

RCA RULES OF RACING

PART 1 SCOPE

1.1 Title

These rules are established by the Canadian Amateur Rowing Association (Rowing Canada Aviron - RCA) and shall be known and may be cited as the RCA Rules of Racing.

1.2 Rowing

Rowing is the propulsion of a displacement boat, with or without coxswain, by the muscular force of one or more rowers, each using one oar or two sculls as simple levers of the second order and sitting with their back to the direction of movement of the boat.

Rowing on a machine or in a tank, which simulates the action of rowing in a boat, is also considered as rowing.

1.3 Rowing Boat

In a rowing boat, all load bearing parts, including the axes of moving parts, must be firmly fixed to the body of the boat, but the rower's seat may move along the axis of the boat.

1.4 Rowing Regatta

A rowing regatta is a sporting competition between two or more clubs, consisting of one or more rowing events divided, if necessary, into a number of races, into one or more classes of boats and into different categories of sex, age or weight.

1.5 Application of the Rules of Racing

These Rules of Racing shall apply to all rowing regattas hosted in Canada. Any member association, club or individual who participates in any capacity in a rowing competition governed by these rules is deemed to accept, without exception or reservation, the application of these rules. Notwithstanding the foregoing, Organizing Committees may apply, under Rule 1.6, for exceptions to these rules.

These rules shall not apply to any regattas that are within the exclusive jurisdiction and control of the Fédération Internationale des Sociétés d'Aviron (FISA).

1.6 Exceptions

An Organizing Committee of a regatta may depart from the RCA Rules of Racing only if:

1.6.1 The "local" rules to be applied are clearly outlined in the application for RCA Sanction, and are approved by RCA beforehand;

1.6.2 All participants are notified of the "local" rules prior to the regatta in the pre-event information; and

1.6.3 The local rules provide a level of safety and fairness equal to those in the RCA Rules of Racing.

1.7 Canadian National Regattas

All Canadian National Regattas are under the authority of RCA, such as:

- ❖ Canadian Masters (Rowing) Championships
- ❖ Royal Canadian Henley Regatta
- ❖ National Junior Team Trials
- ❖ National Rowing Championships
- ❖ Any rowing regatta organized in connection with a national multi-sport competition e.g., Canada Games
- ❖ And any other regattas deemed by the RCA Board of Directors as Canadian National Regattas.

1.8 International Rowing Regattas

International Rowing Regattas are under control of FISA and/or the national rowing federation concerned.

RCA RULES OF RACING

1.9 Authorization for International Competition

A crew or a rower may represent Canada in an international regatta abroad if it has received prior approval, in writing, from RCA.

1.10 Amendments to the Rules of Racing

The Rules of Racing may be amended every 4 years in the year following the Summer Olympic Games. Cases of force majeure reserved.

PART 2 COMPETITORS

2.1 The Definition of a Competitor:

To participate in an RCA sanctioned regatta, all rowers and coxswains must be registered members of an RCA rowing club in good standing (which is also a member in good standing of their provincial or territorial association) and must be competing for that club or for the athlete's province or territory.

Foreign competitors participating in RCA regattas must be members of a rowing club, which is a member of its National Rowing Federation, recognized by FISA (and/or its National Olympic Committee) and must be competing for that club.

At RCA national regattas where "elite" events are offered (e.g., Championship Events at the RCHR) current Canadian national team members may compete for their club or province in those events only.

For the purpose above, a competitor may be a member of more than one club but no competitor may compete for two different clubs at the same regatta, except that a rower may compete for his/her club and/or university and/or province and/or school at the same regatta. In the case of high school events, defined as events in a regatta that are open to high schools, a participant who is:

1. A registered member of an RCA rowing club who attends a high school that does not have a rowing program and the school is not, therefore, a member of RCA, may compete for his or her school, provided the school has given its permission.

Additionally,

2. A rower from a school without a rowing program may join the crew of another school without a rowing program when provision for such composite crews is made by the regatta organizers.

In the above circumstances regatta organizers may ask, in addition to evidence of the rower's membership in RCA, for evidence from the school that the competitors are attending the school and that they have the school's permission to represent the school in competition.

2.2 Crew

For the purposes of these Rules of Racing, a crew is a rowing team of one or more rowers in one boat with or without a coxswain.

2.3 Categories of rowers

RCA recognizes the following categories of competitors for men and women:

Age Categories:

1. Under 17 (Junior B) - A rower or coxswain shall be classified as an Under 17 competitor until the 31st of December of the year in which he or she reaches the age of 16. After that date, the rower shall be classified as a Junior rower.
2. Under 19 (Junior) - A rower or coxswain who is no longer an Under 17 competitor shall be classified as a Junior competitor until the 31st of December of the year in which he or she reaches the age of 18. After that date the rower shall be classified as an Under 23 rower.
3. Under 23 - A rower or coxswain who is no longer a Junior shall be classified as Under 23 until the 31st of December of the year in which he or she reaches the age of 22. After that date, the rower shall be classified as Senior.

RCA RULES OF RACING

4. Senior - A rower or coxswain who is 23 years or older during the calendar year in which he or she is competing.
5. Master - A rower may compete as a Master from the beginning of the year during which he or she attains the age of 21.
6. Rowers or coxswains are eligible to compete in the Canada Games/Jeux du Canada if they are under 21 on the 31st of December of the year in which the Games are held.

Athletes competing in the Under 17, Under 19, and Under 23, and Masters categories must be able to provide proof of age by producing an official document with photo upon request.

Additional categories:

7. Lightweight

See 2.10

8. Adaptive

See 2.12

2.4 Coxswains

A coxswain is a member of a crew whose primary functions are to steer the boat and provide instructions and encouragement to the crew. A female crew may be coxed by a male coxswain and a male crew by a female coxswain.

Age categories shall also apply to coxswains, except for Masters events.

2.5 Coxswains Weights

The minimum weight of a coxswain, wearing a racing uniform, shall be fifty kilograms for a women's crew or fifty-five kilograms for a men's crew, for all events that require a coxswain. If underweight, a coxswain shall carry sufficient deadweight to make up the difference between the weight of the coxswain and the minimum required weight. The deadweight shall be placed as close as possible to the coxswain in the boat. No article of racing equipment shall be considered as part of this deadweight. At any time, before or immediately after the race, the Control Commission or the Umpire may require the deadweight to be reweighed.

2.6 Weighing of Coxswains

The Organizing Committee shall ensure that a calibrated test scale is available to coxswains during the hours the course is open for training and racing in addition to the official weigh-in times. Coxswains shall be weighed wearing their racing uniform on tested scales not less than one hour and not more than two and a half hours before their first race on each day of the competition. If the first race is subsequently postponed, the coxswain is not required to be weighed later on the same day for that event. Coxswains need only weigh in once per day.

The weighing scales should indicate the weight of the coxswain to 0.1 kg. The coxswain shall be able to see the weight on the scale readout during the official weigh-in. If this is not practicable, the weigh-in personnel shall read out the coxswain's weight if requested by the athlete or coach. The Control Commission will require, on the occasion of the first or subsequent weigh-ins, the presentation of an official identity card with photograph.

At the time of weigh-in the weight will be recorded, noting the event(s) entered. Coxswains not completing the weigh-in shall be reported to the Control Commission at least 30 minutes before the start time of the coxswain's event.

2.7 Masters Competitors

A rower may compete in non-masters events during the same year the rower competes as a master, provided all the following requirements are met:

- ❖ The rower is not a member of any National Team or National Squad.
- ❖ The rower competes exclusively in Masters events or non-masters events in any one regatta.

RCA RULES OF RACING

- ❖ The rower still meets other event requirements of the category in which he or she is entering i.e., weight etc.

A master shall be placed in the age category shown below corresponding to the age reached during the current calendar year:

Classification:

| | |
|----|--------------------|
| AA | age: 21 - 26 years |
| A | age: 27 - 35 years |
| B | age: 36 - 42 years |
| C | age: 43 - 49 years |
| D | age: 50 - 54 |
| E | age: 55 - 59 |
| F | age: 60 - 64 |
| G | age: 65 - 69 |
| H | age: 70 - 74 |
| I | age: 75 and over |

Age categories do not apply to coxswains. The average age calculation and minimum age exclude the coxswain. Every Masters competitor must be able to provide proof of age by producing official documentation with photo upon request.

Each competitor shall be responsible for his/her own health and fitness.

At the discretion of the Organizing Committee, Masters events may be raced together due to insufficient entries.

2.8 Masters Handicap System

If insufficient entries are received to warrant races in any age category a handicap system shall be applied to the actual finish times. In events for singles (1x), a handicap of one second per year of age difference will be subtracted from the finish time of the oldest competitor in the race relative to the youngest competitor(s) in the race. For crew boats, the handicap shall be based on the average age of the crew, i.e., its classification, and a one second handicap per year of age difference will be subtracted from the finish times of the older crews in a given classification. If there are crews of differing age within a classification, their ages will be averaged before the handicap is applied. The Organizing Committee will calculate and publish the handicaps on the racing program.

2.9 Mixed Masters Events

Mixed crew events may be held for Masters crews in which half of the crew, excluding the coxswain, shall be women and half shall be men. The coxswain may be of either sex.

2.10 Lightweight competitors

Lightweight shall be classified as follows:

- ❖ Men: No individual rower shall weigh more than 72.5 kg.
Exception: Events for 64 kg. Lightweight men are also recognized where the maximum allowable weight for individual rowers is 64 kg.
- ❖ Women: No individual rower shall weigh more than 59 kg.
Exception: Events for 52 kg. Lightweight women are also recognized where the maximum allowable weight for individual rowers is 52 kg.

2.11 Weighing of Athletes in Weight Restricted Events

The Organizing Committee shall ensure that a calibrated test scale is available to rowers entered in Lightweight and 52 kg and 64 kg events, during the hours the course is open for training and racing in addition to the official weigh-in times.

For their official weigh-in, the athletes shall wear their racing uniform and athletes in crew events shall present themselves at the weigh-in centre as a complete crew. For official weigh-in the following times will be applied:

RCA RULES OF RACING

- ❖ All Lightweight rowers racing in Lightweight events on the day's program, and rowers entered in 64 kg and 52 kg events, shall weigh in not less than one hour and not more than two and a half hours before the time of the first scheduled male or female Lightweight event, or 64 kg events, or 52 kg events, respectively, on that day.
- ❖ Athletes entered in Lightweight and 64 kg and 52 kg events only have to weigh in once per day regardless of the number of Lightweight or 64 kg or 52 kg events they are entered in that day. If the first Lightweight or 64 kg or 52 kg race is subsequently postponed or cancelled, the athlete is not required to be re-weighed later on the same day for any Lightweight or 64 kg or 52 kg event that day.

The weighing scales should indicate the weight of the rower to 0.1 kg. The rower shall be able to see the weight on the scale readout during the official weigh-in. If this is not practicable, the weigh-in personnel shall read out the rower's weight if requested by the athlete or coach. The Control Commission may require, on the occasion of the first or subsequent weigh-ins, the presentation of an official identity card with photograph.

If a rower exceeds the required weight or crew exceeds the required average weight by the expiry of the time permitted for weighing, the rower (and the crew of that rower) or the crew concerned are no longer eligible and shall be excluded from the Lightweight or 64 kg or 52 kg event(s) the rower or crew has entered.

2.12 Adaptive Competitors

An adaptive rower is a rower with a disability who meets the criteria set out in the Adaptive Rowing classification rules.

There are three Adaptive categories:

1. LTA (leg, trunk and arms)
2. TA (trunk and arms)
3. AS (arms and shoulders)

All adaptive athletes competing at National Regattas must be classified by two National classifiers (medical and technical).

Adaptive athletes are eligible to row in adaptive or non-adaptive events at the same regatta that provide a suitable competitive opportunity.

PART 3 EQUIPMENT

3.1 Classes of Boats

The following classes of boats are recognized by RCA:

- a. Single Scull (1x)
- b. Single Scull (1x) (fixed seat with pontoons - adaptive)
- c. Double Sculls (2x)
- d. Double Sculls (2x) (fixed seat - adaptive)
- e. Pair (2-)
- f. Coxed Pair (2+)
- g. Quadruple Sculls (4x)
- h. Four (4-)
- i. Coxed Four (4+)
- j. Coxed Quad (4x+)
- k. Six (6+) (Fixed seat)
- l. Eight (8+)

3.2 Construction of Rowing Boats and Equipment

The construction, design and dimensions of rowing boats and oars shall, in principle, be unrestricted subject to the limits laid down in these Rules and Rules 1.2 and 1.3. All rules in

RCA RULES OF RACING

the RCA Rules of Racing applying to oars shall also apply to sculls unless specifically stated otherwise

3.3

The bows of all boats shall be fitted with a solid white ball shape, minimum diameter 4 cm which covers the point of the bows. If this is an external part it shall be firmly affixed to the bow of the boat such that it does not significantly deflect if a side force is applied. If it is an integral part of the hull construction, it shall afford equivalent protection and visibility.

Any racing shell failing to meet the requirements above shall not be allowed on the water.

3.4

No substances or structures capable of modifying the natural properties of water, or the surface layer of the water, shall be applied to the equipment.

3.5

All boats equipped with foot stretchers or shoes must allow the rower to get clear of the boat without using their hands and with the least possible delay in the event of a capsized. If heel restraints are used to this effect, they must independently limit heel lift to a maximum of 7 cm for each shoe or type of foot gear fitted to the boat.

3.6

Coxswain's Cockpit

In order to avoid accidents arising from capsizing, the opening of a bow-enclosed coxswain's position must be at least 70 cm. long and it must be as wide as the boat for at least 50 cm. The inner surface of the enclosed part must be smooth and no structure of any sort may restrict the inner width of the coxswain's section.

3.7

Oar blades may not be less than 5 mm thick for sweep oars, and 3 mm. thick for sculls. This thickness shall be measured 3 mm from the outer edge for the blade for sweep oars and 2 mm for sculls.

3.8

Flotation Requirement

Boats constructed or delivered after 1st January 2007 must show on the production plaque whether the boat meets the FISA Guidelines for the Safe Practice of Rowing. "A boat when full of water with a crew of average weight equal to the design weight stated on the boat's production plaque, seated in the rowing position, should float such that the top of the seat is a maximum of 5 cm below the static waterline."

3.9

Adaptive equipment

3.9.1. General Aspects

The use of FISA Standard Adaptive boats is mandatory for all adaptive AS1x and TAMix2x events.

1.1 The Council shall determine the design and specifications of FISA Standard Adaptive boats and any changes thereto. The design and specifications shall be a part of these Regulations. Those parts of the Standard Adaptive Boats which are not specified in these Regulations may be modified subject to these Regulations and subject to Rule 60.

1.2 No changes in the standard design and specifications of FISA Standard Adaptive Boats shall be made except in the year following the Paralympic Games.

1.3 The minimum weight of FISA Standard Adaptive boats shall be as specified in these Regulations (Regulation, Rule 34: Boat Weights).

3.9.2. Adaptive LTAMix4+ and IDMix4+

Boats used in LTAMix4+ and IDMix4+ events shall be subject to the same restrictions as those for coxed fours (4+) under the FISA Rules of Racing. No additional restrictions shall apply.

3.9.3. Standard Adaptive TA Mix2x

The FISA Standard Adaptive TAMix2x has a fixed seat and may have stabilizing pontoons. The hull, the pontoons where fitted, and the seat fixing are part of the Standard specifications. The seat itself and the rigger design of the Standard Adaptive TAMix2x are not restricted.

TAMix2x rowers are required to comply with the strapping requirements set out in point 5 of this Regulation. 2010 FISA Adaptive Rowing Regulations 4.

3.9.4. Standard Adaptive AS1x

The FISA Standard Adaptive 1x has a fixed seat and must have stabilizing pontoons installed, attached to the riggers no further inboard than the centerline of the swivel (oarlock). The pontoons must be fixed in position so that when the rower is seated in the balanced boat both pontoons shall be horizontal and shall, at a minimum, touch the water. The hull, the pontoons and the seat fixing are part of the Standard specifications.

The seat itself and the rigger design of the Standard Adaptive AS1x are not restricted, except that the design of the seat must be compatible with the Standard seat fixing and the design of the rigger must allow the stabilizing pontoons to be correctly fixed.

AS1x rowers are required to comply with the strapping requirements set out in point 3.9.5 of this Regulation.

3.9.5. Strapping

TAMix2x Strapping Requirements – rowers shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap must be secured under the seat or rails and over the thighs, as close to the knees as possible.

AS1x Strapping Requirements – rowers shall use a strap that must be secured to the seat back, and around the torso just below the nipple line or the breasts and be tight enough to restrict trunk movement whilst not restricting breathing. The point at which the strap is attached to the seat should be no lower than the top edge of the supportive portion of the strap at the front of the torso. Straps will be assessed with the spine straightened by bearing the weight of the upper body through the arms while the buttocks and back remain in contact with the seat. If a bracket is attached to the strap it must not rotate at the attachment point. Additionally, the AS1x rower shall be secured with a strap to prevent flexion and extension of the knee(s) during rowing. The strap must be secured under the seat or rails and over the thighs, as close to the knees as possible.

3.9.6. General Strapping Requirements

1. All straps must be a minimum width of 50 mm, be of non- elastic material, be without mechanical buckles and must be able to be released immediately by the rower with a single quick hand action of pulling on the free end of the strap.
2. The colour of the all straps must be a contrasting colour from the rowers' racing uniform so that it can be clearly seen.
3. All straps for each rower must be released in the same manner and direction.
4. Any hand strapping must be able to be released immediately by quick mouth action.
5. Additional strapping may be used by any rower but must be in compliance with this Regulation. 2010 FISA Adaptive Rowing Regulations 5
6. All boats equipped with foot stretchers or shoes must allow the rower to get clear of the boat without using their hands and with the least possible delay in the event of a capsized. If heel restraints are used to this effect, they must independently limit heel lift to a maximum of 7 cm for each shoe or type of foot gear fitted to the boat.

3.9.7. Eyewear for Visually Impaired Rowers

Rowers classified as visually impaired must wear FISA or IBSA approved eyewear at all times when on the water during training, warm up, cool down, and competition from the opening day of the course until completion of the final race of their competition. Such eyewear shall completely block all light. All eyewear must be checked to ensure a secure fit

RCA RULES OF RACING

and complete light occlusion by an IBSA doctor during classification or by a FISA International Classifier if an IBSA doctor is not present. (Samples of eyewear can be found on www.worldrowing.com)

PART 4 REGATTA FACILITIES

To be suitable for Canadian national regattas, a course must include a stretch of water and technical equipment, both conforming to the appropriate sections of the RCA Rules of Racing.

4.1 Length, Marking and Number of Lanes of Course

The length of the course and all intermediate distances shall be measured by a qualified surveyor and an accurate plan must be provided by the Organizing Committee.

The standard racing distances shall be:

1. For Seniors, Under 23, Under 19 and Under 17 - 2000 metres straight (this may be reduced with RCA approval)
2. For Adaptive - 1000 metres straight
3. For Masters - 1000 metres straight.

The course shall be marked as follows:

1. The distance "0" (zero) shall be the start. Each subsequent 250 metres shall be indicated as well as the exact length of the course at the finish line.
2. The standard course shall normally have six numbered lanes. Lanes shall be numbered from 1 to 6 from the left of the Starter's perspective when the Starter is located behind the start line.

