Table of Contents

1-202(i) Other Definitions [Barrett, W.] *4*
2–205 Violation of Safety Rules [Killen, S.] *5*
2-205 Violation of Safety Rules [Killen, S.] *6*
2-404 – Interference or Foul [Barrett, W.] *7*
2-409 - Outside Assistance [Barrett, W.] *8*
2-409 Outside Assistance [Berry, B.] *10*
2-502 Placement of Crews; Dead Heats [Hogan, S.] *11*
3-111 Boat Identification [Fraser, B] *12*
3-110 Bow Numbers [Fraser, B] *13*
3-111 Buoyancy [Hester, J.] *14*
3-201 Uniforms [Fraser, B] *16*
3-202 Oars [Fraser, B] *18*
4-103 Eligibility to Compete in Events [DeWinter, D] *19*
4-104.3 Lightweights [Hunt, A., et al.] *23*
4-105.1: Coxswain's Weight [Newman, T.] *29*
4-105.1: Coxswain's Weight [Mannle, T.] *30*
Part B - Insignia and Advertising [Fraser, B] *32*
Referee Procedures Manual 2019 [Killen, S.] *35*
Referee Procedures Manual 2019 [Killen, S.] *36*
Typographical Error Corrections *37*

Article	Proposal Summary
1-202 (i) Other Definitions	Update definition of term “crew” to include single sculler
2-205 Violation of Safety Rules	Pattern violations will have a mandatory penalty applied to the next race of said crew
2-205 Violation of Safety Rules	Pattern violations should at least be answered with a reprimand from the official observing the violation
2-404 Interference or Foul	Crews outside of their own water can never be victims of interference, crews rowing in their own water can never be the perpetrators of interference.
2-409 Outside Assistance	Expand and clarify the definition of “shore” relating location of permitted outside assistance, and clarifies the right of team members volunteering to assist their own crew in regatta-related activities with the approval of jury member.
2-409 Outside Assistance	Visually impaired rowers shall be allowed the use of a remote controlled steering device in competition
2-502 Placement of Crews	Award similar place and medals to crews finishing within 1 second after handicaps have been applied in the event of a floating start to a race
3-111 Boat Identification	If a crew chooses to place its name on the shell, it has to be listed under the coxswain’s position
3-110 Bow Numbers	Requires a crew and regatta to use a standardized design for the bow marker stipulated by the Rules of Rowing
3-111 Buoyancy	To require verification of buoyancy through a check of buoyancy compartments and the accompanying covers at control commission.
3-201 Uniforms	Covering the torso shall be mandatory in both warmup and race scenarios, unless exceptions for medical or religious reasons are granted by the jury
3-202 Oars	Clarify requirements for oar designs to improve recognition by jury members and other competitors.
4-103 Eligibility to Compete In Events	Allow female masters rowers to compete in men’s events, require mixed non-masters events to be 50-50 at all times and mixed masters crews to be at least 50 percent female
4-104.3 Lightweights	Increase the masters women’s lightweight to 135 from 130
4-105.1 Coxswain’s Weight	Increase women’s coxswain minimum weight to 120 from 110 to align limits with FISA requirements

4-105.1 Coxswain's Weight	Seeks to maximize the dead weight carried in U15, U17 and U19 events at 33lbs, regardless of the weight of coxswain
Part B – Insignia and Advertising	Crews shall at all times have at least either uniforms, oars, or name of crew on the shell, to assist with recognition in non-racing situations
Referee Procedures Manual 2019	Confirm situation is well by placing hand around flag instead of thumbs up or down
Referee Procedures Manual 2019	Add White Flag to starters kit to ensure starter can steer crews early into the race in case necessary

1-202(i) Other Definitions [Barrett, W.]

Current:
(i) “Crew” shall mean an entity comprised of Competitors and constituted for the purpose of competing in an Event at a Regatta. A Crew shall be considered an entity subject to these rules, and members of a Crew shall be collectively responsible for its conduct throughout a Regatta.

Proposed:
(i) “Crew” shall mean an entity comprised of **one or more** Competitors and constituted for the purpose of competing in an Event at a Regatta. A Crew shall be considered an entity subject to these rules, and members of a Crew shall be collectively responsible for its conduct throughout a Regatta.

Reason:
Definition of "Crew. As currently defined, the term "Crew" technically does not include a single sculler, although from the context of the term as used elsewhere in the Rules it is clear that a 1x should be considered a "Crew." The first sentence of Rule 1-202(i) reads as follows: "(i) "Crew" shall mean an entity comprised of Competitors [plural] and constituted for the purpose of competing in an Event at a Regatta." In order to make it clear that a single sculler should be considered a "Crew," the words "one or more" should be inserted before the word "Competitors" in this first sentence. The remainder of the definition of "Crew" should remain unchanged.

COMMENTS:

None.

2–205 Violation of Safety Rules [Killen, S.]

Current:
A Crew that violates the posted traffic pattern, or otherwise operates in an unsafe or unfair manner, may be assessed one of the penalties as described in Rule 2-602 (“Types of Penalties”) by any Race Official. Such penalties may be applicable to the next Race in which the Crew competes.

