



Canadian Rowing Beach Sprints Rules of Racing

RCA Rules of Racing, including the Coastal Rowing Rules (Appendix 6) shall apply to the Canadian Rowing Beach Sprints except as provided herein.

1. Rowing, Boats, Regattas

A Rowing Beach Sprints regatta is a regatta in which all rowers use Coastal Rowing boats as defined in the Coastal Rowing Rules and where the competition course includes a transition between beach and water.

2. Age Categories

The following age categories for rowers are recognized:

- Senior

3. Boat Classes

The following boat classes will be recognized:

- Solo (C1x)
- Double Sculls (C2x)
- Coxed Quadruple Sculls (C4x+)

4. Characteristics of the Race Course

The race course shall provide, as far as possible, fair and equal racing conditions for all crews. This shall require sufficient width of the start area to allow all the crews in each race to start without interference from other crews. The race area should be located on an evenly-shelving sandy beach free of rocks or other obstructions which might damage boats in the beach start and beach finish.

The length of course shall be as provided in Part 6, herein.

The course shall comprise (1) a land section – (2) a water section – (3) a land section.

The first section of the course shall be a straight line from a point on the beach (the start/finish line) to the water edge, a distance of approximately 50 metres.

The second section of the course will comprise, for each lane, a series of three lane buoys in each racing lane, the first buoy positioned approximately 85 metres from the water edge, the second buoy a further 85 metres out and the third buoy a further 80 metres out, all in a straight line. There shall be two lanes for this event.

The third section of the course shall be approximately 50 metres distance on land from the water edge back to the start/finish line.

Course Markers

A plan of the course(s) showing the location of all course markers will be included in the Regatta Package. The plan shall also be displayed at the Control Commission.

For safety and visibility purposes, the buoys used to mark the turning points shall be inflatable or other soft-surface type which will not cause damage to boats and equipment and shall each be approximately 150cm high. The first two buoys from the beach in each lane shall be approximately 50 to 100 cm in diameter and the farthest turning buoy shall be between 75cm and 125cm in diameter.

The organizing committee will take all necessary precautions in setting out the course markers and the course to avoid any risks of boats grounding in shallow waters.

The organizing committee will ensure, to the best of their ability, that the distances between buoys in each lane are equal and in particular that the distance of the farthest buoy from the beach in each lane is equal.

For safety purposes the layout of the course will not allow boats to be travelling in opposite directions in the same water.

Start and Finish Lines

The start line will be visually marked on the beach in a clear, fixed manner which will keep its position under all race situations. The width of the start line shall be a minimum of 2 metres. The distance from the start line to each boat shall be equal for all rowers.

The width of the Finish Line will be a minimum of 2 metres. There will be two racing lanes and the Finish Line will be a narrow "funnel" design to bring the runners of each crew together at the finish. The designated finishing point of each boat at the water's edge will be marked by a flag in line with the lane buoys and runners shall be required to pass on the outside of this flag in their run to the Finish Line after leaving the boat, to ensure equal distance to the finish line.

The method of marking the Finish Line and therefore the finish of the race will be a clearly defined line on the beach which the runner from each crew must cross.

The orientation of the start and finish line shall in principle be perpendicular to the rowing course.

Finish times shall be recorded to 1/10th of a second.

5. Race Format

"Slalom out / straight back"

When all crews are in their boats they will race from the beach in a slalom fashion around each of the three buoys in turn in their respective racing lanes, turning around the last buoy. After rounding the last buoy they will then race directly in a straight line back to the designated point on the beach. (Note: Crews not taking a straight line course back to the beach or arriving at the beach at other than the designated point will not be penalized as long as they do not interfere with another crew, and finish outside the finish beach flag so as not to have a shorter distance to the land finish line, and they otherwise comply with the requirements of these regulations.)

Crews must ensure that they go around each of the three buoys in turn in the correct direction on the outward sector.

