap.
- When more than one strap is used, all shall be released in the same manner and direction.
- Any hand strapping shall be able to be released immediately and independently by the athlete.
- Additional strapping may be used by any rower but shall comply with this Regulation.
- It is recommended that all strapping is in a contrasting colour to race strip.
- All boats shall be equipped with stretchers or shoes that allow the rowers to get clear of the boat without using their hands and with the least possible delay.

12-2 General requirements of Adaptive Boats

- AR1/PR1 boats shall have a fixed seat with upright backrest
- AR1/PR1 1x shall have stabilising pontoons
- AR2/PR2 2x may have stabilising pontoons
- AR3/PR3 boats shall comply generally with 7-2-8 and 7-2-9

12-3 Specific Strapping requirements for Adaptive events

- The AR1 1x and 2x boats shall have a chest strap
- Rowers in either the AR1 or AR2 boats may choose to use additional strapping for safety and/or comfort
- There are no obligatory strapping requirements for the AR3 boat

12-4 General Requirements of Para-Rowing boats

- AR1/PR1 and AR2/PR2 boats shall have a fixed seat with upright backrest
- AR1/PR1 1x boats shall have stabilising pontoons installed and attached to the riggers at a minimum distance of 60 cm from centre line of pontoon to centre line of boat.
- AR1/PR1 1x seat and rigger design are not restricted except that the seat shall allow the stabilising pontoons to be correctly fixed
- AR2/PR2 Mix 2x, 2x and 1x boats may have stabilising pontoons
- AR3 PD4+ boats shall comply with 7-2-8 and 7-2-9
- PR3 1x, 2x, 2-, 4x shall comply with 7-2-8 and 7-2-9

12-5 Specific Strapping requirements for Para-Rowing events

In addition to compliance with the general strapping requirements, strapping requirements for Para-Rowing boat classes shall be as follows:

- AR2/PR2 Strapping Requirements – leg strapping is optional for AR2/PR2 rowers.
- AR1/PR1 Strapping Requirements – rowers shall use a mandatory trunk strap which is for safety purpose only. This strap shall be secured to the seat back and around the trunk. In addition to the mandatory trunk strap, rowers may use additional strapping. The design and placement of the seat and all straps shall allow the lumbar region to be visible from the side during rowing. The straps shall be attached to the seat on both sides.

13 APPENDIX E: STABLE BOAT EVENTS AND COMPETITIONS

13-1 Guidance on the Conduct of Stable (Recreational) Boat Events and Competition's Principles

As for conventional racing under British Rowing rules, the purpose of these guidelines is to:

- Provide a basis for safe, fair and equal racing taking account of the guidance in RowSafe.
- Provide a framework for the organisation of events and competitions for recreational rowers

However, Recreational/Explore Rowing races are informal and run primarily for enjoyment and this document is intended to assist organisers rather than to provide a rigid set of rules.

Stable Boat events may be incorporated into conventional competitions or, if there is sufficient support, make up an entire competition.

13-2 Organisation

An Organising Committee should be appointed, the Chair of which will be responsible for the conduct of the competition. *It is recommended that the Organising Committee should include at least one Umpire.*

Unless the Recreational/Explore Rowing event takes place during the course of a competition held under British Rowing Rules of Racing, race officials are not required to be Umpires. However, the Organising Committee should ensure that such officials have the necessary expertise and experience to perform their duties in a safe and professional way.

The Organising Committee shall ensure that the competition is covered by appropriate insurance.

13-3 Safety & Welfare

The Organising Committee shall appoint a Safety Adviser and Welfare Officer who are responsible for producing appropriate Safety Plans and Welfare Plans for the competition (see 5-2-2c).

13-4 Competitors

Recreational rowing or stable boat events and competitions are aimed at beginner rowers and more experienced recreational rowers who do not train regularly for fine boat racing under British Rowing Rules of Racing. Organisers should exercise discretion in excluding active competitors with a Race licence from beginners' events. All competitors shall be registered members of British Rowing.

13-5 Boat Types

These may be stable /touring boats, such as provided under the Explore Rowing programme, or any other stable boat types according to availability, type of event and the experience of the crews.

13-6 Types of Event

Organisers should try to ensure, so far as is practicable, that racing is between competitors of similar competence.

13-7 Types of Race

Types of racing which could be considered are:

- “Head” races or time trials. Such races may be run over any distance, as determined by the event organisers, but having due regard to the suitability and safety of the course.
- Side-by-Side races. Crews should have the opportunity to race at least twice. This may be achieved by arranging a “round robin” competition or a plate event for first-round losers, at the discretion of the Organising Committee.
- Skills competitions. These may include (but are not restricted to) any of the following:
 - Slalom around buoys etc.
 - Backing down
 - 360 degree turn
 - Emergency stop

At all times the safety of competitors shall be the organisers’ priority. If there is insufficient space for crews to perform such manoeuvres side-by-side, then they should compete singly and be timed.

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.

14-1 Classes of Boat

The following classes of boat are raced:

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

14-2 Construction of Offshore Rowing Boats

- a. Offshore rowing boats used in offshore rowing competitions shall meet the following three measurement requirements:
 - Maximum permitted length over all
 - Minimum permitted weight of boat

Minimum permitted width of the boat measured at the following two locations, all measurements taken externally at the station of maximum overall beam:

- o width overall
- o 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
- b. 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	130

- c. There is no restriction on the additional weight that can be added to a boat.
- d. There is no minimum length for Offshore Rowing boats.
- e. The minimum permitted widths are as follows:

Secondary Beam Measurement Point			
Boat Type	Width overall (1)	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

- f. In offshore rowing boats, all rowers shall 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.
- g. Boats shall 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 5 cm below the static waterline.
- h. 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.
- i. 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.
 - j. 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.

14-3 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:

- a. Boats shall 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. Boats shall carry a life jacket for every crew member. Coxes shall wear a life jacket at all times when on the water. (Life jackets can be either the foam filled or gas inflation type).
- b. Boats shall 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 shall be within hand-reach of a rower for the purpose of throwing to a rescue boat if required.
- c. Any ballast shall be fixed securely to the structure of the boat.
- d. 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.
- e. 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.

- f. 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.

14-4

Boat Numbers

- a. Each boat shall display a unique numeric or alpha numeric ID on both sides of the bow for the purpose of identification and safety. This number shall be visible at all times from either side and shall be a minimum of 20 cm high in contrasting colour to the background.
- b. All boats participating shall be registered with Control Commission before going on the water, whether for training or competition. This is the responsibility of the crew.
- c. Any crew failing to register their boat in accordance with these rules will not be allowed to race. Any crew failing to properly display their boat ID at all times at a competition may be penalised.

14-5

Crew Racing Numbers

- a. Crews are also required to display a crew racing number on the person at 'bow'. For coxed crews, the cox shall also wear a number on their back. This number shall be visible at all times.
- b. For races with beach finishes which require one or more crew members to exit the boat and cross the finish line on foot, the crew member crossing the finish line shall clearly display their crew number on their person in a manner visible to the finish judges.

14-6

Race Characteristics

- 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). 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.
- c. The length of course may be 4-6 km.

- d. The course may be straight, rectangular, triangular or point to point or of such other shape as may be suited to the location.
- e. For safety purposes the layout of the course shall not allow boats to be travelling in opposite directions in the same water.
- f. The course may be covered more than once. In principle there should be no turning marker closer than 1 km from the start if the required angle of the turn at that marker is greater than 45 degrees.
- g. Where an event has separate preliminary heats, the courses used for the respective heats may be different from one heat to the next but shall be of the same racing distance and the racing conditions of each course on the day shall be similar.

14-7 Course Markers

- a. A plan of the course(s) showing the location of all course markers together with their description and their GPS position shall be included in the Notice of Competition and also in the instructions issued to all crews upon arrival at the competition. The plan shall also be displayed at the Control Commission.
- b. For safety purposes, wherever buoys are used to mark the turning points, the Organising Committee should, wherever possible, use inflatable marker-type buoys rather than existing solid mooring buoys and beacons.
- c. 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.

14-8 Start and Finish Lines

- a. The start line and finish line shall be visually marked by the alignment of two landmarks or buoys.
- b. The orientation of the start or finish line shall in principle be perpendicular to the route to be taken to or from the next or previous turning point respectively.
- c. For all races, except for races against the clock, the start line shall be wide enough to allow all

competitors in the race to align and start at the same time.

- d. The start and/or finish lines 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.

14-9 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 Competition 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.

14-10 Safety - General Principles

14-10-1 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 Chair and shall participate in any decisions in case of adverse weather conditions.

14-10-2 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 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).

14-10-3 General Obligations

All rowers and coxes shall:

- be familiar with and respect local maritime rules in addition to the British Rowing 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.
- know what to do in the event of their boat swamping or capsizing and if their boat requires to be towed.

14-10-4 Crew Captain's Obligations

- According to international maritime law, all sea-going vessels shall 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.
- Before every outing the Crew Captain shall be responsible for:
 - take responsibility for assessing the risks and the ability of the crew to cope with the prevailing and forecast conditions
 - familiarise themselves 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

14-11 Special Offshore Rowing Safety Considerations

14-11-1 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 shall 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 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/281965/msn1781.pdf for the COLREGS.
- In particular when two rowing boats are on a potential head-on collision course, both boats should move to starboard to give way to the other boat.
- Safety measures and local rules shall be rigorously applied by all umpires and additional officials and shall be strictly observed by the crews.

14-11-2 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 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.

14-11-3 Adverse Weather Conditions

The Race Committee Chair, 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 Chair 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.

14-12 The Start











There are 2 styles of starts: A floating (on water) start or beach start.

14-13 Floating (on water) Start

- Crews shall be in the vicinity of the start line two

- minutes before the race time.
 - b. The Starter may start the race without reference to absentees.
 - c. 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 shall take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given.
 - d. 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 m behind start line 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.
 - e. There shall be a Judge at the Start who shall be positioned exactly on the start line.
 - f. 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. They shall immediately notify the Starter and Umpires of their decision in this regard and the offending crews shall be notified.
- 14-13-1 Starting Procedure for a floating start**
- a. The starting procedure shall be as follows:
 - 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, the Starter may start the race at the given time without reference to the position of any crew.
 - Three minutes before the start, the Starter shall simultaneously:
 - hoist three balls one above the other (each ball may have a white cross on a red background, be clearly visible from the start line and shall be not smaller than 50 cm in diameter); and
 - sound three clear, short blasts with a hooter.
 - All boats shall remain within the vicinity of the Start Line. At the expiry of the three minutes the start can be given even if some boats have not reached the start position.
 - 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 race time 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.
 - Two minutes before the race time, the Starter shall simultaneously:
 - lower one of the three raised balls; and
 - sound two clear, short blasts with the hooter.
 - One minute before the race time, the Starter shall simultaneously:
 - lower one of the two remaining balls; and
 - sound one clear, short blast with the hooter.
 - 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 three minutes after the beginning of the starting sequence.
 - b. The official start of the race will be considered the moment the single ball starts to be lowered.
 - c. Should the Judge at the Start consider that many crews are on the course-side of the start line at the race 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 their sole discretion. Alternatively, they may start the race on time and if appropriate may award penalties as provided in these Rules.

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
START	 Dropping the single ball (red with white cross) drops	 LONG Long blast of hooter
Mass false start	 Starter waving red flag Waving	 Repeated short blasts of hooter repeated

14-13-2 False Start

- a. 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
- b. Consequences of an individual false start
 - A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty of 3 minutes. When conditions allow a single ball should be raised to indicate one or more crews are carrying a false start penalty.
- c. Consequences of a 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 they may allow the race to continue and award penalties to all boats concerned. If they decide 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, they may advise the Starter to allow the race to continue with or without penalties to individual crews.

14-14 Beach Starts

- a. The boats shall be lined up on the beach near the water's edge at least 8 m apart.

- b. The Starter shall direct the crews to float and hold their boats at least 8m 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.
- c. 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.
- d. 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 shall 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.
- 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.
- 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.
- g. 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.

14-14-1 Boat Handlers

- a. There shall be up to two boat handlers per boat.
- b. The boat handlers shall, in principle, be provided by the teams and are recognised as official support crew members.
- c. The boat handlers shall at all times remain in

- d. shallow water not above their shoulder height. 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
- e. In rougher conditions, and at the discretion of the RaceCommittee Chair, the number of boat handlers may be increased.

14-14-2 Starting Procedure for a Beach Start

- a. The starting procedure shall be as follows:
 - Crews shall be at their start positions (and in the case of a running start, nominated runners shall be at the running start line) and under the control of the Starter three minutes before the race time.
 - The starter will call "Three Minutes" when there are 3 minutes to the start.
 - *If a sports presenter or commentator is available, then crews are introduced to the spectators, once the introductions are complete the crews return to their start positions.*
 - The Starter may penalise a crew which is late to the start and may start the race without reference to absentees.
 - When there is one minute to the start, the Starter shall say "One minute!". At this time all boats shall be ready on the water.
 - At 30 seconds to the start, the starter shall say "Get Ready". The Starter may start the race at any time after this to allow for waves and any other factors.
 - The Starter will raise the start flag. There shall be no Roll Call. If music is being played, it shall stop.
 - 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.
- b. The official start of the race will be the moment the flag starts to be dropped.

14-14-3 False Start

- a. 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 unless the Starter gives alternative instructions.

b. Consequences of a False 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. At the restart the crew shall be awarded an Official Warning and a 60 second penalty which shall be counted down by the Starter.

c. Consequences of a 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 they may allow the race to continue and award penalties to all boats concerned. If they decide 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, they may advise the Starter to allow the race to continue with or without penalties to individual crews.

14-15 Interference

- a. A crew causes interference to another crew if it changes course to prevent another crew from passing.
- b. If a crew has caused interference to another crew and has, in the Umpire's opinion, affected the result of that crew, then the Umpire may disqualify the crew or alternatively may award a time penalty of 30 seconds, or a penalty turn of 360 degrees or such other time as he deems appropriate against the crew causing the interference or take other appropriate measures under the rules.

