



THE
ROWING
FEDERATION
OF
INDIA

R F I Rules Of Racing
& Related Bye - Laws

ROWING FEDERATION OF INDIA

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ROWING FEDERATION OF INDIA

R F I Rules Of Racing

& Related Bye- Laws

Part I - Scope

Rule 1 - Rowing, Boats, Regattas, Rowers

Rowing is the propulsion of a displacement boat, with or without coxswain, by the muscular force of one or more rowers, using oar as a simple lever of the second order and sitting with their back to the direction of movement of the boat. Rowing on a machine or in a tank which simulates the action of rowing in a boat is also consider as Rowing.

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

A rowing regatta is a sporting competition of one or more events; divided, if necessary, into a number of races, in one or more classes of boats for rowers, divided as a general rule, into different categories of sex, age, or weight.

Rule 2 - Application

These Rules and relevant Bye-Laws shall apply to

- 1) National Rowing Championships
- 2) Rowing events in National Games within the limits of the authority of RFI.
- 3) Regattas held as Regional Championships within India
- 4) State Championships
- 5) Where appropriate, Machine Rowing Championships

Any affiliate of RFI , Club or Individual who participates in any capacity in Rowing Competition, Governed by these Rules, is deemed to accept without exception or reservation, the application of these Rules, the related By- Laws, particularly those relating to the authority and jurisdiction of RFI and of the Arbitration Rules as decided by RFI and the Indian Olympic Association .

Rule 3 - Exception

At State Championships the state Association, acting in agreement with RFI, may in exceptional cases, depart from these provisions and apply its own state rules.

In any such case, the Executive Council shall be notified immediately about the regatta and the reasons for such change shall be given.

Rule 4 - National Rowing Championships

The following shall be deemed to be National Rowing Championships.

- a) National Senior Rowing Championships (Men, Women, Light Weight Men & Women)
- b) National Junior Rowing Championships (Men & Women)
- c) National Sub-Junior Rowing Championships (Men & Women)
- d) National Sprint Rowing Championships (Men & Women in all classes.)
- e) Rowing in National Games shall have same status as National Rowing Championships within the limits of the authority of RFI, the same Rules Regulations & Bye-Laws shall apply. However, eligibility criteria will be as per the National Games Rules of Indian Olympic Association.
- f) National Sculling Championships
- g) National Indoor Rowing Championships
- h) National Masters Rowing Championships

Rule 5 - Right to participate

National Rowing Championships are open to the following:

- a) All Affiliates of RFI
- b) Any Organization or Institution to which the Federation has granted affiliation as an Associate Member.
- c) Association, Organization or Institution registered in India as invitees of Rowing Federation of India.
- d) Only 'Nationals of India' – i.e. 'Citizens of India' will be eligible to participate in these Championships.
'National of India' shall mean and include a person as defined in Chapter II of the Constitution of India, who is a full fledged Citizen of India, holding an Indian Passport
Explanation of "National of India"
Holder of a Foreign Passport, Dual Citizenship will not be considered as a 'National of India'. A 'Person of India Origin' [PIO] or 'Overseas Citizen of India' [OCI] not eligible to participate in Races conducted by / under the aegis of the RFI

Rule 6 - State Championships - Control by RFI

In principle, State Championships shall be according to the RFI Rules of Racing and Bye-Laws, but RFI may approve departure from these Rules of Rowing and Bye-Laws.

RFI may nominate one technical delegate to supervise and verify application of RFI Rules of Racing and Bye-Laws or any violation of them approved by RFI.

Rule 7 - National Championships Calendar

Venues and approximate dates of National Championships as per Rule 4 for following two years shall be decided in every AGM of RFI.

Exact dates of any Championships shall be finalized at least six months in advance.

Part II - Rowers & Coxswains

Section 1 - General

Rule 8 - Categories

The following Categories of Rowers are recognized by RFI

1. Sub – Juniors (Men & women).
2. Juniors (Men & Women).
3. Senior (Men & Women).
4. Masters (Men & Women & Mixed)
5. Lightweights (Men & Women)
6. Challengers (Men Women)
7. Adaptive Rowers (Men & Women) (for handicapped rowers)
8. Indoor Rowing (Men & Women & Gym Class)

Rule 9 - Registration

All Rowers participating in National Rowing Championships will be registered with RFI / State Rowing Associations affiliated with the RFI. The Jury should ensure that only properly registered Rowers participate.

Rule 10 - Coxswains

Coxswains shall be deemed to be members of the Crew. A Women's Crew may not, therefore, be steered by a man nor may a men's crew be steered by a women, except in races for Masters. There shall be no Age Limit for Coxswains in events for Senior Crew.

Nevertheless, the coxswains of a Junior crew shall also be a Junior.

The minimum weight for coxswain (wearing racing shirt and shorts or equivalent) is 50 kg for Men & Junior Men's Crew; 45 Kg for Women, Juniors & Mix crews and 40 Kg For Sub-Juniors

To make up this weight, a coxswain may carry a maximum of 10 Kg deadweight which shall be placed in the boat as close as possible to his person. No article of racing equipment shall be considered as part of this dead weight. These provisions shall also apply to Coxswain in light weight races.

For Sub-Juniors a Sculler who is not doubling may be allowed to Cox a Boat.

Rule 11 - Weighing of Coxswains

Coxswain shall be weighed wearing racing Shirts & Shorts or equivalent on tested scales, not less than 1 hour or not more than 2 hours, before their first race in each event in which they are competing on each day of competition

The control commission may require the deposit of an official Identity card with photographs, on the occasion on the First Weighing or subsequently.

Section 2 - Sub - Juniors (Men & Women)

Rule 12 - Definition

The Rower or Coxswain aged not more than 15 shall be classified as a Sub- Junior.

A Rower or Coxswain ceases to be Sub – Junior on 31st December of the year in which he reaches the age 15.

Section 3 - Juniors (Men & Women)

Rule 13 - Definition

A Rower or Coxswain aged not more than 18 shall be classified as Junior.

A Rower or Coxswains ceases to be Junior on 31st December of the year in which he reaches the age 18.

Rule 14 - Medical Examination

Affiliates shall be responsible for supervising the health of their Juniors & Sub – Juniors and for carrying out medical Examination. In addition every Junior & Sub-Junior must be able to swim & be insured against Accidents.

Section 4 - Lightweights (Men & Women)

Rule 15 - Lightweights

Light Weight shall be classified as follows:

The average weight of a Men's crew (excluding coxswain) shall not exceed 70Kg. No individual Oarsman shall weight more than 72.5 kg. Single Sculler (Male) shall not weight more than 72.5 Kg. For Women the average weight of crew (excluding coxswain) shall not exceed 57 kg. No individual Oarswomen shall weight more than 59 kg. A Single Sculler (Female) shall not weight more than 59 kg.

Light Weight Rower shall be weighed wearing at least their Racing Shirts & Shorts or equivalent on tested weighing scales, not less than 1 hour & not more than 2 hours before their 1st race of each event in which they are competing, each day of the competition. They shall present themselves at weighing centre already wearing their Racing Shirts, Shorts or equivalent

If the 1st race is subsequently postponed or cancelled, the light weight rower is not required to be weighed later on the same day for that event. The control commission may require the deposit of an official identity card with photograph, on the occasion of the 1st weighing or subsequently.

The provisions of Rule 10 & 11 shall apply to coxswain

Section 5 - Masters

Rule 16 - Definition

A rower may compete as a Master from beginning of the year during which he reaches age of 35.

Executive Council may create more categories among masters, according to age.