4.2 Stretches of Water – Standard Course

The stretch of water must be at least as long and as wide as is required for the course itself plus a sufficient run out area beyond the finish. The course shall be straight and shall have not less than 2 lanes, providing fair and equal racing conditions for crews racing in separate, parallel lanes over a distance of 2000 metres. The depth of water must be at least 3 meters at the shallowest point if the depth over the course is unequal. If the depth is the same throughout, it must not be less than 2 metres. For new courses, a minimum depth of 3.5 metres is recommended.

4.3 Wind and Water conditions

The course must be sheltered from wind as far as possible. If not, there should be no natural or artificial obstacles (such as trees, buildings, dikes) in the immediate neighborhood of the banks, which might cause unequal conditions on the water. Any current existing should be so slight as not to give rise to unequal conditions on different lanes. The running of the race must not be influenced by natural or artificial waves. The banks must be so designed as to absorb and not to reflect waves.

4.4 Plan of regatta site

A plan showing the location of the course on the body of water, the number of lanes and the layout of the technical installations of the course must be included in the advance program and be posted at or near the launch site.

4.5 Non Standard course

The non-standard course may be shorter (e.g. sprints, time skills, skills competition) or longer (e.g. head racing) than the standard course. It is not necessary that the course be straight.

4.6 Technical Installations – Category A

The technical installations required for FISA Championships are specified in the appendices.

4.7 Technical Installations – Category B

Other courses shall be classified as having Category B technical installations. A number of Category B courses may well provide facilities and equipment, which make them very close to or similar to category A courses. In these cases it is quite possible to hold successful international regattas.

RCA RULES OF RACING

PART 5 REGATTA ORGANIZATION

5.1 Duties of the Organizing Committee (OC)

The Organizing Committee is responsible for providing the course, technical facilities and the support personnel to assist in the running of the regatta, in accordance with the RCA Rules of Racing.

The Organizing Committee will appoint a Regatta Chair. The Organizing Committee is responsible for applying for regatta sanction, in accordance with the RCA Sanction Policy.

For Canadian national regattas, the RCA Executive, in concert with the OC, will appoint members of various RCA committees, as appropriate, to help organize and assist in the conduct of the event.

5.2 Regatta Chair

The Regatta Chair is responsible for:

1. Participating in the planning process of the regatta
2. Representing the Organizing Committee during the regatta
3. Co-ordination of all regatta logistics
4. Collaborating with the Chief Umpire to ensure the regatta is run in accordance with the RCA Rules of Racing.

5.3 Course, Installations, Draw, Jury, Control Commission

1. The Organizing Committee is responsible to make available a stretch of water and all necessary installations and equipment, both on land and on the water. The Organizing Committee is also responsible for the overall organization of the regatta.

2. The Organizing Committee is responsible for providing a proper race timing system or an adequate supply of stopwatches and the personnel to time the races. The finish area will have a finish flag, a white flag, an air horn (or equivalent finish signal) audible to all competitors, and a communications link to the Chief Umpire, Starter and the Chief of the Control Commission.

3. At Canadian national regattas, it is the responsibility of the Organizing Committee to supply photo-finish equipment and the personnel to operate it.

4. The regatta site must have adequate drinking water and sanitation/toilet facilities to accommodate the number of participants attending.

5. The Organizing Committee shall also include in the Regatta Bulletin the description of the type of course installations, the traffic rules patterns for racing and training and be responsible for the distribution of the Regatta Bulletin.

6. For all regattas except Canadian national regattas, the provincial rowing association (PRA) shall determine the process for the appointment of the Chief Umpire and the members of the Jury. For national regattas, the RCA Umpires Committee shall approve the Chief Umpire and members of the supported jury after consultation with the Organizing Committee.

7. The Organizing Committee will also consult with the Chief Umpire to appoint the members of the Control Commission. The Chief of Control Commission shall be a member of the Jury.

5.4 Radio and Telephone Communication

It is essential that there should be direct telephone and/or radio communication between the Chief Umpire, the Start, Finish and the Control Commission in order to enable the members of the Jury to carry out their duties. It is also essential that radio communication be provided between the rescue service on the water and the medical advisor on duty on land at the course, to deal with any emergency. The Umpires' boats must be equipped with radio / telephone communication between each other and the rescue services on the water and for contacting the Chief Umpire, Starter, Control Commission and the Finish Judges.

RCA RULES OF RACING

PART 6 ADVERTISING

6.1 General Principles

This Rule applies to advertising on boats, oars, clothing and the regatta site at Canadian national regattas.

Manufacturers of equipment and clothing may identify themselves, but in a limited way. If at the same time a manufacturer is also a sponsor of a team, crew or sculler, it may also use the space reserved for a sponsor, but without being able to combine the two specified areas to produce a single larger area.

If the area reserved for the manufacturer is not used by the manufacturer, it cannot be used for another purpose.

Advertising on oars or clothing for a crew must be uniform over all oars of the crew or over each corresponding item of clothing for all crewmembers.

For Adaptive athletes:

1. No publicity is allowed on blind masks, prosthetics or strapping.
2. For technical aids, the rules of "identification on the clothing of competitors" will apply.

6.2 Rower's Clothing

Members of the same crew shall compete wearing uniform clothing (shirts, shorts and any additional garments). In the case of a composite crew, each crewmember shall wear her/his club singlet.

The manufacturer of the clothing may be identified on each main piece of clothing by a single marking not exceeding 16 sq. cm. in area (excluding hats, headbands and socks, which may have no manufacturer's markings).

Sponsors may be identified by a single identification marking per competitor not exceeding 100 sq. cm. in area.

For Adaptive rowing: The racing uniform of members of a crew may be extended where required.

6.3 Boat Manufacturer

On the inside of each boat, the manufacturer's plaque (or equivalent) not exceeding 50 sq. cm. may be mounted. In addition to the manufacturer's name, the plaque may show its symbol (e.g. logo), its address and the product name.

On the outside of each boat, the manufacturer's identification may be shown once on each side of the boat (including gunwales and washboards), with a maximum area of 30 sq. cm. each.

6.4 Other identifications on the boat

The name of the boat or the identification of the sponsors of the club or rowing organization is the only other optional identification allowed on the boat. These two types are interchangeable and are hereinafter referred to as "Sponsor Identifications"
There may be no more than two sponsors presented on any boat.

- ❖ Sponsor identification may only appear within an "Advertising Space" – Each Advertising Space on a boat may be no more than 800 sq. cm in size and may contain one or two Sponsor Identification(s).
- ❖ The Sponsor Identifications must be identical on both sides of the boat, as follows:
 - 1x, 2x, 2-, 2+ once each side
 - 4x, 4x+ 4+, 4-, 6+ twice each side
 - 8+, fours times each side

RCA RULES OF RACING

On each deck area of any boat, bow and stern, only one Advertising Space is allowed. The Sponsor Identifications must be identical on both deck areas, if both decks are used.

No additional Identification is allowed.

6.5 Blades

The blade of all oars and sculls shall be painted in the same manner on both sides, in the club or rowing organization colours. If a crew is using blades that do not belong to that club, the coach should inform the control commission.

On the inboard section of the loom or shaft the following identifications are permitted:

1. Manufacturer (name and /or logo):

- For sculls: no more than 4cm in height and no more than 72 sq. cm in area
- For Sweep oars: no more than 5cm in height and no more than 100 sq. cm. in area.

2. Sponsors:

- For sculls: no more than 4cm in height and no more than 72-sq. cm. in area
- For Sweep oars no more than 5 cm and no more than 100 sq. cm. in area.

No additional markings other than the owner's identity may be shown on any part of the oar. In particular, the national flag etc. should not appear on the oar or scull.

6.6 Regatta Area

The Organizing Committee shall limit advertising matter carried on any equipment or installations on the course.

No advertising is permitted on or around the medal presentation area without the approval of the OC and RCA.

6.7 Tobacco and Liquor Products

All advertising relating to tobacco and to alcohol is prohibited on all rowing equipment and uniforms at regattas.

For all other advertising issues and concerning tobacco use, please refer to RCA Policy.

6.8 Exceptions

Exceptions to these advertising rules must be approved by RCA in the case of Canadian national regattas.

In some cases advertising / marketing policies at multi-sport games may take precedence over RCA policies.

PART 7 REGATTA DATE AND PROGRAM

7.1

The Organizing Committee fixes the date of the regatta, entry deadline, the date of the draw, and distributes the order of events of the regatta (including the date and time of coaches meeting) at least 30 days prior to the date of the regatta. This shall be called the "Regatta Package". The package must clearly indicate any deviation from the RCA Rules of Racing.

7.2 Entries

The entry of a crew shall be on a form created or approved by the Organizing Committee and approved by RCA for a national regatta. Regatta entry forms must include a declaration that all competitors are registered as competitive members of RCA or their national federation and that the organization making the entry is responsible for the physical fitness of its rowers and the conduct of its rowers, coaches and team officials.

Entries must be received on or before the announced closing date. They must be accompanied by payment of the designated entry fee, as determined by RCA or the OC. Late

RCA RULES OF RACING

entries may be accepted (at a fee to be determined by the OC) only if acceptance will not result in additional races.

An event requires a minimum of two entries for a race to be held.

The preliminary draw must be released not less than 5 days before the start of the regatta.

7.3 False Declarations

Any false declaration regarding the name, classification or club membership of a competitor, may result in the disqualification of every member of the crew concerned from all races for which they are entered at that regatta.

7.4 Objection to an entry

Any objection to an entry shall be lodged promptly with the Organizing Committee. The Organizing Committee shall inform the Provincial Rowing Association or for National Championship regattas, the RCA Executive as soon as possible. After consultation, the Organizing Committee and the Provincial Rowing Association or the RCA Executive shall decide if the objection was well founded. In the case of any difference of opinion, the view of the Provincial Rowing Association or for national regattas, the RCA Executive Committee shall prevail.

7.5 Withdrawals (Scratches)

If a club withdraws from an event for which it has been entered, it shall give notice thereof to the Organizing Committee as soon as possible, in writing, and at least one hour before the start of the race in question. A withdrawal once made is irrevocable and any entry fee paid or owed will be forfeited.

In the event of withdrawals, the Organizing Committee may conduct a new draw.

A withdrawal (scratch) fee, determined by the Organizing Committee, will be assessed to each competitor's rowing club if a competitor or crew withdraws (scratches) after the draw has been made, except when a scratch is made for medical reasons. A medical certificate must be presented to the Organizing Committee in order for the Organizing Committee to consider the scratch fee when a scratch is made for medical reasons.

7.6 Crew changes before the First Heat

Up to a time specified by the OC on the day before the event, a crew may substitute up to one half the number of rowers in events entered (as well as the coxswain, if applicable). The substitutes must be members of the same club, school or university (or in the case of a composite or provincial crews, one of the clubs concerned, or in the case of the national team crews, of the same federation) and the changes must be communicated in writing to the Organizing Committee.

Before the first race and after the deadline, a substitution, including singles events, may be submitted for medical reasons to the OC with a proper certificate.

Substitute competitors must be listed on the entry form or a club's alpha list.

7.7 Crew changes After the First Heat

Crews: No change may be made in a crew which has already raced in their first heat of their event, except in the case of serious illness, family death or accident. An official medical certificate shall be required to make such a change.

If a rower is substituted for a medical reason, that rower shall not row in any event on the same day and shall not row in another event in the same regatta, unless reinstated as certified medically fit to do so. Any necessary decision shall be taken by the Organizing Committee. Regardless, a rower who has been replaced may no longer compete in the same event, even if he or she is restored to health.

RCA RULES OF RACING

PART 8 SAFETY AND FAIRNESS

8.1 Safety – General principles

At all regattas, care will be taken to provide the safest conditions possible. A regatta organizing committee, in accordance with the RCA Regatta Sanction Policy, shall submit an application for regatta sanction. The organizing committee must check the particular safety aspects of its regatta and impose further safety measures as indicated by the sanction requirements or as appropriate.

Serious hazards to the safety and health of regatta participants must be reported promptly to Umpires or members of the organizing committee so that the hazard may be assessed and appropriate action taken.

During the period when the course is officially open, a medical and rescue service shall be on site and available to act both on the land and on the water.

The organizing committee shall announce when the course is officially open for training. It shall also announce the hours when the course is opened and closed on each day of racing.

All rowers shall compete in their races in accordance with the rules relating to the safety of their boats, oars, sculls and other equipment. In addition, it is the responsibility of rowers, coaches and their club to ensure that all their equipment is appropriate for the prevailing water conditions during the event. They shall comply with the instructions of the Jury and the organizing committee on any matter relating to safety.

Adaptive rowers may require special considerations for safety. A cautious approach should be taken in weather conditions that could generate extreme uncontrolled body temperatures for specific classes of rowers.

8.2 Safety Advisor

The Organizing Committee shall appoint a person as the regatta Safety Advisor with specific responsibilities for ensuring that all the appropriate safety measures, including traffic rules, have been implemented for the safe running of the regatta. The responsibility for safety matters, nevertheless, rests with the Organizing Committee as a whole.

8.3 Medical Advisor

The Organizing Committee shall appoint a qualified person as the regatta Medical Advisor with specific responsibilities for ensuring that appropriate medical support and facilities are readily accessible to the regatta. First aid facilities and a rescue service on the water must be available at all times.

8.4 Umpire and Safety Boats

The organizing committee will provide boats for umpires and safety personnel equipped as per Transport Canada regulations and with Transport Canada certified boat drivers who are competent in operating their assigned boats. In addition, at least two of the safety boats shall be equipped with approved flotation devices for the largest rowing boat that could be attended to.

OC to verify that drivers follow a procedure which requires that the engine “kill” switch, if equipped, be attached to their clothing when operating assigned boats and that umpires check to ensure this procedure is followed.

In principle, for Adaptive rowing where strapping in of hand and abdomen is used, a separate safety boat may be provided to follow each crew.

8.5 Rescue Services – During Races

In the event a participant falls into the water the Umpire must be satisfied that the safety boat is attending to the participant. If not, the Umpire must attend to the participant, and if there is only one umpire's boat following the race and no other umpire's boat is nearby to take over the race, the umpire must stop the race.

RCA RULES OF RACING

8.6 Coach and Team/Club Representatives Meetings

The Chief Umpire shall attend a meeting of the coaches and/or team representatives and shall communicate information concerning racing and safety to all rowers and coaches via their Team/Club Representatives.

8.7 Traffic Rules on the Course

The organizing committee must publish and clearly display the traffic rules that illustrate the traffic pattern for training and for racing, to control the movement of the boats on the water. It is the responsibility of every rower, coach and club representative to read and follow all the traffic rules.

In addition, the rowers while warming up or cooling down shall:

1. Not cross the finish line (in any direction) while boats from another race are in the process of finishing;
2. Stop when crews approach their position, and
3. Not follow a race over all or part of the course, even outside the buoyed area, when not taking part in a race.

For safety reasons, the organizing committee may introduce special traffic rules for adaptive rowing. The rationale for these changes should be identified and communicated to athletes and coaches.

8.8 Other Boats on the Water

During the official hours of training and racing no boat (moving or fixed) shall be allowed on the regatta course or the training areas without the specific authority of the Chief Umpire or the Regatta Chair. The Chief Umpire shall determine the position and the movement of all approved vessels on the water during racing i.e., umpires' launches, rescue boats, media boats etc.

8.9 Damage to Equipment

Should a crew suffer damage to its boats/oars, the Board of the Jury shall, upon request from any of the crews involved, attempt to decide who is at fault.

8.10 Fairness – General Principles

All rowers shall compete fairly, showing respect for their opponents and for the Umpires and Organizing Committee volunteers. In particular, they shall be at the start on time, stay in their assigned lane throughout the race and follow instructions of the Umpires at all times.

Failure to comply with these requirements may lead to a penalty being imposed on the crew. The umpire shall ensure that the Rules of Racing are applied fairly to all competitors.

PART 9 THE DRAW AND PROGRESSION SYSTEM TO FINALS

9.1 General

Should the number of crews taking part in an event exceed that of available racing lanes, a progression system will be used to determine finalists.

The progression system(s) will be devised by the OC with consultation from the Chief Umpire, and will be published in the regatta bulletin.

Each round of an event shall finish at least two hours before the following round of the same event.

9.2 Direct Finals (2 to 6 Entries)

A race for lanes to be occupied by each crew may be required.

9.3 Events with 7 or more Entries

The following are the types of progression systems that could be used at a regatta.

RCA RULES OF RACING

Progression systems other than the ones listed here could be used but the Organizing Committee would need to obtain permission in their regatta sanction application before publishing a regatta Bulletin;

9.3.1 FISA Progression System of heats, repêchages, quarter-finals, semi-finals and finals.

9.3.2 Time trials in which crews race against the clock and the fastest time wins.

9.3.3 Heat winners and next fastest time to determine progression from heats and semi-finals.

9.3.4 Simple progression of heats, semi-finals and finals.

9.3.5 Dual racing with various forms.

Details of the above systems can be found in Appendix 2.

9.4 Draw

The Organizing Committee shall do the draw and or seeding according to the progression system chosen or selected, and in principle with the participation of the Chief Umpire. If an event has a final only then the draw for lanes will also take place at the main draw.

9.5 Withdrawals

If a crew withdraws after the draw but at less than one hour before the start of the first heat, and if the number of crews remaining in the event involves another variant of the heats and repêchages, or if the withdrawal results in an avoidable imbalance between the number of crews in each heat, the Organizing Committee may hold a new draw.

If a crew withdraws, is excluded or is disqualified after the draw and before the start of the first heat or the start of the first repêchage or the start of the first semi final of the event, the Chief Umpire may take the appropriate steps to modify the Draw or to make a new Draw.

9.6 Adverse Weather Conditions

The Chief Umpire will consult with the appropriate members of the Jury and with the Chair of the Regatta Organizing Committee and may make changes to the program if the weather creates unfair or un-rowable conditions.

PART 10 RACING

THE START

The verbal instructions and procedures used by the Starter are summarized in the "Start Script" in Appendix 6.

10.1 Start Zone

The first 100 meters of the regatta course constitutes the Start Zone. A crew may enter the start zone when permitted by the Starter. It shall not enter the racing lanes until all crews from the preceding race are out of the start zone and the Starter has attributed a lane to the crew. Crews must be attached to their starting positions at least two minutes before the designated start time. A crew arriving less than two minutes before the designated start time is deemed late to the start and may be issued a yellow card by the Starter.

The Starter may start the race at the designated time without waiting for, or reference to, absentees.

10.2 The Starting Procedure

The Starter shall inform the crews of their starting positions. The Starter shall start the race when the crews are ready and when the Judge at the Start indicates that the crews are correctly aligned. The Judge at the Start alone shall decide if the boats are correctly aligned and if one or more crews have committed a false start. For the verbal instructions to crews, see "Start Script" in Appendix 6.

10.3 Starting procedure (with flags)

Crews must attach themselves to their start pontoons at least two minutes before the starting time of their race. Two minutes before the designated start time, the Starter shall announce "Two minutes" and this shall signify to the crews that they are formally under Starter's orders.

RCA RULES OF RACING

The announcement of "Two minutes" shall also be an instruction to the crews to prepare to race, i.e., remove additional clothing, check equipment, etc.

Before giving the start commands, the Starter shall ensure that the Umpire and the Judge at the Start are ready. When the boats are aligned and the crews are ready to race, the Starter shall complete a roll call by announcing -- in lane order -- the names of each of the crews in the race. Once the roll call begins, the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll call.

Once the roll call begins the Starter shall take no further notice of any crew that then indicates that it is not ready or that it is not straight. After the last crew has been named in the roll call, the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say: "Attention".

The Starter shall then raise the red flag.

After a clear pause the Starter shall give the start by dropping the red flag quickly to one side and simultaneously saying: "Go".