14-16 Severe Collision

- a. A crew causes a severe collision when one or more of the following occur:
 - damage to a boat
 - personal injury
 - forcing another boat off the race course or to miss a turning marker
 - a rower is struck by the blades of another boat.

- b. In the event of a protest arising from a severe collision, the Umpire shall decide who is at fault and may impose a 60 second penalty, or a penalty turn of 720 degrees on the crew responsible. A crew may be disqualified in cases of a blatant disregard for the safety of other rowers.

14-17 Rules of Giving Way

- a. When three or more boats are on the same line and a member of the crew reasonably considers that there is not enough room between their boat and the others they may call to the other crew(s) and say "(Crew name (or any other identifying characteristic))" – "Attention!" – "Give Way!!", and the boat called shall change its course sufficiently to leave the crowded boat enough room or it may be penalised by the Umpire who may award a time penalty of 30 seconds, or a penalty turn of 360 degrees, or may disqualify the crew or take other appropriate measures under the rules.
- b. 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.
- c. 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 or clubs involved in such cooperative action may be disqualified.

14-18 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 a penalty turn of 360 degrees, or may disqualify the crew or take other appropriate measures under the rules.

14-19 Overtaking

- a. It is the responsibility of a crew overtaking another crew to avoid interfering with the crew being overtaken; a crew which is being overtaken shall not obstruct the course of an overtaking crew.
- b. 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 a penalty turn of 360

degrees, or may disqualify the crew or take other appropriate measures under the rules.

14-20

Rounding of a Turning Marker

- a. At the turning markers crews should avoid interference with other crews and observe the rules of overtaking.
- b. Crews are responsible of their own steering and shall follow direction given by Umpires, including Umpires at the turning marker.
- c. In order to be placed in the final ranking for the event, all crews shall round all turning markers and shall complete the full course as designated by the Organising Committee.

14-21

Finish of the Race

- a. For a Floating Finish, a crew has finished the race when the bow of its boat has reached the finish line between the two marks. The Race Committee Chair together with the Organising Committee may adopt a penalty turn area close to the finish where penalties awarded during the race should be served before the boat crosses the finish line. The Penalty Umpire will be situated at the end of this area and shall inform crews with penalties how many complete turns they must perform to complete the penalty. Crews after completing the required number of turns can continue to the finish line.
- b. For a Beach Finish
- Where, a beach finish is provided, a crew shall have finished the race when one member of the crew has reached the line or touched the flag on the beach as required.
 - For beach finishes the Race Committee Chair together with the Organising Committee may adopt a penalty box approach close to the finish line whereby time penalties given during the race may be served before the runner is released to complete their run to the finish line.
 - Where conditions dictate the Race Committee Chair shall ensure that for reasons of safety glide buoys mark the area close to the arrival point on the beach. No rower who passes a glide buoy should take any more active rowing strokes. This is to prevent injury to boat handlers and damage to equipment. Crews which fail to observe the glide buoys shall be subject to a

penalty of 30 seconds to be served in the penalty box.

- c. A crew which does not complete the required penalty either in a penalty loop or penalty box shall be disqualified.

14-22 Umpires and Additional Officials

14-22-1 Required Umpire Positions

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:

- a. **Chair of Race Committee**
- b. **Starter and 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.
- c. **Race Umpire** - shall ensure the proper conduct of the race and the safety of the rowers. In particular, they 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, they 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. They 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, they shall decide on the new starting time in consultation with the Race Committee Chair and they 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, they may decline to take any action or they may take such action as they see 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)!"

- d. **Key Turning Mark Umpires** - record the number of crews passing turning points during the race and communicating this to Race Control. Reports if any crew miss the turning mark.
 - 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.
 - f. **Chief Judge** - shall determine the order in which the bows of the boats reach the finish line for a floating finish. For a beach finish they shall determine the order in which the designated rower or rowers reach the finish line or touch the flag or buttons as required.
 - g. **Head of Control Commission**
- 14-22-2 Other Positions**
- The following functions do not need to be umpires
- a. **Race Control** – assists the Chair of the Race Committee in monitoring and recording all radio messages and helps the Safety Adviser in communication of safety information to the officials.
 - b. **Turning Mark Monitors** - record the number of crews passing turning points during the race and communicating this to Race Control. Reports if any crew miss the turning mark.
 - c. **Control Commission** – oversee the signing in and out of crews during racing including checking that the boat ID and crew ID are correctly displayed and recorded.

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

15 APPENDIX F2: BEACH SPRINTS COMPETITION RULES

The following rules are departures from the British Rowing Rules of Racing and Appendix F (Offshore Racing) for the discipline of 'Beach Sprints' rowing format.

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

A Beach Sprint competition is a competition in which all competitors use offshore rowing boats as defined in the Offshore 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.

15-1 Course Characteristics

The race course for Beach Sprints shall provide, as far as possible, fair and equal racing conditions for all crews. This shall require sufficient width of the start area to allow all the crews in each race to start without interference from other crews. The race area should be located on an evenly-shelving sandy beach free of rocks or other obstructions which might damage boats in the beach start and beach finish.

The course shall comprise of two sections:

15-1-1 Start and Finish Land Section

- a. The land section of the course shall be a straight line from a point on the beach (the start/finish line) to the water edge, a distance of between approximately 10 and 50 m.
- b. The start line shall be visually marked on the beach in a clear, fixed manner which will keep its position under all race situations. The width of the start line shall be a minimum of 2 m. The distance from the start line to each boat shall be equal for all rowers.
- c. The orientation of the start and finish line shall in principle be perpendicular to the rowing course.
- d. There shall be a flag or similar marker placed at the water's edge for each lane in line with the lane buoys and an equal distance from the finish line to mark the start of the final section.

15-1-2 Water Section

The water section of the course shall comprise, for each lane, a series of three lane buoys in each racing lane, the first buoy positioned approximately 85 m from the water edge, the second buoy a further 85 m out and the third buoy a further 80 m out (total of 250 m from the beach), all in a straight line.

The number of lanes so provided shall depend on the nature of the event, but in general shall be a minimum of two lanes and up to four lanes.

The distances stated here shall be a general guide but will depend on local conditions. In particular, the first buoy should be positioned slightly beyond, and clear of, any wave break

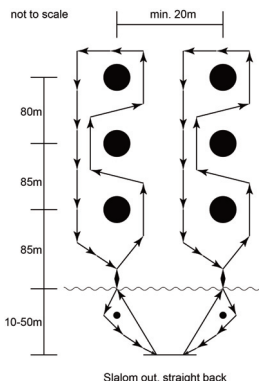
For safety and visibility purposes, the buoys used to mark the turning points should be inflatable or other soft-surface type which will not cause damage to boats and equipment and shall each be approximately 150 cm high. The first two buoys from the beach in each lane shall be approximately 30 cm diameter and the farthest turning buoy shall be between 50 cm and 100 cm diameter.

The distances between buoys in each lane should be equal and in particular that the distance of the farthest buoy from the beach in each lane is equal.

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

water. The layout of the course shall also avoid any risks of boats grounding in shallow waters.

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



15-1-3 Finish Line

The method of marking the Finish Line and therefore the finish of the race, may be any one of the following, or a similar arrangement:

- A clear line on the beach which the runner from each crew shall cross.
- A tape which the runner from each crew shall run through.
- One flag or similar device for each crew, standing upright in the sand, and which shall be picked up by the runner from each crew.
- One button or similar device for each crew, which shall be pressed by the runner from each crew and which, upon being pressed, shall emit a sound or visual display, at the same time recording the elapsed race time for that crew.

15-2 Progression System

The progression system for Beach Sprints is to reduce the number of crews to 8 in an event. This can be any or a combination of the following formats for the preliminary rounds:

- Multiple pools of crews
- Time trials
- Elimination heats which may or may not include repêchages

15-2-1 Final Rounds

After the preliminary rounds are completed and the final eight remaining crews in an event are determined, then racing shall in all cases be conducted on two lanes with 4 quarter-finals, 2 semi-finals and then finals following a consistent time schedule without additional rest breaks between races. The race for 3rd and 4th positions shall take place before the race for 1st and 2nd positions. Additional semi-finals and finals for ranking all final eight crews may also be rowed within this format.

15-3 Boat Handlers

- a. There shall be up to two boat handlers per boat and they shall be provided by the teams. The role of the boat handler is to support the departure and arrival of the crew from and to the beach. The boat handlers for each crew should wear matched uniforms that conform to the rules, and in a colour which is different from the crew (alternatively the boat handlers may wear a coloured bib). In rougher conditions and at the discretion of the Chair of the Race Committee, the number of boat handlers may be increased.
- b. Boat handlers may not board the boat at any time

but may assist the crew in any other way, including rudder fixing, etc. When the boat returns to the beach the boat handlers may "catch" the boat to slow its progress when it reaches the beach and a crew member disembarks to run to the finish line.

The boat handlers shall at all times remain in shallow water not above their shoulder height. The boat handlers shall comply with any instructions of the race officials and shall at all times be subject to the Rules of Racing.

The boats should be held reasonably in line and shall be positioned so that the centres of boats are in a line with the buoys in their lane. All rowers (except the runner of each crew) shall be standing in the water next to their boat and shall not start boarding their boat until the start signal is given.

The Judge at the Start, with the advice of the Aligner, shall determine whether the boats are reasonably in line and shall take such action as necessary to ensure this.

One nominated crew member from each crew shall be a runner. (The runner at the start may be different from the runner at the finish but in both cases shall be a member of the crew.) The runners shall stand behind the start line.

The remaining crew member in the C2x shall be standing in the water holding their boat. No crew member shall start to board their boat before the start signal has been given.

When the start signal is given the runners shall run to their boats to join the other crew member. The other crew member in a C2x may start to board their boat as soon as the start signal is given.

The boat handlers will support the crews in holding the boat in the best position for the crew members to board and depart.

One of the boat handlers may stand on the buoy line to give steering instruction. Only unaided voice or arm signals shall be used. The method of signalling shall not interfere with the view of the umpires.

15-4 Start Procedure

The start procedure is the same as for Beach Start Offshore races.

- a.
- b. A crew commits a false start if the crew's nominated runner crosses the start line before

the start signal is given or if any crew member starts to board their boat before the start signal is given.

15-5 During the Race

- a. When turning around the buoys, crews are permitted to touch the turning buoys with their boat or oars, but the keel of the boat shall pass around the designated side of the buoy.
- b. In order to finish the race a crew shall correctly round all designated turning markers and shall complete the full course as designated by the organising committee.
- c. A crew not correctly rounding any buoy on the course shall be awarded a time penalty as follows:
 - Not correctly rounding the first or second buoy from the beach – 30 seconds each instance;
 - Not correctly rounding the third buoy from the beach – 60 seconds
- d. Upon their boat reaching the beach, one crew member shall disembark and run in the designated route to the finish point of 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.

15-6 Finish of the Race

- a. Each runner shall pass on the outside of the water's edge flag when running from their boat to the finish line. A runner not passing on the correct side of the flag shall receive a penalty of 10 seconds.
- b. The finish of the race for each crew shall be the moment their crew member (the runner) reaches the finish point and completes the action as required to mark the finish of the race.

15-7 Dead-Heats

- a. If there is a dead-heat in any round other than a final, the crews which have dead-heated shall be required to race again over the same course not later than 10 minutes after the finish of the race which was a dead-heat. If they again dead-heat they shall be required to race again within a further 15 minute period and so on until a decision is reached.
- b. If a dead-heat occurs in a final the crews concerned shall be given equal ranking and the

next ranking shall be left vacant.

15-8 Umpires and Additional Officials

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:

- a. **Chair of Race Committee**
- b. **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. The Race Umpire 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. The Race Umpire shall not give any steering indications to crews. When all crews have finished the race the Race Umpire shall note any flags raised by the Lane Umpires and 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
- c. **Lane Umpires** - The Lane Umpires may 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 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.
The Lane Umpires shall observe the crew in their lane to ensure that they correctly pass all the marks and the turning mark farthest from the beach. Lane Umpires should also note any other infringement of the Rules, including interference. At the finish of the race the Lane Umpires should signify to the Race Umpire with a white flag if the crew in their lane rounded all the buoys correctly; they should signify with a red flag if there have been any breaches of the Rules.
- d. **Judge at the Start and Finish** - The Judge at the Start shall determine whether any runners cross the start line before the start signal is given shall and 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.

16 APPENDIX G: MASTERS HANDICAP SYSTEM

16-1 Operating Notes

It is the intention of the Handicap Table to give the maximum number of entrants a race, cancel out the inevitable ageing effect and compete on fair terms.

The following simplified Operating Notes are intended to ensure that all officials and competitors know that the system is employed correctly and fairly.

All competitions offering events for Masters may use the Handicap Table for all entrants (see 4-4e).

16-2 Head Races

- The Standard Times will be the fastest time of the day for eachboat type and gender.
- The handicaps times are then deducted from the actual elapsed times of each crew to determine the winners of each event.
- The category spread can include all categories, if necessary, to give all entrants a race, but in principle the spread should not normally exceed three where entries allow.
- Masters crews racing in the same or adjacent handicapped categories should, if possible, be in the same division.

16-3 Regattas

- The Standard Times will be established on the basis of local knowledge of the fastest time that a winning Masters A or Senior crew or sculler would take to cover the course, in the conditions prevailing that day, and adjusted as per the following table for different boat categories.

Note: Should the anticipated Standard Time be other than 3:00 minutes then the Table should be adjusted pro rata.

