

**NEW ZEALAND UNIVERSITIES  
ROWING COUNCIL**

**RULES OF RACING**

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## Part 1 - Scope

### Rule 1 - Rowing, Boats, Regattas

1. Rowing is the propulsion of a displacement boat, with or without coxswain, by the muscular force of one or more rowers, sitting with their backs to the direction of movement of the boat, using oars as simple levers. Rowing on a machine or in a tank, which simulates the action of rowing in a boat, is also considered as rowing.
2. A rowing regatta is a sporting competition consisting of one or more events divided, if necessary, into a number of races, in one or more classes of boats divided, as a general rule, into different categories of sex, age, weight or ability.
3. There are three classes of regattas:
  - a) **Championship Regatta** – shall include the New Zealand University Rowing Championships.
  - b) **Local Regatta** – run by a local association in their area on a course that may not conform to national standards of fairness or length or straightness. Local associations may hold their regattas at a major location, and still be considered a local regatta, and may have local clauses added to the conditions to suit the time of the season and the ability of the crews.

### Rule 2 - Purpose

The purpose of these rules are to:

1. Provide a basis for racing.
2. Ensure that due notice is taken of the NZRA Competition Safety Code, the provisions of which shall take precedence at all times.
3. Provide a consistent framework for the regulation and organisation of regattas and other rowing events.

### Rule 3 - Definitions and Abbreviation

The following definitions shall apply throughout these rules:

- Board** - New Zealand Rowing Association Board of Directors  
**FISA** - 'Fédération Internationale des Sociétés d'Aviron', the World Rowing Federation  
**Committee** - The NZRA University Committee  
**May** - When used in describing the duties of officials in these rules implies the exercise of discretion and judgement.  
**MNZ** - Maritime New Zealand  
**NZRA** - New Zealand Rowing Association  
**NZSSRA** - New Zealand Secondary School Rowing Association  
**Shall** - A mandatory command  
**Should** - Optional but desirable  
***Italic type*** in these rules indicates comment or explanation, rather than rules.

### Rule 4 - Guiding Principles and Interpretation

1. The principles guiding the Organising Committee and the officials in charge of the regatta shall be:
  - a) Safety of all competitors
  - b) Fairness for all competitors

Each individual competitor and team official shall act at all times in accordance with these principles.

2. Wherever possible, provisions of these rules should be interpreted consistently with each other. Where such interpretation is not possible, the more specific should prevail over the general, and provisions regarding safety shall take precedence over any other provision.
3. In situations not covered by these rules, the Race Committee is empowered to make such decisions and to give such instructions as are necessary to carry out their responsibilities, and to affect the purposes described in the principles above.

#### **Rule 5 - Right to Participate**

1. Competitors shall be registered with a club affiliated with the NZURC and hold a current NZRA Competition Licence at Championship Regattas unless exempt by the NZRA.
2. Non-Resident competitors who belong to a federation that is a member of FISA have the right to participate at University regattas

#### **Rule 6 - The Regatta**

1. All regattas in New Zealand shall be conducted according to the Rules as may be appropriate for the regatta and advised in the regatta notice.
2. All Regattas shall adhere to the NZRA Competition Safety Code, the MNZ and Regional Authority Water Safety Regulations.

#### **Rule 7 - New Zealand University Rowing Championships**

The list of all events at the New Zealand Rowing Championships shall be confirmed by the annual general meeting held in evenly numbered years. The Committee shall decide the order of the events.

## Part 2 - Rowers, Coxswains and Crews

### SECTION 1 - General

#### Rule 8 - Health and Insurance

Each competitor shall take ultimate responsibility for their own state of health and fitness which allows them to compete at a level commensurate with the competition level of the particular event. Equipment owners shall carry adequate and comprehensive accident and property insurance covering their persons, equipment and property.

#### Rule 9 - Season

A Season commences on the first day of September and ends immediately after NZSSRA's New Zealand Championships the following year.

### SECTION 2 - Classification of Rowers (Excluding Coxswains)

#### Rule 10 - Club Representation

No rower may race for two different entities at the same regatta.

#### Rule 11 - Classification

Rowers are classified according to:

- a) gender
- b) ability
- c) age
- d) weight

#### Rule 12 - Classification According to Gender

All rowers shall be classified as eligible to row in one of two genders: male or female. A rower's gender shall match their sex unless their gender classification has been set in accordance with NZRA's Transgender and Transsexual Policy.

#### Rule 13 - Classification According to Ability

##### 1. Classifications

- a) Every rower is classified according to ability into one of four classes: Novice, Tournament, Varsity and Championship. (Classes listed in order of increasing ability from lowest to highest).
- b) A person who has never rowed in a race is unclassified according to ability and is eligible for Novice events.

##### 2. Grades

- a) **Novice grade** - The novice grade competitors must not have rowed or received any rowing coaching prior to February 1st of the current year.
- b) **Tournament grade** - The tournament grade is for competitors who have only ever raced at University Rowing Regattas or only raced a novice season at club/school and was not a medallist during that season.
- c) **Varsity grade** - Rowers ineligible to row in Varsity grade include:

- a. A rower who has won an Under 20 or Under 22, Senior, Premier, Championship, Lightweight event at the New Zealand Rowing Championships, or who is on the RNZ pathway as a Tier 1 or 2 athlete
- b. A rower who has competed within the previous two seasons as a New Zealand representative in any New Zealand Elite, Under 23, Junior Crew, Youth Olympic Crew, New Zealand Academy crew, New Zealand development crew, New Zealand University crew (excluding Trans-Tasman Lightweights), or any other similar New Zealand representative crew as may be defined by the Committee.

**Championship grade** - All rowers are eligible to row in the Championship grade.

- i) To be eligible to row in the Championship 8+ at the University Championships, at the time of the regatta the competitor must be enrolled in 3 undergraduate papers at the time of the regatta unless;
- ii) the competitor is in limited full-time study or;
- iii) is in post graduate study provided that they are enrolled in .25 EFTS (2 papers/courses in the calendar year of the regatta)
- iv) Coxswains are exempt from the championships eights full time rule, but must be a current student

### 3. Classification by NZURC

- a) NZURC shall be responsible for classifying any rower other than a Novice or Premier who has not raced under this system of classification. This includes rowers from overseas.

### **Rule 14 - Lightweights**

Lightweight races are restricted weight events for rowers who comply with the following conditions:

- a) No rower who is under the age of 16 before the 1<sup>st</sup> of January in the season in which the competition is held shall be eligible to be classified by weight.
- b) No individual lightweight male rower may weigh more than 75kg. No crew average applies.
- c) No individual lightweight female rower may weigh more than 62kg. No crew average applies.
- d) In races where a weight limit applies, lightweight rowers shall be weighed individually in their racing uniform on tested scales which indicate the weight of the rower to 0.1kg not less than one hour and not more than two hours before their first race in which they are competing on each day of competition.
- e) All the members of a lightweight crew are to present themselves together for weighing and remain at the scales until all the crew have been weighed in.
- f) A club representative, other than the rower/s, should also attend the weighing in.
- g) If the race is subsequently postponed, the lightweight rower/s is not required to be weighed later on the same day for that event.
- h) Any rower who has been re-hydrated intravenously between the weigh-in and the respective race shall not be allowed to start.
- i) If a rower exceeds the required weight or a 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 event.

### **Rule 15 - Classification of Crews**

Crews are classified according to:

1. Gender Classification of Crews

Crews of only the specified gender or specified mix of genders may race together in gender classified races. A mixed gender crew shall contain equal numbers of male and female rowers.

2. Ability Classified Racing

Crews of only the same or less ability may race together in ability classified races. When an event is classified as Open ability everybody has the requisite eligibility to compete.

3. Age Group Racing

Crews of only the same age group may race together in age group classified races.

4. Weight Classified Racing

Crews of only the same weight may race together in weight classified races.

### **Rule 16 - Composite Crews**

1. Composite crews comprising of rowers from any University may be entered in any four, quadruple scull or eight in Novice, Tournament or Varsity grade. Composites are not able to be entered in Championship grade.

2. Entries

a. Before a composite entry is accepted, Universities must have first used all available rowers from the grade below.

b. In Novice and Tournament grades 50% of the crew shall be from one University (excluding coxswain) In Varsity Grade 75% % of the crew shall be from one University. (excluding coxswain)

c. The crew may be referenced as a composite crew from the university of the competitor designated in the stroke seat. If the stroke of a composite crew comprising Auckland/Otago is from Otago the short form of the crew may be "Otago Composite".

