

<b>APPENDIX R18</b>	<b>APPENDIX R18</b>	
<b>COASTAL ROWING COMPETITION REGULATIONS – EVENT REGULATIONS AND/ OR DEPARTURES FROM THE WORLD ROWING RULES OF RACING</b>	<b>COASTAL ROWING COMPETITION REGULATIONS – EVENT REGULATIONS AND/ OR DEPARTURES FROM THE WORLD ROWING RULES OF RACING</b>	
<p><b>Preamble</b></p> <p>a) Rules applying to International Regattas shall apply to international Coastal Rowing regattas and rules applying to World Championship regattas shall apply to World Rowing Coastal Championship regattas except as provided in these Regulations, which are approved by the World Rowing Council as Departures from the Rules.</p> <p>b) These Regulations apply to Coastal Rowing in both the Endurance and Beach Sprints formats. Appendix R19 details departures from these Regulations specific to Beach Sprints.</p>	<p><b>Preamble</b></p> <p>a) Rules applying to International Regattas shall apply to international Coastal Rowing regattas and rules applying to World Championship regattas shall apply to World Rowing Coastal Championship regattas except as provided in these Regulations, which are approved by the World Rowing Council as Departures from the Rules.</p> <p>b) These Regulations apply to <u>International Coastal Rowing regattas in both the Endurance and Beach Sprints Sprint Rowing regattas formats.</u></p> <p>c) Appendix R19 details departures from these Regulations specific to Beach <u>Sprints Sprint Rowing regattas.</u></p>	No definition of “Endurance”.
<b>1) Rowing, Boats, Regattas (Rule 1)</b>	<b>1) Rowing, Boats, Regattas (Rule 1)</b>	
A Coastal Rowing regatta is a regatta in which all rowers use Coastal Rowing boats as defined in these Regulations and where the competition course is on the open sea or on a large inland body of water and in accordance with these Regulations.	A Coastal Rowing regatta is a regatta in which all rowers use Coastal Rowing boats as defined in these Regulations and where the competition course is on the open sea or on a large inland body of water and in accordance with these Regulations.	
<b>2) Application (Rule 2)</b>	<b>2) Application (Rule 2)</b>	
These Regulations apply to International Regattas for Coastal Rowing and the World Rowing Coastal Championships together with and not in exclusion of the World Rowing Rules of Racing.	These Regulations apply to International Regattas for Coastal Rowing and the World Rowing Coastal Championships together with and not in exclusion of the World Rowing Rules of Racing.	

<b>3) Right to Participate (Rule 11)</b>	<b>3) Right to Participate (Rule 11)</b>	
The World Rowing Coastal Championships are open only to club crews nominated by their member federations.	The World Rowing Coastal Championships are open only to club crews nominated by their member federations.	
<b>4) Eligibility (Rule 12)</b>	<b>4) Eligibility (Rule 12)</b>	
To compete in a World Rowing Coastal Championship regatta, a rower shall be a member of a club recognised by the member federation.	To compete in a World Rowing Coastal Championship regatta, a rower shall be a member of a club recognised by the member federation.	
<b>2) Safety and Health of Rowers (Rule 14)</b>	<b>5) Safety and Health of Rowers (Rule 14)</b>	
<ul style="list-style-type: none"> <li>a) Each rower at Coastal rowing events shall ensure that: <ul style="list-style-type: none"> <li>i) they have a state of health and fitness which allows them to compete at a level commensurate with the competition level of the particular event; and</li> <li>ii) they have a basic swimming ability, including being able to swim 50 m and keep their head above water unassisted for three minutes.</li> </ul> </li> <li>b) For the World Rowing Coastal Championships, it is strongly recommended that rowers undergo a pre-competition health screening detailed in Bye-Law to Rule 14 2) a).</li> <li>c) These requirements are in addition to the safety provisions in Regulation 19.</li> </ul>	<ul style="list-style-type: none"> <li>a) Each rower at Coastal rowing events shall ensure that: <ul style="list-style-type: none"> <li>i) they have a state of health and fitness which allows them to compete at a level commensurate with the competition level of the particular event; and</li> <li>ii) they have a basic swimming ability, including being able to swim 50 m and keep their head above water unassisted for three minutes.</li> </ul> </li> <li>b) For the World Rowing Coastal Championships, it is strongly recommended that rowers undergo a pre-competition health screening detailed in Bye-Law to Rule 14 2) a).</li> <li>c) These requirements are in addition to the safety provisions in Regulation 19.</li> </ul>	
<b>6) Age Categories (Rule 17)</b>	<b>6) Age Categories (Rule 17)</b>	
The following age categories for rowers are recognised by World Rowing for Coastal Rowing: <ul style="list-style-type: none"> <li>a) Seniors</li> <li>b) Under 19</li> </ul>	The following age categories for rowers are recognised by World Rowing for Coastal Rowing: <ul style="list-style-type: none"> <li>a) Seniors</li> <li>b) Under 19</li> </ul>	
<b>7) Additional Categories (Rule 18)</b>	<b>7) Additional Categories (Rule 18)</b>	
Except for the age categories, World Rowing does not recognise any additional categories for Coastal Rowing.	Except for the age categories, World Rowing does not recognise any additional categories for Coastal Rowing.	

<b>8) Coxswains (Rule 21)</b>	<b>8) Coxswains (Rule 21)</b>	
The minimum weights of coxswains shall also apply to Coastal Rowing.	The minimum weights of coxswains shall also apply to Coastal Rowing.	
<b>9) Boat Classes (Rule 24)</b>	<b>9) Boat Classes (Rule 24)</b>	
The following boat classes are recognised by World Rowing for Coastal Rowing: a) Solo (C1x) b) Double Sculls (C2x) c) Coxed Quadruple Sculls (C4x+) d) Coxed Four (C4+)	The following boat classes are recognised by World Rowing for Coastal Rowing: a) Solo (C1x) b) Double Sculls (C2x) c) Coxed Quadruple Sculls (C4x+) d) Coxed Four (C4+)	
<b>10) World Rowing Coastal Championships Event Programme (Rule 25)</b>	<b>10) World Rowing Coastal Championships Event Programme (Rule 25)</b>	
World Rowing Coastal Championships are held in the following events: a) Men (M) C1x, C2x, C4x+ b) Women (W) C1x, C2x, C4x+ c) Mixed (Mix) C2x	World Rowing Coastal Championships are held in the following events: a) Men (M) C1x, C2x, C4x+ b) Women (W) C1x, C2x, C4x+ c) Mixed (Mix) C2x	
<b>11) Mixed Coastal Events</b>	<b>11) Mixed Coastal Events</b>	
Mixed crew events may be held at Coastal Rowing regattas in which half of the crew, excluding the coxswain, shall be women and half shall be men.	Mixed crew events may be held at Coastal Rowing regattas in which half of the crew, excluding the coxswain, shall be women and half shall be men.	
<b>12) Construction of Coastal Rowing Boats (Rule 28)</b>	<b>12) Construction of Coastal Rowing Boats (Rule 28)</b>	
a) Coastal Rowing boats used in international Coastal Rowing regattas and World Rowing Coastal Championships must meet the following three measurement requirements:	a) Coastal Rowing boats used in international Coastal Rowing regattas and World Rowing Coastal Championships must meet the following three measurement requirements:	
i) Maximum permitted length over all;	i) Maximum permitted length over all;	
ii) Minimum permitted weight of boat;	ii) Minimum permitted weight of boat;	
iii) Minimum permitted width of the boat measured at the following two locations, all measurements taken externally at the station of maximum overall beam: (1) width overall (point 1);	iii) Minimum permitted width of the boat measured at the following two locations, all measurements taken externally at the station of maximum overall beam: (1) width overall (point 1);	

<p>(2) width at the Secondary Beam Measurement Point which shall be located at the specified height from the deepest point of the boat at that station (point 2).</p> <p>The maximum permitted length and minimum permitted weights are as follows:</p> <table border="1" data-bbox="188 480 766 667"> <thead> <tr> <th></th> <th>Maximum length (m)</th> <th>Minimum weight (kg)</th> </tr> </thead> <tbody> <tr> <td>C1x</td> <td>6.00</td> <td>35</td> </tr> <tr> <td>C2x</td> <td>7.50</td> <td>60</td> </tr> <tr> <td>C4+, C4x+</td> <td>10.70</td> <td>130</td> </tr> </tbody> </table>		Maximum length (m)	Minimum weight (kg)	C1x	6.00	35	C2x	7.50	60	C4+, C4x+	10.70	130	<p>(2) width at the Secondary Beam Measurement Point which shall be located at the specified height from the deepest point of the boat at that station (point 2).</p> <p>The maximum permitted length and minimum permitted weights are as follows:</p> <table border="1" data-bbox="882 480 1460 667"> <thead> <tr> <th></th> <th>Maximum length (m)</th> <th>Minimum weight (kg)</th> </tr> </thead> <tbody> <tr> <td>C1x</td> <td>6.00</td> <td>35</td> </tr> <tr> <td>C2x</td> <td>7.50</td> <td>60</td> </tr> <tr> <td>C4+, C4x+</td> <td>10.70</td> <td>130</td> </tr> </tbody> </table>		Maximum length (m)	Minimum weight (kg)	C1x	6.00	35	C2x	7.50	60	C4+, C4x+	10.70	130													
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<p>In Coastal Rowing boats, all rowers must be seated in line over the axis of the boat and all coxed boats shall be designed so that the coxswain is required to sit upright to the stern of the rowers.</p> <p>In addition to the flotation requirements</p>	<p>In Coastal Rowing boats, all rowers must be seated in line over the axis of the boat and all coxed boats shall be designed so that the coxswain is required to sit upright to the stern of the rowers.</p> <p>In addition to the flotation requirements</p>																																					

<p>referred to in Appendix R2 Bye-Law to Rule 28 and in the “Minimum Guidelines for the Safe Practice of Rowing”, Coastal Rowing boats should be constructed with three (3) watertight compartments. These compartments may have watertight hatches or ports for access to these areas.</p> <p>Boats must be designed and constructed so that the hulls are self-bailing; self-bailing shall mean that water in the boat will automatically be removed through hull bailers by the forward movement of the boat, or by a cockpit floor properly pitched aft to an open transom.</p>	<p>referred to in Appendix R2 Bye-Law to Rule 28 and in the “Minimum Guidelines for the Safe Practice of Rowing”, Coastal Rowing boats should be constructed with three (3) watertight compartments. These compartments may have watertight hatches or ports for access to these areas.</p> <p>Boats must be designed and constructed so that the hulls are self-bailing; self-bailing shall mean that water in the boat will automatically be removed through hull bailers by the forward movement of the boat, or by a cockpit floor properly pitched aft to an open transom.</p>	
<p>b) Traditional Coastal Rowing Boats of Different Design - The organising committee of an international Coastal Rowing regatta may establish separate events for Coastal Rowing boats of different traditional designs or may allow such boats to compete in races together with boats of other designs, and at the discretion of the organising committee may or may not categorise each design individually for the purpose of the competition.</p>	<p>b) Traditional Coastal Rowing Boats of Different Design - The organising committee of an international Coastal Rowing regatta may establish separate events for Coastal Rowing boats of different traditional designs or may allow such boats to compete in races together with boats of other designs, and at the discretion of the organising committee may or may not categorise each design individually for the purpose of the competition.</p>	
<p>c) Requirements for Coastal Rowing Boats and Equipment - All boats must meet the safety requirements set down by World Rowing and any additional requirements set down by any national, regional and/ or local authority for participation in the particular Coastal Rowing regatta. In particular:</p>	<p>c) Requirements for Coastal Rowing Boats and Equipment - All boats must meet the safety requirements set down by World Rowing and any additional requirements set down by any national, regional and/ or local authority for participation in the particular Coastal Rowing regatta. In particular:</p>	
<p>i) Boats must meet the minimum flotation standards set down by World Rowing, either with the required watertight</p>	<p>i) Boats must meet the minimum flotation standards set down by World Rowing, either with the required watertight</p>	

<p>compartments or built-in flotation utilising bags or tanks. (At an international Coastal Rowing regatta where the organising committee accepts entries from traditional Coastal Rowing boats exceptions to the World Rowing Flotation Guidelines may be made by the organising committee for a class of boats if the boats meet all other safety requirements.)</p>	<p>compartments or built-in flotation utilising bags or tanks. (At an international Coastal Rowing regatta where the organising committee accepts entries from traditional Coastal Rowing boats exceptions to the World Rowing Flotation Guidelines may be made by the organising committee for a class of boats if the boats meet all other safety requirements.)</p>	
<p>ii) Boats must carry a life jacket for every crew member, of a type which meets recognised international standards. Coxswains must wear a life jacket at all times in the boat;</p>	<p>ii) Boats must carry a life jacket for every crew member, of a type which meets recognised international standards. Coxswains must wear a life jacket at all times in the boat;</p>	
<p>iii) Boats must have a towing eye fitted with a 15 m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with crew members on board in strong wind and sea conditions. The loose end of the line must be within hand reach of a rower for the purpose of throwing to a rescue boat if required;</p>	<p>iii) Boats must have a towing eye fitted with a 15 m buoyant line. Both the towing eye and the line shall be of sufficient strength to allow safe towing of the swamped boat with crew members on board in strong wind and sea conditions. The loose end of the line must be within hand reach of a rower for the purpose of throwing to a rescue boat if required;</p>	
<p>iv) Any ballast must be fixed securely to the structure of the boat;</p>	<p>iv) Any ballast must be fixed securely to the structure of the boat;</p>	
<p>v) During Coastal Rowing races, for safety reasons each boat shall be permitted to carry such radio or telecommunication equipment as permitted or required by the organising committee or by other maritime authorities for such events;</p>	<p>v) During Coastal Rowing races, for safety reasons each boat shall be permitted to carry such radio or telecommunication equipment as permitted or required by the organising committee or by other maritime authorities for such events;</p>	
<p>d) Boat Numbers i) All boats participating in an international Coastal Rowing regatta must be registered</p>	<p>d) Boat Numbers i) All boats participating in an international Coastal Rowing regatta must be registered</p>	

