

SECTION 2 – Advertising Rules

Rule 37 -Commercial Publicity, Sponsorship and Advertising

The Council may prescribe Bye-Laws regarding commercial publicity, sponsorship and advertising at regattas.

Bye-Law to Rule 37 - FISA Advertising Rules

1.0 General Principles

1.1 Application of these Rules - *These bye-laws apply to all international regattas governed by FISA. In addition, certain sections below describe advertising rules for FISA World Rowing Championships and the regattas comprising FISA's Rowing World Cup and other international rowing events as FISA may decide ("FISA Events"). They apply to competitors, boats and oars when they are on the water during the hours of racing of the regatta, and at any time on or near the victory pontoon or stage. They apply as well to all regatta officials and umpires. They do not concern the Olympic Games where the Olympic Charter applies.*

1.2 Prohibited Advertising - *Any form of advertising (including body advertising) which is not specifically permitted by this bye-law is prohibited. In addition, all advertising must comply with the laws and the rules of the country where the regatta is being staged.*

Even if otherwise permitted by such laws and rules, there shall be no advertising which is inappropriate or harmful for the image of rowing such as tobacco and strong liquor (more than 15%) or in contradiction with FISA rules, especially with Article 3 of the Statutes. In case of doubt, the Executive Committee shall decide.

In events, regattas and championships solely for juniors advertising relating to alcohol is totally prohibited.

Where an advertiser or sponsor deals mainly in products which are prohibited by this clause, but also produces some other (not prohibited) product or service, it may have identifications, provided that the identification is clearly associated with the product or service that is not prohibited and cannot be seen as advertising the prohibited product (for example, Marlboro Wear or Memphis Timing would not be prohibited).

1.3 “Identification” and how to measure it - The advertising or the identification of, for example, the manufacturer and of the sponsor may consist of the name, the mark or logo and/or the product, thus one, two or three of these elements may be displayed (but each one only once). All the elements must be placed together, not separately, and must be directly connected, for example, by pertaining to the same manufacturer or sponsor. This advertising or identification will hereafter be referred to as an “Identification” in these rules.

There are six types of Identifications referred to in these rules:

- Manufacturer,
- National Federation or Club name,
- Boat name,
- National Federation or Club sponsor,
- FISA Sponsor
- National Flag

The following are examples of what is permitted:

- OMEGA or OMEGA Ω or OMEGA Ω WATCHES

The following are examples of what is not permitted:

- IBM Ω or IBM Ω CHOCOLATE

The area of the Identification is calculated by drawing vertical and horizontal lines at right angles to each other extended from the most extreme points of the name or symbol, or of the background colour if this covers a larger area. The area is therefore measured as a square or rectangle, for example:



1.4 A Manufacturer as Sponsor - If a manufacturer is also a sponsor, it may use the space reserved for a sponsor, but is not allowed to create a single larger area by combining the two specified areas, and gives up the right to be identified as the manufacturer. If the area reserved for the manufacturer is not used by the manufacturer, it cannot be used for another purpose.

1.5 Identifications within the Boat - The Identifications do not necessarily have to be the same on the boat, the clothing and the oars/sculls, but within each description it must be identical; for

example, all the oars/sculls must carry the same Identification in the same format; and each item of clothing must be identified in the same way. This rule applies for each individual crew - that is to say that the Identification on the clothing of the rowers of the coxed four of one nation does not necessarily have to be the same for the rowers of the eight of the same nation.

2.0 Racing Clothing

2.1 Uniform Clothing - *The clothing of all the members of a crew must be identical and uniform, and any Identifications must be worn on the same part of the clothing by each crew member when they are on the water during the hours of racing of the regatta, and at any time on or near the victory pontoon or stage.*

2.2 Racing Shirt – *The Racing Shirt shall be in the registered colours of the National Federation or Club. For FISA Events, the Racing Shirt shall be "singlet" or "sleeveless-shirt" style".*

2.3 Identification on the Racing Shirt

2.3.1 International Regattas

a. The Identification of the National Federation or Club may appear once and may be no more than 100 sq cm in area.

b. The Identification of the Manufacturer may appear once and may be no more than 16 sq cm in area.

c. The Identification of the sponsor of the National Federation or Club may appear once and may be no more than 84 sq cm in area.

2.3.2 FISA Events

a. The rules in 2.3.1 above apply at FISA Events. In addition, FISA may require competitors to wear special clothing with the Identification of FISA's sponsor. This may take the form of a "bib" or a specially made T-Shirt to be worn under the National Federation Racing Shirt such to be provided by FISA. This Identification of the FISA sponsor may appear once on each sleeve and each Identification may be no more than 84 sq cm in area. Coxswains may also be required to wear additional clothing with Identification of the FISA sponsor.

b. Competitors will not be allowed to race or will be disqualified if they alter, partially or completely cover-up or remove this Identification.

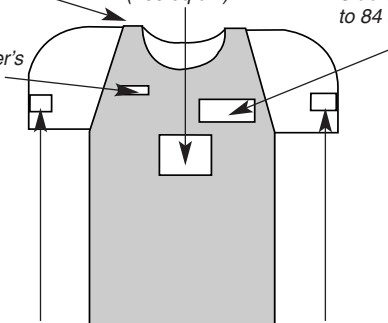
Identifications on Shirts

*National Federation
or Club Singlet*

*National Federation
or Club logo
(100 sq cm)*

*National
Federation or
Club Sponsor up
to 84 sq cm*

*Manufacturer's
logo
(16 cm²)*



The country and FISA regatta sponsor's name and/or logo, in this example, would appear on T-shirts to be worn under the Federation Singlet (up to 84 sq cm each sleeve).

2.4 Identification on Hats or Head Bands

The Identification of the sponsor of the National Federation or Club may appear once and may be no more than 50 sq cm in area with lettering no more than 5 cm in height. Only one identification may appear on a Hat or Head Band.

2.5 Identification on the Shorts

The Identification of the sponsor of the National Federation or Club may appear either:

- twice (once on each side of the shorts) and each Identification may be no more than 25 sq cm each in area, or*
- once and may be no more than 50 sq cm in area.*

2.6 No Identifications on any other clothing or accessories - No Identifications may appear on the socks or on any other clothing or accessories worn or carried by the competitors.

3.0 Identification on Boats

On the boats, there are the following possibilities of identification:

Manufacturer,

Boat name,

Sponsor of the National Federation or Club,

FISA Sponsor

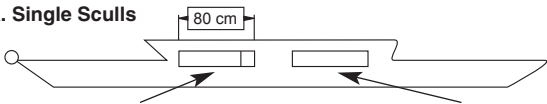
National Flag

3.1 Identification of the Manufacturer - On the outside of the boat, the Identification of the Manufacturer may appear once on each side of the shell in the section of the boat occupied by the rower(s) and each may be no more than 100 sq cm in area. No other Identification of the Manufacturer is allowed.

3.2 Other Identifications on the Boat – Except as provided for in 3.2.2 below (FISA Events), the name of the boat or the Identification of the sponsor(s) of the National Federation or club are the only other optional Identifications allowed on the boat. These two types are interchangeable and shall be referred to as “Other Identifications”.

3.2.1. International Regattas

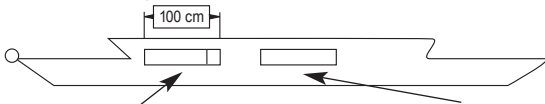
a. Single Sculls



At FISA Events, FISA may place Identifications of a FISA sponsor no more than 800 sq cm in area, and the abbreviation of the crew's country in the first 80 cm of the washboard once on each side. The first 80 cm is reserved for Identification of a FISA sponsor and the country abbreviation. The space for the Identification of the FISA sponsor shall not exceed 42 cm in length and the space for the country abbreviation shall not exceed 18 cm in length.

On the outside of the boat, identical Other Identifications may appear once on each side of the shell except in the first 80 cm of the washboard and each may be no more than 800 sq cm in area. No additional Other Identifications are allowed.

b. Double Sculls, Pairs and Coxed Pairs



At FISA Events, FISA may place Identifications of a FISA sponsor no more than 800 sq cm in area, and the abbreviation of the crew's country in the first 100 cm of the washboard once on each side. The space reserved for the Identification of a FISA sponsor shall not exceed 60 cm in length and the space for the country abbreviation shall not exceed 20 cm in length.

On the outside of the boat, identical Other Identifications may appear once on each side of the shell except in the first 100 cm of the washboard and each may be no more than 800 sq cm in area. No additional Other Identifications are allowed.

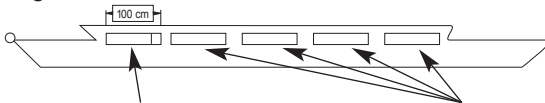
c. Quadruple Sculls, Fours and Coxed Fours



At FISA Events, FISA may place Identifications of a FISA sponsor no more than 800 sq cm in area, and the abbreviation of the crew's country in the first 100 cm of the washboard once on each side. The space reserved for the Identification of a FISA sponsor shall not exceed 60 cm in length and the space for the country abbreviation shall not exceed 20 cm in length.

On the outside of the boat, Other Identifications may appear twice on each side of the shell except in the first 100 cm of the washboard and each may be no more than 800 sq cm in area. Two different Other Identifications may appear on each side of the boat. No additional Other Identifications are allowed.

d. Eights



At FISA Events, FISA may place Identifications of a FISA sponsor no more than 800 sq cm in area, and the abbreviation of the crew's country in the first 100 cm of the washboard once on each side. The space reserved for the Identification of a FISA sponsor shall not exceed 60 cm in length and the space for the country abbreviation shall not exceed 20 cm in length.

