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## 1-104 Scope and Exceptions (\*) [Meisner, H]

### **Current Rule:**

#### 1-104 Scope and Exceptions (\*)

- (a) These rules shall apply to all rowing Races and Regattas that take place in the United States and that are registered by USRowing. These rules shall not apply to any Races or Regattas that are within the exclusive jurisdiction and control of FISA.
- (b) Any exceptions or amendments to these rules must be described in detail to USRowing at the time of registration, publicized in writing and distributed to every competing Team. USRowing may take the extent and nature of variation into account in determining whether to register a Regatta.
- (c) Subsection (b) above notwithstanding, there shall be no exceptions or amendments to any provision designated as absolutely binding. In these rules, such provisions are noted by an asterisk (\*) in the appropriate caption or subsection heading.
- (d) Adaptive Rowing Races (Article X, "Adaptive Rowing"), Head Races (Article VIII, "Head Races"), Races for Open Water Events (Part A of Article IX, "Open Water Racing"), and USRowing Trials (Article VI, "Trials Rules") shall be held under the specific rules designated for them.

### **Proposed Change:**

#### 1-104 Scope and Exceptions (\*)

- (a) These rules shall apply to all rowing Races and Regattas that take place in the United States and that are registered by USRowing. These rules shall not apply to any Races or Regattas that are within the exclusive jurisdiction and control of FISA.
- (b) Any exceptions or amendments to these rules must be described in detail to USRowing at the time of registration, publicized in writing and distributed to every competing Team. USRowing may take the extent and nature of variation into account in determining whether to register a Regatta. **Only rules noted by a plus (+) may be petitioned for modification for the Regatta and shall only apply to that Regatta.**
- (c) Subsection (b) above notwithstanding, there shall be no exceptions or amendments to any provision designated as absolutely binding. In these rules, **all provisions are binding unless noted by a plus (+) in the appropriate caption or subsection heading and any amendments are published in the Regatta Packet.**
- (d) Adaptive Rowing Races (Article X, "Adaptive Rowing"), Head Races (Article VIII, "Head Races"), Races for Open Water Events (Part A of Article IX, "Open Water Racing"), and USRowing Trials (Article VI, "Trials Rules") shall be held under the specific rules designated for them.

### **Reason:**

The asterisk provision in (c) of this rule is one of the most commonly confused notations in the Rules of Racing. The intention was to provide a minimum set of rules that could not be modified at a Registered Regatta. Over the years, as the rules have evolved, the asterisk has not kept up with the modifications.

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This has led to a significant number of rules that involve the Race Official's interactions with the Competitors not being listed as absolutely binding. The net effect of this change will be to make more rules absolutely binding and clarify which rules are commonly modified at Registered Regattas.

The table below shows the rules that are currently binding and ones that will be binding under the proposal. A "B" in the "Current" column indicates that a rule currently has an asterisk and is considered binding. A "B" in the "Proposed" column indicates that the rule is proposed to remain or become binding. An "M" in the "Proposed" column indicates that the rule is proposed to be able to be modified with the approval of USRowing at the time of submission of a Regatta Packet.

Rule	Current	Proposed
1-101 Title		B
1-102 Purposes	B	B
1-103 Interpretation	B	B
1-104 Scope and Exceptions	B	B
1-105 Situations Not Covered	B	B
1-201 Rowing Defined	B	B
1-202 Other Definitions	B	B
2-101 Primary Duties of Race Officials	B	B
2-102 Appointment of the Chief Referee	B	B
2-103 Duties of the Chief Referee	B	B
2-104 Officials	B	B
2-105 The Jury	B	B
2-200 Safe Equipment		B
2-201 Suspending Racing	B	B
2-202 Regatta Information		B
2-203 Traffic Patterns	B	B
2-204 Rowing Near the Course while Race in Progress	B	B
2-205 Violation of Safety Rules		B
2-206 Number of Referees; Safety Launches	B	B
2-300 Approaching the Start; Warm-up on the Course		B
2-301 Reporting to the Start		B
2-302 Appearance of Crews		B
2-303 Changing Race Times and Lane Assignments		B
2-304 Alignment		B
2-305 Start		B
2-306 Starting Commands with Flags		B
2-306.1 Starting Commands with Lights		B
2-307 "Quick Start"		B
2-308 False Start		B
2-309 Failure to Start		B
2-310 Broken Equipment		B
2-311 Leaving the Starting Area		B
2-401 A Crew's Water	B	B
2-402 Steering		B
2-403 Referee's Position	B	B

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2-404 Interference or Foul	B	B
2-405 Stopping a Race in Progress		B
2-406 Penalizing Interference		B
2-407 Referee's Instructions to Crews		B
2-408 Instruction to Avoid Unsafe or Unfair Conditions	B	B
2-409 Outside Assistance		B
2-410 Unsportsmanlike Conduct	B	B
2-501 Finish of the Race		B
2-502 Placement of Crews; Dead Heats		B
2-601 Imposition of Penalties; Effect on Crew Members		B
2-602 Types of Penalties		B
2-603 Restoring Opportunity of Winning; Altering Results	B	B
2-604 Matters Subject to Protest	B	B
2-605 Raising an Objection	B	B
2-606 Filing the Protest Statement	B	B
2-607 Protest Hearing		B
2-608 Appeal from the Jury	B	B
3-101 Free Construction of Equipment	B	B
3-102 General Requirements for Boats	B	B
3-103 Categories of Boats		M
3-104 Minimum Weight of Boats		M
3-105 Bowballs	B	B
3-106 Foreign Substances		B
3-107 Oars	B	B
3-108 Footgear Release	B	B
3-109 Boat Construction for Coxswains	B	B
3-110 Bow Numbers		B
3-201 Uniforms		M
3-202 Oars		M
3-203 Manufacturer and Sponsor Advertising		M
4-101 Amateur Standing	B	B
4-102 Doping	B	B
4-103 Eligibility to Compete in Events		M
4-104 Classification of Competitors		M
4-104.1 Classification by Age		M
4-104.2 Classification by Skill		M
4-104.3 Lightweights		M
4-104.4 Adaptive Rowing and Para-Rowing		M
4-105 Coxswains		M
4-105.1 Coxswain's Weight		M
4-106 Weighing of Competitors		M
5-101 Regatta Director		M
5-102 Regatta Secretary		M
5-201 Submission of Entries		M
5-202 Reporting of Entries		M
5-203 General Requirements for Entries and Affiliation	B	B
5-204 Composite Crews		M

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5-205 False Entries		M
5-206 Substitutions		M
5-207 Illness of Competitors		M
5-208 USRowing Progression Systems		M
5-209 Changes in the Form of Progression		M
5-301 National Championship Events	B	B
5-302 Course Requirements	B	B
5-303 Masters National Championships	B	B
5-304 Youth National Championships	B	B
6-101 Title, Purpose, and Scope of Trials Rules		B
6-102 Trials Director		B
6-103 Substitutions		B
6-104 Order of Racing		B
6-105 Penalties for Interference in Trials Races		B
6-106 Results		B
7-100 Course Approval		B
7-101 Minimum Requirements		M
7-201 Classification of Courses		M
8-101 Scope of Rules Regarding Head Races	B	B
8-102 Course Configuration	B	B
8-103 Officials		B
8-104 Qualifications of Officials	B	B
8-105 Local Regatta Rules	B	B
8-106 Map of Course	B	B
8-107 The Start		B
8-108 The Body of the Race		B
8-109 The Finish		B
8-110 Types of Penalties		M
9-101 Scope of Open Water Rules	B	B
9-102 General Principles of Open Water Racing	B	B
9-103 Particular Rules of the Event	B	B
10-101 Scope of Rules Regarding Adaptive Rowing Races	B	B
10-102 Fairness		B
10-201 Adaptive Rowing Sport Classes		M
10-202 Adaptive Rowing Boat Classes		M
10-203 Para-Rowing Boat Classes		M
10-204 Adaptive Rowing Sport Class Statuses		M
10-301 Adaptive Rowing Boats		M
10-302 Elite Para-Rowing Boats		M
10-303 Standard AS1x		M
10-304 Standard TAMix2x		M
10-305 Strapping		M
10-306 General Strapping Requirements		M
10-307 Capsizing Release		M
10-308 Eyewear for Visually Impaired Rowers		M
10-309 Boat Weights		M
10-310 Minimum Weight of Boats		M

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10-401 Safety of Rowers		M
10-402 Traffic Rules		M
10-501 Starting Commands		B
10-502 Acknowledgment of Penalties Assessed at the Start		B
10-503 Finish of the Race		B
10-504 Lodging an Objection		B

## 1-202 Other Definitions [Dominique, A]

### **Current Rule:**

(rr) "Weigh-in Window" shall mean the period of time that is no less than one (1) hour and not more than two (2) hours before the Scheduled Time of the first Race in which the weight is relevant.

### **Proposed:**

(rr) "Weigh-in Window" shall mean the period of time that is no less than one (1) hour and not more than two (2) hours before the Scheduled Time of the first Race of **each event in which the weight is relevant, each day of competition.**

### **Reason:**

This change is intended to provide clarity and improve fairness in regards to when athletes can weigh-in for lightweight events.

This change stems from differences in interpretation to the original definition in situations where athletes are competing in multiple Lightweight events in the same day. The new wording clarifies that athletes must weigh in for each event separately, rather than allowing people to weigh in once for multiple events.

The reason for requiring weigh-ins for each event individually is to provide fair racing conditions for the competitor groups in each event. A crew can currently gain an unfair advantage by registering for a lightweight event earlier in the race day, and having that weight carry over to a later event. Their competitors in the later event do not have the benefit of the early weigh in, putting them at a disadvantage.

The change would also provide a clear direction for interpreting this rule, leading to more consistent application of the rules at regattas across the country.

Finally, this change would make the rule more consistent with FISA's way of handling weigh-ins for lightweight crews.



## 1-202 Other Definitions [Meisner, K]

### **Current Rule:**

- (x) "Para-Rowing," a term coined by FISA, shall mean rowing or sculling for participating Rowers who have been classified by a national or international Classification Panel and have been placed into a sport class according to how much their physical impairment impacts the core functionality of the rowing stroke.

### **Proposed Change:**

- (x) "**Para Rowing**," a term coined by FISA, shall mean rowing or sculling for participating Rowers who have been classified by a national or international Classification Panel and have been placed into a sport class according to how much their physical impairment impacts the core functionality of the rowing stroke.

### **Reason:**

- (a) Updated name of Para Rowing to be consistent with FISA.

## **2-200 Safe Equipment [Rosenbaum, M]**

### ***Current Rule:***

2-200 Safe Equipment

All boats must satisfy the requirements presented in Article III (“Equipment”), Part A (“Construction and Design”).

### ***Proposed Change:***

Add asterix (\*)

***\*2-200 Safe Equipment***

### ***Reason:***

Safety is the first word in the mission statement for referees. How could US Rowing ever in good conscious allow this Rule to be modified by an Regatta or LOC?

## **2-301 Reporting to Start [Rosenbaum, M]**

### ***Current Rule:***

2-301 Reporting to the Start

(a) Each Crew is responsible for being attached to its starting station and ready to race two minutes before the Scheduled Time of the Race, whether or not announcements have been made by the Starter. If racing is delayed, Crews shall be responsible for being within voice range of the Starter and in a position to respond to instructions.

### ***Proposed Change:***

Add asterix (\*)

***\*2-301 Reporting to the Start***

### ***Reason:***

If you want regattas to run on time place the responsibility squarely on those individuals who control whether it does or not. This rule must be binding and apply to all regattas and not be modifiable.

## 2-309 Failure to Start [Rosenbaum, M]

### **Current Rule:**

#### 2-309 Failure to Start

If a Crew fails to leave the starting line after the starting commands have been given, the Starter shall stop the Race. If the Crew's failure to start is not justified, the Starter may impose one of the penalties described in Rule 2-602 ("Types of Penalties").

### **Proposed Change:**

#### 2-309 Failure to Start

*If a Crew determines it is unable to compete after launching but prior to entering the Starting area, it shall stop rowing and immediately signal to the closest Race Official. The Race Official shall inspect the equipment. If the Race Official determines that the shell is unable to compete, the Race Official shall communicate with both the Starter and Chief Referee to determine if the Crew will be able to compete*

*If a Crew fails to leave the starting line after the starting commands have been given, the Starter shall stop the Race. If the Crew's failure to start is not justified, the Starter shall impose one of the penalties described in Rule 2-602 ("Types of Penalties").*

*(a) If a Crew stops racing after the starting commands but before it has left the Starting area, or 20 seconds has elapsed on courses where the Starting area is not clearly marked with different colored buoys, it shall stop rowing and immediately signal to the closest Race Official. The Referee shall stop the Race as described in Rule 2-407(d) ("Referee's Instructions to Crews") the Race may be restarted immediately, and the Referee shall impose upon the offending Crew one of the penalties described in Rule 2-602 ("Types of Penalties").*

*(b) A Crew is deemed to have left the Starting area once its bow crosses the 100-meter mark. If a Crew attempts to claim Broken Equipment after it has left the Starting area, and if the boat can still be operated safely, the Referee shall instruct it to continue rowing as described in Rule 2-407(c) ("Referee's Instructions to Crews").*

### **Reason:**

None supplied in submission.

## 2-310 Broken Equipment [Rosenbaum, M]

### **Current Rule:**

#### 2-310 Broken Equipment

(a) “Broken Equipment” shall mean a condition in which any Equipment, as defined in Rule 1-202 (“Other Definitions”), is not in a normal operable state. The following shall not count as Broken Equipment:

- (1) A condition that is the obvious result of carelessness or neglect;
- (2) Crabs and jumped slides (in which a Rower’s seat comes off its track);
- (3) The condition of a Coxswain’s sound amplification system (including a COX-BOX), a stopwatch, stroke watch, or similar device.

(b) If a Crew suffers Broken Equipment after launching but prior to entering the Starting area, it shall stop rowing and immediately signal to the closest Race Official. The Race Official shall inspect the equipment for damage. If the Race Official determines that there is Broken Equipment, the Race Official shall communicate with both the Starter and Chief Referee to determine if the Crew will be able to race.

(c) If a Crew suffers Broken Equipment after the starting commands but before it has left the Starting area, or 20 seconds has elapsed on courses where the Starting area is not clearly marked with different colored buoys, it may stop rowing and signal to the Referee. The Referee shall stop the Race as described in Rule 2-407(d) (“Referee’s Instructions to Crews”) and inspect the damage. If there is in fact Broken Equipment, the Race may be restarted after the Crew has had sufficient time to make repairs. If there is no Broken Equipment, the Race may be restarted immediately, and the Referee may impose upon the offending Crew one of the penalties described in Rule 2- 602 (“Types of Penalties”).

(d) A Crew is deemed to have left the Starting area once its bow crosses the 100-meter mark. If a Crew attempts to claim Broken Equipment after it has left the Starting area, and if the boat can still be operated safely, the Referee shall instruct it to continue rowing as described in Rule 2- 407(c) (“Referee’s Instructions to Crews”).

### **Proposed Change:**

#### **2.310 (removed) Leaving the Starting Area**

### **Reason:**

Let’s face it, the only reason that boats suffer broken equipment in the 21st century is because of neglect by the owner of the shell or the Club which places it on the water. Since as officials we have previously dealt with the time period between launch and the start, I am removing the term broken equipment and suggesting “unable to compete” as an alternative phrase. I am trying to incorporate the concept of “misadventure” from the Trials protocol as in the first 100 meters of any race the competitive value cannot be established.

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As a referee after the starting commands have been given and by the time we stop all the crews and return them to the starting area, the boat/ crew which initially caused the race to be stopped has had sufficient time to break something in the shell.

Since we will stop a race when a crew just had “a bad start “and issue them a warning before a restart let’s consider removing the band-aid of the rule which is broken equipment.

I am also asking to remove **may** and make it **shall** impose one of the penalties for failing to leave the starting area. Even if it is a reprimand it has be shall.

## 2-404 Interference or Foul (\*) [HOM]

### **Current Rule:**

- (b) It shall not be Interference if a Crew is Washed or obstructed while rowing outside its own water. If two Crews both rowing outside their own water are in danger of collision, the Referee shall instruct them to keep apart as described in Rule 2-407(a)(1) (“Referee’s Instructions to Crews”), but neither Crew shall be entitled to claim Interference as a result of any such collision.