16-4 Standard Times

Boat Type	Open	Mixed	Women
8	3:00	3:10	3:20
4x	3:10	3:20	3:30
4-	3:15	3:25	3:35
4+	3:20	3:30	3:40
2x	3:30	3:40	3:50
2-	3:35	N/A	3:55
1x	3:40	N/A	4:00

- The Standard Time shall be determined before the start of the regatta and shall be communicated to the competitors.
- The spread of age categories in one regatta event, with the appropriate handicap, shall not normally exceed 3 - e.g. B/C/D or G/I.
- The handicaps shall be applied at the Start and the winner shall be the first at the Finish line.

HANDICAPPING TABLE

Standard Time	Age Categories										
Mins:secs	Time Differentials – mins:secs										
	A	B	C	D	E	F	G	H	I	J	K
	27	36	43	50	55	60	65	70	75	80	85
1:00	0:00	0:01	0:02	0:05	0:07	0:09	0:12	0:15	0:18	0:21	0:24
1:10	0:00	0:01	0:02	0:05	0:08	0:11	0:14	0:17	0:21	0:25	0:29
1:20	0:00	0:01	0:03	0:06	0:09	0:12	0:16	0:20	0:24	0:28	0:32
1:30	0:00	0:01	0:03	0:07	0:10	0:14	0:18	0:22	0:27	0:32	0:37
1:40	0:00	0:01	0:04	0:08	0:11	0:15	0:20	0:25	0:30	0:35	0:41
1:50	0:00	0:01	0:04	0:08	0:12	0:17	0:22	0:27	0:33	0:39	0:45
2:00	0:00	0:01	0:04	0:09	0:13	0:18	0:23	0:29	0:36	0:43	0:50
2:10	0:00	0:01	0:05	0:10	0:14	0:20	0:25	0:32	0:39	0:46	0:54
2:20	0:00	0:01	0:05	0:10	0:15	0:21	0:27	0:34	0:42	0:50	0:58
2:30	0:00	0:01	0:05	0:11	0:17	0:23	0:29	0:37	0:45	0:53	1:02
2:40	0:00	0:02	0:06	0:12	0:18	0:24	0:31	0:39	0:48	0:57	1:06
2:50	0:00	0:02	0:06	0:12	0:19	0:26	0:33	0:42	0:51	1:00	1:10
3:00	0:00	0:02	0:06	0:13	0:20	0:27	0:35	0:44	0:54	1:04	1:14
3:10	0:00	0:02	0:07	0:14	0:21	0:29	0:37	0:47	0:57	1:07	1:18
3:20	0:00	0:02	0:07	0:15	0:22	0:30	0:39	0:49	1:00	1:11	1:22
3:30	0:00	0:02	0:07	0:16	0:23	0:32	0:41	0:52	1:03	1:14	1:26
3:40	0:00	0:02	0:08	0:17	0:24	0:33	0:43	0:54	1:06	1:18	1:30
3:50	0:00	0:02	0:08	0:17	0:25	0:35	0:45	0:56	1:09	1:22	1:34
4:00	0:00	0:02	0:08	0:18	0:26	0:36	0:47	0:59	1:12	1:25	1:38
4:10	0:00	0:02	0:09	0:19	0:27	0:38	0:49	1:01	1:15	1:29	1:43
4:20	0:00	0:02	0:09	0:19	0:28	0:39	0:51	1:04	1:18	1:32	1:47
4:30	0:00	0:02	0:09	0:20	0:29	0:41	0:53	1:06	1:21	1:36	1:51
4:40	0:00	0:02	0:10	0:21	0:30	0:42	0:55	1:09	1:24	1:39	1:55
4:50	0:00	0:02	0:10	0:22	0:31	0:44	0:57	1:11	1:27	1:43	1:59
5:00	0:00	0:02	0:10	0:22	0:32	0:45	0:59	1:14	1:30	1:46	2:04
6:00	0:00	0:03	0:11	0:24	0:35	0:49	1:04	1:21	1:38	1:55	2:12
7:00	0:00	0:03	0:13	0:27	0:39	0:54	1:10	1:27	1:46	2:05	2:24
8:00	0:00	0:04	0:14	0:29	0:42	0:58	1:15	1:34	1:55	2:16	2:37
9:00	0:00	0:05	0:16	0:31	0:45	1:02	1:20	1:41	2:03	2:25	2:48
10:00	0:00	0:05	0:17	0:34	0:48	1:06	1:26	1:48	2:11	2:34	2:56
11:00	0:00	0:06	0:19	0:36	0:52	1:11	1:31	1:54	2:19	2:44	3:09
12:00	0:00	0:07	0:20	0:38	0:55	1:15	1:36	2:01	2:27	2:53	3:20
13:00	0:00	0:07	0:22	0:41	0:58	1:19	1:42	2:08	2:36	3:04	3:32
14:00	0:00	0:08	0:23	0:43	1:01	1:23	1:47	2:15	2:44	3:13	3:43
15:00	0:00	0:09	0:25	0:45	1:05	1:28	1:52	2:21	2:52	3:23	3:54
16:00	0:00	0:09	0:26	0:48	1:08	1:32	1:58	2:28	3:00	3:32	4:05
17:00	0:00	0:10	0:28	0:50	1:11	1:36	2:03	2:35	3:08	3:41	4:16
18:00	0:00	0:11	0:29	0:52	1:15	1:40	2:08	2:42	3:17	3:52	4:27
19:00	0:00	0:11	0:31	0:55	1:18	1:45	2:14	2:48	3:25	4:02	4:39
20:00	0:00	0:12	0:32	0:57	1:21	1:49	2:19	2:55	3:33	4:11	4:50
21:00	0:00	0:13	0:33	0:59	1:24	1:53	2:24	3:02	3:41	4:20	5:01
22:00	0:00	0:13	0:35	1:02	1:28	1:58	2:30	3:08	3:49	4:30	5:12
25:00	0:00	0:15	0:39	1:09	1:37	2:10	2:46	3:29	4:14	4:59	5:44
30:00	0:00	0:19	0:47	1:20	1:54	2:32	3:12	4:02	4:55	5:48	6:41
40:00	0:00	0:25	1:01	1:44	2:26	3:14	4:06	5:10	6:17	7:24	8:31
50:00	0:00	0:32	1:16	2:07	2:59	3:57	4:59	6:17	7:39	9:01	10:23

CODE OF CONDUCT FOR COACHES, OFFICIALS, UMPIRES AND VOLUNTEERS

An excerpt from British Rowing's Codes of Conduct. The full version is available on the British Rowing website, www.britishrowing.org/about-us/policies-guidance.

Anyone with a position of authority should lead by example. Everyone should conduct themselves with a high degree of honesty, integrity and competence.

Coaches must also be familiar with and abide by the UK Coaching Codes of Practice.

Coaches, Officials, Umpires and Volunteers should:

1. create an environment of inclusivity;
2. be aware of the physical and emotional needs of all Participants (especially at the developmental stage), and ensure that training loads and intensities are appropriate, referring to British Rowing How Much and How Often and Rower Development <https://www.britishrowing.org/knowledge/rower-development/> for guidance;
3. be aware of and follow the policies and procedures in place to ensure the health, safety and well-being of all participants in Rowing;
4. recognise the rights of all Participants to be respected, treated as equals, with their dignity preserved;
5. recognise the rights of Participants to seek advice from other coaches and experts;
6. always be clear about the nature of coaching services or any other services being offered including costs involved;
7. promote the concept of a balanced lifestyle, supporting the well-being of Participants in and out of rowing;
8. be appropriately discreet in any conversations about Participants, coaches or any other individuals;
9. display control, respect, dignity and professionalism to all involved in rowing, accepting responsibility for their actions;
10. make a commitment to providing a high-quality service to Participants;
11. maintain up-to-date knowledge and understanding of developments within rowing relevant to their role and have a commitment to ongoing continuing professional development to ensure safe and correct practice;
12. work respectfully with other organisations, ensuring that required levels of communication, collaboration and permissions are observed;
13. promote good practice in others and challenge any poor practice they observe;
14. demonstrate proper personal behaviour and conduct at all times;
15. hold relevant insurance and current British Rowing membership.

Coaches, Officials, Umpires and Volunteers must:

16. not behave or conduct themselves in any manner which could bring the sport of Rowing, British Rowing its affiliated clubs and Competitions into disrepute;
17. act equitably in officiating and combat discrimination on the basis of gender, age, race, colour, sexual orientation, political opinion etc;
18. condemn cheating, manipulation of competition, and the use of prohibited substances or methods and take responsibility for providing guidance and education to participants on these issues;
19. conduct an appropriate risk assessment before undertaking any rowing related activities, ensuring the environment is as safe as possible and referring to British Rowing RowSafe for guidance;

20. take action to report concerns they may have about behaviour towards a child or adult at risk in accordance with British Rowing policies and guidelines;
21. maintain an environment free of fear and harassment;
22. observe appropriate boundaries and relationships with their participants;
23. not behave in manner that could be seen as abuse of any kind;
24. comply with the British Rowing Anti-Doping and Integrity Policies;
25. not allow any form of behaviour that might violate the British Rowing Anti-Doping and Integrity Policies to go unchallenged;
26. avoid sexual intimacy with all Participants for the duration of any coaching relationship or in the period of time immediately following the end of the coaching relationship;
27. ensure any physical contact is appropriate and necessary, and is carried out within the recommended guidelines and only with the participant's full consent and approval;
28. not assume responsibility for any role which they are not qualified or prepared for, or mislead others as to the level of their qualification or competence;
29. maintain confidentiality and comply with any data protection legislation.

Any Individual working with Juniors

In addition to the above, anyone working with junior rowers must be familiar with, follow and promote the British Rowing Safeguarding and Protecting Children Policy and Guidance documents. Individuals must:

30. recognise that the welfare of Children is paramount, and that they need to ensure that Children are protected is a primary consideration and may override the rights and needs of those adults working with them;
31. follow British Rowing's guidance on the use of social networking services and Social Media, and text and email messaging;
32. observe appropriate boundaries and relationships with juniors including use of contact and in language and communication;
33. always be publicly open when working with children, and avoid coaching, meetings or situations where a child or children and the individual are completely unobserved;
34. work with the child's parent/carer to ensure that the level and type of participation is appropriate to the child's stage of development.

CLUB COLOURS

OPEN CLUBS

1863 Club. TES. Blades: Red (Black on back). Kit: Black with Red & White Stripes
A B Severn. ABV. Blades: Black & White. Kit: Black & White
Abingdon. ABN. Blades: Green and Yellow. Kit: Bottle Green with Trim of Yellow or Yellow/Green
Agricult. AGE. Blades: White & Blue Divided by Red Diagonal Stripe. Kit: Red & Blue with Red, White & Blue Trim
Ancholme. ANC. Blades: White with Dark Blue Cross Pattee. Kit: White & Dark Blue
Ardingly. ARD. Blades: Oxford Blue with Yellow Chevron. Kit: Oxford Blue with Yellow Trim
Army. ARM. Blades: Red. Kit: Red with Black & White Side Stripes
Auriol Kensington. AKN. Blades: Pink & Green. Kit: Pink & Green
Avon County. AVN. Blades: Black & Amber. Kit: Black & Amber
B-Row. BSR. Blades: White with Dark Blue Collar & Triangle at Tip. Kit: Not stated
B T C (Southampton). BTC. Blades: Blue with Two White Bars. Kit: Blue with White Band
Barn Elms. BAE. Blades: White with Green Triangle at Tip. Kit: White
Barnes Bridge Ladies. BBL. Blades: Blue & White. Kit: White with Blue
Beccles. BEC. Blades: Red with Black Tip. Kit: Red & Black with Black Edging
Becket. BKS. Blades: Cambridge Blue. Kit: Cambridge Blue and Black
Bedford. BED. Blades: Maroon, White & Blue. Kit: Navy Blue, Maroon & White
Bedford Star. BST. Blades: White. Kit: White
Benfleet Yacht Club Coastal. BYC. Blades: Blue & White. Kit: Blue & Silver
Berwick. BER. Blades: Royal Blue with Two White Chevrons. Kit: White Trimmed Royal Blue
Bewdley. BEW. Blades: Blue & Gold. Kit: Indigo Blue with Gold Band
Bewl Bridge. BEB. Blades: Dark Green & White. Kit: Dark Green & White
Bexhill. BEX. Blades: Green, White & Red. Kit: White with Red & Green Diagonal Stripes
Bideford AAC. BIA. Blades: Light Blue. Kit: Light Blue & White
Bideford ARC. BID. Blades: Red. Kit: Red
Birmingham. BIR. Blades: White with Dark Blue Collar & Triangle at Tip. Kit: Oxford Blue with White Hoop
Black Sheep. BLS. Blades: Black with a White Sheep. Kit: Black with a White Sheep
Boston. BOS. Blades: Blue with White Band. Kit: Blue with White Outer
Bournemouth. BOR. Blades: White with Red & Black Hoop. Kit: White with Red & Black Hoop
Bradford ARC. BRD. Blades: Dark Blue with White Diagonal Stripes. Kit: Dark Blue & White
Bradford on Avon. BOA. Blades: White with Red Stripe. Kit: White with a Horizontal Scarlet Hoop
Bridgnorth. BRI. Blades: White with Black & Red Diagonals. Kit: Red Trimmed Black
Brightlingsea Coastal. BCR. Blades: Red and White. Kit: Red and White
Bristol Ariel. BRA. Blades: White with Oxford Blue Maltese Cross. Kit: White Trimmed Oxford Blue
British Airways. BAW. Blades: Grey, Blue & Red. Kit: Navy Blue with Red Side Stripes
Broxbourne. BRX. Blades: Light Blue, Dark Blue & White. Kit: Light Blue, Dark Blue & White
Burnham On Crouch Coastal. BNH. Blades: Willow: Natural Wood. Spirit: White with Red Stripe.
Kit: Black with Blue Lettering
Burton Leander. BUL. Blades: White Scarlet & Black. Kit: White with Scarlet & Black
Burway. BUR. Blades: Gold & Dark Blue. Kit: Yellow & Blue
Calpe. CAL. Blades: Red. Kit: Red - White Stripe
Cambois. CBS. Blades: Green with White Triangle. Kit: Green
Cambridge 99. CNN. Blades: Light Blue with Dark Green & Yellow Bands. Kit: Sky Blue, Green, Old Gold
Camrowers. CMR. Blades: White. Kit: White
Cantabrigian. CAB. Blades: Dark Blue & Silver. Kit: White Trimmed Blue
Carrick. CRK. Blades: Dark Blue and Cyan. Kit: Dark Blue with Cyan side stripes
Castle Dore. CAD. Blades: White with Purple Bands. Kit: Purple & White
Champ Thames (Camb). CHA. Blades: Orange. Kit: Black & Orange
Chester le Street Amateur. CLS. Blades: Red, Royal Blue with a White Diagonal Stripe. Kit: Red & Royal Blue
Chesterton. CRC. Blades: White with Lt Blue/Dk Blue/Yellow Stripes. Kit: Blue
Christchurch. CHR. Blades: Blue, Gold & Green Stripes. Kit: Gold with One Blue & Green Hoop
City of Bristol. CBR. Blades: Green & White Separated Diagonally. Kit: Green with White Band
City of Cambridge. CAM. Blades: Dark Blue with Old Gold/Claret/Old Gold Bands. Kit: Dark Blue with Old Gold/Claret/Old Gold Bands