On the outside of the boat, Other Identifications may appear four times on each side of the shell except in the first 100 cm of the washboard and each may be no more than 800 sq cm in area. Two different Other Identifications may appear on each side of the boat. No additional Other Identifications are allowed.

3.2.2 FISA Events

a. The rules in 3.2.1 above apply at FISA Events. In addition to those provided for in 3.1 and 3.2.1 above, FISA may place Identification of a FISA sponsor no more than 800 sq cm in area, and the abbreviation of the crew's country in the first 100 cm of the washboard once on each side. The space reserved for the Identification of a FISA sponsor shall not exceed 60 cm in length and the space for the country abbreviation shall not exceed 20 cm in length.

For singles, the first 80 cm is reserved for Identification of a FISA sponsor and the country abbreviation. The space for the Identification of the FISA sponsor shall not exceed 42 cm in length and the space for the country abbreviation shall not exceed 18 cm in length.

b. Competitors will not be allowed to race or will be disqualified if they fail to fix in place the Identification of the FISA sponsor or if they alter, partially or completely cover-up or remove these Identifications.

3.3 Country Flag on the Boat

Additionally, the flag of the country of the crew may appear once on each side of the "cockpit" area of the boat. It shall not exceed 20 cm in length and may be no more than 100 sq cm in area.

3.4 Identification on Bow Numbers

3.4.1 International Regattas - *The Identification of a regatta sponsor may appear once on the bottom of the bow number and the lettering may be no more than 5 cm in height .*

3.4.2 FISA Events – *In the place of the Identification in 3.4.1 above, the Identification of a FISA sponsor may appear once on the bottom of the bow number and the lettering may be no more than 5 cm in height .*

4.0 Racing Sculls and Oars

4.1 Application - These Bye-Laws apply to each oar, whether it be a sweep-oar or a sculling oar.

4.2 Blade Colours - Only the National Federation colours as registered with FISA or the Club colours as registered with the National Federations may appear on the blades.

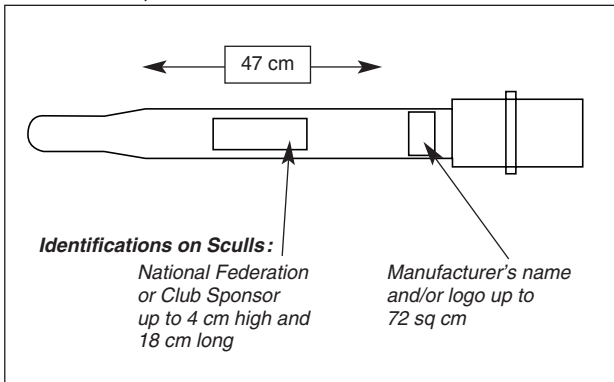
4.3 The Outboard Section – No Identifications are allowed on the outboard section of the loom or shaft (that is, outboard from the collar).

4.4 Identification on the Inboard Section - On the inboard section of the loom or shaft (when measured from the attachment of the handle with the shaft to the collar) there are the following possibilities of identifications:

4.4.1 Identification on Sculls

a. From 0 cm (the attachment of the handle to the shaft) to 47 cm. - The Identification of the sponsor of the National Federation or Club may appear once and may be no more than 4 cm in height and no more than 72 sq cm in area.

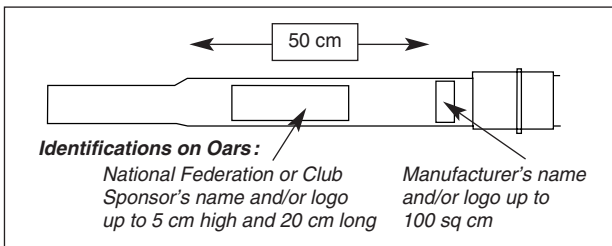
b. From 47 cm to the collar – The Identification of the manufacturer may appear once and may be no more than 4 cm in height and no more than 72 sq cm in area.



4.4.2 Identification on Sweep Rowing Oars

a. From 0 cm (the attachment of the handle to the shaft) to 50 cm: The Identification of the sponsor of the National Federation or Club may appear once and may be no more than 5 cm in height and no more than 100 sq cm in area.

b. From 50 cm to the collar: The Identification of the Manufacturer may appear once and may be no more than 5 cm in height and no more than 100 sq cm in area.



4.5 No additional Identifications – The only other markings allowed on oars or sculls are discrete marks to identify the owner, the particular boat and/or the position in which it is used. No additional identifications of any kind, in particular, no national flag or club emblem, may appear on the oar or scull.

5.0 Identification on Regatta Officials' Clothing

a. International Regattas - Regatta officials and umpires may wear clothing with regatta sponsor Identifications (two maximum), each up to 50 sq cm, (including the name of the manufacturer) on each item (eg. headgear, sweaters, tracksuits, shirts, shorts/trousers, raingear, etc.) The positions of these identifications may vary according to the function of the regatta official.

b. FISA Events – In the place of the Identifications in 5.0a above, FISA may require regatta officials and umpires to wear clothing with FISA sponsor Identifications (two maximum), each up to 50 sq cm, (including the name of the manufacturer) on each item (eg. headgear, sweaters, tracksuits, shirts, shorts/trousers, raingear, etc.) The positions of these identifications may vary according to the function of the regatta official.

Rule 38 - Rowers' Clothing

a) International Regattas – Members of the same crew shall compete wearing uniform clothing (shirt and shorts and any additional garments). If any members of a crew wear headwear, then the headwear worn by those crew members shall be uniform.

Except in the case of a composite crew they shall all wear their club uniform clothing.

The blades of the oars shall be painted in the same manner on both sides.

The Council may issue further regulations regarding rowers' clothing, in particular, at Rowing World Cup regattas including use of a t-shirt provided by FISA or other FISA sponsor identification as in Rule 37.

b) FISA Championship Regattas – Members of national crews shall wear the racing uniform of their national federation.

The blades of all oars and sculls shall be painted on both sides in the colours of their federation.

Members of the same crew shall compete in uniform clothing designed so that the shoulders and arms of the t-shirts provided by FISA are seen clearly. If any members of a crew wear headwear, then the headwear worn by those crew members shall be uniform

Any changes in design or colours of racing shirts or blades registered with FISA must be submitted to the Executive Committee of FISA at least two months before the date of the Championships.

The Council may issue further regulations regarding rowers' clothing at Championships. in particular, including use of a t-shirt provided by FISA or other FISA sponsor identification as in Rule 37.

SECTION 3 - Entries, Withdrawals and Crew Changes

Rule 39 - Authorisation of the National Federation

a) International Regattas - A crew may compete in an international regatta in another country only if authorised in writing by its national federation. The latter shall be held responsible for the payment of the entry fees. This rule shall not apply to masters.

If an organising committee allows a crew to enter its regatta without written authorisation from the relevant national federation then that federation cannot be held responsible for the crew and for its actions.

b) FISA Championship Regattas - To represent a country in a FISA World Rowing Championship, a competitor must be a citizen of that country. He must be able to prove this by showing an official document (passport or identity card). In exceptional cases, the Executive Committee may make exceptions. At FISA World Rowing Championships rowers shall compete under the name of their national federation which shall alone be entitled to represent them. At Olympic Regattas rowers shall compete under the name of their National Olympic Committee which shall alone be entitled to represent them.

Rule 40 - Restrictions

a) International Regattas - No competitor may compete for two different clubs or federations at the same regatta.

b) FISA Championship Regattas - No federation may enter more than one crew in each event.

Rule 41 - Entries

a) International Regattas - The entry of a crew for an international regatta should be made on a FISA approved entry form. The entry shall be valid only if all details on the entry form have been completed.

Names shall be shown starting with the bow rower and finishing with the stroke rower, followed by the coxswain.

An entry by telex or telefax is also valid if it contains all the information required by the FISA standard form and is sent from the headquarters of the national federation or an authorised official.

The organisers of an international regatta must accept every valid entry made by the closing date.

b) FISA Championship Regattas - FISA shall send to the national federations special entry forms two months before the closing date for entries. Entries shall be typewritten and must be received by FISA headquarters by post or telefax no later than 14 days before the date of the first heat.

These entries shall indicate both the crews and the names of the rowers and coxswains in the crews. Names shall be shown starting with the bow rower and finishing with the stroke rower, followed by the coxswain. There shall be no entry fees. Entries must be received by FISA headquarters by post, telefax or e-mail no later than midnight

local time at FISA Headquarters, 14 days before the date of the first heat. E-mail entries will require a signed confirmation of entry from the National Federation sent by post or fax no later than this deadline.

Bye-Law to Rule 41 - Entries

a. The entry forms in Appendices 1 and 2 shall be used for international regattas.

b. Entries by Boat – For the World Championships and regattas of the Rowing World Cup, National Federations are required to make a provisional entry “by Boat” to be received at FISA Headquarters no later than one month before the date of the first heat.

Rule 42 - List of Entries

a) International Regattas - Not later than two days after the closing of the entries, the Organising Committee shall send, to all participating clubs and national federations, a list of the entries, a provisional timetable of the heats, the time(s) and venue(s) of the team managers' meeting and draw, and details of the traffic rules.

b) FISA Championship Regattas - FISA headquarters shall send a list of the nations entered in each event to all federations concerned after it has been prepared.

Rule 43 - False Declarations

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

Rule 44 - Objections to an entry

Any objection to an entry shall be lodged promptly with the Organising Committee and also with the Executive Committee of FISA.

After consultation, the Organising Committee and the Executive Committee shall decide if the objection was well founded. In the case of any difference of opinion, the view of the Executive Committee shall prevail.