Section 6 - Challengers

Rule 17 - Definition

A Rower ceases to be a Challenger when he achieves any one of the following:

- a) A medal in any Senior National Rowing Championships (Open / Sprint / Challengers) in any Class i.e. whether in Sweep or Sculling events
- b) Gets selected to represent RFI or India in International Championships.
- c) However for a Junior, participation in any International Junior Championships is excluded from this definition

Part III - Classes of Boats

Rule 18 - Classes of Boats

The following classes of boats are recognized by Rowing Federation of India

- a) Single Scull (1X)
- b) Double Scull (2X)
- c) Pairs Oars without Coxswains (2-)
- d) Pair Oars with Coxswain (2+)
- e) Quadruple Scull (4X)
- f) Four Oars without Coxswains (4 -)
- g) Four Oars with Coxswain (4+)
- h) Eight Oars with Coxswain(8+)

Part IV - Boats and Construction

Rule 19 - Free Construction

The construction, design and dimensions of boats and Oars shall, in principle, be unrestricted subject to the limits laid down in Rule – 1, Paragraphs 1 and 2.

Nevertheless the RFI may, through the Racing Bye-Laws, Impose appropriate requirement

Bye-Law to Rule 19 - Boat and equipment

Rule 20 - Requirements for Racing Boats

1. The bows of all boats shall be fitted with a ball 4 cm in diameter in soft rubber or similar material unless the bow is so constructed as to afford equivalent protection and visibility.
2. All boats and oars shall comply with the requirement set out in the Bye-Laws to Article 36, below (name , symbol, etc)
3. No wireless transmission equipment shall be used, whether for sending or receiving
4. No substances or structures like riblets capable of modifying the natural properties of water or the surface of the water shall be applied to the hull.
5. All boats used at National Championships shall be of the following minimum and maximum weights (boats shall be weighed with the fittings essential to their use; in particular with riggers, stretchers and slides but without oars or sound amplification equipment and loud speakers and any other kind of electronic equipment, if used)

Boat Type	1X	2X	2-	2+	4X	4-	4+	8+
Min. Weight in Kgs.	14	27	27	32	52	50	51	96

6. To avoid accidents arising from capsizing, all boats must be equipped with stretchers with shoes which allow the competitors to get clear of the boat without using their hands and with least possible delay.
7. The edges of blades must have a minimum thickness throughout as follow
8. Oars-5 mm
9. Sculls-3 mm
10. The thickness shall be measured 3 mm from the outer edge of the blade for oars and 2 mm for sculls.
11. The opening of the coxswain's seat must be at least 70 cm long and it must be as wide as the boat for at least 50 cm. The inner surface of the enclosed part must be smooth and no structure of any sort may restrict the inner width of the coxswains section.

Part V - Courses

Rule 21 - Characteristics

The courses for National Championships shall provide fair & equal racing conditions for minimum of 2 crews in separate parallel lanes over a distance as mentioned below. However it is recommended to have 4 lanes with a distance of 2000 meters.

The courses must also be provided with technical installations and equipment's as defined in Bye-Laws.

Rule 22 - Length of Course

- a) National Champions Senior & Junior – It is preferred to have a 2000 and 1000 meter long course respectively. In any case length of the course shall be less than the preferred distance depending on individual courses.
- b) Sub - Junior & Sprint Championships – Length of the course shall be 500 meters.
- c) Additional distance categories may be created by Executive Council

The provision of this rule requires the use of movable starting installations in order that the bows of all boats of whatever class may be aligned on the same start line. In centres where this facility is not available then the boats can be aligned holding the boat at the start line.

The length of the course and all intermediate distances shall be measured by an independent qualified surveyor and an accurate, certified plan shall be held by the Organizing Committee. This plan shall be available for inspection by RFI at any time.

Rule 23 - Number of Lanes

For National Games it is preferable to have 6 lanes. However, 4 or less lanes are acceptable, under exceptional circumstances.

Bye-Law to Rule 21 to 23

a) Stretches of water

- a.1 Length of water –At least 50 meters of clear stretch of water should be available after finish line to bring boats to stop safely.
- a.2 Width of water – Minimum width of lane should be 12.5 meters. There should be a minimum of 5 meters of clear water on both sides of the course.
- a.3 Depth of water – Minimum depth of water should be 1.5 Meters.
- a.4 Local Conditions - The course must be sheltered from wind as far as possible. If not, there must be no natural or artificial obstacles (such as woods, buildings, structures) in the immediate neighbourhood of the course which might cause unequal conditions.
- a.5 Stream - On a standard course there should be no stream. Any stream existing should be so slight as not to give rises to unequal conditions on different lanes .The running of the race must not be influenced by natural or artificial waves. The banks must be so designed as to absorb and to reflect waves.

a.6 Plan - A plan showing the location of the course, the length and the number of lanes and the layout of the technical installations must be included in the advance programme.

b) **Technical Installations**

b.1 Start Zone

b.1.1 Start Pontoons

Start shall be with moveable platforms, wherever possible. In case this is not possible, the aligner or the starter, who may also act as an aligner, must satisfy himself that the alignment of crews is correct. His decision in this regard shall be final and without appeal.

b.1.2 Starters Equipment

Starter should give his instructions on a Megaphone or a Microphone connected to Loudspeaker

b.1.3 Communication

The starter shall be in direct communication with the Judge at start, Judge at Finish, Control Commission, and the President of Jury. This may be by means of Radio or Telephone.

b.1.4 Start Line

The start line shall be defined as the line running between thin vertical line on aligner's side and vertical line painted on fixed marker on far side. The line on fixed marker should be a black line on yellow background. The start line should be at right angles to lane lines.

b.1.5 Other Facilities

There shall be facilities for storing the spare oars and for effecting minor repairs in the neighbourhood of the start, (this may require a special pontoon). There should also be a mooring pontoon for the Umpire's Launch. Adequate toilet facilities should be provided either as a permanent fixture or by using temporary units.

b.1.6 Start Zone

The 100 meter start zone shall be marked by Albano System Buoys of a different colour and also by two white flags outside the limits of the course at the 100 meter mark.

b.2 Between Start and Finish

b.2.1 Distance from the Course to the Bank

There shall be at least 5 Meters without obstacles, on each side, between the outer limits of the course and the banks. This distance is an absolute minimum and for traffic movements beside the course the recommended width is at least 27 Meters.

b.2.2 Lanes

Demarcating line between lanes must be with buoys. These lanes must be straight and of the same width over the whole length. They must also be at right angles to start line. The width of a lane shall not be less than 12.5 Meters

b.2.3 Buoys

Buoys should be placed not more than 20 Meters apart. They shall be 15 Cms in dia, orange red in colour and pliable so as not to damage blades. They should be attached to lane lines with a rope not less than 1 meter in length. The first 100 Meters & last 250 Meters should be marked with buoys of different colour.

b.3 Finish Area

b.3.1 Finish Line

The finish line must be marked on the water by red flags placed on white buoys at least 5 Meters outside the course on each side. If necessary, the two red flags (or one of them) may be placed on the bank. It is essential that these flags be exactly on the finish line and that they do not impede the views of the Judges at the finish or the progress of crews going to the start. To help the judges at the finish, the finish line shall be marked by a vertical wire tautly stretched immediately in front of them. On the other bank there shall be a corresponding and clearly visible mark (a Black band on a board painted luminous-yellow). Alternatively two wires may be used. The line should be exactly parallel to start line.

b.3.2 Installations

Arrangement should be made for Judges to sit exactly on finish line. If more than one Judge is necessary then there should be steps to enable them to sit at different levels and remain on finish line. A photographic record of the finish shall be made wherever possible. A sound apparatus preferably operated by a battery should be available to indicate finish to rowers.

b.3.3 Area beyond the Finish

There should be at least 50 Meters of clear water beyond finish line to allow boats to stop completely.

b.3.4 Timing System

Times shall be measured to the nearest 1/100th second. In the case of Close Finishes , the order of finish must be determined by means of Special Optical Equipment such as Photo-Finish or Video-System at 100 frames per second (ref .paragraph 3 of the Bye-Laws to Rule 61 of the Rules of Racing)

b.3.5 Result Board

A results board should be located in a position where it is visible from the main spectator areas and, if possible, by the competitors at the end of the race.