City of Oxford. COX. Blades: Oxford Blue, Red & White Bar. Kit: Oxford Blue, Red & White

Cotswold. CTW. Blades: Mid Blue tip, Gold with Green collar. Kit: Mid Blue with Gold & Green Stripes

Curlew. CUR. Blades: Dark Blue, Light Blue & White Squares. Kit: Sky Blue Upper with Royal Blue Lower and White Side Stripe

Cygnets. CYG. Blades: Light Blue with Dark Blue Diagonals. Kit: Light & Dark Blue

Dartmouth. DAR. Blades: White. Kit: White

Dart-Totnes. DAT. Blades: Black. Kit: Black

Deal Walmer & Kingsdown. DWK. Blades: Purple & Grey. Kit: White with Purple & Grey Bands

Deben. DEB. Blades: Red with Yellow Band or Edge. Kit: Red with Yellow Stripe

Derby. DBY. Blades: White with Red, Cambridge Blue & Black Bands. Kit: Black with Red and Cambridge Blue Side Stripes

Derwent. DEW. Blades: White with Stripes of Oxford Blue/Cambridge Blue/Old Gold. Kit: Oxf Blue/Camb Blue/Old Gold

Devil's Elbow. DEV. Blades: Hot Pink, White and Black. Kit: Black and Hot Pink

Dolphin. DOL. Blades: Royal Blue and Silver/Grey. Kit: Royal Blue and Silver/Grey

Doncaster. DON. Blades: Front Yellow, Back Red. Kit: Yellow with Red Hoop or Green with Red/Yellow Stripes

Dorney. DOR. Blades: Pale Blue with Crimson Tip. Kit: Pale Blue with Crimson Trim

Dover. DOV. Blades: Royal Blue & White Chevrons. Kit: Royal Blue & White Quarters

Durham. DUR. Blades: Dark Blue and Gold. Kit: Oxford Blue Trimmed Old Gold

East India Club. EIC. Blades: Silver, Navy, Burgundy Diagonal Stripes. Kit: Navy Blue with Silver & Burgundy

Eastbourne. EAS. Blades: Blue & Yellow Halves. Kit: Blue & Yellow Quarters

Ebchester. EBC. Blades: White with Broad Royal Blue Band. Kit: White with Broad Royal Blue Band

Erith. ERT. Blades: Green with Two White Chevrons. Kit: Green with Two Diagonal White Stripes

Eton Excelsior. ETX. Blades: Blue and Amber. Kit: Blue with Amber

Eton Mission. ETM. Blades: White/Light Blue Divided Diagonally. Kit: White Trimmed Light Blue

Evesham. EVE. Blades: Dark Blue & White. Kit: Dark Blue with White Side Stripe & Crest

Exeter. EXE. Blades: Green with White Tip. Kit: Green

Exmouth. EXM. Blades: Red with White Triangle at Tip. Kit: Red & White

Fairlop. FRC. Blades: White with Green. Kit: British Racing Green and Gold

Falcon. FAL. Blades: Turquoise, Black & Amber. Kit: Turquoise, Black & Amber

Folkestone. FOL. Blades: Yellow with 2 Black Horizontal Stripes. Kit: Yellow

Fulham Reach. FUL. Blades: Grey with Gold Tip. Kit: Grey and Gold

Furnivall. FSC. Blades: Myrtle & Old Gold. Kit: Myrtle with Old Gold

Gateshead Community. GCR. Blades: Not stated. Kit: Not stated

Globe. GLB. Blades: Dark Blue with White Diagonal Stripe. Kit: White with Dark Blue Diagonal Stripe

Gloucester. GLR. Blades: Black with Red & White Diagonal Stripes. Kit: Black with Diagonal White/Red Stripes: Black with Red/White Side Stripes

Goring Gap. GOG. Blades: Kingfisher Blue with Orange Chevron. Kit: Kingfisher Blue with Orange Trim

Gravesend. GRV. Blades: Light Red/White/Dark Red/White/Light Red. Kit: Dark Red, Light Red & White

Greenbank Falmouth. GRF. Blades: Black with Club Emblem. Kit: Black with Two Gold Diagonal Stripes

Grosvenor, Chester. GRO. Blades: Dark Blue with Two Orange Bars. Kit: Orange

Grove Community. GCM. Blades: Racing Green. Kit: Not stated

Guildford. GUI. Blades: Green with Two Gold Bars. Kit: Green & Gold

Henley. HEN. Blades: Dark Blue with White Collar. Kit: Men-White Trimmed Blue: Women-White Trimmed Blue

Hereford. HER. Blades: Blue with Red & White Bands. Kit: White Ringed Blue/Trimmed Red

Herne Bay. HEB. Blades: Royal Blue with White Maltese Cross. Kit: Royal Blue with White Maltese Cross

Hexham. HEX. Blades: Old Gold with Blue Cross & Brown Tip. Kit: Royal Blue with Gold/Red/Gold Side Stripes

Hinksey Sculling Sch. HIN. Blades: Royal Blue & White. Kit: Royal Blue & White

Hollingworth Lake. HOL. Blades: Royal Blue & White Separated Diagonally. Kit: Royal Blue & White

Hollowell Scullers. HLS. Blades: Sky Blue. Kit: Sky Blue

HSBC. HSB. Blades: White with White/Red Vertical Stripes on Top Edge. Kit: Red & White

Hull Kingston. HUL. Blades: Dark Blue with Yellow Chevrons. Kit: Blue and Yellow

Huntingdon. HUN. Blades: Royal Blue and Cardinal Red Diagonal Halves. Kit: Red with Dark Blue Diagonal Stripe

Ipswich. IPS. Blades: White with 2 Blue Stripes. Kit: Ocean Blue and White

Ironbridge. IRO. Blades: Green with Gold Tip. Kit: Green & Gold

Isle of Ely. IEL. Blades: White/Cambridge Blue/Oxford Blue. Kit: White/Oxford Blue/Cambridge Blue

Itchen Imperial. ITC. Blades: White with Two Blue Bars. Kit: White and Royal Blue Hoops
 Just Row Gloucestershire. JRG. Blades: Dark blue and white logo on the spoon. Kit: Dark blue and white logo on the back
 Kingston. KRC. Blades: Scarlet. Kit: Scarlet & White
 Lakeland. LKL. Blades: Navy Blue with Sky Blue End. Kit: Navy Blue, Sky Blue & White
 Lancaster John O'Gaunt. LAJ. Blades: Blue with Gold Bar. Kit: Blue with Gold Trim
 Lancaster Schools' Rowing Assn. LCS. Blades: Blue with Gold Trim. Kit: Blue with Gold Trim
 Las Vegas Institute of Sport. LVI. Blades: Purple with Las Vegas Logo. Kit: Purple and Yellow
 Lea. LEA. Blades: Orange. Kit: Orange
 Leander Club. LDR. Blades: Cerise. Kit: Cerise
 Leeds. LEE. Blades: Navy Blue with Light Blue Tip. Kit: Navy Blue with White Side Stripe
 Leicester. LER. Blades: Black & White. Kit: White with Black Stripe & Trim
 Lincoln Rowing Centre. LCN. Blades: White with 2 Red Stripes. Kit: White with Red Stripes
 Liverpool Victoria. LIV. Blades: Claret Tip or Claret & Gold Stripe on White. Kit: White with Claret Hoops Trimmed Gold or Claret Body with Gold
 London. LRC. Blades: White with Two Dark Blue Bands with White Bars. Kit: Dark Blue & White with Club Flag and/or Badge
 London Otters. LOT. Blades: Navy Blue, Bronze & White. Kit: Navy Blue & Bronze
 Loughborough. LBR. Blades: Blue & Old Gold. Kit: Blue & Old Gold
 Lower Thames. LTH. Blades: Black with Orange Tip. Kit: Orange & Black
 Lowestoft. LWS. Blades: Dark Blue with Two Light Blue Bands. Kit: Light Blue
 Lymington. LYM. Blades: Light Blue with Maroon Quarters. Kit: Light Blue with Maroon Quarters
 Lyr BC. LYR. Blades: Blue with White LYR Emblem. Kit: Blue short with White Top and Yellow Side Stripe
 Maidenhead. MHD. Blades: Brunswick Green with Green Star in White Circle. Kit: Dark Green, Sides Trimmed White, Black
 Maidstone Invicta. MAV. Blades: Lilac with Black Diagonal Stripe. Kit: Black, Lilac & White
 Marlow. MAR. Blades: Cardinal & White. Kit: White Trimmed Cardinal
 Mayflower Offshore. MAY. Blades: Dark Blue with 2 Yellow Stripes. Kit: Dark Blue with Club Crest
 Mediterranean. MDT. Blades: Emerald Green. Kit: Emerald Green with White Hoop
 Medway Towns. MED. Blades: Red with Amber Stripe & White Motif. Kit: White with Red/Amber/Red Hoops
 Mersea Island. MEI. Blades: Blue and White Diagonally. Kit: White & Blue
 Mersey. MES. Blades: Black & White Diagonals. Kit: Black & White Diagonals
 Metropolitan Police. MPS. Blades: Dark Blue/Gold/Silver Bands. Kit: Dark Blue with Gold/Silver Band
 Milton Keynes. MIK. Blades: Emerald Green with Black Tip. Kit: Black with Emerald Green
 Minerva Bath. MIN. Blades: Gold. Kit: Gold, Violet, Black & White
 Molesey. MBC. Blades: Black. Kit: Black & White
 Mortlake Anglian & Alpha. MAA. Blades: Red/White/Black Diagonal Bands. Kit: Black with White/Red Side Stripes
 Newark. NWK. Blades: Cardinal with Navy Blue Tip & Collar. Kit: White Trimmed Colours
 Newport. NWP. Blades: Gold. Kit: Gold
 North Staffordshire. NST. Blades: Green with Yellow tip. Kit: Emerald Green with Two Yellow Stripes and Emblem
 Northampton. NTN. Blades: Amber. Kit: Amber/Black
 Northwich. NOW. Blades: Green & Gold Halved. Kit: Green with Gold
 Norwich. NOR. Blades: Yellow. Kit: Green & Yellow
 Nottingham. NRC. Blades: Royal Blue, Dark Blue & Old Gold. Kit: Royal Blue, Dark Blue & Old Gold
 Nottingham & Union. NUN. Blades: Crimson & Black. Kit: Crimson & Black
 Nottinghamshire County Rowing Assn. NCR. Blades: White. Kit: Green
 Orion. ORI. Blades: Black. Kit: Black/Burnt Orange
 Oundle Town. OUT. Blades: Blue & Silver Diagonally. Kit: Blue/Silver
 Oxford Academicals. OAC. Blades: Black with Red Band. Kit: Black Trimmed Red
 Paignton. PAI. Blades: Old Gold. Kit: Old Gold with Royal Blue Diagonal Stripe
 Parr's Priory. PAR. Blades: Dark Blue with Light Blue & Cerise. Kit: Dark Blue, Light Blue & Cerise
 Pengwern PGN. Blades: Dark Blue & Gold. Kit: Blue & Gold
 Peterborough City. PET. Blades: Royal Blue with Old Gold "V" Segment. Kit: Royal Blue with Old Gold "V" Segment
 Phyllis Court. PHY. Blades: White with Tudor Rose. Kit: Blue with White Side Stripe
 Plymouth. PLA. Blades: White with 1 Broad Green & 2 Narrow Black Bars. Kit: White, Green & Black
 Poole. PLE. Blades: White with Red Tip. Kit: White with Red Hoop