<p>with the organising committee before going on the water, whether for training or competition, and shall be allocated a boat number.</p> <ul style="list-style-type: none"> <li>ii) Each boat must display its boat number on both sides of the bow in the manner described below for the purpose of identification and safety.</li> <li>iii) Registration is the responsibility of the member federation or the club in whose name the crew is entered, and the crew concerned. Any crew failing to register their boat in accordance with these Regulations or failing to properly display the boat number at all times at a regatta may be sanctioned.</li> <li>iv) The individual numbers and/or letters making up the boat number on the boat shall each be a minimum of 20 cm high and shall be in contrasting colour to the background.</li> <li>v) At a World Rowing Coastal Championships, the boat numbers shall be allocated by the organising committee.</li> </ul>	<p>with the organising committee before going on the water, whether for training or competition, and shall be allocated a boat number.</p> <ul style="list-style-type: none"> <li>ii) Each boat must display its boat number on both sides of the bow in the manner described below for the purpose of identification and safety.</li> <li>iii) Registration is the responsibility of the member federation or the club in whose name the crew is entered, and the crew concerned. Any crew failing to register their boat in accordance with these Regulations or failing to properly display the boat number at all times at a regatta may be sanctioned.</li> <li>iv) The individual numbers and/or letters making up the boat number on the boat shall each be a minimum of 20 cm high and shall be in contrasting colour to the background.</li> <li>v) At a World Rowing Coastal Championships, the boat numbers shall be allocated by the organising committee.</li> </ul>	
<ul style="list-style-type: none"> <li>e) Crew Racing Numbers <ul style="list-style-type: none"> <li>i) At races where crews are using shared pool boats each competing crew will be required to display a crew racing number in addition to a boat number.</li> <li>ii) At a World Rowing Coastal Championships all crews are required to display a crew racing number which will be the country code and national federation rank</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>e) Crew Racing Numbers <ul style="list-style-type: none"> <li>i) At races where crews are using shared pool boats each competing crew will be required to display a crew racing number in addition to a boat number.</li> <li>ii) At a World Rowing Coastal Championships all crews are required to display a crew racing number which will be the country code and national federation rank</li> </ul> </li> </ul>	

<p>[example: FRA09].</p> <ul style="list-style-type: none"> <li>iii) The individual numbers and/or letters making up the crew racing number on the boat shall each be a minimum of 15 cm high and shall be in contrasting colour to the background.</li> <li>iv) For races with beach finishes which require one or more crew members to exit the boat and cross the finish line on foot, every crew member crossing the finish line must clearly display their crew number on their person in a manner visible to the finish judges.</li> </ul>	<p>[example: FRA09].</p> <ul style="list-style-type: none"> <li>iii) The individual numbers and/or letters making up the crew racing number on the boat shall each be a minimum of 15 cm high and shall be in contrasting colour to the background.</li> <li>iv) For races with beach finishes which require one or more crew members to exit the boat and cross the finish line on foot, every crew member crossing the finish line must clearly display their crew number on their person in a manner visible to the finish judges.</li> </ul>	
<p><b>13) Race Course Characteristics (Rule 31)</b></p>	<p><b>13) Race Course Characteristics (Rule 31)</b></p>	
<ul style="list-style-type: none"> <li>a) The Race Course <ul style="list-style-type: none"> <li>i) The race course for international Coastal Rowing regattas shall provide, as far as possible, fair and equal racing conditions for all crews. This shall require sufficient width of the start line to allow all the crews in each race to start at the same time.</li> <li>ii) Wherever possible, the organising committee shall design the course so that the action of the race and competing boats can be seen by spectators on shore. In designing the course, the organising committee shall take advantage of wind and wave direction, coastal features and beaches. This may include beach starts or finishes.</li> <li>iii) The length of course shall be as provided in Regulation 14.</li> <li>iv) The course may be straight, rectangular,</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a) The Race Course <ul style="list-style-type: none"> <li>i) The race course for international Coastal Rowing regattas shall provide, as far as possible, fair and equal racing conditions for all crews. This shall require sufficient width of the start line to allow all the crews in each race to start at the same time.</li> <li>ii) Wherever possible, the organising committee shall design the course so that the action of the race and competing boats can be seen by spectators on shore. In designing the course, the organising committee shall take advantage of wind and wave direction, coastal features and beaches. This may include beach starts or finishes.</li> <li>iii) The length of course shall be as provided in Regulation 14.</li> <li>iv) The course may be straight, rectangular,</li> </ul> </li> </ul>	

<p>triangular or point to point or of such other shape as may be suited to the location.</p> <ul style="list-style-type: none"> <li>v) For safety purposes the layout of the course shall not allow boats to be travelling in opposite directions in the same water.</li> <li>vi) The course may be covered more than once. In principle there should be no turning marker closer than one kilometre (1 km) from the start if the required angle of the turn at that marker is greater than 45 degrees.</li> <li>vii) Where an event has separate preliminary heats, the courses used for the respective heats may be different from one heat to the next but must be of the same racing distance and the racing conditions of each course on the day must be similar.</li> </ul>	<p>triangular or point to point or of such other shape as may be suited to the location.</p> <ul style="list-style-type: none"> <li>v) For safety purposes the layout of the course shall not allow boats to be travelling in opposite directions in the same water.</li> <li>vi) The course may be covered more than once. In principle there should be no turning marker closer than one kilometre (1 km) from the start if the required angle of the turn at that marker is greater than 45 degrees.</li> <li>vii) Where an event has separate preliminary heats, the courses used for the respective heats may be different from one heat to the next but must be of the same racing distance and the racing conditions of each course on the day must be similar.</li> </ul>	
<ul style="list-style-type: none"> <li>b) Course Markers <ul style="list-style-type: none"> <li>i) A plan of the course(s) showing the location of all course markers together with their description and their GPS position must be included in the Notice of Regatta and also in the instructions issued to all crews upon arrival at the regatta. The plan shall also be displayed at the Control Commission.</li> <li>ii) 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 moorage buoys and beacons.</li> <li>iii) The organising committee shall take all</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>b) Course Markers <ul style="list-style-type: none"> <li>i) A plan of the course(s) showing the location of all course markers together with their description and their GPS position must be included in the Notice of Regatta and also in the instructions issued to all crews upon arrival at the regatta. The plan shall also be displayed at the Control Commission.</li> <li>ii) 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 moorage buoys and beacons.</li> <li>iii) The organising committee shall take all</li> </ul> </li> </ul>	

<p>necessary precautions in setting out the course markers and the course to avoid any risks of boats grounding in shallow waters, including by clearly marking such areas and placing warning buoys in the appropriate locations.</p> <p>iv) Prior to the Crew Captain’s Meeting the Race Director, President of the Jury and a representative of the Rowing For All Commission shall agree on which turning marks shall be designated a ‘key turning marker’. A key turning marker is a point of increased risk of severe interference between crews due to factors such as, for example and not limited to, the angle of the turn and/or its proximity to the start.</p>	<p>necessary precautions in setting out the course markers and the course to avoid any risks of boats grounding in shallow waters, including by clearly marking such areas and placing warning buoys in the appropriate locations.</p> <p>iv) Prior to the Crew Captain’s Meeting the Race Director, President of the Jury and a representative of the <a href="#">Rowing For All Coastal Rowing</a> Commission shall agree on which turning marks shall be designated a ‘key turning marker’. A key turning marker is a point of increased risk of severe interference between crews due to factors such as, for example and not limited to, the angle of the turn and/or its proximity to the start.</p>	<p>Correct Coastal Rowing Commission name.</p>
<p>c) Start and Finish Lines</p> <p>i) The start line and finish line shall be visually marked by the alignment of two landmarks or buoys.</p> <p>ii) 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.</p> <p>iii) For all races, except for races against the clock, the start line shall be wide enough to allow all rowers in the race to align and start at the same time.</p> <p>iv) The finish line may either be on the water, or if such an option is possible, on the beach. Where a beach finish is provided, the finish shall be a finish line, a flag or a</p>	<p>c) Start and Finish Lines</p> <p>i) The start line and finish line shall be visually marked by the alignment of two landmarks or buoys.</p> <p>ii) 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.</p> <p>iii) For all races, except for races against the clock, the start line shall be wide enough to allow all rowers in the race to align and start at the same time.</p> <p>iv) The finish line may either be on the water, or if such an option is possible, on the beach. Where a beach finish is provided, the finish shall be a finish line, a flag or a</p>	

button situated at a designated point on the beach and a crew shall have finished the race when a member of the crew has crossed the line, touched the flag or pressed a button as required.	button situated at a designated point on the beach and a crew shall have finished the race when a member of the crew has crossed the line, touched the flag or pressed a button as required.	
<b>14) Racing Distance (Rule 32)</b>	<b>14) Racing Distance (Rule 32)</b>	
a) International Coastal Rowing regattas - In principle there is no specified racing distance and this may vary from regatta to regatta. However, the length of the course in each case shall be shown in the World Rowing International Regatta Calendar (Rule 10) and shall be notified to all participants in the Notice of Regatta. The racing distance may be changed by the President of the Jury in the case of adverse weather conditions, in consultation with the organising committee.	a) International Coastal Rowing regattas - In principle there is no specified racing distance and this may vary from regatta to regatta. However, the length of the course in each case shall be shown in the World Rowing International Regatta Calendar (Rule 10) and shall be notified to all participants in the Notice of Regatta. The racing distance may be changed by the President of the Jury in the case of adverse weather conditions, in consultation with the organising committee.	
b) World Rowing Coastal Championships - In principle the racing distance shall be between 6 km and 8 km and shall be the same for men and women. The distance may vary depending on factors relating to the individual venue for the Championships taking into account safety, favourable weather conditions, progression to finals, positioning of course markers, spectator visibility and start and finish facilities. In adverse weather conditions the distance may be changed by the President of the Jury, in consultation with the Race Director and the organising committee.	b) World Rowing Coastal Championships - In principle the racing distance shall be between 6 km and 8 km and shall be the same for men and women. The distance may vary depending on factors relating to the individual venue for the Championships taking into account safety, favourable weather conditions, progression to finals, positioning of course markers, spectator visibility and start and finish facilities. In adverse weather conditions the distance may be changed by the President of the Jury, in consultation with the Race Director and the organising committee.	
<b>15) Number of Lanes (Rule 33)</b>	<b>15) Number of Lanes (Rule 33)</b>	
Coastal Rowing regattas shall normally be raced without limit to the number of crews in each race. This	a) Coastal Rowing regattas shall <u>in principle</u> normally be raced without limit to the number	Confirm and publish official progressions for all events but

<p>will be subject to the dimensions of the start line, the length of the course and all safety considerations, including weather conditions and provision of safety boats. There shall be no delineated lanes. Where there is a limit on the width of the start line, the organising committee shall indicate in the Notice of Regatta and in the information to crews the maximum number of boats which can be accommodated on the start line at one time in any race.</p>	<p>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.</p> <p>b) There shall be no delineated lanes. Where there is a limit on the width of the start line, the organising committee shall indicate in the Notice of Regatta and in the information to crews the maximum number of boats which can be accommodated on the start line at one time in any race.</p>	<p>allow for adaptations for each event. Time line for publishing. GB/PR to coordinate development of an official progression system. Start with # of boats in final and do not use times only rankings. MANAGE THIS UNDER REGULATION 20 - PROGRESSION.</p>
<p><b>16) President of the Jury (Rule 37)</b></p>	<p><b>16) President of the Jury (Rule 37)</b></p>	
<p>The President of the Jury shall allot duties to each member of the Jury and shall supervise their activities. The President of the Jury shall take the Chair at Jury meetings and ensure proper co-ordination with the organising committee and especially the Race Director.</p>	<p>The President of the Jury shall allot duties to each member of the Jury and shall supervise their activities. The President of the Jury shall take the Chair at Jury meetings and ensure proper co-ordination with the organising committee and especially the Race Director.</p>	
<p><b>17) The Jury (Rule 37)</b></p>	<p><b>17) The Jury (Rule 37)</b></p>	
<p>a) The Jury shall be responsible for ensuring that the competition is run in accordance with these Rules of Racing, related Bye-Laws and Event Regulations.</p> <p>The Jury shall consist of Umpires carrying out the following duties:</p> <ul style="list-style-type: none"> <li>i) President of the Jury;</li> <li>ii) Starter;</li> <li>iii) Judge at the Start</li> <li>iv) Race Umpire;</li> <li>v) Key Turning Mark Umpires;</li> <li>vi) Penalty Umpire;</li> <li>vii) Judges at the Finish, one of whom shall be the Senior Judge;</li> </ul>	<p>a) The Jury <del>shall be</del> <u>is</u> responsible for ensuring that the competition is run in accordance with these Rules of Racing, related Bye-Laws and Event Regulations.</p> <p>The Jury shall consist of Umpires carrying out the following duties:</p> <ul style="list-style-type: none"> <li>i) President of the Jury;</li> <li>ii) Starter;</li> <li>iii) Judge at the Start</li> <li>iv) Race Umpire(s);</li> <li>v) Key Turning Mark Umpires;</li> <li>vi) Penalty Umpire;</li> <li>vii) Judges at the Finish, one of whom shall be the Senior Judge;</li> </ul>	

<p>viii) Members of the Control Commission, one of whom shall be the responsible member.</p> <p>b) In races that have a large number of crews, two Race Umpires can be used. One shall be appointed the senior Race Umpire</p> <p>c) The President of the Jury, the Starter, the Judge at the Start, the Race Umpire(s), the Key Turning Mark Umpires, the Penalty Umpire, Senior Judge at the Finish and the responsible member of the Control Commission shall each hold an International Umpire’s licence. The Jury shall be supported in its work by other officials holding a national umpire licence.</p>	<p>viii) Members of the Control Commission, one of whom shall be the responsible member.</p> <p><del>b) In races that have a large number of crews, two Race Umpires can may be used. One shall be appointed the senior Race Umpire</del></p> <p>↪ b) The President of the Jury, the Starter, the Judge at the Start, the Race Umpire(s), the Key Turning Mark Umpires, the Penalty Umpire, Senior Judge at the Finish and the responsible member of the Control Commission shall each shall hold an International Umpire’s licence. The Jury shall may be supported in its work by other officials holding a national umpire licence.</p>	<p>This wording at b) is in conflict with first para. of Reg. 37, which says PoJ and Race Director may decide the number of Umpires AND that where more than one, they shall be equal. DELETE here and rely on Reg. 37.</p>
<p><b>18) Commercial Publicity, Sponsorship, Advertising, and Identifications (Bye-laws to Rule 38)</b></p>	<p><b>18) Commercial Publicity, Sponsorship, Advertising, and Identifications (Bye-laws to Rule 38)</b></p>	
<p>a) Identification on the racing shirt or equivalent</p>	<p>a) Identification on the racing shirt or equivalent</p>	
<p>i) For World Rowing Coastal Championships and other designated World Rowing Coastal Rowing events (World Rowing Events), World Rowing may require rowers to wear special clothing with the World Rowing identifications. This may take the form of a specially made T-shirt or bib, to be provided by World Rowing, which shall be worn under or over the rowers’ racing shirt. For this purpose, for all World Rowing Events, the racing shirt shall be the “singlet” or “sleeveless-shirt” style.</p>	<p>i) For World Rowing Coastal Championships and other designated World Rowing Coastal Rowing events (World Rowing Events), World Rowing may require rowers to wear special clothing with the World Rowing identifications. This may take the form of a specially made T-shirt or bib, to be provided by World Rowing, which shall be worn under or over the rowers’ racing shirt. For this purpose, for all World Rowing Events, the racing shirt shall be the “singlet” or “sleeveless-shirt” style.</p>	
<p>ii) Each crew member shall also display on their racing shirt or equivalent the three-letter country code and their family name (in Romanised text) in the following manner and format:</p>	<p>ii) Each crew member shall also display on their racing shirt or equivalent the three-letter country code and their family name (in Romanised text) in the following manner and format:</p>	