Part VI - Organisation of Championships

Section 1 - General

Rule 24 - Authority of RFI

All National / RFI Recognized Championships are under authority of RFI. An Organizing Committee shall be responsible for the Organization of the Championships. The Executive Council will appoint one Technical Delegate to oversee the work of the Organizing Committee on meeting RFI requirements for the Championships while regularly informing the Executive Council on the progress for the Championships.

Rule 25 - Duties of the Organizing Committee

An Organizing Committee is responsible for proper organization of the regatta.

The Organizing Committee shall in particular ensure that

1. Championships takes place as per dates decided in relevant Annual General Meeting of Rowing Federation of India.
2. Draw up and distribute the advance programme including the date and time of the team managers meeting.
3. Make available a stretch of water (the course) and all necessary installations and equipment including matched set of boats and oars, both on land and on water, as per the present rules of racing
4. It shall appoint the Jury.
5. It shall appoint a Safety Officer
6. It shall appoint a Medical Officer
7. To take all steps to ensure the proper organisation of the Championship

Bye-Law to Rule 25 - Duties of Organizing Committee

1. Authority of RFI - All National / RFI Recognized Championships are under the control of RFI and of the host Association
2. Responsibility of the Organizing Committee - Organizing Committee is responsible for the preparation and running of the Championship.
3. Date and Programme - Organizing Committee should ensure that Championships takes place as per dates decided in relevant AGM. of RFI. In case some change in dates is inevitable the Committee should inform RFI Secretariat immediately. However, no changes in date will be permitted 3 months prior to the date of Championships as decided in Annual General Meeting of Rowing Federation of India.
4. Course, Installations, Advance Programme, Jury – The Organizing Committee is responsible for the course and all necessary installations and equipment, both on land and on the water. It is also responsible for the organisation of regatta. It shall draw up an advance programme which shall also describe the type of course installations and send it to all those concerned. It shall appoint the jury.

5. Safety Officer - The Organizing Committee shall appoint a person as the Regatta Safety Officer with specific responsibilities for ensuring that all the appropriate safety measures, including traffic rules, have been considered and then implemented for the safe running of the regatta. Nevertheless, the legal responsibility for safety matters rests with the Organizing Committee as a whole and nothing in the Rules of Racing or Racing Bye-Laws shall be taken as imposing legal liability on the safety officer personally.
6. Medical Officer: - The Organizing Committee shall appoint a person as the Regatta Medical Officer with specific responsibility for ensuring that appropriate medical support and facilities are readily accessible to the regatta. First Aid facilities and a rescue service on the water must always be available.
7. Compliance with Rules of Racing - The Organizing Committee is responsible for ensuring the proper running of the races and heats in accordance with the Rules of Racing. The Executive Council of RFI may nominate Technical Delegates to any event held under the RFI Rules of Racing to report on the conduct of the event.
8. Radio & Telephone Communications - It is essential that there should be direct telephone and/or radio communication between the President of Jury, the Finish, the Start and the Control Commission in order to enable the Members of the Jury to properly carry out their duties. It is also essential and that the Radio Communication is provided between the rescue service on the water and the medical staff on duty at the course to deal with any emergency.

Rule 26 - Disputes, Appeals, & Cases not covered

The Executive Council of RFI shall adjudicate on all cases not covered by the Rules of Rowing & Bye -Laws. The decision of the Executive Council shall be final.

Rule 27 - Prizes & Sponsorship Contracts

First three positions shall be Awarded GOLD, SILVER & BRONZE medals in order of Merit & Merit Certificates. Participation certificates to all other participants and Coaches shall be given. RFI Secretariat should keep a log of Certificates given. Certificates should be signed by the President & Secretary-General. Medals & Certificates should be given immediately at the end of Championships.

Bye-Law to Rule - 27

1. A crew must finish the course within maximum time allowable as per table given below. A crew taking longer time shall not be eligible for participation Certificate. Maximum Times Allowed for 2000 meters. For Shorter lengths these figures should be reduced prorata.

Timing is given in minutes

Boat	Men	Women
8+	8	10
4x/4-/4+	9	11
2x/2-/2+	10	12
1x	11	13

2. There is no restriction on amount of cash prizes at no to cost of RFI.

Rule 28 - Expenses

Payment of Travelling Expenses to Rowers, Coxswains, those accompanying them and Officials and for Road Transport may be made. Such payment shall in no case exceed actual disbursement made. In addition to Travelling Expenses the Organizing Committee may make itself responsible for the board & lodging of Rowers, Coxswain, those accompanying them and Official during the period of the Regatta. Should a crew be disqualified, the Organizing Committee shall decide if the crew shall remain entitled to payment of Expenses.

Rule 29 - Commercial Publicity Sponsorships & Advertising

The Council may prescribe Bye-Laws regarding Commercial Publicity, Sponsorships & Advertising at Championships. Sponsorships from Tobacco & Liquor Companies are not permitted.

Rule 30 - RFI Merchandising Rights

RFI Retains the Right to sell Merchandise Souvenirs and other Articles at all National Championships. The Organizing Committee shall provide sites for these activities at no cost to RFI.

Rule 31 - Eligibility

To represent an affiliate at a National Rowing Championships, the rower must be registered with the respective association at least 6 month prior to first day of the race. This must be verified from RFI records.

Rule 32 - Registration

RFI should arrange for registration of all rowers and issue Identity Cards showing details of affiliation.

Rule 33 - Restrictions

No affiliate may enter more than one crew in each event. The case of, two entries per affiliate will be allowed if the Executive Council decides to do so.

Rule 34 - Entries

1. Organizing Committee should send to all affiliates Entry Forms, one month before the closing date for entries. Entries shall be type written and must be received by the committee by post or telex or email no later than 14 days before the date of the first heat. These entries shall indicate the crew and the names of the rowers and coxswains in the crew. Names shall be shown starting with the bow rower and finishing with the stroke rower, followed by the coxswain. There shall be Entry Fees, if decided by the EC for some events in some Championships.

2. Entries will be accepted only if they are accompanied by a signed Commitment Form from each competitor, in which, he agrees to accept the authority and jurisdiction of RFI and Administration Rule of IOA and ICAS as the only possible external judicial authority for settlement of disputes. This form must be received by the Organizing Committee not more than one hour before the commencement of the draw for the Championships. The Entry Form given in Appendix shall be used.

Rule 35 - False Declaration

Any false declaration regarding the Name, Classification or Membership, Age and Other details of a Competitor shall entail the disqualification of every rower of the crew concerned from all races for which they are entered at the regatta in question.

Rule 36 - Objection to an entry

Any objection to an entry shall be lodged promptly with the Organising Committee and also the Executive Council of R F I

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

Rule 37 - Withdrawals

If an affiliate withdraws from an event for which it has been entered it shall give notice to the Organising Committee at the Team Managers Meeting held on the previous day of the event schedule.

A withdrawal once made is irrevocable.

Rule 38 - Crew Change before the First –Heat

An affiliate may substitute up to one half the number of Rowers (as well as the Coxswain, if applicable) in all crews entered by them within eligibility rules. This change must be notified a maximum upto two hours before First Race of the day.

Bye-Law to Rule 38 - Changes after the First Heat

1. Crews – No change may be made in a crew which has already raced in the 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 Organizing Committee. A rower who has been replaced may no longer compete in the same events even if he is restored to health. Not more than one half of the rowers in a crew (Plus the coxwain, if applicable) may be changed in accordance with this Rule.
2. Single Sculler –No substitution may be made of a single sculler once he has competed in his heat.