Poplar Blackwall. PBD. Blades: White with Amber & Black Bars. Kit: White with Amber & Black Hoops
 Putney Town. PTR. Blades: Dark Blue with White Bar. Kit: Dark Blue Trimmed White
 Quintin. QBC. Blades: Dark Blue with 2 White Diagonal Bars. Kit: Dark Blue with 2 White Diagonal Hoops
 Ramsey. RAR. Blades: Royal Blue with Red Triangle at Tip. Kit: Royal Blue & Red
 Reading. RDG. Blades: White with 3 dark blue diagonal stripes. Kit: White with 3 dark blue diagonal stripes
 Rentacrew. REN. Blades: White. Kit: Royal Blue
 River Teign (Teign Scullers). TGN. Blades: Royal Blue with Red Tip. Kit: Royal Blue with Red
 Rob Roy. ROB. Blades: Royal Irish Maroon and White. Kit: Royal Irish Maroon and White
 Ross. ROS. Blades: Claret, White & Blue. Kit: Claret, White & Blue: Jnrs-Blue with White Lettering
 Royal Air Force. RAF. Blades: Sky Blue with Roundel. Kit: Sky Blue and Navy
 RowZambezi. RZS. Blades: Black with a Red, Green and Orange Diagonal Stripe. Kit: Black with Green, Red & Gold
 Royal Chester. RCH. Blades: Garter blue with gold collar. Option of garter blue tip on white blade for scullers.
 Kit: Garter Blue
 Royal Navy & Royal Marines ARA. RNY. Blades: Navy Blue. Kit: Navy Blue
 Runcorn. RUN. Blades: Royal Blue with Two White Bars. Kit: Royal Blue with White Hoops
 Ryde. RYD. Blades: Blue with Yellow Tip. Kit: White with Royal Blue & Gold Hoops
 Shanklin Sandown. SHS. Blades: Royal Blue. Kit: Royal Blue
 Sheffield City. CSH. Blades: Scarlet with Silver Quarters. Kit: Scarlet & Silver
 Shiplake Vikings. SHV. Blades: Maroon, Yellow & Black. Kit: Black & Yellow
 Shoreham. SHO. Blades: White with Blue Bar. Kit: White with Blue Hoop
 Sons of the Thames. SON. Blades: White with Blue Crossbars. Kit: Royal Blue & White
 South Woodham Ferrers Yacht Club. SWF. Blades: Navy Blue/White/Red/Red. Kit: Navy Blue
 Southampton. SOA. Blades: Red & White. Kit: Red & White
 Southampton Coalporters. SOC. Blades: White with black diamond. Kit: White with black diamond
 Southport. SBC. Blades: Gold with Black Band. Kit: Gold & Black
 Southsea. STH. Blades: Light Blue, White & Dark Blue. Kit: Light Blue, White & Dark Blue
 Spitfire. SPF. Blades: Black with Charcoal Grey Collar & Tip. Kit: Charcoal Grey & Black
 Sport Imperial. SIP. Blades: Blue/Red. Kit: Blue/Red
 St Ives. SIV. Blades: Red. Kit: Red & Black
 St Neots. SNE. Blades: Light Blue with Dark Blue Bar. Kit: Light Blue with Dark Blue Hoop
 Staines. STN. Blades: Dark Green. Kit: White, Ringed Green
 Star & Arrow. SAA. Blades: Cerise. Kit: White with Club Motif
 Star Club. STA. Blades: White with Red Star. Kit: Sky & Dark Blue, Scarlet & White
 Stourport. STP. Blades: Light Blue with Dark Blue Tip. Kit: Light Blue & Dark Blue
 Stratford-u-Avon. SUA. Blades: White with Crimson & Black Squares. Kit: Crimson & Black
 Sudbury. SRC. Blades: Oxford Blue & White. Kit: Navy Blue & White
 Sunderland City. CSN. Blades: Light Blue with Dark Blue Tip. Kit: Light Blue, Trimmed Dark Blue
 Swindon. SWI. Blades: Green with Yellow Stripe & Blue Tip. Kit: Green with Side Stripes of Blue & Gold
 Talkin Tarn. TTA. Blades: Maroon & Gold Halved. Kit: Gold with Maroon Trim & Chevron
 Taunton. TUN. Blades: Royal Blue. Kit: Royal Blue/Navy
 Team Keane Sculling Sch. TKC. Blades: Black with White K. Kit: Hi-Viz Yellow/Black/Purple/White
 Tees. TEE. Blades: White with Sky Blue and Maroon Stripe. Kit: Maroon with 2 Sky Blue Side Stripes
 Thames. TRC. Blades: Black with Red, White & Black Bars. Kit: Black with Red, White & Black
 Thames Scullers. THS. Blades: Navy and Hi-viz Yellow. Kit: Navy and Hi-viz Yellow
 Thames Tradesmen's. TTR. Blades: Claret & Green on White. Kit: White, Claret & Green on Black
 Thames Valley Park. TVP. Blades: Sky Blue & Green Halved Diagonally. Kit: Green
 Tideway Scullers School. TSS. Blades: Red & Yellow Diagonally. Kit: Red & Yellow Bars
 Torquay. TOQ. Blades: Oxford Blue and White Striped. Kit: Oxford Blue with White Hoop
 Trafford. TRF. Blades: Black with Jade Band. Kit: Black with Jade Green Stripe
 Trent. TRT. Blades: Royal Blue with White Chevron at Tip. Kit: Royal Blue with White Crest or 2 White Diagonal Hoops
 Trentham. STK. Blades: White with Green Tip. Kit: White with Green Side Stripes
 Twickenham. TWK. Blades: Plain with Magenta & Blue Bands. Kit: Magenta & Dark Blue
 Tyne. TYN. Blades: White with Two Black Stripes. Kit: Black with White Stripes
 Tyne United. TYU. Blades: Blue & Red with Silver Goat Emblem. Kit: Blue and Red with Silver Emblem
 Tynemouth TYM. Blades: White with Two Blue Bars. Kit: White with Two Blue Hoops
 UK Armed Forces. UKA. Blades: White with Navy, Red and Sky Blue. Kit: White with Navy, Red and Sky Blue

Upper Thames. UTC. Blades: White. Kit: Blue & White
 Upton. UPT. Blades: Green with Purple between Two Yellow Stripes. Kit: Green or White Trimmed with Purple, Yellow & Green
 Vesta. VRC. Blades: Crimson with Black Oblique. Kit: Crimson & Black
 Walbrook. WBK. Blades: Green Yellow & Black. Kit: Black with green and yellow side stripes
 Wallingford. WRC. Blades: Scarlet & Light Blue Tip. Kit: Scarlet, Sides Trimmed Light Blue
 Walton. WLT. Blades: Dark Blue, Light Blue & Maroon. Kit: Light Blue, Dark Blue & Maroon
 Warrington. WTN. Blades: Primrose, White & Royal Blue. Kit: Primrose, White & Royal Blue
 Warwick. WAR. Blades: White with Blue. Kit: White Trimmed Blue with 2 Blue Hoops
 Watermen, The Company of. WAT. Blades: White & Dark Blue. Kit: White with Dark Blue Motif
 West Norfolk. WNO. Blades: White with Red and Blue central stripes. Kit: Not stated
 Weybridge. WEY. Blades: Light Blue with Dark Blue Chevrons. Kit: Dark Blue with Light Blue Side Stripe & Crest
 Weybridge Ladies. WEL. Blades: Light Blue, Dark Blue & Scarlet Bars. Kit: Light Blue
 Weyfarers. WEF. Blades: Dark Blue with Light Blue and Magenta diagonal bands. Kit: Dark Blue with Diagonal Stripe, Light Blue & Magenta inserts
 Wiltshire Scullers School. WSS. Blades: Green. Kit: Green & White
 Wimbleball. WIM. Blades: Burgundy. Kit: Burgundy
 Windermere. WDM. Blades: Purple and White. Kit: Purple and White
 Worcester. WRR. Blades: White with Two Black & One Red Bars. Kit: Scarlet & Black
 Worthing. WOR. Blades: Red with Blue Stripe. Kit: Red with Single Blue Hoop
 Wycliffe Junior. WYJ. Blades: Purple with a Silver Chevron. Kit: Purple, Black and Silver
 X-Press. XPR. Blades: Black, Tipped White Diagonally. Kit: Black
 Yare. YAR. Blades: Blue & Yellow Bands. Kit: Blue & Yellow
 York City. YRK. Blades: White with Purple, Black & Gold Diagonal. Kit: Black with Gold Side Stripes & Purple Triangles on Leg, or as Blades

ALUMNI CLUBS

1877 Club. ESS. Blades: Lilac and White Stripes. Kit: Navy shorts and white torso emblazoned with lilac crosses of St. Cuthbert.
 The 1829. TTN. Blades: Dark Blue & Light Blue. Kit: Dark Blue & Light Blue
 The 1884. TEI. Blades: Navy, Red and Gold. Kit: Navy, Red and Gold
 The 1921. NTO. Blades: Blue with Red Chevron. Kit: Blue and Red
 The 1927. TNT. Blades: Dark Blue with Lt Cambridge Blue Side Stripe. Kit: Dark Blue with Lt Cambridge Blue Side Stripe
 Aldworthian. ABC. Blades: Blue with Cross Crosslet Fitchy in Yellow. Kit: Blue with Cross Crosslet Fitchy in Yellow
 Aurnum 1947. AUR. Blades: Blue, Gold & White Stripe. Kit: White, Blue, Gold
 Bentham. BNT. Blades: Light blue / dark blue. Kit: Purple
 Blue Star. BSC. Blades: White with Blue Star. Kit: Red, White & Blue
 Bryanston Buffaloes. BRB. Blades: Blue & Yellow. Kit: White with Blue & or Yellow Hoops
 Canterbury Pilgrims. CAP. Blades: White with Navy Stripes. Kit: White with Navy Hoops
 Castra. CST. Blades: Yellow. Kit: Green with Yellow Trim
 Coldharbour. CBC. Blades: Red, Yellow & Black Horizontal Stripes. Kit: Red, Yellow & Black
 Crabtree. CRB. Blades: Green with Golden Crab Rampant. Kit: Green with Gold
 Elizabethan. ELZ. Blades: Pink with Blue Triangle at Tip. Kit: Blue, Pink & White
 GM Swans. GMA. Blades: Black w Red Triangle at Tip. Kit: Red and Black
 Griffen. GRI. Blades: Cerise with White Tip. Kit: White with Cerise Band & Piping
 Guy Fawkes. GUY. Blades: White with Chocolate Stripe. Kit: Navy and White
 Hadrian. HDN. Blades: White with Blue/Green Diagonal Stripes. Kit: Bottle Green & Sky Blue
 Juniper. JUN. Blades: Leopard skin. Kit: Leopard skin with Black Shorts
 Kingston GS Veterans. KGV. Blades: Red with White Bar & Red 'V'. Kit: Red Top with black shorts and White & Red Side Stripes
 Meles. MEL. Blades: Dark Blue with 3 Gold Squares. Kit: Dark Blue with White Top & Crest on Chest
 Nemesis. NMS. Blades: Purple with Wide Gold Stripe at Tip. Kit: Purple, White, Maroon & Black
 Nonesuch. NSH. Blades: White with Burgundy & Black Bands. Kit: Burgundy & Black Quarters
 Old Dunelmian. ODN. Blades: Green with White Cross. Kit: Green with White Cross
 Oratory Cardinals. ORC. Blades: White with Red Cardinals Hat. Kit: White with Yellow Trim

Pangbourne Nautics. NUT. Blades: White with Quartered Square Red/Blue/White Canton. Kit: Not stated.
 Phoenix. PHX. Blades: Dark Blue with Two White Bars. Kit: Royal Blue and White
 Radley Mariners. RAM. Blades: Cerise & White. Kit: Cerise & White
 Rex. REX. Blades: White with Blue & Green Chevrons. Kit: White, Blue & Green
 St Edward's Martyrs. MRT. Blades: Cornflower Blue & Gold. Kit: Cornflower Blue & Gold
 Sabrina. SAB. Blades: Dark Blue, Chocolate & White. Kit: Dark Blue, Chocolate & White
 Sphinx. SPX. Blades: White Blade with Royal Blue and Sky-Blue Stripes. Kit: White with Royal Blue & Sky Blue
 Sub Rosa. SUB. Blades: White with Pink Tip. Kit: Pink, white and blue/black
 Taurus. TAU. Blades: Saxe Blue, White and Red Striped. Kit: Saxe Blue, Red and Black
 Two Lions. TWL. Blades: Black with Gold Lion. Kit: Black Trimmed with Gold
 UL Tyrian Club. TYR. Blades: Purple and White. Kit: Purple
 Ursus. WGA. Blades: Red, White & Black Diagonal Bands. Kit: Black
 Windsorian. WNC. Blades: Green. Kit: Bottle Green Trimmed Yellow