Proposed:
A Crew that violates the posted traffic pattern, or otherwise operates in an unsafe or unfair manner may be assessed one of the following penalties as described in Rule 2-602 (“Types of Penalties”) by any Race Official. Search penalties **shall** be applicable to the next Race in which the Crew competes.

Reason: An asterisk (*) be added to 2-205 Violation of Safety Rules and MAY be changed to SHALL.

COMMENTS:

None.

2-205 Violation of Safety Rules [Killen, S.]

Current:
A Crew that violates the posted traffic pattern, or otherwise operates in an unsafe or unfair manner may be assessed one of the penalties as described in Rule 2-602 ("Types of Penalties") by any Race Official. Such penalties shall be applicable to the next Race in which the Crew competes.

Proposed:
A Crew that violates the posted traffic pattern, or otherwise operates in an unsafe or unfair manner **shall** be assessed one of the penalties as described in Rule 2-602 ("Types of Penalties") by any Race Official. Such penalties **shall** be applicable to the next Race in which the Crew competes.

Reason:
Our primary directive is Safety under

1-102 Purposes (*)

The purposes of these rules are to:
(a) provide for the safety of Competitors and Race Officials;...

It only stands to reason since
1-102 Purposes (*) has an astrid (*) that,
2-205 Violation of Safety Rules should also have an astrid.
And under
(a) provide for the safety of Competitors and Race Officials that word "may" should be changed to "shall."
At the very least the crew should be given a reprimand for violation of the traffic pattern as it pertains to safety and under
2-203 Traffic Patterns (*)
All Competitors are responsible for knowing all traffic patterns and regulations on the water as well as the location of any "warm-up" area, "cool-down" area....

COMMENTS:

To Whomever,

Regarding proposed rule changes. Please refer to the symbol [*] used in the rulebook as an ASTERISK, not an "astrid", whatever that means.

Steven TewkesburyUSRowing
Member Number 1289

2-404 – Interference or Foul [Barrett, W.]

Current:
(a) If a Crew has left, or is about to leave, its own water and is in danger of Interference with another Crew that is rowing in its own water, the Referee shall instruct the offending Crew to alter its course as described in Rule 2-407(a) ("Referee's Instructions to Crews"). A Crew leaves its water when any part of its boat or Equipment leaves the Crew's assigned lane.
(b) It shall not be Interference if a Crew is Washed or obstructed while rowing outside its own water. If two Crews both rowing outside their own water are in danger of collision, the Referee shall instruct them to keep apart as described in Rule 2-407(a)(1) ("Referee's Instructions to Crews"), but neither Crew shall be entitled to claim Interference as a result of any such collision.

Proposed:
(a) It shall not be Interference if a Crew is Washed or obstructed while rowing outside its own water. Crew that is rowing in its own water, the Referee shall instruct the offending Crew to alter its course as described in Rule 2-407(a) ("Referee's Instructions to Crews"). A Crew leaves its water when any part of its boat or Equipment leaves the Crew's assigned lane.
(b) **It shall not be Interference by a Crew if it Washes or obstructs another Crew that is rowing outside its own water. It shall not be Interference by a Crew that is rowing within its own water if it Washes or obstructs another Crew that is also rowing within ITS own water.** If two Crews both rowing outside their own water are in danger of collision, the Referee shall instruct them to keep apart as described in Rule 2-407(a)(1) ("Referee's Instructions to Crews"), but neither Crew shall be entitled to claim Interference as a result of any such collision.

Reason:
Subsection (b) of this rule should be clarified. The first sentence of Subsection (b) reads as follows "(b) It shall not be Interference if a Crew is Washed or obstructed while rowing outside its own water." This sentence would be clearer if it were reworded as follows: (b) It shall not be Interference by a Crew if it Washes or obstructs another Crew that is rowing outside its own water." (Reason: The active voice is here to be preferred to the passive voice since in the current wording the agent doing the Washing or obstruction is uncertain.) Another sentence covering a related situation should also be added to the rule after the reworded first sentence of Subsection (b) as follows: "It shall not be Interference by a Crew that is rowing within its own water if it Washes or obstructs another Crew that is also rowing within ITS own water." (Reason: These two sentences cover two very different situations. The first says that a Crew rowing outside its own water can never be a victim of Interference. The second says that a Crew rowing within its own water can never commit Interference. Both sentences are needed in order to clarify the Rule.) The remainder of Subsection (b) should remain unchanged.

COMMENTS: None.

2-409 - Outside Assistance [Barrett, W.]

Current:
(a) No Crew shall receive any outside assistance, coaching, or advice during a Race. Nothing in this rule shall preclude communication to Crews from shore using the unaided voice.
[…]
(c) Team members shall be permitted to volunteer in any capacity at a Regatta but are not allowed to provide assistance to their Crew unless specifically instructed to do so by a Referee.