Section 2 - Organisation of Training and of Championships

Rule 39 - Safety

The safety of Rower and Coxswain must be the prime concern of the Organizing Committee and of the officials in charge of the regatta. Detailed measures to ensure the safety of competitors shall be included in the Bye –Laws. An Organizing Committee must in addition check the particular safety aspects of its regatta and imposes 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 Organizing Committee shall announce the official opening day of the course for training (a minimum of one day) before the start of the regatta and shall also announce the opening time and closing time of the course on each day of training and of racing

Rule 40 - Traffic Rules on the Course –

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

- a) Traffic Rules for Training
- b) Traffic Rule for Racing

Bye-Law to Rule 40 - Traffic Rule on the Course

A copy of the traffic rules must be sent to every affiliate with the list of entries. The Traffic Rules must also be published in the official programs and large signs must be clearly displayed in the boating area. These signs should be located besides 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 neutral lane between crews travelling in opposite directions the water. In principle there shall be no training during racing.

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.

Rule 41 - 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 Jury.

The President of 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 42 - System of Racing

Races should be held as per RFI system given in Bye-Laws:-

1. This system of racing is used to determine first three positions. The system is so designed that first two positions will not depend upon the draw. However, in case of

two lane racing if all three happen to fall in same half, then potential winner of bronze medal gets knocked out.

2. Codes - The system is based on series of rounds of racing (denoted by round A, B, H, R SF, FA, FB etc.) In each round there are number of races denoted by numbers. Thus e.g. C3 would mean third race in Round C. Ranking in each race is again denoted by a number. However, this number appears as a prefix. Thus position 2 in 2nd race of round B is denoted by 2B2. Final is indicated as 'FINAL'. In case of two lane racing there are two finals. FINAL - A to determine GOLD & SILVER and FINAL - B to determine BRONZE. In Three and Four lane racing there may be only one Final.
3. Races for first round i.e. Round A are determined by draw. Seeding may be given as per results of previous championship. This is indicated by letters G, S & B in table. Other positions are filled by draw. Sequence in which these positions will be filled is indicated by nos. 1, 2 etc. in the tables.
4. Determining Lanes - In case of two lanes, crews toss to determine Lane of Boat. Winner of toss has choice of lane or boat. Looser chooses the other. In case of more than two lanes, the boats are fixed to lanes. In this case draw is held for first two rounds to determine lane. In subsequent rounds crew with higher ranking gets central lanes. Again in case of equal ranking draw should be held.
5. Draws may be prepared manually or through a computer programme specially designed with the points listed out with appropriate safety checks for the purpose of fair racing and approved by the Rowing Federation of India.

Representative Charts for Draws are Given Below:

I - 2 Lane Draws

a. 2 Lane - 4 Entries

2 LANE - 4 ENTRIES						
ROUND	A		B		FINAL	
RACES	A1	G	B1	1A1	F A	1B1
		1		2A2		1B2
	A2	S	B2	2A1	F B	2B1
		B		1A2		2B2

b. 2 Lane - 8 Entries

ROUND	A		B		C		D				
RACES	A1	G	B1	1A1	C1	1B3	D1	1B1	F A	1D1	
		5		1A2		2B1		1C2		1D2	
	A2	3	B2	1A3	C2	1B4	D2	1B2	F B	2D1	
		4		1A4		2B2		1C1		2D2	
	A3	B	B3	2A1							
		1		2A2							
	A4	S	B4	2A3							
		2		2A4							

c. 2 Lane - 16 Entries

ROUND	A		B		C		D		E		F		FINALS									
RACES	A1	G	B1	1A1	C1	1B1	D1	1C1	E1	1D1	F1	1C1	F	1F1								
		13		1A2		1B2		1C5		2C1		1E2		A	1F2							
	A2	9	B2	1A3	C2	1B3	D2	1C4	E2	1D2	F2	1C2	F	2F1								
		10		1A4		1B4		1C6		2C2		1E1		B	2F2							
	A3	3	B3	1A5	C3	1B5	For more than 16 entries Time trials should be taken to select First 16															
		4		1A6		1B6																
	A4	1	B4	1A7	C4	1B7																
		2		1A8		1B8																
	A5	B	B5	2A1	C5	2B1																
		11		2A2		2B2																
	A6	5	B6	2A3	C6	2B3																
		6		2A4		2B4																
	A7	7	B7	2A5																		
		8		2A6																		
	A8	S	B8	2A7																		
		12		2A8																		

I.

II - 3 Lane Draws

a.3 Lane – 4 to 6 Entries

3 LANE - 4 ~ 6 ENTRIES								
ROUND	H	TEAM	R	TEAM	SF	TEAM	FINAL	TEAM
	H1	1	R1	3 H2	SF	2 R1	FA	1 SF
		2		1 H1				1 R1
		3		2 H2				1 R2
	H2	4	R2	3 H1		2 R2	FB	3 R1
		5		1 H2				2 SF
		6		2 H1				3 R2

b.3 Lane – 7 to 9 Entries

3 LANE - 7 ~ 9 ENTRIES								
			OPTION 1		OPTION 2			
ROUND	H	TEAM	R	TEAM	R	TEAM	FINAL	TEAM
	H1	1	R1	2 H2	R1	2 H3	FA	1 R1
		2		1 H1		1 H1		1 R2
		3		3 H3		3 H2		1 R3
	H2	4	R2	2 H3	R2	2 H1	FB	2 R1
		5		1 H2		1 H2		2 R2
		6		3 H1		3 H3		2 R3
	H3	7	R3	2 H1	R3	2 H2	FC	3 R1
		8		1 H3		1 H3		3 R2
		9		3 H2		3 H1		3 R3

c.3 Lane – 10 to 12 Entries

3 LANE – 10 ~ 12 ENTRIES																	
ROUND	H	TEAM	OPTION 1		OPTION 2		OPTION 1		OPTION 2		S F	TEAM	FINAL	TEAM			
	H 1	1	R 1	2 H3	R 1	2 H2	Q 1	2 R2	Q 1	2 R2	S F	2 Q1	FA	1 SF1			
		2		1 H1		1 H1								1 Q1			
		3		2 H4		2 H4								1 Q2			
	H 2	4	R 2	2 H1	R 2	2 H1		1 R1	1 R3	1 R4			2 R1	1 R1	2 Q2	FB	3 Q1
		5		1 H4		1 H2											2 SF
		6		2 H2		2 H3											1 R2
	H 3	7	R 3	3 H3	R 3	3 H1	2 R1	1 R2	1 R2	2 R1		1 R2	2 Q2	FC			
		8		1 H2		1 H3											
		9		3 H4		3 H4											
	H 4	10	R 4	3 H1	R 4	3 H3	1 R2	1 R4	1 R3	2 R1		1 R2	2 Q2	FD			
		11		1 H3		1 H4											
		12		3 H2		3 H2											

d.3 Lane - 13 to 15 Entries

3 LANE – 13 ~ 15 ENTRIES																
ROUND	H	TEAM	option 1		option 2		option 1		option 2		D	TEAM	FINAL	TEAM		
	H 1	1	R 1	1 H1	R 1	1 H1	Q 1	2 R2	Q 1	2 R2	S F	2 Q1	FA	1 Q1		
		2		1 H2		1 H4		1 R1		1 R1				1 Q2		
		3		2 H5		2 H5		1 R4		1 R5				1 SF1		
	H 2	4	R 2	2 H1	R 2	2 H4	Q 2	2 R1	Q 2	2 R1		2 R1	2 Q2	1 Q2	1 Q2	
		5		1 H4		1 H2		1 R2		1 R2						
		6		1 H5		1 H5		1 R3		1 R3						
	H 3	7	R 3	2 H2	R 3	2 H2	Q 3	2 R3	Q 3	2 R3		2 R3	2 Q3	1 Q3	1 SF1	
		8		1 H3		1 H3		1 R5		1 R4						
		9		2 H4		2 H1										
	H 4	10	R 4	3 H4	R 4	3 H4	2 R3	3 H4	2 H3	3 H1		3 H1	3 H1	3 H1	3 H1	
		11		2 H3		2 H3										
		12		3 H5		3 H1										
	H 5	13	R 5	3 H1	R 5	3 H5	3 H5	3 H5	3 H2	3 H2		3 H2	3 H2	3 H2	3 H2	
		14		3 H2		3 H2										
		15		3 H3		3 H3										