UNIVERSITY, COLLEGE & HOSPITAL CLUBS

Anglia Ruskin. ARU. Blades: Black with Yellow Chevron Outlined in Cambridge Blue. Kit: Black, Light Blue & Yellow
 Balliol Coll. BAL. Blades: Blue Blade with Red Spear & White Collar. Kit: Red, White & Blue
 Bath Spa. BSU. Blades: Royal Blue. Kit: Royal Blue with Navy, White & Red Trim
 Bath. BAU. Blades: Royal Blue with Three Golden Yellow Bars. Kit: Royal Blue with Side Trim Golden Yellow/Royal Blue
 Birmingham. UBI. Blades: Blue, Red and Gold striped. Kit: Red with Navy and Gold
 Bournemouth. BOU. Blades: Blue & White with Red Chevron. Kit: Navy Blue with Red Chevron
 Brasenose Coll. BRC. Blades: Black. Kit: Black & Yellow. 1st 8: Black/Purple/Red/Yellow
 Bristol. UBR. Blades: White with Burgundy & Black Bands. Kit: Burgundy & Black Quarters
 Butler Coll. BTL. Blades: Burgundy with Athletic Gold Cross. Kit: Burgundy & Athletic Gold
 Caius. CAI. Blades: Black with Light Blue Bar. Kit: Light Blue & Black with White Dove Emblem
 Cambridge Univ. CUB. Blades: Light Blue. Kit: Light Blue
 Chester. UOC. Blades: Black and Red with White Chevron. Kit: Black, Red & White
 Christ Church. CHB. Blades: Dark Blue. Kit: Dark Blue, Shorts Dark Blue & White Check
 Christs Coll. CCO. Blades: Dark Blue with White Striped Tip. Kit: White Zephyr, Dark Blue/White Striped Trim
 Churchill Coll. CHU. Blades: Pink. Kit: Pink & Brown
 Clare. CLA. Blades: Yellow. Kit: Yellow
 Collingwood Coll. COC. Blades: Black & Red with White Diagonal. Kit: Red and Black with White & Red Trim
 Corpus Christi Coll (Cambridge). COR. Blades: Cherry with White Band. Kit: Maroon with White Band
 Corpus Christi Coll (Oxford). COO. Blades: Dark Blue with Two Red Bands. Kit: Blue and Red with Pelican Motif
 Darwin Coll. DAW. Blades: Royal Blue with Red/Lt Blue/Yellow Stripes. Kit: Royal Blue with Red/Lt Blue/Yellow Stripes
 De Montfort (Leicester). DML. Blades: Navy Blue with Red/White Banded Stripe at Tip. Kit: Navy Blue with Red/White Side Stripes
 Downing Coll. DOW. Blades: Magenta. Kit: Black & Magenta
 Durham Univ. DUB. Blades: Palatinate. Kit: Palatinate
 East Anglia. UEA. Blades: White with Blue Emblem and Black Tip. Kit: Dark Blue with Gold Side Stripes and Emblem
 Emmanuel. EMM. Blades: Navy Blue with Two Diagonal Cerise Stripes. Kit: Blue & Cerise
 Essex. UES. Blades: Black with Red Triangle. Kit: Black, Red & White
 Exeter Coll. EXC. Blades: Peony Red. Kit: Crimson
 Exeter. EXU. Blades: Green & White Halved Diagonally. Kit: White Trimmed Green & Black Sides
 First & Third Trinity. FTT. Blades: Dark Blue with Gold Collar. Kit: Dark Blue & Gold
 Fitzwilliam Coll. FIT. Blades: Grey. Kit: Claret & Grey
 Girton Coll. GIR. Blades: Green with White & Red Bands. Kit: White with Green & Red Stripes
 Gloucestershire. GLO. Blades: Navy, White & Sky Blue Striped. Kit: Navy, Sky Blue & White
 Green Templeton. GTM. Blades: Green/Gold/Oxford Blue Bands. Kit: Green, Gold & Oxford Blue
 Grey Coll. GRC. Blades: Red with White, Black & White Band. Kit: Red with Black Side Stripes
 Harper Adams. HAU. Blades: Cambridge Blue, Royal Gold and Blue. Kit: Cambridge Blue, with Royal Gold and Gold Stripe
 Hartpury Univ & Coll. HPY. Blades: Black with a white and red diagonal stripe, with a red acorn logo. Kit: Univ rowers' red top, w a large white acorn. College rowers black AIO, w a large red acorn
 Hatfield Coll. HAT. Blades: Oxford Blue with White Lion. Kit: Oxford Blue and White

Hertford Coll. HEC. Blades: Maroon with Two White Bars. Kit: Red

Hertfordshire Univ. UHE. Blades: Purple & White Quartered. Kit: Purple & White Harlequin

Homerton Coll. HOM. Blades: White with Royal Blue Vertical Stripe. Kit: Royal Blue & White

Hughes Hall. HUH. Blades: White with Light & Dark Blue Stripes. Kit: White, Royal Blue, Navy Blue

Hull Univ. HUU. Blades: Dark Blue with Gold Stripes. Kit: Dark Blue with Gold Lettering on Back, Motif on Front

Imperial Coll. IMP. Blades: Grey, Blue, Black Stripes. Kit: Grey, Blue & Black

Imperial Coll Sch of Medicine. IMM. Blades: Navy Blue with Red/Yellow/Sky Blue Vertical Stripes. Kit: Navy Blue with Red/Yellow/Sky Blue Stripes

Isis. ISI. Blades: Dark Blue. Kit: Dark Blue

Jesus Coll (Cambridge). JEC. Blades: Black with Two Red Bars. Kit: Red & Black

Jesus Coll (Oxford). JEO. Blades: Green with White Collar. Kit: Green

John Snow Coll. JSC. Blades: White with Gold Crest. Kit: Dark Blue with Crest & White Side Stripe

Keble Coll. KEB. Blades: White with Red Chevron. Kit: Dark Blue with Red & White Diagonal

Keele Univ. KEL. Blades: Red, Black, and Gold. Kit: Red, Black, and Gold

Kent Univ. UKE. Blades: Navy, Burgundy & Ivory. Kit: Ivory, Navy & Burgundy

Kings Coll (Cambridge). KCB. Blades: Purple. Kit: Purple

Kings Coll London. KCL. Blades: Blue with Red/White/Yellow Blocks at end. Kit: Blue with Red/White/Yellow

Lady Margaret. LMB. Blades: Scarlet. Kit: Scarlet

Lady Margaret Hall. LMH. Blades: Blue with Yellow Spear. Kit: Yellow, Blue & White

Lancaster Univ. LAU. Blades: Black with Diagonal Red Stripe. Kit: Black & Red

Leeds Beckett Univ. LBU. Blades: Purple & Green. Kit: Black with Purple & Green Stripes

Leeds Univ. LDU. Blades: White with Green & Maroon Chevrons. Kit: Green with Maroon & White

Leicester Univ. LEU. Blades: Maroon, White & Green Lengthways. Kit: Black with Side Stripe of Maroon/ Green/White Blocks

Linacre. LIN. Blades: Yellow with Black Cross. Kit: White with Black/Yellow Trim or Black with Grey/Yellow Trim

Lincoln Coll. LIC. Blades: Dark & Light Blue. Kit: Dark & Light Blue & White

Liverpool John Moores. LJM. Blades: Navy with Two Vertical Cyan Stripes. Kit: Navy and Cyan

Liverpool Univ. LIU. Blades: White background with Navy Liverbird. Kit: White with Royal Blue & Sky-Blue Band

London School of Economics. LSE. Blades: Black with 1 Purple/1 Yellow Stripe at Tip. Kit: Black with Purple & Yellow Side Stripes

London Univ. ULO. Blades: Purple. Kit: Purple

Loughborough Students. LBS. Blades: Purple and Pink. Kit: Purple, White and Pink

Lucy Cavendish Coll. LCC. Blades: Black and Navy. Kit: Navy Blue, Royal Blue and Black

Magdalen Coll. MAG. Blades: Black with White Lily. Kit: Black & White

Magdalene. MGD. Blades: Lavender + Navy Tip: Women-Lavender + 2 Navy Stripes. Kit: Lavender & Indigo

Manchester Univ. MAU. Blades: Purple with Yellow Tip. Kit: Purple & White with Purple Side Stripe

Mansfield Coll. MAN. Blades: Red with Gold Cross. Kit: Red & Gold

Merton Coll. MER. Blades: White with Magenta Cross. Kit: White or Magenta

Murray Edwards Coll. MEC. Blades: White. Kit: Black & White

New Coll. NEC. Blades: Purple with Two Gold Stripes. Kit: 1st Crews – Purple & Gold Trim: Others – Black & Purple/Gold Trim (M)Or Purple Trim(W)

Newcastle Univ. NEW. Blades: White with Blue Star. Kit: Royal Blue, Red and White

Newnham Coll. NNM. Blades: Navy with Yellow/Silver/Yellow Diagonal Strip. Kit: Navy, Silver, Gold

Northumbria Univ. UNO. Blades: White with a Red 'N'. Kit: Black, White & Red

Nottingham Trent Univ. NTU. Blades: White with Magenta and Dark Blue stripe. Kit: Dark Blue with White and Magenta Side Stripes

Nottingham Univ. NGU. Blades: Nottingham Yellow. Kit: Green

Oriel Coll. ORO. Blades: Oxford Blue with Two White Bars. Kit: Oxford Blue Trimmed White

Osler House. OSG. Blades: White with Red Staff & Serpent. Kit: Red

Oxford Brookes. OXB. Blades: Burgundy, Navy & Cream. Kit: Burgundy, Navy & Cream

Oxford Univ. OUB. Blades: Dark Blue. Kit: Dark Blue

Oxford Univ Lwt. OUL. Blades: Dark Blue. Kit: Dark Blue

Oxford Univ Womens. OUW. Blades: Dark Blue. Kit: Dark Blue

Oxford Univ Women's Lwt. OLW. Blades: Dark Blue. Kit: Dark Blue

Pembroke Coll (Cambridge). PEM. Blades: Light Blue with Bar Divided Diagonally Lt/Dk Blue. Kit: White Trimmed Lt/Dk Blue with Martlet Motif

Pembroke Coll (Oxford). PMB. Blades: White with Pink Tip. Kit: Pink with White Trim & White with Pink Trim

Peterhouse. PBC. Blades: Adriatic Blue with 2 White Bars. Kit: Royal Blue with 2 White Hoops/Black with 2 Royal Blue Stripes

Plymouth Univ. PLU. Blades: Navy Blue & Sky Blue Diagonally. Kit: Navy Blue and Sky Blue

Portsmouth Univ. POR. Blades: Solid Black with Purple Stripe against edge of blade. Kit: Black and Purple, White and Purple

Queen Mary, Univ. of London. QMC. Blades: Navy Blue with Two Gold Hoops. Kit: Blue & Yellow with White Wide Stripe

Queens' Coll (Cambridge). QCC. Blades: Green with White Bar. Kit: White Trimmed Green

Queens Coll, The, (Oxford). QCO. Blades: Navy Blue with White Horizontal Stripe/White Tip. Kit: Navy Blue with White Stripe

Reading Univ. RDU. Blades: White with Purple Tip. Kit: Black, White & Purple

Regent's Park Coll. RPC. Blades: Red with White Cross. Kit: Cream & Burgundy

Robinson Coll. ROC. Blades: Kingfisher Blue with Two Gold Bars. Kit: Royal Blue with White & 2 Gold Bands (2nd 8 One Gold Band)

Roehampton Univ. ROE. Blades: Dark Blue with Red & Yellow Striped Tip. Kit: Red, Yellow & Royal Blue

Royal Agricultural Univ. RAC. Blades: Black with Maroon/Yellow Vertical Stripe. Kit: Black with Maroon/Yellow Side Stripes

Royal Free & Univ Coll Med Sch. RUM. Blades: Yellow/Sky Blue Quarters. Kit: Yellow & Sky Blue

Royal Holloway. RHO. Blades: Purple, White & Green. Kit: White with Purple Hoop and Green Hoop

Royal Vet Coll. RVC. Blades: White with 2 Green Stripes, Green on Reverse. Kit: Black with a White Trimmed Green Side Stripe

Salford Univ. SFU. Blades: Regatta Blue with Gold Tip. Kit: Regatta Blue with Yellow Gold Hoop

Selwyn Coll. SEL. Blades: White with Maroon & Old Gold Bar. Kit: White with Maroon & Old Gold Hoop

Sheffield Hallam Univ. SHH. Blades: Burgundy/White. Kit: Burgundy and Black

Sheffield Univ. SHU. Blades: Black with 2 Yellow Stripes. Kit: Black with Yellow Side Squares

Sidney Sussex Coll. SID. Blades: Dark Blue with Diagonal Red Bars. Kit: Dark Blue & Red Quarters

Somerville Coll. SOM. Blades: Red with Three Black Bars. Kit: Black with Red Motif

Southampton Univ. SOU. Blades: White with Three Maroon Chevrons. Kit: Navy Blue with Gold, Maroon/Gold Side Stripes

St Aidans Coll. AID. Blades: Green with White/Red/White Chevrons. Kit: Green with White & Red Stripes

St Annes Coll. SAC. Blades: Red with Silver Grey Tip. Kit: Blue with Red/Grey Vertical Stripes

St Antony's Coll. SAY. Blades: Red & Yellow Halved with Black Divide. Kit: Red, Yellow & Black

St Barts & The Royal London Hospital's. SBA. Blades: Black with White Chequers. Kit: Black with Alternate Black & White on Sides & Motif

St Benet's Hall. SBH. Blades: White with Blue Stripe. Kit: Blue and White

St Catharines Coll (Cambridge). SCC. Blades: Claret with White Catharine wheel. Kit: Claret & Rose

St Catherines Coll (Oxford). SCO. Blades: Lt Blue with Magenta Catherine Wheel. Kit: Lt Blue Trimmed Magenta with Catherine Wheel

St Chads Coll. SCH. Blades: White Cross Potent on Hedgerow Green. Kit: Green with Black/Gold Side Stripes & Emblem

St Cuthberts Society. SCB. Blades: Dark Green with White Chevron. Kit: White with Green Trim

St Edmund's Coll (Cambridge). SEC. Blades: Blue with White and Light Blue Stripe. Kit: Dark Blue with Light and Mid-Blue Stripes

St Edmund Hall. SEH. Blades: Golden Yellow with Claret Cross & Claret/Old Gold Bands at Collar. Kit: Burgundy with Amber Cross

St Georges Hospital Med.Sch. SGH. Blades: White with Red Cross. Kit: Green & Gold

St Hild & St Bede Coll. SHB. Blades: Light Blue with Two Dark Blue Chevrons. Kit: Dark Blue bottom, and Light Blue top (with Dark Blue trim)

St Hildas Coll. SHI. Blades: Diagonal White/Blue. Kit: White with Royal Blue Hoop

St Hugh's. SHG. Blades: Dark Blue, White Chevron with Yellow Insert. Kit: Dark Blue, Yellow & White

St Johns Coll (Durham). SJC. Blades: Saxe Blue. Kit: White Trimmed Saxe Blue

St Johns Coll (Oxford). SJO. Blades: Blue with Blue Cross on White Shield. Kit: Blue Trimmed White, Shield and Crossed Blades

St Mary's Coll. SMC. Blades: Purple. Kit: Purple & Black

St Peters Coll. SPC. Blades: Green & Gold Triangles with Diagonal White Stripe. Kit: Green Trimmed Gold