Proposed:
(a) No Crew shall receive any outside assistance, coaching, or advice during a Race. Nothing in this rule shall preclude communication to Crews from shore **(to include a bridge, a fixed dock, a floating dock attached to land or to a fixed dock, and wading in shallow water knee-deep or less; but not to include a moored or anchored boat, a stake boat, or a starter's platform)** using the unaided voice.
[…]
(c) **Team members shall be permitted to volunteer in any capacity at a Regatta but, while on duty as a volunteer and during any Race in which a Team member is competing, are not allowed to provide assistance to the Team member's Crew unless specifically permitted to do so by a Referee who is following the Race in question.**

Reason:
Subsection (a) reads as follows: "(a) No Crew shall receive any outside assistance, coaching, or advice during a Race. Nothing in this rule shall preclude communication to Crews from shore using the unaided voice." It is not always clear what constitutes "shore." The rules should be clarified by adding after the word "shore" the following words: " (to include a bridge, a fixed dock, a floating dock attached to land or to a fixed dock, and wading in shallow water knee-deep or less; but not to include a moored or anchored boat, a stakeboat, or a starter's platform)." The remainder of Subsection (a) should remain unchanged.

Subsection (c) reads as follows: "(c) Team members shall be permitted to volunteer in any capacity at a Regatta but are not allowed to provide assistance to their Crew unless specifically instructed to do so by a Referee." This rule is both overly broad and vague. Taken by itself, it could, for example, forbid any conversation about rowing on the day of an Event between Team members one or both of whom is volunteering and one or both of whom is competing in the Event. (Even with the presence of Subsection (a), there are ways in which Team members could probably unwittingly fall into violation of Subsection (c), such as, for example, (i) if their conversation did not take place on shore, or (ii) if it did occur on shore, one or both of their voices was aided, such as by a telephone.) In addition, it is not clear which Referee is permitted to "instruct" a volunteer that he/she need not comply with Subsection (c). The rule should be clarified by making clear that the prohibition of assistance to a Team member's Crew applies only while the volunteer is on duty as a volunteer, and only during the Race or Races in which the volunteer's Team member is competing. In addition, the Rule should provide that the Referee who may relax the prohibition on providing assistance is the Referee who is following

the Race(s) in question, and that such Referee may "permit" the volunteer to provide assistance rather than "instruct" the volunteer to do so. If these changes were made, Subsection (c) would read as follows: "(c) Team members shall be permitted to volunteer in any capacity at a Regatta but, while on duty as a volunteer and during any Race in which a Team member is competing, are not allowed to provide assistance to the Team member's Crew unless specifically permitted to do so by a Referee who is following the Race in question."

COMMENTS:

None.

2-409 Outside Assistance [Berry, B.]

Current:
(a) No Crew shall receive any outside assistance, coaching, or advice during a Race. Nothing in this rule shall preclude communication to Crews from shore using the unaided voice.
(b) No Team member, including coaches, shall follow a Race in a launch without the explicit permission of the Chief Referee. The penalty for such an infraction is presumed to be exclusion of the offending Crew and/or Team member, and/or disqualification of the coach.
(c) Team members shall be permitted to volunteer in any capacity at a Regatta but are not allowed to provide assistance to their Crew unless specifically instructed to do so by a Referee.

Proposed:
(a) No Crew shall receive any outside assistance, coaching, or advice during a Race, **with the exception for the blind/deaf or visually impaired rower using a radio controlled steering devise. This would include verbal instruction for steering as needed**. Nothing in this rule shall preclude communication to Crews from shore using the unaided voice.
(b) No Team member, including coaches, shall follow a Race in a launch without the explicit permission of the Chief Referee. The penalty for such an infraction is presumed to be exclusion of the offending Crew and/or Team member, and/or disqualification of the coach.
(c) Team members shall be permitted to volunteer in any capacity at a Regatta but are not allowed to provide assistance to their Crew unless specifically instructed to do so by a Referee.

Reason:
The innovation of the remote control rudder has made it possible for the blind and visually impaired rower(s) to participate and compete in the sport of rowing. Most recently the remote steering system was allowed and successfully used in the 2019 Bayada Regatta in Philadelphia.

Please refer to a few of the following articles:

http://www.worldrowing.com/news/innovation-for-visually-impaired-rowers
https://heartheboatsing.com/2017/12/01/sofia-priebe-and-bob-berry-are-making-waves/

COMMENTS:

From discussion with Deb Arenberg: "I read it and in my experience (from Bayada) the radio controlled steering is great to add to exceptions. But I get a ton of questions from people asking if it is OK to have a "rabbit" or guide boat ahead of the VI rower. Do we spell this out in the rules adding a guide boat is permitted as part of the exceptions to outside guidance?"

2-502 Placement of Crews; Dead Heats [Hogan, S.]

Current:
None

Proposed:
(i) For Masters Regattas that do not use stake boats (floating starts), crews that finish within 1 second of each other, after applying the appropriate handicap, will be considered a dead heat and the appropriate medal will be awarded to all those crews.

Reason:
Most Masters sprint regattas show results to the hundredth of a second, even when using a floating start, with winners determined by as little as .01 seconds. The accuracy of a floating start does not lead to a definite winner when timed to even .1 seconds.