### **Proposed change:**

- (b) ***Excepting 2-404(c),*** it shall not be Interference if a Crew is Washed or obstructed while rowing outside its own water. If two Crews both rowing outside their own water are in danger of collision, the Referee shall instruct them to keep apart as described in Rule 2-407(a)(1) (“Referee’s Instructions to Crews”), but, ***excepting 2-404(c),*** neither Crew shall be entitled to claim Interference as a result of any such collision. ***However, when the actions of one of the crews may create unfair racing conditions, the Referee may utilize any instruction available in 2-407(a).***

### **Reason regarding additional language at the end of the rule:**

The use of the word “shall” in sentence two of 2-404(b) signifies that the Referee can only use the instruction 2-407(a)(1) “Keep Apart!” in situations where two crews are operating outside their own water in danger of collision. By using “shall”, there is ambiguity, so long as there is a danger of collision, whether 2-404(b) is meant to limit the courses of action available to a Referee when the danger of collision is intertwined with the issue of unfairness, such as when the danger of collision is primarily caused by one Crew rowing such that it creates unfair conditions upon its competitors (2-101(b)) or is in a position to gain an unfair advantage (2-408(c)), or when there are more than two boats rowing outside their water. Another way to frame the issue is whether the limitations imposed upon the Referee by 2-404(b) mean that, as long as there is a danger of collision and both Crews are outside their own water, the referee cannot instruct each Crew individually (such as to address fairness). If this is not the case, then the additional text (boldface and italicized) above should be added.

Examples to illustrate:

(1a) Crews A, B, and C have been assigned to lanes 2, 3 and 4 where A and C are in the lanes to B’s port and starboard sides respectively. The race starts and during the race, due to a current setting perpendicular to the course (from lane 1 towards lane 6), A, B, and C have drifted to lanes 3, 4 and 5 respectively and are thus all outside of their own waters. At the 1000m mark Crews B and C now start to steer correctly and compensate for the current (i.e. now they are heading straight down the course) and as long as B and C hold their course, they will not collide. However, Crew A course continues to drift to starboard and will eventually collide with B who cannot move to starboard because C is there. Under the current rules, 2-404(b) provides that the Referee can only address Crews A and B with the command “Keep Apart!” in this situation absent a threat of serious collision (in which case it could only order a

Crew to stop (2-404(d)). Rule 2-404(b) would appear to prevent the Referee from issuing what likely would be the fair instruction which would be for A to move to port. Furthermore, B would be burdened with an instruction it cannot comply with because C is directly to starboard.

(1b) This builds upon the basis of example 1a where all three crews have already shifted to lanes 3, 4, and 5, and thus are all out of their own waters. Now, however, Crew A continues to drift towards Crew B but Crew C under 2-404(c) attempts to move back towards its own water (lane 4) which leaves Crew B in a “sandwich.” In which case, by rule 2-404(b), the Referee can only issue “Keep Apart” between Crews A and B, and between Crews B and C; and cannot help to enforce 2-404(c)

(1c) Another situation is where there are Crews A, B, C, and D in lanes 2,3,4,5 respectively. After leaving the start line and due to current and winds, D keeps in its lane (protected water), C is a very slow crew that it drops significantly behind. A and B then drift into 3 and 4 (respectively) and A continues to drift over. In this instance, the only way that B can try to “keep apart” from A is to move into D’s protected water. This would put B at risk of interference with D or with risk of collision. 2-404(b) does not currently provide sufficient flexibility for the referee to address this situation. Arguably “keep apart” would be potentially confusing to B in such a situation. The suggested rule change would explicitly provide the Referee with additional commands when both Crews are out of their water in which one of them may not be able to keep apart.

***Reason regarding language to include an exception for 2-404 (c):***

2-404(b) currently creates a loophole for a Crew (B) which prevents another Crew (A) from returning to its own (A’s) water, when both crews are outside their own waters.

Example: Crews A and B are assigned lanes 3 and 4 respectively. There is a strong crosswind or cross current. The race begins. Crew A drifts to the border of lanes 1 and 2, and Crew B drifts to being mostly in lane 2 except its oars are in lane 3 (this can happen on a mostly unbuoyed course). Crew A attempts to return to its own water (lane 3) but Crew B is in the way and refuses to yield. Under the current rules, 2-404(c) may provide Crew A with an interference claim but 2-404(b) prevents Crew A from any interference recourse even to the point of collision. This effectively renders 2-404(c) as toothless and offers no incentive for Crew B to yield since it cannot be punished by an interference claim.

The proposed change restores the effect of 2-404(c), and it allows for addressing the possibility if there is a collision if two collide while simultaneously trying to return to their own water such as if both A and B were trying to return to their own water but A was doing so quicker than B.



## 2-406 Penalizing Interference [Mannle, T]

### **Current Rule:**

- (a) The Referee shall take such action under Rule 2-603 (“Restoring Opportunity of Winning; Altering Results”) and may impose one of the penalties described in Rule 2-602 (“Type of Penalties”) upon a Crew guilty of Interference as is necessary to restore the aggrieved Crew’s fair opportunity of winning, placing, or advancing.
- (b) The appropriate penalty for Interference shall be presumed to be exclusion. Nevertheless, the Referee may impose a different penalty if he or she explicitly finds that special circumstances existed.

### **Proposed Change:**

- (a) *Upon determining that a Crew is guilty of Interference, the Referee shall take such action as is necessary and sufficient to restore the aggrieved Crew’s fair opportunity of winning, placing or advancing.*
- (b) *Appropriate restoration actions include those described in Rule 2-603 (“Restoring Opportunity of Winning; Altering Results”), or imposing one of the penalties described in Rule 2-602 (“Type of Penalties”).*
- (c) *The appropriate penalty for Interference shall be presumed to be exclusion. Nevertheless, the Referee may impose a different penalty on the offending Crew, or no penalty, if he or she finds that special circumstances existed. Special circumstances may exist (but are not limited) when:
  - (1) *Fairness can be sufficiently restored to the aggrieved Crew, and imposing a lesser or no penalty on the offending Crew does not adversely affect the rights of any other Crew in the Race; or*
  - (2) *The specific conditions listed in the Referee Procedure Manual ((10) Procedure – Penalizing Interference”) have obtained during the Race.**

### **Reason:**

In (a) of the current Rule, the language of the text conveys the strong presumption implies that imposing a penalty is the proper method of restoring fairness, and exclusion the presumptive penalty in that regard. However, imposing a penalty is a means, but not the only means, of restoring fairness to an aggrieved crew. The proposed revision emphasizes the objective of the Referee’s action, and puts the methods to achieve that objective in their proper subordinate place in the text.

## 2-604 Matters Subject to Protest (\*) [Laffer]

### **Current Rule:**

#### 2-604 Matters Subject to Protest (\*)

- (a) Any Crew claiming that a Race in which it competed was not fair or proper, or that the Rules of Racing were not followed, or that its opportunity of winning was unfairly deprived, may raise an objection as described in [Rule 2-605 \("Raising an Objection"\)](#).
- (b) Only matters that affect the substantial rights of a Crew shall be subject to protest, and the Jury shall disregard harmless errors that did not affect the outcome of the Race.
- (c) To the extent that Race Officials acting within the scope of their duties make explicit findings of fact, those findings shall be final.

### **Proposed Change:**

#### 2-604 Matters Subject to Protest (\*)

- (a) Any Crew claiming that a Race in which it competed was not fair or proper, or that the Rules of Racing were not followed, or that its opportunity of winning was unfairly deprived, may raise an objection as described in [Rule 2-605 \("Raising an Objection"\)](#).
- (b) Only matters that affect the substantial rights of a Crew shall be subject to protest, and the Jury shall disregard harmless errors that did not affect the outcome of the Race.
- (c) To the extent that Race Officials acting within the scope of their duties make explicit findings of fact, those findings shall be final.
- (d) ***If crews hydration checked prior to initial weigh in, crews weight is not subject to protest. Otherwise if protested a re-verified weigh-in before awards would be required.***

### **Reason:**

The protest rule will allow athletes to ensure a fair competition by ensuring they are of the class they enter. By this if a crew suspects cheating, successful weigh in but a competitor is knowingly out of class.

## 4-103 Eligibility to Compete in Events [Meisner, K]

### **Current Rule:**

#### 4-103 Eligibility to Compete in Events

- (a) Rowers may compete in a higher skill class but not a lower skill class. For example, a Senior athlete may compete in an Elite Event but not an Intermediate Event.
- (b) A Coxswain may compete in any of those categories regardless of his or her classification by skill, except that a Coxswain who is not an amateur shall not compete in Events classified by skill as Intermediate or Senior or classified by age as Youth.
- (c) A Rower who does not comply with Rule 4-104.3 (“Lightweights”) and Rule 4-106 (“Weighing of Competitors”) shall not compete in a lightweight Event. Any Coxswain who otherwise complies with applicable rules may participate in a lightweight Event.
- (d) A Coxswain who does not comply with Rule 4-105.1 (“Coxswain’s Weight”) and Rule 4-106 (“Weighing of Competitors”) shall not compete.
- (e) A Competitor, including a Coxswain, who does not comply with Rule 4-104.1(a) (“Classification by Age”) shall not compete in a Youth Event.
- (f) A Rower who does not comply with Rule 4-104.1 (“Classification by Age”) shall not compete in a Masters Event, or in an inapplicable Masters age category Event as described in Rule 4-104.1 (“Classification by Age”). A Coxswain may compete in any Masters Event regardless of age.
- (g) A Rower may compete in an Adaptive or Para-Rowing Event if his or her disability meets the criteria set out in the Adaptive Rowing Classification Regulations and has been classified by a national or international Classification Panel into an eligible sport class. A Rower without a sport class or whose sport class has been withdrawn may not compete in Adaptive or Para-Rowing Events.
  - (1) In Inclusive Events, the sport class eligibility requirement pertains only to the Rower who has been classified.
- (h) A female Rower shall not compete in Events for men, and a male Rower shall not compete in Events for women. A Crew competing in a mixed Event must be 50% male and 50% female, not including the Coxswain.
- (i) A Competitor’s gender is considered to be that indicated on the athlete’s driver’s license or other government issued ID.
- (j) A Competitor shall know their eligibility, including their sport class if rowing in an Adaptive or Para-Event, and shall not compete in an Event for which they are not eligible.
- (k) Other sanctioning bodies may have additional eligibility requirements.

### **Proposed Change:**

#### 4-103 Eligibility to Compete in Events

- (a) Rowers may compete in a higher skill class but not a lower skill class. For example, a Senior athlete may compete in an Elite Event but not an Intermediate Event.
- (b) A Coxswain may compete in any of those categories regardless of his or her classification by skill, except that a Coxswain who is not an amateur shall not compete in Events classified by skill as Intermediate or Senior or classified by age as Youth.

- (c) A Rower who does not comply with Rule 4-104.3 (“Lightweights”) and Rule 4-106 (“Weighing of Competitors”) shall not compete in a lightweight Event. Any Coxswain who otherwise complies with applicable rules may participate in a lightweight Event.
- (d) A Coxswain who does not comply with Rule 4-105.1 (“Coxswain’s Weight”) and Rule 4-106 (“Weighing of Competitors”) shall not compete.
- (e) A Competitor, including a Coxswain, who does not comply with Rule 4-104.1(a) (“Classification by Age”) shall not compete in a Youth Event.
- (f) A Rower who does not comply with Rule 4-104.1 (“Classification by Age”) shall not compete in a Masters Event, or in an inapplicable Masters age category Event as described in Rule 4-104.1 (“Classification by Age”). A Coxswain may compete in any Masters Event regardless of age.
- (g) A Rower may compete in an Adaptive or **Para Rowing** Event if his or her disability meets the criteria set out in the Adaptive Rowing Classification Regulations and has been classified by a national or international Classification Panel into an eligible sport class. A Rower without a sport class or whose sport class has been withdrawn may not compete in Adaptive or **Para Rowing** Events.
  - (1) In Inclusive Events, the sport class eligibility requirement pertains only to the Rower who has been classified.
- (h) A female Rower shall not compete in Events for men, and a male Rower shall not compete in Events for women. A Crew competing in a mixed Event must be 50% male and 50% female, not including the Coxswain.
- (i) A Competitor’s gender is considered to be that indicated on the athlete’s driver’s license or other government issued ID.
- (j) A Competitor shall know their eligibility, including their sport class if rowing in an Adaptive or Para-Event, and shall not compete in an Event for which they are not eligible.
- (k) Other sanctioning bodies may have additional eligibility requirements.

**Reason:**

- 1) Updated name of Para Rowing to be consistent with FISA.

## 4-104.1 Classification by Age [McNerney, P]

### **Current Rule:**

#### 4-104.1 Classification by Age

- (a) ...
- (d) Master: A Master is a Competitor who has attained or will attain the age of 21 during the current calendar year. A Competitor's age is determined as of December 31 of the current calendar year, rounded down to the nearest whole number. A Competitor thus becomes a Master on January 1 of the year of his or her 21st birthday. A Masters Crew shall be comprised exclusively of Masters Rowers, but the Coxswain need not be a Master.
  - a. Masters Crews shall be classified by age according to the following categories:
    - (AA) 21 to 26 years,
    - (A) 27 to 35 years,
    - (B) 36 to 42 years,
    - (C) 43 to 49 years,
    - (D) 50 to 54 years,
    - (E) 55 to 59 years,
    - (F) 60 to 64 years,
    - (G) 65 to 69 years,
    - (H) 70 to 74 years,
    - (I) 75 to 79 years,
    - (J) 80 and over.
  - b. The age category of a Masters Crew shall be determined by the average age of the Rowers in the Crew, rounded down to the nearest whole number. The age of a Coxswain shall not be counted. The ages of individual Rowers need not fall within the age category, so long as each Rower is a Master and so long as the average age of the Crew falls within the applicable category.
  - c. A Masters Crew may compete in a lower (younger) age category but not in a higher category.
  - d. A Master Competitor's eligibility to compete in Masters Events is not affected by his or her classification by skill under [Rule 4-104.2 \("Classification by Skill"\)](#). A Master Competitor's classification by skill in non-Masters Events shall be as otherwise provided in that Rule.
  - e. A Rower who is a member of the current year's National Team shall not be eligible to compete in the current year at the Masters National Championships.
  - f. The handicaps listed on page 33 shall be applied in Masters Events where time handicaps are used. The time handicap for each Crew shall be calculated by subtracting the handicap for the youngest Crew in the Event from the handicap that applies to each Crew.

Consolidated Submissions of Rules Changes for 2018 Rules of Rowing

	Age	4x 8+	2x 4+/4-	1x 2-		Age	4x 8+	2x 4+/4-	1x 2-
	27	0.0	0.0	0.0		55	15.7	16.9	19.6
	28	0.0	0.0	0.0		56	16.8	18.2	21.0
	29	0.1	0.1	0.1	<b>E</b>	57	18.0	19.4	22.5
	30	0.2	0.2	0.2		58	19.2	20.8	24.0
<b>A</b>	31	0.3	0.3	0.4		59	20.5	22.1	25.6
	32	0.5	0.5	0.6					
	33	0.7	0.8	0.9		60	21.8	23.5	27.2
	34	1.0	1.1	1.2		61	23.1	25.0	28.9
	35	1.3	1.4	1.6	<b>F</b>	62	24.5	26.5	30.6
						63	25.9	28.0	32.4
	36	1.6	1.7	2.0		64	27.4	29.6	34.2
	37	2.0	2.2	2.5					
	38	2.4	2.6	3.0		65	28.9	31.2	36.1
<b>B</b>	39	2.9	3.1	3.6		66	30.4	32.9	38.0
	40	3.4	3.7	4.2	<b>G</b>	67	32.0	34.6	40.0
	41	3.9	4.2	4.9		68	33.6	36.3	42.0
	42	4.5	4.9	5.6		69	35.3	38.1	44.1
	43	5.1	5.5	6.4		70	37.0	39.9	46.2
	44	5.8	6.2	7.2		71	38.7	41.8	48.4
	45	6.5	7.0	8.1	<b>H</b>	72	40.5	43.7	50.6
<b>C</b>	46	7.2	7.8	9.0		73	42.3	45.7	52.9
	47	8.0	8.6	10.0		74	44.2	47.7	55.2
	48	8.8	9.5	11.0					
	49	9.7	10.5	12.1		75	46.1	49.8	57.6
						76	48.0	51.9	60.0
	50	10.6	11.4	13.2	<b>I</b>	77	50.0	54.0	62.5
	51	11.5	12.4	14.4		78	52.0	56.2	65.0
<b>D</b>	52	12.5	13.5	15.6		79	54.1	58.4	67.6
	53	13.5	14.6	16.9					
	54	14.6	15.7	18.2		80+	add the following for each year over 80		
					<b>J</b>		2.0	2.3	2.7

To calculate handicaps without using the above chart:

$$HC = (\text{age} - 27)^2 * K \quad \text{*AA category (ages 21-26)}$$

K= .020 for 8+'s and 4x's      has no handicaps

.0216 for 2x's and 4's

.025 for 1x's and 2-'s

*When determining boat age averages, always round down.*

*(example 59.8 = 59.0)*

**Proposed Change:**

4-104.1 Classification by Age

(a) ...