The pause between the raising of the flag and the start command (dropping the red flag and saying "Go") shall be clear and variable.

If the starting procedure is interrupted for any reason (external to the crews) or for a false start, then the Starter must begin the procedure again, starting with the roll call.

10.4 For Adaptive Events (visually impaired)

The Starter shall amend the above procedure noted in Article 10.3.

After the last crew has been named in the roll-call the Starter shall check that the Judge at the Start still has the white flag raised and shall then say: "Attention, Red Flag" (or in the case that traffic lights are used – "Red Light"). The starting procedure shall then continue as in Article 10.3.

10.5 Starting Procedure (with traffic lights)

Crews must attach themselves to their start pontoon at least two minutes before the starting time of their race. At this stage the traffic lights on the start pontoon are in a neutral state. Two minutes before the designated start time, the Starter shall announce "Two minutes" and this shall signify to the crews that they are formally under Starter's orders. The announcement of "Two Minutes" shall also be an instruction to the crews to prepare to race i.e., remove additional clothing, check equipment, etc.

Before giving the start command the Starter shall ensure that the Umpire and the Judge at the Start are ready. When the boats are aligned and the crews are ready to race the Starter shall make a roll-call by announcing - in lane order - the names of each of the crews in the race.

Once the roll call begins the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll call. Once the roll call begins the Starter shall take no further notice of any crew that then indicates that it is not ready or that it is not straight.

After the last crew has been named in the roll-call, the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say: "Attention". The Starter shall then press a button to change the traffic lights from the neutral (no lights on) position to Red.

After a clear pause the Starter shall give the start by pressing a button which shall, at the same moment:

1. Change the red light to green;
2. Make an audible signal through the loudspeakers;

RCA RULES OF RACING

3. Start the timing system for the race;
4. Freeze the picture on the monitor in the Aligner's hut;
5. Release the Alignment Control Mechanism (boot) if provided.

The pause between the red light and the start command (the green light and the audible signal) shall be clear and variable.

If the starting procedure is interrupted for any reason external to the crews or for a false start, then the Starter must begin the procedure again, starting with the roll call.

10.6 Quick Start

In exceptional circumstances, the Starter may decide not to use the normal start with the roll call. If so, the Starter must inform the crews that "this will be a quick start".

For the quick start, instead of the roll call, the Starter shall say: "Quick Start".

Then he or she shall then say "Attention".

The Starter shall then either:

1. Raise the red flag, or
2. Press the button for the red light.

After a clear and variable pause, the Starter shall give the start either:

3. By dropping the red flag quickly to one side and simultaneously saying: "Go", or
4. By pressing the button to turn the red light to green and simultaneously make an audible signal.

For Adaptive Events (visually impaired), the Starter shall amend the above procedure. After the Starter has said "Quick Start", the Starter shall then say "Attention, Red Flag" (or in the case that traffic lights are used – "Red Light"). The starting procedure shall then be continued.

See Appendix 6 for "quick start" start procedures.

10.7 False Start

A boat crossing the start line after the Starter has raised his red flag, or the red light is shown, but before the start is given, has committed a false start. If more than one boat crosses the start line before the start is given, only the crew or crews whom the Judge at the Start decides actually caused the false start shall be issued a yellow card.

After the start signal has been given, the Starter looks towards the Judge at the Start to satisfy himself/herself that it was a good start. Should the Judge at the Start indicate that this is not so, the Starter shall stop the race by sounding a horn or audible device and waving the red flag from side to side.

If the traffic lights start system includes both visual and audible signals to indicate a false start then these shall be used (instead of the audible device and the red flag) by flashing the red light and sounding the audible signal repeatedly.

In the case of a false start, the Judge at the Start shall inform the Starter of the name of the crew or crews to be penalized and the Starter shall award that crew or crews a yellow card when they have returned to their starting position by stating, "**(Name of Crew), False Start, Yellow Card!**"

The starter shall instruct the official on the starting platform to place a yellow marker adjacent to the starting position of the crew or crews at fault. This yellow marker shall remain until the race has been rowed and shall therefore apply in the case of a postponement or a re-row.

RCA RULES OF RACING

If a crew has been issued two yellow cards and is therefore excluded from a race, the Starter shall instruct the excluded crew when and how to leave the start area.

10.8 Objections at the Start

A crew excluded or disqualified at the start may make an objection to the Umpire or the Starter at the time. The Umpire or the Starter shall decide immediately on the objection and shall communicate his/her decision to the crews in the race, the Chief Umpire and to the other race officials.

DURING THE RACE

10.9 Damage while in the Start Zone

If a crew, while still in the Start Zone, sustains damage to its boat or equipment, the crew shall stop rowing and a member of the crew shall raise his/her arm to indicate that there is a problem (if an adaptive rower is unable to raise an arm, they may use whatever means available to raise attention). The Starter or the Umpire shall stop the race. The Umpire shall then decide on the steps to be taken, after consulting (if necessary) with the Chief Umpire.

10.10 Responsibility of the Rowers

All rowers shall compete in their races in accordance with the RCA rules. Rowers are responsible for their own steering. Each crew shall have a lane reserved for its own use and shall remain completely (i.e., including its oars or sculls) within this lane throughout the race. If a crew leaves its own lane then it does so at its own risk. If it impedes or interferes with any of its opponents or gains any advantage thereby, it may be penalized.

10.11 Interference

A crew causes interference to its opponents if its oars, sculls or boat encroach into the opponent's lane and causes a disadvantage to its opponents by contact, its wash or other distraction, or in any other way. The Umpire alone shall decide if a crew is in its own lane or if it is interfering with another crew and causing them a disadvantage. If a crew has caused interference to another crew and has, in the Umpire's opinion, affected the finishing position of that crew then it shall be excluded by the Umpire but, in principle, only after it has been warned by the Umpire. In the situation where a collision between boats or oars or sculls has occurred, the Umpire may exclude the crew causing the collision, even if no prior warning has been given to that crew.

In no case may the Umpire alter a placing.

In cases of interference, one or more of the following may occur:

1. Warning a crew

If a crew is about to interfere with another, the Umpire shall raise the white flag, call to the crew at fault, stating the name of the crew and indicate the required change of direction by lowering the white flag to that side. In principle, the Umpire may not steer a crew unless there is an obstruction in its lane.

For Adaptive events:

The umpire, when lowering his flag to one side will add the word "red" to the port side and "green" to the starboard side.

2. Stopping a crew

To ensure the safety of the competitors and to prevent damage to boats and equipment, the Umpire may intervene by raising his or her white flag, naming the crew and giving the command "Stop".

3. Alerting the Umpire

If, during a race, a crew considers that it is being interfered with by another crew and is suffering a disadvantage thereby, then a member of the crew should, if possible, draw the attention of the Umpire to the interference, at the time the interference occurs to indicate that it intends to make an objection. The Umpire will then give further instruction to the crew.

RCA RULES OF RACING

4. Remedying a disadvantage

If a crew is placed at a disadvantage, the first priority is to restore its chances of winning. The imposition of any penalties is a secondary priority. Should a crew's chance of winning be lost, the Umpire must take the most appropriate course of action provided by the Rules. The Umpire may, for example, stop the race, impose the appropriate penalty and order the race to be re-rowed. Depending on circumstances, he/she may allow the race to continue and the Umpire will then announce his or her decision after the race is over. The Umpire may not simply penalize the crew at fault while the crew that has suffered interference does not have its chances restored to it.

5. Stopping a Race

If the Umpire determines that the race should be stopped, the Umpire may intervene by raising and waving his or her red flag, and sounding an audible signal to stop the race.

(*See also Rule 11.17.4)

10.12 Coaching During Racing

It is prohibited to give any instructions, advice or directions to rowers or crews who are racing with any electric, electronic or other technical device, either directly or indirectly.

THE FINISH

10.13 Finish of the Race

A crew has finished the race when the bow of its boat has crossed the finish line. The race shall be valid even if the crew is incomplete, but not excluding coxswains. A crew of a coxed boat crossing the finish line without its coxswain shall not be placed. A race is over when the last crew has crossed the finish line. (Unless a crew has stopped racing for a specific reason and will not be crossing the finish line). The Umpire and safety boats are not to cross the finish line until all competing boats have crossed unless a rescue is required.

The race was in order:

A race is over only when the last crew has crossed the finish line. Even if the principal Umpire is satisfied that the race was in order, the principal Umpire must always check to be sure that no crew is making an objection (under Rule 10.14) before indicating to a Judge at the Finish, by raising his or her white flag, that the race was in order. Before leaving the finish area, he/she shall make sure that a Judge at the Finish has acknowledged this signal.

The race was not in order:

If the principal Umpire deems the race unfair, the principal Umpire of the race shall raise the red flag.

If an objection has been raised "by a crew(s)", the Umpire shall speak to the affected crew(s) in order to understand the reasons for the objection.

The principal Umpire shall then inform the crews and the Judges at the Finish of the outcome of the objection. The Judges at the Finish, in such cases, must not announce the "official" result of the race.

For Adaptive events (for visually impaired):

When raising the white flag the principal umpire will add the words "White Flag". When raising the red flag the principal umpire will add the words "Red Flag".

10.14 Objections at the finish

If a crew considers that the race was not in order, a member of the crew must raise his or her arm to indicate that it is making an objection. In this case the principal Umpire shall not raise any flag but he/she shall consult with the objecting crew and consider its objection.

The principal Umpire may then decide upon one of a number of alternative actions:

RCA RULES OF RACING

1. To acknowledge the crew's objection and raise a red flag to signify that he/she has decided that the race was not in order. In this case the principal Umpire must go to the Judges at the Finish to give them his/her decision and any necessary explanations.
2. If the umpire disagrees with the crew's objection, the principal Umpire shall, prior to raising the flag, ascertain if the objecting crew intends to protest the decision. If the crew indicates that it will, the principal Umpire advises the crew of the protest protocol (time limit, written and fee), and then determines if the crew still intends to protest. If the crew reaffirms its intent, the principal Umpire will raise the red flag and notify the Chief Judge of the Finish and the Chief Umpire of an impending protest. If the crew indicates that it will not protest, the principal Umpire raises the white flag.
3. Seek further information regarding the objection. In this case the principal Umpire will raise a red flag and then take any necessary steps to resolve the issues relating to the objection (e.g. consult with other officials, consult with other persons, consult with the Chief Umpire, etc.). In such cases when the principal Umpire has raised the red flag, the Judges at the Finish must not announce the official result of the race until a final decision is made.

10.15 Dead-Heats

When the order of finish between two or more crews cannot be determined, then the result is declared a dead heat between the crews involved. If there is a dead heat, the following procedure shall be followed:

1. In a heat, a repêchage or a semi-final, if a dead heat occurs between crews and if only one of the crews progresses into the next round, then there must be a re-row over the full course between the crews involved. The re-row must take place on the same day as the dead heat and not less than two hours after the race in which the dead heat occurred. If all crews involved in the dead-heat progress in any event into the next round, there will be no re-row and their relative positions in the next round shall be decided by lot.
2. If in a final, 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 Organizing Committee shall provide additional medals.

PROTESTS, OUTCOME OF PROTESTS, APPEALS

10.16 Protests

A protest must be made in writing to the Chief Umpire not later than one hour after the Umpire has communicated his/her ruling regarding the objection or, in the case of disputing the published results, one hour after the results have been published.

The following may lodge a protest:

1. A crew that has raised an objection at the end of the race (on the water)
2. A crew whose objection has been rejected
3. Crews affected by the acceptance of the objection
4. Crews disputing the published results

The protest shall be accompanied by deposit of \$100.00 Canadian. Deposits can be received by cash, certified cheque, bank draft, money order or credit card where available. The deposit shall be refunded if the protest or appeal is allowed.

The Board of the Jury shall 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.

As a general rule, in the case of a protest concerning the final of an event, the victory ceremony of that event will be postponed until after the Board of the Jury has made its decision.

RCA RULES OF RACING

10.17 The Outcome of the Protest

The Board of the Jury shall decide on the protest and on the penalties resulting from its decision including:

1. Reprimand
2. Yellow Card
3. Exclusion
4. Disqualification
5. Re-row
6. Dismissal of the protest

After application of the appropriate measure, if any, the Board of the Jury shall take any other appropriate measure to restore the chances of a crew that has suffered a disadvantage.

10.18 Penalties

The Jury shall impose appropriate penalties in any case of breach of the rules. The penalties available to the Jury are:

1. Reprimand

A member of the Jury may reprimand a rower, a crew or a coach, when something minor to the rule of racing has occurred. It is up to the member of the Jury to decide, depending on the situation and circumstances (e.g., in the very first race of a regatta, a crew goes out or comes back to/from the wrong dock, or does not have a proper uniform or uniform colour of blades), if a crew receives a reprimand, and to decide if corrective action needs to be taken promptly. A reprimand could also be for coaching. Depending on the situation, a coach may receive a reprimand and be told to not do it again. Or, a reprimand could be for, but not limited to, disorderly conduct or unfair play.

2. Yellow Card

A Yellow Card (warning) is given to a rower or crew by any member of the Jury when a rule infraction has occurred. The rower or the crew or the coach will be informed of the nature of the infraction and then be assessed verbally a "Yellow Card".

A Yellow Card is communicated to the crew by: "name of crew, offense, yellow card".

A Yellow Card assessed to a rower or to a crew after the end of a race will apply to the next round in which the rower or the crew competes. For example, a traffic pattern violation, after the end of the race, carries over to their next race. A crew receiving two yellow cards that apply to the same race will be automatically excluded from the race as per Rule 10.18.3.

A Yellow Card may also be given to a coach by any member of the Jury for a rules infraction.

3. Exclusion – From all the rounds of the event in question.

Causes for exclusion by a member of the Jury include, but are not limited to, an infraction of the Rules of Racing e.g., interference with another crew, refusing a re-row or exhibiting disorderly conduct or unfair play. An excluded crew may not participate further in that event. An excluded crew or rower is not ranked and all the crews finishing after it gain a rank. Crews that do not conform to the requirements of the RCA Rules of Racing for the events they enter e.g., age, weight, etc. will be excluded from those events.

4. Disqualification - From all events in the regatta.

Causes of disqualification include, but are not limited to, serious or repeated infractions of the Rules of Racing or serious safety violations, intentional cheating, cases of severe disorderly conduct or unfair play, doping violations, etc.

Disqualified athletes, crews, coaches or clubs may not participate in any event at the regatta after the disqualification is announced. The Chief Umpire or the Board of the Jury may at their discretion, retroactively exclude results of athletes, crews or clubs that received a disqualification. The penalized crews are not ranked and all the crews finishing after them gain a rank.

RCA RULES OF RACING

10.19 Suspensions

Suspensions are decided by the Executive Committee of RCA. This penalty involves removal of participation privileges of a rower, coxswain, coach, umpire or club from any RCA sanctioned event. It may also involve the suspension of voting privileges at meetings of Members. If the breach of the rule is serious enough, termination of Membership is possible.

Cause for suspension includes, but is not limited to:

1. Serious breach of anti-doping policies and rules;
2. Gross and persistent disrespect for Umpires, regatta organizers, other competitors or RCA;
3. Serious and intentional disregard for safety;
4. Intentional cheating to gain unfair advantage;
5. Entering, holding or conducting regattas covered by these rules that do not have RCA sanction;
6. Continuing to run or participate in a regatta that has been suspended by RCA Umpires.

Recommendations for suspensions must be presented in writing to the RCA Executive with necessary supporting evidence. (See Article XXI of RCA Constitution).

10.20 Appeals

An appeal against the decision of the Board of the Jury may be made, in writing, to the RCA Board of Directors not later than 72 hours after the Board of the Jury has communicated its decision to the club.

The appeal must also be accompanied by the sum of \$500.00 Canadian (cash, certified cheque, bank draft, or credit card). This sum shall be refunded if the appeal is upheld.

The appeal should set out the grounds, whether the Board of the Jury:

- ❖ Did not follow the procedures as set out in the Rules of Racing
- ❖ Did not consider important and objective information in coming to its decision
- ❖ Was biased

The RCA Board of Directors shall appoint an Appeal Committee of three persons, knowledgeable in the Rules of Racing and independent of the parties involved in the dispute, to hear the appeal and render a decision. The Appeals Committee shall give the concerned parties notice of the time and date at which the appeal is to be heard, no later than 21 days before the date of the hearing. All umpires who initially considered the matter under appeal shall be excluded from the hearing during the appeal and may not participate in the Appeal Committee's deliberations regarding the disposition of the appeal, other than to answer questions put to them by the Appeal Committee.

The decision of the Appeals Committee shall be final.

PART 11 THE JURY AND SUPPORT TO THE JURY

11.1 National Umpire (RCA certified umpires)

A national umpire is a person who has successfully met all requirements of the RCA Umpire certification process and holds a valid RCA Umpire's Licence. All umpires must attend a recertification seminar at least once every three years to retain their licence.

11.2 Umpire Licence Suspension

An Umpire's licence may be suspended or revoked as per RCA policy.

11.3 Associate Umpire

A person may become an Associate Umpire by becoming familiar with the Rules of Racing and attending an RCA Umpire clinic. An Associate Umpire may be a member of the organizing committee and may be appointed to support the Jury in its duties, but cannot hold a position requiring a RCA Umpire licence as the Associate has not yet met all the requirements of the RCA Umpire certification process.

RCA RULES OF RACING

11.4 Judge/Umpire Certified by another National Rowing Federation

Any person holding a valid Judge/Umpire licence from a FISA member national rowing federation may be deemed equivalent to RCA licenced Umpires for Canadian regattas. Chief Umpires are authorized to assign such persons as a member of a Jury at any RCA regatta. The Chief Umpire shall ensure that these umpires are well acquainted with any differences in rules, customs and practices under RCA Rules of Racing.

11.5 Umpire Code of Conduct

An Umpire:

- ❖ Maintains an obliging and professional manner toward regatta organizers and participants;
- ❖ Handles all infractions in a manner that is firm, consistent and fair;
- ❖ Abides by the RCA Umpires' dress code;
- ❖ Keeps the Chief Umpire apprised of developments so that issues can be solved quickly and effectively;
- ❖ Is accessible to participants during all phases of the regatta.

11.6 Composition of the Jury

The Jury is appointed by the respective Provincial Rowing Association, in concert with the Organizing Committee. For RCA national regattas or any other national multi-sport games regatta e.g., Canada Games, the Jury is appointed by the RCA Umpires Committee in co-operation with the organizing committee.

The Jury shall consist of persons carrying out the following duties:

1. Chief Umpire
2. Starter
3. Judge at the Start
4. Umpires
5. Chief Judge of the Finish and Finish Judges
6. Chief of the Control Commission and members if available.

The Jury members shall be holders of an RCA Umpire's licence or as described in 11.4 above. For all regattas, there shall be at least four (4) National umpires.

11.7 Role of the Jury

The Jury shall ensure that the regatta is run as safely as possible and in accordance with these Rules of Racing and that all crews race under the same conditions.

11.8 Collaboration with the Organizing Committee

The proper running of a regatta requires close collaboration between the Organizing Committee and the Jury. The members of the Jury shall, within the scope of their duties, maintain a constant check on the various technical equipment on the course.

11.9 The Board of the Jury

The Board of the Jury shall consist of the Chief Umpire and two (2) other members of the Jury designated by the Chief Umpire prior to the start of racing. For a Canadian national regatta, the Chief Umpire shall also nominate two substitutes and shall display the names of the Board of the Jury on the notice board each day.

This Board shall rule on any protests made according to Rule 10.16 (Protests). In the case of a protest, any member of the Board of the Jury directly involved in the dispute shall not be a member of the Board which hears and decides upon that matter. In such cases, the Chief Umpire shall replace them with one or more of the substitutes.