3. Composite Crews shall be entitled to medals in accordance with Rule 65. Points will not be awarded.

4. Substitution. Rowers entered in a composite crew shall be subject to the same rules for substitution as other crews provided that any replacement rower shall be a member of a club represented in the original entry.

## **SECTION 3 - International Crews**

### **Rule 17 - International Crews**

International crews shall register with the Committee prior to competing. Their level of classification will be assessed by the Committee prior to their competing at a regatta. All information required to make this determination shall be supplied to the Committee at the time of registering. Only crews from a member federation of FISA shall be allowed to compete.

## **SECTION 4 - Para-Rowing**

### **Rule 18 - Para-Rowing**

1. A Para-Rower is a rower with a disability who meets the minimum criteria set out in the FISA Classification Rules. Only these rowers shall compete in a Para-Rowing event.
2. The Para-Rowing categories recognised by NZURC include:
  - a) PR3 (legs, trunk and arms) – rowers have use of their legs, trunk and arms, are able to utilise the sliding seat; and shall meet the minimum disability requirements in intellectual disability and/or, visual impairment and/or physical disability.
  - b) PR2 (trunk and arms) – rowers have trunk movement but are unable to use the sliding seat because of significantly weakened function of the lower limb/s.
  - c) PR1 (arms only) – rowers have no or minimal trunk function, they are able to apply force predominantly using the arms and/or shoulders.
3. Competitors competing at a NZURC event shall have a current classification as outlined in the FISA Classification Rules.
4. Coxswains of Para-Rowing crews may be either gender and are not required to have a disability.
5. The Para-Rowing boat classes offered at NZURC Championships shall be determined by the Committee and published at least six months in advance of the Championship Regatta. They shall periodically be reviewed to ensure that participation levels are maximised.
6. The design and specifications of boats and equipment permitted in these Para-Rowing events shall be as specified by FISA.
7. No protest is permitted against the classification of another rower.
8. A competitor may protest against their own classification by lodging a protest in accordance with the FISA processes.

## **SECTION 5 - Coxswains**

### **Rule 19 - Coxswains**

1. A coxswain is a member of a crew.
2. A coxswain is not subject to the classification outlined in Rule 17 – Classification of Crews.
3. The minimum weight for a coxswain is 55kg.
4. Deadweight
5. To make up the minimum weight, deadweight shall be placed in the boat as close as possible to the coxswain. It shall not be connected in any way to the coxswain nor should it be of such construction that it might impede their exit from the boat. In the case of a bow coxed boat it shall not be placed in front of the coxswain.
6. The deadweight shall be of a solid substance, not sand, gravel, water or anything similar, and not attached to a person. Where several solid items form such weight, these shall be connected to each other or contained in a sealed bag of suitable strong materials.
7. The deadweight shall not include any article of rowing or racing equipment. The maximum weight of deadweight allowed to be carried shall be 20kg.
8. Coxswains shall be weighed in their racing uniform excluding life jacket on tested scales which indicate the weight of the coxswain to 0.1kg not less than one hour and not more than two hours before their first race on each day of competition. Failure to weigh in

within this time will result in a race penalty for the coxswain and their crew for each race the coxswain has that day. The coxswain may still weigh in after this time and then no penalty will be applied for races taking place more than one hour after the coxswain weighs in. Failure to weigh in at all before a race shall result in exclusion from the race of the coxswain and their crew.

9. At any time, prior to and/or after each race the Control Commission may require the weight of the dead weight to be checked. If the weight is less than that recorded the crew shall be relegated to last place.
10. Coxswains shall wear a New Zealand Safety Standards approved life jacket rated for the weight of the coxswain. Inflatable life jackets are prohibited.
11. A coxswain may not compete for more than one University at any regatta – however, application for dispensation may be made to the Race Committee.
12. Clothing worn shall be of such materials, that in an event of capsize or sinking, the water will not render the clothing to become a hazard (i.e. jeans).

## **SECTION 6 - Rowers' Clothing**

### **Rule 20 - Rowers' Clothing**

1. Every rower, shall wear the registered colours of the University represented. This shall consist of at least a singlet and shorts combination or an equivalent one-piece garment.
2. Crews representing a single University shall wear a uniform of the registered colours of the club.
3. Undergarments may be worn uniformly under the official uniform.
4. In composite crews each rower shall wear the strip of the club represented.
5. In exceptional cases, the Race Committee may authorise the wearing of an alternative uniform.

## Part 3 - Boats and Construction

### Rule 21 - Classes of Boats

The following classes of boat are recognised by the NZURC:

- a) Single Sculls (1x)
- b) Double Sculls (2x)
- c) Pair (2- )
- d) Coxed Pair (2+)
- e) Quadruple Sculls (4x-)
- f) Coxed Quadruple Scull (4x+)
- g) Four (4- )
- h) Coxed Four (4+)
- i) Coxed Octuple (8x+)
- j) Coxed Eight (8+)

### Rule 22 - Construction of Boats and Crew Responsibility

The construction, design and dimensions of boats and oars shall, in principle, be unrestricted subject to the following provisions. It is solely the responsibility of the crew that their boat meets all these requirements including safety provisions.

### Rule 23 - Boats

1. Boats shall not be less than the following minimum weights:

Type of Boat	1x	2x	2-	2+	4-	4+	4x	4x+	8+	8x+
Weight Kg	14.0	27.0	27.0	28.0	50.0	51.0	52.0	53.0	96.0	100.0

The minimum weight of the boat shall include only the fittings essential to its use, in particular; riggers, stretchers, shoes, slides, seats and hull extensions. The minimum weight shall not include the oars or sculls or the bow number. It shall include sound amplification equipment or any other kind of electronic equipment, including cables or wires carried in the boat for connecting such equipment within the boat, housing or fixing for electronic or other equipment and any loudspeakers, only when such equipment is firmly fixed to the boat. Additional weight carried in the boat to achieve the required weight shall be firmly fastened to the boat or to the essential fittings described above.

2. If equipment is placed in a boat for a particular race, on behalf of the Organising Committee, it can only be installed with the agreement of the crew in question unless all boats in the race are similarly equipped.

*e.g. If all crews in a race have a GPS system then the crews are required to carry them. If the request is only made to some of the crews then only those that agree may carry the equipment.*

3. All boats shall have an approved bracket permanently fixed at the bow immediately behind the bow ball for the fixing of a boat number.
4. No boat shall make use of any substance or structures (including riblets) capable of modifying the natural properties of water to improve performance.

5. No rower shall make use of a boat with a sliding or swinging rigger mechanism.
6. Flotation Requirement - Boats constructed or delivered after 1<sup>st</sup> January 2010 shall show on the production plaque whether the boat meets the FISA Guideline for Minimum Flotation: "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." If a buoyancy compartment is fitted with a method of closing that compartment then the fitment shall be in place and intact.
7. There shall be no restriction on the design of boats or equipment other than as described.

### **Rule 24 - Bow Balls**

1. The bows of all boats used for a regatta shall be properly protected with a solid white ball, of not less than 40mm diameter, firmly attached to the bow.
2. It shall not significantly deflect if a side force is applied.
3. If the protection is an integral part of the boat it shall afford equivalent protection and visibility.
4. Where a bolt is used to attach a bow ball the bolt should not protrude from the nut and when affixed the bolt and nut together should be of a shorter length than the diameter of the bow ball itself.

### **Rule 25 - Quick Release Foot Stretchers**

In all boats the foot stretchers, shoes or other devices holding the feet of the rowers shall be a type which allow the rowers to get clear of the boat with no delay. Where shoes or other devices holding the feet will remain in the boat, each shoe or device shall be independently restrained such that the heel will not lift more than 7 cm. In addition, where laces, velcro or similar materials shall be open before the competitor may remove their feet from the shoes or other device, these shall be able to be released immediately by the competitor with a single quick hand action of pulling on one easily accessible strap.

### **Rule 26 - Coxswain's Seat**

1. The opening for the coxswain's seat shall be at least 700mm long and be as wide as the boat for at least 500mm.
2. The interior surfaces shall be smooth and without any projections that would hinder easy and rapid egress.
3. A fixed bulkhead or firm foot-stop shall be provided at a suitable distance from the backrest to suit the coxswain's height so that they can push themselves clear of the cockpit easily.
4. The steering mechanism shall not hinder egress by projecting into the coxswain's enclosure.