6. Racing Distance

Beach Sprints – In principle the course will include a run on the beach of between approximately 10 and 50 metres to start and to finish the race with an on-water distance of 250 metres from the beach to the farthest turning buoy. The race will then comprise a 10 – 50 metre run from the start line to the water, a 250 metre (buoys at approximately 85m + 85m + 80m) row out, a similar 250 metre row back and a 10 – 50 metre beach run to the finish.

7. Progression System

The progression system for Beach Sprints rowing will be time trials in order to bring the number of crews remaining in the medal competition in each event down to eight (8).

The "Final Eight" Crews

After the preliminary rounds are completed and the final eight remaining crews in an event are determined, then racing shall in all cases be conducted on two lanes with 4 quarter-finals, 2 semi-finals and then finals.

The progression system will be described in the Regatta Package.

The organizing committee may place a limit on the number of crews from which entries will be accepted.

8. The Draw and Determining the Lanes

The Organizing Committee will be responsible for conducting the draw. If the first round is in the form of time trials, the results of the time trials will be adopted to determine the "Final Eight" lane allocations, based on the faster times seeded in the quarter final races.

9. Adverse Weather Conditions

The Chief Umpire, in consultation with the Regatta Chair and the organizing committee, will take all decisions on any delay, postponement or cancellation of races, or of changes to the course, resulting from adverse weather conditions or other matters relating to the safety of rowers and equipment and officials on the water or the fairness of the course.

10. The Start

During the start procedure, the boats will be lined up in the water in the allotted start position and will be held by crew members (except solo (C1x) and up to two boat handlers per boat.

Boat Handlers

There shall be up to two boat handlers per boat. The boat handlers will, in principle, be provided by the teams or the organizing committee and are recognized as official support crew members. The role of the boat handler is to support the departure and arrival of the crew from and to the beach. In rougher conditions and at the discretion of the Chief Umpire, the number of boat handlers may be increased.

Boat handlers will not board the boat at any time but may assist the crew in any other way, including rudder fixing, etc. When the boat returns to the beach the boat handlers may "catch" the boat to slow its progress when it reaches the beach and a crew member disembarks to run to the finish line. The boat handlers shall at all times remain in shallow water not above their shoulder height. The boat handlers shall comply with any instructions of the race officials and shall at all times be subject to the rules of racing.

Where a crew does not supply its own boat handlers, the organizing committee may provide them.

The boats will be held reasonably in line and shall be positioned so that the centers of boats are in a line with the buoys in their lane. All rowers (except the runner of each crew) must be standing in the water next to their boat and will not start boarding their boat until the start signal is given.

The Judge at the Start, with the advice of the Aligner, shall determine whether the boats are reasonably in line and shall take such action as necessary to ensure this.

One nominated crew member from each crew will be a runner. (The runner at the start may be different from the runner at the finish but in both cases must be a member of the crew.) The runners will stand behind the start line which shall be clearly marked on the beach.

The remaining crew members (except for solo (C1x)) will be standing in the water holding their boats. No crew members will start to board their boats before the start signal has been given. When the start signal is given the runners will run to their boats to join the other crew members. The other crew members may start to board their boats as soon as the start signal is given. The boat handlers will support the crews in holding the best pointing for the boat for the crew members to board and depart.

The Start Procedure

The Starter shall inform the crews when there are five minutes and three minutes remaining before the start time. There shall be a Judge at the Start who shall be positioned in such location as to be able to properly carry out her/his responsibilities. Where s/he considers it necessary, the Chief Umpire may instruct another Umpire to assist the Judge at the Start in his duties. The Judge at the Start shall be responsible to decide if any crew has caused a false start.