COMMENTS:

None.

3-111 Boat Identification [Fraser, B]

Current Rule:
None

Proposed rule:
3-111 Boat Identification
Crews may elect to put their Club's name on their boat. If they do, the Club name shall be located below the gunnel directly underneath the coxswain's opening, or underneath the bow seat in a blind boat, and shall appear on both sides of the boat. The Club's name shall be a minimum of 2.5" high (6.35 cm) and shall be in an easily readable font.

Reason:
The reason for this proposed rule is to make identification of crews easier. If a crew elects to put their name on their boat, it will be in a known location and will be easily readable. This rule is intended to be in line with the NCAA rule requiring the crew name to appear on the boat underneath the coxswain. The NCAA rule already makes it easy for referees at NCAA events to identify crews, regardless if the crew is rowing with unpainted blades or in warmup gear with no identifying affiliation.

COMMENTS:

None.

3-110 Bow Numbers [Fraser, B]

Current Rule:
Each boat shall be capable of having mounted on its bow an identifying card of sufficient size and contrast such that a Race Official can easily identify the Crew. Recommended standards for the card include:
(a) A square or rectangular shape.
(b) Waterproof and opaque.
(c) A minimum height of 5 inches for any numbers and letters.
(d) A white background with black numbers and letters or a black background with white numbers and letters.

Proposed:
Each boat shall be capable of having mounted on its bow an identifying card of sufficient size and contrast such that a Race Official can easily identify the Crew. **Standards for the card shall include:**
(a) A square or rectangular shape.
(b) Waterproof and opaque.
(c) A minimum height of 5 inches for any numbers and letters.
(d) A white background with black numbers and letters or a black background with white numbers and letters.

Reason:
This change is intend to allow this rule to be enforced. The way the current rule is written, crews can still attach any type and style of bow number they desire. This includes unique shapes (Hudson shark fin bow numbers) and non-contrasting club colors (a yellow number on an orange background). The proposed change is to help aligners, media, and finish line personnel be able to quickly and reliably identify which lane the crew is assigned to.
Because this rule is not asterisked, it still allows for the regatta organizers to provide bow numbers that do not conform to this rule.

COMMENTS:

None.

3-111 Buoyancy [Hester, J.]

Current:
None

Proposed:
Add new paragraph:
3-111, to read: **Boats' designed buoyancy compartments must be intact, including covers if originally installed.**
Within the Referee Procedures, add new bullet within:
II (3)c.5 (Procedure-Boat Launching – Safety Check):
Check buoyancy compartments

Reason:
Rules regarding coxswain compartments, quick releases, and shoe ties are clearly designed to expedite removing athletes from swamped boats; intact flotation is at least equally important, keeping athletes higher and drier longer, allowing more time to extract athletes in an emergency.

While serving as Control Commission for the 2019 Virginia Scholastic Rowing Championship, I discovered many boats designed with watertight covers for the flotation compartments (bow & stern but especially beneath the seats), but those covers were missing or severely deteriorated. These compromised compartments would down-flood when swamped, significantly reducing design buoyancy and athletes' safety. When I addressed this with coaches, one angrily replied that flotation "is not addressed in the Rules of Rowing." Sadly, the coach was correct. 2019 Rules of Rowing (Article III - Equipment; Part A - Construction and Design) mentions nothing whatsoever regarding boats' designed flotation. The Referee Procedures Manual 2019, II (3)c.5, regarding control commission safety checks, also remains silent on this topic.

I recently retired from the US Coast Guard after 30 years' service; among other pursuits, I was personally responsible for hundreds of boating safety inspections. Although crew shells are explicitly exempt from Coast Guard Personal Flotation Device (PFD) carriage requirements, I believe other requirements apply[1]. Failing to maintain the manufacturers' designed buoyancy contradicts common sense, Coast Guard policy, and referee's published, fundamental requirement: safety.

[1] Vessel Safety Check Manual, Commandant Instruction M16796.8A, 5.D.4, specifically paragraphs d, e, and g (hull and deck condition, hatch covers, and emergency flotation, respectively)

The safety portions of the international rules of rowing, otherwise copied nearly verbatim in the US Rules, provide clear flotation standards.[2] While these standards could eventually be phased in for future boats, I strongly suggest that US Rowing immediately require flotation should be maintained to boats' original designs. As written, our rules fail even this lesser safety standard.

The athletes at greatest risk of swamping are often rowing boats less capable of keeping them afloat, and current Rules allow it. I've witnessed many boats in the smaller programs, or 3rd and 4th tier crews in larger programs (crews with less experience and a greater chance of accident), rowing older boats, often with more Control Commission concerns. In contrast, I suspect competition at the highest levels usually occurs in well-financed teams, using newer hulls where design flotation is intact. I suggest the Rules of Rowing should better support safety for all, even crews in older boats.