Racing Shirt	Font	Height	Width	Case	example
FRONT: Family name	Arial	50 mm	120-150 mm	Uppercase	<b>GARCIA</b>
FRONT: Country code	Arial	50 mm	60-100 mm	Uppercase	<b>MEX</b>
BACK: Country code	Arial	100 mm	150 mm	Uppercase	<b>MEX</b>
b) Identifications on the boat					
i) The following general provisions shall apply: (1) Member federation or club sponsor identifications may appear on the boat as specified below, except in those areas reserved for the boat number and crew identification number and the World Rowing/organising committee identifications and manufacturer's symbol. (2) Pool boats - At World Rowing Events, crews using boats provided by the organising committee ("pool boats") will not have the right to place any advertising or identifications on the boat.					
ii) For World Rowing Events, the following identifications should be positioned on each side of the boat as measured from the bow of the boat: (1)					

	C1x	C2x	C4x+		C1x	C2x	C4x+																																	
Manufacturer symbol	0-15 cm	0-15 cm	0-15 cm	Manufacturer symbol	0-15 cm	0-15 cm	0-15 cm																																	
Boat ID	15-80 cm	15-110 cm	15-110 cm	Boat ID	15-80 cm	15-110 cm	15-110 cm																																	
Crew ID	80-150 cm	110-210 cm	110-210 cm	Crew ID	80-150 cm	110-210 cm	110-210 cm																																	
World Rowing/OC sponsor	155-255 cm	215-315 cm	215-335 cm	World Rowing/OC sponsor	155-255 cm	215-315 cm	215-335 cm																																	
<p>(2) The total area (cm<sup>2</sup>) and length (cm) allowed on each side of the boat for the Manufacturer symbol and World Rowing/organising committee sponsor identifications are:</p> <table border="1"> <thead> <tr> <th></th> <th>C1x</th> <th>C2x</th> <th>C4x+</th> </tr> </thead> <tbody> <tr> <td>Manufacturer symbol</td> <td>50 cm<sup>2</sup></td> <td>50 cm<sup>2</sup></td> <td>50 cm<sup>2</sup></td> </tr> <tr> <td>World Rowing/OC sponsor</td> <td>1200 cm<sup>2</sup></td> <td>1200 cm<sup>2</sup></td> <td>1600 cm<sup>2</sup></td> </tr> <tr> <td></td> <td>80 cm</td> <td>80 cm</td> <td>100 cm</td> </tr> </tbody> </table>					C1x	C2x	C4x+	Manufacturer symbol	50 cm <sup>2</sup>	50 cm <sup>2</sup>	50 cm <sup>2</sup>	World Rowing/OC sponsor	1200 cm <sup>2</sup>	1200 cm <sup>2</sup>	1600 cm <sup>2</sup>		80 cm	80 cm	100 cm	<p>(2) The total area (cm<sup>2</sup>) and length (cm) allowed on each side of the boat for the Manufacturer symbol and World Rowing/organising committee sponsor identifications are:</p> <table border="1"> <thead> <tr> <th></th> <th>C1x</th> <th>C2x</th> <th>C4x+</th> </tr> </thead> <tbody> <tr> <td>Manufacturer symbol</td> <td>50 cm<sup>2</sup></td> <td>50 cm<sup>2</sup></td> <td>50 cm<sup>2</sup></td> </tr> <tr> <td>World Rowing/OC sponsor</td> <td>1200 cm<sup>2</sup></td> <td>1200 cm<sup>2</sup></td> <td>1600 cm<sup>2</sup></td> </tr> <tr> <td></td> <td>80 cm</td> <td>80 cm</td> <td>100 cm</td> </tr> </tbody> </table>					C1x	C2x	C4x+	Manufacturer symbol	50 cm <sup>2</sup>	50 cm <sup>2</sup>	50 cm <sup>2</sup>	World Rowing/OC sponsor	1200 cm <sup>2</sup>	1200 cm <sup>2</sup>	1600 cm <sup>2</sup>		80 cm	80 cm	100 cm	
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	80 cm	80 cm	100 cm																																					
<p>(3) For the World Rowing Coastal Championships, the World Rowing/organising committee area is reserved for use by World Rowing under these Regulations. When this space is not being used by World Rowing it may be used by the organising committee, but only with the specific prior agreement of World Rowing.</p> <p>(4) For international Coastal Rowing regattas, the World Rowing/organising committee space is reserved for the sponsor of the organising committee.</p>				<p>(3) For the World Rowing Coastal Championships, the World Rowing/organising committee area is reserved for use by World Rowing under these Regulations. When this space is not being used by World Rowing it may be used by the organising committee, but only with the specific prior agreement of World Rowing.</p> <p>(4) For international Coastal Rowing regattas, the World Rowing/organising committee space is reserved for the sponsor of the organising committee.</p>																																				

(5) In addition to the symbol of the Manufacturer, the Identification of the Manufacturer may appear once on each side of the boat, except in those areas otherwise reserved as detailed in this Regulation. Each Manufacturer Identification may be no more than 100 sq cm in area.	(5) In addition to the symbol of the Manufacturer, the Identification of the Manufacturer may appear once on each side of the boat, except in those areas otherwise reserved as detailed in this Regulation. Each Manufacturer Identification may be no more than 100 sq cm in area.	
c) Identifications on boat identification numbers	c) Identifications on boat identification numbers	
i) For international Coastal Rowing regattas, the identification of an organising committee sponsor may appear once either above or below the boat number and the lettering may be no more than 10 cm in height.	i) For international Coastal Rowing regattas, the identification of an organising committee sponsor may appear once either above or below the boat number and the lettering may be no more than 10 cm in height.	
ii) For World Rowing Events, the identification of a World Rowing sponsor may appear once either above or below the boat number and the lettering may be no more than 10 cm in height.	ii) For World Rowing Events, the identification of a World Rowing sponsor may appear once either above or below the boat number and the lettering may be no more than 10 cm in height.	
d) Other Identifications – Other than the Identifications in section 18) b) above, the only other Identifications allowed shall be those described in Appendix R6 - Bye-Law to Rule 35 – Commercial Publicity, Sponsorship, Advertising and Identifications.	d) Other Identifications – Other than the Identifications in section 18) b) above, the only other Identifications allowed shall be those described in Appendix R6 - Bye-Law to Rule 35 – Commercial Publicity, Sponsorship, Advertising and Identifications.	
e) Sculling Oars and Sweep Oars	e) Sculling Oars and Sweep Oars	
i) Pool Oars – At the World Rowing Coastal Championships and other designated World Rowing Coastal Rowing events, crews using sculling or sweep oars provided by the organising committee (“pool oars”) will not have the right to use the	i) Pool Oars – At the World Rowing Coastal Championships and other designated World Rowing Coastal Rowing events, crews using sculling or sweep oars provided by the organising committee (“pool oars”) will not have the right to use the	delete superfluous “Rowing”

advertising space on the oars allotted to member federations or clubs. This right will be retained by the organising committee.	advertising space on the oars allotted to member federations or clubs. This right will be retained by the organising committee.	
ii) Blade Colours – Only the member federation colours as registered with World Rowing, the Club colours as registered with the member federations or ‘pool oar’ colour as registered with World Rowing may appear on the blades.	ii) Blade Colours – Only the member federation colours as registered with World Rowing, the Club colours as registered with the member federations or ‘pool oar’ colour as registered with World Rowing may appear on the blades.	
<b>19) Safety – General Principles (Rule 50)</b>	<b>19) Safety – General Principles (Rule 50)</b>	
The following provisions are in addition to the requirements of Regulation 5.	The following provisions are in addition to the requirements of Regulation 5.	
<p>a) Race Director</p> <p>The organising committee shall appoint a Race Director who is very familiar with local water conditions and who has experience of Coastal Rowing events. The Race Director shall be responsible for all communications with the local maritime authority and shall ensure that all safety requirements, including rescue services, are in place before the start of races and that all local maritime rules and regulations are met. The Race Director shall cooperate closely with the President of the Jury and shall participate in any decisions in case of adverse weather conditions. In any case where the Race Director and the President of the Jury are not in agreement on an issue regarding safety, the decision of the President of the Jury shall prevail.</p>	<p>a) Race Director</p> <p><u>i)</u> The organising committee shall appoint a Race Director who is very familiar with local water conditions and who has experience of Coastal Rowing events.</p> <p><u>ii)</u> The Race Director shall be responsible for all communications with the local maritime authority and shall ensure that all safety requirements, including rescue services, are in place before the start of races and that all local maritime rules and regulations are met.</p> <p><u>iii)</u> The Race Director shall cooperate closely with the President of the Jury and shall participate in any decisions in case of adverse weather conditions. In any case where the Race Director and the President of the Jury are not in agreement on an issue regarding safety, the decision of the President of the Jury shall prevail.</p>	Reformatted for clarity.
a) Crew Captains’ Meeting	b) Crew Captains’ Meeting	

<p>Before the start of the competition, a meeting shall be convened by the organising committee at which all team managers, coxswains and crew captains must participate. At this meeting, participants will be provided with all information reasonably required for the safe running of the event (including local maritime rules, tidal movements, currents, specific topography, known dangers, safety rules and sanctions which can be applied under these Regulations). If deemed necessary, the coxswains, and the crew captains, may be invited to view the course from a motor launch of the organising committee.</p>	<p><u>i)</u> Before the start of the competition, a meeting shall be convened by the organising committee at which all team managers, coxswains and crew captains must participate.</p> <p><u>ii)</u> At this meeting, participants will be provided with all information reasonably required for the safe running of the event (including local maritime rules, tidal movements, currents, specific topography, known dangers, safety rules and sanctions which can be applied under these Regulations).</p> <p><u>iii)</u> If deemed necessary, the coxswains, and the crew captains, may be invited to view the course from a motor launch of the organising committee.</p>	<p>Reformatted for clarity.</p>
<p>b) Rowers' Obligations</p>	<p>c) Rowers' Obligations</p>	
<p>i) General obligations All rowers and coxswains must:</p> <ol style="list-style-type: none"> <li>(1) Be familiar with and respect local maritime rules in addition to the World Rowing Rules of Racing, Bye-laws and Regulations;</li> <li>(2) Wear appropriate life jackets or have an individual life jacket on board within easy and convenient reach for their personal use at all times when on the water. Coxswains shall wear a life jacket at all times when on the water;</li> <li>(3) Know what to do in the event of their boat swamping or capsizing and if their boat requires to be towed.</li> </ol>	<p>i) General obligations All rowers and coxswains must:</p> <ol style="list-style-type: none"> <li>(1) Be familiar with and respect local maritime rules in addition to the World Rowing Rules of Racing, Bye-laws and Regulations;</li> <li>(2) Wear appropriate life jackets or have an individual life jacket on board within easy and convenient reach for their personal use at all times when on the water. Coxswains shall wear a life jacket at all times when on the water;</li> <li>(3) Know what to do in the event of their boat swamping or capsizing and if their boat requires to be towed.</li> </ol>	

	<p>(4) <u>While the organising committee of a regatta shall take all reasonable steps to provide safe rowing conditions and appropriate safety measures, the ultimate responsibility for competing safely lies with each individual rower and where applicable their team officials.</u></p>	<p>Emphasis the responsibility for safety ultimately lies with the rower.</p>
<p>ii) Crew Captain’s obligations According to international maritime law, all sea-going vessels must have one person responsible for safety and navigation. In Coastal Rowing, this will be one member of the crew who will be designated the “Crew Captain”. The designated Crew Captain for every boat shall be notified to the 19rganizing 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 for racing. Such notification is the responsibility of the member federation or the club in whose name the crew is entered, and the crew concerned. Any crew for which a Crew Captain has not been notified shall not be permitted on the water. The Crew Captain shall be responsible to:</p> <p>(1) <u>Before every outing:</u></p> <p>(a) Assess the risks and the ability of the crew to cope with the prevailing and forecast conditions;</p> <p>(b) Be familiar with the current and expected weather conditions;</p>	<p>ii) Crew Captain’s obligations</p> <p>1) According to international maritime law, all sea-going vessels must have one person responsible for safety and navigation.</p> <p>2) In Coastal Rowing, this will be one member of the crew who will be designated the “Crew Captain”.</p> <p>3) 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 for racing.</p> <p>4) Such notification is the responsibility of the member federation or the club in whose name the crew is entered, and the crew concerned.</p> <p>5) Any crew for which a Crew Captain has not been notified shall not be permitted on the water.</p> <p>6) The Crew Captain shall be responsible <u>before every outing on the water</u> to:</p> <p>1) <u>Before every outing:</u></p> <p>(a) Assess the risks and the ability of</p>	<p>Reformatted for clarity.</p>

<p>(c) 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;</p> <p>(d) Check the condition of the boat and the safety equipment on board.</p> <p>(2) <u>During the outing:</u></p> <p>(a) Ensure that the crew respects all navigational, safety and traffic rules;</p> <p>(b) Require that all members of the crew wear their life jackets as necessary;</p> <p>(c) Make necessary decisions for the safety of the crew if the weather deteriorates;</p> <p>(d) Monitor any changes in the weather or water conditions which might affect the safety of the crew.</p> <p>(3) <u>After the outing:</u></p> <p>(a) Inform the Control Commission of the return of the crew;</p> <p>(b) Complete the register to indicate the crew's return;</p> <p>(c) Inform the Control Commission of any incidents or safety issues;</p> <p>(d) Record and report to the Organizing committee any damage to a pool boat</p>	<p>the crew to cope with the prevailing and forecast conditions;</p> <p>(b) Be familiar with the current and expected weather conditions;</p> <p>(c) 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;</p> <p>(d) Check the condition of the boat and the safety equipment on board.</p> <p><del>(2)</del> (7) <u>During the outing the Crew Captain shall:</u></p> <p>(a) Ensure that the crew respects all navigational, safety and traffic rules;</p> <p>(b) Require that all members of the crew wear their life jackets as necessary;</p> <p>(c) Make necessary decisions for the safety of the crew if the weather deteriorates;</p> <p>(d) Monitor any changes in the weather or water conditions which might affect the safety of the crew.</p> <p><del>(3)</del> (8) <u>After the outing the Crew Captain shall:</u></p> <p>(a) Inform the Control Commission of the return of the crew;</p> <p>(b) Complete the register to indicate the crew's return;</p>	
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	<ul style="list-style-type: none"> <li>(c) Inform the Control Commission of any incidents or safety issues;</li> <li>(d) Record and report to the organising committee any damage to a pool boat</li> </ul>	
d) Special Coastal Rowing Safety Considerations	d) Special Coastal Rowing Safety Considerations	
<ul style="list-style-type: none"> <li>i) General Rules of Circulation Rowing at sea outside of channels and ports requires special attention to weather conditions, tides, water currents and general maritime traffic. Rowers and coxswains must familiarise themselves with general international maritime navigation rules as well as the specific conditions of the area. Safety measures and local rules must be vigorously applied by the organising committee and the Jury and must be strictly observed by the crews.</li> </ul>	<ul style="list-style-type: none"> <li>i) General Rules of Circulation (1) Rowing at sea outside of channels and ports requires special attention to weather conditions, tides, water currents and general maritime traffic. Rowers and coxswains must familiarise themselves with general international maritime navigation rules as well as the specific conditions of the area. <del>Safety measures and local rules must be vigorously applied by the organising committee and the Jury and must be strictly observed by the crews.</del> <u>While the organising committee of a regatta shall take all reasonable steps to provide safe rowing conditions and appropriate safety measures, the ultimate responsibility for competing safely lies with each individual rower and where applicable their team officials.</u></li> </ul>	<p>Existing wording might place too much liability on OC and Jury. Change the focus back the crew and import some (partial) wording from Rule 51(6)</p> <p><b><u>Same wording as above</u></b></p>
<ul style="list-style-type: none"> <li>ii) Important rules for rowing at sea Rowing boats must not hinder the passage of: <ul style="list-style-type: none"> <li>(1) Boats that can only navigate safely in a narrow channel or access lane;</li> <li>(2) Boats with mechanical propulsion in a</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>ii) Important rules for rowing at sea Rowing boats must not hinder the passage of: <ul style="list-style-type: none"> <li>(1) Boats that can only navigate safely in a narrow channel or access lane;</li> <li>(2) Boats with mechanical propulsion in a</li> </ul> </li> </ul>	