11.10 Umpire Attire

When officiating members of the Jury should wear the prescribed RCA uniform, which is for males a navy blue blazer, light blue shirt, RCA tie and khaki trousers; for females a navy blue blazer, light blue shirt or blouse with RCA scarf or tie and a khaki skirt or trousers. Hats and rain or cold weather outerwear will be dark blue. The Chief Umpire, taking weather conditions into account, will make decisions on dress.

RCA RULES OF RACING

11.11 Chief Umpire

The Chief Umpire is in charge of the Jury and shall allot duties to each member and supervise their activities. The Chief Umpire shall chair Jury meetings and attend Organizing Committee meetings to ensure proper co-ordination with the OC.

11.12 Exceptional cases

Should it be necessary to make extraordinary decisions e.g., postponement of a number of races or suspension of the regatta, the Chief Umpire shall appoint and preside over a body to make such decisions.

11.13 Safety of Rowers

The safety of rowers must be the prime concern of the Jury at all times during the regatta. The Chief Umpire shall ensure proper coordination between the Jury and the Organizing Committee, in particular with the appointed Safety Advisor and the Medical Advisor.

11.14 The Starter and the Judge at the Start

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

11.14 Duties of the Starter

General Duties

Before taking up his or her duties, the Starter must be satisfied that all equipment and installations required under the Rules covering the start and the course are present and in working order. The Starter shall check that the steering guides are present and that the radio and/or telephone communication with the Judge at the Start, the Chief Umpire, the Chief Judge at the Finish and the Control Commission is in working order. The Starter shall also make certain that any crews on the water in the start area are obeying the prescribed traffic rules.

1. Languages

In principle, the Starter and the Umpire give their information in English. If, for any reason, the use of another language enables a member of the Jury to be better understood by a crew or an accompanying official, they may repeat the information in that language.

2. Unfair conditions

The Starter shall consider whether the wind is likely to create unequal conditions and, after consultation with the Chief Umpire, he/she shall take whatever steps may be necessary, in accordance with these rules, to ensure a fair race.

3. Information to Crews

The Starter shall inform the crews of the time remaining before the start and advise them (when they enter the starting zone) in which lane they will race. In addition, the Starter shall inform the crews when there are five, four, three and two minutes remaining before the start time. The Starter shall check that the competitors' equipment and clothing and coxswains' weights are in order.

4. Starting Procedures

The Starting procedures to be employed by the Starter (including Quick Starts) are described in Part Ten in the Rules of Racing. At any time after a crew is in the starting gates and prior to the roll call, yellow card information is given to the offending crew.

(See Appendix 6 for start procedures.)

5. Late Arrival

The Starter may award a Yellow Card to crews arriving late (less than 2 minutes before the start time) at their starting positions or are not ready to race at the designated start time. The Starter may exclude a crew arriving after the start time.

6. Exclusion

The Starter shall exclude a crew from the race if it has received two Yellow Cards that apply to the same race.

7. Postponement

Should it be necessary to postpone a race (e.g., equipment breakage) or should some other unexpected event occur (e.g., lightning), the Starter should consult with the Umpire and the Chief Umpire. The Starter shall then inform the crews of the new starting time. The Starter shall also inform the Control Commission and the Judge at the Finish of the new starting time. In all cases of postponement, crews must inquire from a member of the Jury regarding any further changes before getting out of their boat.

11.15 Duties of the Judge at the Start

1. Communications

Before taking up his or her duties, the Judge at the Start shall ensure that the radio/telephone link with the Starter and/or the Aligner and the support personnel on the starting platforms is in working order. The Judge at the Start sits at the front of the Aligner's hut, in line with the start line.

2. Aligning (If the Organizing Committee has not supplied an Aligner the Judge at the Start assumes the dual role of Aligner and Judge at the Start.)

The Aligner sits on the start line, behind and above the Judge at the Start, looking over his or her head. The Aligner instructs the boat holders to adjust the position of the boats until they are correctly aligned.

The Judge at the Start checks that the Aligner has positioned all the boats with their bows exactly on the start line. When the Judge is satisfied that this is the case, he or she indicates this to the Starter by raising a white flag. (Where a white and red light is available, the Judge at the Start shall use the lights in place of the white and red flags). Should correct alignment be lost during the subsequent starting procedure, the Judge at the Start shall lower the white flag (or switch off the white light) until the boats are realigned.

3. False Start

Should the Judge at the Start consider that there is a false start, he or she shall inform the Starter and the race Umpire by raising and waving a red flag (or displaying a red light). The Starter, in turn, stops the race by waving the red flag and using the audible sounding device. After the race has been stopped, the Judge shall inform the Starter of the name of the crew (or crews) that has caused the false start. The decision as to whether one or more crews caused a false start is the sole responsibility of the Judge at the Start.

4. Contact with the Umpire

Before the start, the Judge at the Start shall confirm with the race Umpire that he or she is ready to take the race.

11.16 General responsibility of the Umpire

The Umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, the Umpire shall ensure that no crew gains any advantage or suffers any disadvantage from its opponents or from outside interference. Where the Umpire is satisfied that a crew has been significantly impeded, the Umpire shall ensure that its chance of winning is fully restored. The Umpire shall impose appropriate penalties on crews at fault, but in principle, only after a previous warning. The Umpire shall not give any steering instructions to crews. Nevertheless, the Umpire shall ensure that accidents are avoided and prevent crews from being impeded by their opponents. If necessary, the Umpire may stop the race, impose any necessary penalties and order the race to be re-rowed from the start, either immediately or later. In the latter case, the umpire and the starter shall decide on the new starting time (in consultation with the Chief Umpire) and the starter and/or umpire shall inform the crews concerned.

The Umpire may also allow the race to continue and exclude crews after the race has finished. The Umpire may confine any re-row to such crews as he or she shall designate. However, when the Umpire has serious doubt as to whether the impediment affected the result of the race, or considers the effect of the impediment was not significant, he or she may decline to order a re-row of the race or of the crews involved in the incident.

RCA RULES OF RACING

11.17 Duties of the Umpire

1 Precedence

Except for the duties specifically attributed to them, both the Starter and the Judge at the Start are subordinate to the Umpire.

2 On the way to the Start

The Umpire shall inspect the course installations to ensure that they are in proper order and shall satisfy himself/herself that there are no obstacles on the course. Should the Umpire find any defect in the installations, he or she shall inform the Chief Umpire and also inform any crews that may be affected. The Umpire also ensures that any crews on the water are following the prescribed traffic rules.

3 Equipment and Communication

The Umpire shall have all the equipment required by the Rules of Racing for the safe conduct of the regatta. In particular, the Umpire shall have a red flag, a white flag, a proper megaphone and a horn or audible device. The Umpire shall ensure the umpire's boat carries the prescribed Transport Canada safety equipment.

4 During the Starting Procedure

When officiating, the Umpire should be standing upright in the boat, provided that the boat is sufficiently large and stable to safely do so. The Umpire's launch should be immediately beside the Judge at the Start or behind the crews, in the centre of the course. The Umpire shall signal his or her readiness by raising the white flag. Should the start for any reason be faulty, the Umpire may order the Starter to stop the race or, if there is a delay on the part of the Starter, the Umpire may stop the race by using an audible device and waving the red flag.

5 In the Start Zone (100 meters)

As soon as the race has started, the umpire's launch shall follow immediately the competitors in the center of the course or the lanes occupied for that race. If a crew, while still in the start zone (first 100 meters or alternately during the first 20 seconds of the race if the 100m mark is absent), indicates that it has suffered damage to its boat or equipment, the Umpire shall stop the race. After having examined the broken equipment claim, the Umpire shall decide whether it was justified. If the crew's claim of damage is not justified, the Umpire may apply the appropriate penalty (usually a Yellow Card) and order the crews back to their starting position. If the crew's claim is justified, the Umpire may decide on the appropriate course of action (usually a restart if repairs are immediate). If repairs will take a significant amount of time, the Umpire, in consultation with the Chief Umpire, will decide the appropriate course of action.

A member of the Jury or an Organizing Committee volunteer may be posted at a marker at the end of the 100-meter start zone. They shall have a white flag and a red flag. After the start, the Umpire or volunteer shall watch closely to make sure a crew indicates an equipment breakdown during the first hundred meters. Should such a breakdown occur, the red flag is raised as a signal to the race Umpire to stop the race. Should there be no indication of an equipment breakdown, the 100-meter official shall raise the white flag as soon as the bow of the last crew passes the marker.

6 Position of the Umpire's Launch

During the race, the Umpire must ensure that his/her launch is placed to take action as effectively as possible. The position of the Umpire's launch depends on the progress of the race and the possible order of finish, which may affect the positions of the crews in the subsequent heats. It may also depend on wind or other weather conditions. The umpire must satisfy himself/herself that crews whom they may wish to address can effectively hear them. Should it be necessary to overtake one or more crews, the Umpire must see to it that they are not affected more than necessary by the wash of the Umpire's launch. The Umpire shall advise the crew(s) being overtaken there may be wake/wash.

RCA RULES OF RACING

The Umpire's ruling may be influenced by the type of race (heat, repêchage, semi-final or final). The Umpire must therefore take this factor as well as the position in the subsequent races into account in considering any action, which he or she may take under these rules.

7 Safety

The Umpire shall take every care to ensure the safety of the competitors. The Umpire must also try to prevent damage to boats and equipment. When necessary, the Umpire may call a crew's attention by raising the white flag, stating the name of the crew and stopping it by giving the command "Stop". Should one or more competitors fall into the water or should any boat capsize, the Umpire must be sure that the on-water rescue service is aware and attending to the situation and, if not, the Umpire will take any necessary safety measures himself/herself.

8 Adverse Weather

In the case of squalls or other deterioration of the conditions on the water, it is the Umpire's responsibility to decide if the race may be started, is to continue or if it is to be stopped. The safety of the competitors is more important than any other of the provisions of the Rules of Racing.

9 Overall Ability:

- i) Timing – Umpires are required to understand and be able to time races.
- ii) Coaching – The Umpire must be up to date on developments in rowing. It is also desirable to get to know the racing characteristics of individual crews and coaches. As "coaching" with electric, electronic or other technical devices is not allowed during a race, the Umpire must make a regular check on the area adjacent to the course and should check for such equipment in the crews.

11.18 The Judges at the Finish

The Judges at the Finish shall determine the order in which the bows of the boats cross the finish line. They shall ascertain from the race umpire that the race was in order. They shall be responsible for officially validating the results.

11.19 Duties of the Judges at the Finish

The duties of the judges at the finish are as follows:

- 1 To determine the order in which the bows of the boats cross the finish line;
- 2 To confirm that the presiding Umpire has indicated (by raising the white flag) that the race was in order and to acknowledge this signal from the Umpire by raising their white flag (or displaying a white light);
- 3 To list the crews in their correct order of finish;
- 4 To check that the official results on the results sheet and official scoreboard are correct.

The Chief Judge at the Finish shall sign the official results record.

In the case of an objection initiated by a crew on the water, and following the subsequent decision of the on-water Umpire, the Chief Judge at the Finish shall indicate the results as "Result Unofficial". The race can be further protested (within one hour) by the club and could be the subject of a decision of the Board of the Jury.

11.20 Position

In order to enable the officials in the finish tower to carry out their duties, they must be seated one behind and above the other along the projection of the finish line. As a general rule, there shall be at least two judges, one of them the senior or Chief Judge at the Finish.

11.21 Crews with missing rowers or coxswains

A race will be considered official, even if a crew is missing one or more rowers, for any part of the race. Any crew missing its coxswain when it crosses the finish line, however, will not be placed.

RCA RULES OF RACING

11.22 Timing and Photo finish

If the order of finish can be clearly determined by the naked eye, times taken by hand-operated timing equipment may be used. In the case of a photo finish, the times shown on the result sheets and on the scoreboard shall be taken from the photo finish for all the crews in the race. Except for the triggering of finish times, any automated timing equipment should be operated by specialists who are not part of the Finish Judges. At Canadian national regattas, close finishes will be decided by a videotape or computer images. Photo-finish equipment must operate at a minimum of 100 frames per second. If photo-finish equipment is used, the times shown on the tape or computer will be used for all crews in the race.

11.23 Control Commission

The Control Commission shall ensure that the composition of the crews is correct and that their equipment is in order.

It shall also assist in the identification of the rowers required to undergo doping control after their race.

11.24 Duties of the Control Commission

The Organizing Committee, in concert with the Chief Umpire, shall appoint members of the Control Commission taking into account the regatta program. A member of the Jury shall be on the Control Commission and shall supervise the activities of this body. In particular, the Control Commission is responsible for checking the following:

1. Crew changes before the race
2. The replacement of substitutes for competitors who have fallen ill after the first heat/race
3. Weighing of coxswains
4. Dead weight to be carried by coxswains
5. Weighing of competitors in the lightweight events
6. Classification of competitors
7. Boats and equipment:
 - a. White ball on the bow of each boat (or equivalent construction)
 - b. Lane numbers
 - c. Presence of unauthorized transmitters/receivers for coaching and water soluble chemicals intended to increase the speed of the boat
 - d. Conformity of the boat with the rules regarding "advertising"
 - e. Appropriate identification of oar blades
 - f. Heel tie-downs and foot stretcher or quick release shoe mechanisms
8. Adaptive events - safety measures such as foot stretchers, strapping and/or pontoons
9. Clothing uniformity of competitors and conformity with the rules regarding advertising
10. Where doping control is carried out, the Control Commission is responsible to ensure that the competitor who is to undergo such testing is escorted to the officials responsible, immediately upon getting out of the boat.
11. For adaptive rowing: if doping control for visually impaired rowers or those with an intellectual disability is required, the Control commission should seek the assistance of team members before taking the rower to the responsible officials.

PART 12 ANTI-DOPING

12.1 Use

The purposeful or inadvertent use of banned substances and/or a banned method that may enhance performance is strictly forbidden.

12.2 Anti-Doping

All anti-doping control will follow the requirements of the Canadian Centre for Ethics in Sport and the RCA doping policy.

RCA RULES OF RACING

12.3 Penalties for doping

A rower in breach of these anti doping rules or who refuses to undergo a test shall be disqualified in accordance with guidelines of the Canadian Centre for Ethics in Sport and RCA doping policy. RCA may also impose additional penalties such as suspension (see Rule 10.19).

RCA may also impose penalties on any individual, club, or Provincial Association implicated in the use of banned substances and/or methods by a competitor, or for failing to cooperate with the conducting of anti doping tests, particularly with member of a Jury at any RCA regatta.

Appendix 1 - Bye-Laws to Rules 35 to 37 - Courses

1. FISA Manual for Rowing Championships

In addition to conforming to the Rules of Racing and to the Racing Bye-laws a course and all its technical equipment must also comply with the specifications and descriptions given in the latest edition of "The FISA Manual for Rowing Championships".

2. Stretches of water

2.1 General

A standard international course shall be straight and shall not have less than 6 racing lanes. It shall provide fair and equal racing conditions for six crews. For a course constructed after February 2001, there must be a minimum of eight racing lanes. In addition to the 6 racing lanes there must be sufficient water width available to allow crews to get to the start, to warm up and to cool down safely.

For a World Rowing Championship or Rowing World Cup regatta it is recommended to have a minimum of 8 racing lanes available, plus sufficient water width on both sides of the course to allow for both safe traffic patterns and for moving lanes in case of unequal conditions.

2.2 Length of Water

The minimum length of water necessary to contain the standard course is 2,150 m. For a course for Masters the minimum length is 1,150 m.

2.3 Width of Water

The standard international course shall be at least 108m wide i.e. $13.5 + (6 \times 13.5) + 13.5 = 108m$.

The minimum recommended width of the course for a World Rowing Championship or Rowing World Cup regatta shall be at least 135m i.e. $13.5 + (8 \times 13.5) + 13.5 = 135m$. This width is a minimum and is only acceptable if a low level TV road is provided alongside the full length of the course.

The ideal recommended width of the course for a World Rowing Championship or Rowing World Cup regatta shall be at least 162 m i.e. $27 + (8 \times 13.5) + 27 = 162m$. This width allows for traffic movements beside the course and for TV coverage from the water

2.4 Depth of Water

For a standard international course the depth of water must be at least 3 metres throughout all racing lanes at the shallowest point if the depth over the course is unequal. However, it is recommended that a course should have a minimum depth of 3.5 metres.

A number of old, artificial courses were constructed with an even depth of 2 metres. As long as they remain with an equal depth at all points on the course then they can still be accepted as a standard course.

2.5 Local Conditions

The course must be sheltered from wind as far as possible. If not, there must be no natural or artificial obstacles (such as woods, buildings, structures) in the immediate neighbourhood of the course which might cause unequal conditions on the water.

On a standard course there should be no stream. Any stream existing should be so slight as not to give rise to unequal conditions on the different lanes. The running of the race must not be influenced by natural or artificial waves. The banks must be so designed as to absorb and not to reflect waves.

2.6 Plan

A plan showing the location of the course, the length and the number of lanes and the layout of the technical installations must be included in the advance programme.

3. Technical Installations - Category A (For FISA Championships)

3.1 Start zone

3.1.1 Start Pontoons

The bows of each boat shall be aligned on the start line. This requires the use of start pontoons which may be moved forwards or backwards in order to allow for boats of different lengths. They must be of a solid construction and able to be firmly fixed in position. For a World Rowing Championship or Rowing World Cup regatta the start pontoons must be connected by land or by a Start Bridge, minimum 2m wide, allowing easy access for officials and for representatives of the media.

3.1.2 Steering Aids

The centre of each lane shall be marked by pairs of steering markers placed behind the start line. These steering markers must be clearly visible over the first 200 metres of the course. An alternative to the construction of large steering markers behind the start is to fix smaller steering aids onto the start installation itself, and, in addition, for the Albano lanes to be buoyed at 5 metres intervals for the first 100 metres of the course. These buoys shall be of a different colour from those marking the majority of the course - see 3.2.2 Buoys.

3.1.3 Start Tower

The start tower shall be between 40 and 50 metres behind the start line in the centre of the course. The tower shall be equipped with a covered platform for the starter which shall be not less than 3 metres and not more than 6 metres above the water level, depending on the distance from the start line. The tower shall be built in such a way that the starter has a clear view over the entire start area, including the aligner's hut.

3.1.4 Starter's Equipment

The tower should be equipped with either one or two large clocks that are clearly visible from a minimum distance of 100m to the crews on the course and those crews waiting for the start, or with other equipment which will allow the starter to inform the crews of the time remaining before the start of their race. In case of delay or postponement, a revised starting time shall be displayed to competitors on a large board by the starter.

The starter shall give his instructions and orders by means of a microphone connected to loudspeakers so arranged that they may be heard simultaneously by all competitors. In addition, the start tower must be provided with a red flag, an audible

device, a megaphone or a microphone and loudspeakers, a board and chalks or felt markers to enable the starter to inform crews of any postponement of races.

3.1.5 Radio or telephone communication

The starter shall be in direct communication by radio and/or telephone with the Judge at the Start, the Judge at the Finish, the Control Commission and the President of the Jury.

3.1.6 Aligner's Hut

This shall be a fixed structure placed exactly on the start line, ideally not less than 15 m from the first lane and no more than 30 m. The floor level of the hut should be between 1 m and 2 m above the water level. The hut should provide weather protection for up to 4 persons and there should be enough space so that the Judge at the Start and the aligner can both clearly observe the start line. The Judge at the Start shall sit closer to the first lane with the aligner behind him, at a higher level. There shall be radio links between the aligner and the start pontoon officials who shall be provided with earphones.