### **Rule 27 - Boat Weighing**

If boat weighing is conducted at a regatta it shall follow these rules:

1. Test weighing of boats - The weighing scale(s) shall be available to the crews at least 24 hours and, if possible, 48 hours before the first race of the regatta for the test weighing of their boats. The scales shall be tested scales which indicate the weight of the boat to 0.1kg and be located on a horizontal floor, inside a building or a tent to provide protection from the wind. The weighing area shall be easily accessible from the incoming pontoons and shall be exclusively reserved for the weighing of boats during the regatta. It is solely the responsibility of the crew to ensure that their boat meets the required minimum weight.

2. Official Boat Weighing Procedure – A person, authorised by the Race Committee shall make a random draw before the start of each racing session. They shall also have the right to include additional boats to this list if there is a suspicion that certain boats may be underweight. They shall deliver copies of this draw to the responsible person on the Control Commission, usually the Chief Marshall.
3. Members of the Control Commission shall inform the nominated crews as they leave the water after cooling down and they, or people appointed for that purpose, shall accompany the crews to the weighing scales. Once the crew has been nominated no extra weight of any description can be added to the boat until the boat has been weighed.
4. Equipment which is not to be included in the weight of the boat shall be removed from the boat before weighing.
5. At the official weighing of the boat, the normal wetted surface of the boat is accepted. However, any standing water shall be removed before the weighing, in particular any water between the shoulders and under the canvas, and in all watertight compartments. All other items (tools, clothes, sponges, bottles, etc.) shall be taken out of the boat before the weighing.
6. Failure to make the minimum weight – If a boat is below the minimum weight, the member of the Control Commission shall record the result of weighing and proceed as follows:
  - a. Test the scales with the gauged weights, observed by the crew representative; record the name of the crew and the event and the words “Test Weighing”. Both the crew representative and the member of the Control Commission shall sign this as a correct record of the test.
  - b. Weigh the boat concerned for the second time, record the weight and type of equipment items included in the weighing and the words “Second Boat Weighing”. Both the crew representative and the member of the Control Commission shall sign this as a correct record of this weighing.
  - c. Deliver the record to the Race Committee.
  - d. Penalty for Underweight Boat – The penalty for having raced in an underweight boat shall be that the crew is relegated to last place in the particular race. If the crew races again in an underweight boat in a later round of the same event, then the penalty shall be the exclusion of the crew.

### **Rule 28 - Oars**

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

### **Rule 29 - Boat numbers**

Each boat shall carry at the bow the number as required by the Organising Committee. If boat numbers are supplied by the Organising Committee these shall be used to the exclusion of all others. If numbers are not provided the boat numbers shall be profile cut, a minimum of 180mm high, coloured air-sea-rescue orange or red. The numbers shall in this case be supplied by clubs.

## **Part 4 - Courses**

The criteria for courses are described in the Regulations for Courses (Appendix B).

## **Part 5 - Organisation of Regattas**

### **SECTION 1 - General**

#### **Rule 30 - Duties of the Organising Committee**

1. The organisation of a regatta shall be undertaken by an Organising Committee formed for that purpose.
2. The Committee may appoint a person to the Organising Committee formed for any Championship Regatta.
3. The Organising Committee is responsible for:
  - a) All matters pertaining to the preparation and operation of a regatta.
  - b) Ensuring that the organisation of that regatta is in accordance with these rules.
  - c) Fixing the dates of the regatta.
  - d) Ensuring that the course and all necessary installations on land and water provide the necessary services for the rowers in a safe and secure environment.
  - e) Preparing a regatta notice and event list and make available to all clubs.
  - f) Taking out public liability insurance for the regatta.
  - g) Ensuring first aid and rescue services are available. A designated Safety Officer shall be appointed. Appropriate supporting medical services shall be arranged.
  - h) Publishing and displaying clearly, at the official boat launch area or pontoons area, the traffic rules to be followed by the rowers, to control the movement of boats on the water. These rules shall cover both training and racing requirements.
4. For Championship Regattas the Organising Committee shall submit nominations for the Race Committee to the Committee for approval. For all other regattas the Organising Committee shall appoint the Race Committee.
5. The Organising Committee shall appoint a Regatta Controller. The Controller shall be responsible for all matters of organisation and delivery of the on-water races. This shall include:
  - a) The Draw
  - b) Scratchings
  - c) Substitutions
  - d) Crew Progressions
  - e) Scheduling in consultation with the Race Committee
6. The Organising Committee shall provide its officials with all the equipment they need to perform their duties. The Race Committee and the Safety Officer shall ensure that this provision is complied with.
7. The Organising Committee shall publish all safety information as outlined in Rule 46 - .

#### **Rule 31 - Safety Officer**

1. Before a regatta, the Organising Committee shall appoint a Safety Officer who may become a member of the Organising Committee.
2. The Safety Officer shall advise the Organising Committee on matters of safety and the implementation of these rules, the NZRA Competition Safety Code, Maritime NZ and Regional Authority regulations, and any local safety requirements for the regatta.

### **Rule 32 - Race Committee**

The Race Committee shall ensure that the regatta is run in accordance with these Rules of Racing. The Race Committee shall endeavour to ensure that all crews have the same and equal conditions to race. The Race Committee shall comprise of the following persons:

- a) Chief Umpire, who shall be the Convenor
- b) Chief Starter
- c) Chief Judge
- d) Representative of the NZURC.
- e) Representative of the Association.

If the regatta is not held by an association, the Representative of the Association shall be appointed by the Organising Committee.

### **Rule 33 - The Convenor of the Race Committee**

The Convenor of the Race Committee shall:

- a) Chair all Race Committee meetings and ensure proper co-ordination with the Organising Committee.
- b) Ensure that all officials are briefed and equipped to carry out their duties, particularly for any local safety issues.
- c) Be in attendance at and available to the regatta throughout the period of the regatta.
- d) Consult with the Safety Officer, and address any concerns raised and, if unable to do so, refer the concerns to the Organising Committee.
- e) Research and ascertain all available background information concerning any protest submitted correctly, including personnel involved, time and event, etc. Submit this detail in writing to the Race Committee for consideration of the protest.
- f) Provide a written report of the outcome of a protest and inform all parties involved in the protest of the outcome.
- g) Appoint a substitute in the event of any perceived or obvious conflict of interest for any member of the Race Committee for the purpose of the protest.
- h) Provide a written report on the management of the regatta and the performance of the Race Officials at the regatta, to the Organising Committee. The report may include any recommendations for future similar events. Additionally, in respect of a Championship Regatta, a copy of the report shall be provided to the The Committee.

### **Rule 34 - The Race Officials**

1. The Race Committee shall appoint the Race Officials for the regatta, one of whom shall be appointed Chief of Control Commission and one of whom may be appointed Boat Marshall.
2. The Race Officials support the Race Committee to ensure that the regatta is run in accordance with these Rules of Racing. The Race Officials shall endeavour to ensure that all crews have the same and equal conditions to race.
3. The Race Officials carry out the following duties:
  - a) Starters/Aligners
  - b) Umpires
  - c) Judges
  - d) Members of the Control Commission

4. The Race Officials and the Race Committee should meet each day for a briefing by the Convenor before racing starts and after racing is completed, to have a review of the day's racing.
5. Qualification
  - a) At a Championship Regatta all Race Officials and the Race Committee with the exception of the appointed Representatives of the Race Committee shall hold a NZRA Race Officials licence.
  - b) At all other regattas all Race Officials with the exception of the Control Commission, the appointed Representatives of the Race Committee, the Aligner and the judges shall hold a NZRA Race Officials licence.
  - c) At all other regattas at least the Chief Umpire shall hold a NZRA Race Officials licence.

### **Rule 35 - Approval of Fees, Conditions and Event List**

1. The level of entrance fees and levies for regattas shall be approved by the organisation running the regatta in consultation with the Committee.
2. For the New Zealand University Rowing Championships the Organising Committee shall secure the approval of the proposed regatta notice, conditions and event list from the Committee.

### **Rule 36 - Regatta Conditions and Entry**

1. Each regatta conditions and event list may include:
  - a) The place, date and time of the regatta.
  - b) The type of boats.
  - c) The order of events and the conditions applying to the regatta.
  - d) The amount of entry fee.
  - e) The category and length of the course, whether or not it is straight, still or running water, the number of lanes and if possible a plan.
  - f) The date and time at which entries close and the date, time and place of the Team Managers' Safety Briefing/Meeting.
  - g) The address for entries and correspondence.
  - h) Arrangements in the event of qualification heats and method of progression to succeeding rounds.
  - i) Maximum number of crews in all races.
  - j) Names of trophies and the events to which they are applicable.
  - k) That the regatta is being held in accordance with the NZURC Rules of Racing, and specifically detailing applicable local variations.
  - l) That the regatta notice and event list has the required approvals.
2. Organising Committees are empowered to add local conditions to regulate their regattas provided that such conditions are not contrary to the intent of the NZURC Rules of Racing.