traffic lane; (3) Ships with heavy cargo.	traffic lane; (3) Ships with heavy cargo.	
iii) Avoiding collisions When two rowing boats are on a potential collision course, both boats should move to starboard to give way to the other boat. For clarification, “starboard” means the left-hand side of the rowers as they are seated in the boat (bowside).	iii) Avoiding collisions When two rowing boats are on a potential collision course, both boats should move to starboard to give way to the other boat. For clarification, “starboard” means the left-hand side of the rowers as they are seated in the boat (bowside).	
e) Shelters Shelters are ports and bays where boats can easily find refuge in adverse weather conditions and where the crew members can be safely disembarked. Such shelters must be made known by the organising committee to all crews as part of the information to crews. Shelters may be very dependent on the tidal, wind and current conditions. Depending on the conditions, an area may be considered a shelter at a certain time of day only, and may be dangerous and inaccessible at other times. Whatever the route followed by the rowers, they must be aware of all the possibilities of access to the shelters in accordance with the navigational limits imposed on their boat.	e) Shelters Shelters are ports and bays where boats can easily find refuge in adverse weather conditions and where the crew members can be safely disembarked. Such shelters must be made known by the organising committee to all crews as part of the information to crews. Shelters may be very dependent on the tidal, wind and current conditions. Depending on the conditions, an area may be considered a shelter at a certain time of day only, and may be dangerous and inaccessible at other times. Whatever the route followed by the rowers, they must be aware of all the possibilities of access to the shelters in accordance with the navigational limits imposed on their boat.	
f) Capsizing Crews should regularly practice their capsize drill and familiarise themselves with all the steps to ensure the safety of the crew in case of capsize.	f) Capsizing Crews should regularly practice their capsize drill and familiarise themselves with all the steps to ensure the safety of the crew in case of capsize.	
g) Any member of the Jury may prohibit any crew from going on the water if they consider that crew constitutes a danger to themselves or	g) Any member of the Jury may prohibit any crew from going on the water if they consider that crew constitutes a danger to themselves or	

<p>other crews on the water. In the event of a dispute, the President of the Jury shall determine the issue.</p>	<p>other crews on the water. In the event of a dispute, the President of the Jury shall determine the issue.</p>	
<p><b>20) World Rowing Progression System (Rule 57)</b></p>	<p><b>20) World Rowing Progression System (Rule 57)</b></p>	
<p>The organising committee shall stipulate the maximum number of crews which can be accommodated on the Start line at one time in accordance with Regulation 15. Should the number of crews taking part in an event exceed the number of positions available on the Start line, a system of heats shall be adopted. In such case, the number of crews progressing to the next round from each heat shall be the number of available places on the Start line divided by the number of heats which are required.</p> <p>The number of crews in each heat shall be as equal as possible and in principle the same number of crews from each heat shall progress to the next round.</p> <p>If an event has fewer entries than there are places on the Start line, there shall be a direct final with no preliminary races for that event.</p> <p>The organising committee in the case of international Coastal Rowing regattas, and World Rowing in the case of World Rowing Events, may place a limit on the number of boats in each heat and /or the number of boats to progress to the final. In principle the minimum number of boats in the final should be eight (8) in any one event and the maximum will be equal to the number of available boats or space available. Such information shall be included in the Notice of Regatta and shall be included in all information given to crews before the regatta.</p>	<p>a) <u>Should the number of crews taking part in a coastal rowing event exceed the number of boats</u> <del>The organising committee shall stipulate determine the maximum number of crews</del> which can be accommodated on the Start line at one time in accordance with Regulation 15 <u>or exceed the number of boats available for the final, a progression system shall be used to determine the finalists. Progression shall be determined by ranking and not by times.</u> <del>Should the number of crews taking part in an event exceed the number of positions available on the Start line, a system of heats shall be adopted. In such case, the number of crews progressing to the next round from each heat shall be the number of available places on the Start line and divided by the number of heats which are required.</del></p> <p><del>b) If in an event has fewer entries than there are places on the Start line, there shall be a direct final with no preliminary races for that event.</del></p> <p>b) The number of crews in each heat shall be as equal as possible and in principle the same number of crews from each heat shall progress to the next round.</p> <p>c) The organising committee in the case of international Coastal Rowing regattas, and World Rowing in the case of World Rowing Events, may place a limit on the number of</p>	<p>SPLIT THIS REGULATION INTO SUB-PARAGRAPHS AND REWORD AS SHOWN.</p> <p>Preliminary races may be included in the new progression system.</p>

	<p>boats in each heat and /or the number of boats to progress to the final. In principle the minimum number of boats in the final should be eight (8) in any one event and the maximum will be equal to the number of available boats or space available. Such information shall be included in the Notice of Regatta and shall be included in all information given to crews before the regatta.</p> <p>d) <u>World Rowing Coastal Championship regattas – the World Rowing Coastal Progression system shall be adopted.</u></p>	Specify the use of the World Rowing Progression system for the World Rowing Coastal Championships.
<b>21) The Draw and Determining the Lanes (Rules 59 and 60)</b>	<b>21) The Draw and Determining the Lanes (Rules 59 and 60)</b>	
Where a system of preliminary heats is required, a Draw, supervised by the Jury, shall allocate crews to heats.	Where a system of preliminary heats is required, a Draw, supervised by the Jury, shall allocate crews to heats.	
<p>a) Floating Starts - There shall be no lanes allocated for floating starts.</p> <p>b) Beach Starts - For beach starts where the line of the start is not perpendicular to the first turning marker, crews' starting positions will be allocated as follows:</p>	<p>a) Floating Starts - There shall be no lanes allocated for floating starts.</p> <p>b) Beach Starts - For beach starts where the line of the start is not perpendicular to the first turning marker, crews' starting positions will be allocated as follows:</p>	
<p>i) Preliminary round -</p> <p>(1) Where there is no seeding the allocation shall be by random draw, supervised by the Jury.</p>	<p>i) Preliminary round -</p> <p>(1) Where there is no seeding the allocation shall be by random draw, supervised by the Jury.</p>	
<p>(2) If there is seeding of crews, the higher seeded crews shall, in the first round of the event only, be allocated starting positions at the end nearest to the first turning marker.</p>	<p>(2) If there is seeding of crews, the higher seeded crews shall, in the first round of the event only, be allocated starting positions at the end nearest to the first turning marker.</p>	

<p>ii) Where there has been a preliminary round the positions for subsequent rounds shall be allocated based on the ranking of crews in the previous round with the higher-ranking crews at the end nearest to the first turning marker.</p>	<p>ii) Where there has been a preliminary round the positions for subsequent rounds shall be allocated based on the ranking of crews in the previous round with the higher-ranking crews at the end nearest to the first turning marker.</p>	
<p><b>22) Adverse Weather Conditions (Rule 63)</b></p>	<p><b>22) Adverse Weather Conditions (Rule 63)</b></p>	
<p>The President of the Jury, in consultation with the Race Director and the organising committee, shall take all decisions on any delay, postponement or cancellation of races, or of changes to the course, resulting from adverse weather conditions or other matters relating to the safety of rowers and officials on the water or the fairness of the course.</p> <p>This may include reducing the maximum number of boats in races. If the number of boats in a race is reduced under this Regulation, the President of the Jury may use the ranking in the preliminary heats to seed the races or, if there have been no preliminary heats, the crew ranking issued by the member federation shall be used.</p>	<p>The President of the Jury, in consultation with the Race Director and the organising committee, shall take all decisions on any delay, postponement or cancellation of races, or of changes to the course, resulting from adverse weather conditions or other matters relating to the safety of rowers and officials on the water or the fairness of the course.</p> <p>This may include reducing the maximum number of boats in races. If the number of boats in a race is reduced under this Regulation, the President of the Jury may use the ranking in the preliminary heats to seed the races or, if there have been no preliminary heats, the crew ranking issued by the member federation shall be used.</p>	
<p><b>23) At the Start (Rule 66)</b></p>	<p><b>23) At the Start (Rule 66)</b></p>	
<p>There shall be no start zone in Coastal Rowing events. Crews are responsible for their own equipment if there is damage. Crews must be in the vicinity of the start line two minutes before the designated start time. The Starter may start the race without reference to absentees.</p>	<p>There shall be no start zone in Coastal Rowing events. Crews are responsible for their own equipment if there is damage. Crews must be in the vicinity of the start line two minutes before the designated start time. The Starter may start the race without reference to absentees.</p>	
<p><b>24) The Starting Procedure (Rule 67)</b></p>	<p><b>24) The Starting Procedure (Rule 67)</b></p>	
<p>a) The Start (floating) Each boat shall be at liberty to find its own position on the Start line but it is the responsibility of each crew to ensure that it</p>	<p>a) The Start (floating) Each boat shall be at liberty to find its own position on the Start line but it is the responsibility of each crew to ensure that it does</p>	

<p>does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall in principle be approximately 50-100 meters behind the line of the Start and shall be such that the Starter has a clear view of all boats and the starting signals are clearly visible to all crews on the Start line. There shall be a Judge at the Start who shall be positioned exactly on the line of the Start in a position to clearly see all boats on the start line. 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 in accordance with Regulation 25.</p>	<p>not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall in principle be approximately 50-100 meters behind the line of the Start and shall be such that the Starter has a clear view of all boats and the starting signals are clearly visible to all crews on the Start line. There shall be a Judge at the Start who shall be positioned exactly on the line of the Start in a position to clearly see all boats on the start line. 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 in accordance with Regulation 25.</p>	
<p>The starting procedure shall be as follows:</p>	<p>The starting procedure shall be as follows:</p>	
<p>i) It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not 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</p>	<p>i) It shall be the responsibility of each crew to ensure that no part of their boat is on the course-side of the Start Line at the time the start signal is given and the Judge at the Start shall not 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</p>	

<p>penalised. After giving the 3-minute, 2-minute and 1-minute signals respectively as provided in this Regulation, the Starter may start the race at the given time without reference to the position of any crew.</p>	<p><del>penalised</del> <u>sanctioned</u>. After giving the 3-minute, 2-minute and 1-minute signals respectively as provided in this Regulation, the Starter may start the race at the given time without reference to the position of any crew.</p>	<p>correction</p>
<p>ii) Three minutes before the start, the Starter shall simultaneously:  (1) Hoist three balls in the air (each ball shall be red with a white cross on it, be clearly visible from the Start line and shall be not smaller than 50cm in diameter); and  (2) Sound 3 clear, short blasts with a hooter.</p>	<p>ii) Three minutes before the start, the Starter shall simultaneously:  (1) Hoist three balls in the air (each ball shall be red with a white cross on it, be clearly visible from the Start line and shall be not smaller than 50cm in diameter); and  (2) Sound 3 clear, short blasts with a hooter.</p>	
<p>iii) All boats shall remain within the vicinity of the start line. At the expiry of the 3 minutes the start can be given even if some boats have not reached the start position.</p>	<p>iii) All boats shall remain within the vicinity of the start line. At the expiry of the 3 minutes the start can be given even if some boats have not reached the start position.</p>	
<p>iv) Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge at the Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.</p>	<p>iv) Each crew shall be responsible to be aware of the time remaining before the start. It is the responsibility of crews to be close to the start line at the start time of the race and not to cause a false start. There will be no instructions given to crews concerning alignment unless the Judge at the Start considers that too many boats are over the start line and that the race cannot be started in a safe or fair manner.</p>	
<p>v) Two minutes before the start time, the Starter shall simultaneously:  (1) Drop one of the three raised balls; and  (2) Sound two clear, short blasts with</p>	<p>v) Two minutes before the start time, the Starter shall simultaneously:  (1) Drop one of the three raised balls; and  (2) Sound two clear, short blasts with</p>	

the hooter.	the hooter.	
vi) One minute before the start, the Starter shall simultaneously: (1) Drop one of the two remaining balls; and (2) Sound one clear, short blast with the hooter.	vi) One minute before the start, the Starter shall simultaneously: (1) Drop one of the two remaining balls; and (2) Sound one clear, short blast with the hooter.	
vii) At the Start time, the Starter shall give the signal to start by simultaneously: (1) Dropping the one remaining ball; and (2) Sound one long blast with the hooter.	vii) At the Start time, the Starter shall give the signal to start by simultaneously: (1) Dropping the one remaining ball; and (2) Sound one long blast with the hooter.	
viii) The ball should be lowered exactly 3 minutes after the beginning of the starting sequence. The official start of the race will be considered the moment the single ball starts to be lowered. Summary table of starting sequence (floating)	viii) The ball should be lowered exactly 3 minutes after the beginning of the starting sequence. The official start of the race will be considered the moment the single ball starts to be lowered. Summary table of starting sequence (floating)	
<b>TABLE</b>	<b>TABLE</b>	
ix) Should the Judge at the Start consider that many crews are on the course-side of the Start line at the designated start time, or if many crews are late to the Start through reasons beyond their control, it is the sole responsibility of the Starter to decide whether to delay the Start. Alternatively, the Starter may start the race on time and if appropriate may award penalties as provided in these Rules, Bye-Laws and Regulations.	x) Should the Judge at the Start consider that many crews are on the course-side of the Start line at the designated start time, or if many crews are late to the Start through reasons beyond their control, it is the sole responsibility of the Starter to decide whether to delay the Start. Alternatively, the Starter may start the race on time and if appropriate may award <del>penalties</del> <b>sanctions</b> as provided in these Rules, Bye-Laws and Regulations.	correction
b) The Start (Beach Start)	b) The Start (Beach Start)	
i) The boats shall be lined up on the beach near the water's edge. If under	i) The boats shall be lined up on the beach near the water's edge. If under	