As the one coach's response indicated, some might object to a new rule. I respectfully suggest safety and common sense (boats should float as designed) should overturn these objections:
"New parts are not available for the older boats" – While true in some cases, I personally modified and installed newer-style covers, repairing two compartments in under an hour. "Parts are prohibitively expensive" – In my case, the covers cost less than $15 each. What price safety?
"Swamping is rare" – Bow balls, foot releases, and coxswain cockpit requirements are designed for rare emergencies as well; yet all are specified in the Rules.
"Design flotation cannot be fixed on-the-spot; you're stopping a crew from competing." Disagree; duct tape over open ports will slow flooding in the short term, allowing competition until permanent corrections can be made soon thereafter.
"Rule 1-105, 'Situations Not Covered' already allows for this." Allows, yes, but fails to support referees enforcing safety. Referee Chiefs seeking to avoid conflict will defer to coaches and the leaky boats will continue to float with US Rowing tacit approval.

If you approve my request to amend the Rules of Rowing and Referee Procedures, I also suggest you change the digitally-posted 2010 edition of the Rowing Referee Training Manual, (http://www.usrowing.org/wp-content/uploads/2016/06/Referee_Training_Manual.pdf?x 52716), page 8, regarding Boat Safety:

There are **six** checks to be completed by the Control Commission to ensure the safety of a boat:
Quick Foot-Release Provisions (Heel Tie-Downs)
Buoyancy compartments
Bowballs
Bow Numbers
Coxswain's Cockpit (Bow-loading Shells)
Oar Blades
COMMENTS:

None.

[2] World Rowing Federation (FISA) Rule Book, Bye-Laws to Rule 39 – Boats and Equipment, 3.4 - Flotation

3-201 Uniforms [Fraser, B]

Current:
(a) Subject to subsection (b), all Competitors in a Crew shall wear identical clothing. Such clothing shall cover the torso of the body and may include sweat gear. The Chief Referee may grant exceptions to this rule on account of unusual weather conditions. An exception also will be granted to composite Crews.
(b) Individual Competitors in a Crew may choose whether or not to wear a hat or other headgear, which may be of the individual Competitor's own choosing and need not be identical with those worn by other Crew members.
(c) No Competitor may wear the uniform of the U.S. National Team while participating as a member of a Crew without the express approval of USRowing.

Proposed:
(a) Subject to subsection (b), Competitor's uniforms shall conform to the following subsections during the specified times the subsections govern.
(i) Warm up: A Crew warming up does not need to be wearing identical clothing. If a Competitor elects to wear an item of clothing while warming up that is not identical to the rest of the Crew, the team race clothing must be worn and in place under the non-matching item. At no time may any Competitor be bear chested. Sports bras are considered bare chested.
(ii) Racing: All Competitors in a Crew shall wear identical clothing. The Crew's clothing or outer-wear shall be of a unique color pattern or shall prominently display the Club's name or logo and shall be easily identifiable as belonging to that Club. Such clothing shall cover the torso of the body. The Chief Referee may grant exceptions to this rule on account of unusual weather conditions. An exception also will be granted to composite Crews.
(b) Individual Competitors in a Crew may choose whether or not to wear a hat or other headgear, which may be of the individual Competitor's own choosing and need not be identical with those worn by other Crew members.
(c) No Competitor may wear the uniform of the U.S. National Team while participating as a member of a Crew without the express approval of USRowing.
(d) At the discretion of the Chief Referee or a designated representative, the above rules may be waived on an individual basis due to medical or religious reasons. The waiver should be arranged by the Crew or Competitor with the Chief Referee or the designated representative before the Crew launches.

Reason:
The reason for the rule change is to clarify at what time on the water a crew must be in matching uniform. The change also clarifies that no rower may be bear chested, or showing their bra, at any time while on the water.
If the crew is racing in unisuits, and a competitor elects to wear a non-racing shirt or jacket during warm-up, the unisuit may not be rolled down to the waist, and must be in place under

the additional shirt or jacket. When a competitor elects to take off their warm up gear, the racing uniform must already be in place under the removed gear.
The last part of the rule change codifies that competitors do not need to be in matching attire if they have a medical or religious reason for doing so. If the Crew or Competitor knows about this ahead of time, they should consult with the Chief Referee. While starters usually grant this exception, it should be codified, and the Chief Referee should be made aware of the fact in case another team protests.
The two parts of the rule may be adopted independently from each other.

COMMENTS:

Carol Brown: "I do not support the proposed rule change that requires that the full racing uniform be in place under any warm up gear....and specifically that unisuits may not be rolled down around the waist.
Most importantly SPORTS BRAS ARE NOT BARE CHESTED. Sports bras are acceptable attire for females while running in public parks, while participating in yoga classes in public and private spaces, and cover the same (or even more) than acceptable 2 piece swim suits. (Which are acceptable workout attire for many swim teams – public and private).
A requirement that women should not be bare chested is ok but not the rule that treats a sports bra as the same as bare chested!
Get with the 20th century.....this is archaic…"

Please check spelling in 3-201. In some places the word "bear" chested is used where "bare" chested is more appropriate.

(Made me laugh though.)