(d) Master: A Master is a Competitor who has attained or will attain the age of 21 during the current calendar year. A Competitor's age is determined as of December 31 of the current calendar year, rounded down to the nearest whole number. A Competitor thus becomes a Master on January 1 of the year of his or her 21st birthday. A Masters Crew shall be comprised exclusively of Masters Rowers, but the Coxswain need not be a Master.

**a.** Masters Crews shall be classified by age according to the following categories:

(AA) 21 to 26 years,

(A) 27 to 35 years,

(B) 36 to 42 years,

(C) 43 to 49 years,

(D) 50 to 54 years,

(E) 55 to 59 years,

(F) 60 to 64 years,

(G) 65 to 69 years,

(H) 70 to 74 years,

(I) 75 to 79 years,

**(J) 80 to 84 years,**

**(K) 85 and over.**

b. The age category of a Masters Crew shall be determined by the average age of the Rowers in the Crew, rounded down to the nearest whole number. The age of a Coxswain shall not be counted. The ages of individual Rowers need not fall within the age category, so long as each Rower is a Master and so long as the average age of the Crew falls within the applicable category.

c. A Masters Crew may compete in a lower (younger) age category but not in a higher category.

d. A Master Competitor's eligibility to compete in Masters Events is not affected by his or her classification by skill under [Rule 4-104.2 \("Classification by Skill"\)](#). A Master Competitor's classification by skill in non-Masters Events shall be as otherwise provided in that Rule.

e. A Rower who is a member of the current year's National Team shall not be eligible to compete in the current year at the Masters National Championships.

f. The handicaps listed on page 33 shall be applied in Masters Events where time handicaps are used. The time handicap for each Crew shall be calculated by subtracting the handicap for the youngest Crew in the Event from the handicap that applies to each Crew.

Consolidated Submissions of Rules Changes for 2018 Rules of Rowing

	Age	4x 8+	2x 4+/4-	1x 2-		Age	4x 8+	2x 4+/4-	1x 2-
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	29	0.1	0.1	0.1	<b>E</b>	57	18.0	19.4	22.5
	30	0.2	0.2	0.2		58	19.2	20.8	24.0
<b>A</b>	31	0.3	0.3	0.4		59	20.5	22.1	25.6
	32	0.5	0.5	0.6					
	33	0.7	0.8	0.9		60	21.8	23.5	27.2
	34	1.0	1.1	1.2		61	23.1	25.0	28.9
	35	1.3	1.4	1.6	<b>F</b>	62	24.5	26.5	30.6
						63	25.9	28.0	32.4
	36	1.6	1.7	2.0		64	27.4	29.6	34.2
	37	2.0	2.2	2.5					
	38	2.4	2.6	3.0		65	28.9	31.2	36.1
<b>B</b>	39	2.9	3.1	3.6		66	30.4	32.9	38.0
	40	3.4	3.7	4.2	<b>G</b>	67	32.0	34.6	40.0
	41	3.9	4.2	4.9		68	33.6	36.3	42.0
	42	4.5	4.9	5.6		69	35.3	38.1	44.1
	43	5.1	5.5	6.4		70	37.0	39.9	46.2
	44	5.8	6.2	7.2		71	38.7	41.8	48.4
	45	6.5	7.0	8.1	<b>H</b>	72	40.5	43.7	50.6
<b>C</b>	46	7.2	7.8	9.0		73	42.3	45.7	52.9
	47	8.0	8.6	10.0		74	44.2	47.7	55.2
	48	8.8	9.5	11.0					
	49	9.7	10.5	12.1		75	46.1	49.8	57.6
						76	48.0	51.9	60.0
	50	10.6	11.4	13.2	<b>I</b>	77	50.0	54.0	62.5
	51	11.5	12.4	14.4		78	52.0	56.2	65.0
<b>D</b>	52	12.5	13.5	15.6		79	54.1	58.4	67.6
	53	13.5	14.6	16.9					
	54	14.6	15.7	18.2		<b>80</b>	<b>56.1</b>	<b>60.7</b>	<b>70.3</b>
						<b>81</b>	<b>58.1</b>	<b>63.0</b>	<b>73.0</b>

To calculate handicaps without using the above chart:

$$HC = (age - 27)^2 * Z$$

$$Z = \begin{cases} .020 & \text{for 8+'s and 4x's} \\ .0216 & \text{for 2x's and 4's} \\ .025 & \text{for 1x's and 2-'s} \end{cases}$$

When determining boat age averages, always round down.

(example 59.8 = 59.0)

\*AA category (ages 21-26) has no handicaps

<b>J</b>	<b>82</b>	<b>60.1</b>	<b>65.3</b>	<b>75.7</b>
	<b>83</b>	<b>62.1</b>	<b>67.6</b>	<b>78.4</b>
	<b>84</b>	<b>64.1</b>	<b>69.9</b>	<b>81.1</b>

**K 85+ add the following for each year over 85**

2.0	2.3	2.7
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## 4-104.3 Lightweights [Beall]

### **Current Rule:**

#### 4-104.3 Lightweights

##### (a) Men:

(2) A men's lightweight Youth Crew, including a single Scull (1X) shall have no rower that weights more than 150 lbs.

### **Proposed Change:**

#### 4-104.3 Lightweights

##### (a) Men:

(2) A men's lightweight Youth Crew, including a single Scull (1X) shall have no rower that weights more than **155 lbs**.

### **Reason:**

It is my belief and that of a number of coaches I have spoken to personally that the 150lb weight for high school boys is too light. After three years of using this weight I would like to discuss a number of observations. I currently coach the Boys Varsity at Bainbridge Island Rowing. This is a mid to small sized high school (2A designation out of 4A). But because our boatyard is located a short walk from the high school we have had large teams of 110+ rowers the last 4 years. On the boys varsity I have had squads of 3 eights in 3 of the last 4 years and had a squad of 4 eights in 2014. Even with 3 eights it is challenging to field a lightweight 8 with boys 150lb or under. The majority of boys that can make weight do so because they are physically immature.

My background with lightweight rowing consists of coaching the Harvard Varsity Lightweights from 1980 through 1985. I also coached the US Men's Lightweight four at the 1983 World Championships. When I started at Harvard there were a number of unhealthy traditions for making weight that from an outsiders view did not make sense (I competed internationally for the US as an openweight through 1984). As a result of my lack of personal experience with making weight I researched and found Nancy Clark to work with my squads (this was her introduction to rowing and she has been a columnist in the rowing magazine ever since). I also enlisted Fritz Hagerman, the preeminent rowing researcher for 30 years, to teach me how to use skin fold calipers to accurately measure percent fat. *I am and always have been very concerned with healthy practices to make weight.*

With this background and my experience with high school rowing for the last 7 years I have the following observations/concerns:

1. Participation in men's lightweight evens has gone down at the NW Regional Championships. For the years 2015 and 2016 the lightweight 4 and 8 did not had enough entries for separate heats. This year (2017) there were 8 entries in the Lwt. Four. In previous years, with the weight at 160lbs for 2013 and 2012 and 155lbs for 2011 heats were required for both the 4 and the 8.
2. With the weight set at 150 you are creating a group of boys that are too heavy to make weight and too light to effectively compete as an openweight. In general the weight range to make weight would be approx 160lbs to 162lbs and below. This means that kids above 163 makes it

very challenging for them to have an appropriate competitive experience (otherwise there would not be a lightweight category).

3. I have had at least one athlete each year and in 2016 3 athletes who could make weight as sophomores but then could not as seniors leaving their last year of high school rowing with frustration. They grew out of a competitive experience early in high school into a non-competitive experience late in high school. As they mature they are less likely to be stuck in the middle between being a lightweight and openweight.
4. Because the 150lb weight almost always involves younger boys asking them to make weight is not as healthy when they are still growing
5. My understanding of the switch to 150lbs was a political deal made at the board level regarding trading votes for a policy regarding insurance coverage. This is not good governance. No study was sited to my knowledge. There certainly was not request for opinions from the coaches directly involved with coaching Lightweight Boys.
6. I submitted virtually the same proposal two years ago the board said it was tabled for further study. Has anyone done this study????

## 4-104.3 Lightweights [Beall]

### **Current Rule:**

4-104.3 Lightweights

(b) Men:

(2) A men's lightweight Youth Crew, including a single Scull (1X) shall have no rower that weights more than 150 lbs.

### **Proposed Change:**

4-104.3 Lightweights

(b) Men:

(2) A men's lightweight Youth Crew, including a single Scull (1X) shall have no rower that weights more than **160 lbs**.

### **Reason:**

It is my belief and that of a number of coaches I have spoken to personally that the 150lb weight for high school boys is too light. After three years of using this weight I would like to discuss a number of observations. I currently coach the Boys Varsity at Bainbridge Island Rowing. This is a mid to small sized high school (2A designation out of 4A). But because our boatyard is located a short walk from the high school we have had large teams of 110+ rowers the last 4 years. On the boys varsity I have had squads of 3 eights in 3 of the last 4 years and had a squad of 4 eights in 2014. Even with 3 eights it is challenging to field a lightweight 8 with boys 150lb or under. The majority of boys that can make weight do so because they are physically immature.

My background with lightweight rowing consists of coaching the Harvard Varsity Lightweights from 1980 through 1985. I also coached the US Men's Lightweight four at the 1983 World Championships. When I started at Harvard there were a number of unhealthy traditions for making weight that from an outsiders view did not make sense (I competed internationally for the US as an openweight through 1984). As a result of my lack of personal experience with making weight I researched and found Nancy Clark to work with my squads (this was her introduction to rowing and she has been a columnist in the rowing magazine ever since). I also enlisted Fritz Hagerman, the preeminent rowing researcher for 30 years, to teach me how to use skin fold calipers to accurately measure percent fat. *I am and always have been very concerned with healthy practices to make weight.*

With this background and my experience with high school rowing for the last 7 years I have the following observations/concerns:

7. Participation in men's lightweight evens has gone down at the NW Regional Championships. For the years 2015 and 2016 the lightweight 4 and 8 did not had enough entries for separate heats. This year (2017) there were 8 entries in the Lwt. Four. In previous years, with the weight at 160lbs for 2013 and 2012 and 155lbs for 2011 heats were required for both the 4 and the 8.
8. With the weight set at 150 you are creating a group of boys that are too heavy to make weight and too light to effectively compete as an openweight. In general the weight range to make weight would be approx 155lbs to 157lbs and below. This means that kids 158+ to about 165

are in a place that makes it very challenging for them to have an appropriate competitive experience (otherwise there would not be a lightweight category).

9. I have had at least one athlete each year and in 2016 3 athletes who could make weight as sophomores but then could not as seniors leaving their last year of high school rowing with frustration. They grew out of a competitive experience early in high school into a non-competitive experience late in high school. The weight at 160 creates the best continuum for growth in high school boys. As they mature they are less likely to be stuck in the middle between being a lightweight and openweight.
10. Because the 150lb weight tends to involve younger boys asking them to make weight is not as healthy when they are still growing
11. As a former collegiate lightweight coach, when recruiting potential rowers I would be more likely to recruit an athlete that weights 163 who has gone through the weight making experience than the same weight recruit than has never experienced the process and believes that he could do so in college (without actually having done so). With the weight at 150 you are potentially limiting opportunities in college for kids slightly heavier than 160.
12. My understanding of the switch to 150lbs was a political deal made at the board level regarding trading votes for a policy regarding insurance coverage. This is not good governance. No study was sited to my knowledge. There certainly was not request for opinions from the coaches directly involved with coaching Lightweight Boys.
13. I submitted virtually the same proposal two years ago the board said it was tabled for further study. Has anyone done this study????

## 4-104.3 Lightweights [Laffer]

### **Current Rule:**

#### 4-104.3 Lightweights

A lightweight Crew is one that complies with the requirements below. An open Event is one that is not a lightweight Event.

(a) Men:

- (1) A men's lightweight Crew, including a single Scull (1x), shall have no Rower who weighs more than 160 lbs.
- (2) A Youth men's lightweight Youth Crew, including a single Scull (1x), shall have no Rower that weighs more than 150 lbs.

(b) Women:

- (1) A women's lightweight Crew, including a single Scull (1x), shall have no Rower who weighs more than 130 lbs.

(c) The Coxswain shall not be counted for purposes of this rule.

(d) Rules relating to USRowing National Team Trials Regattas and Regattas governed by FISA may vary.

### **Proposed Change:**

#### 4-104.3 Lightweights & Flyweights

***A flyweight Crew is one that complies with the requirements below.***

***(a) Men:***

- (1) A men's flyweight Crew, including a single Scull (1x), shall have no Rower who weighs more than 130 lbs.***
- (2) A men's flyweight Youth Crew, including a single Scull (1x), shall have no Rower that weighs more than 125 lbs.***

***(b) Women:***

- (1) A women's flyweight Crew, including a single Scull (1x), shall have no Rower who weighs more than 110 lbs.***

***(c) The Coxswain shall not be counted for purposes of this rule.***

***(d) Rules relating to USRowing National Team Trials Regattas and Regattas governed by FISA may vary.***

### **Reason:**

Purposed flyweight category would allow smaller rowers and coxswain fair and equitable racing to compete in the sport. Just as the current lightweight vs open categories same should apply for smaller individuals. Other sports such as wrestling have adopted numerous classes and divisions while rowing only has one that still puts out of reach for many. Basic physics is the lighter the rower the more power that rower will have to produce to be equal to their heavy muscular teammate. In some cases this can be a major difference.

## 4-104.4 Adaptive Rowing and Para-Rowing [Meisner, K]

### **Current Rule:**

#### 4-104.4 Adaptive Rowing and Para-Rowing

- (a) A Rower's sport class for Adaptive Rowing and Para-Rowing shall be determined through a national or international Classification Panel, placing each Rower into a sport class according to how much their impairment impacts on the core determinants of success in rowing.
- (b) The purpose of classification is to minimize the impact that eligible impairment types have on the outcome of competition.

### **Proposed Change:**

#### 4-104.4 Adaptive Rowing and **Para Rowing**

- (a) A Rower's sport class for Adaptive Rowing and **Para Rowing** shall be determined through a national or international Classification Panel, placing each Rower into a sport class according to how much their impairment impacts on the core determinants of success in rowing.
- (b) The purpose of classification is to minimize the impact that eligible impairment types have on the outcome of competition.

### **Reason:**

- 1) Updated name of Para Rowing to be consistent with FISA.

## 4-105 Coxswains [Meisner, K]

### **Current Rule:**

#### 4-105 Coxswains

- (a) A Coxswain is a member of the Crew and subject to all rules governing Competitors unless specifically excepted.
- (b) A male Coxswain may compete in Events for women, and a female Coxswain may compete in Events for men.
- (c) Rules relating to USRowing National Team Trials Regattas and Regattas governed by FISA may vary.
- (d) For Adaptive Rowing or Para-Rowing Events, there is no restriction on Coxswains in respect to Adaptive Rowing or Para-Rowing eligibility, gender, or age.

### **Proposed Change:**

#### 4-105 Coxswains

- (a) A Coxswain is a member of the Crew and subject to all rules governing Competitors unless specifically excepted.
- (b) A male Coxswain may compete in Events for women, and a female Coxswain may compete in Events for men.
- (c) Rules relating to USRowing National Team Trials Regattas and Regattas governed by FISA may vary.
- (d) For Adaptive Rowing or **Para Rowing** Events, there is no restriction on Coxswains in respect to Adaptive Rowing or **Para Rowing** eligibility, gender, or age.

### **Reason:**

- 1) Updated name of Para Rowing to be consistent with FISA.

## 4-105.1 Coxswain's Weight [Rosenbaum, M]

### **Current Rule:**

#### 4-105.1 Coxswain's Weight

(a) All Competitors who are competing as a Coxswain must meet the following minimum weights and their weights shall be determined as provided in Rule 4-106 ("Weighing of Competitors").

(1) A Coxswain in an Event for men's Crews shall weigh at least 120 lbs.

(2) A Coxswain in an Event for women's Crews shall weigh at least 110 lbs.

(3) A Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.

(b) Coxswains who do not comply with subsection (a) above shall carry deadweight in order to achieve the minimum weight. Any such deadweight shall be placed in the boat as close to the torso of the Coxswain as possible and such weight shall remain in the boat throughout the duration of the race.

(c) It is specifically forbidden to distribute deadweight throughout the boat.