## **SECTION 2 - Entries, Withdrawals and Crew Changes**

### **Rule 37 - Entries**

1. At all regattas the entries shall be made by the method specified in the regatta conditions.

The entries shall include:

- a) The first and family name and competition licence status of competitors including coxswains.
- b) Date of birth and assessed age for age group events.
- c) The University of record.
- d) Name of coach/es.
- e) Certification by a representative of the entering University attesting that all information is correct.
- f) The club captain or manager's contact cell-phone number or other direct communication method, to be used by the Regatta Organisers to advise of changes to the racing programme or other information.

Note: This broadcast system shall be accepted as the approved method of contact to crews absent from the regatta venue.

### **Rule 38 - False Declarations**

Any false declaration may result in the exclusion of that University from the regatta entered.

### **Rule 39 - Closing of Entries and the Draw**

1. No information on entries or the state of the entry list shall be disclosed by or to anyone until the entries are closed. Information required for late entries may be disclosed if such information is required and provision is made in the regatta conditions for late entries.
2. The Organising Committee shall refuse an entry for Championship Regattas, where it does not conform to these rules or to the stated local conditions for the regatta, for all other regattas the Organising Committee may refuse the entry. The reason for the refusal shall be given.
3. No competitor may be entered more than once in the same event at a regatta.
4. If only one crew is entered in an event other than a processional race, the organisers may cancel the event. If the event is cancelled the organisers shall either refund the entry fee and any other moneys paid, or, if the university or crew involved agrees, may transfer the entry to another event for which the crew is eligible.
5. Once the entries have closed, the entry data shall be available for inspection by any interested party.
6. The Race Schedule shall be published.

### **Rule 40 - Protest against an entry**

Any protest against an entry shall be submitted in writing to the Organising Committee for investigation and may be lodged up to but not later than 48 hours after the finish of the regatta.

### **Rule 41 - Postponements**

1. If through circumstances beyond their control, a regatta cannot take place at the time, date or on the advertised course, the Organising Committee may postpone it to another

time or date or change the course. Notice shall be given to participating university immediately after the Organising Committee has decided to postpone.

2. In the case of a re-row, or when races have been temporarily postponed, the Race Committee in conjunction with the Regatta Controller will decide when they are to be re-rowed.

## **Rule 42 - Substitutions and Reinstatements**

1. No substitution or reinstatement of a crew member shall be permitted unless it has been applied for in writing to the Regatta Controller at least one hour prior to the crew's race and has been approved. The Chief Umpire may permit a late application provided it is received and approved before the crew's race.
2. A substitution or reinstatement shall not be approved if the resulting crew would not be eligible to compete in the event.
3. At a Championship Regatta after late entries have closed no substitution shall be approved for a crew where more than half the number of rowers will be substituted unless it is a medical substitution for a single sculler made prior to racing.
4. A substitute shall be a member of the same club as the rower being replaced except in the case of a composite crew.
5. Up to half the rowing members of a crew (not counting the coxswain) as well as the coxswain may be substituted before the crew's first race in an event.
6. No substitution except for a medical substitution is permitted for a single sculler.
7. Medical Substitutions
  - a) A medical substitution is the substitution of a crew member on the basis of medical evidence of illness or injury. The Chief Umpire may waive the requirement for medical evidence in exceptional circumstances if they are satisfied from other sources about the crew member's state of health.
  - b) A crew member who is substituted out of a crew through a medical substitution may be allowed to regain their original place in the crew through a reinstatement. Such reinstatement shall not be approved unless the Chief Umpire is satisfied on the basis of medical evidence the crew member has been restored to health. A single sculler shall not be reinstated to a crew if the replacement has raced.
  - c) When a medical substitution or reinstatement is made the crew member should be changed in all their crews. No crew containing a crew member who is the subject of an ongoing medical substitution shall be allowed to race until that crew member has been approved for reinstatement.
8. Pre-Race Substitutions (Crew Changes)
  - a) A substitution other than a medical substitution may only be approved for a crew that has not yet raced. No reason need be given when applying for such substitution. No reinstatement shall be approved for such a substitution.
9. Consequential Changes
  - a) Any substitution may be made using a crew member who is already in the event to replace the crew member being substituted out of the event provided that replacement crew member is in turn substituted, The crews of all such consequential changes are subject to the same rules of substitution as the initial substitution.
  - b) If a substituted crew member is reinstated then any consequential changes must also be reinstated. The crews of all such consequential reinstatements are subject to the same rules of reinstatement as the initial reinstatement.
10. If a substitution or reinstatement cannot be approved then the Regatta Controller may scratch the crew.

11. In exceptional circumstances the Chief Umpire may authorise a substitution that is otherwise contrary to these rules.
12. Where a substitution is made before the first phase of the heats commences the Race Committee has the right to re-draw the event.

### **SECTION 3 - Safety**

#### **Rule 43 - Codes of Practice**

The NZRA Competition Safety Code, together with MNZ and any applicable Regional Council By-Laws, shall be adhered to at all times.

#### **Rule 44 - Visibility for Rowing**

All races shall be rowed in conditions of adequate visibility such that safety is not compromised.

#### **Rule 45 - Suspension of Racing**

1. The Chief Umpire, the Safety Officer, and the Chief Starter shall monitor water and weather conditions throughout the regatta. If at any time the visibility, water and/or weather conditions are considered to be unsafe for racing, they shall together consult (with, at their discretion, such other officials as might assist) and determine whether racing should be suspended.
2. The Chief Umpire may suspend racing in the event that he considers that the water conditions are unfair for racing.
3. The umpire of a particular race may suspend that race (either before or during it), if it appears that the water conditions compromise the safety of any rowers or render the racing to be unfair to any crews.
4. If racing is suspended for any of the above reasons, the Race Committee shall meet without delay to review the decision to suspend racing. The Safety Officer shall attend the review meeting.
5. Racing will only be resumed when the Race Committee in collaboration with the Safety Officer considers that the water and weather conditions allow for safe and fair competition.

#### **Rule 46 - Safety Information**

The following safety information shall be provided by the Organising Committee:

- a) The circulation pattern to be followed during racing and training on and in the neighbourhood of the course and announce the times at which patterns apply.
- b) Any special points of danger on or near the course.
- c) Safety boat and first aid positions and how to summon help.
- d) Medical support arrangements.
- e) Location of emergency telephones.

#### **Rule 47 - Proceeding to the Start, Warming-up and Practising**

1. Crews proceeding to the start shall keep clear of the racing lanes and be aware of and leave clear room for the possibility of racing crews straying from their lanes.
2. No warm-up is permitted on the racing course except where specifically allowed for in the circulation pattern.

3. Crews shall not follow a race over all or part of the course when not taking part in a race.
4. Crews shall not cross the finish line (in any direction) while boats from another race are in the process of finishing.
5. Buoys and circulation patterns shall be observed, in particular the detailed requirements for crews entering the start zone.

### **Rule 48 - Violation of Safety Rules**

Any crew that does not comply with any safety provision of these rules or otherwise acts in an unsafe manner either in respect of itself or any other crew, shall incur a penalty.

The response of the race official shall be in proportion to the seriousness of the offence and with due recognition that such a decision may have on the future racing of the person or crew involved. The offence shall be reported to a member of the Race Committee regardless of any imposed penalties.

## **SECTION 4 - Control Commission**

### **Rule 49 - Duties of the Control Commission**

The Control Commission shall ensure that the composition of the crews is correct and that their equipment complies with the Rules of Racing. In particular the Control Commission is responsible for checking the following points:

- a) Weight of coxswains.
- b) Dead weight to be carried by coxswains (before and after the race).
- c) Weight of rowers in lightweight events.
- d) Provision of a bow ball.
- e) Bow numbers.
- f) Checking of Student IDs
- g) Possible use of unauthorised radios for coaching and water soluble chemicals intended to increase the speed of the boat, and prohibited structures.
- h) Weight of boats.
- i) Quick release foot stretchers.
- j) Uniform clothing of rowers and its conformity with the rules
- k) Knowledge of who is on the water
- l) Safety – to ensure that the safety requirements of these rules are met.

## **SECTION 5 - The Start**

### **Rule 50 - At the Start**

1. Each crew is responsible for being at the start and ready to race two minutes before the scheduled time of the race.
  - a) Crews are responsible for themselves, to be straight, and ready to race.
  - b) Crews shall endeavour to maintain their station and position by manoeuvres that do not unduly require re-alignment.
  - c) A crew who has a problem, or found that they are not ready, may indicate this to the Start Team by ONE person raising a hand and calling attention to the matter. This action will NOT be recognised if the Roll-Call has started.