Thank you, Christine Shirley

3-202 Oars [Fraser, B]

Current Rule:
Oars, whether Sweep or Scull, must be uniform throughout the Crew, except that each Rower in a composite Crew may use the colors of his or her own Club. Only the national or Club colors may appear on oar blades. Unpainted oars also are permitted for all boats, whether composite or otherwise, if all Rowers use such oars. Use of National Team colors, without the express approval of USRowing, is specifically prohibited.

Proposed rule:
Oars, whether Sweep or Scull, must be uniform throughout the Crew, except that each Rower in a composite crew may use the colors of his or her own Club. **Unpainted oars are permitted for all boats, whether composite or otherwise, if all Rowers use such oars. If the oars are painted, the oars shall be painted on both sides of the blade with the Crew's identifying design. Alternatively, a Crew may have a different design on either side of the blade, or between port and starboard oars. A Crew who has a pattern or logo on one side of the blade shall not have the opposite side of the blade be empty of pattern or design. Only the Club or National Team colors may appear on oar blades. Use of National Team colors, without the express approval of USRowing, is specifically prohibited.**

Reason:
This proposed change is to increase safety on the water.
This change will allow referees and marshals to be able to identify a boat either coming at them, or away from them by being able to see the design on the blades. Currently teams who have a complicated design, or who use decals depicting a complicated image, usually only put the detail on one side of the blade.

COMMENTS:

Carol Brown: "I oppose the proposed requirement that if an organization has any logo or design on the front of the blade that the back of the blade is required to have the same paint/decals. I appreciate that it might occasionally help a referee identify a crew but it seems an onerous requirement, takes more time to paint, costs money, etc. etc. Uniforms, boat numbers, boat colors etc. can all help with crew identification and this is not a rule change that seems justifiable."

4-103 Eligibility to Compete in Events [DeWinter, D]

Current:
(h) A female Rower shall not compete in Events for men, and a male Rower shall not compete in Events for women. A Crew competing in a mixed Event must be 50% male and 50% female, not including the Coxswain.

Proposed
(h) A male Rower shall not compete in Events for women.
(i) A female Rower shall not compete in non-Masters Events for men, but may compete in Masters Events for men. A Crew competing in a mixed non-Masters Event must be 50% male and 50% female, not including the Coxswain. A Crew competing in a mixed Masters Event must be at least 50% female, not including the Coxswain.

Reason:
This rule is inconsistently enforced across USRowing Masters Regattas. Current regatta registration and timing systems allow mixed crews with more than 50% female rowers and crews with female rowers in men's events. This results in violations, intentional or not, which are sometimes never caught. This inconsistent application of the rules contradicts the requirement of Fairness according to the Referee Manual.
Although this rule is not asterisked, no regatta in the USRowing Masters Series provides a documented exception. Despite this, it has been violated at least 16 times since 2016.

Violations of 4-103 (h) at the USRowing Masters Series, 2016 – 2019
Regatta Year Event Crew # of Women Place

SW Regionals 2017 Mixed Masters Novice 8+ BIAC 6 (expected 4) 4/4
SE Regionals 2018 Mens Open 2x Atlanta Juniors* 1 (expected 0) 2/2
NW Regionals 2017 Mixed AA 2x Sammamish 2 (expected 1) 2/3
NW Regionals 2017 Mixed D 8+ Green Lake 5 (expected 4) 5/6
NW Regionals 2017 Mixed C 8+ Lake Union 5 (expected 4) 1/5
NW Regionals 2017 Mixed C 4+ Vancouver 3 (expected 2) 6/6
NW Regionals 2017 Mixed E 8+ Vancouver 5 (expected 4) 4/5
NW Regionals 2017 Mixed AA-A 4+ Vancouver 3 (expected 2) 7/7
NW Regionals 2017 Mens A+ Novice 8+ Mt. Baker 3 (expected 0) 1/4
NW Regionals 2018 Mixed B 8+ Vancouver 5 (expected 4) 4/6
NW Regionals 2018 Mens F+ 8+ S. A. C. Composite** 1 (expected 0) 6/6
NW Regionals 2019 Mens AA-A 2x Sammamish 1 (expected 0) EXC
NW Regionals 2019 Mixed B 8+ Vancouver B 6 (expected 4) 4/6
NW Regionals 2019 Mixed E 8+ Sammamish 5 (expected 4) 6/6
NW Regionals 2019 Mixed F+ 8+ Bainbridge Island 5 (expected 4) 6/6
Masters Nationals 2019 Mixed D 8+ Grand Rapids 5 (expected 4) 5/5

* Jillian Hitzel substituted for Matthew McCarthy according to HereNow. This is not shown on RegattaCentral.
** Janet Jewell (S. A. C.) substituted for Patrick Walsh according to HereNow. This is not shown on RegattaCentral.

Of these 16, only 1 crew was disqualified. Full disclosure: that was my crew, disqualified at NW Regionals 2019 for rowing as a Mixed A crew in a Mens A event.