d.3 Lane - 16 to 18 Entries

3 LANE – 16 ~ 18 ENTRIES													
			Option 1	Option 2	Option 1	Option 2							
ROUND	H	TEAM	R	TEAM	R	TEAM	SF	TEAM	SF	TEAM	FINAL	TEAM	
	H 1	1	R 1	1 H1	R1	1 H1	S F	1 R1	S F	1 R1	F A	1 SF1	
		2 GOLD		1 H2		1 H6		1 R4		1 R6		1 SF2	
		3		2 H6		2 H5		2 R2		2 R2		1 SF3	
	H 2	4	R 2	1 H3	R2	1 H3	S F	1 R2	S F	1 R2			
		5		1 H4		1 H4		1 R5		1 R4			
		6		2 H5		2 H6		2 R3		2 R3			
	H 3	7	R 3	1 H5	R3	1 H5	S F	1 R3	S F	1 R3			
		8 SILVER		1 H6		1 H2		1 R6		1 R5			
		9		2 H4		2 H4		2 R1		2 R1			
	H 4	10	R 4	2 H3	R4	2 H3							
		11		3 H4		3 H2							
		12		3 H1		3 H1							
	H 5	13	R 5	2 H2	R5	2 H1							
		14 BRONZE		3 H3		3 H3							
		15		3 H6		3 H6							
	H 6	16	R 6	2 H1	R6	2 H2							
		17		3 H2		3 H4							
		18		3 H5		3 H5							

II - 4 Lane Draws

Case 1: 5 to 6 entries

- Format: Two Heats, One repechage and no Semi-Finals
 Heats: The winner of each Heat goes forward to the Final A; the remainder go to Repechage.
 Repechage: The first two crews in the Repechage go forward to Final A; if there are 6 entries remainder go forward to Final B

Heats	Repechage	Finals
1	2.H1	1.H1
H1 2	3.H1	FA 1.H2
3	2.H2	1.R
	3.H2	2.R
1		3.R
H2 2		FB 4.R
3		

Case 2: 7 to 8 entries

- Format: Two Heats, two Repechage and no Semi-Finals
 Heats: The winner of each Heat goes forward to the Final A; the remainder go in to Repechages.
 Repechage: Winner of each Repechage goes forward to Final A; the remainder go forward to Final B. There are three options for the Repechages.

Heats	Repechage Options			Final
	R1	R2	R3	
1	2.H1	2.H1	2.H1	1.H1
H1 2	R1 3.H2	R1 3.H2	R1 2.H2	FA 1.H2
3	4.H1	4.H2		1.R1
4				1.R2
1	3.H1	3.H1	3.H1	3.R1
H2 2	R2 2.H2	R2 2.H2	R2 4.H1	FB 4.R1
3	4.H2	4.H1	3.H2	3.R2
4			4.H2	4.R2

Case 3: 9 to 10 entries

- Format: Three Heats, 1 Repechages and two Semi Finals A / B
 Heats: The first two crews of each heat go forward to Semi Finals A / B. The remainder go forward to the Repechage.
 Repechage: The first two crew of the Repechage go forward to Semi-Finals A / B. If there are 10 entries remainder go forward to Final C.
 Semi-finals: The first two crews of each Semi-Final go forward to Final A: The remainder go forward to Final B. There are three options for the Semi-Finals.

Heats	Repechage	Semi-Finals Options			Final	
		S1	S2	S3		
H1 1 2 3 4	R	3.H1	1.H1	1.H1	2.H1	FA 1.S AB1 2.S AB1 1.S AB2 2.S AB2
		4.H1	S AB1 1.H2	S AB1 2.H2	S AB1 1.H2	
		3.H2	2.H3	1.H3	1.H3	
		3.H3	2.R	2.R	2.R	
H2 1 2 3			2.H1	2.H1	1.H1	FB 3.S AB1 4.S AB1 3.S AB2 4.S AB2
		S AB2 2.H2	S AB2 1.H2	S AB2 2.H2		
		1.H3	2.H3	2.H3		
		1.R	1.R	1.R		
H3 1 2 3						FC 3.R 4.R

Case 4: 11 to 12 entries

- Format: Three Heats, two Repechage and two Semi Finals A / B
- Heats: First two crews of each Heat go forward to Semi-Final A / B. The remainder go forward to Repechage.
- Repechage: The winner of each Repechage goes forward to Semi-Finals A / B. The remainder go forward to Final C. There are three options for the Repechage.
- Semi-finals: The first two crews of each Semi-Final go forward to Final A: the remainder go forward to Final B. There are three options for the Semi-Finals.

Heats	Repechage Options			Semi-Finals options			Finals
	R1	R2	R3	S1	S2	S3	
H1 1 2 3 4	3.H1	3.H1	4.H1	1.H1	1.H1	2.H1	1.S AB1 FA 2.S AB1 1.S AB2 2.S AB2
	R1	R1	R1	S AB1	S AB1	S AB1	
	3.H2	4.H2	3.H2	1.H2	2.H2	1.H2	
	4.H3	3.H3	3.H3	2.H3	1.H3	1.H3	
H2 1 2 3 4	4.H1	4.H1	3.H1	2.H1	2.H1	1.H1	3.S AB1 FB 4.S AB1 3.S AB2 4.S AB2
	R2	R2	R2	S AB2	S AB2	S AB2	
	4.H2	3.H2	4.H2	2.H2	1.H2	2.H2	
	3.H3	4.H3	4.H3	1.H3	2.H3	2.H3	
H3 1 2 3 4							2.R1 FC 3.R1 2.R2 3.R2

Case 5: 13 to 16 entries

- Format: Four Heats, four Repechage, two Semi Finals A / B and two Semi-Finals C / D
- Heats: The winner of each heat goes forward to Semi-Finals A / B. The remainder go forward to Repechages.
- Repechage: The winner of each Repechage goes forward to Semi-Finals A / B; the remainder go forward to Semi-Finals C / D.
- Semi-finals: The first two crews of each Semi-Final A / B go forward to Final A; the remainder go forward to Final B. The first two crews of Semi-Finals C / D go forward to Final C; the remainder go forward to Final D.
Four Repechages and corresponding four Semi-Finals form a set. Such three sets are available as options.

Heats	Repechage and Semi-Finals Option 1		Repechage and Semi-Finals Option 2		Repechage and Semi-Finals Option 3		Finals
	R1	S1	R2	S2	R3	S3	
H1 1 2 3 4	2.H1 R1 3.H2 4.H3	1.H1 S AB1 1.H2 1.R3 1.R4	2.H1 R1 3.H3 4.H4	1.H1 S AB1 1.H3 1.R3 1.R4	2.H1 R1 3.H4 4.H2	1.H1 S AB1 1.H4 1.R3 1.R4	1.S AB1 FA 2.S AB1 1.S AB2 2.S AB2
H2 1 2 3 4	3.H1 R2 2.H2 4.H4	1.H3 S AB2 1.H4 1.R1 1.R2	3.H1 R2 2.H3 4.H2	1.H2 S AB2 1.H4 1.R1 1.R2	3.H1 R2 2.H4 4.H3	1.H2 S AB2 1.H3 1.R3 1.R4	3.S AB1 FB 4.S AB1 3.S AB2 4.S AB2
H3 1 2 3 4	2.H3 R3 3.H4 4.H1	2.R1 S CD1 2.R2 3.R3 3.R4	2.H2 R3 3.H4 4.H1	2.R1 S CD1 3.R2 2.R3 3.R4	2.H2 R3 3.H3 4.H1	2.R1 S CD1 3.R2 3.R3 2.R4	1.S CD1 FC 2.S CD1 1.S CD2 2.S CD2
H4 1 2 3 4	3.H3 R4 2.H4 4.H2	3.R1 S CD2 3.R2 2.R3 2.R4	3.H2 R4 2.H4 4.H3	3.R1 S CD2 2.R2 3.R3 2.R4	3.H2 R4 2.H3 4.H4	3.R1 S CD2 2.R2 2.R3 3.R4	3.S CD1 FD 4.S CD1 3.S CD2 4.S CD2