For a World Rowing Championship or Rowing World Cup regatta the hut must also be provided with false start control equipment, producing a "freezing the picture" system. This requires a video camera, a computer, two monitors and a printer.

3.1.7 The Start Line

The start line shall be defined as the line running between a thin vertical wire in the aligner's hut and the vertical line painted on to a fixed marker on the far side of the course. The fixed marker shall be divided vertically and painted one half black and the other half luminous yellow, with the black half in the direction of the finish. The vertical line shall be the line where the two colours join. The aligner's hut must carry two thin wires (1 mm) fixed vertically and along the line of the start (40 to 50 cm apart) at the front of the hut and kept in tension.

3.1.8 Other Facilities

There shall be facilities for effecting minor repairs in the neighbourhood of the start, (this will require a substantial pontoon). Adequate toilet facilities should be provided either as a permanent fixture or by using temporary units.

3.1.9 Start Zone

The start zone is the first 100m of the course, from the start line to the 100m line. The start zone shall be marked by Albano system buoys of a different colour (red) and also by two white flags outside the limits of the course at the 100 m mark.

3.1.10 Alignment Control Mechanism

World Rowing Championship, Olympic Games regattas and International regattas may use an alignment control mechanism in the centre of each lane which shall hold the bow of the boat in a fixed position on the start line until the starter makes the start.

Such a mechanism shall be designed to hold the bow safely, without any risk of damage to the boat. It shall release the bow of the boat immediately when an electrical signal is triggered by the starter. The mechanism shall also be designed to

operate in a "fail safe" manner i.e. if there is any fault with the mechanism, and then it shall immediately release the bow of the boat and move to a position such that no damage can be caused to any part of the boat.

3.1.11 Visible Signal and Audible Signal

At World Rowing Championship, Rowing World Cup and Olympic Games regattas the start shall be given using a visible and an audible signal. The traffic lights showing the visible signal and the loudspeaker emitting the audible signal shall be fixed adjacent to each start pontoon. The centre of the traffic lights shall be fixed at a height of between 0.7 metres and 1.1 metres above the water level. Each traffic light shall be positioned 2.5 metres from the centre line of the start pontoon, on the side nearer the centre of the course.

There shall be: – a visible signal which operates in only three positions,

- (a) a neutral (black) position,*
- (b) a red light signal,*
- (c) a green light signal.*

The starter shall start the race by operating just one button. This button will control the green light signal and the sound signal; it will start the timing system, it will freeze the video picture for the Judge at the Start and it will release the alignment control mechanism (if provided).

The control system shall be designed to allow the following order of events as far as the crews are concerned:

- (a) neutral (black) – no lights - no sound signal,*
- (b) red light, no sound signal,*
- (c) (if necessary, return straight from red back to neutral),*
- (d) green light and a sound signal.*

The mechanism must not have more than three positions for the visible signal (neutral, red and green) and the control system must be capable of returning from red to neutral without passing through green. The mechanism must ensure that the green light and the sound signal are given at exactly the same time.

Separate traffic light units shall be fixed so that they can be seen by the starter and by the Judge at the Start. The electrical system shall be provided with a duplicate, back-up system. Both the red and the green signals shall be clearly visible to the bow person in an eight even in conditions of bright sunlight.

3.2 Between Start and Finish

3.2.1 Lanes

The lanes shall be buoyed according to the Albano system. These lanes must be straight and of the same width over their whole length. The width of each lane shall be 13.5m.

(In special circumstances the width of each lane may be reduced to 12.5m).

For a standard course it is recommended that there should be eight buoyed lanes, (minimum is six).

For a World Rowing Championships or Rowing World Cup regattas there shall be a minimum of 8 buoyed lanes.

3.2.2 Lane numbering

In principle, lane No 1 should be on the left hand side of the starter in the Start Tower looking towards the Finish.

3.2.3 Buoys

The space between buoys along the axis of the course shall be not more than 12.5 metres but preferably 10 metres. The surface of these buoys (whose diameter shall not exceed 15 cm) shall be pliant (not hard) and their colour, luminous yellow-orange, shall be the same in all lanes. Each lane shall be marked by a red buoy every 250m. All the buoys in the first 100 metres and in the last 250 metres shall also be red.

There shall be no buoys on the start line or on the finish line. In particular venues it is acceptable to use white (or other colours) buoys instead of yellow buoys as long as these alternative colours are clearly visible to the rowers and to the officials.

3.2.4 Distance Markers

The distance marker at the finish shall be 2000. Every 250 metres beyond the start, the distance from the start shall be marked on both sides of the course, either by clearly visible boards of a minimum size of 2 m x 1 m on the banks or by cubes (1 m cube) on the water. They should read, at the first 250 metre mark - "250", then "500", and so on to the 1750 metre mark.

3.2.5 Intermediate Times

Equipment shall be provided every 500 metres for recording the intermediate times and placings of all competitors. For FISA Championships and Rowing World Cup regattas video cameras are not accepted for the taking of intermediate times.

3.3 The Finish Area

3.3.1 Finish Line

The finish line shall be marked by a vertical wire tautly stretched immediately in front of the Judges at the Finish. On the other bank there shall be a corresponding and clearly visible vertical line (a board divided vertically and painted one half black and the other half luminous yellow, with the yellow half in the direction of the Start. The vertical line shall be the line where the two colours join.) Alternatively two vertical wires may be used.

The finish line may be marked on the water by two red flags placed on white buoys at least 5 metres outside the course on each side. If necessary, the two red flags (or one of them) may be placed on the bank. It is essential that these flags be exactly on the finish line and that they do not impede the view of the judges at the finish or the progress of crews going to the start.

3.3.2 Finish Tower

This must be a structure erected exactly on the finish line and placed approximately 30 metres from the outside of the racing lanes. It should have three levels. It should accommodate the timing, the Judges at the Finish and the photo-finish equipment together in the same room. In addition it can accommodate the commentary, the results board operator, TV cameras and a FISA regatta control room. There must be a loud hooter or horn to signal to each crew that it has crossed the finish line.

3.3.3 Area beyond the finish

There shall be sufficient clear water beyond the finish line to allow crews to stop. Ideally this should be 200m. If the boathouse area is located beyond the finish line this is essential. Under other arrangements a minimum distance of 100 m might be acceptable.

3.3.4 Timing and Results Systems

Times shall be shown to 1/100th of a second on the Results Sheets and on the Scoreboard.

In the case of close finishes the order of finish must be determined by means of special equipment such as a photo-finish camera, capable of measuring time differences to at least 1/100th of a second.

For World Championship regattas, a full back up of the timing/ results/ photo finish systems shall be provided. The timing/results/photo-finish systems must comply with the specifications and descriptions given in the latest edition of "The FISA Manual for Rowing Championships".

3.3.5 Results/Video Board

A results and/or video board should be located in a position where it is visible from the main spectator areas and, if possible, by the competitors at the end of the race. The operation of the results/video board must comply with the specifications and descriptions given in the latest edition of "The FISA Manual for Rowing Championships".

4. Technical installations - Category B

4.1 All other courses shall be classified as having Category B technical installations.

4.2 A number of Category B courses may well provide facilities and equipment which make them very close to or similar to Category A courses. In these cases it is quite possible to hold successful international regattas but it would not be possible for them to host World Championships.

Appendix 2 Progression Systems Options

A regatta Organizing Committee is required to publish in Bulletin No. 1 for its regatta, what progression system it has received approval from the provincial / territorial rowing association or Rowing Canada Aviron, as the case may be, in its regatta sanction application.

The following excerpt from the RCA Competition Review (2007) executive summary is re-printed here as a guide to assist Organizing Committees in determining the appropriate progression system:

“Use a progression system within regattas and between regattas that will support high-quality, “meaningful” competition for all stages and all competitors, across Canada. Develop a division system (for Training to Train, Learning to Compete, developing Training to Compete, Active for Life) where for each event, competitors of comparable speed would be grouped together (using a time trial) to race in divisional finals. Establish a qualification system for National regattas at each level in a hierarchy (local, regional/provincial, national) and allows rowers to progress from one level to the next, without gaps, based on speed.”

Options for regatta Organizing Committees are as follows:

OPTION 1

FISA Progression System

Note: the FISA progression system assumes six racing lanes.

Excerpt from the FISA Rule Book (April 2009)

SECTION 5 – The Draw and Progressing to the Finals

Rule 62 – FISA Progression System

“Should the number of crews taking part in an event exceed that of the available starting positions, a progression system or time trials shall be used.”

Bye-Laws to Rule 62 – FISA Progression System to determine finalists

“The system of Heats, Repêchages, Quarter-finals and Semi-finals used at FISA Championships and Rowing World Cup regattas is as follows:

H = Heat, R = Repêchage, Q = Quarter-finals, S A/B = Semi-finals for Finals A & B, S C/D = Semi-finals for Finals C & D, etc., S A/B/C = Semi-finals for Finals A & B & C, S D/E/F = Semi-finals for Finals D & E & F, etc., FA = (Final A) Final for places 1-6, FB = (Final B) Final for places 7-12, etc., TT = Time-Trial, ELM = Eliminated, P =Preliminary Race

The draw of the options, is supervised by a member of the Jury before the end of the first race of the preceding round in that event. The result of the draw of the options shall

not be published before the end of the preceding round. The details of the FISA Progression System are found below.

In the cases where there are options, these shall be chosen by a draw. At Canadian National Regattas the OC in consultation with the Vice President, National Development and the Chief Umpire, may, in exceptional circumstances, decide not to hold Finals C, D, E, F and so on, and/or the relevant Semi-finals.”

OPTION 2

Time Trials

The following are parameters that are to be used during time trial racing:

- Before racing begins the umpires / timers must synchronize all stop watches. Stop watches can be synchronized by saying “one, two, three, go”. When the umpire says “GO” all stopwatches are started. With NK stopwatches there is a sound associated with the start button. Ensure proper synchronization by listening to make sure that these sounds are all in time.
- During time trials crews start in an orderly manner utilizing typically one lane.
- Crews should start from fastest to slowest to avoid overtaking.
- If there is overtaking, the boat being overtaken must not impede the faster crew. The slower crew must move over into the next lane or 15m if there are no clearly marked lanes. After moving over the overtaken crew shall return to their original lane.
- Crews will be started approx 30 seconds apart. This allows for wash to dissipate and to help ensure there are no (or few) instances of interference or overtaking.
- There shall be at least one primary stopwatch and at least 1 secondary (backup) watch at the start and finish lines. More watches are acceptable as long as one primary watch is used unless the backup watch is needed. At the point that the backup watch is needed the backup becomes the primary watch.

- The start:
 - Crews shall gather near the start area with the help of start area marshals. Crews will arrange themselves into their proper race order behind the start line and await the starter’s instructions.
 - Starter will then instruct crew #1 to sit ready. They will then be instructed to start to paddle. As the crew approaches the line, the starter will say “Crew #1, approaching the line”. As they cross the line the starter will then say “GO”.
 - While crew #1 is approaching the line, the starter may tell crew #2 to paddle so that the crews are 30 seconds apart.
 - The same procedure is followed for all remaining crews.
- The Finish:
 - As crews cross the finish line the finish judge will say “DOWN”.
- Running times will be used and final times will be calculated by subtracting the starting time from the finishing t

OPTION 3

Next Fastest Time

Examples of next fastest times used at the CSSRA Championships are shown below:

PLAN A

| | | FRIDAY HEATS | SATURDAY SEMIs |
|----|----|--------------------------|---------------------|
| 1 | 7 | Final | Final |
| 8 | 12 | 2 Heat Winners + 4 Fst | Final |
| 13 | 18 | 3 Heat winners + 3 Fst | Final |
| 19 | 24 | 4 Heat Winners + 8 Fsts | 2 Semi's 3 to Final |
| 25 | 30 | 5 Heat Winners + 7 Fsts | 2 Semi's 3 to Final |
| 31 | 36 | 6 Heat Winners + 12 Fsts | 3 semi's 2 to Final |
| 37 | 42 | 7 Heat Winners + 11 Fsts | 3 semi's 2 to Final |
| 43 | 48 | 8 Heat Winners + 10 Fsts | 4 semi's 2 to Final |
| 49 | 54 | 9 Heat Winners + 9 Fsts | 5 semi's 2 to Final |
| 55 | 60 | 10 Heat Winners + 8 Fsts | 6 semi's 2 to Final |
| 61 | 65 | 11 Heat Winners + 7 Fsts | 7 semi's 2 to Final |

PLAN B

| | | FRIDAY HEATS | SATURDAY SEMIs |
|----|----|--------------------------|---------------------|
| 1 | 7 | Final | Final |
| 8 | 14 | 2 Heat Winners + 4 Fst | Final |
| 15 | 21 | 3 Heat winners + 3 Fst | Final |
| 22 | 28 | 4 Heat Winners + 8 Fsts | 2 Semi's 3 to Final |
| 29 | 35 | 5 Heat Winners + 7 Fsts | 2 Semi's 3 to Final |
| 36 | 42 | 6 Heat Winners + 12 Fsts | 3 semi's 2 to Final |
| 43 | 49 | 7 Heat Winners + 11 Fsts | 3 semi's 2 to Final |
| 50 | 56 | 8 Heat Winners + 10 Fsts | 4 semi's 2 to Final |
| 57 | 63 | 9 Heat Winners + 9 Fsts | 5 semi's 2 to Final |

OPTION 4

Simple Progression

Simple progression occurs when boats move directly from heats, to semis to finals depending on the number of entries and their result.

Example: 18 entries

3 heats of 6, with 4 to qualify from each heat to semi final A and B. From semi-finals A and B the top 3 qualify to A final.

OPTION 5

Dual Racing

Dual racing has many forms. It ranges from the simple “one race” scenario used a great deal in US Collegiate racing but can also grow and form an entire regatta. The regattas can become quite complex with many forms of knock out. Single and double knockout, single and double knock out that drops the crew to a lower bracket and many

RCA Rules of Racing

more. Attached is an example of “dueling over a grand” which is held at the Victoria City Rowing Club.

Dual Racing example attached.

APPENDIX

BYE-LAWS TO RULE 62 – FISA PROGRESSION SYSTEM

Case 1: 7 to 8 entries

Format: Two heats, one repêchage and no semi-finals.

Heats: The winner of each heat goes forward to the final A; the remainder go into the repêchage.

Repêchage: The first four crews in the repêchage go forward to final A; if there are 8 entries the remainder go forward to final B.

Case 2: 9 to 10 entries

Format: Two heats, one repêchage and no semi-finals.

Heats: The first two crews in each heat go forward to final A; the remainder go forward to the repêchage.

Repêchage: The first two crews in the repêchage go forward to final A, the remainder go forward to final B.

Case 3: 11 to 12 entries

Format: Two heats, two repêchages and no semi-finals.

Heats: The winner of each heat goes forward to final A; the remainder go forward to the repêchages.

Repêchage: The first two crews in each repêchage go forward to final A; the remainder go forward to final B. There are two options for the repêchages.

Case 4: 13 to 15 entries

Format: Three heats, one repêchage and two semi-finals A/B.

Heats: The first three crews of each heat go forward to the semi-finals A/B; the remainder go forward to the repêchage.

Repêchage: The first three crews in the repêchage go forward to the semi-finals; if there are 14 or 15 entries the remainder go forward to final C.

Semi-finals: The first three crews of each semi-final go forward to final A; the remainder go forward to final B. There are two options for the semi-finals.

Case 5: 16 to 18 entries

Format: Three heats, two repêchages and two semi-finals A/B.

Heats: The first two crews of each heat go forward to semi-finals A/B; the remainder go forward to the repêchages.

Repêchage: The first three crews of each repêchage go forward to semi-finals A/B; the remainder go forward to final C. There are two options for the repêchages.

Semi-finals: The first three crews of each semi-final A/B go forward to final A, the remainder go forward to final B. There are two options for the semi-finals.

Case 6: 19 to 20 entries

Format: Four heats, two repêchages, two semi-finals A/B and two semi-finals C/D.

Heats: The first two crews of each heat go forward to semi-finals A/B; the remainder go forward to the repêchages.

Repêchage: The first two crews of each repêchage go forward to semi-finals A/B; the remainder go forward to semifinals C/D. There are two options for the repêchages.

Semi-finals: The first three crews of each semi-final A/B go forward to final A, the remainder go forward to final B. The last crew in each semi-final C/D goes forward to final D and the remainder go forward to final C. There are two options for the semi-finals.

Case 7: 21 to 24 entries

Format: Four heats, four repêchages, two semi-finals A/B and two semi-finals C/D

Heats: The winner of each heat goes forward to semi-finals A/B; the remainder go forward to the four repêchages.

Repêchage: The first two crews of each repêchage go forward to semi-finals A/B; the remainder go forward to semi-finals C/D. There are two options for the repêchages.

Semi-finals: The first three crews of each semi-final A/B go forward to final A; the remainder go forward to final B. The first three crews of each semi-final C/D go forward to final C; the remainder go forward to final D. There are two options for the semi-finals.

Case 8: 25 to 26 entries

Format: Five heats, one repêchage, four quarter-finals, two semi-finals A/B and two semi-finals C/D.

Heats: The first four boats in each heat go forward to the quarter-finals; the remainder go to the repêchage.

Repêchage: The first four boats in the repêchage go to the quarter-finals; the remainder go to final E.

Quarter-finals: the first three boats in each quarter-final go forward to semi-finals A/B. The remainder go forward to semi-finals C/D. There are two options for the quarter-finals.

Semi-finals: The first three boats in semi-finals A/B go forward to final A. The remainder go forward to final B. The first three boats in semi-finals C/D go forward to final C. The remainder go forward to final D.

For 25 entries the last boat in each semi-final C/D goes forward to Final E. There are two options for the semi-finals.

Case 9: 27 to 30 entries

Format: Five heats, two repêchages, four quarter-finals, two semi-finals A/B and two semi-finals C/D.

Heats: The first four boats in each heat go forward to the quarter-finals; the remainder go to the repêchages.

Repêchage: The first two boats in each repêchage go to the quarter-finals; the remainder go to final E. There are two options for the repêchages.

Quarter-finals: the first three boats in each quarter-final go forward to semi-finals A/B. The remainder go forward to semi-finals C/D. There are two options for the quarter-finals.

Semi-finals: The first three boats in semi-finals A/B go forward to final A. The remainder go forward to final B. The first three boats in semi-finals C/D go forward to final C. The remainder go forward to final D. There are two options for the semi-finals.

Case 10: 31 to 36 entries

Format: Six heats, three repêchages, four quarter-finals, two semi-finals A/B, two semi-finals C/D and two semi-finals E/F.

Heats: *The first three boats in each heat go forward to the quarter-finals; the remainder go to the repêchages.*

Repêchage: *The first two boats in each repêchage go to the quarter-finals; the remainder go to semi-finals E/F. There are two options for the repêchages.*

Quarter-finals: *The first three crews in each quarter-final go forward to semi-finals A/B. The remainder go forward to semi-finals C/D. There are two options for the quarter-finals.*

Semi-finals: *The first three crews in semi-finals A/B go forward to final A. The remainder go forward to final B.*

The first three crews in semi-final C/D go forward to final C. The remainder go forward to final D. The first three crews in semi-finals E/F go forward to final E. The remainder go forward to final F. For 31 entries the last placed crew in each semi-final E/F goes forward to final F. There are two options for the semi-finals.

Note the special case for 31 entries: the last crew in each semi-final E/F goes forward to final F; the remainder go forward to final E.