(d) A Crew whose Coxswain does not to have their deadweight at the finish of the Race shall not be placed.

(e) At any time, before or immediately after the Race, the Referee, another Race Official, or a member of the Control Commission may require the weight of the deadweight to be checked.

(f) Excess clothing, Equipment, electronic systems, tools, or other utilitarian devices germane to competition, shall not be considered part of the Coxswain's weight and shall not be included as part of any deadweight required under subsection (b) above.

### **Proposed change:**

Create new bullet

***(c) Coxswains must provide their own dead weight in order to reach their minimum required weight which is determined during Rule 4-106 (Weighing of Competitors)***

Then continue with list (d through new g)

### **Reason:**

This rule was approved by the Referee Committee in November of 2016 and then subsequently rejected by the Rules Committee. It was re-presented to the Referee Committee during convention in December 2016 and at that time did not garner the support needed to pass for a 2nd time.



I found the arguments offered by the Rules Committee to be specious at best if not simply disingenuous. The Coaches claimed that they neither could trust a coxswain with the responsibility of knowing not only their current weight nor to be able to bring that specific amount of dead weight to a venue. These arguments are ludicrous on their face. Coxswains are entrusted with \$60,000 shells and the lives of their rowers every time they go out on the water; in addition coxswains remember and execute race plans, and bring Cox-boxes and tools. To dissemble that this integral member of the crew cannot bring their dead weight to a weigh in window only shows how little confidence the coaches show towards their athletes. "We get the behavior we allow".

The other fallacy to the Coaches arguments was that they cannot get the dead weight on an airplane to travel to a regatta. In response I question how the coaches can be sure, that the shells, blades and riggers can be expected to arrive. The fact that most grocery stores sell sugar and flour in one and five pound bags also defeats the argument of travel issues.

In addition for regional and national championships when the weighing of boats is required; I only see coaches and riggers who have brought dead weight to a venue actively attaching weights to their shells.

My sole goal is to get the Referees and LOC out of "making individual sand bags" for each coxswain. This process makes the weigh in station, cumbersome and messy. I believe that an extra half a pound over 2000 meters does not make a difference especially when the regatta does not weigh boats in the first place.

## 4-105.1 Coxswain's Weight [Hernacki]

### **Current Rule:**

(a) All Competitors who are competing as a Coxswain must meet the following minimum weights and their weights shall be determined as provided in Rule 4-106 ("Weighing of Competitors").

(1) A Coxswain in an Event for men's Crews shall weigh at least 120 lbs.

(2) A Coxswain in an Event for women's Crews shall weigh at least 110 lbs.

(3) A Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.

(b) Coxswains who do not comply with subsection (a) above shall carry deadweight in order to achieve the minimum weight. Any such deadweight shall be placed in the boat as close to the torso of the Coxswain as possible, and such weight shall remain in the boat throughout the duration of the race.

(c) It is specifically forbidden to distribute deadweight throughout the boat.

(d) A Crew whose Coxswain does not to have his or her deadweight at the finish of the Race shall not be placed.

(e) At any time, before or immediately after the Race, the Referee, another Race Official, or a member of the Control Commission may require the weight of the deadweight to be checked.

(f) Excess clothing, Equipment, electronic systems, tools, or other utilitarian devices germane to competition shall not be considered part of the Coxswain's weight and shall not be included as part of any deadweight required under subsection (b) above.

### **Proposed Change:**

Revise paragraph 4-105.1 (g) {add} to read:

***(g) A coxswain is allowed to use a US Coast Guard Personal Floatation Device (PFD) as an allowable deadweight for the purpose of meeting the requirements of (a) and (b). The PFD is allowed to be either fixed floatation or manually inflating as long as the PFD meets the original manufacturer's specifications with no modification. The PFD deadweight must have the coxswains name permanently inscribed on the personal safety device to be considered and will be treated like all other deadweight used by coxswains for the regatta.***

### **Reason:**

Due to the number one goal of the Rules of Rowing is Safety it only makes sense to allow a coxswain to use a PFD as deadweight over carrying sand, rocks, and/or steel plates as deadweights. Several styles of manually inflating PFD's are now easily available on the market. A self-inflating waist belt has a weight

as low as 1 lb up to a standard horse shoe inflatable being 5 to 10 lbs while an off shore sailing vest can weigh 15 lbs with the sown on D-safety rings for lifeline attachments.

We as the folks in-charge of safety should be moving to require coxswains always to have some form of PFD in the boat. If you look at several European countries they require the coxswain to always be wearing a PFD. One of the most prestige races in the world being the Royal Henley Regatta has all of the coxswains wearing PFD's going down the course. Same for the Oxford / Cambridge race.

Relying on a letter from the Coast Guard Academy Commandant from the 70's I personal feel is inadequate with today's equipment. The rational in his letter was the oars act as a PFD. But with coxed boats you always have one more person than the oar count. Find any one of the three major carbon fiber oar manufacturers who have submitted their product to the US Coastguard to be certified as a PFD. None have and my prediction is none will.

In closing it only makes common sense to allow for a coxswain to use the weight of a PFD as deadweight and not to not-allow it as deadweight as some officials have. As an organization we should be encouraging to almost requiring a coxswain to wear a PFD due to there not being an oar available to them so please fully consider my proposal to change the rule.

## 4-105.1 Coxswain's Weight [Laffer]

### **Current Rule:**

(a) All Competitors who are competing as a Coxswain must meet the following minimum weights and their weights shall be determined as provided in Rule 4-106 ("Weighing of Competitors").

(1) A Coxswain in an Event for men's Crews shall weigh at least 120 lbs.

(2) A Coxswain in an Event for women's Crews shall weigh at least 110 lbs.

(3) A Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.

(b) Coxswains who do not comply with subsection (a) above shall carry deadweight in order to achieve the minimum weight. Any such deadweight shall be placed in the boat as close to the torso of the Coxswain as possible, and such weight shall remain in the boat throughout the duration of the race.

(c) It is specifically forbidden to distribute deadweight throughout the boat.

(d) A Crew whose Coxswain does not to have his or her deadweight at the finish of the Race shall not be placed.

(e) At any time, before or immediately after the Race, the Referee, another Race Official, or a member of the Control Commission may require the weight of the deadweight to be checked.

(f) Excess clothing, Equipment, electronic systems, tools, or other utilitarian devices germane to competition shall not be considered part of the Coxswain's weight and shall not be included as part of any deadweight required under subsection (b) above.

### **Proposed Change:**

(a) All Competitors who are competing as a Coxswain must meet the following minimum weights and their weights shall be determined as provided in Rule 4-106 ("Weighing of Competitors").

(1) A Coxswain in an Event for men's Crews shall weigh at least 120 lbs.

(2) A Coxswain in an Event for women's Crews shall weigh at least 110 lbs.

(3) A Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.

(b) Coxswains who do not comply with subsection (a) above shall carry deadweight in order to achieve the minimum weight. Any such deadweight shall be placed in the boat as close to the torso of the Coxswain as possible, and such weight shall remain in the boat throughout the duration of the race.

(c) It is specifically forbidden to distribute deadweight throughout the boat.

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(d) A Crew whose Coxswain does not to have his or her deadweight at the finish of the Race shall not be placed.

(e) At any time, before or immediately after the Race, the Referee, another Race Official, or a member of the Control Commission may require the weight of the deadweight to be checked.

(f) Excess clothing, Equipment, electronic systems, tools, or other utilitarian devices germane to competition shall not be considered part of the Coxswain's weight and shall not be included as part of any deadweight required under subsection (b) above.

**(g) A coxswain whos BMI falls in underweight or deemed unsafe will be reported to their coach**

## BMI Chart

WEIGHT lbs	100	105	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215
kgs	45.5	47.7	50.0	52.3	54.5	56.8	59.1	61.4	63.6	65.9	68.2	70.5	72.7	75.0	77.3	79.5	81.8	84.1	86.4	88.6	90.9	93.2	95.5	97.7
HEIGHT in/cm	Underweight				Healthy				Overweight				Obese				Extremely obese							
5'0" - 152.4	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
5'1" - 154.9	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	36	37	38	39	40
5'2" - 157.4	18	19	20	21	22	22	23	24	25	26	27	28	29	30	31	32	33	33	34	35	36	37	38	39
5'3" - 160.0	17	18	19	20	21	22	23	24	24	25	26	27	28	29	30	31	32	32	33	34	35	36	37	38
5'4" - 162.5	17	18	18	19	20	21	22	23	24	24	25	26	27	28	29	30	31	31	32	33	34	35	36	37
5'5" - 165.1	16	17	18	19	20	20	21	22	23	24	25	25	26	27	28	29	30	30	31	32	33	34	35	35
5'6" - 167.6	16	17	17	18	19	20	21	21	22	23	24	25	25	26	27	28	29	29	30	31	32	33	34	34
5'7" - 170.1	15	16	17	18	18	19	20	21	22	22	23	24	25	25	26	27	28	29	29	30	31	32	33	33
5'8" - 172.7	15	16	16	17	18	19	19	20	21	22	22	23	24	25	25	26	27	28	28	29	30	31	32	32
5'9" - 175.2	14	15	16	17	17	18	19	20	20	21	22	22	23	24	25	25	26	27	28	28	29	30	31	31
5'10" - 177.8	14	15	15	16	17	18	18	19	20	20	21	22	23	23	24	25	25	26	27	28	28	29	30	30
5'11" - 180.3	14	14	15	16	16	17	18	18	19	20	21	21	22	23	23	24	25	25	26	27	28	28	29	30
6'0" - 182.8	13	14	14	15	16	17	17	18	19	19	20	21	21	22	23	23	24	25	25	26	27	27	28	29
6'1" - 185.4	13	13	14	15	15	16	17	17	18	19	19	20	21	21	22	23	23	24	25	25	26	27	27	28
6'2" - 187.9	12	13	14	14	15	16	16	17	18	18	19	19	20	21	21	22	23	23	24	25	25	26	27	27
6'3" - 190.5	12	13	13	14	15	15	16	16	17	18	18	19	20	20	21	21	22	23	23	24	25	25	26	26
6'4" - 193.0	12	12	13	14	14	15	15	16	17	17	18	18	19	20	20	21	22	22	23	23	24	25	25	26

**Reason:**

Coxswain bmi help prevent 6'6 rowers becoming a 120lb coxswain (unsafe weight).

## 4-105.1 Coxswain's Weight [Cronmiller]

### **Current Rule:**

- (a) All Competitors who are competing as a Coxswain must meet the following minimum weights and their weights shall be determined as provided in Rule 4-106 ("Weighing of Competitors").
- (1) A Coxswain in an Event for men's Crews shall weigh at least 120 lbs.
  - (2) A Coxswain in an Event for women's Crews shall weigh at least 110 lbs.
  - (3) A Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.

### **Proposed Change:**

- (a) All Competitors who are competing as a Coxswain must meet the following minimum weights and their weights shall be determined as provided in Rule 4-106 ("Weighing of Competitors").
- (1) A Coxswain in an Event for men's Crews shall weigh at least 120 lbs.
  - (2) A Coxswain in an Event for women's Crews shall weigh at least **120** lbs.
  - (3) A Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.

### **Reason:**

1. The proposed change is consistent with the rule change implemented in February 2017 by The World Rowing Federation's, FISA's, 2017 Extraordinary Congress:

Either males or females may serve as coxswains regardless of whether the boat is a women's crew or a men's crew. The minimum weight for a coxswain is now 55kg and the maximum amount of deadweight is 15kg.

The World Rowing Federation now has one weight standard of 120 pounds, and now USRowing should also have one weight standard of 120 pounds.

2. The proposed change will improve the safety and health of countless coxswains. While 110 lbs. is a minimum for women's crews according to the current rule, in practice it is treated as a maximum.

<http://usrowingjrs.org/usj/camps/id-camps/junior-womens-schedule/>

currently states: "Coxswains, please understand that International Racing weight is 110.2 for female coxswains and we need coxswains that can be healthy and happy at 110.2 pounds in order to be considered for a USRowing Junior Team camp."

In fact, the international racing weight is no longer 110.2 for female coxswains. USRowing does not need to instruct its female coxswains that they need to be 110.2 pounds in order to be considered for a USRowing Junior Team camp. 110 lbs. is medically "underweight" for a vast range of heights. Being underweight is unhealthy and unsafe. Since the current rule encourages unhealthy eating habits, which

can be especially dangerous for teenagers (both physically and psychologically), adhering to the FISA rule is in the best interest of US athletes. USRowing should put the safety and health of US athletes first.

3. The proposed change improves fairness between coxswains of men's crews, women's crews, and mixed crews. The current rule provides a disincentive for coxswains to cox women's crews. Male and female coxswains weighing above 110 lbs. are more likely to choose to cox men's crews and mixed crews, rather than women's crews. While 110 lbs. is a minimum for women's crews according to the current rule, in practice it is treated as a maximum. Coxswains should be choosing to cox men's or women's crews based upon their interactions with their teammates, not based on their weight. This allows the best coxswain to be selected for every crew without weight being the determining factor.

4. The proposed change is consistent with the physical structure of the shell. If a coxswain weighing 120 pounds can fit into the coxswain's seat of a shell filled with a male rowers, then a coxswain weighing 120 pounds can fit into the same exact coxswain's seat when that shell is filled with female rowers. There is room in the coxswain's seat of a shell for a 120 pound coxswain, regardless of the gender of the rowers.

5. The proposed change improves fairness within the USRowing Women's Junior National Team system. During 2017, some coxswains at the Women's Selection and High Performance camps are following a rule that states approximately 120 lbs. (for World Rowing Junior Championships). At the same time, and in the same location, some coxswains at the very same Women's Selection and High Performance camps are following a rule that states approximately 110 pounds (for USRowing Club National Championships). It would be fair to have all of the Women's Junior National Team following the same rule.

Most importantly, one weight standard of 120 pounds for a coxswain (regardless of the gender of the rowers), will be consistent with The World Rowing Federation, and will be in the best interest of the safety and health of countless female coxswains. I would like to thank the Members of the Referee Committee and the Rules Committee for considering this proposal to change the Rules of Rowing in the 2018 Rules of Racing.

## 4-106 Weighing of Competitors [Fuller, T]

### **Current Rule:**

(b) The weight of Rowers in lightweight Events as described in Rule-104.3 (“Lightweights”) shall be determined once each day during the Weigh-in Window or the Adjusted Weigh-in Window, but not both.

### **Proposed Change:**

(b) The weight of Rowers in lightweight Events as described in Rule-104.3 (“Lightweights”) shall be determined once each day during the Weigh-in Window or the Adjusted Weigh-in Window, but not both. ***A lightweight shall not have to weigh-in more than once per day regardless of how many Events in which the lightweight may compete that day.***

### **Reason:**

The Chief Referee of the Regatta insisted that several lightweight rowers who were competing in lightweight doubles in the morning, then competing in a lightweight fours with coxswain later that afternoon, had to weigh-in for each event. The reasoning was that in the definition section of the Rules of Rowing, “Event” is defined as a singular occurrence, even though the word “Events” is used in Rule 4-106. The purpose of the requested change is to make sure no athletes are denied the chance to compete due to confusion over the term “Event”.



## 4-106 Weighing of Competitors [Laffer]

### **Current Rule:**

#### 4-106 Weighing of Competitors

- (a) Competitors shall be weighed in racing uniform without shoes or other footgear. The racing uniform shall cover the torso of the competitor.
- (b) The weight of Rowers in lightweight Events as described in [Rule 4-104.3 \(“Lightweights”\)](#) shall be determined once each day during either the Weigh-in Window or the Adjusted Weigh-in Window but not both.
- (c) Lightweight Rowers who fail to weigh-in during either the Weigh-in Window or the Adjusted Weigh-in Window shall be deemed ineligible to race.
- (d) The weight of Rowers in lightweight Events as described in [Rule 4-104.3 \(“Lightweights”\)](#) shall be determined once each day during either the Weigh-in Window or the Adjusted Weigh-in Window but not both. Each Rower shall have only one (1) initial opportunity to weigh in. A Rower within one (1.0) pound or less of the weight standard is allowed one (1) re-weigh within the same window as their initial opportunity. A Rower whose initial weight is greater than one (1.0) pound above the weight standard will be ineligible to compete in the Event.
- (e) The weight of Coxswains as described in [Rule 4-105.1 \(“Coxswain’s Weight”\)](#) shall be determined once each day during either the Weigh-in Window or Adjusted Weigh-in Window but not both. In the event a Coxswain is weighed after the applicable Weigh-in Window or Adjusted Weigh-in Window but before the first Race in which the weight is relevant, the Coxswain may be subject to one of the penalties described in [Rule 2-602 \(“Types of Penalties”\)](#); the presumed penalty for such infraction is a Warning. Failure to weigh-in at any point in time prior to the first Race in which the weight is relevant shall constitute a violation of [Rule 4-105.1 \(“Coxswain’s Weight”\)](#) and result in the Coxswain being deemed ineligible to race.
- (f) When an Adjusted Weigh-in Window is created due to a scheduling change, a Competitor may weigh-in during either the original Weigh-in Window or the Adjusted Weigh-in Window, but not both, provided the Competitor completes their weigh-in prior to the newly Scheduled Time of the Race and on the same day as the newly Scheduled Time of the Race.