The starting procedure for beach sprints shall be as follows:

-3:00	All crew members will be in the start zone and under the control of the starter. The Starter may penalize a crew which is late to the start and may start the race without reference to absentees.
-2:45-1:45	Crews are introduced to the spectators; once the introductions are complete the crews return to their start positions.
-1:00	When there is one minute to the start, the Starter will say "One minute!" at this time all crew and boats shall be 'ready' on the water, the runner positioned behind the start line. The start music will begin.
-0:30	When there are 30 seconds to the start, the Starter will alert the crews by saying "Get ready!" after which alert the Starter may start the race at any time, having taken into account the wave conditions and any other factors.
-0.10 or when the red flag is raised	The start music stops. To give the start signal, the Starter will say "Attention!" and shall then raise a red flag to the vertical position above his head. After a clear pause, the Starter shall then give the signal to start by dropping in one fast downward motion the red flag, simultaneously sounding a horn in one long blast.

The official start signal will be the moment the red flag starts to move downwards.

False Start

A crew commits a false start if the crew's nominated runner crosses the start line before the start signal is given or if any crew member starts to board their boat before the start signal is given.

The Judge at the Start will be the sole judge of a false start.

Consequences of a False Start

Where a false start is committed, whether by a runner or other crew member, the Judge at the Start shall immediately raise a red flag and the Starter shall stop the race by waving a red flag and sounding repeated blasts on a horn until all crews have stopped. The Judge at the Start shall inform the Starter which crew has caused a false start and the Starter shall award the crew a Yellow Card.

A crew causing two false starts or receiving two Yellow Cards applying to the same race shall be awarded a Red Card and excluded from the event by the Starter.

11. Responsibility of the Rowers

When turning around the buoys, crews are permitted to touch the turning buoys with their boat or oars, but the keel of the boat must pass around the designated side of the buoy.

In order to finish the race a crew must correctly round all designated turning markers and must complete the full course as designated by the organizing committee.

A crew not correctly rounding any buoy on the course shall be awarded a time penalty as follows:

- Not correctly rounding the first or second buoy from the beach – 30 seconds each instance;
- Not correctly rounding the third buoy from the beach – 60 seconds

For coxed boats, the coxswain is required to be in the boat for the whole time the crew is rowing; otherwise the crew shall not be ranked in the race and shall be shown on the results as DNF.

Upon their boat reaching the beach, one crew member shall disembark and run in the designated route to the finish point of the race.

Crews shall at all times be aware of the weather and water conditions and the safety of themselves and others. Crews rowing in a dangerous manner or in a way which is considered out of control may be excluded or otherwise penalized by the umpire.

12. Interference

A crew causes interference to its opponents if its oars, sculls or boat encroach into the opponent's water and cause a disadvantage to its opponents by contact or by causing the other crew to change course to avoid such contact. The Umpire alone will decide if a crew is interfering with another crew and causing them a disadvantage. If a crew has caused interference to another crew and has, in the Umpire's opinion, affected the result of that crew, then the Umpire may exclude the crew or alternatively may award a time penalty of a minimum of 5 seconds or such other additional time as s/he deems appropriate against the crew causing the interference or take other appropriate measures under the rules.

It is each crew's responsibility to remain in their proper course and their water and to not cause interference to other crews.

13. Finish of the Race

The method of marking the Finish Line and the finish of the race shall be a clear straight line on the beach. There shall be a flag designated for each racing lane planted in the sand at the Finish Line. The flags are colour coded to match the buoys in their race lane.

The finish point for all crews will be an approximately equal distance from the water where the boats would reach the shore in their designated course. There shall be a flag placed at the water's edge for each lane in line with the lane buoys and an equal distance from the finish line. Each runner shall pass on the outside of the flag when running from their boat to the finish line. A runner not passing on the correct side of the flag shall receive a penalty of 5 seconds.

The finish of the race for each crew shall be the moment their crew member (the runner) reaches the Finish Line and removes from the sand the flag color coded to their racing lane .

14. Dead Heats

If there is a dead-heat in any round other than a final, the crews which have dead-heated will be required to race again over the same course. If they dead-heat a second time the winner shall be determined by a coin toss.

If a dead-heat occurs in a final the crews concerned will be given equal ranking and the next ranking shall be left vacant.