I cannot speak to why this rule was not enforced consistently. However, as a coach and competitor, it is frustrating to make decisions on what is allowed and what is not when this case comes up. If USRowing truly intends to apply this rule at the Masters level, it should do so consistently. However…

REASON 2: IT DEPRIVES CREWS OF VALUABLE RACING EXPERIENCE
I firmly believe this rule, as is, should not be enforced at Masters regattas. I have experience with the Sammamish entries above, which were made for two main reasons:
· There weren't enough male rowers available to make the full 50/50 split work for mixed events.
· The crew has a schedule conflict with the gender-specific event designed for them.

These are valid reasons to accept crews into these events; it encourages additional participation in cases where these rowers might not get the chance to race together or at all. Masters regattas are unique in that each rower participates in significantly more events per regatta than other classifications of regattas. (Masters Series 2019 averaged 2.9 events per rower, while the Youth Series averaged 1.4.)2 This makes schedule conflicts more common. For coaches to give all of their rowers a quality racing experience, they must sometimes make compromises to accommodate that schedule, including putting the rowers at a disadvantage in one event instead of not entering them at all.

Rowing down in age category is one option, but this only works if there is an age category to row down to, and the rowers have no schedule conflict with that event. Even with this option, the fact crews are still willing to participate at a disadvantage by including more female rowers than their competitors means there is value to preserving these racing experiences.

REASON 3: WOMEN CAN BE COMPETITIVE WITH MEN AT THE MASTERS LEVEL

Furthermore, there are Masters women so dominant in their own events that they are competitive with and can beat men in their events. Giving these crews the option to compete against men promotes stronger competition for everyone.

Below I share 4 examples of women's and mixed crews who could "race up" by completing AND placing in corresponding mixed or men's events. For example, a winning Women's A 2x could find that their finish time would put them on the podium for the corresponding Mixed A 2x.

It would be easy to downplay these examples if they were the only ones. However, these 4 are part of 40 crews across Masters Nationals, SE, SW, and NW Regionals in 2019 whose winners would also place in the top 3 if they raced up. That number grows to 214 when you consider the past 4 years of the Masters Series. To put this in perspective, consider below how many of these crews could be competitive racing up vs. the total number of winning women's and mixed crews at these regattas over the past 4 years.

On average, 32% of winning women's and mixed crews at these regattas would be competitive racing up. This number drops to 13% if you only consider the crews which won their own events by 5+ seconds, implying that they don't have strong competition to push them. The actual percentage is lower given that the data is not adjusted for weather, but even if you cut that in half, you still find that 1 in 15 crews is underserved by the level of competition today and could benefit from moving into a more competitive category.

The most obvious criticism here is that allowing these crews to enter in corresponding mixed and men's events would take away opportunities from men's crews (1) to medal or (2) to enter their event due to overcrowding.

It's impossible to predict the outcome of this change, but two pieces of evidence indicate that the impact to these crews would be minor. First, for the violations above, I know no protests were made for 3 of the 16 cases, and I assume there were no protests for other cases; otherwise, USRowing officials would have no choice but to disqualify the crew.

Second, the same arguments can be made for Masters crews that are allowed to race in a younger age category, which we accept as normal today. This year, about 13% of entries at Masters Nationals were from crews racing in a younger age category.3 It's not unreasonable to infer that the percentage of crews who would take advantage of racing in a different gender event is even less, but it is an outlet to challenge those faster women's and mixed crews to find more competition without resorting to the Intermediate/Senior/Elite track (which is also impossible for mixed crews).

I realize this may still be controversial for many reasons, so I ask in your comments to think about how to adjust this proposal in order to turn this into a net positive for our sport.

If this merits enough interest to drive forward, I suggest that USRowing attempts a pilot at one of its larger Master series events (NW, Nationals, or possibly SW) to understand the impact. Thank you!

1 Data retrieved from HereNow and RegattaCentral, August 31, 2019.
2 Masters Series included data from NW Regionals, SW Regionals, SE Regionals, and Masters Nationals 2019. Youth Series included data from SW, Central, Mid-Atlantic, SE, NW, NE, U15/U17 Nationals, and Youth Nationals 2019. Western Scholastics was excluded since its race data was not in HereNow. Masters Series ranged from 2.5 – 3.6 events per rower. Youth Series ranged from 1.0 – 1.9 events per rower. Data retrieved from HereNow on August 31, 2019.

3 285 of 2122 sampled entries included crews racing down. Only events with age categories were included in the sample. Data retrieved from HereNow on August 31, 2019.

COMMENTS:

Hello USRowing,

I would like to support eh current proposal to change rule 4-103 to allow women to race against men in Master's events.

You can race down in age category (to give you more competition), why not have women race with men, to give us more competition?

I hope to see this change in 2020.

Thanks,
Celine Suzzarini

4-104.3 Lightweights [Hunt, A., et al.]

Current:
4-104.3 Lightweights
A lightweight Crew is one that complies with the requirements below. An open Event is one that is not a lightweight Event.
(a) Men:
(1) A men's lightweight Crew, including a single Scull (1x), shall have no Rower who weighs more than 160 lbs.
(2) A men's lightweight Youth Crew, including a single Scull (1x), shall have no Rower that weighs more than 150 lbs.