### **Proposed Change:**

#### 4-106 Weighing of Competitors

- (a) Competitors shall be weighed in racing uniform without shoes or other footgear. The racing uniform shall cover the torso of the competitor.

- (b) The weight of Rowers in lightweight Events as described in [Rule 4-104.3 \(“Lightweights”\)](#) shall be determined once each day during either the Weigh-in Window or the Adjusted Weigh-in Window but not both.
- (c) Lightweight **and Flyweight** Rowers who fail to weigh-in during either the Weigh-in Window or the Adjusted Weigh-in Window shall be deemed ineligible to race.
- (d) The weight of Rowers in lightweight Events as described in [Rule 4-104.3 \(“Lightweights”\)](#) **and (“Flyweights”)** shall be determined once each day during either the Weigh-in Window or the Adjusted Weigh-in Window but not both. Each Rower shall have only one (1) initial opportunity to weigh in. A Rower within one (1.0) pound or less of the weight standard is allowed one (1) re-weigh within the same window as their initial opportunity. A Rower whose initial weight is greater than one (1.0) pound above the weight standard will be ineligible to compete in the Event.
- (e) The weight of Coxswains as described in [Rule 4-105.1 \(“Coxswain’s Weight”\)](#) shall be determined once each day during either the Weigh-in Window or Adjusted Weigh-in Window but not both. In the event a Coxswain is weighed after the applicable Weigh-in Window or Adjusted Weigh-in Window but before the first Race in which the weight is relevant (**including flyweight and lightweight events**), the Coxswain may be subject to one of the penalties described in [Rule 2-602 \(“Types of Penalties”\)](#); the presumed penalty for such infraction is a Warning. Failure to weigh-in at any point in time prior to the first Race in which the weight is relevant shall constitute a violation of [Rule 4-105.1 \(“Coxswain’s Weight”\)](#) and result in the Coxswain being deemed ineligible to race.
- (f) When an Adjusted Weigh-in Window is created due to a scheduling change, a Competitor may weigh-in during either the original Weigh-in Window or the Adjusted Weigh-in Window, but not both, provided the Competitor completes their weigh-in prior to the newly Scheduled Time of the Race and on the same day as the newly Scheduled Time of the Race.

**Reason:**

Purposed flyweight category would allow smaller rowers and coxswain fair and equitable racing to compete in the sport. Just as the current lightweight vs open categories same should apply for smaller individuals. Other sports such as wrestling have adopted numerous classes and divisions while rowing only has one that still puts out of reach for many. Basic physics is the lighter the rower the more power that rower will have to produce to be equal to their heavy muscular teammate. In some cases this can be a major difference.

## 5-201 Submission of Entries [Rosenbaum, M]

### **Current Rule:**

#### 5-201 Submission of Entries

- (a) The LOC shall establish the method of entry, all applicable deadlines and entry fees.
- (b) All Competitors must have a signed waiver on file at USRowing.
- (c) All entries must include: (1) the name of the Club submitting the entries, (2) the names of all Competitors, (3) USRowing membership number of each Competitor and the date of expiration, (4) the affiliation of each Competitor, if such affiliation is not with the Club submitting the forms, and (5) the boatings of all Crews being entered.

### **Proposed Change:**

#### 5-201 Submission of Entries

- (a) The LOC shall establish the method of entry, all applicable deadlines and entry fees.
  - 1. ***The minimum deadline to register is 30 days prior to the regatta***
  - 2. ***Late entry fees should be three (3) times standard entry***
- (b) All Competitors must have a signed waiver on file at USRowing.
- (c) All entries must include: (1) the name of the Club submitting the entries, (2) the names of all Competitors, (3) USRowing membership number of each Competitor and the date of expiration, (4) the affiliation of each Competitor, if such affiliation is not with the Club submitting the forms, and (5) the boatings of all Crews being entered.

### **Reason:**

As referees we try to plan our weekend schedules well in advance to work regattas that require our participation. As Chiefs we are unable to adequately field a jury if we do not know how many events and crews are going to participate. The requested change is simply being courteous to all stakeholders at a regatta.

The increase in fees can alleviate the costs of obtaining non local officials and added launches to ensure that the centers are kept on time.

## 7- 100 Course Approval [Rosenbaum, M]

### **Current Rule:**

7-100 Course Approval USRowing must approve all Courses used for Registered Regattas. Such approval indicates only that the Course as represented to USRowing meets basic safety requirements for the race format proposed.

### **Proposed Change:**

7-100 Course Approval USRowing must approve all Courses used for Registered Regattas. Such approval indicates only that the Course as represented to USRowing meets basic safety requirements for the race format proposed. ***No racing shall be conducted if the number 85 is not exceeded. That number is determined by adding the outside air temperature determined with the Weather Underground station closest to the course plus (in addition) to the water temperature at 18 inches under the water's surface.***

### **Reason:**

This is all about safety.

## Consolidated Submissions of Rules Changes for 2018 Rules of Rowing

This rules change submission includes several that would be considered administrative in nature to update nomenclature to maintain consistency with FISA.

- 1) Change of name from "Para-Rowing" to "Para Rowing"
- 2) Change of name from "LTA" to "PR3"
- 3) Change of name from "TA" to "PR2"
- 4) Change of name from "AS" to "PR1"

As the USA classification paperwork is the same as the FISA classification paperwork, it is beneficial to keep the USA rules consistent with the FISA terminology and wording wherever possible to avoid confusion.

## 10-102 Fairness [Meisner, K]

### **Current Rule:**

#### 10-102 Fairness

- (a) At all times when on the water during practice, warm up, cool down, and competition from the opening day of the Course until completion of the final Race of their competition, all Rowers who row in Adaptive Rowing Races must row with the prescribed equipment which must be used according to the boat and sport class. Equipment in this context refers to eyewear, strapping, and pontoons.
- (b) Failure to comply with these requirements may lead to a penalty being imposed on the Crew in accordance with these Rules, including but not limited to, where such failure to comply is judged to have taken place during a Race, relegation to last place in the particular Race or exclusion of the Crew. The appropriate penalty in all circumstances shall be at the discretion of the Race Official.
  - (1) Where such failure to comply has taken place during practice, any penalty given by the Race Official will apply to the first Race of the Event for that Crew.

### **Proposed Change:**

#### 10-102 Fairness

- (a) At all times when on the water during practice, warm up, cool down, and competition from the opening day of the Course until completion of the final Race of their competition, all Rowers who row in Adaptive Rowing Races must row with the prescribed equipment which must be used according to the boat and sport class. Equipment in this context refers to ***eyewear, strapping and pontoons***.
- (b) Failure to comply with these requirements may lead to a penalty being imposed on the Crew in accordance with these Rules, including but not limited to, where such failure to comply is judged to have taken place during a Race, relegation to last place in the particular Race or exclusion of the Crew. The appropriate penalty in all circumstances shall be at the discretion of the Race Official.
  - (1) Where such failure to comply has taken place during practice, any penalty given by the Race Official will apply to the first Race of the Event for that Crew.

### **Reason:**

- 1) Removed the reference to eyewear in subsection (a) to be consistent with FISA. The use of light occluding goggles has been eliminated as a requirement for visually impaired rowers.

## 10-201 Adaptive Rowing Sport Classes [Meisner, K]

### **Current Rule:**

#### 10-201 Adaptive Rowing Sport Classes

The sport classes for Adaptive Rowing are the following:

- (a) LTA-PD (Legs, trunk, and arms – Physical Disability): allocated to Rowers with a verifiable and permanent impairment who have functional use of their legs, trunk, and arms for rowing, and who can utilize the sliding seat to propel the boat.
- (b) LTA-VI (Legs, trunk, and arms – Visual Impairment): allocated to Rowers with a verifiable and permanent visual impairment. Three subclasses are used in classification. Restrictions may be in place for Events on the number of Competitors in a Crew with a specific subclass classification.
  - (1) LTA-B1, LTA-B2, LTA-B3: allocated to Rowers based on their visual acuity to the standards set by the IBSA.
- (c) LTA-ID (Legs, trunk, and arms – Intellectual Disability): allocated to Rowers meeting the eligibility/classification requirements set by INAS and managed domestically by Athletes Without Limits.
  - (1) Additional subclasses may be included as part of the classification of LTA-ID for Competitors not meeting the requirements from INAS, but exhibiting similar permanent impairments. Examples include LTA ID-Military (PTSD), LTA ID-Military (TBI).
- (d) TA (Trunk and arms): allocated to Rowers with a verifiable and permanent impairment who have functional use of the trunk movement and who are unable to use the sliding seat to propel the boat due to significantly weakened function or mobility of the lower limbs.
- (e) AS (Arms and shoulders): allocated to Rowers with a verifiable and permanent impairment who have no or minimal trunk function. An Rower in the AS sport class is able to apply force predominantly using the arms and/or shoulders. These Competitors will also likely have decreased sitting balance.
- (f) N/E (Not Eligible to Compete): allocated to Rowers who do not meet the minimum disability required to be eligible to compete Adaptive Events.
- (g) Rowers may compete in a more functional sport class than their assigned sport class but not in a less functional sport class. For example, a Rower classified as TA may compete in LTA Events, but may not compete in AS Events.
- (h) LTA-PD, LTA-VI, TA, and AS are current Para-Rowing sport classes.

### **Proposed Change:**

#### 10-201 Adaptive Rowing Sport Classes

The sport classes for Adaptive Rowing are the following:

- (a) **PR3-PI Physical Impairment (formerly LTA-PD (Legs, trunk, and arms – Physical Disability))**: allocated to Rowers with a verifiable and permanent impairment who have functional use of their legs, trunk, and arms for rowing, and who can utilize the sliding seat to propel the boat.

- (b) **PR3-VI Visual Impairment (formerly LTA-VI (Legs, trunk, and arms – Visual Impairment))**: allocated to Rowers with a verifiable and permanent visual impairment. Three subclasses are used in classification. Restrictions may be in place for Events on the number of Competitors in a Crew with a specific subclass classification.
  - (1) **PR3-B1, PR3-B2, PR3-B3 (formerly LTA-B1, LTA-B2, LTA-B3)**: allocated to Rowers based on their visual acuity to the standards set by the IBSA.
- (c) **PR3-ID Intellectual Disability (formerly LTA-ID (Legs, trunk, and arms – Intellectual Disability))**: allocated to Rowers meeting the eligibility/classification requirements set by INAS and managed domestically by Athletes Without Limits.
  - (1) Additional subclasses may be included as part of the classification of **PR3-ID** for Competitors not meeting the requirements from INAS, but exhibiting similar permanent impairments. Examples include **PR3-ID** Military (PTSD), **PR3-ID** Military (TBI).
- (d) **PR2 (formerly TA (Trunk and arms))**: allocated to Rowers with a verifiable and permanent impairment who have functional use of the **trunk** and who are unable to use the sliding seat to propel the boat due to significantly weakened function or mobility of the lower limbs.
- (e) **PR1 (formerly AS (Arms and shoulders))**: allocated to Rowers with a verifiable and permanent impairment who have **minimal or no** trunk function. **A** Rower in the **PR1** sport class is able to apply force predominantly using the arms and/or shoulders. These Competitors will also likely have **poor** sitting balance.
- (f) **NE (Not Eligible to Compete)**: allocated to Rowers who do not meet the minimum disability required to be eligible to compete **in** Adaptive Events.
- (g) Rowers may compete in a more functional sport class than their assigned sport class but not in a less functional sport class. For example, a Rower classified as **PR2** may compete in **PR3** Events, but may not compete in **PR1** Events.
- (h) **PR3-PI, PR3-B1, PR3-B2, PR3-B3, PR2, and PR1** are current **Para Rowing** sport classes.

**Reason:**

- 1) Updated names of sport classes to be consistent with FISA. Currently, the prior names of LTA, TA, and AS are included as “formerly ...” but that could also be removed if desired, leaving just the new name and the remainder of each subsection.
- 2) In subsection (d), updated the description of the impairment to use the phrase “trunk” rather than “trunk movement” to be consistent with FISA and the description of the sport class.
- 3) In subsection (e), updated the description of the impairment to “minimal or no” from “no or minimal” to be consistent with FISA and the description of the sport class. Similarly in the last sentence, updated “decreased” to “poor” in describing sitting balance.
- 4) In subsection (e), updated the “An” starting the second sentence to “A” for correct grammar.
- 5) In subsection (f), added “in” for correct grammar.
- 6) In subsection (h), updated to “Para Rowing” to be consistent with FISA.



## 10-202 Adaptive Rowing Boat Classes [Meisner, K]

### **Current Rule:**

#### 10-202 Adaptive Rowing Boat Classes

- (a) There are no restrictions on the boat classes or Events that may be included in a Registered Regatta.
- (b) The LOC may specify Events for any combination of Adaptive Rowing Sport Class and category of boat. Examples of this type of Event include but are not limited to:
  - LTA Mixed 8+
  - LTA Men's 4+
  - LTA ID 4+
  - LTA 1x
  - TA 1x
- (c) Additionally, the LOC may specify Events that include a subset of Rowers who have an Adaptive Rowing Sport Class and one Rower, typically sitting in the bow seat, who does not meet the eligibility requirements for an Adaptive Rowing Sport Class. Examples of this type of Event include but are not limited to:
  - LTA-ID Mixed Inclusive 2x
  - TA Mixed Inclusive 2x
- (d) For Visually Impaired Events, it is also permissible to utilize guide boats where the Rower in the guide boat does not meet the eligibility requirements for an Adaptive Rowing Sport Class. In these Events, the guide boat relays visual directions only to the competing LTA-VI Crew, comprised solely of Rowers meeting the classification criteria for that sport class. Guides may not coach or instruct in anything not pertaining to visual guidance. Examples of this type of Event include but are not limited to:
  - LTA-VI 1x, guided

### **Proposed Change:**

#### 10-202 Adaptive Rowing Boat Classes

- (a) There are no restrictions on the boat classes or Events that may be included in a Registered Regatta.
- (b) The LOC may specify Events for any combination of Adaptive Rowing Sport Class and category of boat. Examples of this type of Event include but are not limited to:
  - **PR3** Mixed 8+
  - **PR3** Men's 4+
  - **PR3** ID 4+
  - **PR3** 1x
  - **PR2** 1x
- (c) Additionally, the LOC may specify Events that include a subset of Rowers who have an Adaptive Rowing Sport Class and one Rower, typically sitting in the bow seat, who does not meet the eligibility requirements for an Adaptive Rowing Sport Class. Examples of this type of Event include but are not limited to:

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- **PR3-ID** Mixed Inclusive 2x
  - **PR2** Mixed Inclusive 2x
- (d) For Visually Impaired Events, it is also permissible to utilize guide boats where the Rower in the guide boat does not meet the eligibility requirements for an Adaptive Rowing Sport Class. In these Events, the guide boat relays visual directions only to the competing **PR3-VI** Crew, comprised solely of Rowers meeting the classification criteria for that sport class. Guides may not coach or instruct in anything not pertaining to visual guidance. Examples of this type of Event include but are not limited to:
- **PR3-VI** 1x, guided

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.

## 10-203 Para-Rowing Boat Classes [Meisner, K]

### **Current Rule:**

#### 10-203 Para-Rowing Boat Classes

The boat classes for Para-Rowing, a subcategory of Adaptive Rowing, match the FISA Para-Rowing Boat Classes used at the World Rowing Championships or Paralympics in the current year:

- LTA Mixed coxed four (LTAMix4+)
- LTA Mixed double sculls (LTAMix2x)
- TA Mixed double sculls (TAMix2x)
- AS Men's single sculls (ASM1x)
- AS Women's single sculls (ASW1x)

In Mixed Para-Rowing Events, half of the Rowers in a Crew shall be men and half shall be women. In the 4+, the Coxswain may be either a man or a woman and does not need to have an impairment. An LTAMix4+ Crew may include a maximum of two Rowers whose disability is visual impairment, only one of whom may have a sport class of LTA-B3. An LTAMix2x Crew may include a maximum of one Rower whose disability is visual impairment and that Rower may be either LTA-B1 or LTA-B2.