15. Composition of the Jury

The Jury will be made up of a minimum of 7 RCA Licensed Umpires, as follows:

- Chief Umpire
- Starter / Race Umpire
- Judge at the Start / Judge at the Finish
- Lane Umpires (1 per lane)
- Turning Mark Umpire (1)
- Members of Control Commission, one per lane

Several members of the Jury may have dual roles. The organizing committee may also appoint an Assistant Starter and assistants to other umpires.

16. Penalties

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

- Reprimand;
- Time penalty;
- Yellow Card (applying to the next round in which the crew competes) – a crew receiving Two (2) Yellow Cards applying to the same race shall be awarded a Red Card and excluded from the event;
- Red Card (exclusion from all the rounds of the event in question);
- Disqualification (from all events in the regatta).

17. The Starter and the Judge at the Start

The Starter and the Judge at the Start shall ensure that the correct starting procedure is followed. The Starter shall be in an elevated position (on a podium or stand) from where they have a clear view of the start/finish line and the racing course, and can be clearly seen by all crews.

The Judge at the Start will determine if any crew causes a false start.

18. The Umpires

The Chief Umpire, in consultation with the Regatta Chair, shall decide the number of Umpires to supervise each race. Where there is more than one Umpire, the Umpires shall have equal status in their areas of responsibility.

The Starter will act also as the Race Umpire; will be positioned on land, elevated as necessary, so as to have a clear view of all crews during the race. The Race Umpire will have precedence over the Lane Umpires and the Turning Mark Umpire. S/he shall in general not communicate with crews during the race but will make decisions based observations and on the advice of the Lane Umpires and the Turning Mark Umpire. The Lane Umpires will be positioned on the beach in an elevated position to give them a clear view of their lane, each in line with their lane.

The Race Umpire will ensure the proper conduct of the race and the safety of the rowers. In particular, s/he shall observe whether any crew gains any advantage or suffers any disadvantage from its opponents or from external factors and shall impose appropriate penalties on crews at fault. The Race Umpire shall not give any steering indications to crews.

If necessary, the Race Umpire may stop the race, impose any necessary penalties and order the race to be re-started from the start immediately. If for any reason, such as equipment damage, the re-start must be delayed, s/he will decide on a new starting time in consultation with the Chief Umpire and s/he shall inform the crews concerned.

Where a crew suffers interference or other impediment and the Race Umpire considers the impediment did not affect the result of the race, or considers the effect of the impediment was not significant, s/he may decline to take any action or s/he may take such action as s/he sees fit in the circumstances.

The Lane Umpires will ensure the boats are held in line with their lane while waiting for the start signal and shall notify the Judge at the Start if they consider the boats are not correctly in line when the start signal is given (a faulty start) or if any crew member starts to board the boat before the start signal is given (a false start). They shall give such notification by raising a red flag.

The Turning Mark Umpire will be stationed in a boat at the farthest point of the course and shall observe the race and shall determine whether all crews go around all buoys correctly as required. S/He will indicate to the Race Umpire by raising a flag after the crew in their lane has rounded the farthest buoy from the beach; and after the crew in their lane has reached the beach on the return sector.

The flag will be raised as follows:

- A white flag if the crew has rounded all buoys correctly;
- A red flag if the crew has not rounded the buoys correctly.

The Turning Mark Umpire will also show a red flag if s/he considers there has been any other infringement of the Rules, including interference. He shall as soon as possible after the finish of the race inform the Race Umpire of the detailed reasons for showing the red flag.

When all crews have finished the race the Race Umpire shall indicate if the race was in order by raising a white flag. If the race was not in order the Race Umpire shall raise a red flag.

The Judge at the Finish shall not release any results of the race until the Race Umpire makes a determination on the infringement indicated by the red flag.

19. Judges at the Finish

The Judge at the Finish will determine the order in which the runners of each crew finish the race. S/He will ascertain that the race was in order. S/He will be responsible for validating the results.