Stephenson Coll. GSC. Blades: Red with White Tip & Chevron. Kit: Black & Red with Crest & White Side Stripes
 Sunderland Univ. USN. Blades: Navy Blue with Orange Tip. Kit: Navy Blue with Gold Hoop
 Teesside Univ. UTS. Blades: White with Sky Blue and Maroon Stripe. Kit: Red and White
 Trevelyan Coll. TRV. Blades: Turquoise with Black Logo. Kit: Turquoise & Black
 Trinity Coll (Oxford). TRO. Blades: Dark Blue with White Band. Kit: Blue Trimmed White
 Trinity Hall. TRH. Blades: Black. Kit: White Trimmed Black
 United Hospitals. UNH. Blades: Pale Blue & Black, Two Hoops on White. Kit: Pale Blue & Black, Two Hoops on White
 University Coll (Durham). UCD. Blades: Cardinal with a White Chevron. Kit: Cardinal Trimmed Black
 University Coll (Oxford). UCO. Blades: Blue with Gold Cross. Kit: Blue with Gold Cross
 University Coll London. UCL. Blades: Royal Purple & Wedgewood Blue. Kit: Royal Purple with Blue Side Stripe & Motif
 Univ of East London. UEL. Blades: Blue and White. Kit: Blue and White
 Univ of Surrey. USU. Blades: White, Gold & Royal Blue. Kit: Royal Blue with Gold Flashes
 Van Mildert. VAN. Blades: Primrose. Kit: Black & Yellow
 Wadham Coll. WAD. Blades: White with Light Blue with Maltese Cross. Kit: Light Blue
 Warwick Univ. UWK. Blades: Red, White and Black Diagonal Bands. Kit: Black with Crest and Red/White Side Stripes
 West of England Univ. UWE. Blades: Red, White & Black Horizontal Stripes. Kit: Red, White & Black
 Westminster Univ. WMN. Blades: Yellow & Black. Kit: Yellow
 Wolfson Coll (Cambridge). WOC. Blades: Blue with Gold Band. Kit: Blue with Gold Hoop
 Wolfson Coll (Oxford). WOO. Blades: Gold with Vertical Red Bar. Kit: Navy with Gold & Red Trim
 Worcester Coll. WRO. Blades: Men: Black with Pink Maltese Cross. Women: Pink with Black Cross. Kit: Black with Pink Maltese Cross
 Worcester Univ. WRU. Blades: White with Sky Blue & Navy Diagonal Lines at Tip. Kit: Navy with Sky Blue & White Side Stripes
 York St John Univ. YSJ. Blades: Light Blue with Navy 'Y'. Kit: White, Light Blue and Navy
 York Univ. UYO. Blades: Black with Yellow Edging & White Rose Logo. Kit: York Blue & Gold with White Rose Logo

SCHOOL CLUBS & ASSOCIATIONS

Abingdon Sch. ABS. Blades: Cerise & White. Kit: White Trimmed Cerise
 Alcester GS. ALC. Blades: Black and Crimson. Kit: Black and Crimson
 American Sch. ASL. Blades: Orange and Black. Kit: Orange, Black and White
 Bedford Girls Sch. BGS. Blades: Damsin with White, Black, White Stripes. Kit: Black with Damsin and White
 Bedford Modern Sch. BMS. Blades: Black with Two Red Bars. Kit: 1st VIII Black/White/Red with Eagle. Others Black with Red Eagle
 Bedford Sch. BDS. Blades: Dark Blue with Two White Bars. Kit: Snr: Royal Blue + two White Stripes/Jnr: Royal Blue
 Berkhamsted Sch. BKM. Blades: White with Black & Royal Blue Stripes. Kit: Royal Blue with White Trim
 Bishop Vesey's GS. BVG. Blades: White with Black Tip. Kit: Black and White
 Bishopsgate Sch. BIS. Blades: White with School Black and Red Emblem. Kit: Black with Red detail
 Bournemouth Collegiate Sch. BCS. Blades: Navy, with Light Blue and White Chevrons. Kit: Navy, Light Blue and White
 Bradford GS. BRG. Blades: White & Maroon Divided Diagonally. Kit: Maroon & White
 Bryanston Sch. BRY. Blades: Blue & Yellow. Kit: Blue & Yellow
 Canford Sch. CAN. Blades: Garter Blue with White Spear. Kit: Garter Blue
 Chelsea Academy. CHL. Blades: Black with Two Berry Stripes. Kit: Black and Berry
 Cheltenham Coll. CHE. Blades: Red with Two Black Chevrons. Kit: 1st VIII Black, Other Crews Black & Red Halves
 Cheltenham Ladies' Coll. CLC. Blades: White with Green Tip. Kit: White or Navy with Green Trim
 Cheney School Oxford. CFR. Blades: Black, Turquoise and Amber. Kit: Black, Turquoise and Amber
 Chiswick Sch. CHK. Blades: Blue with Maroon Band. Kit: Maroon/Blue
 City of Oxford Coll (Activate Learning). OXF. Blades: White with Black and White College Logo.
 Kit: Black with College Logo
 Claires Court Sch. CCS. Blades: White with Gold/White/Emerald Diagonal Stripe. Kit: Emerald with Gold Side Stripes
 Clifton Coll. CLI. Blades: Blue with White Tip & Collar. Kit: Blue/White
 Doncaster Schs' Rowing Assn. DOS. Blades: Yellow Face Red Back. Kit: Green with Red/Yellow Stripe
 Dragon Sch. DRG. Blades: Oxford Blue with Old Gold Stripe. Kit: Oxford Blue with Old Gold Stripe
 Dulwich Coll. DUL. Blades: Dulwich Blue with Black Tip. Kit: Black Shorts with Dulwich Blue & Black Horizontal Stripes
 Durham Sch. DUS. Blades: White with Green Cross. Kit: Green Trimmed White
 Emanuel Sch. EMA. Blades: Dark Blue with a Gold Chevron. Kit: Dark Blue & Gold
 Eton Coll. ETN. Blades: 1st VIII-Light Blue: Others-Dark Blue. Kit: 1st VIII-Light Blue: Others-Dark Blue

Fulham Boys Sch. FBS. Blades: Not stated. Kit: Not stated.

Godolphin & Latymer Sch. GLT. Blades: Black & Red. Kit: Black & Red

Gordon's Sch. GRD. Blades: Green with Gold and Black Diagonal Stripe. Kit: Green with Gold and Black Sides

Gorse. GOR. Blades: Capstan Blue, White & Navy. Kit: Navy, Capstan Blue & White Stripe

Grange Sch. GRN. Blades: Black, Green & White Stripes. Kit: Green, White & Black

Great Marlow Sch. GMS. Blades: Black with Red Triangle at Tip. Kit: Red with Black

Haileybury. HAI. Blades: White with Magenta Winged Heart. Kit: Magenta

Hampton Sch. HAM. Blades: Black & Yellow. Kit: Black & Yellow

Headington Sch Oxford. HED. Blades: White with Blue Tip. Kit: Turquoise Blue

Hereford Cathedral Sch. HCS. Blades: White with Yellow School logo. Kit: Navy Blue with Yellow & Royal Blue Stripe

James Allen's Girls' Sch. JAG. Blades: Navy Blue, White Stripe, Red. Kit: Navy Blue, Red and White Stripes

Kent Coll. KEC. Blades: Burgundy with White Collar & Tip. Kit: Burgundy with White Side Stripes

Kew House Sch. KHS. Blades: Emerald Green with a White School Emblem. Kit: Navy, Emerald Green and White

King Edward VI Sch. KES. Blades: Blue & Gold Cross Paty. Kit: Blue & Gold Cross

Kings College Sch. KCS. Blades: Navy Blue & Red. Kit: Blue with Red Band

Kings Rochester. KSR. Blades: Black, Blue & White. Kit: Black, Blue & White

Kings Sch Canterbury. KCA. Blades: Plain, A Band of Dark Blue & White Diagonal Stripes.
Kit: Dark Blue Trimmed White

Kings Sch Chester. KCH. Blades: White with Blue & Green Chevrons. Kit: White with Blue & Green Hoops

Kings Sch Ely. KSE. Blades: Royal Blue with Dark Blue Squares. Kit: Royal Blue

Kings Sch Worcester. KSW. Blades: White. Kit: Dark Blue & White

Kingston GS. KGS. Blades: Red with White Band. Kit: White with Red Hoop

Lady Eleanor Holles. LEH. Blades: White with Red Triangle Tip. Kit: Red, White & Black

Lancaster Royal GS. LRG. Blades: White with Royal Blue Bar. Kit: Royal Blue with White Hoop

Langley Academy. TLA. Blades: Teal with Gold Star. Kit: Teal

Latymer Upper Sch. LTU. Blades: Blue. Kit: Dark Blue

Leys School. LEY. Blades: Dark Blue, Light Blue & Red. Kit: Dark Blue, Light Blue & Red

Magdalen Coll Sch. MGN. Blades: Black & Red Bands. Kit: Black & Red

Monkton Combe Sch. MNK. Blades: Dark Blue. Kit: Dark Blue and White

Mossbourne RA. MOS. Blades: Black with Red 'M'. Kit: Black and Red

Norwich High Sch. NHS. Blades: Red and Navy. Kit: Red and Navy

Norwich Sch. NSC. Blades: Maroon & Navy Blue. Kit: Navy Blue/Gold/Maroon

Oratory Sch. ORA. Blades: White, Gold & Black. Kit: White, Gold & Black

Oundle Sch. OUN. Blades: Navy Blue with White & Maroon Striped Band. Kit: Navy Blue Trimmed White

Pangbourne Coll. PAN. Blades: White with Devitt Flag. Kit: 1st VIII White with Blue/Red diagonals. Other boats Red/White/Blue Hoops

Putney High Sch. PHS. Blades: Purple/Black/White. Kit: Purple/Black/White

Queen Elizabeth High Sch. QEH. Blades: White with Green & Blue. Kit: Blue, Green & White

Queens Gate. QGS. Blades: White with School Logo, Navy Edged in Silver. Kit: Navy, Silver & White

Queens Park High Sch. QPH. Blades: Red. Kit: Red & Black

Radley Coll. RAD. Blades: Red & White Diagonally. Kit: Red & White

Radnor House Sch. RDH. Blades: White with Red 'R' & Yellow 'H' on the Front and Back. Kit: Brick Red & Black with Gold Logo on Front

Reading Blue Coat Sch. RBL. Blades: White with Blue, Yellow and Blue Stripes on Tip. Kit: Navy Blue & Yellow Hoops

Royal Grammar Sch. High Wycombe. HWG. Blades: Maroon/Green/Blue Vertical Thirds. Kit: Green & Blue

Royal Grammar Sch Worcester. WRG. Blades: Royal Blue with Gold Crown. Kit: Green, White & Blue

Royal Shrewsbury Sch. SHR. Blades: Dark Blue with a White Maltese Cross. Kit: White with Blue Trimming

Ryde Sch. RYS. Blades: Red & Blue. Kit: Red & Blue

Sacred Heart High Sch. SAH. Blades: Dark and Light Blue. Kit: Dark and Light Blue

Shiplake Coll. SHP. Blades: Black & Maroon Divided by Gold Diagonal Stripe. Kit: Gold, Maroon & Black

Shrewsbury High Sch. SYH. Blades: Blue & White. Kit: Blue & White

Sir John Deanes Coll. SJD. Blades: Light Blue on Dark Blue. Kit: Dark Blue

Sir William Borlase's Gram Sch. SWB. Blades: Dark Blue with Red Chevron. Kit: Dark Blue/Red Stripe

Sir William Perkins's Sch. SWP. Blades: Royal Blue & Gold. Kit: Royal Blue with 1 Gold Side Stripe

St Edwards Sch. SES. Blades: Cornflower Blue & Gold. Kit: Cornflower Blue & Gold

St Georges Coll. SGC. Blades: Maroon with White Blocked Chevron. Kit: Senior: Maroon White Blocks. Junior: White with 2 Maroon Diagonal Stripes

St Leonards Sch. SLS. Blades: White with Two Green Chevrons. Kit: Red/White/Black

St Pauls Girls Sch. SPG. Blades: Black Back, White Face with Black Spear. Kit: Black & White

St Pauls Sch. SPS. Blades: White Face with Black Spear & Tip, Black Back with White Tip. Kit: Black Trimmed White

St Peter's Sch. SPT. Blades: White with Chocolate Bar. Kit: Black Shorts, Brown top with White Sash

Stowe Sculling Club. STO. Blades: Blue with Gold Triangle in Corner. Kit: Dark Blue with Royal Blue & Gold Side Stripes

Streatham and Clapham High Sch. STC. Blades: Not stated. Kit: Black and Green

Surbiton High Sch. SBT. Blades: White with a Green 'S'. Kit: Grey & Green

Sydenham High Sch. SYD. Blades: Purple and white tips. Kit: Purple and White

Tiffin Sch. TFN. Blades: Dark Blue with Two Red Bands. Kit: Dark Blue & Red

Welbeck Coll. WEC. Blades: Blue & Gold Diagonal Stripes. Kit: Blue with Gold Trim

Wellington Coll. WTG. Blades: Black, Orange, Blue, Yellow, Black. Kit: Grey, Black, Navy Blue, Gold

West London Free Sch. WLF. Blades: Navy, White and Silver. Kit: Navy, White and Silver

Westminster Sch. WES. Blades: Pink. Kit: Pink

Whitgift Sch. WGT. Blades: Blue & Yellow. Kit: Blue & Yellow

Wimbledon High Sch. WHS. Blades: Blue with a Green 'W'. Kit: Green and Blue

Winchester Coll. WIN. Blades: Dark Blue with Red Chevron. Kit: Blue & Red

Windsor Boys Sch. WBS. Blades: Green with Wide Diagonal Yellow Tip. Kit: Green/Gold

Wycliffe Coll. WYC. Blades: Purple with Grey Chevron. Kit: Purple and Black

Yarm Sch. YRM. Blades: Navy Blue with White/Wide Scarlet/White Diagonal Stripes. Kit: Navy Blue with White/Scarlet/White Side Stripes