### **Proposed Change:**

#### 10-203 **Para Rowing** Boat Classes

The boat classes for **Para Rowing**, a subcategory of Adaptive Rowing, match the FISA **Para Rowing** Boat Classes used at the World Rowing Championships or Paralympics in the current year:

- **PR3** Mixed coxed four (**PR3** Mix4+)
- **PR3** Mixed double sculls (**PR3** Mix2x)
- **PR2** Mixed double sculls (**PR2** Mix2x)
- **PR1** Men's single sculls (**PR1** M1x)
- **PR1** Women's single sculls (**PR1** W1x)

In Mixed **Para Rowing** Events, half of the Rowers in a Crew shall be men and half shall be women. In the 4+, the Coxswain may be either a man or a woman and does not need to have an impairment. **A PR3** Mix4+ Crew may include a maximum of two Rowers whose **impairment** is visual ~~impairment~~, only one of whom may have a sport class of **PR3**-B3. **A PR2** Mix2x Crew may include a maximum of one Rower whose **impairment** is visual ~~impairment~~ and that Rower may be either **PR3**-B1 or **PR3**-B2.

### **Reason:**

- 1) Updated names of sport classes and Para Rowing to be consistent with FISA.
- 2) Updated requirements for mixed crews to be consistent with FISA.

## 10-301 Adaptive Rowing Boats [Meisner, K]

### **Current Rule:**

#### 10-301 Adaptive Rowing Boats

- (a) Boats used for Adaptive Rowing may include both recreational and adaptive racing boats as well as traditional racing boats in LTA Events.
- (b) Whenever possible, Crews will compete against other Crews in the same sport class and type of boat (i.e. TA 2x recreational, AS 1x adaptive racing). If the number of entries is insufficient to run separate Events, a Race may combine entries with both recreational and adaptive racing boats.
- (c) All boats used for Adaptive Rowing Races must comply with the requirements set out in Article III (“Equipment”) and Part C (“Equipment”) of Article X (“Adaptive Rowing”).

### **Proposed Change:**

#### 10-301 Adaptive Rowing Boats

- (a) Boats used for Adaptive Rowing may include both recreational and adaptive racing boats as well as traditional racing boats in **PR3** Events.
- (b) Whenever possible, Crews will compete against other Crews in the same sport class and type of boat (i.e. **PR2** 2x recreational, **PR1** 1x adaptive racing). If the number of entries is insufficient to run separate Events, a Race may combine entries with both recreational and adaptive racing boats.
- (c) All boats used for Adaptive Rowing Races must comply with the requirements set out in Article III (“Equipment”) and Part C (“Equipment”) of Article X (“Adaptive Rowing”).

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.

## 10-302 Elite Para-Rowing Boats [Meisner, K]

### **Current Rule:**

#### 10-302 Elite Para-Rowing Boats

- (a) For Elite Para-Rowing Events, FISA Standard Para-Rowing boats shall be used for ASM1x, ASW1x, and TAMix2x events.
- (b) Boats used in the LTAMix4+ Events shall be subject to the same restrictions as those for coxed fours (4+) set out in Article III (“Equipment”). No additional restrictions shall apply.
- (c) Boats used in LTAMix2x Events shall be subject to the same restrictions as those for double sculls (2x) set out in Article III (“Equipment”). No additional restrictions shall apply.

### **Proposed Change:**

#### 10-302 Elite **Para Rowing** Boats

- (a) For Elite **Para Rowing** Events, FISA Standard **Para Rowing** boats shall be used for **PR1 1x and PR2 2x** events.
- (b) Boats used in the **PR3** Mix4+ Events shall be subject to the same restrictions as those for coxed fours (4+) set out in Article III (“Equipment”). No additional restrictions shall apply.
- (c) Boats used in **PR2** Mix2x Events shall be subject to the same restrictions as those for double sculls (2x) set out in Article III (“Equipment”). No additional restrictions shall apply.

### **Reason:**

- 1) Updated names of sport classes and Para Rowing to be consistent with FISA.

## 10-303 Standard AS1x [Meisner, K]

### **Current Rule:**

#### 10-303 Standard AS1x

- (a) The Standard AS1x has a fixed seat and must have stabilizing pontoons installed, attached to riggers at a minimum distance of 60 cm from the center line of the pontoon to the center line of the boat. The pontoons should 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.
- (b) The seat itself and the rigger design 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 for the stabilizing pontoons to be correctly fixed.
- (c) AS1x Rowers must comply with the strapping requirements set out in Rules 10-305 (“Strapping”) and 10-306 (“General Strapping Requirements”).

### **Proposed Change:**

#### 10-303 Standard **Para Rowing PR1 1x Boat**

- (a) The **FISA** Standard **Para Rowing PR1 1x boat** has a fixed seat and must have stabilizing pontoons installed, attached to riggers at a minimum distance of 60 cm from the center line of the pontoon to the center line of the boat. The pontoons should 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 **and** the pontoons ~~and the seat fixing are part of the~~ **shall comply with the FISA** Standard **Design** specifications.
- (b) The seat itself and the rigger design are not restricted, except that the design of the seat must be compatible with the **FISA** Standard **Design** seat fixing and the design of the rigger must allow for the stabilizing pontoons to be correctly fixed.
- (c) **PR1 1x** Rowers **are required to** comply with the strapping requirements set out in Rules 10-305 (“Strapping”) and 10-306 (“General Strapping Requirements”).

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.
- 2) Updated the references to the standard boat design to explicitly reference FISA (subsections (a) and (b)).
- 3) In subsection (a), updated the compliance to remove the seat fixing to be consistent with FISA.
- 4) In subsection (c), changed “must” to “are required to” to be consistent with FISA.

## 10-304 Standard TAMix2x [Meisner, K]

### **Current Rule:**

#### 10-304 Standard TAMix2x

- (a) The Standard 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.
- (b) The seat itself and the rigger design are not restricted, except that the design of the seat must be compatible with the Standard seat fixing.
- (c) TAMix2x Rowers must comply with the strapping requirements set out in Rules 10-305 (“Strapping”) and 10-306 (“General Strapping Requirements”).

### **Proposed Change:**

#### 10-304 Standard **Para Rowing PR2** Mix2x **Boat**

- (a) The **FISA** Standard **Para Rowing PR2** Mix2x **boat** has a fixed seat and may have stabilizing pontoons. The hull, the pontoons where fitted, and the seat fixing ~~are part of~~ **shall comply with** the **FISA** Standard **Design** specifications.
- (b) The seat itself and the rigger design are not restricted, except that the design of the seat must be compatible with the **FISA** Standard **Design** seat fixing.
- (c) **PR2** Mix2x Rowers **are required to** comply with the strapping requirements set out in Rules 10-305 (“Strapping”) and 10-306 (“General Strapping Requirements”).

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.
- 2) Updated the references to the standard boat design to explicitly reference FISA (subsections (a) and (b)).
- 3) In subsection (a), updated the compliance to remove the seat fixing to be consistent with FISA.
- 4) In subsection (c), changed “must” to “are required to” to be consistent with FISA.

## 10-305 Strapping [Meisner, K]

### **Current Rule:**

#### 10-305 Strapping

- (a) AS Rowers shall use a strap that must be secured to the seat back and around the torso just covering the xiphoid process. The Rower's lumbar region must remain in contact with the seat when the Rower reaches forward when rowing. The purpose of the strapping is to prevent movement of the lumbar region away from the seat and it must be tight enough to do so.
  - (1) The design and placement of the seat and all straps must allow the lumbar region to be visible from the side during rowing.
  - (2) The straps must be attached to the seat on both sides. 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.
  - (3) Straps will be assessed with the Rower in a static position with the spine straightened by bearing the weight of the upper body through the arms while the buttocks and the back remain in contact with the seat.
  - (4) The supportive portion of the back rest of the seat must not be lower than the level of the attachment points of the front strap.
  - (5) The back of the seat may be covered with a soft material to prevent injuries, but the covering material must not be thicker than 2 cm.
  - (6) If a bracket is attached to the strap it must not rotate at the attachment point.
- (b) AS and TA 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.

### **Proposed Change:**

#### 10-305 Strapping

- (a) **PR1 1x** Rowers shall use a strap that must be secured to the seat back and around the torso just covering the xiphoid process. The Rower's lumbar region must remain in contact with the seat when the Rower reaches forward when rowing. The purpose of the strapping is to prevent movement of the lumbar region away from the seat and it must be tight enough to do so.
  - (1) The design and placement of the seat and all straps must allow the lumbar region to be visible from the side during rowing.
  - (2) The straps must be attached to the seat on both sides. 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.
  - (3) Straps will be assessed with the Rower in a static position with the spine straightened by bearing the weight of the upper body through the arms while the buttocks and the back remain in contact with the seat.
  - (4) The supportive portion of the back rest of the seat must not be lower than the level of the attachment points of the front strap.



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- (5) The back of the seat may be covered with a soft material to prevent injuries, but the covering material must not be thicker than 2 cm.
- (6) If a bracket is attached to the strap it must not rotate at the attachment point.
- (b) **PR1 1x** and **PR2 2x** 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.

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.

## 10-306 General Strapping Requirements [Meisner, K]

### **Current Rule:**

#### 10-306 General Strapping Requirements

- (a) 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.
- (b) The color of all straps must be a contrasting color from the Rower's racing uniform so that they can be clearly seen.
- (c) All straps for each Rower must be released in the same manner and direction.
- (d) Any hand strapping must be able to be released immediately by quick mouth or hand action.
- (e) Additional strapping may be used by any Rower provided the requirements of these Rules are met.
- (f) It is solely the responsibility of the Rower to ensure that all strapping is compliant with these Rules.
- (g) The penalty for having raced with non-compliant strapping and/or in the case of an AS Rower if the lumbar region of the Rower does not stay in contact with the seat when reaching forward, shall be that the Crew is relegated to last place in the particular Race. If two or more Crews in the same Race have a non-compliant strap or movement, they shall all be relegated and they shall be ranked in the descending order of finish. If the Crew races again with a non-compliant strap or movement in a later round of the same Event, then the penalty shall be the exclusion of the Crew.

### **Proposed Change:**

#### 10-306 General Strapping Requirements

- (a) 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.
- (b) The color of all straps must be a contrasting color from the Rower's racing uniform so that they can be clearly seen.
- (c) All straps for each Rower must be released in the same manner and direction.
- (d) Any hand strapping must be able to be released immediately ***independently by the athlete.***
- (e) Additional strapping may be used by any Rower provided the requirements of these Rules are met.
- (f) It is solely the responsibility of the Rower to ensure that all strapping is compliant with these Rules.
- (g) The penalty for having raced with non-compliant strapping and/or in the case of an ***PR1 1x*** Rower if the lumbar region of the Rower does not stay in contact with the seat when reaching forward, shall be that the Crew is relegated to last place in the particular Race. If two or more Crews in the same Race have a non-compliant strap or movement, they shall all be relegated and they shall be ranked in the descending order of finish. If the Crew races again with a non-compliant strap or movement in a later round of the same Event, then the penalty shall be the exclusion of the Crew.

***Reason:***

- 1) Updated names of sport classes to be consistent with FISA.
- 2) In subsection (d), updated phrasing for the release of the hand strapping to be consistent with FISA.

## 10-308 Eyewear for Visually Impaired Rowers [Meisner, K]

### **Current Rule:**

#### 10-308 Eyewear for Visually Impaired Rowers

- (a) Rowers with a sport class of LTA-VI must wear 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.
- (b) Such eyewear shall completely block all light.
- (c) All eyewear shall be checked to ensure a secure fit and complete light occlusion by an IBSA doctor during classification or by a Classifier if an IBSA doctor is not present.

### **Proposed Change:**

***Remove the rule.***

### **Reason:**

- 1) FISA no longer requires visually impaired rowers to wear light occluding goggles. Removing this rule keeps the domestic practice consistent with the international standard.
- 2) The majority of domestic regattas with visually impaired rowers were not enforcing this requirement.

## 10-309 Boat Weights [Meisner, K]

### **Current Rule:**

#### 10-309 Boat Weights

- (a) Boat weights shall only be regulated at Regattas to determine a national champion or to select the National Team in Events for Elite Para-Rowers.
- (b) In addition to the requirements of Rule 3-104 (“Minimum Weight of Boats”), the minimum weights for Adaptive Rowing boats shall include pontoons where used.
- (c) The weight of AS and TA boats shall include the strapping which is firmly attached to the boat, the seat and/or to its fittings.
- (d) Straps, paddings, and other items directly related to Adaptive Rowing which are not bolted, screwed, or glued directly to the boat or seat shall not be included in the weight of the boat.
- (e) Equipment that replaces a part of the body (prosthesis) even if bolted, screwed, or glued directly to the boat or seat shall not be included as part of the weight of the boat.

### **Proposed Change:**

#### 10-309 Boat Weights

- (a) Boat weights shall only be regulated at Regattas to determine a national champion or to select the National Team in Events for Elite **Para Rowers**.
- (b) In addition to the requirements of Rule 3-104 (“Minimum Weight of Boats”), the minimum weights for Adaptive Rowing boats shall include pontoons where used.
- (c) The weight of **PR1 1x** and **PR2 2x** boats shall include the strapping which is firmly **fastened** to the boat, **to** the seat and/or to its fittings. **It shall also include seat pads which are attached to the seat.**
- (d) Other items, **whether** directly related to Adaptive Rowing **or not**, which are not **firmly fastened** to the boat or seat shall not be included in the weight of the boat.
- (e) Equipment that replaces a part of the body (prosthesis) even if **firmly fastened** to the boat or seat shall not be included as part of the weight of the boat.

### **Reason:**

- 1) Updated names of sport classes and Para Rowing to be consistent with FISA.
- 2) In subsections (c), (d), and (e), updated phrasing to be consistent with FISA.

## 10-310 Minimum Weight of Boats [Meisner, K]

### **Current Rule:**

10-310 Minimum Weight of Boats

All Elite Para-Rowing boats shall comply with the following minimum weights:

Category	Weight (lbs.)	Weight (kg.)
AS1x	52.91	24
LTA2x	59.53	27
TA2x	81.57	37
LTA4+	112.44	51

### **Proposed Change:**

10-310 Minimum Weight of Boats

All Elite **Para Rowing** boats shall comply with the following minimum weights:

Category	Weight (lbs.)	Weight (kg.)
<b>PR1</b> 1x	52.91	24
<b>PR3</b> 2x	59.53	27
<b>PR2</b> 2x	81.57	37
<b>PR3</b> 4+	112.44	51

### **Reason:**

- 1) Updated names of sport classes and Para Rowing to be consistent with FISA.

## **10-401 Safety of Rowers [Meisner, K]**

### **Current Rule:**

#### 10-401 Safety of Rowers

- (a) The Chief Referee and/or LOC may require additional safety or rescue boats to be present on the Course of all Adaptive Rowing Events, but particularly for AS Events.
- (b) Particular care must be taken in weather conditions which may generate extreme uncontrolled body temperatures.

### **Proposed Change:**

#### 10-401 Safety of Rowers

- (a) The Chief Referee and/or LOC may require additional safety or rescue boats to be present on the Course of all Adaptive Rowing Events, but particularly for **PR1 1x** Events.
- (b) Particular care must be taken in weather conditions which may generate extreme uncontrolled body temperatures.

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.

## 10-501 Starting Commands [Meisner, K]

### **Current Rule:**

#### 10-501 Starting Commands

For LTAMix4+, LTAMix2x, and any other Events known to include Rowers with visual impairment, the Starter shall give an additional verbal indication to the Crews as follows:

- After completing the roll call and stating the word “Attention,” the Starter shall say the words “Red Flag” at the same time as he or she raises the Starter’s flag (or in the case where traffic lights are used, “Red Light” at the same instant that he or she presses the button to activate the red light).
- The remainder of the start commands are given as described in Rule 2-306 (“Starting Commands with Flags”) or Rule 2-306.1 (“Starting Commands with Lights”).

### **Proposed Change:**

#### 10-501 Starting Commands

For **PR3** Mix4+, **PR3** Mix2x, and any other Events known to include Rowers with visual impairment, the Starter shall give an additional verbal indication to the Crews as follows:

- After completing the roll call and stating the word “Attention,” the Starter shall say the words “Red Flag” at the same time as he or she raises the Starter’s flag (or in the case where traffic lights are used, “Red Light” at the same instant that he or she presses the button to activate the red light).
- The remainder of the start commands are given as described in Rule 2-306 (“Starting Commands with Flags”) or Rule 2-306.1 (“Starting Commands with Lights”).

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.