2. Should the start area not be free at that time, the crew should follow the instructions of the start team and/or keep within hailing distance of the Start Zone immediately prior to their race start time until called into the start area.
3. Should the regatta run late, an announcement may be made establishing a differential between advertised start time and actual time, or to advise that lost time may be made up by shortening the intervals between races. In this event, crews shall be at the start area before the start of the preceding race.
4. The Starter should announce the race, the competing crews, their lane and, where practicable thereafter the time remaining to the start of the race, ideally at one minute intervals, up to two minutes prior to the race start time.
5. If, through circumstances beyond their control, or because of equipment failure before the start, a crew cannot reach the start in time, or cannot immediately race at race time once there, they may appeal for a delay, through any Race Official. Such delay is at the discretion of the Race Umpire and Starter in consultation. They should consider any effect on the other competitors and the programme before granting such a delay.
6. A crew that is not at the start and ready to race two minutes before the scheduled time of the race may be excluded. If it is permitted to start in the race it shall, at the discretion of the Starter, incur the penalty of a warning indicated by a Yellow Card. The start of a race may take place without reference to absentees.

### **Rule 51 - Start Preparation – Responsibility of Officials**

1. The designated Race Umpire shall check that the crews in position are correct, (quietly check with the Aligner/Starter over irregularities, draw the Aligner's attention to any possible oversights, i.e. crews apparently not in true position, or missing) and raise his white flag to signify agreement that the start should proceed, once the "2 minute" call has been made by the Starter, or earlier when agreed. This flag shall be lowered immediately after the race has started.
2. If all the crews are in position before the official start time the Starter shall check with regatta control, the judges, the race umpire and the crews for any objections to starting ahead of time. If there are no objections the start procedure can commence forthwith.
3. If the start of a race is delayed, the Starter may:
  - a) Hold the crews in the start area while proceeding with the next race
  - b) Announce a new start time
  - c) Require crews to return to the boating area and await further announcements.

The maximum recommended time a race may be held shall be 10 minutes measured from the time that the race was due to start (unless following consultation with the crews, the Convenor of the Race Committee and Regatta Control, an alternative start time is agreed).

4. If there is only one crew in a race other than a final, the event shall be re-drawn.
5. The Starter may introduce minor changes to the schedule of racing if he considers it necessary due to local conditions at the start. He shall consult Regatta Control and the Convenor of the Race Committee before making such changes.
6. The Starter or Race Umpire may change the allocation of lanes prior to the start of a race, if necessary to preserve the principle of fair and equal conditions for racing or to increase the separation between crews.
7. Alignment
  - a) The Aligner shall start aligning the crews as soon as any boats are held (by boat holders where relevant).

- b) When the Aligner is satisfied with the alignment, the Starter will receive a signal that the crews are aligned.
  - c) The start signal may also activate the recording camera in the Aligners hut, to “Freeze Frame” the moment of starting. The Aligner shall refer to the picture and should a crew have “broken” the start line, the race may be stopped, using the electronic signalling system, sound, and/or Red Flag.
8. Crew Preparation
- a) Boats shall be held (by the boat-holders, where relevant) and the crew ready to race two minutes before race time.

### **Rule 52 - The Starting Procedure**

1. The Starter shall announce any penalties that have been given against any crews in the race, and ensure the crews understand their status.
2. The Starter may advise the crews of any progression applicable to the race.
3. Subject to receipt of an ‘Aligned’ signal from the Aligner and a raised white flag from the Umpire signalling that all crews are ready as possible to race the Starter shall then carry out either the Roll Call (normal start) or Quick Start (used under circumstances where a normal start is not possible or practical):
4. The ‘Roll-Call’ – the Starter names each crew commencing with lane 1 and following the naming of the last crew shall call the word “**Attention**” using the same cadence and volume as if another crew.
5. The ‘Quick Start’ – the Starter advises the crews that the Quick Start will be used by saying “**Quick Start**” and shall then call the word “**Attention**”.
6. The Starter shall then activate the red lights on each lane, indicating to the crews that the race start is imminent. Where no lighting system is in operation the Starter shall raise a red flag.
7. After a further distinct pause, the length of which shall be varied from race to race, the Starter shall simultaneously activate the starting green lights, the sound device, and freeze-frame starting camera if available. Where no lighting system is in operation the Starter shall give the start by dropping the red flag quickly to one side and simultaneously saying: “Go”.
8. If, after the ‘Attention’ call the Starter decides that the start should not proceed, they shall say: ‘**As you were**’ and switch off the red light or slowly lower flag. When they are again ready to proceed, they will begin again with the ‘Roll-Call’ or ‘Quick Start’.

### **Rule 53 - False Start**

1. A boat crossing the start line after the ‘Attention’ and before the start command is given has committed a false start. If more than one boat crosses the start line before the start command is given, only the crew or crews that the Aligner decides actually caused the false start shall be awarded a warning indicated by a Yellow Card.
2. After the start command has been given, the Starter shall look towards the Aligner to satisfy himself that it was a good start. Should the Aligner indicate that this not be so, the Starter shall stop the race by flashing the red light or waving red flag and sounding the audible signal repeatedly (this may be activated by the Aligner). Only the Aligner shall decide whether it was a false start.
3. The Aligner shall inform the Starter of the name of the crew or crews to be penalised and the Starter shall award that crew or crews a Yellow Card when they have returned to their starting position.

4. The Starter shall exclude a crew if the crew has received two warnings (indicated by Yellow Cards) that apply to the same race. A Yellow Card shall remain in effect until the race has been rowed and shall therefore apply in the case of a postponement or a re-row.
5. Should the Starter feel that the false start was caused by a poorly executed start procedure or by some extraneous sound or action, they may restart the race without penalty to any particular crew on that account.
6. If the race cannot immediately be re-started, the Starter shall confirm the new start time with the Regatta Controller and Judges and announce the new start time to the crews.

#### **Rule 54 - Failure to Start**

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

#### **Rule 55 - Objections at the Start**

A crew excluded or disqualified at the start may make an objection to the Umpire at the time. The Umpire shall decide immediately on the objection and shall communicate the decision to the objecting crew, to the other crews in the race and to the other race officials. The Umpire may need to contact the Race Committee before making any such decision.

### **SECTION 6 - The Race**

#### **Rule 56 - Damage while in the Start Zone**

If a crew, while still in the start zone, sustains damage to its boat or equipment then a member of the crew shall raise their arm to indicate that there is a problem and all members of the crew shall stop rowing. The Starter or the Umpire may stop the race.

The Umpire shall then decide on the steps to be taken, after consulting (if necessary) with the Convenor of the Race Committee.

For the purpose of this rule, a crew is still in the start zone if the bow of its boat has not yet crossed the 100 metre line.

#### **Rule 57 - Responsibility of the Crews**

1. All rowers shall compete in their race in accordance with the rules. Crews 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 penalised.
2. 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.
3. The crew shall ensure that the Umpire is made aware of the loss of a crew member overboard during a race and shall not continue in the race until such time as they are certain that all crew members are safe.
4. The crew shall advise the Umpire or Safety Officer if any equipment has separated from the boat and if it is likely to be a hazard for subsequent races.

### **Rule 58 - Interference**

1. A crew causes interference to its opponents if its oars, sculls or boat encroach into the opponent's lane and cause a disadvantage to its opponents by contact, its wash or other distraction, or in any other way.
2. 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.
3. If a crew has caused interference to another crew and has, in the Umpire's opinion, affected the finishing position of that crew than it shall be excluded by the Umpire but, in principle, only after it has been warned by the Umpire.
4. 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.
5. In no case may the Umpire alter a placing.

### **Rule 59 - Responsibility of the Umpire**

1. The Umpire shall be the sole judge of a boat's proper course and shall decide all questions relating thereto.
2. The Umpire shall ensure that no steering advice is given from outside the boat or instruction about the conduct of the race. There shall be no following or pacing during the race by other boats.
3. If a crew is about to cause interference to another crew the Umpire shall raise his white flag, call the crew at fault, state the name of the crew and indicate the required change of direction by lowering his flag to that side. In addition verbal instructions may be given. In principle the Umpire may not steer a crew unless there is an obstruction in its lane.
4. To ensure safety of the competitors and to prevent damage to boats and equipment, the Umpire may intervene by raising his white flag, naming the crew and giving the command 'Stop'. The Umpire also has the option of stopping the race and declaring a result, or re-rowing the race from the start. At local regattas the race can be restarted from the position the Umpire decides.
5. 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 shall take the most appropriate course of action provided by the rules. They may, for example, stop the race, impose the appropriate penalty and order the race to be re-rowed. Depending on circumstances, they may allow the race to continue and the Umpire will then announce their decision after the race is over.
6. To stop a race the Umpire shall:
  - a) Activate a sound device
  - b) Wave a red flag
  - c) Give the command: 'Stop'
7. Should a crew capsize, the Umpire or safety boat shall immediately attend to assist/rescue and remove all members from the water if required.
8. Should a crew capsize in the start zone the race may be stopped. The crew may be assisted to retrieve and empty their boat and the race shall, in this case, be restarted. The crew may be awarded a Yellow Card
9. The jurisdiction of the Umpire extends over the whole race including start and finish.