Case 6: 17 to 20 entries

- Format: Five Heats, five Repechage, two Semi-Finals A / B, two Semi-Finals C / D
 Heats: All crews go to Repechage. Repechages are selective to ensure that all likely medal winners reach Semi-Finals.
 Repechage: First two crews from Repechages R1, R2 and R3 go forward to Semi-Finals A / B. First crews of Repechage R4 and R5 go forward to Semi-Finals A / B. Some crews from remainder of all heats go forward to Semi-Finals C / D; others to Final E. Details are given below.
 Semi-finals: First two crews of Semi-Finals A / B go forward to Final A, remainder go forward to Final B. First two crews of Semi-Finals C / D go forward to Final C, remainder go forward to Final D.

Five Repechages and four Semi-Finals together make a set. Such three sets are available as options.

Heats	Repechage and Semi-Finals Options		Repechage and Semi-Finals Options		Repechage and Semi-Finals Options		Finals	
	R1	S1	R2	S2	R3	S3		
H1	1	1.H1	1.R1	1.H1	1.R1	1.H1	1.R1	1.S AB1
	2	R1	S AB1	R1	S AB1	R1	S AB1	FA 2.S
	3	1.H2	2.R2	1.H3	2.R2	1.H4	2.R2	AB1
	4	2.H4	1.R3	2.H2	2.R3	2.H2	1.R3	1.S AB2
		2.H5	1.R4	2.H5	1.R4	2.H3	1.R5	2.S AB2
H2	1	2.H1	2.R1	2.H1	2.R1	2.H1	2.R1	3.S AB1
	2	R2	S AB2	R2	S AB2	R2	S AB2	FB 4.S
	3	2.H2	1.R2	2.H3	1.R2	2.H4	1.R2	AB1
	4	1.H4	2.R3	1.H2	1.R3	1.H2	2.R3	3.S AB2
		1.H5	1.R5	1.H5	1.R5	1.H3	1.R4	4.S AB2
H3	1	1.H3	3.R1	1.H4	3.R1	1.H5	3.R1	1.S CD1
	2	R3	S CD1	R3	S CD1	R3	S CD1	FC 2.S
	3	2.H3	4.R2	2.H4	4.R2	2.H5	4.R2	CD1
	4	3.H4	3.R3	3.H2	3.R4	3.H2	3.R3	1.S CD2
		4.H5	2.R4	4.H5	2.R4	4.H3	2.R4	2.S CD2
H4	1	3.H1	4.R1	3.H1	4.R1	3.H1	4.R1	3.S CD1
	2	R4	S CD2	R4	S CD2	R4	S CD2	FD 4.S
	3	3.H2	3.R2	3.H3	3.R2	3.H4	3.R2	CD1
	4	4.H3	3.R4	4.H4	3.R3	4.H5	3.R4	3.S CD2
		4.H4	2.R5	4.H2	2.R5	4.H2	2.R5	4.S CD2
H5	1	4.H1		4.H1		4.H1		4.R3
	2	R5		R5		R5		FE
	3	4.H2		4.H3		4.H4		4.R4
	4	3.H3		3.H4		3.H5		3.R5
		3.H5		3.H5		3.H3		4.R5

There are some special features of four lane progression system as compared to that of six lane system. Objective of both systems is to ensure that three best crews reach the final no matter where they get placed in the draw. In case of six lanes it is possible to allow three crews other than top three to reach final. However, this number reduces to only one in case of four lane system. Similar conditions apply for semi-finals. In six lane system with two semi-finals, all three top crews can come to one semi-final with other semi-final not having any medallists and still get all three top crews in final A. However, in case of four lane system, division of medallists has to be two in one semi-final and one in other semi-final as only two crews qualify from each semi-final. It should be noted that in case of four lane system we can have either no semi-finals or two semi-finals. No other option is possible. For example if we have four semi-finals then only winner from each semi-final can go to final A. In such a case we will have to ensure that only one medallist reaches each semi-final thus defeating purpose of having these races at all. Three or one semi-final is also not possible as there are four places in final A.

The above system is so designed that best three crews come to final A no matter where they get placed in initial draw. However, an assumption is made that result of each race reflects relative competence of participating crews. Thus in case a top crew gives poor performance in heats due to some problem or gets placed last in its heat due to say an underweight boat, it is quit possible that he may knock-out a potential bronze medallist in repechage or semi-final. There is another interesting problem if such a race is first among relevant heats. Crews from later heats may find that they will either have to come first in their heat to go to semi-final or failing this they must come last in their heat to avoid meeting the medallist with upset result. This can not be allowed. Therefore, it is necessary in some cases to have three options for repechage and semi-finals to avoid above mentioned situation. Same reason applies for unequal division of crews in option R3 in case 2

In some cases it is necessary to form sets of repechage and semi-finals. Thus in case of 16 entries there are three options for repechage. The semi-final that goes along with each option is fixed. As only one crew qualifies for semi-final from each repechage, this does not cause any problem.

If we have to follow FISA system of symmetrical division of crews for repechage and semi-finals then in case of 4 lane systems 16 is maximum number of entries beyond which a time trial will be required. In case of 6 lane system this number goes to 54. Thus in FISA system time trials are used if number of entries is more than 54. However, for Asian Games many events may see number of participating crews between 17 and 20. It is possible to have a four lane system for this case which will ensure correct result. However, we need to depart from equal division of crews in repechage and semi-finals. Case number 6 covers this case.

With four lanes 20 is the maximum number up to which a progression system is possible. Beyond this number a time trial will be required.

Rule 43 - Dead Heat

If there is a Dead Heat between two or more crews then the following procedure will operate:-

1. In all races, other than final, if the crews involved in the dead-heat progress anyway into the next round, there will be no re-row and their position in next round will be determined by drawing lots. In other cases there must be a re-row between these crews involved. The re-row must take place on the same day as the dead-heat & not less than two hours after the race in which the dead-heat occurred. However, if this is not possible, then the race should be the first race on next day.
2. In a final if a dead-heat occurs between crews, then they will be given the same placing in the final order and the next placing (s) will be left vacant. If the tied placing is for a medal position then the Organizing Committee must provide additional medals

Section 3 - Conduct of Crew

Rule 44 - General

All rowers shall compete in their races in accordance with the rules. They shall comply with the instructions of the Jury and of the Organizing 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 45 - At the Start

The first 100 mtrs.of the Regatta Course constitutes the Start Zone.

A crew shall not enter the start zone until all crews from the previous race have left the start zone, and the starter has attributed a lane to the crew

Crew 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 events.

Bye-Law to Rule - 45

1. Starting Procedure

Crew must attach themselves to their start positions 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 the starters orders.

The announcement of “Two Minutes” shall also be instruction to the crew 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 crews are ready to race the starter shall make a roll-call by announcing sequentially; the names of each of the crews in the race & the lane numbers allotted to them.

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 given 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 reason

external to the crew or for a false start then the starter must begin the procedure again, starting with roll-call.

2. Quick Start

In exceptional circumstances; the starter may decide not to use normal start with the roll-call. If so the starter must inform the crew 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 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.

3. False Start

When the race has begun, the starter looks towards the judge at the start to satisfy him that it was a good start. Should this not be so, he should ring his bell and then waves his red flag, indicating that the race has been stopped.