Case 11 : 37 to 40 entries

Format: *Eight heats, four repêchages, four quarter-finals, two semi-finals A/B, two semi-finals C/D and three semi-finals E/F/G.*

Heats: *The first two boats in each heat go forward to the quarter-finals; the remainder go to the repêchages.*

Repêchage: *The first two boats in each repêchage go to the quarter-finals; the remainder go to semi-finals E/F/G. There are two options for the repêchages.*

Quarter-finals: *The first three boats in each quarter-final go forward to semi-finals A/B. The remainder go forward to semi-finals C/D. There are two options for the quarter-finals.*

Semi-finals: *The first three boats in semi-finals A/B go forward to final A. The remainder go forward to final B. The first three boats in each semi-final C/D go forward to final C. The remainder go forward to final D. The first two boats in each semi-final E/F/G go forward to final E. The third and fourth boats in each semi-final E/F/G go forward to final F. The remainder go forward to final G.*

There are two options for the semi-finals.

Note the special case for 37-38 entries: The first two boats in each semi-final E/F/G go forward to final E; The last boat in each semi-final E/F/G goes forward to Final G; The remainder go forward to final F.

Case 12 : 41-48 entries

Format: *Eight heats, eight repêchages, four quarter-finals A/B/C/D, four quarter-finals E/F/G/H, two semi-finals A/B, two semi-finals C/D, two semi-finals E/F and two semi-finals G/H.*

Heats: *The first two boats in each heat go forward to the quarter-finals; the remainder go to the repêchages.*

Repêchages: *The first boat in each repêchage goes to the quarter-finals A/B/C/D; the remainder go to quarter-finals E/F/G/H. There are two options for the repêchages.*

Quarter-finals: *The first three boats in each quarter-final A/B/C/D go forward to semi-finals A/B. The remainder go forward to semi-finals C/D. The first three boats in each quarter-final E/F/G/H go forward to semi-finals E/F. The remainder go forward to semi-finals G/H. There are 2 options for the quarter-finals.*

Semi-finals: *The first three boats in semi-finals A/B go forward to final A. The remainder go forward to final B. The first three boats in each semi-final C/D go forward to final C. The remainder go forward to final D. The first three boats in each semi-final E/F go forward to final E. The remainder go forward to final F. The first three boats in each semi-final G/H go forward to final G. The remainder go forward to final H. There are two options for the semi-finals.*

Note the special case for 41-42 entries: There are no semi-finals G/H and the fourth and fifth place boats in the quarter-finals E/F/G/H go forward to final G.

Note the special case for 43 entries: The last boat in each semi-final G/H goes forward to final H; the remainder to final G.

Case 13 : 49+ entries

Format: *Time trial, one repechage, four quarter-finals A/B/C/D, four quarter-finals E/F/G/H, two semi-finals A/B, two semi-finals C/D, two semi-finals E/F and two semi-finals G/H.*

Time trial: *The first 21 boats go forward to the quarter-finals A/B/C/D. Boats 22-27 go forward to the repechage. Boats 28-48 go forward to*

quarter-finals E/F/G/H. The remainder shall go forward to Final I, J, etc., based on their finishing position in the time trial.

Quarter-finals: The first three boats in each quarter-final A/B/C/D go forward to semi-finals A/B. The remainder go forward to semi-finals C/D. The first three boats in each quarter-final E/F/G/H go forward to semi-finals E/F. The remainder go forward to semi-finals G/H. Boats are allocated to lanes in the quarter finals based on the results of the time trial and repechage.

Semi-finals: The first three boats in semi-finals A/B go forward to final A. The remainder go forward to final B. The first three boats in each semi-final C/D go forward to final C. The remainder go forward to final D. The first three boats in each semi-final E/F go forward to final E. The remainder go forward to final F. The first three boats in each semi-final G/H go forward to final G. The remainder go forward to final H. There are two options for the semi-finals.

FISA PROGRESSION SYSTEM TABLES 2009**Case 1: 7 to 8 entries**

| Heats | Repechage Options | | Final B | | Final A |
|---------------------|--|--|---------|----------------|--|
| H | RI | | | | |
| 1 2 H1 3 4 | R1 2. H1 2. H2 3. H1 3. H2 4. H1 4. H2 | | FB | 5. R1 6. R1 | FA 1. H1 1. H2 1. R1 2. R1 3. R1 4. R1 |
| 1 2 H2 3 4 | | | | | |

* Note - There is no Final B with 7 entries.

Case 2: 9 to 10 entries

| Heats | Repechage | | Final B | | Final A |
|--------------------------|--|--|---------|----------------------------------|---|
| H | RI | | | | |
| 1 2 H1 3 4 5 | R1 3. H1 3. H2 4. H1 4. H2 5. H1 5. H2 | | FB | 3. R1 4. R1 5. R1 6. R1 | FA 1. H1 2. H1 1. H2 1. R1 2. H2 1. R1 2. R1 |
| 1 2 H2 3 4 5 | | | | | |

Case 3: 11 to 12 entries

| Heats | Repechage Options | | Final B | Final A |
|-------------------------------|--|--|---|---|
| H | RI | RII | | |
| 1 2 H1 3 4 5 6 | 2. H1 3. H2 R1 4. H1 5. H2 6. H1 | 2. H1 3. H2 R1 4. H2 5. H1 6. H1 | 3. R1 4. R1 FB 5. R1 3. R2 4. R2 5. R2 | 1. H1 1. H2 FA 1. R1 2. R1 1. R2 2. R2 |
| 1 2 H2 3 4 5 6 | 2. H2 3. H1 R2 4. H2 5. H1 6. H2 | 2. H2 3. H1 R2 4. H1 5. H2 6. H2 | | |

Case 4: 13 to 15 entries

| Heats | Repêchage | Semi-final Options | | Finals | | | |
|-----------------------------|--|---------------------------------|---|--|----------------------------------|---|--|
| H | R1 | S AB I | S AB II | F | | | |
| 1 2 H1 3 4 5 | 4. H1 5. H1 4. H2 5. H2 4. H3 5. H3 | S AB 1 1. R 3. H3 2. R | S AB 1 1. H1 1. H1 1. H2 2. H3 3. H2 1. R 3. R | FA 1. S AB 1 2. S AB 1 3. S AB 1 1. S AB 2 2. S AB 2 3. S AB 2 | | | |
| 1 2 H2 3 4 5 | | | | | S AB 2 3. H2 3. H1 3. R | S AB 2 1. H3 2. H1 2. H2 3. H3 3. H1 2. R | FB 4. S AB 1 5. S AB 1 6. S AB 1 4. S AB 2 5. S AB 2 6. S AB 2 |
| 1 2 H3 3 4 5 | | | | | | | |

* Note: There is no final C with 13 entries.

Case 5: 16 to 18 entries

| Heats | Repechages Options | | Semi-Finals Options | | Finals | | | | | | |
|-------|--------------------|------|---------------------|--------|--------|---|------|------|------|------|----------|
| H | R I | R II | S I | S II | F | | | | | | |
| H1 | R1 | R1 | S AB 1 | S AB 1 | FA | 1 | 3.H1 | 3.H1 | 1.H1 | 1.H1 | 1.S AB 1 |
| | | | | | | 2 | 3.H2 | 3.H3 | 1.H2 | 1.H3 | 2.S AB 1 |
| | | | | | | 3 | 4.H3 | 4.H2 | 2.H3 | 2.H2 | 3.S AB 1 |
| | | | | | | 4 | 5.H2 | 5.H3 | 1.R2 | 1.R1 | 1.S AB 2 |
| | | | | | | 5 | 6.H1 | 6.H1 | 2.R1 | 2.R2 | 2.S AB 2 |
| | | | | | | 6 | 6.H3 | 6.H2 | 3.R2 | 3.R1 | 3.S AB 2 |
| H2 | R2 | R2 | S AB 2 | S AB 2 | FB | 1 | 3.H3 | 3.H2 | 1.H3 | 1.H2 | 4.S AB 1 |
| | | | | | | 2 | 4.H1 | 4.H1 | 2.H1 | 2.H1 | 5.S AB 1 |
| | | | | | | 3 | 4.H2 | 4.H3 | 2.H2 | 2.H3 | 6.S AB 1 |
| | | | | | | 4 | 5.H1 | 5.H1 | 1.R1 | 1.R2 | 4.S AB 2 |
| | | | | | | 5 | 5.H3 | 5.H2 | 2.R2 | 2.R1 | 5.S AB 2 |
| | | | | | | 6 | 6.H2 | 6.H3 | 3.R1 | 3.R2 | 6.S AB 2 |
| H3 | | | | | FC | 1 | | | | | 4.R1 |
| | 2 | | | | | | 5.R1 | | | | |
| | 3 | | | | | | 6.R1 | | | | |
| | 4 | | | | | | 4.R2 | | | | |
| | 5 | | | | | | 5.R2 | | | | |
| | 6 | | | | | | 6.R2 | | | | |

Case 6: 19 to 20 entries

| Heats | | Repechages Options | | | | Semi-Finals Options | | | | Finals | |
|-------|---|--------------------|------|------|------|---------------------|------|--------|------|----------|----------|
| H | | R I | | R II | | S I | | S II | | F | |
| H1 | 1 | 3.H1 | | 3.H1 | | 1.H1 | | 1.H1 | | 1.S AB 1 | |
| | 2 | 4.H3 | | 4.H2 | | 1.H2 | | 1.H3 | | 2.S AB 1 | |
| | 3 | R1 | 5.H1 | R1 | 5.H4 | S AB 1 | 2.H3 | S AB 1 | 2.H2 | FA | 3.S AB 1 |
| | 4 | 3.H2 | | 3.H3 | | 2.H4 | | 2.H4 | | 1.S AB 2 | |
| | 5 | 4.H4 | | 4.H4 | | 1.R1 | | 1.R1 | | 2.S AB 2 | |
| | | 5.H3 | | 5.H1 | | 2.R2 | | 2.R2 | | 3.S AB 2 | |
| H2 | 1 | 3.H3 | | 3.H2 | | 1.H3 | | 1.H2 | | 4.S AB 1 | |
| | 2 | 4.H1 | | 4.H1 | | 1.H4 | | 1.H4 | | 5.S AB 1 | |
| | 3 | R2 | 5.H2 | R2 | 5.H3 | S AB 2 | 2.H1 | S AB 2 | 2.H1 | FB | 6.S AB 1 |
| | 4 | 3.H4 | | 3.H4 | | 2.H2 | | 2.H3 | | 4.S AB 2 | |
| | 5 | 4.H2 | | 4.H3 | | 1.R2 | | 1.R2 | | 5.S AB 2 | |
| | | 5.H4 | | 5.H2 | | 2.R1 | | 2.R1 | | 6.S AB 2 | |
| H3 | 1 | | | | | 3.R1 | | 3.R1 | | 1.S CD 1 | |
| | 2 | | | | | 4.R2 | | 4.R2 | | 2.S CD 1 | |
| | 3 | | | | | S CD 1 | 5.R1 | S CD 1 | 5.R2 | FC | 3.S CD 1 |
| | 4 | | | | | 6.R2 | | 6.R1 | | 1.S CD 2 | |
| | 5 | | | | | | | | | 2.S CD 2 | |
| | | | | | | | | | | 3.S CD 2 | |
| H4 | 1 | | | | | 3.R2 | | 3.R2 | | 4.S CD 1 | |
| | 2 | | | | | 4.R1 | | 4.R1 | | 4.S CD 2 | |
| | 3 | | | | | S CD 2 | 5.R2 | S CD 2 | 5.R1 | FD | |
| | 4 | | | | | 6.R1 | | 6.R2 | | | |
| | 5 | | | | | | | | | | |

** Note - for 19 crews the last placed crews in S3 and S4 go to FD*

Case 7: 21 to 24 entries

| Heats | | Repechages Options | | Semi-Finals Options | | | | Finals | |
|-------|---|--------------------|---------|---------------------|------|--------|------|--------|----------|
| H | | R I | R II | S I | | S II | | F | |
| H1 | 1 | 2.H1 | 2.H4 | S AB 1 | 1.H1 | S AB 1 | 1.H1 | FA | 1.S AB 1 |
| | 2 | 3.H2 | 3.H3 | | 1.H3 | | 1.H2 | | 2.S AB 1 |
| | 3 | R1 4.H3 | R1 4.H2 | | 1.R2 | | 1.R3 | | 3.S AB 1 |
| | 4 | 5.H4 | 5.H1 | | 1.R4 | | 1.R4 | | 1.S AB 2 |
| | 5 | 6.H1 | 6.H4 | | 2.R1 | | 2.R1 | | 2.S AB 2 |
| | 6 | | | | 2.R3 | | 2.R2 | | 3.S AB 2 |
| H2 | 1 | 2.H2 | 2.H3 | S AB 2 | 1.H2 | S AB 2 | 1.H3 | FB | 4.S AB 1 |
| | 2 | 3.H3 | 3.H2 | | 1.H4 | | 1.H4 | | 5.S AB 1 |
| | 3 | R2 4.H4 | R2 4.H1 | | 1.R1 | | 1.R1 | | 6.S AB 1 |
| | 4 | 5.H1 | 5.H4 | | 1.R3 | | 1.R2 | | 4.S AB 2 |
| | 5 | 6.H2 | 6.H3 | | 2.R2 | | 2.R3 | | 5.S AB 2 |
| | 6 | | | | 2.R4 | | 2.R4 | | 6.S AB 2 |
| H3 | 1 | 2.H3 | 2.H2 | S CD 1 | 3.R1 | S CD 1 | 3.R1 | FC | 1.S CD 1 |
| | 2 | 3.H4 | 3.H1 | | 3.R3 | | 3.R4 | | 2.S CD 1 |
| | 3 | R3 4.H1 | R3 4.H4 | | 4.R2 | | 4.R3 | | 3.S CD 1 |
| | 4 | 5.H2 | 5.H3 | | 4.R4 | | 4.R2 | | 1.S CD 2 |
| | 5 | 6.H3 | 6.H2 | | 5.R1 | | 5.R1 | | 2.S CD 2 |
| | 6 | | | | 5.R3 | | 5.R4 | | 3.S CD 2 |
| H4 | 1 | 2.H4 | 2.H1 | S CD 2 | 3.R2 | S CD 2 | 3.R3 | FD | 4.S CD 1 |
| | 2 | 3.H1 | 3.H4 | | 3.R4 | | 3.R2 | | 5.S CD 1 |
| | 3 | R4 4.H2 | R4 4.H3 | | 4.R1 | | 4.R1 | | 6.S CD 1 |
| | 4 | 5.H3 | 5.H2 | | 4.R3 | | 4.R4 | | 4.S CD 2 |
| | 5 | 6.H4 | 6.H1 | | 5.R2 | | 5.R3 | | 5.S CD 2 |
| | 6 | | | | 5.R4 | | 5.R2 | | 6.S CD 2 |

Case 8: 25-26 entries

| Heats | Repêchage | Quarter-finals | | Semi-finals | | Finals | |
|-------|-----------|----------------|-----|-------------|-----|--------|-------|
| H | R | QI | QII | SI | SII | F | |
| H1 | 1 | 5H1 | 1H1 | 1Q1 | 1Q1 | 1SAB1 | |
| | 2 | 5H2 | 1H2 | 1Q2 | 1Q3 | 1SAB2 | |
| | 3 | 5H3 | 3H3 | 3H5 | 2Q3 | 2SAB1 | |
| | 4 | 5H4 | 3H4 | 3H2 | 2Q4 | 2SAB2 | |
| | 5 | 5H5 | 4H5 | 4H3 | 3Q1 | 3SAB1 | |
| | 6 | 6H1 | 4R | 3R | 3Q3 | 3Q4 | 3SAB2 |
| H2 | 1 | | 1H3 | 1H2 | 1Q3 | 1Q2 | 4SAB1 |
| | 2 | | 2H4 | 2H5 | 1Q4 | 1Q4 | 4SAB2 |
| | 3 | | 3H1 | 3H1 | 2Q1 | 2Q1 | 5SAB1 |
| | 4 | | 3H5 | 3H3 | 2Q2 | 2Q3 | 5SAB2 |
| | 5 | | 4H2 | 4H4 | 3Q2 | 3Q2 | 6SAB1 |
| | | | 2R | 1R | 3Q4 | 3Q3 | 6SAB2 |
| H3 | 1 | | 1H4 | 1H3 | 4Q1 | 4Q1 | 1SCD1 |
| | 2 | | 2H1 | 2H1 | 4Q2 | 4Q3 | 1SCD2 |
| | 3 | | 2H5 | 2H2 | 5Q3 | 5Q2 | 2SCD1 |
| | 4 | | 3H2 | 3H4 | 5Q4 | 5Q4 | 2SCD2 |
| | 5 | | 4H3 | 4H5 | 6Q1 | 6Q1 | 3SCD1 |
| | | | 3R | 4R | 6Q3 | 6Q4 | 3SCD2 |
| H4 | 1 | | 1H5 | 1H5 | 4Q3 | 4Q2 | 4SCD1 |
| | 2 | | 2H2 | 2H3 | 4Q4 | 4Q4 | 4SCD2 |
| | 3 | | 2H3 | 2H4 | 5Q1 | 5Q1 | 5SCD1 |
| | 4 | | 4H1 | 4H1 | 5Q2 | 5Q3 | 5SCD2 |
| | 5 | | 4H4 | 4H2 | 6Q2 | 6Q2 | 6SCD1 |
| | | | 1R | 2R | 6Q4 | 6Q3 | 6SCD2 |
| H5 | 1 | | | | | 5R | |
| | 2 | | | | | 6R | |
| | 3 | | | | | | |
| | 4 | | | | | | |
| | 5 | | | | | | |

Case 9: 27-30 entries

| Heats | | Repêchages | | Quarter-finals | | Semi-finals | | Finals |
|-------|----|------------|--------|----------------|--------|-------------|----------|----------|
| H | RI | RII | QI | QII | SI | SII | F | |
| H1 | 1 | 5H1 | 5H1 | 1H1 | 1H1 | 1Q1 | 1Q1 | 1SAB1 |
| | 2 | 5H3 | 5H2 | 1H2 | 1H4 | 1Q2 | 1Q3 | 1SAB2 |
| | 3 | R1 5H5 | R1 5H5 | 3H3 | 3H5 | 2Q3 | 2Q2 | 2SAB1 |
| | 4 | 6H2 | 6H3 | Q1 3H4 | Q1 3H2 | SAB1 2Q4 | SAB1 2Q4 | FA 2SAB2 |
| | 5 | 6H4 | 6H4 | 4H5 | 4H3 | 3Q1 | 3Q1 | 3SAB1 |
| | 6 | 5H2 | 5H3 | 2R2 | 2R1 | 3Q3 | 3Q4 | 3SAB2 |
| H2 | 1 | 5H4 | 5H4 | 1H3 | 1H2 | 1Q3 | 1Q2 | 4SAB1 |
| | 2 | R2 6H1 | R2 6H1 | 2H4 | 2H5 | 1Q4 | 1Q4 | 4SAB2 |
| | 3 | 6H3 | 6H2 | 3H1 | 3H1 | 2Q1 | 2Q1 | 5SAB1 |
| | 4 | 6H5 | 6H5 | Q2 3H5 | Q2 3H3 | SAB2 2Q2 | SAB2 2Q3 | FB 5SAB2 |
| | 5 | | | 4H2 | 4H4 | 3Q2 | 3Q2 | 6SAB1 |
| | 6 | | | 1R2 | 1R1 | 3Q4 | 3Q3 | 6SAB2 |
| H3 | 1 | | | 1H4 | 1H3 | 4Q1 | 4Q1 | 1SCD1 |
| | 2 | | | 2H1 | 2H1 | 4Q2 | 4Q3 | 1SCD2 |
| | 3 | | | 2H5 | 2H2 | 5Q3 | 5Q2 | 2SCD1 |
| | 4 | | | Q3 3H2 | Q3 3H4 | SCD1 5Q4 | SCD1 5Q4 | FC 2SCD2 |
| | 5 | | | 4H3 | 4H1 | 6Q1 | 6Q1 | 3SCD1 |
| | 6 | | | 2R1 | 2R2 | 6Q3 | 6Q4 | 3SCD2 |
| H4 | 1 | | | 1H5 | 1H5 | 4Q3 | 4Q2 | 4SCD1 |
| | 2 | | | 2H2 | 2H3 | 4Q4 | 4Q4 | 4SCD2 |
| | 3 | | | 2H3 | 2H4 | 5Q1 | 5Q1 | 5SCD1 |
| | 4 | | | Q4 4H5 | Q4 4H5 | SCD2 5Q2 | SCD2 5Q3 | FD 5SCD2 |
| | 5 | | | 4H4 | 4H2 | 6Q2 | 6Q2 | 6SCD1 |
| | 6 | | | 1R1 | 1R2 | 6Q4 | 6Q3 | 6SCD2 |
| H5 | 1 | | | | | | | 3R1 |
| | 2 | | | | | | | 4R1 |
| | 3 | | | | | | | 5R1 |
| | 4 | | | | | | | 3R2 |
| | 5 | | | | | | | 4R2 |
| | 6 | | | | | | | 5R2 |