## **Rule 60 - Coaching During Racing**

1. It is prohibited to give any instructions, advice or directions to rowers or crews that are racing, verbally or with any electric, electronic or other technical device, either directly or indirectly. It is therefore prohibited to carry any equipment in a boat that can be used for communication except that equipment which the Organising Committee may install on each boat, such as a device for the purpose of transmitting real-time race information for the presentation and promotion of the event and the sport.
2. A crew receiving outside assistance in any form may be excluded from the event.

## **SECTION 7 - The Finish**

### **Rule 61 - Completing the Course**

1. A crew has completed the course when its bow, or any part of its hull crosses the line of the finish.
2. If one or more competitors, other than the coxswain, leave the boat before the finish, the crew may still be placed.
3. If the coxswain leaves the boat before the finish the crew shall be deemed not to have finished (the result shall be: Did Not Finish - DNF).

### **Rule 62 - Finish of the race**

1. A race is concluded when the Umpire so indicates by raising a white or a red flag.
2. The race was in order – Even if they are satisfied that the race was in order, the Umpire shall check to be sure that no crew is making an objection before indicating to a Judge at the Finish, by raising their white flag, that the race was in order. Before leaving the finish area they shall make sure that a Judge at the Finish has acknowledged their signal.
3. The race was not in order – If the Umpire considers that the race was not in order they shall raise their red flag. If an objection has been raised, they shall speak to the affected crew(s) in order to understand the reasons for the objection and may consult the Judges at the Finish to obtain the finishing order of the affected crews. The Umpire shall then inform the crews and the Judges at the Finish of the decision. Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given the decision.

### **Rule 63 - Duties of the Judges**

1. The Judges shall take no account of anything that may have happened before the boats pass the finish, such matters being the responsibility of the Umpire and others.
2. The Judges shall determine the order in which the boats pass the finish line, and they may be required to determine distances between boats at the finish and/or approve records of time differentials. There is no minimum separation between crews that may not be recognised. Judges may inspect any official photographic records or electronic records of the finish before reaching a conclusion.
3. Where a photograph or electronic record is used to decide the order of finish, the Chief Judge shall ensure that any times reflect the separation shown in the photograph or record, rather than the reaction time of the Timekeeper. It is recommended that a sound, audible to the competitors, be provided as each crew passes the line.
4. If there is a difference of view between Judges on the finish order or the distance to be declared, the view of the Chief Judge shall prevail.
5. The Judges shall acknowledge the signal at the end of the race from the Race Umpire with a signal (e.g. flag or light), or verbally, and take cognisance of any instructions concerning the result.

6. Once the Umpire's approval has been given, the Judges shall declare the result.
7. The Judges shall keep a record of the finish order of each race and of the declared result if different.

### **Rule 64 - Dead Heats and Re-rows**

1. When the order between two or more crews crossing the finish line is too close for any difference to be determined, then the result shall be declared a dead-heat between the crews involved.
2. In a heat, if a dead-heat occurs between crews and if they do not all advance to the next round, then there shall be a re-row over the full course between the crews involved. If all crews advance or the program can accommodate for all crews in the next round, the lane position shall be determined by a draw and no re-row shall be required.
3. In a repechage, quarter final or semifinal, if a dead-heat occurs between crews and if they do not all advance to the next round, crews with the highest ranking in the immediate preceding round shall advance. If the crews had the same result in the immediate preceding round then the result in the next previous round shall be used for the same purpose. If all crews advance or the program can accommodate for all crews in the next round, the position shall be determined by a draw and no re-row shall be required.
4. In a final or where there is a single round for an event, if a dead-heat occurs between crews, then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied place is a medal position the medals shall be awarded to all crews.
5. Where a re-row is required for all, or any less number of crews from a race, it shall be rowed as soon as possible on the same day (to preserves where possible, the similar conditions as the original race, but allowing at least 30 minutes between any athlete's other races, except for a coxswain), or prior to scheduled racing on the following day.
6. Crews may decline to race and scratch without penalty. These crews will be placed last in the re-row race. In this case the re-row will only consist of the remaining crews. If only one crew is remaining no re-row shall take place and the remaining crew shall be placed as if they won the re-row.

### **Rule 65 - Medals, Trophies and Awards**

1. Medals at Championship Regattas will be awarded to the first, second and third crews from New Zealand. International crews will also receive a medal if placed first, second or third, but will not receive the title, trophies or any other award.
2. The Committee may dictate that times across divisions shall be used to determine medalists. The Chief Umpire may decide to award medals for all divisions where conditions are not fair across each division.
3. At Championship Regatta points will be awarded to first, second and third place getters in all events on a 5 – 3 – 1 basis. Novice events will receive double points. Where heats take place timing will occur across heats to determine medals (heats are seeded with each universities number 1 crews racing each other, then number 2 etc), if timing fails or does not occur then the results from the first seeded heat will determine the medals and points. Composite crews will receive medals, but not points

## **SECTION 8 -**

## **SECTION 9 - Disputes and Disciplinary Procedures**

### **Rule 66 - Cases Not Covered**

The Race Committee and Umpires may decide on any situation not covered in these rules.

### **Rule 67 - Race Objections**

A crew claiming that its race was not in order may make an objection to the Umpire immediately after the finish of the race and before leaving the area of the finish line by a member of the crew raising an arm. The Umpire of the race shall decide on the objection and communicate their decision to the crews in the race and to the other race officials choosing one of the following options:

1. They may over-rule the crew's objection and raise a white flag to signify that they have decided that the race was in order.
2. They may accept the crew's objection and raise a red flag to signify that they have decided that the race was not in order. In this case the Umpire shall go to the Judges at the Finish in order to give them the decision and any necessary explanations. The Judges at the Finish, in such cases, shall not announce the official result of the race until the Umpire has given their decision.
3. They may decide to seek further information regarding the objection. In this case, they shall raise a red flag and then take any necessary further steps to resolve the issues relating to the objection, e.g. consult with other officials, consult with other persons, consult with the Convenor of the Race Committee etc. The Judges at the finish, in such cases, shall not announce the official result of the race until the Umpire has given the decision.

### **Rule 68 - Race Protests**

1. A crew whose objection has been rejected or crews affected by the acceptance of the objection or crews disputing the published results may lodge a protest in writing to the Race Committee not later than one hour after the Umpire has communicated their decision regarding the objection or, in the case of disputing the published results, one hour after the results have been published.
2. A protest shall be accompanied by a deposit of \$50, which shall be refunded if the protest or appeal is allowed.
3. The Race Committee 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.
4. The measures resulting from the decision can include:
  - a) Reprimand.
  - b) Warning indicated by a Yellow Card (applying to the next round in which the crew competes).
  - c) Relegation where specifically provided in these rules.
  - d) Exclusion (from all the rounds of the event in question).
  - e) Disqualification (from all events in the regatta).
  - f) Re-row (for a specified number of crews).
5. After application of the appropriate penalty, if any, the Race Committee shall take any other appropriate measure to restore the chances of a crew that has suffered a disadvantage.

### **Rule 69 - Appeals**

1. A club or individual may appeal against any decision of the Race Committee to the Committee. Written 'Notice of Appeal' shall be received within three days of the regatta. A date for any appeal hearing will be set, to be not later than three weeks after the date of the regatta. The appeal will be heard by the Committee, which may consider both written and verbal evidence. The hearing shall be informal and closed, and parties shall represent themselves.
2. Possible Outcomes include:
  - a) Endorsement or increase of the original fines
  - b) A ban from competition for individuals or the club for a period of time, in addition to, or instead of, any fines
  - b) Placing the penalty against the club rather than individuals, or vice-versa
  - c) Finding in favour of the appellants
3. The result of any appeal shall be reported to the Board and may subsequently be published
4. Following a disciplinary appeal hearing by the Committee the appellant of the regatta involved may make an appeal to the Board of NZRA.
5. The hearing shall be at a place and time decided by the Chairman of the Board.
6. The hearing shall be informal and the parties shall represent themselves.
7. Possible outcomes shall be as for an appeal hearing as above, but the outcome shall be final and without further appeal.
8. The result of the appeal may be published.