Rule 45 - Withdrawals

a) International Regattas - If a club or federation withdraws from an event for which it has been entered, it shall give as much notice as possible, in writing, to the Organising Committee; at the latest it shall give notice of the withdrawal at the team managers' meeting to be held, in principle, the day before the regatta. In the case of a regatta with two separate days of racing a withdrawal for the second day must be given, in writing, to the Organising Committee no later than one hour after the last race of the first day. In the event of a withdrawal the Organising Committee may conduct a new draw.

b) FISA Championship Regattas - If a federation withdraws from an event for which it has been entered it shall give notice of the withdrawal to FISA, at the latest, at the team managers' meeting before the draw.

A withdrawal once made is irrevocable.

Bye-Law to Rule 45 - Withdrawals

For FISA World Championships and regattas of the Rowing World Cup, withdrawals will be accepted without penalty until three hours before the Draw. For any withdrawals received after this time, except when accompanied by a medical certificate, the federation will be fined CHF 500 per withdrawal. At these events, changes and withdrawals will only be received at the Control Commission or another previously announced location.

Rule 46 - Crew Changes Before the First Heat

a) International Regattas:

i) Crews - Clubs or federations may substitute up to one half the number of rowers (as well as the coxswain, if applicable) in all crews entered by them, provided that the substitutes are members of the same club (or, in the case of composite crews, of one of the clubs concerned); and in the case of national team crews, of the same federation and that the changes are communicated in writing to the Organising Committee at least one hour before the first heat of the event.

ii) Single Scullers - No substitute is permitted for a single sculler.

b) FISA Championship Regattas:

i) Crews - Same as at International regattas above.

ii) Single Scullers - A single sculler who entered and falls ill or is injured in an accident may, on production of a medical certificate, be replaced before his heat.

Rule 47 - Changes after the first Heat

a) International Regattas:

i) Crews – No change may be made in a crew which has already raced in their heat of the event, except in the case of serious illness or accident, in which case a medical certificate shall be required. Any necessary decision shall be taken by the Organising Committee. A rower who has been replaced may no longer compete in the same event, even if he is restored to health.

ii) Single Scullers – No substitute is permitted for a single sculler.

b) FISA Championship Regattas

i) Crews – a crew which has already raced in the heat of its event may not make changes in the crew, except in the case of serious illness or accident, in which case a medical certificate shall be required. In such a case the change must be approved by a member of the Sports Medicine Commission of FISA or its delegate, who may require a separate medical examination of the rower concerned. The rower may compete again at any point during the competition on production of a further medical certificate, and with the approval of the same member of the Sports Medicine Commission or his delegate, and the President of the Jury.

Not more than one half of the rowers in a crew (plus the coxswain, if applicable) may be changed in accordance with this Rule.

ii) Single scullers - No substitution may be made of a single sculler once he has competed in his heat.

SECTION 4 - Safety and Fairness

Rule 48 - Guiding Principles

The principles guiding the Organising Committee and the regatta officials in charge of the regatta shall be:

1. Safety of all competitors
2. Fairness for all competitors

Rule 49 - Safety

Detailed measures to ensure the safety of competitors shall be included in the Bye-Laws, but an organising committee must in addition check the particular safety aspects of its regatta and impose further safety measures as appropriate.

During the official opening hours of the course, a medical and rescue service shall be ready to act both on the land and on the water.

The Organising Committee shall announce the official opening day of the course for training (a minimum of one day before the start of an International regatta and four days at a World Championships), and shall also announce the opening time and the closing time of the course on each day of training and of racing

The Council may remove a regatta from the FISA International Regatta Calendar if it is not satisfied that the Bye-Laws regarding safety have been observed.

Rule 50 - Traffic Rules on the Course

The Organising Committee must publish, and display clearly in the boathouse or embarkation area, the traffic rules to be followed to control the movement of the boats on the water. These rules must cover:

1. Traffic rules for training
2. Traffic rules for racing

Bye-Law to Rule 50- Traffic Rules on the Course

A copy of the traffic rules must be sent to every club and national federation entered together with the list of entries. The traffic rules must also be published in the official programme and large signs must be clearly displayed in the boating area. These signs should be located beside the pontoons where the crews go out on to the water.

The traffic rules for training shall identify at least one clear lane of water (13.5m) as a neutral lane between crews travelling in opposite directions on the water. In principle there shall be no training during racing at international regattas.

The traffic rules for racing should cover the warm-up area and the cool-down area. They should also take into consideration the safe movement of any boat taking part in the victory ceremony. If it is not possible to provide the neutral lane, then the crews travelling in opposite directions must be separated by a "swimming line", or equivalent, as a continuous, physical barrier.

Rule 51 - Other Boats on the Water

During the official hours of training and racing no boat (moving or fixed) shall be allowed on the regatta course or the training areas without the specific authority of the president of the jury.

The president of the jury shall determine the position and the movement of all approved vessels, i.e. umpires' launches, rescue boats, television boats etc. He will also control and approve the personnel and equipment carried on such vessels.

Rule 52 - General Conduct

All rowers shall compete in their races in accordance with the rules. They shall comply with the instructions of the jury and of the Organising

Committee and they shall observe any traffic regulations in force.

They shall, in particular:

1. Not cross the finish line (in any direction) while boats from another heat are in the process of finishing.
2. Stop when competing crews approach their position.
3. Respect traffic rules in warm-up and cool-down areas.

Rule 53 - Damage to Equipment

Should a crew suffer damage to its equipment, the jury shall decide who is to blame. The parties concerned may refer their dispute to the Executive Committee not later than three days following the decision of the jury.

Rule 54 - Fairness

Provisions to be applied when unfair weather conditions prevail at FISA World Rowing Championships, Olympic Regatta, Olympic Qualification Regattas and Rowing World Cup regattas are set out in the Bye-Laws to Rule 55.

At other international regattas, in unfair weather conditions, the President of the Jury may decide to apply similar provisions to that Bye-Law.

SECTION 5 - Qualification System

Rule 55 - Qualification System

Should the number of crews taking part in an event exceed that of the available starting positions, a qualification system or time trials shall

be used. The draw for the heats shall take place at a team managers meeting to be held, in principle, the day before the regatta. The draw shall be random unless the Executive Committee of FISA decides in the case of a major event that the heats should be seeded.

a) International Regattas - Each round of an event shall finish at least two hours before the following round of the same event.

b) FISA Championship Regattas - If preliminary races are required before the Final, they shall, in general, be organised in such a way that a competitor shall not be required to race more than once a day in the same event. The qualification system to be used at FISA World Rowing Championships and Olympic Regattas shall be prescribed in the Bye-Laws.

Bye-Law to Rule 55 - FISA Qualification System

1.0 General

a) International Regattas - *The Executive Committee may decide that in the circumstances that exist at particular international regattas, a system of Time-Trials may be used instead of or in combination with Heats, Repêchages and Semi-finals. In such cases the system to be used shall be determined by FISA and notified to all competing clubs and federations by the Organising Committee.*

b) FISA Championship Regattas - *The system of Heats, Repêchages and Semi-finals used at FISA Championship and Rowing World Cup regattas is as follows.*

<i>H</i>	<i>= Heat</i>
<i>R</i>	<i>= Repêchage</i>
<i>S A/B</i>	<i>= Semi-finals for Finals A & B</i>
<i>S C/D</i>	<i>= Semi-finals for Finals C & D, etc</i>
<i>S A/B/C</i>	<i>= Semi-finals for Finals A & B & C</i>
<i>S D/E/F</i>	<i>= Semi-finals for Finals D & E & F, etc.</i>
<i>FA</i>	<i>= (Final A) Final for places 1-6</i>
<i>FB</i>	<i>= (Final B) Final for places 7-12, etc.</i>
<i>TT</i>	<i>= Time-Trial</i>
<i>X</i>	<i>= Out of the competition</i>

For each FISA World Rowing Championship the Executive Committee shall decide whether or not to hold Finals C, D, E and so on, together with the relevant Semi-finals. In the cases where there are options these shall be chosen by a draw.

A system of Time-Trials may be used instead of or in combination with Heats, Repêchages, Semi-finals and Finals as provided in paragraph 4.0 below.

2.0. The Draw

At FISA World Rowing Championships, Olympic and Rowing World Cup regattas, the draw for the first round of Heats shall take place at the Team Managers' meeting on the day before the first Heat takes place, or earlier if appropriate.

If an event has a Final only, then the draw for lanes shall also take place at the main draw.

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

3.0 Determining the Lanes (Normal Conditions)

3.1 For the Heats (or final where there are no heats), a draw shall be held to determine the lane to be occupied by each crew except where the crews have been seeded. Any seeded crews shall be drawn in lanes such that there are unseeded crews on both sides of the seeded crews. There shall be a random draw for the order of the Heats so that the highest seeded crew is not always in Heat 1. The seeding order only affects the placing of crews in the Heats, it is not taken into account for any of the later rounds.

3.2 For the Repêchages, Semi-finals and Finals, the principle is to put the crews with the best placings in their previous round in the inner lanes. Similarly the crews with the lower placings in their previous round are put in the outer lanes.

If the crews have the same placings in the Heats, Repêchages or Semi-finals then there shall be a draw to determine their lanes in the next round.