<p>Regulation 21 the starting position of boats has been allocated, the boats shall line up and start in accordance with those positions.</p>	<p>Regulation 21 the starting position of boats has been allocated, the boats shall line up and start in accordance with those positions.</p>	
<p>ii) Boat Handlers - There shall be up to two boat handlers per boat. The boat handlers shall, in principle, be provided by the teams and are recognised as official support crew members. 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 or a bib that comply with the Rules in respect of Identifications, and are clearly distinguishable from the crew. In rougher conditions and at the discretion of the President of the Jury the number of boat handlers may be increased. 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 comply with any instructions of the race officials and shall at all times be subject to the Rules of Racing. The boat handlers will support the crews in holding the best pointing for the boat for the crew members to board and depart. The boat handlers must not board the boat or move in to any position</p>	<p>ii) Boat Handlers - There shall be up to two boat handlers per boat. The boat handlers shall, in principle, be provided by the teams and are recognised as official support crew members. 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 or a bib that comply with the Rules in respect of Identifications, and are clearly distinguishable from the crew. In rougher conditions and at the discretion of the President of the Jury the number of boat handlers may be increased. 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 comply with any instructions of the race officials and shall at all times be subject to the Rules of Racing. The boat handlers will support the crews in holding the best pointing for the boat for the crew members to board and depart. The boat handlers must not board the boat or move in to any position</p>	

<p>where the typical water surface is above their shoulders when standing on the sea bed.</p>	<p>where the typical water surface is above their shoulders when standing on the sea bed.</p>	
<p>iii) When the Starter directs the crews to put their boats on the water (24.3.3 below), they shall hold their boats approximately 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.</p>	<p>iii) When the Starter directs the crews to put their boats on the water (<del>24.3.3 below</del> (24) b) viii) 3) below), they shall hold their boats approximately 8m apart at the edge of the water. <del>In a normal beach</del> <u>During a Beach start</u> <u>Start</u>, all crew members shall <del>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.</del> <i>stand in the water next to their boats and shall not start to board their boat or have any part of any rower's torso or legs in or on the boat before the start signal has been given.</i></p>	<p>correction</p> <p>capitalize</p> <p>Reword to clarify where a rower can be at the time the start command is given.</p>
<p>iv) The Starter shall then order the crews to get ready and bring their boats into line. The Judge at the Start shall be the sole judge of whether the boats are in line.</p>	<p>iv) The Starter shall then order the crews to get ready and bring their boats into line. The Judge at the Start shall be the sole judge of whether the boats are in line.</p>	
<p>v) 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 the 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 when the start signal is given.</p>	<p><del>v) 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 the 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 when the start signal is given.</del></p>	<p><u>Runners</u> to be eliminated for Beach Starts in Coastal regattas as it is too difficult to ensure equal running distances on such a long stretch of beach and also difficult to control for judges at the start.</p> <p>NOTE: Beach Sprints still include a runner.</p>

<p>vi) It is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be penalised by the Starter or the Umpire.</p>	<p><del>vi)</del> v) It is the responsibility of each crew to ensure that it does not interfere with other boats. Where such interference occurs or is going to occur, each crew must take appropriate avoiding action, but shall follow the instruction of the Starter or Umpire whenever such instructions are given. A crew causing interference may be <del>penalised</del> <b>sanctioned</b> by the Starter or the Umpire.</p>	<p>re-number these sub-paras</p> <p>correction</p>
<p>v) The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be such that the Starter has a clear view of the running start line (in case of running starts) and all boats and the starting signals are clearly visible to all race rowers. The Starter shall inform the crews when there is five minutes, four minutes and three minutes remaining before the start time. There shall be a Judge at the Start who shall be positioned in such location as to be able to properly carry out their responsibilities. In the case of a running start, the President of the Jury may allocate two Judges at the Start for this purpose. The Judge at the Start shall be responsible to identify any nominated runner who crosses the set running start line before the start signal is given (in the case of a running start) and any crew whose member(s) start to board their boat before the start signal is given.</p>	<p><del>vii)</del> vi) The Starter may be assisted by other umpires under the authority of the Starter. The position of the Starter shall be such that <del>the Starter has</del> <b>they have</b> a clear view of <del>the running start line (in case of running starts)</del> <b>and</b> all boats and the starting signals are clearly visible to all race rowers. The Starter shall inform the crews when there is five minutes, four minutes and three minutes remaining before the start time. There shall be a Judge at the Start who shall be positioned in such location as to be able to properly carry out their responsibilities. <del>In the case of a running start, the</del> <b>The</b> President of the Jury may allocate <del>two</del> <b>additional</b> Judges at the Start for this purpose. The Judge at the Start shall be responsible to identify any <del>nominated runner who crosses the set running start line before the start signal is given (in the case of a running start)</del> <b>and any</b> crew whose member(s) start to board their boat before</p>	<p>re-number these sub-paras</p> <p>correction for consistency</p> <p>delete this wording as there are no running starts (see above)</p> <p>no running starts (see above)</p> <p>“additional” instead of “two”</p> <p>delete this wording as there are no running starts (see above)</p>

<p>If the Starter is positioned on the start line, the Starter may also serve as a Judge at Start.</p> <p>vi) The starting procedure for beach starts shall be as follows:</p>	<p>the start signal is given.  <del>If the Starter is positioned on the start line, the Starter may also serve as a Judge at Start.</del></p> <p>vii) The starting procedure for beach starts shall be as follows:</p>	<p>delete this wording as there are no running starts (see above)</p>
<p>(1) Crews must be at their start positions (and in the case of a running start, nominated runners must be at the running start line) and under the control of the Starter two minutes before the starting time of their race.</p>	<p>(1) Crews must be at their start positions <del>(and in the case of a running start, nominated runners must be at the running start line)</del> and under the control of the Starter two minutes before the starting time of their race.</p>	<p>delete this wording as there are no running starts (see above)</p>
<p>(2) The Starter may penalise a crew which is late to the start and may start the race without reference to absentees.</p>	<p>(2) The Starter may <del>penalise</del> <u>sanction</u> a crew which is late to the start and may start the race without reference to absentees.</p>	<p>correction</p>
<p>(3) When there is two minutes to the start, the Starter shall say “Two minutes!” Any time thereafter the Starter will ask the crews to place their boats on the water, by saying “Put the boats in the water”. Once the order to place the boats on the water is given, the crews are under Starter’s orders and the Starter may start the race at any time.</p>	<p>(3) When there is two minutes to the start, the Starter shall say “Two minutes!” Any time thereafter the Starter will ask the crews to place their boats on the water, by saying “Put the boats in the water”. Once the order to place the boats on the water is given, the crews are under Starter’s orders and the Starter may start the race at any time.</p>	
<p>(4) At the Start time, the Starter shall be clearly visible. The Starter shall say “Attention!” and after a clear pause shall give the start signal by dropping in one downward motion the raised start flag, simultaneously sounding a hooter in one long blast. The official start of the race will be the</p>	<p>(4) At the Start time, the Starter shall be clearly visible. The Starter shall say “Attention!” and after a clear pause shall give the start signal by dropping in one downward motion the raised start flag, simultaneously sounding a hooter in one long blast. The official start of the race will be the</p>	

moment the flag starts to drop.	moment the flag starts to drop.	
<p>c) Delays of Start Where the start of any specific boat category is delayed for any reason, the Starter shall inform that boat category or categories of the delay. Where the whole race is to be delayed:</p> <p>i) In the case of a water start - the Starter shall lower all signals and begin the 3 minutes countdown process again in accordance with the new Start time after announcing this to the waiting crews.</p> <p>ii) In the case of a beach start – after ensuring that the crews are in position and ready, the Starter shall proceed with the Start process in accordance with the new Start time. Where such delay is less than two minutes and boats have already been moved to the water, the Starter is not required to say again “Two minutes!” but may proceed with the Start by announcing “Attention!” and then giving the Start signal.</p>	<p>c) Delays of Start Where the start of any specific boat category is delayed for any reason, the Starter shall inform that boat category or categories of the delay. Where the whole race is to be delayed:</p> <p>i) In the case of a water start - the Starter shall lower all signals and begin the 3 minutes countdown process again in accordance with the new Start time after announcing this to the waiting crews.</p> <p>ii) In the case of a beach start – after ensuring that the crews are in position and ready, the Starter shall proceed with the Start process in accordance with the new Start time. Where such delay is less than two minutes and boats have already been moved to the water, the Starter is not required to say again “Two minutes!” but may proceed with the Start by announcing “Attention!” and then, <u>after a clear pause,</u> giving the Start signal.</p>	<p>To ensure a pause for crews to understand they are now about to start</p>
<b>25) False Start (Rule 65)</b>	<b>25) False Start (Rule 65)</b>	
<p>a) Floating Start - A crew commits a false start when any part of its crew, boat or equipment is on the course-side of the Start Line at the time the Start signal is given.</p> <p>b) Beach Start - A crew commits a false start if, in the case of a running start, the crew’s nominated runner crosses the set start line before the start signal is given and in all cases if any crew member starts to board their boat</p>	<p>a) Floating Start - A crew commits a false start when any part of its crew, boat or equipment is on the course-side of the Start Line at the time the Start signal is given.</p> <p>(i) <u>Where the Judge at the Start can identify all of the crews that committed a false start it shall be declared an individual false start and each of the crews shall be awarded a sanction.</u></p>	<p>Define an “individual “ and “multiple” false start.</p>

<p>before the start signal is given.</p> <p>c) The Judge at the Start shall be the sole judge of a false start.</p>	<p>(ii) <u>Where the Judge at Start can not identify all of the crews that committed the false start the Judge at the Start shall declare a multiple false start.</u></p> <p>b) Beach Start - A crew commits a false start <del>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.</del> <u>if any crew member starts to board their boat or if any part of any rower's torso or legs are in or on the boat before the start signal is given.</u></p> <p>c) The Judge at the Start shall be the sole judge of a false start.</p>	<p>Define what constitutes a false start with the elimination of a runner in Coastal Rowing.</p>
<p>d) Consequences of a False Start</p>	<p>d) Consequences of a False Start</p>	
<p>i) Individual false start</p> <p>(1) Floating Start - A crew committing a false start shall be allowed to continue with the race but shall be awarded a time penalty as described in Regulation 31 of this Appendix. When conditions allow a single ball should be raised to indicate one or more crews are carrying a false start penalty.</p> <p>(2) Beach Start - Where a false start is committed, whether by a runner or by a crew member, the Judge at the Start shall stop the race and notify the crew that it has committed a false start and shall inform the Starter accordingly. In restarting the race, the Starter shall award a 10 second penalty to that crew</p>	<p>i) Individual false start</p> <p>(1) Floating Start – <u>With a Floating Start, in a race where the Judge at the Start can identify every crew that has committed a false start, the Judge at the Start will allow the race to continue. A Any</u> crew committing a false start <del>shall be allowed to continue with the race but</del> shall be awarded a <u>sanction of a 2 minute time penalty</u> <del>Time Penalty as described in Regulation 31 of this Appendix.</del> When conditions allow a single ball should be raised to indicate one or more crews are carrying a false start <del>time penalty</del> <u>Time Penalty.</u></p> <p>(2) Beach Start - <del>Where a false start is committed, whether by a runner or by</del></p>	<p>To clarify the race will not be stopped and a time penalty will be awarded</p> <p>Specify false start time penalties here. Same penalties of 2 minutes for Floating Start and Beach Start</p> <p>In Beach Starts, the race will not be stopped in case of a false start.</p>

<p>and for this purpose that crew shall be required to wait for 10 seconds after the start signal is given before making any move to start their race. The Starter shall indicate by voice and flag when the 10 seconds has elapsed and the crew may start. A crew causing two false starts in the same race in a Beach Start shall be excluded by the Starter.</p>	<p><del>a crew member, the Judge at the Start shall stop the race and notify the crew that it has committed a false start and shall inform the Starter accordingly. In restarting the race, During a Beach Start, in the case of any false start the Starter shall not stop the race. Any crew committing a false start shall be awarded a sanction of a 2 minute time penalty Time Penalty. the Starter shall award a 10 second penalty to that crew and for this purpose that crew shall be required to wait for 10 seconds after the start signal is given before making any move to start their race. The Starter shall indicate by voice and flag when the 10 seconds has elapsed and the crew may start. A crew causing two false starts in the same race in a Beach Start shall be excluded by the Starter.</del></p>	<p>The same 2 minute time penalty will be imposed as for Floating Starts.</p>
<p>i) Multiple 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 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</p>	<p>ii) Multiple false start a) If <del>in a race</del> <u>during a floating start</u> the Judge at the Start <del>cannot identify every crew that has committed a false start, they shall direct</del> <u>indicates that a number of boats have committed a false start,</u> the Starter <del>may decide</del> to stop the race and give the start again. <del>or may allow the race to continue and award a penalties to all boats concerned. If they decide to,</del> The Starter shall stop the race <del>do so</del> by <u>hoisting raising</u></p>	

<p>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.</p>	<p>a red flag and sounding repeated short blasts on the hooter <u>and shall start the race again without awarding sanctions.</u></p> <p>b) Where there is a <del>mass multiple</del> 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 <del>with or</del> without <del>penalties awarding sanctions</del> to individual crews.</p>	
<p><b>26) Responsibility of Rowers (Rule 70)</b></p>	<p><b>26) Responsibility of Rowers (Rule 70)</b></p>	
<p>a) All crews shall compete in accordance with the Rules of Racing. If a crew does not comply with the Rules, including if it impedes or interferes with another boat or gains any advantage thereby, it may be penalised.</p> <p>b) A crew, which for any reason does not complete the full course as designated by the organising committee, including not rounding all or any of the turning markers, is responsible to declare this to the Finish Judge or other Umpire or to the organising committee at the end of the race. The result of such crew shall show DNF.</p> <p>c) In the case of a Beach Finish, crews returning to the beach must make every effort to keep their boat under control in an upright position with all crew members in contact with the boat until reaching the beach. In the event the boat capsizes while returning to the beach, the crew is responsible to ensure that all crew members and equipment are safe, and such responsibility shall have priority over finishing their race.</p>	<p>a) All crews shall compete in accordance with the Rules of Racing. If a crew does not comply with the Rules, including if it impedes or interferes with another boat or gains any advantage thereby, it may be <del>penalised</del> <u>sanctioned.</u></p> <p>b) <del>A crew, which for any reason does not complete the full course as designated by the organising committee, including not rounding all or any of the turning markers, is responsible to declare this to the Finish Judge or other Umpire or to the organising committee at the end of the race. The result of such crew shall show DNF.</del> <u>In order to be placed in the final ranking for the event, all crews must round all turning markers in the correct direction and must complete the full course as designated by the organising committee. Crews failing to complete the full course shall not be ranked and will be listed in the results as DNF.</u></p> <p>c) <u>A crew, which for any reason does not complete the full course (Regulation 26) b)) is responsible to declare this to the Finish Judge</u></p>	<p>Adopt the wording from 27) d) to replace existing wording</p> <p>Separate self-reporting from the penalty (see revised b) and new c)</p>