### **Rule 70 - Misrepresentation**

1. No person may impersonate another or adopt a false identity in order to compete in a regatta. No person may compete in a classification they are ineligible for, as defined in the rules governing the classification of events. Anyone found to be competing under a false identity, or while banned from competition, shall be disqualified from the regatta together with the crew, or crews, of which they are part.
2. The incident shall be reported to the Committee and NZURC, which may take further action.
3. Universities entering an ineligible crew for an event may be fined all or some of the total entry fees for that event if the entry is declared null and void. The fine shall be decided upon, and imposed by the NZURC following any necessary discussion with the parties involved and is in addition to any other penalty imposed.

### **Rule 71 - Unsportsmanlike Behaviour**

Competitors, crews, groups of club members or supporters of a club who:

- a) Wilfully disobey safety instructions.
- b) Set out to subvert the application of the Rules of Racing.
- c) Refuse to follow the instructions of an Umpire or properly appointed official.
- d) Physically or verbally threaten or abuse another competitor, regatta official, helper or members of the public.
- e) Use foul or obscene language or use foul or obscene actions or gestures.
- f) Display any other form of misconduct deemed by an official to be 'unsportsmanlike'.

shall be considered to have engaged in 'Unsportsmanlike Behaviour', and may be subject to disciplinary measures.

## **Rule 72 - Disciplinary Measures**

There are four levels of disciplinary measures:

1. In the jurisdiction of any Race Official
  - a) A verbal reprimand.
  - b) A warning indicated by a Yellow Card.
  - c) Exclusion from a race in which the rules have been infringed.
2. In the jurisdiction of the Race Committee
  - a) A verbal reprimand.
  - b) A warning indicated by a Yellow Card.
  - c) Exclusion from a race in which the rules have been infringed.
  - d) Relegation of the crew or an additional time penalty (in case of head races or time trials, to be added to the offending crews time).
  - e) A disqualification of an individual competitor, a crew or a club from all races at the regatta (any prizes already won shall be returned and may be re-awarded to the crew finishing behind this crew, no entry monies are refundable).
  - f) A monetary fine up to \$150 for each individual, or up to \$5000 for a club
  - g) Where a complaint is made against an official the Convenor of the Race Committee shall ascertain the facts and report, in writing, to the the NZURC.
3. In the jurisdiction of the Organising Committee after deliberation with the Race Committee.
  - a) A fixed penalty fine up to \$150 for each individual, or up to \$5000 for a club.

*This level of action is to be used for serious situations, where the Organising Committee feels that the situation warrants further action or for situations where other actions would be ineffective because the regatta is effectively over for the club involved.*
  - b) The Convenor of the Race Committee shall conduct an investigation of the incident that day, and prepare a short written summary and conclusion, before leaving the site of the regatta.
  - c) The individual competitor, crew or club shall be told of the investigation, and the procedure explained. They shall be given the opportunity of providing a written rebuttal of the statement, and the opportunity to take a copy of the Chairman's summary.
  - d) The statement shall be faxed or emailed to the NZURC within two days.
  - e) The fine shall be lodged with the NZURC pending a possible appeal, but shall revert to the regatta unless there is a successful appeal.
  - f) The individual or club cited in the summary may be banned from competition until the fine is paid.
4. In the jurisdiction of the NZURC
  - a) A fine without limit and/or a ban from competition without limit, applicable to individuals or clubs.

*This level of action is to be used for very serious situations, where the individual or club has attempted to cheat and or misrepresent or has repeated an offence*

*treated point 3 above, or where the NZURC believes that the offence warrants extraordinary action.*

The facts and the penalty imposed may be published.

## **Part 6 - Anti-Doping Rules and Anti-Match Fixing Betting**

### **Rule 73 - Anti-Doping**

Doping is strictly prohibited.

The fight against doping is regulated by the World Anti-Doping Code. NZURC will follow the NZRA adopted policy.

### **Rule 74 - Anti-Match Fixing and Sports Betting**

An Anti-Match Fixing and Sports Betting policy has been formally adopted by Rowing NZ that establishes rules to apply across rowing in relation to any Match or Event Under the Jurisdiction of, or Connected to, NZRA whether inside or outside of New Zealand. All relevant persons associated with NZRA as defined in the policy must comply with this policy. The NZURC shall follow Rowing NZ's policy.

## **Part 7 - Head and Other Processional Races**

### **Rule 75 - Scope**

This part shall apply to all regattas that are conducted as processional races, against the clock (head races and time trials).

### **Rule 76 - Suitable Courses**

1. Processional races shall only be conducted on courses that are wide enough for participating crews to navigate safely; for an overtaking crew to pass another crew safely over the majority of the course and for other water users and non-participating crews to travel the length of the course without impeding crews involved in the race.
2. Turns or changes in direction of the racing course shall be limited to those that can be negotiated at a normal racing pace, with conventional steering in unmodified boats.
3. The starting area shall have ample room above the start line and be clear of all hindrances so that all crews in an event or division of an event, can be marshalled safely and turn without interfering with the start or other water users.
4. The area below the finish line shall have ample room to allow crews that have finished to clear the finish area without interfering with the course or other water users.
5. The Safety Officer shall ensure that the event has a capability of recognising when and where accidents have happened and recovering distressed competitors quickly and providing timely medical attention. Suitable hand-held radios shall be carried by all boats used for umpiring and safety and any other boats that are on the water during the regatta (TV, photography, selectors etc.). They shall be able to use all channels available for use at the regatta.

### **Rule 77 - Course Markings**

1. Hazardous areas such as shallows, underwater obstructions, narrow passages, side channels and areas where other water traffic crosses the course shall be conspicuously marked, and identified in the competitors' instructions.
2. The starting line should be conspicuously marked, and if necessary buoys should be set to guide crews into the start.
3. The finish line shall be conspicuously marked.

### **Rule 78 - Officials**

The Convenor shall appoint or approve Race Officials as follows:

#### **Chief Marshal**

The Chief Marshal shall be responsible for a team of marshals whose task is to organise the crews' safe journeys to the start, assembly into race order, and their safe return to their disembarkation points after completing the race.

#### **Starter**

The Starter shall be responsible for administering the start procedures. The Starter shall have available a megaphone system of sufficient power (volume) as to be heard by all crews and an electronic or pneumatic start/recall device.

#### **Assistant Starter**

An Assistant Starter may be used and shall be responsible for presenting crews to the Starter (normally at or near racing pace), while maintaining the order of the start and appropriate intervals between crews.

#### **Chief Timekeeper (Head Races)**

The Chief Timekeeper shall be responsible for a team whose task it is to mark the

starting time and finish time for each crew and for calculating the net elapsed times.

### **Chief Umpire**

The Chief Umpire and/or the Chief Marshal shall be responsible for the application of racing rules by the team of Race Officials during the race and for the imposition of penalties following interference, fouls or any other breach of the rules (NZRA or Local) that occur during the race.

### **Rule 79 - Race Officials**

1. Race Officials should be stationed along the course so that between them, they can observe the course in its entirety. In particular Race Officials should be placed to cover points of the course where:
  - a) There is a turn of more than 45 degrees.
  - b) A narrow passage might prevent an overtaking crew from passing safely (Head and Overtaking Races).
2. Local event rules prescribe penalties for not maintaining an established course, or where special care needs to be taken for safety reasons.
3. Race Officials shall:
  - a) Note any violations of the rules, including interference and breaches of the safety regulations, take the appropriate action and report such violations to the Chief Umpire for appropriate penalties.
  - b) Give instructions to crews to avert collision or accident and to avoid interference.
  - c) Stop a crew if necessary for safety reasons.
  - d) Be equipped with megaphones and radios, to pass on note of warnings, and to call for rescue or first aid if necessary.

### **Rule 80 - The Start (Head Races)**

1. All crews shall be allocated a number, which shall be prominently displayed by the crew throughout the race; crews will be addressed by this number during the race. The numbering system used should be Alpha-Numeric, using double sided bow numbers.
  - a) The Assistant Starter will present the crews in order, in procession, to the start.
  - b) The Starter will start each crew with a call and start horn (if used).
  - c) viz: "Number A1" ... "Go"(hooter), the "Go" being given as the crew approaches the line of the start.
  - d) The timekeeper shall record the crew number and the time the crew passes the line of the start.
  - e) Should the crews present themselves to the Starter out of order, the Starter shall take them in the order in which they come.