## 10-503 Finish of the Race [Meisner, K]

### **Current Rule:**

10-503 Finish of the Race

At the finish of the Race in LTAMix4+, LTAMix2x, and any other Events known to include Rowers with visual impairment, when raising the white flag, the Referee shall clearly state the words "White Flag" for all Crews to hear. Should the Referee raise the red flag, he or she shall clearly state "Red Flag".

### **Proposed Change:**

10-503 Finish of the Race

At the finish of the Race in **PR3** Mix4+, **PR3** Mix2x, and any other Events known to include Rowers with visual impairment, when raising the white flag, the Referee shall clearly state the words "White Flag" for all Crews to hear. Should the Referee raise the red flag, he or she shall clearly state "Red Flag".

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.

## Referee Procedure Manual II-3 Control Commission [Meisner, K]

### **Current Procedure:**

#### 3) Control Commission

The *control commission* verifies that Crews and Competitors comply with the rules regarding Equipment (Article III, "Equipment") and the rules regarding Competitors (Article IV, "Competitors"). If the Regatta includes Adaptive Rowing Events, the control commission also ensures compliance with Part B ("Sport and Boat Classes") and Part C ("Equipment") of Article X ("Adaptive Rowing"). The tasks typically under direct control of licensed referees fall into several categories:

- Athlete Weigh-Ins
  - Weighing of lightweight Rowers
  - Weighing of Coxswains and checking dead weight to be carried by Coxswains
- Boat Weighing
  - Minimum weight of boats
- Athlete/Crew Identification
  - Requirement of a bow number
  - Prohibited advertising
  - Uniforms
- Boat Safety Checks
  - Requirement of a bowball on the boat that meets the specifications in Article III ("Equipment")
  - Requirement of foot release devices that meets the specifications in Article III ("Equipment")
  - Minimum thickness of Oars
  - Dimensions of Coxswain openings, especially in bow-coxed boats
  - Use of prohibited substances on the hull or oars
- Adaptive Rowing Equipment Compliance
  - Requirement for Capsizing Release specified in Part C ("Equipment") of Article X ("Adaptive Rowing")
  - Fixed Seat and strapping for AS, TA Rowers
  - Placement and height of pontoons on AS boats
  - Eyewear for VI Rowers
  - Compliance with standard Para-Rowing boat specifications for Elite Para-Rowing Events

Other tasks included in the duties of the *control commission* are typically handled by the LOC, including

- Substitution of Competitors
- Replacement of Ill Competitors
- Classification by age of Competitors
- Classification by skill of Competitors

- Adaptive Rowing Classification of Competitors
  - Classification is conducted by certified Classifiers but may be arranged by the LOC

**Proposed Change:**

3) Control Commission

The *control commission* verifies that Crews and Competitors comply with the rules regarding Equipment (Article III, "Equipment") and the rules regarding Competitors (Article IV, "Competitors"). If the Regatta includes Adaptive Rowing Events, the control commission also ensures compliance with Part B ("Sport and Boat Classes") and Part C ("Equipment") of Article X ("Adaptive Rowing"). The tasks typically under direct control of licensed referees fall into several categories:

- Athlete Weigh-Ins
  - Weighing of lightweight Rowers
  - Weighing of Coxswains and checking dead weight to be carried by Coxswains
- Boat Weighing
  - Minimum weight of boats
- Athlete/Crew Identification
  - Requirement of a bow number
  - Prohibited advertising
  - Uniforms
- Boat Safety Checks
  - Requirement of a bowball on the boat that meets the specifications in Article III ("Equipment")
  - Requirement of foot release devices that meets the specifications in Article III ("Equipment")
  - Minimum thickness of Oars
  - Dimensions of Coxswain openings, especially in bow-coxed boats
  - Use of prohibited substances on the hull or oars
- Adaptive Rowing Equipment Compliance
  - Requirement for Capsizing Release specified in Part C ("Equipment") of Article X ("Adaptive Rowing")
  - Fixed Seat and strapping for **PR1, PR2** Rowers
  - Placement and height of pontoons on **PR1** boats
  - ~~Eyewear for VI Rowers~~
  - Compliance with standard **Para Rowing** boat specifications for Elite **Para Rowing** Events

Other tasks included in the duties of the *control commission* are typically handled by the LOC, including

- Substitution of Competitors

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- Replacement of Ill Competitors
- Classification by age of Competitors
- Classification by skill of Competitors
- Adaptive Rowing Classification of Competitors
  - Classification is conducted by certified Classifiers but may be arranged be the LOC

### **Reason:**

- 1) Updated names of sport classes and Para Rowing to be consistent with FISA.
- 2) Removal of the bullet point for checking the eyewear of VI Rowers to be consistent with the proposed removal of rule 10-308 to be consistent with the removal of the requirement for the eyewear by FISA.

## Referee Procedure Manual II-3-c-5 Procedure – Boat Launching – Safety Checks [Meisner, K]

### **Current Procedure:**

#### (5) Procedure - Boat Launching - Safety Checks

- It is the Crews' responsibility to have their equipment in compliance with the rules; the Referee/volunteer may randomly check boats as they are launching to affirm compliance with the rules governing bow balls, quick release and heel ties on shoes, and Coxswain's openings in bow-coxed boats
  - Check bow ball
  - Check for quick release and heel ties on shoes
  - If the shoes are laced (no Velcro or similar materials), remind the Competitor that they need to be able to exit the boat immediately in case of an emergency.
  - Check for correct size openings for Coxswains
- If the Regatta includes Adaptive Rowing Events, the referee/volunteer shall check boats as they are preparing to launch to affirm compliance with the rules governing capsizing release, fixed seat and strapping for AS and TA Events, height and placement of pontoons in AS and TA Events where used, and eyewear for VI Rowers. These checks are in addition to those listed above.
  - Check capsize release mechanism
  - Check fixed seat placement and requirements
  - Check strapping
  - Check for correct placement and height of pontoons
  - Check eyewear for VI Rowers
- A boat failing any safety check may not launch until the safety issue is resolved
  - Allow the Crew to place the boat into slings to address the issue. The boat may not proceed onto the launch dock or be placed into the water until the boat is in compliance

### **Proposed Change:**

#### (5) Procedure - Boat Launching - Safety Checks

- It is the Crews' responsibility to have their equipment in compliance with the rules; the Referee/volunteer may randomly check boats as they are launching to affirm compliance with the rules governing bow balls, quick release and heel ties on shoes, and Coxswain's openings in bow-coxed boats
  - Check bow ball
  - Check for quick release and heel ties on shoes
  - If the shoes are laced (no Velcro or similar materials), remind the Competitor that they need to be able to exit the boat immediately in case of an emergency.
  - Check for correct size openings for Coxswains
- If the Regatta includes Adaptive Rowing Events, the referee/volunteer shall check boats as they are preparing to launch to affirm compliance with the rules governing capsizing release, fixed seat and strapping for **PR1** and **PR2** Events, **and** height and placement of pontoons in **PR1** and **PR2** Events where used. These checks are in addition to those listed above.

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- Check capsize release mechanism
- Check fixed seat placement and requirements
- Check strapping
- Check for correct placement and height of pontoons
- A boat failing any safety check may not launch until the safety issue is resolved
  - Allow the Crew to place the boat into slings to address the issue. The boat may not proceed onto the launch dock or be placed into the water until the boat is in compliance.

### ***Reason:***

- 1) Updated names of sport classes to be consistent with FISA.
- 2) Removal of the bullet point for checking the eyewear of VI Rowers to be consistent with the proposed removal of rule 10-308 to be consistent with the removal of the requirement for the eyewear by FISA.

## Referee Procedure Manual II-4-c-4 Procedure [Meisner, K]

### **Current Procedure:**

#### (4) Procedure

- Invite the Crews for the next Race into the Starting area
  - Event Number/Name (e.g. “Race 27, Women’s Varsity 8+ Heat 2”)
  - Crew Names/Lane Number (e.g. “Eastern College, Lane 1; Western University, Lane 2; Northern University, Lane 3”)
  - Invite Crews into the Starting area (e.g. “Enter the Course and proceed to your lane”)
  - Relevant Number of Minutes to Start (e.g. “Ten Minutes”)
- Whenever practicable, acknowledge each Crew as it enters the Course by announcing the Crew’s name and its assigned lane
- Whenever practicable, announce the time remaining to the start of the Race at
  - Five Minutes (if not done as part of initial announcement)
  - Four Minutes
  - Three Minutes
  - Two Minutes
- Check to make sure that all Crews have the appropriate bow number
  - Alert the *chief judge* to any anomalies
- Address any uniform violations
- Check to make sure that *referees* are in position and are ready to follow the race
- Issue warning(s), if any
  - Crew Name/Infraction/Penalty (e.g. “Eastern College, Late to Start, Warning”)
  - Ask for acknowledgement if not already indicated
- If the *chief referee* has instructed you to announce the progression for the Event, clearly and succinctly announce the progression (e.g. “Places 1-3 to the A final, Places 4-6 to the B final”). If you are being asked to announce the progression, make sure to communicate with the *control commission* and the *chief referee* to ensure that no changes in the number of Crews in the Event has changed the progression for the Event.
- Check for alignment flag
- Confirm that all Crews are pointed safely (this is the *starter’s* responsibility)
- Check that all hands are down indicating that the Crews are ready
- If conditions permit a normal start
  - Announce the name of each Crew in cadence (e.g. “Eastern, Western, Northern”)
    - For 1x Events, announce the name of the Competitors (e.g. “Mr. Smith, Mr. Jones”)
    - Unaffiliated Crews are announced as “Unaffiliated”
    - Composite Crews are announced as “Composite”, name of bow club or rower to match the nomenclature from the heat sheet (e.g. “Composite, Southern” or “Composite, Mr. Smith”)
  - Announce “Attention!” in the same cadence (like it is another Crew name)

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- Glance quickly to ensure the alignment flag is still raised and *referees* are still ready to follow the Race
- Raise the Starter's Flag overhead, preferably using two hands
  - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce "Red Flag" at the same time as raising the Starter's Flag
  - If a traffic light starting system is in use, activate the red light
    - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce "Red Light" at the same instant as pressing the button to activate the red light
- Pause (this pause is varied for each Race, especially for a restart of a Race)
- Announce "Go" and simultaneously move the flag sharply down to the side
  - If a traffic light starting system is in use, press the button to simultaneously
    - Change the red light to green
    - Make an audible signal through the loudspeakers
    - Start the timing system for the race, if linked to the starting system
    - Freeze the picture on the monitor in the aligner's station if installed
- Before the start command is issued, if alignment is lost, a Crew's point becomes unsafe, or other unsafe condition arises that prevents starting the Race without a prolonged delay
  - Announce "As You Were!"
  - Gently lower the Starter's flag directly in front of your body or change the lights from red to neutral
  - Wait for alignment to be restored, the Crew's point to be corrected, or the unsafe condition to be resolved
  - Repeat the starting commands
    - If all the Crew names have all been announced, they need not be repeated
    - If the announcement of Crews was not complete, restart the sequence from the beginning
- If conditions preclude a safe and fair start using the normal procedure above
  - Announce "We will use a quick start"
  - Check for alignment flag
  - Confirm that all Crews are pointed safely (this is the *starter's* responsibility)
  - Check that all hands are down indicating that the Crews are ready
  - Announce "Quick Start!"
  - Announce "Attention!"
  - Raise the Starter's Flag overhead, preferably using two hands
    - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce "Red Flag" at the same time as raising the Starter's flag



- If a traffic light starting system is in use, activate the red light
  - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Light” at the same instant as pressing the button to activate the red light
  - Pause (this pause is varied for each Race, especially for a restart of a Race)
  - Announce “Go!” and simultaneously move the flag down sharply to the side or activate the green light as above
- Call the next Race as soon as the previous Race clears the Starting area
  - Note: if on wide centers, do not invite the Crews onto the Course before ten minutes prior to the Scheduled Time of the Race unless one or more Crews from the next Race is waiting to come on to the Course

**Proposed Change:**

(4) Procedure

- Invite the Crews for the next Race into the Starting area
  - Event Number/Name (e.g. “Race 27, Women’s Varsity 8+ Heat 2”)
  - Crew Names/Lane Number (e.g. “Eastern College, Lane 1; Western University, Lane 2; Northern University, Lane 3”)
  - Invite Crews into the Starting area (e.g. “Enter the Course and proceed to your lane”)
  - Relevant Number of Minutes to Start (e.g. “Ten Minutes”)
- Whenever practicable, acknowledge each Crew as it enters the Course by announcing the Crew’s name and its assigned lane
- Whenever practicable, announce the time remaining to the start of the Race at
  - Five Minutes (if not done as part of initial announcement)
  - Four Minutes
  - Three Minutes
  - Two Minutes
- Check to make sure that all Crews have the appropriate bow number
  - Alert the *chief judge* to any anomalies
- Address any uniform violations
- Check to make sure that *referees* are in position and are ready to follow the race
- Issue warning(s), if any
  - Crew Name/Infraction/Penalty (e.g. “Eastern College, Late to Start, Warning”)
  - Ask for acknowledgement if not already indicated
- If the *chief referee* has instructed you to announce the progression for the Event, clearly and succinctly announce the progression (e.g. “Places 1-3 to the A final, Places 4-6 to the B final”). If you are being asked to announce the progression, make sure to communicate with the *control commission* and the *chief referee* to ensure that no changes in the number of Crews in the Event has changed the progression for the Event.
- Check for alignment flag
- Confirm that all Crews are pointed safely (this is the *starter’s* responsibility)

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- Check that all hands are down indicating that the Crews are ready
- If conditions permit a normal start
  - Announce the name of each Crew in cadence (e.g. “Eastern, Western, Northern”)
    - For 1x Events, announce the name of the Competitors (e.g. “Mr. Smith, Mr. Jones”)
    - Unaffiliated Crews are announced as “Unaffiliated”
    - Composite Crews are announced as “Composite”, name of bow club or rower to match the nomenclature from the heat sheet (e.g. “Composite, Southern” or “Composite, Mr. Smith”)
  - Announce “Attention!” in the same cadence (like it is another Crew name)
  - Glance quickly to ensure the alignment flag is still raised and *referees* are still ready to follow the Race
  - Raise the Starter’s Flag overhead, preferably using two hands
    - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Flag” at the same time as raising the Starter’s Flag
    - If a traffic light starting system is in use, activate the red light
      - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Light” at the same instant as pressing the button to activate the red light
  - Pause (this pause is varied for each Race, especially for a restart of a Race)
  - Announce “Go” and simultaneously move the flag sharply down to the side
    - If a traffic light starting system is in use, press the button to simultaneously
      - Change the red light to green
      - Make an audible signal through the loudspeakers
      - Start the timing system for the race, if linked to the starting system
      - Freeze the picture on the monitor in the aligner’s station if installed
  - Before the start command is issued, if alignment is lost, a Crew’s point becomes unsafe, or other unsafe condition arises that prevents starting the Race without a prolonged delay
    - Announce “As You Were!”
    - Gently lower the Starter’s flag directly in front of your body or change the lights from red to neutral
    - Wait for alignment to be restored, the Crew’s point to be corrected, or the unsafe condition to be resolved
    - Repeat the starting commands
      - If all the Crew names have all been announced, they need not be repeated
      - If the announcement of Crews was not complete, restart the sequence from the beginning
- If conditions preclude a safe and fair start using the normal procedure above

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- Announce “We will use a quick start”
- Check for alignment flag
- Confirm that all Crews are pointed safely (this is the *starter’s* responsibility)
- Check that all hands are down indicating that the Crews are ready
- Announce “Quick Start!”
- Announce “Attention!”
- Raise the Starter’s Flag overhead, preferably using two hands
  - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Flag” at the same time as raising the Starter’s flag
  - If a traffic light starting system is in use, activate the red light
    - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Light” at the same instant as pressing the button to activate the red light
- Pause (this pause is varied for each Race, especially for a restart of a Race)
- Announce “Go!” and simultaneously move the flag down sharply to the side or activate the green light as above
- Call the next Race as soon as the previous Race clears the Starting area
  - Note: if on wide centers, do not invite the Crews onto the Course before ten minutes prior to the Scheduled Time of the Race unless one or more Crews from the next Race is waiting to come on to the Course

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.