Case 10: 31-36 entries

| Heats | | Repêchages | | Quarter-finals | | Semi-finals | | Finals |
|-------|----|------------|--------|----------------|--------|-------------|----------|----------|
| H | RI | RII | QI | QII | SI | SII | F | |
| H1 | 1 | 4H2 | 4H1 | 1H1 | 1H1 | 1Q1 | 1Q1 | 1SAB1 |
| | 2 | 4H5 | 4H5 | 1H2 | 1H4 | 1Q2 | 1Q3 | 1SAB2 |
| | 3 | R1 5H6 | R1 5H2 | Q1 2H3 | Q1 2H6 | SAB1 2Q3 | SAB1 2Q2 | FA 2SAB1 |
| | 4 | 5H3 | 5H6 | 3H6 | 3H5 | 2Q4 | 2Q4 | 2SAB2 |
| | 5 | 6H1 | 6H3 | 1R1 | 1R2 | 3Q1 | 3Q1 | 3SAB1 |
| | 6 | 6H4 | 6H4 | 2R3 | 2R3 | 3Q3 | 3Q4 | 3SAB2 |
| H2 | 1 | 4H1 | 4H2 | 1H3 | 1H2 | 1Q3 | 1Q2 | 4SAB1 |
| | 2 | 4H4 | 4H6 | 1H4 | 1H5 | 1Q4 | 1Q4 | 4SAB2 |
| | 3 | R2 5H5 | R2 5H3 | Q2 2H5 | Q2 2H3 | SAB2 2Q1 | SAB2 2Q1 | FB 5SAB1 |
| | 4 | 5H2 | 5H4 | 3H4 | 3H1 | 2Q2 | 2Q3 | 5SAB2 |
| | 5 | 6H3 | 6H1 | 1R2 | 1R3 | 3Q2 | 3Q2 | 6SAB1 |
| | 6 | 6H6 | 6H5 | 2R2 | 2R1 | 3Q4 | 3Q3 | 6SAB2 |
| H3 | 1 | 4H3 | 4H3 | 1H5 | 1H3 | 4Q1 | 4Q1 | 1SCD1 |
| | 2 | 4H6 | 4H4 | 2H1 | 2H2 | 4Q2 | 4Q3 | 1SCD2 |
| | 3 | R3 5H1 | R3 5H1 | Q3 2H6 | Q3 2H5 | SCD1 5Q3 | SCD1 5Q2 | FC 2SCD1 |
| | 4 | 5H4 | 5H5 | 3H2 | 3H4 | 5Q4 | 5Q4 | 2SCD2 |
| | 5 | 6H2 | 6H2 | 3H3 | 3H6 | 6Q1 | 6Q1 | 3SCD1 |
| | 6 | 6H5 | 6H6 | 1R3 | 1R1 | 6Q3 | 6Q4 | 3SCD2 |
| H4 | 1 | | | 1H6 | 1H6 | 4Q3 | 4Q2 | 4SCD1 |
| | 2 | | | 2H2 | 2H1 | 4Q4 | 4Q4 | 4SCD2 |
| | 3 | | | Q4 2H4 | Q4 2H4 | SCD2 5Q1 | SCD2 5Q1 | FD 5SCD1 |
| | 4 | | | 3H1 | 3H2 | 5Q2 | 5Q3 | 5SCD2 |
| | 5 | | | 3H5 | 3H3 | 6Q2 | 6Q2 | 6SCD1 |
| | 6 | | | 2R1 | 2R2 | 6Q4 | 6Q3 | 6SCD2 |
| H5 | 1 | | | | | 3R1 | 3R1 | 1SEF1 |
| | 2 | | | | | 3R3 | 3R2 | 1SEF2 |
| | 3 | | | | | SEF1 4R2 | SEF1 4R3 | FE 2SEF1 |
| | 4 | | | | | 5R3 | 5R2 | 2SEF2 |
| | 5 | | | | | 6R1 | 6R1 | 3SEF1 |
| | 6 | | | | | 6R2 | 6R3 | 3SEF2 |
| H6 | 1 | | | | | 3R2 | 3R3 | 4SEF1 |
| | 2 | | | | | 4R1 | 4R1 | 4SEF2 |
| | 3 | | | | | SEF2 4R3 | SEF2 4R2 | FF 5SEF1 |
| | 4 | | | | | 5R1 | 5R1 | 5SEF2 |
| | 5 | | | | | 5R2 | 5R3 | 6SEF1 |
| | 6 | | | | | 6R3 | 6R2 | 6SEF2 |

Note the special case for 31 entries: the last boat in each semi-final E/F goes forward to final F; the remainder go forward to final E.

Case 11 : 37-40 entries

| Heats | | Repêchages | | Quarter-finals | | Semi-finals | | Finals | |
|-------|----|------------|-----|----------------|-----|-------------|-----|--------|--------|
| H | RI | RII | QI | QII | SI | SII | F | | |
| H1 | 1 | 3H2 | 3H1 | 1H1 | 1H1 | SAB1 | 1Q1 | 1Q1 | 1SAB1 |
| | 2 | 3H3 | 3H2 | 1H2 | 1H5 | | 1Q2 | 1Q3 | 1SAB2 |
| | 3 | 4H4 | 4H3 | 2H3 | 2H2 | | 2Q3 | 2Q2 | 2SAB1 |
| | 4 | 4H8 | 4H8 | 2H4 | 2H6 | | 2Q4 | 2Q4 | 2SAB2 |
| | 5 | 5H1 | 5H6 | 1R2 | 1R1 | | 3Q1 | 3Q1 | 3SAB1 |
| | 6 | 5H5 | 5H5 | 2R4 | 2R3 | | 3Q3 | 3Q4 | 3SAB2 |
| H2 | 1 | 3H7 | 3H5 | 1H3 | 1H2 | SAB2 | 1Q3 | 1Q2 | 4SAB1 |
| | 2 | 3H8 | 3H8 | 1H4 | 1H6 | | 1Q4 | 1Q4 | 4SAB2 |
| | 3 | 4H1 | 4H6 | 2H5 | 2H1 | | 2Q1 | 2Q1 | 5SAB1 |
| | 4 | 4H5 | 4H7 | 2H6 | 2H5 | | 2Q2 | 2Q3 | 5SAB2 |
| | 5 | 5H2 | 5H3 | 1R3 | 1R2 | | 3Q2 | 3Q2 | 6SAB1 |
| | 6 | 5H6 | 5H4 | 2R2 | 2R4 | | 3Q4 | 3Q3 | 6SAB2 |
| H3 | 1 | 3H4 | 3H3 | 1H5 | 1H3 | SCD1 | 4Q1 | 4Q1 | 1SCD1 |
| | 2 | 3H5 | 3H4 | 1H6 | 1H7 | | 4Q2 | 4Q3 | 1SCD2 |
| | 3 | 4H2 | 4H1 | 2H7 | 2H4 | | 5Q3 | 5Q2 | 2SCD1 |
| | 4 | 4H6 | 4H5 | 2H8 | 2H8 | | 5Q4 | 5Q4 | 2SCD2 |
| | 5 | 5H3 | 5H2 | 1R1 | 1R3 | | 6Q1 | 6Q1 | 3SCD1 |
| | 6 | 5H7 | 5H7 | 2R3 | 2R1 | | 6Q3 | 6Q4 | 3SCD2 |
| H4 | 1 | 3H1 | 3H6 | 1H7 | 1H4 | SCD2 | 4Q3 | 4Q2 | 4SCD1 |
| | 2 | 3H6 | 3H7 | 1H8 | 1H8 | | 4Q4 | 4Q4 | 4SCD2 |
| | 3 | 4H3 | 4H2 | 2H1 | 2H3 | | 5Q1 | 5Q1 | 5SCD1 |
| | 4 | 4H7 | 4H4 | 2H2 | 2H7 | | 5Q2 | 5Q3 | 5SCD2 |
| | 5 | 5H4 | 5H1 | 1R4 | 1R4 | | 6Q2 | 6Q2 | 6SCD1 |
| | 6 | 5H8 | 5H8 | 2R1 | 2R2 | | 6Q4 | 6Q3 | 6SCD2 |
| H5 | 1 | | | | | SEFG1 | 3R2 | 3R1 | 1SEFG1 |
| | 2 | | | | | | 3R4 | 3R3 | 1SEFG2 |
| | 3 | | | | | | 5R1 | 5R2 | 1SEFG3 |
| | 4 | | | | | | 5R3 | 5R4 | 2SEFG1 |
| | 5 | | | | | | 6R1 | 6R1 | 2SEFG2 |
| | 6 | | | | | | 6R4 | 6R4 | 2SEFG3 |
| H6 | 1 | | | | | SEFG2 | 3R3 | 3R4 | 3SEFG1 |
| | 2 | | | | | | 4R1 | 4R2 | 3SEFG2 |
| | 3 | | | | | | 4R2 | 4R1 | 3SEFG3 |
| | 4 | | | | | | 5R4 | 5R3 | 4SEFG1 |
| | 5 | | | | | | 6R2 | 6R2 | 4SEFG2 |
| | 6 | | | | | | 3R1 | 3R2 | 4SEFG3 |
| H7 | 1 | | | | | SEFG3 | 4R3 | 4R4 | 5SEFG1 |
| | 2 | | | | | | 4R4 | 4R3 | 5SEFG2 |
| | 3 | | | | | | 5R2 | 5R1 | 5SEFG3 |
| | 4 | | | | | | 6R3 | 6R3 | 6SEFG1 |
| | 5 | | | | | | 1Q1 | 1Q1 | 1SAB1 |
| | 6 | | | | | | 1Q2 | 1Q3 | 1SAB2 |
| H8 | 1 | | | | | | | | |
| | 2 | | | | | | | | |
| | 3 | | | | | | | | |
| | 4 | | | | | | | | |
| | 5 | | | | | | | | |
| | 6 | | | | | | | | |

Note the special case for 37-38 entries: The first two boats in each semi-final E/F/G go forward to final E. The last boat in each semi-final E/F/G goes forward to Final G. The remainder go forward to final F.

Case 12 : 41-48 entries

| Heats | | Repêchages | | Quarter-finals | | Semi-finals | | Finals |
|-------|----|------------|-----|----------------|-----|-------------|-------|--------|
| H | RI | RII | QI | QII | SI | SII | F | |
| H1 | 1 | 3H6 | 3H4 | 1H1 | 1H1 | 1QAD1 | 1QAD1 | 1SAB1 |
| | 2 | 4H7 | 4H3 | 1H2 | 1H5 | 1QAD2 | 1QAD3 | 1SAB2 |
| | 3 | 5H8 | 5H2 | 2H3 | 2H2 | 2QAD3 | 2QAD2 | 2SAB1 |
| | 4 | 6H1 | 6H1 | 2H4 | 2H6 | 2QAD4 | 2QAD4 | 2SAB2 |
| | 5 | | | 1R5 | 1R1 | 3QAD1 | 3QAD1 | 3SAB1 |
| | 6 | | | 1R6 | 1R5 | 3QAD3 | 3QAD4 | 3SAB2 |
| H2 | 1 | 3H7 | 3H5 | 1H3 | 1H2 | 1QAD3 | 1QAD2 | 4SAB1 |
| | 2 | 4H8 | 4H4 | 1H4 | 1H6 | 1QAD4 | 1QAD4 | 4SAB2 |
| | 3 | 5H1 | 5H3 | 2H5 | 2H1 | 2QAD1 | 2QAD1 | 5SAB1 |
| | 4 | 6H2 | 6H2 | 2H6 | 2H5 | 2QAD2 | 2QAD3 | 5SAB2 |
| | 5 | | | 1R1 | 1R2 | 3QAD2 | 3QAD2 | 6SAB1 |
| | 6 | | | 1R8 | 1R6 | 3QAD4 | 3QAD3 | 6SAB2 |
| H3 | 1 | 3H8 | 3H6 | 1H5 | 1H3 | 4QAD1 | 4QAD1 | 1SCD1 |
| | 2 | 4H1 | 4H5 | 1H6 | 1H7 | 4QAD2 | 4QAD3 | 1SCD2 |
| | 3 | 5H2 | 5H4 | 2H7 | 2H4 | 5QAD3 | 5QAD2 | 2SCD1 |
| | 4 | 6H3 | 6H3 | 2H8 | 2H8 | 5QAD4 | 5QAD4 | 2SCD2 |
| | 5 | | | 1R2 | 1R3 | 6QAD1 | 6QAD1 | 3SCD1 |
| | 6 | | | 1R3 | 1R7 | 6QAD3 | 6QAD4 | 3SCD2 |
| H4 | 1 | 3H1 | 3H7 | 1H7 | 1H4 | 4QAD3 | 4QAD2 | 4SCD1 |
| | 2 | 4H2 | 4H6 | 1H8 | 1H8 | 4QAD4 | 4QAD4 | 4SCD2 |
| | 3 | 5H3 | 5H5 | 2H1 | 2H3 | 5QAD1 | 5QAD1 | 5SCD1 |
| | 4 | 6H4 | 6H4 | 2H2 | 2H7 | 5QAD2 | 5QAD3 | 5SCD2 |
| | 5 | | | 1R4 | 1R4 | 6QAD2 | 6QAD2 | 6SCD1 |
| | 6 | | | 1R7 | 1R8 | 6QAD4 | 6QAD3 | 6SCD2 |
| H5 | 1 | 3H2 | 3H8 | 2R2 | 2R1 | 1QEH1 | 1QEH1 | 1SEF1 |
| | 2 | 4H3 | 4H7 | 2R3 | 2R6 | 1QEH2 | 1QEH3 | 1SEF2 |
| | 3 | 5H4 | 5H6 | 3R4 | 3R3 | 2QEH3 | 2QEH2 | 2SEF1 |
| | 4 | 6H5 | 6H5 | 3R6 | 3R8 | 2QEH4 | 2QEH4 | 2SEF2 |
| | 5 | | | 4R1 | 4R4 | 3QEH1 | 3QEH1 | 3SEF1 |
| | 6 | | | 4R5 | 4R5 | 3QEH3 | 3QEH4 | 3SEF2 |
| H6 | 1 | 3H3 | 3H1 | 2R4 | 2R4 | 1QEH3 | 1QEH2 | 4SEF1 |
| | 2 | 4H4 | 4H8 | 2R5 | 2A2 | 1QEH4 | 1QEH4 | 4SEF2 |
| | 3 | 5H5 | 5H7 | 3R7 | 3R7 | 2QEH1 | 2QEH1 | 5SEF1 |
| | 4 | 6H6 | 6H6 | 3R8 | 3R1 | 2QEH2 | 2QEH3 | 5SEF2 |
| | 5 | | | 4R2 | 4R3 | 3QEH2 | 3QEH2 | 6SEF1 |
| | 6 | | | 4R6 | 4R6 | 3QEH4 | 3QEH3 | 6SEF2 |
| H7 | 1 | 3H4 | 3H2 | 2R6 | 2R3 | 4QEH1 | 4QEH1 | 1SGH1 |
| | 2 | 4H5 | 4H1 | 2R8 | 2R8 | 4QEH2 | 4QEH3 | 1SGH2 |
| | 3 | 5H6 | 5H8 | 3R2 | 3R1 | 5QEH3 | 5QEH2 | 2SGH1 |
| | 4 | 6H7 | 6H7 | 3R4 | 3R6 | 5QEH4 | 5QEH4 | 2SGH2 |
| | 5 | | | 4R3 | 4R2 | 6QEH1 | 6QEH1 | 3SGH1 |
| | 6 | | | 4R7 | 4R7 | 6QEH3 | 6QEH4 | 3SGH2 |
| H8 | 1 | 3H5 | 3H3 | 2R1 | 2R5 | 4QEH3 | 4QEH2 | 4SGH1 |
| | 2 | 4H6 | 4H2 | 2R7 | 2R7 | 4QEH4 | 4QEH4 | 4SGH2 |
| | 3 | 5H7 | 5H1 | 3R3 | 3R2 | 5QEH1 | 5QEH1 | 5SGH1 |
| | 4 | 6H8 | 6H8 | 3R5 | 3R5 | 5QEH2 | 5QEH3 | 5SGH2 |
| | 5 | | | 4R4 | 4R1 | 6QEH2 | 6QEH2 | 6SGH1 |
| | 6 | | | 4R8 | 4R8 | 6QEH4 | 6QEH3 | 6SGH2 |

Note the special case for 41-42 entries: There are no semi-finals G/H and the fourth and fifth place boats in the quarter-finals E/F/G/H go forward to final G.

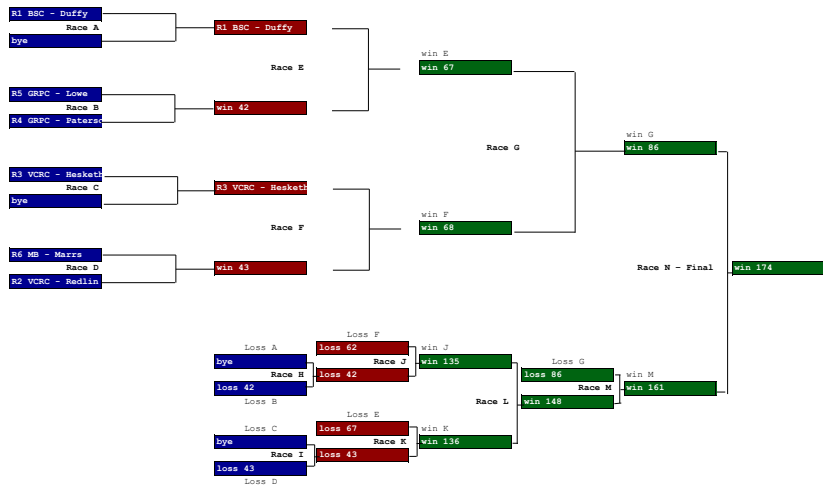
Note the special case for 43 entries: The last boat in each semi-final G/H goes forward to final H; the remainder to final G.