*Should two crews present themselves to the Starter together, the Start Marshal may attempt to hold one back, if they fail, the Starter may start both crews together.*

### **Rule 81 - Championship Eights**

The running of the Men's and Women's Championship 8+s shall be in principle the same as the running of a Head race in regard to rules 75, 76, 77, 78 and 79. In addition the following rules apply.

1. Distance: The Championship 8+s shall be raced over 3200 metres (2 miles)
2. The race will be a mass start. Due to the nature of this race, perfect alignment may not be achieved. Crews must follow all Umpire instructions.

3. Where it is deemed unsafe or unfair to other crews, any number 1 crew or the Chief Starter may request that any number 2 or above crews start one clear boat length behind all number 1 crews
4. Where a University has entered more than one crew in this event, the two crews shall start in lanes next to each other.
5. A crew that is being overtaken may hold their course and have right of way until such a time as there is one clear boat length of water between the crews. The race Umpire is the sole judge of that distance.
6. Where a crew is overtaking they must get their bow ball overlapping the stern of the crew in front - when this happens the crew being overtaken must immediately move out of the way of the next placed crew if they are in there line.
7. Crews that fail to obey the instructions of the race umpire may be disqualified from the race.
8. Where a crew feels they have been interfered with during the race should object at the end of the race. This should follow Rule 70 – Race Objection.

### **Rule 82 - Local Event Rules**

The Convenor, in conjunction with the Safety Officer and Starter shall prepare and publish a set of Local Event Rules to supplement, and where necessary override, the Rules of Racing in the light of experience of the course and the volume and quality of the competitors.

*For example, the local rules might establish:*

- a) *How lateness at the start is to be dealt with.*
- b) *The way in which Control Commission shall work at the event (N.B. as a minimum, the identities and eligibility of winning crewmen should be checked, and spot checks made on the safety aspects of equipment).*
- c) *Whether or not the event is to be divided into divisions, and if so, how each is to be progressed to its starting position, turned and brought to the start.*
- d) *On what parts of the course, if any, is overtaking to be banned.*
- e) *Is there to be a rule covering which side an overtaking crews should go, and the extent to which slower crews should give way.*
- f) *The extent to which certain types of penalty should be fixed or varied between fixed limits.*

### **Rule 83 - Time Trials**

When time trials are used as part of the progression system for a regatta on a laned course the following rules shall apply:

- a) The recommended distance shall be at least 75% of the full course distance, except where for practical reasons a shorter distance no less than 50% of the full course distance may be utilised.
- b) Adjacent lanes with similar conditions over the full distance shall be used.
- c) There shall be at least one additional lane inside and outside the lanes used for the trial.
- d) Crews shall be set off down the race lanes at 10 sec intervals using each lane alternatively (thus giving a 20 second space between crews).
- e) In the event of a crew catching the crew in the race lane shall require that the crew being caught moves promptly into the lane adjacent to the race lane and allow the

overtaking crew to pass. Having been passed the overtaken crew shall then resume racing in the race lane.

*Lanes 2 and 3 used for racing lanes 1 and 4 used for slower crews. If a crew in lane 2 catches the crew ahead of it, then the crew being overtaken shall move into lane 1 – returning to lane 2 again after the overtaking crew has passed. Similarly for lanes 3 and 4 respectively.*

- f) On an unlaned course the overtaken crew shall give way by moving out of the race lines until the overtaking crew has passed.

## Appendix A New Zealand University Championships Events

The National Championship Regatta shall include the following Championship events:

Men	Women
Championship Single Sculls (M1x)	Championship Single Sculls (W1x)
Championship Double Sculls (M2x)	Championship Double Sculls (W2x)
Championship Coxed Quadruple Sculls (M4x+)	Championship Coxed Quadruple Sculls (W4x+)
Championship Pair (M2-)	Championship Pair (W2-)
Championship Coxed Four (M4+)	Championship Coxed Four (W4+)
Championship Coxed Eight (M8+)	Championship Coxed Eight (W8+)
Varsity Single Sculls (M1x)	Varsity Single Sculls (W1x)
Varsity Double Sculls (M2x)	Varsity Double Sculls (W2x)
Varsity Coxed Quadruple Sculls (M4x+)	Varsity Coxed Quadruple Sculls (W4x+)
Varsity Pair (M2-)	Varsity Pair (W2-)
Varsity Coxed Four (M4+)	Championship Coxed Four (W4+)
Varsity Coxed Eight (M8+)	Varsity Coxed Eight (W8+)
Tournament Coxed Four (M4+)	Tournament Coxed Four (W4+)
Tournament Coxed Eight (M8+)	Tournament Coxed Eight (W8+)
Novice Coxed Four (M4+)	Novice Coxed Four (W4+)
Novice Coxed Eight (M8+)	Novice Coxed Eight (W8+)

**Championship Mixed Quad (Mixed 4x+) – Championship 8+ competitors are ineligible to race this event.**

Lightweight Men	Lightweight Women
Championship Pair (LM2-)	Championship Double Sculls (LW2x)



## Appendix B - Regulations for Courses

### Championship Regattas

The standard course for a NZURC event shall provide fair racing conditions for a minimum of eight crews racing in separate, parallel lanes over a distance of 2,000 metres. The Championship 8+s shall be raced over 3,200 metres and are not subject to this regulation.

#### 1. Characteristics

The minimum requirements for courses on which Championship Regattas are held are as follows except where noted:

##### a) Length

The course shall be 2000 metres in a straight line. There shall be sufficient clear water beyond the finish to enable crews to stop without difficulty. Where it is necessary races can be reduced in length at the recommendation of the Race Committee in the interest of the safety of the rowers.

##### b) Width

Not less than for six crews abreast. The width of each crew's lane where possible shall be 15 metres except where the lanes are marked by buoys (Albano system) in which case the minimum lane width may be 12.5 metres. There shall be a width of at least 5 metres or clear water between the outer limits of the course and the bank of any permanent structure.

##### c) Depth

If less than 3 metres, the depth shall be reasonably even across the course.

##### d) Start

Boats shall be started from fixed or moored structures. The Starter's platform shall be placed in line with or behind the starting line. Speakers are required which make it possible for every competitor to receive instructions at the same time. There shall be a traffic light system to indicate the Start. To assist coxless boats, a system of steering marks should, where possible, be placed behind the starting line for each lane.

There shall be direct communication between the Starter, Aligner, the Judge at the Finish, Convenor and Regatta Control.

The Aligner shall be able to give their instructions by microphone direct to the boat holders, who shall be provided with headphones or alternatively, direct to the crews through loudspeakers.

### Rule 84 - Marking the course

A line consisting of buoys at not more than 20 metre intervals shall mark the outer limits of the course. Buoys of a different colour shall indicate each 250 metre mark. The buoys for the first 100 metres may be of a different colour. The 500, 1000, 1500 metre mark shall be distinguished by larger buoys or other suitable means.

*The above are minimum requirements and, wherever possible, the Albano system should be used, i.e. a marker line is placed between each lane consisting of buoys at not more than 20 metre intervals.*

The course shall be marked out and a plan prepared by a qualified surveyor or engineer. Copies of this plan shall be available at the regatta office.

All marker buoys shall be sufficiently flexible and of such size that no damage can be caused to boats or oars.

### **Rule 85 - Start and Finish Lines**

The start and finish lines shall be square to the course and aligned from fixed survey marks.

The start and finish lines shall be accurately defined by means of two strings or pegs immediately in front of the Aligner at the start and the Judge at the finish and a clearly recognisable mark on the other side of the course.

An indication of the finishing line shall be given by buoys bearing red flags on each side of the course, located as close to the true line as is practicable when the Albano system is not used.

### **Rule 86 - Start Zone**

Buoys shall give an indication of the 100 metre starting zone with white flags on either side of the course when the Albano system is not used.

### **Rule 87 - Start System**

An electronic system providing both an audible and visual means of starting a race shall be used.

### **Rule 88 - General**

If there is any current, it shall be reasonably equal over the full width of the course.

Courses on which normal racing cannot be reasonably assured on account of wind, waves etc, cannot be considered as complying with these requirements.

Lane 1 shall be on the same side as the Judge's position.

A minimum of video replay equipment shall be available to record all starts and finishes. Video equipment shall be of the highest quality such that replays of the start can be completed while the crews are in the start zone. Finish Lynx or an equivalent system shall be used.

### **All Other Regattas**

The course for all other types of regattas may vary to suit local conditions.