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 platform to place a yellow card maker (for example a red cube, ball or cone clearly visible) 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 postponement or a re-row.

A warning given for being late at the start or as a disciplinary measure under Rule 45 shall have the same effect as warning given for false start.

A boat crossing the start line after the starter has raised his red flag and before the start, is given has caused a false start. If more than one boat cross 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 46 - During the Race

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 should follow it over the entire course, even outside the buoyed area.

Rule 47 - 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 48 - Rower's Clothing

Members of the one crew shall wear the racing uniform of their association. The blades of all oars and sculls shall be painted on both sides in the colours of their association. Members of the same crew shall complete in uniform clothing (Shirt and Any additional garment). If any members of a crew wear headwear, then the headwear worn by those crew members shall be uniform. Sikhs will wear same colour phatkas as the caps worn by the crew

Any changes in design or colours of racing shirts or blades registered with RFI must be submitted to the Executive Council of RFI at least two months before the date of Championships. The Council may issue further regulation regarding rowers' clothing at a Championship.

Rule 49 - Coaching

It is prohibited to given 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 4 - Duties of the Jury and Rules of Umpiring

Rule 50 - Composition of the Jury

The Jury shall be appointed by the Organizing Committee (See Rule 25) and consist of persons carrying out the following duties

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

President of Jury and two other Members of the Jury preferably may be holders of International Umpires License. All other members shall be holders of National Umpires License. In case no International Umpire is willing to be part of the Jury for a National / RFI Recognized Championships then a senior National Umpire may be appointed as a President of Jury.

Rule 51 - 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 52 - Collaboration with the Organizing Committee

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

Rule 53 - The Board of the Jury

The President of the Jury & two other holders of International Umpires License or Senior National Umpires may constitute the Board of the Jury, from the beginning until the end of the regatta. The President of the Jury shall also nominate three substitutes to this board who shall decide on any protest made according to the Rule 69. In the case of protest, no one 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 of the substitutes.

Rule 54 - President of the jury

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 the meeting and ensure proper co-ordination with Organizing Committee.

Rule 55 - Exceptional Cases

Should it be necessary to take decisions in 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.

Rule 56 - Safety of Rowers

The safety of Rowers and Coxswains must be the prime concern of the Jury at all time during the Regatta. The President of the Jury shall ensure proper co-ordination between the Jury and the Organizing Committee, in particular with Safety Officer and with Medical Officer.

Rule 57 - Penalties

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

Rule 58 - 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.

1. *Bye-law to Rule 58 - Duties of the Starter and Judge at the Start*

Starter

a) General Duties

Before taking up his duties the starter must satisfy him that all equipment and installation required by the rules covering the start and the course are present and in working order. In particular, the start tower must be provided with a red flag, a bell, a megaphone or a microphone and loudspeakers, a clock which is clearly visible to the crews on the course and those waiting for the start, a board and chalks or felt makers to enable the starter to inform crews of any postponement of races. The starter shall check that the prescribed steering markers 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.

b) 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 any accompanying official, he may repeat his information in that language.

c) 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.

d) 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 row. He shall check the if the competitor's equipment is in

e) Starting procedure

The starting procedure to be employed by the starter (including Quick Start and False starts) are described in the Bye-Laws to Rule 43 in the Rules of Racing.

f) Exclusion

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

g) 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.

h) 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 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 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.

Judge at the Start

a) Communications

Before taking up his duties, the judge at the start shall ensure that the radio and the telephone link with the starter and between the aligned and the officials on the starting platforms are in working order.

b) Aligning

The Organizing Committee shall appoint the aligner and other officials on the starting platforms. The aligner instructs these officials to adjust the positions of the boats until they are correctly aligned. The judge at the start checks that the aligner has positioned all the boats with their bows exactly on the start line. When 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;

c) 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.

d) Contact with the Umpire

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

Rule 59 - Damage while in the Start Zone

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

Rule 60 - The Umpire

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

If a crew is impeded, the umpire shall endeavour to ensure that its chance of wining is fully restored to it.

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

The Umpire shall not give any steering instructions 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 one the new starting time in consultation with the President of Jury and he shall inform the crew concerned.

The umpire may also exclude crew 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 that the result of the impediment was not significant, he may decline to order a re-row of the crews involved in the incident.

Bye-law to Rule 60 - Duties of the Umpire

a) Precedence

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

b) Duties on the way to start

On the way to start, the Umpire shall inspect the course installations to ensure that they are in proper order and shall safety 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 be find any defect in the installations, he shall inform (e.g. by radio from the start if necessary) the President of Jury and he shall also inform any crews concerned.

c) Duties the Starting Procedure

During the Starting procedure, the umpire's launch should, if possible, be immediately beside the judge at the start. 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.

d) Duties in 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 wrong).He may himself stop the race, If there is delay on the part of the starter.

e) 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 that is necessary by the wash of his launch.

f) 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.

g) Penalties

Crew interfering with their opponents may be excluded by the umpire but, in principle, only after warning has been given any action taken is entirely at the umpire's direction. If a crew is placed at a disadvantage, the first priority is to restore its chances of wining. The imposition of any appropriate penalties takes second place. Should a crew's chance of wining by 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 appropriate penalty and order the race to be rowed. Depending upon the 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.

h) Type of Race

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

i) Postponement

In principle, the umpire shall decide in, in consultation with the President of Jury, if unequal conditions on the different lanes justify postponement of the race. If consultation is not possible, the umpire shall make the decision alone.

j) Safety

The umpire shall take every care to ensure the safety of competitors and he must do his utmost to prevent damages to boat 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, if not, he must himself take all necessary measures for safety.

k) 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, if it 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.

l) Clothing

When officiating, the umpire shall stand upright in his launch and wear the prescribed Clothing (Blue Blazer, Light Blue shirt, FISA/RFI tie and Grey Trousers). In wet weather, he may wear a blue raincoat. In very warm weather, he may officiate in his shirt sleeves, with or without a tie. Decisions on dress shall be taken by the President of Jury, taking weather conditions into account.

m) 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 the racing, the umpire must make a regular check on the area adjacent to the course.

n) 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 is being properly run, the umpire must be sure that no crew is making a protest 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.

o) The race was not in order

Should the umpire consider the race not to have been properly run, he shall raise his red flag, if appropriate, speak to one or more of the affected crews and go to the Judges at the Finish in order to give them any necessary explanation. The latter, in such case, must not announce the official result of the race until the umpire has given his decision.

p) Objection

If a crew considers that the race was not properly run a member of crew must raise his arm to indicate that they are making an objection. In such a case the umpire shall not raise his flag and 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.:-

- I. He may over rule the crews' objection and raise a white flag, to signify that he has decided that the race was in order.
- II. He may accept the crews' 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 and give his decision and his necessary explanation. The Judge at the Finish in such case must not announce the official result of the race until the Umpire of the race has given his decision.
- III. He may decide to seek further information regarding the objection. In such 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 the President of Jury etc. The Judge at the Finish in such cases must not announce the official result of the race until the Umpire of the race 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 a clear statement “subject to an objection”

Rule 61 - 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 measure the time taken by each crew to cover the course, ascertain that the race has been correctly run and shall place the crews in their proper order.

Bye-law to Rule 61 - Duties of the Judges at the Finish

1. The duties of the Judges at the Finish are as follow: -
 - a) To determine the order on which the bows of the boats cross the finish line.
 - b) To measure the time taken by each crew to cover the course.
 - c) To satisfy themselves that the Umpire has raised his white flag indicating that the race was properly run. They must, in acknowledgement, raise a white flag themselves.
 - d) To list the crew in their proper order.
 - e) The senior judge at the finish shall sign the official record of the result.

2. Position

In order to enable the judges at the finish 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.