	<p><u>or other Umpire or to the organising committee at the end of the race.</u></p> <p>⇨ d) In the case of a Beach Finish, crews returning to the beach must make every effort to keep their boat under control in an upright position with all crew members in contact with the boat until reaching the beach. In the event the boat capsizes while returning to the beach, the crew is responsible to ensure that all crew members and equipment are safe, and such responsibility shall have priority over finishing their race.</p>	
<b>27) Interference (Rule 71)</b>	<b>27) Interference (Rule 71)</b>	
<p>A crew causes interference to another crew if it changes course to prevent another crew from passing, if it does not give way when required under these Regulations, or causes a severe collision with another crew through not giving way when required by these Regulations or in any other way.</p> <p>Objections and Protests regarding the judgment of the Jury as to whether a crew caused an interference and the sanctions imposed on the crew for interference will not be accepted.</p>	<p>a) Interference A crew causes interference to another crew:</p> <p>ii) if it changes course to prevent another crew from passing <b>it</b>;</p> <p>iii) if it does not give way when required under these Regulations;</p> <p>iv) <b>if it</b> <del>or</del> causes a <b>severe</b> collision with another crew <b>through</b> by not giving way <b>when-as</b> required <b>to do so under by</b> these Regulations <del>or in any other way</del>.</p> <p><b>b) Any member of the Jury who observes the interference may impose an appropriate sanction on that crew</b></p>	Interference section reworded and formatted for clarity
<p>a) Severe collision - A crew causes a severe collision when one or more of the following occur:</p> <p>i) damage to a boat;</p> <p>ii) personal injury;</p> <p>iii) forcing another boat off the race course, to</p>	<p>c) Severe collision - <del>A crew causes a severe collision when one or more of the following occur:</del></p> <p><del>i) damage to a boat;</del></p> <p><del>ii) personal injury;</del></p> <p><del>iii) forcing another boat off the race course, to</del></p>	

<p>miss a turning marker or into an obstacle; or iv) a rower is struck by the blades of another crew.</p> <p>In the event of a collision which the Umpire deems to be a severe collision, the Umpire shall decide who is at fault and may impose a 60 second penalty on the crew responsible. A Red Card (EXC) may be imposed in cases of a blatant disregard for the safety of other rowers.</p>	<p><del>miss a turning marker or into an obstacle; or ii) a rower is struck by the blades of another crew.</del></p> <p>A severe collision occurs when a crew interferes with another crew resulting in:</p> <ul style="list-style-type: none"> <li>i) Injury to any rower;</li> <li>ii) Damage to the other boat;</li> <li>iii) A rower in the other boat being struck by the blades of the offending boat;</li> <li>iv) The other boat being forced off the race course,</li> <li>v) The other boat missing a turning marker;</li> <li>vi) The other boat colliding with an obstacle</li> </ul> <p>d) <del>In the event of a collision which the Umpire deems to be a severe collision, the Umpire shall decide who is at fault and may impose a 60 second time penalty on the crew responsible. A Red Card (EXC) may be imposed in cases of a blatant disregard for the safety of other rowers.</del> Any member of the Jury that observes a crew causing a severe collision (as defined) shall award that offending crew a 60 second <del>time penalty</del> <u>Time Penalty</u> or, for serious cases involving blatant offending, award a red card and exclude the offending crew from the race (EXC)</p> <p>e) There is no right of objection or protest to a sanction imposed on a crew that is so considered to have interfered with another crew or to have caused a severe collision. <del>Objections and Protests regarding the judgment of the Jury as to whether a crew</del></p>	
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	<p><del>caused an interference and the sanctions imposed on the crew for interference will not be accepted.</del></p>	
<p>d) Rules of Giving Way When three or more boats are on the same line and a coxswain reasonably considers that there is not enough room between their boat and the others the coxswain may call by its boat number one of the crews and say “(Boat Number --!)” – “Attention!” – “Give Way!!”, and the boat called must change its course sufficiently to leave the crowded boat enough room or it may be penalised by the Umpire. No boat or boats may deliberately or otherwise cause interference to another boat which is on a course towards a turning marker or other course mark. If two or more crews co-operate to cause disadvantage to another crew or crews or to assist another crew or crews, all crews of the club(s) or member federation(s) involved in such cooperative action may be disqualified (DSQ).</p>	<p>f) Rules of Giving Way When three or more boats are on the same line and a coxswain reasonably considers that there is not enough room between their boat and the others the coxswain may call by its boat number one of the crews and say “(Boat Number --!)” – “Attention!” – “Give Way!!”, and the boat called must change its course sufficiently to leave the crowded boat enough room or it may be <b>penalised sanctioned</b> by the Umpire. No boat or boats may deliberately or otherwise cause interference to another boat which is on a course towards a turning marker or other course mark. If two or more crews co-operate to cause disadvantage to another crew or crews or to assist another crew or crews, all crews of the club(s) or member federation(s) involved in such cooperative action may be disqualified (DSQ).</p>	
<p>g) Overtaking It is the responsibility of a crew overtaking another crew to avoid a severe collision with the crew being overtaken; a crew which is being overtaken must not obstruct the course of an overtaking crew. If a crew being overtaken obstructs or causes a severe collision with the overtaking crew by changing its course or in any other manner, the Umpire may penalise the crew causing obstruction or severe collision by awarding a time</p>	<p>g) Overtaking i) It is the responsibility of a crew overtaking another crew to avoid a severe collision with the crew being overtaken; ii) a crew which is being overtaken must not obstruct the course of an overtaking crew. <del>If a crew being overtaken obstructs or causes a severe collision with the overtaking crew by changing its course or in any other manner, the Umpire may penalise the crew causing obstruction or severe collision by awarding a time</del></p>	

<p>penalty as described in Regulation 31 of this Appendix, or may exclude (EXC) the crew or take other appropriate measures under the Rules.</p>	<p><del>penalty as described in Regulation 31 of this Appendix, or may exclude (EXC) the crew or take other appropriate measures under the Rules.</del></p>	
<p>h) Rounding of a Turning Marker          At the turning markers it is the individual responsibility of every crew to avoid severe collisions with other crews and observe the rules of overtaking.          Crews are responsible of their own steering.          In order to be placed in the final ranking for the event, all crews must round all turning markers in the correct direction and must complete the full course as designated by the organising committee. Crews failing to complete the full course shall not be ranked and will be listed in the results as DNF.</p>	<p>h) Rounding of a Turning Marker  <u>i) When rounding the turning markers, crews are permitted to touch the turning markers with their boat or oars, but the keel of the boat must pass around the designated side of the turning marker.</u>          ii) At the turning markers it is the individual responsibility of every crew to avoid severe collisions with other crews and observe the rules of overtaking.          iii) Crews are responsible of their own steering.  <del>iii) In order to be placed in the final ranking for the event, all crews must round all turning markers in the correct direction and must complete the full course as designated by the organising committee. Crews failing to complete the full course shall not be ranked and will be listed in the results as DNF.</del>          iv) In order to be placed in the final ranking for the event, all crews must round all turning markers in the correct direction and must complete the full course as designated by the organising committee. Crews failing to complete the full course shall not be ranked and will be listed in the results as DNF.</p>	<p>add these wordings (from Beach Rowing Sprints) to clarify the rounding of buoys</p> <p>number the different paragraphs</p> <p>d) iv) is a repeat of Reg. 26) b), where the heading is “Responsibility of Rowers”. In this 28) the heading is “Interference”, which does not seem appropriate place for this content? Remove to 26) b)</p>
<p><b>28) Conclusion of the Race (Rule 73)</b></p>	<p><b>28) Conclusion of the Race (Rule 73)</b></p>	
<p>a) Floating finish - A crew has finished the race when the bow of its boat has reached the finish</p>	<p>a) Floating finish - A crew has finished the race when the bow of its boat has reached the finish</p>	

<p>line between the two buoys. All crew members must start and finish the race.</p> <p>b) Beach Finish - A crew has finished the race when one member of the crew has reached the line or touched the flag or pressed the button on the beach as required. For beach finish races all crew members in each boat must start and arrive at the beach.</p> <p>c) A crew in contravention of these requirements shall not be ranked in the race and their result shall be shown as DNF.</p> <p>d) A race is concluded when the Umpire so indicates by raising a white flag or otherwise confirms the result.</p>	<p>line between the two buoys finish line marks. All crew members must start and finish the race.</p> <p>b) Beach Finish - A crew has finished the race when one member of the crew has reached the line or touched the flag or pressed the button on the beach as required. For beach finish races all crew members in each boat must start and arrive at the beach.</p> <p>c) A crew in contravention of these requirements shall not be ranked in the race and their result shall be shown as DNF.</p> <p>d) A race is concluded when the Umpire so indicates by raising a white flag or otherwise confirms the result.</p>	
<p><b>29) Dead Heats (Rule 74)</b></p>	<p><b>29) Dead Heats (Rule 74)</b></p>	
<p>When the order of finish between two or more crews is too close for any difference to be determined, then the result shall be declared a dead heat between the crews involved. If there is a dead-heat, the following procedure shall operate:</p>	<p>When the order of finish between two or more crews is too close for any difference to be determined, then the result shall be declared a dead heat between the crews involved. If there is a dead-heat, the following procedure shall operate:</p>	
<p>a) In any preliminary round, if a dead-heat occurs between crews and if only one of the crews would progress into the next round, then, on the condition that sufficient boats are available for this purpose, all crews involved in the dead-heat shall progress to the next round. If there are not sufficient boats available then the President of the Jury and the Race Director, in the presence of the concerned Crew Captains, shall conduct a random draw between the crews involved in the dead heat to determine which of those crews shall so progress, up to</p>	<p>a) In any preliminary round, if a dead-heat occurs between crews and if only one of the crews would progress into the next round, then, on the condition that sufficient boats are available for this purpose, all crews involved in the dead-heat shall progress to the next round. If there are not sufficient boats available then the President of the Jury and the Race Director, in the presence of the concerned Crew Captains, shall conduct a random draw between the crews involved in the dead heat to determine which of those crews shall so progress, up to</p>	

the number of boats available for this purpose.	the number of boats available for this purpose.	
b) In a final, if a dead-heat occurs between crews, then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied placing is for a medal position then the organising committee shall provide additional medals.	b) In a final, if a dead-heat occurs between crews, then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied placing is for a medal position then the organising committee shall provide additional medals.	
<b>30) Sanctions (Rule 65)</b>	<b>30) Sanctions (Rule 65)</b>	
In any case of breach of the rules, a member of the Jury may impose appropriate sanctions. The sanctions available are:	In any case of breach of the rules, a member of the Jury may impose appropriate sanctions. The sanctions available are:	
<p>a) Reprimand, which is a formal admonishment that the conduct of the rower or crew is in breach of the Rules and that this breach may be taken into account when considering an appropriate sanction for any further breach during that regatta. This will be an appropriate sanction where the breach does not warrant a high level of sanction.</p> <p>b) Time Penalty, which is a sanction awarded to a crew which is in breach of the Rules which requires a crew to:</p> <p>i) Complete a specified penalty loop;</p> <p>ii) Complete a specified number of penalty turns;</p> <p>iii) Spend the awarded time penalty in a designated penalty box; or</p> <p>iv) Where none of the above are available, the awarded penalty times will be added to the crew's finish time.</p> <p>c) Yellow Card which is a formal warning for a breach of the Rules:</p> <p>i) A Yellow Card shall apply to the next race in</p>	<p>a) Reprimand, which is a formal admonishment that the conduct of the rower or crew is in breach of the Rules and that this breach may be taken into account when considering an appropriate sanction for any further breach during that regatta. This will be an appropriate sanction where the breach does not warrant a high level of sanction.</p> <p>b) Time Penalty, which is a sanction awarded to a crew which is in breach of the Rules. <u>A Time Penalty shall be met by the offending crew carrying out one of the following Time Penalty requirements.</u><del>which requires a crew to</del> :</p> <p>i) Complete a specified penalty loop;</p> <p>ii) Complete a specified number of penalty turns;</p> <p>iii) Spend the awarded <del>time penalty</del> <u>Time Penalty</u> in a designated penalty box; or</p> <p>iv) Where none of the above are available, the awarded penalty <del>times</del> <u>times(s)</u> will be added to the crew's finish time.</p> <p>v) <u>The Time Penalty applicable to a race shall</u></p>	Specifies the communication of

<p>which that crew competes in that regatta. It shall lapse only when the race is concluded and shall therefore still apply in the case of a postponement or a re-row of that race.</p> <ul style="list-style-type: none"> <li>ii) A crew awarded two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from the event.</li> <li>d) Relegation (REL) which places a crew in the last position in a race where specifically provided in these Rules and Regulations;</li> <li>e) Red Card or Exclusion (EXC) which excludes the crew from all the rounds of the event in question. This sanction is for a serious and/or repeated breach of the Rules justifying that the offending crew take no further part in the event.</li> <li>f) Disqualification (DSQ) which disqualifies a rower or a crew from all events in the regatta. <ul style="list-style-type: none"> <li>i) This sanction is for the most serious breach of the Rules justifying removal from the regatta.</li> <li>ii) Where a rower is disqualified, that rower shall take no further part in the regatta.</li> <li>iii) Where a rower is disqualified at a time when Rules 48 and 49 only allow substitutions in a crew for medical reasons, then the rower may not be replaced and the crew of that rower shall be excluded from all rounds of the event in question.</li> <li>iv) Where a crew is disqualified, no member of that crew shall take any further part in any event in the regatta</li> </ul> </li> </ul>	<p><u>be notified to the crews at the Crew Captains' meeting prior to the race in a manner that ensures that all crews are aware of the requirements for the applicable Time Penalty.</u></p> <ul style="list-style-type: none"> <li>c) Yellow Card which is a formal warning for a breach of the Rules: <ul style="list-style-type: none"> <li>i) A Yellow Card shall apply to the next race in which that crew competes in that regatta. It shall lapse only when the race is concluded and shall therefore still apply in the case of a postponement or a re-row of that race.</li> <li>ii) A crew awarded two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from the event.</li> </ul> </li> <li>d) Relegation (REL) which places a crew in the last position in a race where specifically provided in these Rules and Regulations;</li> <li>e) Red Card or Exclusion (EXC) which excludes the crew from all the rounds of the event in question. This sanction is for a serious and/or repeated breach of the Rules justifying that the offending crew take no further part in the event.</li> <li>f) Disqualification (DSQ) which disqualifies a rower or a crew from all events in the regatta. <ul style="list-style-type: none"> <li>i) This sanction is for the most serious breach of the Rules justifying removal from the regatta.</li> <li>ii) Where a rower is disqualified, that rower shall take no further part in the regatta.</li> <li>iii) Where a rower is disqualified at a time</li> </ul> </li> </ul>	<p>the type of time that will be used to the crews.</p>
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<p>The Jury member may also order that a crew which has been interfered with be allowed to proceed to the next round of an event (where such rounds are held) if they consider that but for the interference the crew would have so progressed of its own accord.</p>	<p>when Rules 48 and 49 only allow substitutions in a crew for medical reasons, then the rower may not be replaced and the crew of that rower shall be excluded from all rounds of the event in question.</p> <p>iv) Where a crew is disqualified, no member of that crew shall take any further part in any event in the regatta</p> <p>The Jury member may also order that a crew which has been interfered with be allowed to proceed to the next round of an event (where such rounds are held) if they consider that but for the interference the crew would have so progressed of its own accord.</p>	
<p><b>31) Time Penalties</b></p>	<p><b>31) <u>Completion of Time Penalties</u></b></p>	
<p>a) In principle a crew should serve time penalties that have been awarded to the crew before the crew crosses the finish line by completing penalty loops or penalty turns in the case of a water finish or serving the time penalty in a penalty box in the case of a beach finish. Where penalty loops, penalty turns or a penalty box is not provided, finish times shall be adjusted by adding the time penalty(s) to a crew's finish time. Unless otherwise notified, the default time penalty added to a crew's finish time shall be 60 seconds. The method to be used shall be notified at the Crew Captains Meeting.</p>	<p><del>a) In principle a crew should serve time penalties that have been awarded to the crew before the crew crosses the finish line by completing penalty loops or penalty turns in the case of a water finish or serving the time penalty in a penalty box in the case of a beach finish. Where penalty loops, penalty turns or a penalty box is not provided, finish times shall be adjusted by adding the time penalty(s) to a crew's finish time. Unless otherwise notified, the default time penalty added to a crew's finish time shall be 60 seconds otherwise notified. The method to be used shall be notified at the Crew Captains Meeting.</del></p> <p><u>a) In the case of a Water Finish, a crew awarded a Time Penalty must complete the requirements for the applicable Time Penalty (either a penalty loop or penalty turns) before crossing the finish line.</u></p>	<p>Rewording for clarity</p> <p>Capitalize Water Finish and Beach</p>