4.0 Alternative Programmes in cases of Adverse Weather Conditions

- 4.1 *At FISA World Rowing Championships, Olympic Regatta, Olympic Qualification Regattas and Rowing World Cup Regattas the Executive Committee shall appoint a "Fairness Committee" to make changes to the programme and/or to the FISA Qualification System if the weather creates unfair or unrowable conditions. The Fairness Committee shall consist of three persons, being representatives of the Umpiring Commission, the Events Commission and the Competitive Rowing Commission.*
- 4.2 *It is the duty of the Fairness Committee to determine that the weather has created, or is about to create, unfair or unrowable conditions. It is then their responsibility to implement the appropriate programme from the alternatives described below. In applying these alternatives the Fairness Committee will always consider (a), (b) and (c) before considering (d) or (e).*
- (a) To use the lanes offering the most equal conditions.*
 - (b) To delay the racing programme, either to later in the same day or to the next day, if the weather forecast indicates that the conditions are likely to improve.*
 - (c) To start racing earlier than previously announced, provided that the announcement of the new times is made at the Team Managers` Meeting on the previous day.*
 - (d) To re-allocate the lanes for each individual race, using the placings from the previous round to put the crews with the better placings (or the seeded crews for the Heats or Final where there are no heats or the fastest in the case of a Time-Trial) in the better lanes. For a Heat the unseeded crews shall start in the order of their lanes, as assigned to them in the official draw. Where two or more crews have the same placing in the immediately previous round, (e.g. each were Heat winners), then there shall be a draw to determine their lanes.*
 - (e) To implement the Time-Trial System for each individual race, e.g. if there were four Heats from the official draw, then there shall be four separate Time-Trial Races. The Time-Trial shall take place over 2000m or over a lesser distance as close as practicable to 2000m. Only one lane shall be used.*

- (f) *To omit a round of the event (e.g. semi-finals) where adverse conditions have stopped racing for a significant period of time. In such a case the composition of the next rounds will be determined on the basis of the results of those rounds that have been completed and may necessitate more than six crews in each race. Wherever possible the rankings of the crews in the previous rounds will be used as the basis for the composition of the next rounds.*
- (g) *To reduce the length of the race to no less than 1,000 m where conditions are so adverse that no other alternative is possible.*

5.0 Time-Trial System

- 5.1 *If the Time-Trial System is used for the Heats then in each separate Heat the highest seeded crew shall start first and the second highest seeded crew shall start second. The remaining crews shall start in the order of their lanes, as given from the official draw.*
- 5.2 *If the Time-Trial System is used for Repêchages, Semi-finals or Finals then in each separate race the crews shall start in order according to their placings in the previous round. Where two crews have the same placing, (e.g. both were Heat winners), then there shall be a draw to determine their starting order.*
- 5.3 *In a Time-Trial, Rule 70 (Damage while in the Start Zone) does not apply.*

6.0 Dead-Heats

If there is a dead-heat between two or more crews then the following procedure shall operate:

- 6.1 *In a Heat, a Repêchage or a Semi-final if a dead-heat occurs between crews and if only one of the crews progresses into the next round then there must be a re-row between the crews involved. The re-row must take place on the same day as the dead-heat and not less than two hours after the race in which the dead-heat occurred. If all crews involved in the dead-heat progress anyway into the next round, there will be no re-row and their relative positions in the next round shall be decided by lot.*
- 6.2 *In a Final if a dead-heat occurs between crews then they shall be given equal placing in the final order and the next placing(s) shall be left vacant. If the tied placing is for a medal position then the Organising Committee must provide additional medals.*

7.0 Withdrawals and Disqualifications after the Draw

If a crew is unable to race or is disqualified after the Draw then the following procedures shall operate:-

- 7.1 *If the withdrawal or disqualification takes place before the start of the first heat of the event the President of the Jury may take the appropriate steps to modify the Draw or to make a new Draw.*

- 7.2 *If a crew withdraws after the start of the first heat of the event or if a crew stops rowing during a race and does not finish the race then the result of the race will show the crew as DNS (Did Not Start) or DNF (Did Not Finish). The number of crews stipulated in the draw will go forward to the next round. The crew that withdraws or stops during a race will not race again in the event and will be placed last in the overall ranking of that event.*
- 7.3 *In any Final, if a crew withdraws before the start of the race or if a crew stops rowing during the race and does not finish the race then the result of the race will show the crew as DNS (Did Not Start) or DNF (Did Not Finish). The crew that withdraws or stops during the race will be placed last in that Final.*
- 7.4 *If a crew is excluded or disqualified after the start of the first heat of the event then the result of the race will show the crew as DSQ. The number of crews stipulated in the draw will go forward to the next round. The crew that has been excluded or disqualified will not race again in the event and will be placed last in the overall ranking of the event or events.*

8.0 FISA qualification system to determine finalists

8.1. Case 1: 7 to 8 entries

Two heats, one repêchage and no semi-finals.

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

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

8.2. Case 2: 9 to 12 entries

Two heats, two repêchages and no semi-finals.

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

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

There are two options for the repêchages.

Heats H	Repêchage Options		Final B	Final A
	R I	R II	FB	FA
H1 1 2 3 4 5 6	R1 2.H1 3.H2 4.H1 5.H2 6.H1	R1 2.H1 3.H2 4.H2 5.H1 6.H1	FB 3.R1 4.R1 5.R1 3.R2 4.R2 5.R2	FA 1.H1 1.H2 1.R1 2.R1 1.R2 2.R2
H2 1 2 3 4 5 6	R2 2.H2 3.H1 4.H2 5.H1 6.H2	R2 2.H2 3.H1 4.H1 5.H2 6.H2		

8.3. Case 3: 13 to 15 entries

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

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

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

The first three crews of each semi-final go forward to final A; the remainder go forward to final B.

There are two options for the semi-finals.

Heats H	Repêchage R	Semi-final Options		Finals F				
		S I	S II					
H1 1 2 3 4 5	R1 4.H1 5.H1 4.H2 5.H2 4.H3 5.H3	S1 1.H1 1.H3 2.H2 3.H1 3.H3 2.R	S1 1.H1 1.H2 2.H3 3.H2 3.H1 3.R	FA 1.S1 2.S1 3.S1 1.S2 2.S2 3.S2				
H2 1 2 3 4 5					S2 1.H2 2.H1 2.H3 3.H2 1.R 3.R	S2 1.H3 2.H1 2.H2 3.H3 1.R 2.R	FB 4.S1 5.S1 6.S1 4.S2 5.S2 6.S2	
H3 1 2 3 4 5								FC 4.R 5.R 6.R

8.4. Case 4: 16 to 18 entries

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

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

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

The first three crews of each semi-final A/B go forward to final A, the remainder go forward to final B.

There are two options for both the repêchages and the semi-finals.

Heats	Repêchages Options		Semi-Finals Options		Finals
H	R I	R II	S I	S II	F
H1 1 2 3 4 5 6	R1 2.H1 3.H2 4.H3	R1 2.H2 3.H1 4.H3	S1 1.H1 1.H3 1.R2 2.R1 2.R3 3.R2	S1 1.H1 1.H2 1.R3 2.R1 2.R2 3.R3	FA 1.S1 2.S1 3.S1 1.S2 2.S2 3.S2
H2 1 2 3 4 5 6	R2 2.H2 3.H3 4.H1	R2 2.H1 3.H3 4.H2			FB 4.S1 5.S1 6.S1 4.S2 5.S2 6.S2
H3 1 2 3 4 5 6	R3 2.H3 3.H1 4.H2	R3 2.H3 3.H2 4.H1	S2 1.H2 1.R1 1.R3 2.R2 3.R1 3.R3	S2 1.H3 1.R1 1.R2 2.R3 3.R1 3.R2	FC 4.R1 5.R1 4.R2 5.R2 4.R3 5.R3

8.5 Case 5: 19 to 24 entries

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

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

The first two crews of each repêchage go forward to semi-finals A/B; the remainder go forward to semi-finals C/D.

The first three crews of each semi-final A/B go forward to final A; the remainder go forward to final B.

The first three crews of each semi-final C/D go forward to final C; the remainder go forward to final D.

For 19 entries the last crew in each semi-final C/D goes forward to final D and the remainder go forward to final C.

There are two options for both the repêchages and the semi-finals.

Heats	Repêchages Options		Semi-Finals Options		Finals
H	R I	R II	S I	S II	F
H1 1 2 3 4 5 6	R1 2.H1 3.H2 4.H3 5.H4 6.H1	R1 2.H4 3.H3 4.H2 5.H1 6.H4	S1 1.H1 1.H3 1.R2 1.R4 2.R1 2.R3	S1 1.H1 1.H2 1.R3 1.R4 2.R1 2.R2	FA 1.S1 2.S1 3.S1 1.S2 2.S2 3.S2
H2 1 2 3 4 5 6	R2 2.H2 3.H3 4.H4 5.H1 6.H2	R2 2.H3 3.H2 4.H1 5.H4 6.H3	S2 1.H2 1.H4 1.R1 1.R3 2.R2 2.R4	S2 1.H3 1.H4 1.R1 1.R2 2.R3 2.R4	FB 4.S1 5.S1 6.S1 4.S2 5.S2 6.S2
H3 1 2 3 4 5 6	R3 2.H3 3.H4 4.H1 5.H2 6.H3	R3 2.H2 3.H1 4.H4 5.H3 6.H2	S3 3.R1 3.R3 4.R2 4.R4 5.R1 5.R3	S3 3.R1 3.R2 4.R3 4.R4 5.R1 5.R2	FC 1.S3 2.S3 3.S3 1.S4 2.S4 3.S4
H4 1 2 3 4 5 6	R4 2.H4 3.H1 4.H2 5.H3 6.H4	R4 2.H1 3.H4 4.H3 5.H2 6.H1	S4 3.R2 3.R4 4.R1 4.R3 5.R2 5.R4	S4 3.R3 3.R4 4.R1 4.R2 5.R3 5.R4	FD 4.S3 5.S3 6.S3 4.S4 5.S4 6.S4

Note the special case for 19 entries.

8.6. Case 6: 25 to 36 entries

Six heats, six repêchages, three semi-finals A/B/C and semi-finals D/E or D/E/F.