3. Timing

Close finishes shall be decided by photographs or film. The necessary apparatus shall be operated by specialists who do not form a part of the team of judges at the finish. If the order of finish can be clearly determined by the naked eye, times by hand operated timing equipment may be used. Should it be necessary to use the photo-finish, the times shown on the photographs shall be used for all crew in that race. Video systems using less than 100 frames per second as well as ordinary Polaroid cameras are not suitable for determining the order of finish. Organizers must provide themselves with equipment specially designed for this purpose.

Rule 62 - Control Commission

The Control Commission shall ensure that the composition of the crew 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-law to Rule 62 - Duties of the Control Commission

The organizing committee shall appoint the members of the control commission taking into account the regatta programme and the number of the competitors.

In particular, the control commission is the responsible for checking the following points: -

1. Crew changes before the race
2. The provision of substitutes for competitors who have fallen ill between heats of a race.
3. Weighing coxswains.
4. Dead weight to be carried by coxswains (before and after the race).
5. Weighing competitors in lightweight events.
6. Classification of competitors in lightweight events & challenger events.
7. The registration of competitors, the ages of junior, & sub juniors.
8. Boats and Equipment:-

- a) Provisions of a white ball on the bow of each boat (or equivalent construction)
 - b) Lane number.
 - d) Possible use of unauthorized radios for coaching and water soluble chemicals intended to increase the speed of boat, and structures prohibited by the Bye-Laws to rule 20.1.4
 - e) Where applicable, minimum weights of boats and oars.
 - f) Conformity of the boat with the rules regarding advertisement.
 - g) Painting of oar-blades where required.
9. Uniform clothing of competitors and its conformity with the rules regarding advertisement.
 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 the tests, immediately after getting out the boat.
 11. Photographing of competitors immediately after the preliminary heats and checking of competitors' identity with these photographs before each subsequent race.

Rule 63 - Damage to equipment

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

Rule 64 - The Regatta Report

The jury shall carry out its duties until the end of the regatta. The Chairman of Organizing Committee and the President of Jury shall write the Regatta Report on the standard form of RFI

(Appendix 3), which shall include comments on running of the race incidents and disputes arising. The report shall be received at RFI not later than 7 days after the regatta, if possible by telex. The Executive Council may require this report to be forwarded to it. Each Organizing Committee shall also send to RFI not later than 4 days after the regatta, by post, the complete result of the regatta.

Section 5 - National Umpiring Licenses

Rule 65 - Method of obtaining the licenses

A person may become a National Umpire provided that:-

He / She has normal eye sight & hearing, and

he / she passes the examination held by RFI.

The National Umpire License is valid for a period of four years. Whenever the holder of the license acts as a member of the jury in any National Championships, the validity of licenses is extended for four years from the year in which he so officiates.

Rule 66 - Expiry

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

In case he / she is unable to officiate in any National / RFI recognized Championship then his / her Umpiring License would be deemed to have been renewed if he / she attends a Umpiring Seminar conducted in any of the Championships. However he / she may have to travel to the Seminar at his / her own cost.

Section 6 - Protests, Appeal, Disciplinary Measures, and Procedures

Rule 67 - General Principal

In any case of a protest (Rule-68), appeal (Rule 26 and 70) or a penalty imposed (Rule 57 and 70), the following principles shall be observed:-

1. A protest / appeal shall be submitted in writing and shall state the facts and reasons on which it is based. It shall be accompanied by a deposit of Rs.100/-which amount shall be refunded if the protest or appeal is allowed.
2. Any person who may be penalized by any decision is entitled to be advised of the possible penalty and to be heard before the decision is made.
3. In the case of a protest or an appeal, any person who was a party to the decision which is the subject of the protest or appeal shall not take part in deciding the out come of the protest or appeal.
4. The lodging of the appeal will not have any effect on suspension or any penalty imposed. However, the person penalized may submit a request for review of suspension and the body deciding the appeal may reconsider the penalty.
5. A decision of the Executive Council of RFI, on any appeal to a body out side of RFI, shall be made only to IOA's / ICAS arbitration procedure and as per Articles in the M&AOA of the RFI

Rule 68 - Lodging of protests

A crew claiming that its race has been improperly run must:

Make its protests to a member of the jury immediately after the finish of the race before getting out of the boat, except when prevented by, on available circumstances

A crew excluded at the start may make protest to the Umpire at the time.

The crew or its representative shall confirm the protest in writing to the jury, not later than one hour after the race.

The Board of the Jury shall decide if the protest was justified. It will make its decision concerned, and 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 a final of events, the victory of the event will be postponed until after the Board of the Jury has made its decision.

Rule 69 - Penalties

The Board of the jury may, after having the view of all concerned, impose the following penalties on the rowers, coxswains or persons accompanying them who behave in an unsporting or improper manner:-

1. Reprimand
2. Warning (applying to the next heat in which the crew is concerned)
3. Exclusion (From all the heats of the event in question in the regatta)
4. Disqualification (From all events in one or more regattas)

A disqualification extending beyond the regatta in question can only be made by the Executive Council. In cases where an affiliate or rowers have behaved in a manner which has caused financial loss or damage to an Organizing Committee or any other person, the Executive Council may impose sanctions including financial ones, against those implicated

and may order payment of money as recompense to the Organizing committee or the person. Decisions taken by the Executive Council on matters of penalty are final.

Rule 70 - Appeal

An appeal against the decision of the Board of the Jury (or of an Organizing Committee under Rule 26) by a person penalized may be made to the Executive Council not latter than three days after it has been announced. Decisions taken by the Executive Council on matters of appeal are final.

Part VII - Medical Provisions

Rule 71 - Doping

71.1

Doping is strictly prohibited. Doping consists of the presence, above the permitted concentration, in an athlete's body, whether intentional or negligent or even innocently or inadvertently of one or more prohibited therapeutic substances appearing on the International Olympic Committee's / WADA's list of prohibited substances valid at the time at which the sample was taken or of blood or blood products, and / or pharmacological, physical or chemical manipulation aimed at making these substances difficult to detect.

71.2

The presence of such a substance in the urine or in the blood of a rower or a coxswain shall constitute a reputable consumption of voluntary use.

71.3

The Anti Doping Rules of the National Anti-Doping Agency, India (Revised as per the 2009 WADA Code or later) will apply and supersede all existing RFI Anti doping Provisions as and where applicable.

Rule 72 - Tests

FISA, IOA or the Executive Council of RFI may require dope or sex tests at any National Championships.

Rule 73 - Penalties for Doping

73.1

Penalties and Strictures imposed by NADA / WADA shall apply

Rule 74 - Obligations of the Rowers:

74.1

Every person participating in regattas and other supporting events organization by RFI, and in training for such events, accepts by that participation to submit himself to giving samples and to medical, clinical or biological examinations conducted at the request of the Anti-Doping Committee by the Testing Official any possible presence of the prohibited substances in the body and at revealing, in appropriate cases, the use of prohibited methods.

Rule 75 - Disqualification:

75.1

A sculler / sweep rower who have been declared positive at an Anti-Doping test during competition or a crew, of which a member has been so declared, shall not be ranked in any circumstances, even if no fault or negligence is established on that athlete's part.

75.2

All the scullers or crews finishing after that sculler or crew shall again rank, although it may not always be possible that the right of qualification which goes with that rank can be exercised.

Rule 76 - Appeals:

76.1

Any person, penalized, may have the opportunity to appeal against the decision by a written notice to the president of RFI within ten days of the notification of the penalty to the association concerned.

76.2

Any appeal does not act as a suspension of the penalty unless the appellate body decides otherwise upon a written request from the person penalized, or his association.

76.3

No person who was involved in the process leading to the imposition of the penalty may be part of the hearing on the appeal.

Adopted and approved at the EC Meeting and the AGM of the RFI held on 09.11.2012 at Jagatpur, Odisha

sd/-----
Mrs. Rajlaxmi Singh Deo
President

sd/-----
M.V.Sriram
Secretary-General