	<p><u>b) In the case of a Beach Finish involving a penalty box, a crew awarded a Time Penalty must complete the requirements for the applicable Time Penalty by serving the notified penalty time in the penalty box before crossing the finish line under the supervision and direction of the Penalty Umpire.</u></p>	<p>Finish to be same as Floating Start and Beach Start</p>
<p>b) Where penalty loops, penalty turns or penalty box are provided, a crew crossing the finish line without serving the awarded time penalty(s) will be excluded (EXC).</p>	<p><del>b) c) Where penalty loops, penalty turns or penalty box are provided, a crew crossing the finish line without serving the awarded time penalty(s) sanction(s) will shall be excluded (EXC).</del> <u>A crew which fails to complete fully the requirements of a Time Penalty that involves either a penalty loop, penalty turns or time in the penalty box before crossing the finish line shall be excluded (EXC).</u></p>	<p>Reworded for clarity</p>
<p>b) The Penalty Umpire shall centrally monitor the progression of the crews around the course and record in real time the penalties as awarded by the Starter, Race Umpire(s) and any Key Turning Mark Umpires. The Penalty Umpire may be assisted by NTOs in their duties.</p>	<p><del>↔</del> <u>d) Penalty Umpire</u></p> <p><u>i) The Penalty Umpire shall centrally monitor the progression of the crews around the course and record in real time any Time Penalties or other sanctions the penalties sanctions as awarded by the Starter, Race Umpire(s) and any Key Turning Mark Umpires.</u></p> <p><u>ii) The Penalty Umpire shall ensure that any crew incurring a Time Penalty is notified of that Time Penalty as soon as possible after the Time Penalty has been incurred.</u></p> <p><u>iii) The Penalty Umpire shall ensure that a crew completes its requirements for a Time Penalty.</u></p> <p><u>iv) The Penalty Umpire may be assisted by</u></p>	<p>Reworded for clarity.</p>

	<p><u>other members of the Jury or by NTOs in the discharge of the Penalty Umpire's duties.</u></p> <p><del>The Penalty Umpire may be assisted by NTOs in their duties.</del></p>	
c) Water Finish – Penalty Loop or Penalty Turn	d) Water Finish – Penalty Loop or Penalty Turn	
<p>i) In the event of a water finish, a penalty loop or penalty turn will be established for crews to serve time penalty(s).</p> <p>(1) Penalty Loop – Where a penalty loop is to be used, the penalty loop will be established close to the finish line, ideally between the final turning buoy and the finish line dependant on the race course design. The Penalty Umpire will be positioned at the end of the loop furthest from the finish line.</p>	<p>i) In the event of a <del>water finish</del> <u>Water Finish</u>, a penalty loop or penalty turn will be established for crews to serve <u>a Time Penalty</u> <del>time penalty(s)</del>.</p> <p>(1) Penalty Loop –</p> <p><u>(a) Where a penalty loop is to be used, the</u> <u>When the Time Penalty is to be completion of a penalty loop, that</u> penalty loop will be established close to the finish line, ideally between the final turning buoy and the finish line dependent on the race course design.</p> <p><u>(b) The Penalty Umpire will be positioned at the end of the loop furthest from the finish line.</u></p>	<p>Capitalize</p> <p>Reword for clarity.</p>
<p>(2) Penalty Turn – Where a penalty turn will be utilised an area between the last turning buoy and the finish line and outside the race lane will be established for crews to do penalty</p>	<p>(2) Penalty <u>Turn Turns</u> –</p> <p><u>(a) Where a</u> <u>When the Time Penalty is to be</u> <u>penalty turn turns, those</u> <u>penalty turns will take place at a designated area</u> <del>will be utilised an</del></p>	<p>Reword for clarity.</p>

<p>turns. A crew that has been awarded a time penalty will need to complete a 720 degree turn for each penalty it has been awarded. The Penalty Umpire shall be positioned so that they can inform crews of their penalty before they reach the penalty turn area.</p>	<p><del>area</del> between the last turning buoy and the finish line <del>and but</del> outside the race lane. <del>will be established for crews to do penalty turns.</del></p> <p>(b) A crew that has been awarded a <del>time penalty</del> <b>Time Penalty</b> will need to complete <b>two complete turns (a total of 720 degrees) degree turn</b> for each <del>penalty</del> <b>Time Penalty incurred</b> <del>it has been awarded. The Penalty Umpire shall be positioned so that they can inform crews of their penalty time before they reach the penalty turn area.</del></p> <p>(c) <b>The Penalty Umpire shall be positioned so that the Penalty Umpire is able to confirm with the offending crew that it has incurred a Time Penalty before that crew reaches the designated area for penalty turns.</b></p>	
<p>ii) When a crew that has been awarded a penalty(s) passes the Penalty Umpire, the Penalty Umpire will announce to the crew the name of the crew and the number of penalty laps or penalty turns it must complete. The name of the crew and number of laps or turns will also be shown on a board which shall be visible to the crew.</p>	<p>ii) When a crew that has been awarded a <del>penalty(s)</del> <b>Time Penalty reaches</b> <del>passes</del> the Penalty Umpire, the Penalty Umpire will announce to the crew the name of the crew and the number of penalty <del>laps</del> <b>loops</b> or penalty turns it must complete. The name of the crew and number of <del>laps</del> <b>loops</b> or turns will also be shown on a board which shall be visible to the crew.</p>	
<p>iii) The crew must then complete the number</p>	<p><del>iii) The crew must then complete the number</del></p>	

	of penalty loops or penalty turns before the crew continues to the finish line.	<del>of penalty loops or penalty turns before the crew continues to the finish line.</del>	
	iv) In principle the Penalty Umpire will record the time the crew first passes the Penalty Umpire and the time when the crew returns to the course after having completed the penalty loops or penalty turns.	iii) In principle the Penalty Umpire will record the time the crew first passes the Penalty Umpire and the time when the crew returns to the course after having completed the <u>required</u> penalty loops or penalty turns.	
	iv) A crew serving a time penalty shall not have the right of way and shall give way when entering and leaving the penalty loop and when returning on to the course.	v) A crew <u>servng completing the requirements for a Time Penalty by a penalty loop or penalty turns shall give way to other crews when</u> <del>a time penalty shall not have the right of way and shall give way when entering and leaving the penalty loop and when</del> returning on to the course.	
e)	Beach Finish – Time Penalty Box	e) Beach Finish – Time Penalty Box	
	i) In the event of a beach finish, a penalty box will be established on the beach between where the crew’s runner disembarks from the boat and the finish line.	i) In the event of a beach finish <u>involving a penalty box, that</u> a penalty box will be established on the beach between where the crew’s runner disembarks from the boat and the finish line.	Clarification
	ii) After the runner disembarks from the boat, the Penalty Umpire will inform the runner that the crew has been awarded a penalty(s) and the total time that must be served in the penalty box by saying “Crew X, Penalty Box, 1 minute”. The crew name and penalty(s) shall also be displayed on a board which shall be visible to the crew runner.	ii) After the runner disembarks from the boat, the Penalty Umpire will inform the runner that the crew has been awarded a <u>Time Penalty</u> <del>penalty(s)</del> and the total time that must be served in the penalty box by saying <u>(for example)</u> “Crew X, Penalty Box, 1 minute”. The crew name and <u>penalty(s) the time to be spent in the penalty box</u> shall also be displayed on a board which shall be visible to the crew runner.	
	iii) The runner shall enter the penalty box. The Penalty Umpire will begin timing the	iii) The runner shall enter the penalty box. The Penalty Umpire will begin timing the	

penalty when the runner has entered the penalty box.	penalty <u>time</u> when the runner has entered the penalty box.	
iv) After the runner has been in the penalty box for the required time, the Penalty Umpire will say “Crew X, GO!” at which time the runner may complete the race by crossing the finish line.	iv) After the runner has been in the penalty box for the required time, the Penalty Umpire will say “Crew X, GO!” at which time the runner may complete the race by <u>crossing running to</u> the finish line.	Better wording
f) In addition to informing the Penalty Umpire that a penalty is awarded, the Umpire may, if possible, advise the crew at the time the penalty is awarded by saying to the crew: “(Boat Number!)” – “(reason for penalty!)” – “(action required by penalty, e.g. Penalty Loop)!”.	f) In addition to informing the Penalty Umpire that a <del>penalty is</del> <u>Time Penalty has been</u> awarded, the Umpire <del>may will</del> , if possible, advise the crew at the time <u>that a Time Penalty has been the penalty is</u> awarded by saying to the crew: i) <u>“(Boat Number – and Crew name if possible!)” - (e.g. “Boat A50 - Australia!”)</u> ii) <u>“(the reason for <del>penalty</del> Time Penalty)!” – (e.g. “Interference!”, and</u> iii) <u>{the action required by <del>penalty</del>, (e.g. “Penalty Loop)!”}</u> . iv) <u>A failure by the Umpire awarding the Time Penalty to advise the crew of the Time Penalty at the time in accordance with this provision, or a failure of the crew to hear that advice shall not provide a basis for objection, protest or appeal in relation to that Time Penalty providing that the Penalty Umpire is informed.</u>	Reword for clarity
<b>32) Objections (Rule 75)</b>	<b>32) Objections (Rule 75)</b>	
a) Objections regarding the judgment of the Jury as to whether a crew caused an interference and the sanctions imposed on the crew for interference will not be accepted. b) Objections to the conduct of a race	a) <u>There is no right of objection to a decision of a member of the Jury to award, or not to award, a sanction of any nature to a crew for interfering with another crew or crews.</u> <u>Objections regarding the judgment of the Jury</u>	Add that the decision of an Umpire not to award an sanction for interreference can not be the basis for an objection.

<ul style="list-style-type: none"> <li>i) Subject to 32) a), a crew that objects to the conduct of its race must object to the Umpire immediately after the finish of the race, before the crew leaves the immediate area of the finish line and before the umpire raises the white flag.</li> <li>ii) The crew shall indicate to the Umpire that it wishes to make an objection by a member of the crew raising their arm.</li> <li>iii) The objecting crew shall not leave the area of the finish line until the Umpire has heard its objection.</li> <li>c) The Umpire will determine the objection as follows: <ul style="list-style-type: none"> <li>i) The Umpire may reject the crew's objection and raise a white flag to signify that the race was in order;</li> <li>ii) The Umpire may accept the crew's objection and raise a red flag to signify that the race was not in order. <ul style="list-style-type: none"> <li>(1) In this case the umpire must go to the Judges at the Finish in order to give them the decision and any necessary explanation.</li> <li>(2) The Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given a decision</li> </ul> </li> <li>iii) The Umpire may decide to seek further information regarding the objection. <ul style="list-style-type: none"> <li>(1) In this case, the Umpire shall raise a red flag and then take any necessary further steps to resolve the issues</li> </ul> </li> </ul> </li> </ul>	<p style="color: blue;"><del>as to whether interference occurred, which a crew caused an interference and the sanctions imposed on the crew for interference will not be accepted.</del></p> <ul style="list-style-type: none"> <li>b) Objections to the conduct of a race <ul style="list-style-type: none"> <li>i) Subject to 32) a), a crew that objects to the conduct of its race must object to the Umpire immediately after the finish of the race, before the crew leaves the immediate area of the finish line and before the umpire raises the white flag.</li> <li>ii) The crew shall indicate to the Umpire that it wishes to make an objection by a member of the crew raising their arm.</li> <li>iii) The objecting crew shall not leave the area of the finish line until the Umpire has heard its objection.</li> </ul> </li> <li>c) The Umpire will determine the objection as follows: <ul style="list-style-type: none"> <li>i) The Umpire may reject the crew's objection and raise a white flag to signify that the race was in order;</li> <li>ii) The Umpire may accept the crew's objection and raise a red flag to signify that the race was not in order. <ul style="list-style-type: none"> <li>(1) In this case the umpire must go to the Judges at the Finish in order to give them the decision and any necessary explanation.</li> <li>(2) The Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given a decision</li> </ul> </li> </ul> </li> </ul>	
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<p>relating to the objection, e.g. consult with other officials, consult with other persons, consult with the President of the Jury etc.</p> <p>(2) The Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given a decision.</p>	<p>iii) The Umpire may decide to seek further information regarding the objection.</p> <p>(1) In this case, the Umpire shall raise a red flag and then take any necessary further steps to resolve the issues relating to the objection, e.g. consult with other officials, consult with other persons, consult with the President of the Jury etc.</p> <p>(2) The Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given a decision.</p>	
<p><b>33) Protests (Rule 76)</b></p>	<p><b>33) Protests (Rule 76)</b></p>	
<p>a) There shall be no right of protest regarding the decision of the Jury as to whether a crew caused an interference and the sanctions imposed on any crew for interference.</p> <p>b) Subject to Regulation a) above, a protest to the Board of the Jury may only be made by:</p> <ul style="list-style-type: none"> <li>i) a crew whose objection has been rejected;</li> <li>ii) a crew whose ranking in a race has been affected by the acceptance of an objection;</li> <li>iii) a crew ruled DNS (did not start) or DNF (did not finish);</li> <li>iv) a crew that has been excluded or disqualified; and</li> <li>v) a crew that disputes the published results.</li> </ul> <p>c) Such a protest must be in writing and lodged with the President of the Jury not later than one hour after the conclusion of the race and the publication of the official results.</p>	<p>a) <u>There is no right to protest a decision of a member of the Jury to award a sanction of any nature to a crew for interfering with another crew or crews or a decision not to award a sanction.</u> <del>There shall be no right of protest regarding the decision of the Jury as to whether a crew caused an interference and the sanctions imposed on any crew for interference.</del></p> <p>b) Subject to Regulation <b>33</b> a) above, a protest to the Board of the Jury may only be made by:</p> <ul style="list-style-type: none"> <li>i) a crew whose objection has been rejected;</li> <li>ii) a crew whose ranking in a race has been affected by the acceptance of an objection;</li> <li>iii) a crew ruled DNS (did not start) or DNF (did not finish);</li> <li>iv) a crew that has been excluded or disqualified; and</li> </ul>	<p>Add that the decision of an Umpire not to award an sanction for interreference can not be the basis for an objection.</p>