Case 13 : 49 and more entries

| Time | Repêchage | Quarter-finals | Semi-finals | | Finals |
|--------|-----------|----------------|--------------------------|-------|--------|
| Trials | R | | SI | SII | F |
| 1 | TT22 | TT1 | 1QAD1 | 1QAD1 | 1SAB1 |
| 2 | TT23 | TT8 | 1QAD2 | 1QAD3 | 1SAB2 |
| 3 | TT24 | TT9 | 2QAD3 | 2QAD2 | 2SAB1 |
| 4 | TT25 | TT16 | 2QAD4 | 2QAD4 | 2SAB2 |
| 5 | TT26 | TT17 | 3QAD1 | 3QAD1 | 3SAB1 |
| 6 | TT27 | 3R | 3QAD3 | 3QAD4 | 3SAB2 |
| 7 | | TT2 | 1QAD3 | 1QAD2 | 4SAB1 |
| 8 | | TT7 | 1QAD4 | 1QAD4 | 4SAB2 |
| 9 | | TT10 | 2QAD1 | 2QAD1 | 5SAB1 |
| 10 | | TT15 | 2QAD2 | 2QAD3 | 5SAB2 |
| 11 | | TT18 | 3QAD2 | 3QAD2 | 6SAB1 |
| 12 | | 2R | 3QAD4 | 3QAD3 | 6SAB2 |
| 13 | | TT3 | 4QAD1 | 4QAD1 | 1SCD1 |
| 14 | | TT6 | 4QAD2 | 4QAD3 | 1SCD2 |
| 15 | | TT11 | 5QAD3 | 5QAD2 | 2SCD1 |
| 16 | | TT14 | 5QAD4 | 5QAD4 | 2SCD2 |
| 17 | | TT19 | 6QAD1 | 6QAD1 | 3SCD1 |
| 18 | | 1R | 6QAD3 | 6QAD4 | 3SCD2 |
| 19 | | TT4 | 4QAD3 | 4QAD2 | 4SCD1 |
| 20 | | TT5 | 4QAD4 | 4QAD4 | 4SCD2 |
| 21 | | TT12 | 5QAD1 | 5QAD1 | 5SCD1 |
| 22 | | TT13 | 5QAD2 | 5QAD3 | 5SCD2 |
| 23 | | TT20 | 6QAD2 | 6QAD2 | 6SCD1 |
| 24 | | TT21 | 6QAD4 | 6QAD3 | 6SCD2 |
| 25 | | 4R | 1QEH1 | 1QEH1 | 1SEF1 |
| 26 | | TT32 | 1QEH2 | 1QEH3 | 1SEF2 |
| 27 | | TT33 | 2QEH3 | 2QEH2 | 2SEF1 |
| 28 | | TT40 | 2QEH4 | 2QEH4 | 2SEF2 |
| 29 | | TT41 | 3QEH1 | 3QEH1 | 3SEF1 |
| 30 | | TT48 | 3QEH3 | 3QEH4 | 3SEF2 |
| 31 | | 5R | 1QEH3 | 1QEH2 | 4SEF1 |
| 32 | | TT31 | 1QEH4 | 1QEH4 | 4SEF2 |
| 33 | | TT34 | 2QEH1 | 2QEH1 | 5SEF1 |
| 34 | | TT39 | 2QEH2 | 2QEH3 | 5SEF2 |
| 35 | | TT42 | 3QEH2 | 3QEH2 | 6SEF1 |
| 36 | | TT47 | 3QEH4 | 3QEH3 | 6SEF2 |
| 37 | | 6R | 4QEH1 | 4QEH1 | 4SGH1 |
| 38 | | TT30 | 4QEH2 | 4QEH3 | 4SGH2 |
| 39 | | TT35 | 5QEH3 | 5QEH2 | 5SGH1 |
| 40 | | TT38 | 5QEH4 | 5QEH4 | 5SGH2 |
| 41 | | TT43 | 6QEH1 | 6QEH1 | 6SGH1 |
| 42 | | TT46 | 6QEH3 | 6QEH4 | 6SGH2 |
| 43 | | TT28 | 4QEH3 | 4QEH2 | 4SGH1 |
| 44 | | TT29 | 4QEH4 | 4QEH4 | 4SGH2 |
| 45 | | TT36 | 5QEH1 | 5QEH1 | 5SGH1 |
| 46 | | TT37 | 5QEH2 | 5QEH3 | 5SGH2 |
| 47 | | TT44 | 6QEH2 | 6QEH2 | 6SGH1 |
| 48 | | TT45 | 6QEH4 | 6QEH3 | 6SGH2 |
| Etc. | 49 | | >48, to finals I,J, etc. | | |

Jr B Girls 4x

Duelling Over a Grand



round-5 round-4 round-3 round-2 round-1 round-0

| | | |
|---|-----------------|--------------------|
| # | Entries | B Concatenate |
| 1 | BSC - Duffy | R1 BSC - Duffy |
| 2 | VCRC - Redlin | R2 VCRC - Redlin |
| 3 | VCRC - Hesketh | R3 VCRC - Hesketh |
| 4 | GRPC - Paterson | R4 GRPC - Paterson |
| 5 | GRPC - Lowe | R5 GRPC - Lowe |
| 6 | MB - Marrs | R6 MB - Marrs |

Appendix 4

HEAD RACING RULES

A Head Race is defined as any race wherein competitors race over the same course but start sequentially. The RCA Rules of Racing shall apply in full, except as noted below.

1. Course

- 1.1 Head races shall be conducted on a course that is wide enough for a participating crew to navigate safely, for overtaking crew to pass another crew, and for non-participating crews to travel to and from a launching area without impeding crews involved in a race.
- 1.2 The course shall be identified on the water by buoys and off the water by distance markers at appropriate points along its entire length.
- 1.3 Hazardous areas, such as shallows, underwater obstructions, narrow areas, an area where water traffic crosses a course, shall be conspicuously marked with buoys or other markers that are visible from both directions of the course.
- 1.4 The starting area shall have ample room above the start line so that all crews in an event can be marshaled without interfering with the starting line.
- 1.5 The starting line shall be clearly marked to guide crews to the start.
- 1.6 The finish line shall be conspicuously marked.
- 1.7 The area beyond the finish line shall have ample room to allow crews that have finished a race to row away without interfering with crews still racing.
- 1.8 A map of the course indicating traffic patterns and navigational hazards shall be prominently displayed at the launching area.
- 1.9 It is the responsibility of the OC to ensure that the RCA Safety Guidelines are followed and that the RCA Regatta Sanction requirements are met.

2. Local Regatta Rules

- 2.1 For each Head Race, the organizing committee shall devise and publish local regatta rules that govern the conduct of racing and that are adapted to the particular characteristics of the course. Such rules shall include:
 - 2.1.1 The traffic pattern to be used by crews while launching, traveling to the start area, waiting for the start, racing the course itself, and traveling after the finish.
 - 2.1.2 Right of way rules during the race itself, including any circumstances in which passing is not allowed.
 - 2.1.3 Time penalties to be enforced for violation of the traffic pattern, right of way rules, or violation of course boundaries.
 - 2.1.4 Starting procedures, including the time at which crew must appear in the start marshalling area, the starting interval and marshalling procedures.

- 2.1.5 The manner in which instructions to crews will be given during the race.
- 2.1.6 The map of the course showing the starting area, finish area, paths to be taken by launching and returning crews, the location of the first aid station, and the course itself. In showing the course itself, the map shall indicate the location of turns, any known hazardous conditions, course markings, the assigned positions of referees, and any no passing zones.
- 2.1.7 The OC shall provide for instantaneous communication, such as radio or telephone, between starting line, finish line and any referees or marshals stationed on the course.
- 2.1.8 The OC shall provide each boat with a bow marker or a numbering system, unique to its event.
- 2.1.9 The OC is responsible for providing the timing system for the event.

3. Umpires

- 3.1 To fulfill RCA regatta sanction requirements, a head race will need four RCA licensed umpires, including the Chief Umpire. In principle, the four umpires will be assigned to the start area, the finish area, the control commission (launch area) and on-water duties.
- 3.2 The timing of races is the responsibility of the Organizing Committee.
- 3.3 For each race, the Chief Umpire, in collaboration with the Regatta Chair, will assign Umpires to perform various duties that may consist of the following:
 - 3.3.1 Starter: The Starter shall be stationed on the starting line and shall be responsible for the starting procedure including maintaining order and interval between crews.
 - 3.3.2 Marshal: The Marshal shall be positioned in the starting area and is responsible for organizing participating crews above the start into the proper order.
 - 3.3.3 Timer: The Timer shall be stationed at the start and shall record the starting time of each crew. The timer is also responsible for communicating the starting time for each crew to the Finish Judge.
 - 3.3.4 Umpires or marshals: The Umpires or marshals shall be strategically positioned along a course and must have a communication system at points along the course so that no portion of the course is at any time out of sight to one or more umpires/marshals launches.
 - 3.3.4 Launches for Umpires/Marshals shall normally be stationary while the race is in progress, but may move to respond to emergencies. Umpires or marshals shall note any violation of the local regatta rules, including traffic patterns, right of way rules, and report such violations to the Finish Judge or the Chief Umpire for the appropriate penalties. Umpires or marshals shall give instructions to crews to avoid collision or accident.
 - 3.3.5 Finish Judge: The Finish Judge shall mark the finish time of each crew.
 - 3.3.6 Marshal or marshals to assist the finish judge.
 - 3.3.7 An umpire or marshal in the launch area.

4. The Launch Area

- 4.1 In the launch area, there should be an announcing system which updates the regatta time, progress, and delays.

5. The Start

- 5.1 Before the start of each event, the Marshal, Starter and Timer shall verify the presence of scheduled crews. Any crew that does not appear within the time specified in the local regatta rules may be warned or excluded by the Marshal or Starter.
- 5.2 At the signal of the Starter, the Marshal shall direct the crews into the starting area in the proper order.
- 5.3 Crews are responsible for maintaining their proper order as they approach the starting line. Crews not maintaining their proper position may be delayed, move to the end of the starting order, or penalized by the Marshal or Starter.
- 5.4 All crews not currently involved in the staging of the start shall yield to crews being summoned by the Marshal or Starter.
- 5.5 As a crew approaches the starting line, the Starter shall instruct crews as necessary to maintain the proper interval. As a crew crosses the starting line, the Timer shall record the time.

6. The Race

- 6.1 Umpires may give verbal instructions to crews in the manner set forth in the Rules of Racing.

7. The Finish

- 7.1 As each crew crosses the finish line, the Finish Judge shall mark the time of the finish and the identity of the crew.
- 7.2 The order of finish shall be determined according to the order of elapsed times after any penalties have been assessed.
- 7.3 The Finish Judge shall ensure that all crews are accounted for at the end of the race.

7. Penalties

- 7.1 Time penalties: The OC may provide in the local regatta rules for the imposition of time penalties, to be added to a crew's elapsed time, for violation of the traffic pattern, right of way rules or violation of course boundaries.
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Appendix 6

STARTING PROCEDURES SCRIPT

| What the RCA Rules of Racing say | What the Umpire is doing | SCRIPT - What the athletes should hear from the Umpire |
|--|--|--|
| <p>10.2 Starting Procedure The Starter shall inform the crews of their starting positions.</p> | <p>Calling the crews to the Start</p> | <p>“Senior Men’s Eight Heat #1 (or Semi #1 or Final) British Columbia Lane 1, Alberta Lane 2, Saskatchewan Lane 3, Manitoba Lane 4, Ontario Lane 5, Quebec, Lane 6...Five Minutes”</p> |
| <p>11.14.3 Duties of the Starter ... In addition, the Starter shall inform the crews when there is five, four, three and two minutes remaining before the start time.</p> | <p>Advising them that time is passing toward the Start.</p> | <p>“4 Minutes” “3 Minutes”</p> |
| <p>10.1 Start Zone ... Crews must be attached to their starting positions at least two minutes before the designated start time. 10.3 Starting Procedure (with flags)/10.5 Starting Procedures (with traffic lights) ... Two minutes before the designated start time, the Starter shall announce “Two minutes” and this shall signify to the crews that they are formally under Starter’s orders.</p> | <p>The Aligner may begin to align the boats as soon as they lock on.</p> <p>If traffic lights are in use, the “Clear” button should have been pressed by now, to ensure that the lights have been reset.</p> | <p>“2 Minutes”</p> |
| <p>10.2 Starting Procedure ... The Starter shall start the race when the crews are ready and when the Judge at the Start</p> | <p>Check with the Aligner for white flag.</p> | |

RCA Rules of Racing

| What the RCA Rules of Racing say | What the Umpire is doing | SCRIPT - What the athletes should hear from the Umpire |
|---|---|---|
| <p>indicates that the crews are correctly aligned.</p> <p>11.15.2 Duties of the Judge at the Start</p> <p>...When the Judge is satisfied that this is the case, he or she indicates this to the Starter by raising a white flag.</p> | | |
| <p>10.3 Starting Procedure (with flags)/10.5 Starting Procedure (with traffic lights)</p> <p>... Before giving the start commands, the Starter shall ensure that the Umpire and the Judge at the Start are ready.</p> | <p>Ensure course is clear, and that there is an Umpire Boat(s) ready.</p> | |
| <p>11.14.3 Duties of the Starter</p> <p>... The Starter shall check that the competitors' equipment and clothing and coxswains' weights are in order.</p> <p>2.5 Coxswain's weights</p> <p>...Such deadweight shall be placed as close as possible to his/her person in the boat.</p> <p>6.2 Rowers' Clothing</p> <p>... Members of the same crew shall compete wearing uniform clothing (shirts, shorts and any additional garments).</p> | <p>Check coxies for weights.</p> <p>Ensure competitors are all wearing the same uniform.</p> | <p>“New Brunswick Coxswain, may I see your weight?”</p> <p>“Nova Scotia coxswain. Uniform”</p> |
| <p>11.14.6 Duties of the Starter</p> <p>... The Starter may award a</p> | <p>Issue & check for yellow</p> | <p>“Newfoundland & Labrador, Late to the start. Yellow Card.”</p> |

RCA Rules of Racing

| What the RCA Rules of Racing say | What the Umpire is doing | SCRIPT - What the athletes should hear from the Umpire |
|--|---|---|
| <p>Yellow Card to crews arriving late (less than 2 minutes before the start time) at their starting positions or are not ready to race at the designated start time.</p> | <p>cards Card should be announced when the crew lock on. Starter should ensure that the yellow card marker, if present, is displayed immediately after the card is announced.</p> | |
| <p>10.3 Starting Procedure (with flags)/10.5 Starting Procedure (with traffic lights) ... When the boats are aligned and the crews are ready to race, the Starter shall complete a roll call by announcing -- in lane order -- the names of each of the crews in the race. Once the roll call begins, the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll call.</p> | <p>Roll call starting with Lane 1. <i>Only use Lane # if more than one entry from the same club.</i></p> | <p>“British Columbia Lane 1, Alberta, Saskatchewan, British Columbia Lane 4, Manitoba, Ontario”</p> |
| <p>10.3 Starting Procedure (with flags) ...After the last crew has been named in the roll call, the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say: "Attention". The Starter shall then raise the start flag.</p> | <p>Calling “Attention” and then raising the start flag</p> | <p>The athlete should hear “Attention” and see the start flag being raised</p> |

RCA Rules of Racing

| What the RCA Rules of Racing say | What the Umpire is doing | SCRIPT - What the athletes should hear from the Umpire |
|--|---|--|
| <p>10.5 Starting Procedure (with traffic lights) ...After the last crew has been named in the roll call, the Starter shall check that the Judge at the Start is indicating that the crews are still correctly aligned and shall then say: "Attention". The Starter shall then press a button to change the traffic lights from the neutral (no lights on) position to Red</p> | <p>Calling "Attention" and then pressing the red button</p> | <p>"Attention"</p> |
| <p>10.3 Starting Procedure (with flags) ... After a clear pause the Starter shall give the start by dropping the start flag quickly to one side and saying "Go"</p> <p>The pause between the red light and the start command (the green light and the audible signal) shall be clear and variable.</p> <p>10.5 Starting Procedure (with traffic lights) ... After a clear pause the Starter shall give the start by pressing a button which shall, at the same moment:</p> <ol style="list-style-type: none"> change the red light to green; make an audible signal through the loudspeakers; start the timing system for the | <p>Dropping the start flag and simultaneously saying "Go".</p> <p>Press the "Go" button that turns on the green light, makes an audible signal, etc.</p> | <p>"Go".</p> <p>No words from the Umpire. Just the sound of the audible signal.</p> |

RCA Rules of Racing

| What the RCA Rules of Racing say | What the Umpire is doing | SCRIPT - What the athletes should hear from the Umpire |
|---|---|--|
| <p>race;</p> <p>d. freeze the picture on the monitor in the Aligner’s hut;</p> <p>e. release the Alignment Control Mechanism (boot) if provided.</p> <p>The pause between the red light and the start command (the green light and the audible signal) shall be clear and variable.</p> | | |
| <p>10.6 Quick Start In exceptional circumstances, the Starter may decide not to use the normal start with the roll call. If so, the Starter must inform the crews that the "Quick Start" shall be used.</p> <p>...</p> | <p>Calling the crews to the Start</p> | <p>“Seniors Men’s Eight Heat #1 (or Semi #1 or Final) Quebec Lane 1, New Brunswick Lane 2, Nova Scotia Lane 3, Newfoundland and Labrador Lane 4, Prince Edward Island, Lane 5, Alberta, Lane 6...Five Minutes”</p> |
| | <p>Advising them that time is passing toward the Start.</p> | <p>“4 Minutes” “3 Minutes”</p> |
| | | <p>“2 Minutes”</p> |
| | <p>Check with the Aligner for white flag</p> | |
| | <p>Ensure course is clear, and that there is an Umpire Boat(s) ready.</p> | |

RCA Rules of Racing

| What the RCA Rules of Racing say | What the Umpire is doing | SCRIPT - What the athletes should hear from the Umpire |
|--|--|---|
| | Check coxies for weights | “Nova Scotia Coxswain, may I see your weights?” |
| | Issue & check for yellow cards. Card should be announced when the crew lock on. Starter should ensure that the yellow card marker, if present, is displayed immediately after the card is announced. | “Prince Edward Island, Late to the start. Yellow Card.” |
| <p>10.6 Quick Start In exceptional circumstances, the Starter may decide not to use the normal start with the roll call. If so, the Starter must inform the crews that the "Quick Start" shall be used</p> | As a warning to crews, the Starter should announce that the Quick Start is being used. | “This will be a quick start” |
| <p>10.6 Quick Start For the quick start, instead of the roll call, the Starter shall say: "Quick Start".</p> <p>Then he or she shall then say "Attention".</p> <p>The Starter shall then either:</p> <ul style="list-style-type: none"> a. raise the start flag, or b. press the button for the red light. <p>After a clear and variable pause,</p> | | <p>“Quick Start”</p> <p>“Attention”</p> |

RCA Rules of Racing

| What the RCA Rules of Racing say | What the Umpire is doing | SCRIPT - What the athletes should hear from the Umpire |
|---|--------------------------|--|
| <p>the Starter shall give the start either:</p> <ul style="list-style-type: none"> a. by dropping the start flag quickly to one side and simultaneously saying: "Go", or b. by pressing the button to turn the red light to green and simultaneously making an audible signal. <p>For Adaptive Events (visually impaired), the Starter shall amend the above procedure. After the Starter has said "Quick Start", the Starter shall then say "Attention, Red Flag" (or in the case that traffic lights are used – "Red Light"). The starting procedure shall then be continued.</p> | | <p>"Go"</p> <p>Audible signal.</p> |