## Referee Procedure Manual II-5-7 Procedure – Finishing the Race [Meisner, K]

### **Current Procedure:**

- (7) Procedure – Finishing the Race
- As the Crews approach the finish
    - Locate the finish flag
    - Continue to watch the Crews, glancing periodically at the finish flag
    - Stop your stopwatch when the finish flag moves down to indicate the first Crew has touched the finish line
      - If you miss the first motion of the finish flag, stop your watch on a subsequent motion and note which place (e.g. time for 3<sup>rd</sup> place Crew)
    - Instruct your driver to slow down and stop the launch to appropriately wait for any trailing Crews to pass
    - Do not cross the finish line until all competitors have finished unless there is a medical or safety emergency and no *finish marshal* or safety boat is in the area to assist
  - After the last Crew has finished the Race
    - Observe the Crews to determine if there are any objections or if any Competitor requires assistance
      - For Adaptive Rowing Races where a Competitor's hands are strapped, the Rower may clearly call out "Objection!" so that the Race Official hears
    - Ask Coxswains to display their weights (e.g. "Eastern College Coxswain, Show Your Weight")
      - Thank the Coxswain once the weight is displayed so they know they can put it back down
      - If there is a question about a weight (appears too small or Coxswain doesn't have the expected weight)
        - Communicate with *control commission* to confirm the Crew and the weight for that Race
        - If wristbands are in use, read the Coxswain's wristband to see what weight was recorded
        - If weight is missing after confirming weight required
          - Notify the Crew that it is excluded
          - Ask the Crew if it accepts your decision
          - If the Crew does not object
            - Show the red flag
              - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce "Red Flag" at the same time as raising the red flag
            - Notify the *chief judge* of the issue and your decision
            - Show the white flag

- For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce “White Flag” at the same time as raising the white flag
          - Report the time to the *chief judge*
      - If the Crew does object
        - Explain the protest procedure to the affected Crews
        - Show the red flag
          - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Flag” at the same time as raising the red flag
        - Notify the *chief judge* of the issue, your decision, the objection and report the time
        - Notify the Chief Referee to the pending protest
    - Confirm with your partner *referee* that all is well (thumbs up or down, no flags)
      - If yes
        - The *referee* closest to the finish tower first displays a white flag to the Competitors and then to the *chief judge*
          - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce “White Flag” at the same time as raising the white flag
        - Announce the time from your stopwatch to the nearest tenth of a second, including noting which place if not from the first motion of the finish flag
        - Wait for the *chief judge* to raise a white flag to acknowledge receipt of the time and notice of your white flag
        - Scan the Crews once more before turning towards the start
      - If no
        - Communicate with your partner *referee* to determine their issue(s) and take appropriate action
  - Return to the Start following the procedures outlined above
    - If it is the last Race of the day or the shift, proceed as instructed by the Chief Referee
    - If it is nearing the last Race, but you have followed the last Race assigned to you, continue to move towards the start and act as a safety boat or to assist another *referee* if needed (e.g. launch dies, ejected Rower)
    - Determine whether your launch is needed to transport any other race personnel at the conclusion of their involvement with the last Race (e.g. picking up stakeboat holders, judge at start)

**Proposed Change:**

(7) Procedure – Finishing the Race

- As the Crews approach the finish
  - Locate the finish flag
  - Continue to watch the Crews, glancing periodically at the finish flag
  - Stop your stopwatch when the finish flag moves down to indicate the first Crew has touched the finish line
    - If you miss the first motion of the finish flag, stop your watch on a subsequent motion and note which place (e.g. time for 3<sup>rd</sup> place Crew)
  - Instruct your driver to slow down and stop the launch to appropriately wait for any trailing Crews to pass
  - Do not cross the finish line until all competitors have finished unless there is a medical or safety emergency and no *finish marshal* or safety boat is in the area to assist
- After the last Crew has finished the Race
  - Observe the Crews to determine if there are any objections or if any Competitor requires assistance
    - For Adaptive Rowing Races where a Competitor's hands are strapped, the Rower may clearly call out "Objection!" so that the Race Official hears
  - Ask Coxswains to display their weights (e.g. "Eastern College Coxswain, Show Your Weight")
    - Thank the Coxswain once the weight is displayed so they know they can put it back down
    - If there is a question about a weight (appears too small or Coxswain doesn't have the expected weight)
      - Communicate with *control commission* to confirm the Crew and the weight for that Race
      - If wristbands are in use, read the Coxswain's wristband to see what weight was recorded
      - If weight is missing after confirming weight required
        - Notify the Crew that it is excluded
        - Ask the Crew if it accepts your decision
        - If the Crew does not object
          - Show the red flag
            - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce "Red Flag" at the same time as raising the red flag
          - Notify the *chief judge* of the issue and your decision
          - Show the white flag
            - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with

- visual impairment, announce “White Flag” at the same time as raising the white flag
  - Report the time to the *chief judge*
- If the Crew does object
  - Explain the protest procedure to the affected Crews
  - Show the red flag
    - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Flag” at the same time as raising the red flag
  - Notify the *chief judge* of the issue, your decision, the objection and report the time
  - Notify the Chief Referee to the pending protest
- Confirm with your partner *referee* that all is well (thumbs up or down, no flags)
  - If yes
    - The *referee* closest to the finish tower first displays a white flag to the Competitors and then to the *chief judge*
      - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “White Flag” at the same time as raising the white flag
    - Announce the time from your stopwatch to the nearest tenth of a second, including noting which place if not from the first motion of the finish flag
    - Wait for the *chief judge* to raise a white flag to acknowledge receipt of the time and notice of your white flag
    - Scan the Crews once more before turning towards the start
  - If no
    - Communicate with your partner *referee* to determine their issue(s) and take appropriate action
- Return to the Start following the procedures outlined above
  - If it is the last Race of the day or the shift, proceed as instructed by the Chief Referee
  - If it is nearing the last Race, but you have followed the last Race assigned to you, continue to move towards the start and act as a safety boat or to assist another *referee* if needed (e.g. launch dies, ejected Rower)
  - Determine whether your launch is needed to transport any other race personnel at the conclusion of their involvement with the last Race (e.g. picking up stakeboat holders, judge at start)

**Reason:**

- 1) Updated names of sport classes to be consistent with FISA.

## Referee Procedure Manual II-5-11 Procedure – A Hand is Up [Meisner, K]

### **Current Procedure:**

(11) Procedure – A Hand is Up or a Rower has called “Objection!”

- Approach the Crew and communicate with the Coxswain or Rower with an unaided voice (no megaphone), preferably in a seated position to be closest to the Competitor
- Inquire if everyone is okay
- Inquire what the question is
  - If you think you’ll need to speak with other Crew(s), make sure they remain in the area
  - Be aware if the next Race is approaching and move the Crews to a safe location
- Make a decision on the water
  - Inform the Crew of your decision
  - Ask the Crew if it accepts your decision
  - Signal the *chief judge* appropriately
    - The Crew is satisfied, they accepted your answer
      - Show the white flag
        - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce “White Flag” at the same time as raising the white flag
    - You took some action (e.g. excluded a Crew, changed the placement of Crew(s)) and all Crews accepted your decision
      - Show the red flag
        - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Flag” at the same time as raising the red flag
      - Announce your decision to the *chief judge*
      - Show the white flag
        - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce “White Flag” at the same time as raising the white flag
      - Give the time
    - You took some action but one or more Crews elects to Protest
      - Show the red flag
        - For Adaptive Rowing LTA Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Flag” at the same time as raising the red flag
      - Explain the protest procedure to the affected Crews
      - Notify the *chief judge* of the issue, your decision, the protest, and the time taken on the water
      - Notify the Chief Referee of the pending protest

### **Proposed Change:**



(11) Procedure – A Hand is Up or a Rower has called “Objection!”

- Approach the Crew and communicate with the Coxswain or Rower with an unaided voice (no megaphone), preferably in a seated position to be closest to the Competitor
- Inquire if everyone is okay
- Inquire what the question is
  - If you think you’ll need to speak with other Crew(s), make sure they remain in the area
  - Be aware if the next Race is approaching and move the Crews to a safe location
- Make a decision on the water
  - Inform the Crew of your decision
  - Ask the Crew if it accepts your decision
  - Signal the *chief judge* appropriately
    - The Crew is satisfied, they accepted your answer
      - Show the white flag
        - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “White Flag” at the same time as raising the white flag
    - You took some action (e.g. excluded a Crew, changed the placement of Crew(s)) and all Crews accepted your decision
      - Show the red flag
        - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Flag” at the same time as raising the red flag
      - Announce your decision to the *chief judge*
      - Show the white flag
        - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “White Flag” at the same time as raising the white flag
      - Give the time
    - You took some action but one or more Crews elects to Protest
      - Show the red flag
        - For Adaptive Rowing **PR3** Races or other Adaptive Events known to include Rowers with visual impairment, announce “Red Flag” at the same time as raising the red flag
      - Explain the protest procedure to the affected Crews
      - Notify the *chief judge* of the issue, your decision, the protest, and the time taken on the water
      - Notify the Chief Referee of the pending protest

**Reason:**

- 1) Updated names of sport classes to be consistent with FISA.

## Referee Procedures Manual: (5) Start Procedure [Cuevas-McNamara, J]

### **Current Procedure:**

Referee Procedures Manual: Start (5) Procedure – A Crew Fails to Start or Stops within Starting area

- Stop the Race immediately by waving a red flag and employing the noise maker.
- Determine the reason the Crew is not rowing. o Injury, illness, or other safety issue.
- Assign a *referee* to manage the situation from the water giving any relevant information (e.g. Rower in the water, port side).
- Monitor the situation to provide additional assistance, if necessary.
- Once the *referee* is in proper position to evaluate the situation, relinquish control to him or her.
  - o Broken equipment
- Assign a *referee* to determine the extent of damage and whether or not it can be fixed.
- If necessary, determine a new Scheduled Time of the Race in consultation with the Chief Referee.
- Provide instructions for the other Competitors (e.g. return to the starting stations, row off the course into the warm-up area) either directly to the Crews via the sound system or via the *referee*.
  - o Other
- Assign a *referee* to determine the reason for stoppage.
- Communicate with that *referee* to determine any appropriate penalties.
- Any Crew that fails to start and cites a raised hand as a reason should be handled as would a Crew stopping for unacceptable broken Equipment.
- A Warning for “delay of racing” is the presumed penalty.
- Use your judgment based on the situation.

### **Proposed Change:**

(5) Procedure – A Crew Fails to Start or Stops within Starting area

- Stop the Race immediately by waving a red flag and employing the noise maker.
- Determine the reason the Crew is not rowing. o Injury, illness, or other safety issue.
- Assign a *referee* to manage the situation from the water giving any relevant information (e.g. Rower in the water, port side).
- Monitor the situation to provide additional assistance, if necessary.
- Once the *referee* is in proper position to evaluate the situation, relinquish control to him or her.
  - o Broken equipment
- Assign a *referee* to determine the extent of damage and whether or not it can be fixed.
- If necessary, determine a new Scheduled Time of the Race in consultation with the Chief Referee.
- Provide instructions for the other Competitors (e.g. return to the starting stations, row off the course into the warm-up area) either directly to the Crews via the sound system or via the

*referee.*

- o Other • Assign a *referee* to determine the reason for stoppage.
- Communicate with that *referee* to determine any appropriate penalty **as described in Rule 2-602 (b) (“Types of Penalties”)**.
- Any Crew that fails to start and cites a raised hand as a reason should be handled as would a Crew stopping for unacceptable broken Equipment.
- ~~• A Warning for “delay of racing” is the presumed penalty.~~
- ~~• Use your judgment based on the situation.~~

**Reason:**

Crews that stop rowing because of anything other than illness, injury, safety issue, or broken equipment, do so with the intent to “restart” the race. Their competitors, in good faith, have executed a start/start strategy that may negatively impact their ability for a “restart”. Crews may have rowed 100 to 300 meters down the course only to be stopped due to a competing crew’s failure to start.

The use of the language “presumed penalty” implies a standard for referees to use in such cases. There exist circumstances that may require a referee to impose a penalty other than a warning as described in Rule 2-602 (b) (Types of Penalties).

## Referee Procedures Manual: 6. Start Procedure [Cuevas-McNamara, JJ]

### **Current Procedure:**

Referee Procedures Manual: Start (6) Procedure – Judge at Start Raises Red Flag

- Stop the Race immediately by waving a red flag and employing the noise maker.
- Instruct all Crews to return to the Start.
- Communicate with the *judge at start* to verify if one or more Crews committed a false start or if alignment was lost.

A Warning for “false start” is the presumed penalty.

- Issue any penalties once all Crews have reattached to its starting stations.
- Re-start the Race using the procedures above.

### **Proposed Change:**

Referee Procedures Manual: Start (6) Procedure – Judge at Start Raises Red Flag

- Stop the Race immediately by waving a red flag and employing the noise maker.
- Instruct all Crews to return to the Start.
- Communicate with the *judge at start* to verify if one or more Crews committed a false start or if alignment was lost.

***A Warning for “false start” is the presumed penalty.***

***A Warning will be assessed to crews committing a false start.***

- Issue any penalties once all Crews have reattached to its starting stations.
- Re-start the Race using the procedures above.

### **Reason:**

To align the procedures manual language and intent with that of the Rule 2-308 False Start. The rule indicates that the penalty for a False Start **will be** a warning:

#### 2-308 False Start

(a) A Crew commits a false start when its bow crosses the plane of the starting line before the Starter’s red flag begins to move or green light illuminates. More than one Crew may be assessed a false start at the same time.

(b) Crew(s) committing a false start will be assessed a warning. A Crew that receives two warnings, including false starts, applicable to the same Race shall be excluded under Rule 2-602(c) (“Types of Penalties”).

(c) In the event of a false start, the Judge at Start shall raise a red flag or cause a red light to be illuminated. The Starter shall stop the Race by sounding a bell or sound device, waving a red flag, or illuminating a flashing red light, and calling “Stop!”

(d) After a Race has been stopped due to a false start, the Starter shall instruct the Crews and Race Officials how to proceed.

## **LOC Guidance Manual [Rosenbaum, M]**

***Current:***

Existing Rule page 93 of 2017 ROR:

LOC Guidance Manual

***Proposed Change:***

***LOC Procedure Manual***

***Reason:***

The LOC is a stakeholder and as such should be treated the same. Unless you are willing to append the Referee Procedure Manual to read as Guidance then we must use equivalent terms. US Rowing is not “asking” the LOCs but rather instructing them as to what the minimum expectations are for a fair and safe regatta.

## LOC Guidance Manual - Staffing [Rosenbaum, M]

### **Current:**

- II) Staffing
- 3) Race Officials
- a) Chief Referee

Appointment of the Chief Referee for all USRowing National Championship Regattas shall be made by the CEO of USRowing from a list of nominees recommended by the USRowing Referee Committee. For USRowing District or Regional Championships, the recommendations for Chief Referees are delegated to LOC the Referee Regional Coordinator for the region. Additionally, the Chief Referee for any Regatta containing Trials Events to select the National Team shall be appointed by the CEO upon the recommendation of the Trials Coordinator in consultation with the USRowing Director of Referee Programs and the Trials Director. Appointment of the Chief Referee for all other Registered Regattas shall be according to the procedures established or approved by the USRowing Referee Committee (see Rules of Racing 2-102 "Appointment of the Chief Referee").

b) Race Officials With the exception of USRowing owned Regattas, appointments of all other USRowing licensed referees at a Regatta are made by the Chief Referee. The Chief Referee, with the support and assistance of the LOC, has the primary responsibility for soliciting referees. The Referee Committee and the Regional Coordinators may act as an information resource to the LOC and may informally provide guidance on appointments.

### **Proposed Change:**

Add c)

#### **c) Evaluator/Clinician/Adjunct Instructor:**

***All NRRs must have a position for an evaluator/clinician/adjunct instructor to provide timely feedback and training to the Referees during the regatta. This position must in addition to a full jury thereby adding an additional staff.***

### **Reason:**

All NRRs follow all US Rowing Rules. It is only during these events can a Referee be evaluated to a national standard. The LOC will have to fund one (1) additional positions to the jury for these events.

## LOC Guidance Manual I-4-a Regattas with Adaptive or Para Rowing Events – Schedule [Meisner, K]

### **Current:**

#### (a) Schedule

- Allow for sufficient time and space on the launch and recovery docks and to row from the docks to the Starting area
- Allow for sufficient race centers to account for the longer time required for fixed seat races. Typically, the time required to complete their race from shortest to longest by classification is:
  - LTA-VI
  - LTA-PD
  - LTA-ID
  - TA
  - AS

### **Proposed Change:**

#### (b) Schedule

- Allow for sufficient time and space on the launch and recovery docks and to row from the docks to the Starting area
- Allow for sufficient race centers to account for the longer time required for fixed seat races. Typically, the time required to complete their race from shortest to longest by classification is:
  - **PR3-VI**
  - **PR3-PD**
  - **PR3-ID**
  - **PR2**
  - **PR1**

### **Reason:**

- 1) Updated names of sport classes to be consistent with FISA.