<p>d) The protest must be accompanied by a deposit of EUR 100 or equivalent, which amount shall be refunded if the protest is upheld.</p> <p>e) The Board of the Jury shall then decide if the protest was justified. It will make its decision before the next round of races in the event concerned and, in any case, no later than two hours after the last race of the day. The decision and reasoning shall be given in writing.</p> <p>f) The Board of the Jury may:</p> <ul style="list-style-type: none"> <li>i) Reject the protest;</li> <li>ii) Uphold the protest and provide such relief as may be necessary to restore each affected crew's chances in the race or to correct the published results. The relief available to be provided by the Board of the Jury is as follows: <ul style="list-style-type: none"> <li>(1) Reprimand a crew;</li> <li>(2) Exclude a crew from the event;</li> <li>(3) Disqualify a crew</li> <li>(4) Relegate a crew to last place in the race where specifically provided for in these Rules;</li> <li>(5) Order a re-row in accordance with Rule 64 between some of all of the crews in the race</li> </ul> </li> </ul> <p>The Board of the Jury may also order that a crew which has been interfered with be allowed to proceed to the next round of an event (where such rounds are held) if they consider that but for the interference the</p>	<p>v) a crew that disputes the published results.</p> <p>c) Such a protest must be in writing and lodged with the President of the Jury not later than one hour after the conclusion of the race and the publication of the official results.</p> <p>d) The protest must be accompanied by a deposit of EUR 100 or equivalent, which amount shall be refunded if the protest is upheld.</p> <p>e) The Board of the Jury shall then decide if the protest was justified. It will make its decision before the next round of races in the event concerned and, in any case, no later than two hours after the last race of the day. The decision and reasoning shall be given in writing.</p> <p>f) The Board of the Jury may:</p> <ul style="list-style-type: none"> <li>i) Reject the protest;</li> <li>ii) Uphold the protest and provide such relief as may be necessary to restore each affected crew's chances in the race or to correct the published results. The relief available to be provided by the Board of the Jury is as follows: <ul style="list-style-type: none"> <li>(1) Reprimand a crew;</li> <li>(2) Exclude a crew from the event;</li> <li>(3) Disqualify a crew</li> <li>(4) Relegate a crew to last place in the race where specifically provided for in these Rules;</li> <li>(5) Order a re-row in accordance with Rule 64 between some of all of the crews in</li> </ul> </li> </ul>	
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<p>crew would have so progressed of its own accord.</p> <p>g) At a World Rowing Coastal Championship, in the case of a protest arising from an objection concerning the final of an event, the Executive Committee may postpone the victory ceremony of that event.</p> <p>i) If the victory ceremony has taken place, and if the subsequent decision of the Board of the Jury changes the final result of the event then the official result shall be changed accordingly.</p> <p>ii) Where medal placings are affected, then the medals shall be re-awarded as necessary in accordance with the decision.</p> <p>Subject only to Rule 77, the decision of the Board of the Jury on such a protest shall be final and not subject to further appeal.</p>	<p>the race</p> <p>The Board of the Jury may also order that a crew which has been interfered with be allowed to proceed to the next round of an event (where such rounds are held) if they consider that but for the interference the crew would have so progressed of its own accord.</p> <p>g) At a World Rowing Coastal Championship <u>regatta</u>, in the case of a protest arising from an objection concerning the final of an event, the Executive Committee may postpone the victory ceremony of that event.</p> <p>i) If the victory ceremony has taken place, and if the subsequent decision of the Board of the Jury changes the final result of the event then the official result shall be changed accordingly.</p> <p>ii) Where medal placings are affected, then the medals shall be re-awarded as necessary in accordance with the decision.</p> <p>Subject only to Rule 77, the decision of the Board of the Jury on such a protest shall be final and not subject to further appeal.</p>	<p>Consistent description</p>
<p><b>34) Appeals (Rule 77)</b></p>	<p><b>34) Appeals (Rule 77)</b></p>	
<p>a) Only appeals provided for by this Regulation will be considered by the Executive Committee or its designated representatives.</p> <p>b) A decision of the Board of the Jury which confirms the decision of a member of the Jury</p>	<p>a) Only appeals provided for by this Regulation will be considered by the Executive Committee or its designated representatives.</p> <p>b) A decision of the Board of the Jury which confirms the decision of a member of the Jury</p>	

<p>shall be final and may not be appealed.</p> <p>c) Subject to paragraph b) above, an appeal to the Executive Committee against a decision of the Board of the Jury may be made only by:</p> <ul style="list-style-type: none"> <li>i) a crew whose ranking in a race has been adversely affected by a decision of the Board of the Jury; or</li> <li>ii) a crew whose protest against the published results was rejected by the Board of the Jury.</li> </ul> <p>d) Appeal Time Limits and Requirements</p> <ul style="list-style-type: none"> <li>i) International Coastal Rowing Regattas - Any such appeal must be lodged with the Executive Director within three days of the date that the decision to be appealed was notified to that crew, club or member federation;</li> <li>ii) World Rowing Coastal Championships – Any such appeal must be lodged at the World Rowing Office of the regatta within one hour of the publication of the official results of the race following the decision of the Board of the Jury.</li> <li>iii) An appeal shall be by notice in writing specifying: <ul style="list-style-type: none"> <li>(1) The crew bringing the appeal;</li> <li>(2) The decision appealed against;</li> <li>(3) the grounds to be relied on for the appeal.</li> </ul> </li> <li>iv) The appeal must be accompanied by a fee of EUR 200 or equivalent which fee shall be refunded if the appeal is allowed.</li> <li>v) The Executive Committee shall consider the</li> </ul>	<p>shall be final and may not be appealed.</p> <p>c) Subject to paragraph b) above, an appeal to the Executive Committee against a decision of the Board of the Jury may be made only by:</p> <ul style="list-style-type: none"> <li>i) a crew whose ranking in a race has been adversely affected by a decision of the Board of the Jury; or</li> <li>ii) a crew whose protest against the published results was rejected by the Board of the Jury.</li> <li>iii) <u>No right of appeal arises for a crew that claims that it was wrongly penalised for interfering with another crew or crews during a race</u></li> </ul> <p>d) Appeal Time Limits and Requirements</p> <ul style="list-style-type: none"> <li>i) International Coastal Rowing <u>Regattas regattas</u> - Any such appeal must be lodged with the Executive Director within three days of the date that the decision to be appealed was notified to that crew, club or member federation;</li> <li>ii) World Rowing Coastal <u>Championships Championship regattas</u> – Any such appeal must be lodged at the World Rowing Office of the regatta within one hour of the publication of the official results of the race following the decision of the Board of the Jury.</li> <li>iii) An appeal shall be by notice in writing specifying: <ul style="list-style-type: none"> <li>(1) The crew bringing the appeal;</li> <li>(2) The decision appealed against;</li> <li>(3) the grounds to be relied on for the</li> </ul> </li> </ul>	<p>Consistent description</p>
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<p>appeal and may:</p> <ol style="list-style-type: none"> <li>(1) Reject the appeal;</li> <li>(2) Allow the appeal and provide such relief as was available to the Board of the Jury as it considers just and appropriate.</li> </ol> <p>If the decision of the Executive Committee on the appeal changes the final result of the event, the official results shall be changed accordingly.</p> <p>vi) At a World Rowing Coastal Championships:</p> <ol style="list-style-type: none"> <li>(1) Where the appeal relates to a preliminary round in an event, the Executive Committee will deliver its decision before the next round of that event</li> <li>(2) Where the decision of the Executive Committee on the appeal changes the final result of the event: <ol style="list-style-type: none"> <li>(a) the official results shall be changed accordingly; and</li> <li>(b) where the medal placings are affected, the medals shall be re-awarded as necessary in accordance with the decision.</li> </ol> </li> <li>(3) As a general rule, the victory ceremony will not be postponed for an appeal.</li> </ol> <p>e) Decisions of the Executive Committee under this Regulation are final.</p>	<p>appeal.</p> <ol style="list-style-type: none"> <li>iv) The appeal must be accompanied by a fee of EUR 200 or equivalent which fee shall be refunded if the appeal is allowed.</li> <li>v) The Executive Committee shall consider the appeal and may: <ol style="list-style-type: none"> <li>(1) Reject the appeal;</li> <li>(2) Allow the appeal and provide such relief as was available to the Board of the Jury as it considers just and appropriate.</li> </ol> </li> </ol> <p>If the decision of the Executive Committee on the appeal changes the final result of the event, the official results shall be changed accordingly.</p> <p>vi) At a World Rowing Coastal <a href="#">Championships Championship regatta</a>:</p> <ol style="list-style-type: none"> <li>(1) Where the appeal relates to a preliminary round in an event, the Executive Committee will deliver its decision before the next round of that event</li> <li>(2) Where the decision of the Executive Committee on the appeal changes the final result of the event: <ol style="list-style-type: none"> <li>(a) the official results shall be changed accordingly; and</li> <li>(b) where the medal placings are affected, the medals shall be re-awarded as necessary in accordance with the decision.</li> </ol> </li> <li>(3) As a general rule, the victory ceremony will not be postponed for an appeal.</li> </ol>	<p>Consistent description</p>
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	e) Decisions of the Executive Committee under this Regulation are final.	
<b>35) Control Commission (Rule 81)</b>	<b>35) Control Commission (Rule 81)</b>	
In addition to its other duties, the Control Commission at Coastal Rowing events shall check the correct display of the boat registration numbers and that the numbers required to be worn by crew members are correctly displayed and shall record the details as required by Regulation 18.	In addition to its other duties, the Control Commission at Coastal Rowing events shall check the correct display of the boat registration numbers and that the numbers required to be worn by crew members are correctly displayed and shall record the details as required by Regulation 18.	
<b>36) The Starter and the Judge at the Start (Rule 82)</b>	<b>36) The Starter and the Judge at the Start (Rule 82)</b>	
The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed. There shall be no Aligner. Except for a beach start, the Judge at the Start shall not be obliged to give instructions to any crew on their alignment at the Start. It is wholly the responsibility of the crews to not be on the course side of the start line at the time the start signal is given.	The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed. There shall be no Aligner. Except for a beach start, the Judge at the Start shall not be obliged to give instructions to any crew on their alignment at the Start. It is wholly the responsibility of the crews to not be on the course side of the start line at the time the start signal is given.	
<b>37) The Umpire (Rule 83)</b>	<b>37) The Umpire (Rule 83)</b>	
The President of the Jury, in consultation with the Race Director, shall decide the number of Umpires to supervise each race. Where there is more than one Umpire, the Umpires shall have equal status in their areas of responsibility. The Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, they shall observe whether any crew gains any advantage or suffers any disadvantage from its opponents or from external factors and may 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	The President of the Jury, in consultation with the Race Director, shall decide the number of Umpires to supervise each race. Where there is more than one Umpire, the Umpires shall have equal status in their areas of responsibility. The Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, they shall observe whether any crew gains any advantage or suffers any disadvantage from its opponents or from external factors and may 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	

<p>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 President of the Jury and shall inform the crews concerned.</p> <p>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 or is not an infringement under these Regulations, they may decline to take any action or may take such action as they see fit in the circumstances. The Umpire may also allow the race to continue and exclude a crew or crews after the race has finished. If a crew is to be awarded a penalty loop, penalty turn or a time penalty to be served in a penalty box, the Umpire shall immediately inform the Penalty Umpire.</p>	<p>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 President of the Jury and shall inform the crews concerned.</p> <p>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 or is not an infringement under these Regulations, they may decline to take any action or may take such action as they see fit in the circumstances. The Umpire may also allow the race to continue and exclude a crew or crews after the race has finished. If a crew is to be awarded a penalty loop, penalty turn or a <del>time penalty</del> <b>Time Penalty</b> to be served in a penalty box, the Umpire shall immediately inform the Penalty Umpire.</p>	
	<p><b>38) Key Turning Mark Umpire</b></p>	<p>New regulation</p>
	<p><u>The Key Turning Mark Umpire(s) shall monitor the crews at key turning marks. They shall determine if there is any severe <del>interference</del> collision between crews and shall decide the appropriate sanction to be awarded to any crew at fault or may decide that no sanction be awarded. When awarding a sanction they shall inform the Penalty Umpire of the <del>time penalty</del> <b>Time Penalty</b> awarded.</u></p>	<p>Provide description of Key Turning Mark Umpire duties</p>
<p><b>38) Penalty Umpire</b></p>	<p><b><del>38) 39) Penalty Umpire</del></b></p>	<p>renumbering</p>
<p>The Penalty Umpire shall record in real time the penalties awarded by the Starter, Race Umpire(s) and</p>	<p><u>The Penalty Umpire shall undertake the duties previously stated in these Regulations. <del>record in real</del></u></p>	

<p>any Key Turning Mark Umpires. The Penalty Umpire shall inform the crews of the time penalties that have been awarded to the crew and shall enforce the crew serving time penalty(s) by either penalty loops or penalty turns for water finishes or a penalty box for beach finishes.</p>	<p><del>time the penalties awarded by the Starter, Race Umpire(s) and any Key Turning Mark Umpires. The Penalty Umpire shall inform the crews of the time penalties that have been awarded to the crew and shall enforce the crew serving time penalty(s) by either penalty loops or penalty turns for water finishes or a penalty box for beach finishes.</del></p>	
<p><b>38) Judges at the Finish (Rule 84)</b></p>	<p><del>39) 40) Judges at the Finish (Rule 84)</del></p>	<p>renumbering</p>
<p>The Judges at the Finish shall determine the order in which the bows of the boats reach the finish line. In the case of a beach finish they shall determine the order in which the designated rower or rowers reach the finish line or touch the flag or press the button as required to finish the race. They shall ascertain that the race was in order. They shall be responsible for validating the results.</p>	<p>The Judges at the Finish shall determine the order in which the bows of the boats reach the finish line. In the case of a beach finish they shall determine the order in which the designated rower or rowers reach the finish line or touch the flag or press the button as required to finish the race. They shall ascertain that the race was in order. They shall be responsible for validating the results.</p>	
<p><b>39) Exceptional Cases (Rule 86)</b></p>	<p><del>40) 41) Exceptional Cases (Rule 86)</del></p>	<p>renumbering</p>
<p>Should it be necessary to take decisions in exceptional cases, the President of the Jury shall appoint and preside over a body to make such decisions. At a World Rowing Coastal Championships the Executive Committee or its delegate shall make decisions in exceptional cases.</p>	<p>Should it be necessary to take decisions in exceptional cases, the President of the Jury shall appoint and preside over a body to make such decisions. At a World Rowing Coastal <del>Championships</del> <u>Championship regatta</u> the Executive Committee or its delegate shall make decisions in exceptional cases.</p>	<p>Correction.</p>