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

The first two crews in each repêchage go forward to semi-finals A/B/C; the remainder go forward to semi-finals D/E or D/E/F.

The first two crews in each semi-final A/B/C go forward to final A, the third and fourth place crews in each semi-final A/B/C go forward to final B, the fifth and sixth place crews in semi-finals A/B/C go forward to final C.

For 25 entries, two semi-finals D/E shall be held. The last place crews go forward to Final E. The remainder go forward to final D.

For 26 to 30 entries, two semi-finals D/E shall be held. The first three crews in each semi-final D/E go forward to final D. The rest go forward to final E.

For 31 or 32 entries, three semi-finals D/E/F shall be held. The first two crews in each semi-final D/E/F go forward to final D, the last crew in each goes forward to final F and the remainder go forward to final E.

For 33 or more entries, three semi-finals D/E/F shall be held. The first two crews in each semi-final D/E/F go forward to final D, the third and fourth crews in each semi-final D/E/F go forward to final E and the remainder go forward to final F.

There are two options for both the repêchages and the semi-finals.

Case 6: 25 to 36 entries (continued)

Heats		Repêchages Options		Semi-Finals Options		Finals	
H	R I	R II	S I	S II	F		
H1	R1	R1	S1	S1	FA	1.S1	
						2.S1	
						1.S2	
						2.S2	
						1.S3	
						2.S3	
H2	R2	R2	S2	S2	FB	3.S1	
						4.S1	
						3.S2	
						4.S2	
						3.S3	
						4.S3	
H3	R3	R3	S3	S3	FC	5.S1	
						6.S1	
						5.S2	
						6.S2	
						5.S3	
						6.S3	
H4	R4	R4	for Semi-finals and Finals in cases of 25 to 36 entries, see the following tables.				2.H3
							3.H2
							4.H1
							5.H6
							6.H5
H5	R5	R5	for Semi-finals and Finals in cases of 25 to 36 entries, see the following tables.				2.H2
							3.H1
							4.H6
							5.H5
							6.H4
H6	R6	R6	for Semi-finals and Finals in cases of 25 to 36 entries, see the following tables.				2.H1
							3.H6
							4.H5
							5.H4
							6.H3

Semi-finals D/E and Finals D and E for 25 to 30 entries.

Semi-Finals Options		Finals
S I	S II	F
S4	S4	FA
3.R1	3.R1	1.S4
3.R3	3.R3	2.S4
3.R5	3.R4	3.S4
4.R2	4.R2	1.S5
4.R4	4.R5	2.S5
4.R6	4.R6	3.S5
S5	S5	FB
3.R2	3.R2	4.S4
3.R4	3.R5	5.S4
3.R6	3.R6	6.S4
4.R1	4.R1	4.S5
4.R3	4.R3	5.S5
4.R5	4.R4	6.S5

Note the special cases for 25 entries (see above).

Semi-finals D/E/F and Finals D, E and F for 31 to 36 entries.

Semi-Finals Options		Finals
S I	S II	F
S4	S4	F4
3.R1	3.R1	1.S4
3.R3	3.R4	2.S4
4.R5	4.R2	1.S5
4.R2	4.R5	2.S5
5.R4	5.R3	1.S6
5.R6	5.R6	2.S6
S5	S5	F5
3.R5	3.R3	3.S4
3.R2	3.R6	4.S4
4.R4	4.R1	3.S5
4.R6	4.R4	4.S5
5.R1	5.R2	3.S6
5.R3	5.R5	4.S6
S6	S6	F6
3.R4	3.R2	5.S4
3.R6	3.R5	6.S4
4.R1	4.R3	5.S5
4.R3	4.R6	6.S5
5.R5	5.R1	5.S6
5.R2	5.R4	6.S6

Note the special cases for 31 or 32 entries (see above).

8.7 Case 7: 37 to 54 entries

Nine heats, nine repêchages, three semi-finals A/B/C, three semi-finals D/E/F and semi-finals G/H or G/H/I.

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

The winner of each repêchage goes forward to semi-finals A/B/C; the second and third in each repêchage go forward to semi-finals D/E/F; the remainder go forward to final G (if there are 38 to 42 entries) or to semi-finals G/H (if there are 43 to 48 entries) or to semi-finals G/H/I (if there are 49 to 54 entries).

The first two crews in semi-finals A/B/C go forward to final A, the third and fourth crews in semi-finals A/B/C go forward to final B, and the remainder to final C.

The first two crews in each semi-final D/E/F go forward to final D, the third and fourth crews in each semi-final D/E/F go forward to final E, and the remainder go forward to final F.

For 43 entries, the last crew in each semi-final G/H goes forward to final H, the remainder go forward to final G.

For 44 to 48 entries, the first three crews in each semi-final G/H go forward to final G, the remainder go forward to final H.

For 49 or 50 entries, the first two crews in semi-finals G/H/I go forward to the final G, the last crew in semi-finals G/H/I goes forward to final I, and the remainder to final H.

For 51 to 54 entries, the first two crews in semi-finals G/H/I go forward to final G, the third and fourth crews in semi-finals G/H/I go forward to final H, and the remainder go forward to final I.

There are two options for both the repêchages and the semi-finals.

Case 7: 37 to 54 entries (continued)

Heats		Repêchages Options		Semi-Finals Options		Finals	
H		R I	R II	S I	S II		F
H1	1	2.H1	2.H9	1.H1	1.H2	FA	1.S1
	2	3.H2	3.H8	1.H2	1.H3		2.S1
	3	4.H3	4.H7	1.H3	1.H4		1.S2
	4	5.H4	5.H6	S1 1.R7	S1 1.R7		2.S2
	5	6.H5	6.H5	1.R5	1.R6		1.S3
	6			1.R4	1.R5		2.S3
H2	1	2.H2	2.H8	1.H4	1.H5	FB	3.S1
	2	3.H3	3.H7	1.H5	1.H6		4.S1
	3	4.H4	4.H6	1.H6	1.H7		3.S2
	4	5.H5	5.H5	S2 1.R9	S2 1.R1		4.S2
	5	6.H6	6.H4	1.R8	1.R9		3.S3
	6			1.R2	1.R8		4.S3
H3	1	2.H3	2.H7	1.H7	1.H8	FC	5.S1
	2	3.H4	3.H6	1.H8	1.H9		6.S1
	3	4.H5	4.H5	1.H9	1.H1		5.S2
	4	5.H6	5.H4	S3 1.R3	S3 1.R4		6.S2
	5	6.H7	6.H3	1.R5	1.R3		5.S3
	6			1.R1	1.R2		6.S3
H4	1	2.H4	2.H6	2.R1	2.R2	FD	1.S4
	2	3.H5	3.H5	2.R2	2.R3		2.S4
	3	4.H6	4.H4	2.R3	2.R4		1.S5
	4	5.H7	5.H3	S4 3.R7	S4 3.R7		2.S5
	5	6.H8	6.H2	3.R5	3.R6		1.S6
	6			3.R4	3.R5		2.S6
H5	1	2.H5	2.H5	2.R4	2.R5	FE	3.S4
	2	3.H6	3.H4	2.R5	2.R6		4.S4
	3	4.H7	4.H3	2.R6	2.R7		3.S5
	4	5.H8	5.H2	S5 3.R9	S5 3.R1		4.S5
	5	6.H9	6.H1	3.R8	3.R9		3.S6
	6			3.R2	3.R8		4.D6
H6	1	2.H6	2.H4	2.R7	2.R8	FF	5.S4
	2	3.H7	3.H3	2.R8	2.R9		6.S4
	3	4.H8	4.H2	2.R9	2.R1		5.S5
	4	5.H9	5.H1	S6 3.R3	S6 3.R4		6.S5
	5	6.H1	6.H9	3.R6	3.R3		5.S6
	6			3.R1	3.R2		6.S6

H7	1 2 3 4 5 6	R7	2.H7 3.H8 4.H9 5.H1 6.H2	R7	2.H3 3.H2 4.H1 5.H9 6.H8	for Semi-finals and Finals in cases of 43 to 54 entries, see the notes below.
H8	1 2 3 4 5 6	R8	2.H8 3.H9 4.H1 5.H2 6.H3	R8	2.H2 3.H1 4.H9 5.H8 6.H7	
H9	1 2 3 4 5 6	R9	2.H9 3.H1 4.H2 5.H3 6.H4	R9	2.H1 3.H9 4.H8 5.H7 6.H6	

If semi-finals G/H/I and finals G/H or G/H/I are raced, crews will be drawn in the semi-finals G/H (43 - 48 entries) or G/H/I (49 - 54 entries) so that:

- the fourth place crews from the repêchages are distributed as evenly as possible across the semi-finals and
- the crews are distributed as evenly as possible across the semi-finals.

| 8.8. Case 8: 55 entries and over

A Time-Trial, nine repêchages, three semi-finals A/B/C, three semi-finals D/E/F and three semi-finals G/H/I.

There shall be a Time-Trial for all the crews as the first round. The highest seeded crew starts first, the second highest seeded crew starts second and so on. Unseeded crews start after the seeded crews, in a random draw order.

The Time-Trial takes place over 2000m or over a lesser distance as close as practicable to 2000m. The crews start in the same lane.

The first 63 crews go forward to the next round, the remaining crews are eliminated. The first nine crews in the Time-Trial go forward to semi-finals A/B/C; the remaining crews go forward to the repêchages with places allocated using the Time-Trial results

After the first round the system to be used is the same as Case 7, with nine repêchages and three semi-finals.

The winner of each repêchage goes forward to semi-finals A/B/C; the second and third crews in each repêchage go forward to semi-finals D/E/F; the last crew in each repêchage is eliminated and the remaining crews go forward to semi-finals G/H/I.