JUNIOR RACING NAMES

Ardingly Coll. ARC. Blades: Oxford Blue with Yellow Chevron. Kit: Not Stated

Cranmore Sch. CRA. Blades: Maroon & Gold. Kit: Maroon & Gold

Gloucester Hartpurty. GHP. Blades: Black. Kit: Black with Red & White Diagonal

REGISTER OF UMPIRES at 1st March 2022

1. WORLD ROWING UMPIRES

No		No		No	
1081	Mike Haggerty	1529	Richard Dennis	1666	Matt Pinsent CBE
1309	John Hedger	1568	Christopher Anton *	1718	Claire McIntosh
1409	Mark Blandford-Baker	1569	Judith Packer	1767	Jo Cotgrove *
1410	Fiona Dennis	1585	Heidi Hackett *	1796	Adrian Champion
1445	Gary Painter *	1586	Richard Packer	1804	Jen Thomson
1451	Paddy Ibbotson *	1644	Ben Helm	1828	Ciarán Hayes *
1528	Gary Bain	1649	Phil Clements *		

2. NATIONAL LICENCE HOLDERS ENDORSED FOR MULTI-LANE UMPIRING

Year		Year		Year	
1992	David Biddulph	2009	Paul Holmes *	2015	Gavin Dods *
1992	Ken Hastie	2010	David Joseph *	2016	Mark Briegal *
1992	Richard Sinnott	2010	David Tarbun	2016	Ewen Gillies
1995	Maggie Phillips	2010	Andrew Blit *	2016	Emma Lyons *
1996	Chris Drury	2010	Jim Harlow	2016	Simon Reeves *
1996	John Robson *	2010	Sally Horrocks	2016	Caroline Lytton
1997	Tim Williams	2010	Hugh Richardson	2017	Sarah Royles *
2000	John Biddle	2011	Richard Stanhope	2017	Daniel Walker *
2000	Chris Llewellyn	2011	Jerry Mitchell *	2018	Guin Batten
2001	Tim Walton *	2011	Clive Pendry *	2018	Paul Crooke
2001	Nick Hubble *	2012	Luke Howells *	2018	Zoe Davies *
2002	John Duff	2012	Roy Prosser *	2018	Kath Finucane *
2002	Liz Nixon	2013	Peter Hoare *	2018	Sarah Gregory *
2002	Mark Nixon	2013	Chris Johnson	2018	Paul Harrison
2002	Julie Watson	2013	John Mulholland *	2018	Phil Latka
2002	Andy Weekes	2013	Dave Oliver	2018	Harry Salmon *
2002	Barbara Wilson	2013	Richard Phelps	2018	Jonny Williams
2003	Sarah Edwards	2013	Lydia Swift	2018	Zoltan Szotyor
2004	Charlie Hancock Lashley	2013	Katy Young *	2019	Tom Brown *
2005	Diane Graham	2013	Alison Faiers *	2019	Clare Harvey
2005	Ed Cerqueira-Rees	2013	Elaine Green	2019	Kathy Long *
2006	Andy Crawford	2013	Peter Knowles	2021	Laura Dance
2006	Will Everitt	2013	James Lee	2021	Richard Donnor
2006	Dave Hancock	2014	Sinéad Hayes	2021	Neil Hewlett
2006	Jeremy Hudson	2014	Clare Briegal		
2006	Fiona Polack *	2014	Quentin Knowlson *		
2007	Richard Philips	2015	Bruce Margetts		
2007	Tony Reynolds	2015	Mel Sage *		
2007	Julian Popple	2015	Sam Simons *		
2007	Dan Smith *	2015	Jon Thornber		

3. NATIONAL LICENCE HOLDERS

Graham Adams	Nikki Dunn	Barry Hudson
Sarah Archibald	Brian Dunning	Bryn Hughes
John Ashton	Clare Eason	Tony Hughes
Teresa Aslett	Andy Ellison	John Impey
Shelly Atkins	Roger Ellmore	Jonathan Jackson
Jo Atkinson	John Fazakerley	Paul Jackson
John Austin-Davies *	Tammy Finnigan	Rich Jackson
Jon Bartram	Louise Forster *	Abby Jones
Hilary Bastone	Roger Franks	Dilwyn Jones *
Simon Beedles	Paul Freeman	Mike Jones
Mark Bell *	Bob Friend	Cherry Kemp *
Mike Biggs	Steve Fuller	Bill Key
Nigel Birch	Michael Gaetto	Helen Knowles
Laurence Boakes	Jon Garner	Tim Lang
Dave Brindle	Thomas Garner	Sarah Langslow
Suzanne Brindley	Helena Gibbons	Katherine Lapworth
Liz Brohan	Stuart Gibbons	Peter Lawson
Steve Brown	Steve Gibson	Bob Lewinski *
Rob Burnage	John Goodwin	Paul Lewis
Simon Burne	Andy Greenwell	Richard Lewis
Chris Callow	Philip Haigh	Murray Litvak
Adrian Carter	Jeff Hallam	Neil Lucas
Steve Casey	Jill Ham	Ray Mallett *
Rupert Charley	Tony Harris	Max Marcus
Helen Christison	Martin Haycock	Graham Marples
Steve Clarke	Colin Hayton	Steve Maw
Paul Coady	Anna Heathcote	Paul McCarron
Lisa Cocks *	Roger Heise	Donald McDougall *
Hugh Cooper	Irene Hewlett-Grimberg	William McIlroy
Al Craigie	Celia Hickson *	Helen McMillan
Claire Crozier	Anne Hignell	Matt McQuillan
Charly Curtis *	Jim Hill	Jo McSweeney *
Paul Danby	Jane Hindmarch	Barry Meatyard
Gregg Davies	Anne Hock	Barry Merchant
John Davies	Steve Hodbod	Dave Merchant
Linda Davies	Anna Hogg	Dick Millard
Sheron Dean-Lucas	Matthew Holland	Barbara Millns
Barbara Delaney	Mark Holmes	Jay Milne
Mike Densley	Matthew Holmes *	Wendy Moran
Kevin Dentith *	Anne Homa	Richard Mortimer *
Mark Dewdney	Amanda Hosking	Richard Moseley
Ian Donald *	Scott Houghton	Rod Murray
Ron Drake *	Gill Houston	Rob Newbutt
Stephen Drury	Hannah Howells	Chris Newland

Mike Newsome
 Cliff Nicholls
 Dawn Nutton
 Andrew Oakenfull *
 Sue O'Connor
 Lynn Pain *
 Robert Parker
 Chris Parkhouse DL *
 Neil Paveley
 Andy Payne
 Michael Payne
 Russell Peacock
 Jon Pearson
 Geoff Peattie *
 Colin Percy
 Simon Perkins
 Jane Perry
 Dave Pickering
 Michael Porte
 Dave Porter
 Chris Preedy
 Gill Prescott
 Charlie Pretzlik
 Mike Price
 Jo Rafferty *
 Paul Rafferty
 Mark Redman
 Briony Rimmer *
 Judith Rimmer
 Ashley Roberts
 Ken Roberts
 Lucy Roberts
 Lynne Robertson
 David Robinson
 Stephen Rose
 Tony Rowland
 Paul Scaife
 Ian Schofield
 Keith Settle
 Fred Shearer
 Roger Snelson
 Lianne Stanford
 Jonathan Steel

Martin Stentiford *
 Andrew Stephens
 Lynne Stirling
 Mark Stollery
 Anthony Taylor *
 Tanya Taylor
 Rosemary Thom
 Amy Thomas
 Gail Thomas
 Katie Thomas
 Catherine Thursby
 Ashley Tilling
 Neil Tooley
 Jon Townsend
 Alan Tucker
 Oliver Tunnard
 Dave Turley
 Caroline Turnbull
 John Turnbull
 Carrie Turner
 John Urry
 Nigel Van Zwanenberg
 Mark Vellacott
 Chris Von Patzelt
 Seth Walker *
 David Walters
 Pamela Walton
 Gill Warnett
 Paul Warnett
 James Wasdell
 David Watkins
 Alastair Watson
 Sarah Watson
 Simon White
 Mike Wilcox
 Lesley Willmington *
 Richard Willows
 Sarah Winckless
 Dave Woods *
 Graham Woods
 Roger Woollen
 Andrea Worley
 Stephen Worley

Charles Worthington
 Stephen Wyborn
 Naz Yeni

WALES

Dawn Brace
 Paul Bradshaw
 Shanchita Guha Roy
 Sarah Hayward
 Jonathan Hine
 Michael Hnatiw
 Royston Nicholls
 Stephen Poole
 Sian Rees
 David Simmonds
 Nigel Tranter
 Adrian Tully
 Trevor Wing
 Mary Yee

SCOTLAND

World Rowing

Gary Bain
 Mike Haggerty
 Jen Thomson

Multi-lane

Kevin Denniss
 Ian Duncan
 Neil MacFarlane
 Andrew McConnell
 John McKinney
 Terry McNeill
 Peter Morrison
 Ailie Ord
 Bryan Steel
 Carol Wallace
 Ron Wallace

National

Elizabeth Briggs
 Rachel Brodie
 Jo Collings
 Peter Craig
 Aaron Duff
 Alex Duncan
 John Eadie
 Alan Easson
 Hazel Geddes
 John Gilmour
 Catie Gorton-Phillips
 Martin Holmes
 Steven Kerr
 Bruce Lowe
 Barbara Millns
 Robert Robertson
 Grant Ross
 Hazel Smith
 Amy Watson
 Laura West
 Elizabeth Williamson
 Catriona Wilson
 Karim Zwart

COMMITTEE/PANEL MEMBERSHIP LISTS FOR THE UMPIRES' HANDBOOK

*Chair, **Deputy Chair, #Secretary

National Umpiring Committee

*Sam Simons, **Harry Salmon, #Vacant, Mark Briegal (NW), Phil Clements (WM & WAGS), Jo Cotgrove (E), Kevin Dentith (W), Ron Drake (Y), Richard Mortimer (N), Gary Painter (T), Dan Smith (EM), Daniel Walker, Claire McIntosh (MLUP Chair).

Multi-Lane Umpiring Panel

*Claire McIntosh, #Paddy Ibbotson, Gary Bain, Mark Blandford-Baker, Judith Packer, David Tarbun, Jen Thomson (Exam Consultant), Sam Simons (NUC Chair).

East Midlands Regional Umpiring Committee

*Dan Smith, Paddy Ibbotson, Sarah Royles, Sam Simons, Tim Walton, Katy Young.

Eastern Regional Umpiring Committee

*Jo Cotgrove, #Cherry Kemp, Andrew Blit, Tom Brown, Gavin Dods, Ian Donald, Nick Hubble, Chris Parkhouse.

North West Regional Umpiring Committee

*Mark Briegal, **Heidi Hackett, #Bob Lewinski, Matthew Holmes, Jo Rafferty, Simon Reeves, Briony Rimmer, Anthony Taylor.

Northern Regional Umpiring Committee

*Richard Mortimer, **Charly Curtis, #Dilwyn Jones, Mark Bell, Louise Forster, Peter Hoare, John Mulholland, Andrew Oakenfull, Lynn Pain.

Thames Regional Umpiring Committee

*Gary Painter, **Quentin Knowlson, #Harry Salmon, Zoe Davies, Alison Faiers, Ciarán Hayes, Luke Howells, Kathy Long, Jerry Mitchell, Roy Prosser, John Robson, Mel Sage, Daniel Walker.

West Regional Umpiring Committee

*Kevin Dentith, Lisa Cocks, Ray Mallett, Martin Stentiford, Lesley Willmington, Dave Woods.

West Midlands & WAGS Regional Umpiring Committee

*Phil Clements, **Paul Holmes, #Geoff Peattie, Christopher Anton, Kath Finucane, Sarah Gregory, David Joseph, Clive Pendry, Seth Walker.

Yorkshire Regional Umpiring Committee

*Ron Drake, **Jo McSweeney, John Austin-Davies, Celia Hickson, Emma Lyons, Donald McDougall, Fiona Polack.

LICENCE ADMINISTRATION

This is a summary of the licence administration processes. More details are available through the National Umpiring Committee and the Regional Umpiring Committees.

All umpires must be registered members of British Rowing as defined in the Rules of Racing (excluding Scottish & Overseas, Indoor or Friend of British Rowing membership types). To help manage this, the British Rowing membership of all umpires expires on the same day, the 30 September. It is important, for insurance purposes that this renewal is done in time. A reminder may be sent out near the time. If the membership renewal is done late then it will be backdated to the previous 30 September and you will not gain any extra time.

A new umpiring licence is usually granted for up to two years and must then be renewed. A list of those required to renew is sent by the NUC secretary to each RUC Chair for forwarding. These need to be completed and returned to the Chair by the end of the year or the umpire's licence will be withdrawn.

The RUC will recommend to the NUC whether the licence should be renewed. The options are:

- Renew for three years if everything is in order.
- Renew for one year if there is a concern.
- Refuse to renew.

To qualify for a three-year renewal, the umpire must have complied with the minimum standard as set down. That minimum standard being that the umpire must have officiated on a minimum of three separate days at domestic competitions each year and officiated for a minimum of twelve hours and attended at least one domestic seminar during the previous three years. Arrangements are in place to cater for the umpire not being able to meet these requirements in one year of the three-year period.

There is a right of appeal against any non-renewal or one-year renewal. This appeal should be made to the NUC Secretary who will forward it to an Appeal Panel of three NUC members.

It is important that the renewal procedure is conducted within certain time frames. Umpires who fail to renew their British Rowing membership in September are not authorised to officiate at competitions from October 1st and will be suspended from the NUC register until their British Rowing membership is renewed. Umpires who have not renewed their British Rowing membership by 31 December or who fail to return their renewal documents by 31 December will be removed from the Register of Umpires and will not be named in the Almanack for the relevant year.

UMPIRE UNIFORM

Grey or white trousers/skirt, blue or white shirt, blazer, and tie.

Official British Rowing Umpire embroidered shirts are available for purchase.

There is a less formal dress of British Rowing Umpire embroidered polo shirts that some competitions may prefer to adopt. These are available for purchase in either blue, white, or yellow.

For suppliers of logoed merchandise contact your Regional Umpiring Committee.



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