The first two crews in each semi-final A/B/C go forward to final A, the third and fourth crews in each semi-final A/B/C go forward to final B, and the remainder go forward to final C.

The first two crews in each semi-final D/E/F go forward to final D, the third and fourth crews in each semi-final D/E/F go forward to final E, and the remainder go forward to final F.

The first two crews in each semi-final G/H/I go forward to final G, the third and fourth crews in semi-finals G/H/I go forward to final H, and the remainder go forward to final I.

There are two options for the semi-finals.

Time Trial TT	Repêchages R	Semi-final Options		Finals F
		S I	S II	
	R1 10.TT 27.TT 28.TT 45.TT 46.TT 63.TT	S1 1.TT 6.TT 7.TT 1.R7 1.R5 1.R4	S1 3.TT 4.TT 9.TT 1.R7 1.R6 1.R5	FA 1.S1 2.S1 1.S2 2.S2 1.S3 2.S3
	R2 13.TT 24.TT 31.TT 42.TT 49.TT 60.TT	S2 3.TT 4.TT 9.TT 1.R9 1.R8 1.R2	S2 2.TT 5.TT 8.TT 1.R1 1.R9 1.R8	FB 3.S1 4.S1 3.S2 4.S2 3.S3 4.S3
	R3 14.TT 23.TT 32.TT 41.TT 50.TT 59.TT	S3 2.TT 5.TT 8.TT 1.R3 1.R6 1.R1	S3 1.TT 6.TT 7.TT 1.R4 1.R3 1.R2	FC 5.S1 6.S1 5.S2 6.S2 5.S3 6.S3
	R4 17.TT 20.TT 35.TT 38.TT 53.TT 56.TT	S4 2.R1 2.R2 2.R3 3.R7 3.R5 3.R4	S4 2.R2 2.R3 2.R4 3.R7 3.R6 3.R5	FD 1.S4 2.S4 1.S5 2.S5 1.S6 2.S6
	R5 18.TT 19.TT 36.TT 37.TT 54.TT 55.TT	S5 2.R4 2.R5 2.R6 3.R9 3.R8 3.R2	S5 2.R5 2.R6 2.R7 3.R1 3.R9 3.R8	FE 3.S4 4.S4 3.S5 4.S5 3.S6 4.S6
	R6 16.TT 21.TT 34.TT 39.TT 52.TT 57.TT	S6 2.R7 2.R8 2.R9 3.R3 3.R6 3.R1	S6 2.R8 2.R9 2.R1 3.R4 3.R3 3.R2	FF 5.S4 6.S4 5.S5 6.S5 5.S6 6.S6

	R7	15.TT 22.TT 33.TT 40.TT 51.TT 58.TT	S7	4.R7 4.R8 4.R9 5.R6 5.R1 5.R3	S7	4.R4 4.R5 4.R9 5.R1 5.R2 5.R3	FG	1.S7 2.S7 1.S8 2.S8 1.S9 2.S9
	R8	12.TT 25.TT 30.TT 43.TT 48.TT 61.TT	S8	4.R1 4.R2 4.R3 5.R5 5.R9 5.R4	S8	4.R2 4.R7 4.R8 1.R4 1.R5 1.R6	FH	3.S7 4.S7 3.S8 4.S8 3.S9 4.S9
	R9	11.TT 26.TT 29.TT 44.TT 47.TT 62.TT	S9	4.R4 4.R5 4.R6 5.R2 5.R8 5.R7	S9	4.R1 4.R3 4.R6 5.R7 5.R8 5.R9	FI	5.S7 6.S7 5.S8 6.S8 5.S9 6.S9

SECTION 6 - The Jury

Rule 56 - Composition of the Jury

a) International Regattas - The jury shall be appointed by the organising committee (see Rule 32) and consist of persons carrying out the following duties:

1. President of the jury
2. Starter
3. Judge at the Start
4. Umpire
5. Judge at the Finish, one shall be the senior judge
6. Senior member of the Control Commission and members of the Control Commission.

The president of the jury, the starters, the judges at the start, the umpires, the senior judge at the finish and the senior member of the Control Commission shall be holders of an international umpire's licence.

b) FISA Championship Regattas - The FISA Umpiring Commission shall appoint the jury for FISA World Rowing Championships and shall supervise its activities.

Rule 57 - Role of the jury

The jury shall ensure that the regatta is run in accordance with these Rules of Racing and, in particular, that all crews race under the same conditions.

Rule 58 - Collaboration with the Organising Committee

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

Rule 59 - The Board of the Jury

The Board of the Jury shall consist of the President of the Jury and two other members of the Jury, designated by the President of the Jury on a daily basis prior to the start of racing. The names of the Board of the Jury shall be displayed on the notice boards in the boathouse area each day. This Board shall decide on any protests made according to Rule 78.

At International Regattas the President of the Jury shall also nominate three substitutes. In the case of a protest, no-one directly involved in the dispute (e.g. the umpire or the starter) shall constitute part of the Board which decides that protest. In such a case, the President of the Jury shall call upon one or more of the substitutes.

Rule 60 - President of the Jury

a) International Regattas - The president of the jury shall allot duties to each member of the jury and shall supervise their activities. He shall take the chair at meetings and ensure proper co-ordination with the Organising Committee.

b) FISA Championship Regattas - In general, the Chairman of the Umpiring Commission shall be the president of the jury.

Rule 61 - Exceptional Cases

a) International Regattas - Should it be necessary to take decisions in exceptional cases (e.g. postponement of a heat or suspension of the regatta), the President of the Jury shall appoint a body to take such decisions and shall preside over it.

b) FISA Championship Regattas - Should it be necessary to take decisions in exceptional cases (e.g. postponement of a race or suspension of the regatta), the Executive Committee or another committee specifically appointed by the Executive Committee for that purpose shall take such decisions.

Rule 62 - Safety of Rowers

The safety of rowers and coxswains must be the prime concern of the jury at all times during the regatta.

The president of the jury shall ensure proper co-ordination between the jury and the Organising Committee, in particular with the safety officer and with the medical officer.

Rule 63 - Penalties

The jury shall impose appropriate penalties in any case of breach of the rules.

Rule 64 - The Regatta Report

The jury shall carry out its duties until the end of the regatta. The Chairman of the Organising Committee and the President of the Jury shall write the regatta report on the standard form of FISA (Appendix 3) which shall include comments on the running of the races and on any incidents and disputes arising. This report shall be received at FISA not later than 2 days after the regatta, if possible by telefax. The Executive Committee may require this report to be forwarded to it. Each Organising Committee shall also send to FISA not later than 2 days after the regatta, by post, the complete results of the regatta.

Rule 65 - Method of Obtaining a Licence

Any umpire who has held a national licence for at least three years may become an international umpire, provided that:

1. he has normal sight and hearing, and
2. he passes the examination held by FISA.

The International Umpires' Licence is valid for a period of four years. When the holder participates in an Umpires seminar organised by FISA, the licence is automatically extended for the next four years.

These seminars are normally organised at FISA Championships, some international regattas or at the request of a national federation. In the latter case, the federation must pay the travel and accommodation expenses of the FISA experts who attend.

Rule 66 - Expiry of an International Licence

The holder of an expired licence who wishes to act as an umpire shall take a fresh examination.

A licence shall expire finally on December 31 following the 65th birthday of the holder.

Rule 67 - Expiry of a National Licence

The expiry of a national licence automatically results in the cessation of validity of an international licence.

SECTION 7 - The Start

Rule 68 - At the Start

The first 100 metres of the Regatta Course constitutes the start zone. A crew shall not enter the start zone until all crews from the preceding race have left the start zone, and the starter has attributed a lane to the crew.

Crews must be at their starting positions and attached two minutes before the time laid down for the start.

The starter may start the race without reference to absentees.

The starter may warn a crew arriving late at its starting position and such warning shall have the same effect as one given for a false start. He may also exclude the crew from the event.

Bye-Law to Rule 68 - At the Start

1. Starting Procedure (with flags)

Crews must attach themselves to their start pontoons at least two minutes before the starting time of their race.

When the starter announces "Two minutes" this shall signify to the crews that they are formally under starter's orders.

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

Before giving the start commands the starter shall ensure that the umpire and the judge at the start are ready.

When the boats are aligned and the crews are ready to race the starter shall make a roll-call by announcing - in lane order - the names of each of the crews in the race.

Once the roll-call begins the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll-call.

Once the roll-call begins the starter shall take no further notice of any crew which then indicates that it is not ready or that it is not straight.

After the last crew has been named in the roll-call the starter shall check that the judge at the start still has the white flag raised and shall then say:

"Attention"

The starter shall then raise the red flag.

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

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

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

2. Starting Procedure (with traffic lights)

Crews must attach themselves to their start pontoon at least 2 minutes before the starting time of their race.

At this stage the traffic lights on the start pontoon are in a neutral state.

When the starter announces "Two Minutes" this shall signify to the crews that they are formally under starter's orders.

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

Before giving the start command the starter shall ensure that the umpire and the judge at the start are ready.

When the boats are aligned and the crews are ready to race the starter shall make a roll-call by announcing - in lane order - the names of each of the crews in the race.

Once the roll-call begins the crews must make sure that their boats are straight. Each crew is responsible for being both straight and ready to race at the end of the roll-call.

Once the roll-call begins the starter shall take no further notice of any crew which then indicates that it is not ready or that it is not straight.

After the last crew has been named in the roll-call the starter shall check that the judge at the start still has the white flag raised and shall then say: "Attention"

The starter shall then press a button (or switch) to change the traffic lights from the neutral position to red.

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

- (a) change the red light to green,*
- (b) make an audible signal through the loudspeakers,*
- (c) start the timing system for the race,*
- (d) freeze the picture on the monitor in the Aligner's hut,*
- (e) release the Alignment Control Mechanism (if provided).*

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

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

3. Quick Start

In exceptional circumstances the starter may decide not to use the normal start with the roll-call. If so the starter must inform the crews that the "Quick Start" shall be used. Once the normal start has been used the starter shall not change to the quick start for the same race.

For the quick start, instead of the roll-call, the starter shall say:

"Quick Start - Attention"

The starter shall then either:

- a) raise the red flag, or*
- b) press the button for the red light*

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

- a) by dropping the red flag quickly to one side and simultaneously saying: "Go", or*
- b) by pressing the button to turn the red light to green and simultaneously to make an audible signal.*

4. False Start

When the race has begun, the starter looks towards the judge at the start to satisfy himself that it was a good start. Should this not be so, he rings his bell and then waves his red flag, indicating that the race has been stopped. If the traffic lights start system includes both visual and audible signals to indicate a false start then these shall be used (instead of the bell and the red flag) by flashing the red light and sounding the audible signal repeatedly.

In the case of a false start, he shall ask the judge at the start for the name of the crew at fault and shall give that crew a warning when it has returned to its starting position. He shall instruct the official on the starting platforms to place a false start marker (for example, a red "traffic" cone) adjacent to the starting position of the crew at fault. This warning shall hold good until the race has been rowed and shall therefore apply in the case of a postponement or a re-row.

A warning given for being late at the start or as a disciplinary measure under Rule 79 shall have the same effect as a warning given for a false start.

A boat crossing the start line after the starter has raised his red flag, or the red light is shown, and before the start is given has caused a false start. If more than one boat crosses the start line before the start is given, only the crew or crews which the judge at the start decides actually caused the false start shall be awarded a false start.

Rule 69 - Starter and Judge at the Start

The starter and the judge at the start shall ensure that the correct starting procedure is followed.

The starter shall inform the crews of their starting positions.

He shall start the race when the crews are ready and when the judge at the start indicates that the crews are correctly aligned.

The judge at the start alone shall decide if the boats are correctly aligned and if one or more crews have caused a false start.

Should the judge at the start deem the start to be faulty, the starter shall stop the race and warn the crew or crews which, in the opinion of the judge at the start, caused the false start. He shall exclude from the event any crew receiving two warnings.

Bye-Laws to Rule 69

Duties of the Starter and the Judge at the Start

1. Starter

1.1 General Duties

Before taking up his duties, the starter must satisfy himself that all equipment and installations required by the Rules covering the start and the course are present and in working order.

The starter shall check that the prescribed steering marks are present and that the radio and/or telephone communication with the judge at the start, the President of the jury, the judges at the finish and the Control Commission is in working order.

The starter shall also make certain that any crews on the water are obeying the prescribed traffic rules.

1.2 Languages

In principle, the starter and the umpire give their information in English. If, for any reason, the use of another language enables a member of the jury to be better understood by a crew, a competitor or an accompanying official, he may repeat his information in that language.

1.3 Wind

He shall consider whether the wind is likely to create unequal conditions and take whatever steps may be necessary to ensure a fair race.

1.4 Information to Crews

He shall inform the crews of the time remaining before the start and tell them (as soon as they enter the starting zone for the first time) in which lane they will race. He shall check that the competitors' equipment and uniforms are in order.

1.5 Starting Procedures

The Starting Procedures to be employed by the starter (including Quick Starts and False Starts) are described in the Bye-Law to Rule 68 in the Rules of Racing.

1.6 Exclusion

The starter shall exclude from the race a crew causing two false starts or which has received two warnings in the same heat.

1.7 Late Arrival

*The starter may warn crews arriving late (less than 2 minutes before the start time) at their starting positions.
He may exclude a crew arriving after the start time.*

1.8 Postponement

*Should it be necessary to postpone a race or should some other unexpected event occur, he shall consult the umpire and the President of the Jury; he shall then inform the crews of the new starting time both verbally and in writing (legible to all competitors) on a board affixed to the start tower. The starter shall inform the Control Commission and the Judge at the Finish of the new starting time and the President of the Jury of anything unusual. In all cases, crews must inquire from a member of the jury regarding any changes before getting out of the boat.
In principle, the starter shall decide, in consultation with the President of the Jury, if unequal conditions on the different lanes justify postponement of the race. If consultation is not possible, the starter shall make the decision alone.*

2. Judge at the Start

2.1 Communications

Before taking up his duties, the judge at the start shall ensure that the radio and telephone link with the starter and between the aligner and

the officials on the starting platforms is in working order. The judge at the start sits at the front of the aligner's hut, in line with the start line.

2.2 Aligning

The Organising Committee shall appoint the aligner and the officials on the starting platforms. The aligner instructs these officials to adjust the position of the boats until they are correctly aligned. The aligner sits behind the judge at the start, in line with the start line, seated on a higher (30cm) chair or platform, looking over the head of the judge at the start.

The judge at the start checks that the aligner has positioned all the boats with their bows exactly on the start line. When he is satisfied that this is the case he indicates this to the starter by raising his white flag. Should correct alignment be lost during the subsequent starting procedure he shall lower his flag.

2.3 False Start

Should a crew start too soon, the judge at the start shall inform the starter and the umpire by waving a red flag. After the race has been stopped, he shall tell the starter which crew started too soon (not the lane number). The decision as to whether one or more crews started too soon is the sole responsibility of the judge at the start.

2.4 Contact with the Umpire

Before the start, the judge at the start shall make contact with the umpire to assure himself that the latter is ready.

Rule 70 - Damage while in the Start Zone

If a crew, while still in the start zone, indicates that it has suffered damage to its boat or equipment, the starter shall stop the race. The umpire shall then decide on the steps to be taken, after consulting (if necessary) the president of the jury.

SECTION 8 - During the Race

Rule 71 - Responsibility of the Rowers

Rowers are responsible for their own steering. Each crew shall have a lane reserved for its own use. A crew may, at its own risk, leave its lane provided that it does not impede any of its opponents or gain any advantage thereby.

The umpire alone shall decide if a crew is in its own lane.

No crew not taking part in a race shall follow it over all or part of the course, even outside the buoyed area.

Rule 72 - The Umpire

The umpire shall ensure the proper conduct of the race and the safety of the rowers. In particular, he shall endeavour to ensure that no crew gains any advantage or suffers any disadvantage from its opponents or from outside interference.

Where the umpire is satisfied that a crew has been significantly impeded, the umpire shall endeavour to ensure that its chance of winning is fully restored to it.

He shall impose appropriate penalties on crews at fault but, in principle, only after a previous warning.

The umpire shall not give any steering indications to crews. Nevertheless, he shall endeavour to ensure that accidents are avoided and to prevent crews from being impeded by their opponents.

If necessary, the umpire may stop the race, impose any necessary penalties and order the race to be re-rowed from the start, either immediately or later. In the latter case, he shall decide on the new starting time in consultation with the president of the jury and he shall inform the crews concerned.

The umpire may also exclude crews after the race has finished or may confine the re-row to such crews as he shall designate.

However, when the umpire has serious doubt whether the impediment affected the result of the race, or considers the effect of the impediment was not significant, he may decline to order a re-row of the race or of the crews involved in the incident.

Bye-Laws to Rule 72 - Duties of the Umpire

1. Precedence

Except for the duties specifically attributed to them, both the starter and the judge at the start are subordinate to the umpire.

2. Duties on the Way to the Start

On the way to the start, the umpire shall inspect the course installations to ensure that they are in proper order and shall satisfy himself that there are no obstacles on the course. He also makes certain that any crews on the water are following the prescribed traffic rules. Should he find any defect in the installations, he shall inform (e.g. by radio from the start if necessary) the President of the Jury and he shall also inform any crews concerned.

3. Duties during the Starting Procedure

During the starting procedure, the umpire's launch should either be immediately beside the judge at the start or behind the crews, in the centre of the course. Should the start for any reason be faulty, the umpire may order the starter to stop the race or may stop it himself by ringing a bell and waving his red flag.

4. Duties in the Start Zone

As soon as the race has started, the umpire's launch shall follow immediately the competitors in the centre of the course. If a crew, while still in the start zone, indicates that it has suffered damage to its boat or equipment, and if the starter has stopped the race, the umpire shall decide, after having examined the damage, whether the claim was justified and shall if necessary apply any appropriate penalties (normally, after a warning). He may himself stop the race, if there is delay on the part of the starter.

5. Position of the Umpire's Launch

During the race, the umpire must ensure that his launch is so placed as best to enable him to take action as effectively as possible. The position of the umpire's launch depends on the progress of the race and the possible positions of the crews in the subsequent heats; it may also depend on weather conditions. On a course on which the Albano system is not used, the umpire should bear in mind that his launch may assist the

crews in their steering. The umpire must satisfy himself that crews whom he may wish to address can hear him. Should it be necessary to overtake one or more crews, he must see to it that they are not hampered more than is necessary by the wash of his launch.

6. Duties during the Race

If a crew is about to interfere with another by its wash or by leaving its lane, the umpire shall raise his white flag, call to the crew at fault indicating the required change of direction by lowering his flag to one side. In principle, the umpire may not steer a crew unless there is an obstruction in its lane.

7. Penalties

Crews interfering with their opponents may be excluded by the umpire but, in principle, only after a warning has been given. Any action taken is entirely at the umpire's discretion. If a crew is placed at a disadvantage, the first priority is to restore its chances of winning. The imposition of any appropriate penalties takes second place. Should a crew's chance of winning be lost, the umpire must take the most appropriate of the courses of action provided by the Rules. He may, for example, stop the race, impose the appropriate penalty and order the race to be re-rowed. Depending on circumstances, he may allow the race to continue and announce his decision after the race is over. He may not simply penalise the crew at fault while the crew that has suffered interference does not have its chances restored to it.

In no case may the umpire alter a placing.

8. Type of Race

The umpire's decision may be influenced by the type of race (heat, repêchage, semi-final or final). He must therefore take this factor as well as the position in the subsequent heats into account before each race.

9. Safety

The umpire shall take every care to ensure the safety of the competitors and he must do his utmost to prevent damage to boats and equipment. When necessary, he may call a crew's attention by raising his white flag and stop it by giving the command "Stop". Should one or more competitors fall into the water or should any boat capsize or

sink, the umpire must satisfy himself that the rescue service is in action and, if not, himself take any necessary measures.

10. Bad Weather

In the case of squalls or sudden deterioration of the weather, it is the responsibility of the umpire to decide if the heat may be started, is to continue or if it is to be stopped. The safety of the competitors is more important than any of the provisions of the Rules of Racing.

11. Clothing

When officiating, the umpire shall stand upright in his launch and wear the prescribed clothing (blue blazer, light blue shirt, FISA tie and grey trousers). In wet weather, he may wear a blue raincoat. In very warm weather, he may officiate in his shirtsleeves, with or without a tie. Decisions on dress shall be taken by the President of the Jury, taking weather conditions into account.

12. Overall Ability, Coaching

The umpire must keep himself informed on rowing questions in general. It is also desirable that he should get to know the personal peculiarities of individual crews and coaches.

As coaching with electric, electronic or other technical devices is not allowed during racing, the umpire must make a regular check on the area adjacent to the course.

13. The race was in order

A race is over only when the last crew has crossed the finish line. Even if he is satisfied that the race has been properly run, the umpire must check to be sure that no crew is making an objection under Rule 77 before indicating to the judges at the finish, by raising his white flag, that the race was in order.

Before leaving the finish area, he shall make sure that the judges at the finish have acknowledged his signal

14. The race was not in order

If the umpire considers that the race has not been properly run he shall raise his red flag. If appropriate he shall speak to one or more of the affected crews. He shall then go to the judges at the finish in order to inform them of his decision and to give any necessary explanations.

The judges at the finish, in such cases, must not announce the official result of the race until the umpire has given his decision.

15. Objection

If a crew considers that the race was not properly run a member of the crew must raise his arm to indicate that they are making an objection. In this case the umpire shall not raise any flag but he shall consult with the objecting crew and consider their objection. The umpire may then decide upon one of a number of alternative actions e.g.:-

- a) He may over-rule the crew's objection and raise a white flag to signify that he has decided that the race was in order.*
- b) He may accept the crew's objection and raise a red flag to signify that he has decided that the race was not in order. In this case he must go to the judges at the finish in order to give them his decision and any necessary explanations. The judges at the finish, in such cases, must not announce the official result of the race until the umpire has given his decision.*
- c) He may decide to seek further information regarding the objection. In this case he will raise a red flag and then take any necessary further steps to resolve the issues relating to the objection e.g. consult with other officials, consult with other persons, consult with the President of the Jury etc. The judges at the finish, in such cases, must not announce the official result of the race until the umpire has given his decision.*

If there is likely to be a long delay in resolving the objection the judges at the finish may announce an "unofficial" result of the race but with the clear statement "Subject to an Objection".

Rule 73 - Coaching

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

SECTION 9 - The Finish

Rule 74 - Finish of the Race

A crew has finished the race when the bow of its boat has crossed the finish line. The race shall be valid even if the crew is incomplete. Nevertheless, a crew crossing the finish line without its coxswain shall not be placed.

Rule 75 - Judge at the Finish

The judges at the finish shall determine the order in which the bows of the boat cross the finish line. They shall ascertain that the race has been correctly run. They shall be responsible for validating the results.

Bye-Laws to Rule 75 - Duties of the Judge at the Finish

1. Duties

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

- a) To determine the order in which the bows of the boats cross the finish line.*
- b) To satisfy themselves that the umpire has indicated, by raising his white flag, that the race was properly run and to indicate to the umpire acknowledgement of his signal by raising a white flag.*
- c) To list the crews in their proper order.*
- d) To check that results shown on the scoreboard are correct.*

The senior judge at the finish shall sign the official record of the results.

2. Position

In order to enable the officials in the finish tower to carry out their duties correctly, they must be seated one behind the other and one above the other along the projection of the finish line.

As a general rule, there shall be at least two judges, one of them the senior judge, at the finish.

3. Timing

Intermediate times and finish times shall be recorded to 1/100th of a second.

The necessary equipment shall be operated by specialists who do not form part of the team of Judges at the finish.

a) *International Regattas* - If the order of finish can be clearly determined by the naked eye, times taken by hand-operated timing equipment may be used.

In the case of a photo-finish the times shown on the result sheets and on the scoreboard must be taken from the photo-finish picture for all the crews in the race.

b) *FISA Championship Regattas and World Cups* – All times shown on the result sheets and on the scoreboard must be taken from the photo-finish camera for all the crews in the race.

4. Photo-finish

In the case of a close finish the judge at the finish shall determine the order of finish by viewing the picture produced by the photo-finish camera.

If the judge at the finish is not able to determine the order of finish between two or more crews then the result will be declared as a dead-heat between the crews involved.

The necessary equipment shall be operated by specialists who do not form part of the team of Judges at the finish.

Video systems using less than 100 frames per second as well as ordinary polaroid cameras are not suitable for determining the order of finish. Organisers must provide themselves with equipment specially designed for the purpose.

5. Scoreboard

The Judges at the Finish must check that the results shown on the scoreboard are the correct results.

SECTION 10 - Control Commission

Rule 76 - Control Commission

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

It shall also ensure that rowers required to undergo doping tests report for examination immediately after getting out of the boat.

Bye-Laws to Rule 76 - Duties of the Control Commission

The organising committee shall appoint the members of the Control Commission taking into account the regatta programme and the number of competitors.

FISA or the appropriate national federation shall supervise the activities of the Commission which shall carry out its duties in the boathouse area and at the boat stages.

In particular, the Control Commission is responsible for checking the following points:

- 1. Crew changes before the race.*
- 2. The provisions of substitutes for competitors who have fallen ill between heats of a race.*
- 3. Weighing of coxswains.*
- 4. Dead weight to be carried by coxswains (before and after the race).*
- 5. Weighing of competitors in lightweight events.*
- 6. Classification of competitors where necessary.*
- 7. The nationality of competitors, the ages of junior, senior B and masters competitors and, where applicable, the average ages of masters crews.*
- 8. Boats and equipment:*
 - a) provision of a white ball on the bow of each boat (or equivalent construction)*
 - b) lane numbers*
 - c) possible use of unauthorised radios for coaching and water soluble chemicals intended to increase the speed of the boat, and structures prohibited by the Bye-Laws to Rule 27*
 - d) where applicable, minimum weights of boats*
 - e) conformity of the boat with the rules regarding advertising*
 - f) painting of oar-blades where required.*
- 9. Uniform clothing of competitors and its conformity with the rules regarding advertising.*

10. *Where doping tests are carried out, the Control Commission is responsible for seeing that the competitors required to undergo tests are taken to the officials responsible for this immediately after getting out of the boat.*
11. *At FISA World Championships, that the photographing of competitors has taken place, either before the Heats or immediately after the Heats, and the checking of the competitors' identity with those photographs before each subsequent race.*

SECTION 11 – Objections, Protests, Outcome of Protests, Appeals

Rule 77 – Objections

A crew claiming that its race has been improperly run or judged may make an objection to the umpire immediately after the finish of the race and before getting out of the boat, except when prevented by unavoidable circumstances.

A crew excluded at the start may make an objection to the umpire at the time.

The umpire of the race decides immediately on the objection and communicates his decision orally to the crews in the race and to the other race officials.

Bye-Law to Rule 77 – Objections

If a crew wishes to make an objection a member of the crew must immediately raise his arm clearly into the air and keep it raised until the Umpire acknowledges that the crew is making an objection.

Rule 78 - Protests

A crew whose objection has been rejected or crews affected by the acceptance of the objection may lodge a protest in writing to the Board of the Jury not later than one hour after the umpire has communicated his decision regarding the objection. It shall be accompanied by a deposit of CHF 100 or equivalent, which amount shall be refunded if the protest or appeal is allowed.

The Board of the Jury shall decide if the protest was justified. It will make its decision before the next round of races in the event concerned, and, in any case, no later than two hours after the last race of the day.

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

Rule 79 - The Outcome of the Protest

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

1. reprimand;
2. warning (applying to the next round in which the crew is concerned);
3. exclusion (from all the rounds of the event in question);
4. disqualification (from all events in the regatta);
5. re-row (for a specified number of crews);
6. any other appropriate measure in order to assure the fairness of the competition.

Rule 80 - Appeals

a) International Regattas - An appeal against a decision of the Board of the Jury (or of an Organising Committee under Rule 33) by a person affected can only be made to the Executive Committee within three days after such decision has been communicated by the Board of the Jury to the person affected.

b) FISA Championship Regattas – An appeal against a decision of the Board of the Jury by a person affected can only be made to the Executive Committee on the same day. A final decision will be taken before the next round of the event concerned.

Decisions taken by the Executive Committee on matter of appeal are final within FISA.

Appeals outside of FISA can only be made to the Court of Arbitration for Sport in Lausanne, according to Art. 53 of the FISA Statutes.

PART VII - Anti-Doping Rules