(b) Women:
(1) A women's lightweight Crew, including a single Scull (1x), shall have no Rower who weighs more than 130 lbs.
(c) The Coxswain shall not be counted for purposes of this rule.

Proposed:
4-104.3 Lightweights
A lightweight Crew is one that complies with the requirements below. An open Event is one that is not a lightweight Event.
(a) Men:
(1) A men's lightweight Crew, including a single Scull (1x), shall have no Rower who weighs more than 160 lbs.
(2) A men's lightweight Youth Crew, including a single Scull (1x), shall have no Rower that weighs more than 150 lbs.

(b) Women:
(1) A women's lightweight Crew, including a single Scull (1x), shall have no Rower who weighs more than 135 lbs.
(2) A Woman's lightweight Youth Crew, including single Scull (1x), shall have no Rower who weighs more than 130 lbs.
(c) The Coxswain shall not be counted for purposes of this rule.

Reasons:
1. The female continues to mature through adulthood in development of bone density, lean mass and body fat. There is a discrepancy with allowance for men to have a youth and non-youth definition, but not women. This would lead one to believe that **US Rowing is not acting equitably in regards to gender, as there are different rules for men and women.**

2. By making this rule change it would improve fairness to provide more equitable racing. The IOC has is working to make changes, let's be part of that movement here at US Rowing and make this rule change: https://www.youtube.com/watch?v=ydt_g62ptXc

2. Women develop into adulthood with commiserate changes to normal weight. There is significant data to support this fact. (see below) In an acknowledgement of this, **there should be two categories of weight as there are for men.**

Journal of Epidemiology and
Genetics: https://onlinelibrary.wiley.com/doi/pdf/10.1002/oby.20318
Journal of Athletic Training:
https://www.nata.org/sites/default/files/JAT-46-3-16-turocy-322-336.pdf

COMMENTS:

NOTE FROM JULES: "USRowing received, aside from these comments, the same proposal from around a dozen members, each submitted under their own name and not always listing Ms. Hunt as the original author. I have therefore added "et al." to the proposal."

Hello,
I just received notification of the proposal to change the weight limit for lightweight women from 130 pounds to 135 pounds.

I am strongly opposed to this proposal. The only way for smaller statured rowers to be competitive is for them to race similarly sized rowers. If the weight limit changes, there would simply be opportunity for rowers that are on the lower end of the "open weight" category to lose a few pounds to gain the advantage of rowing shorter rowers. The shorter rowers will lose the one factor that allows them to stay competitive in a sport in which height is a clear advantage.

I appreciate your consideration of my opinion. Please feel free to contact me if further discussion would be helpful.
Thank you,
Susan Weinstein
Carnegie Lake Rowing Association

Dear US Rowing,

I know many of my teammates have sent lots of compelling statistics and data supporting the raising of the masters women lightweightcategory. I too share this sentiment, however my reasons are not scientific. I am not a lightweight and never will be. However every race I watch my 40 yo, 50yo, 60 yo female teammates who can get to lightweightcome to race extremely compromising their health and well being. They are extremely dehydrated, sometimes weak

from hunger, (definitely grumpy), and mostly doing things that are unhealthy for someone who is not a professional or even collegiate competitor at this stage in their lives. It seems that most lightweight women at this age naturally don't hit 130. 5-10 extra pounds would allow these athletes to come and race at a weight that is more appropriate for their bodies.

We as a society have put enough pressure on women to look a certain way, act a certain way, and rowing has empowered many women who might be something different than what society suggests. Except for the lightweights. Please consider upping this limit for masters women.

Sincerely,

Natalie Dustman
Rower since 2000

To US Rowing Board,
I am in favor of the proposed rule change for lightweight women's crews which will be more gender equitable.
Elizabeth Beene

I recommend a no vote to change the light weight classification for women from 130 to 135. (4-104.3)

There has always been a concern of women going to unhealthy measures to cut weight to 130. I think this will encourage more women that in the past could not get to the 130 lbs to take up unhealthy measure.
Spurge Hogan

One additional thought...if we change the weight category, suddenly we will be adding that many more women to the unhealthy throws of trying to "make weight." From the perspective of a 140lb or 145, 135 doesn't seem that far off. It's an ongoing argument to talk about struggling to make weight; but the negative impacts likely will impact many more athletes if the weight is limit is raised. Perhaps consider adding an ultra-heavy weight category to support our increasing weights.

Thank you for your consideration!
Katherine Perry

The 10 lb weight difference currently being allowed master's men compared with youth is a 6.67% difference in weight. There is currently no weight difference between women's youth and women's masters lightweight. Therefore there should either be an equitable 6.67% increase for the women's masters lightweight cut-off, which would be an 8.67 lb increase, or 138.67 lb cut-off, or alternatively, the men's masters weight should be changed back to 150 lbs. These gender inequalities shouldn't be partially corrected, but need to be fully addressed. This proposed change does not relate to the debate about where the weight limits should be set, particularly for younger athletes, nor the safety and value of lightweight rowing, which have been ongoing debates. For masters, lightweight rowing creates opportunity in our sport, and the fact is that that opportunity should be equal for men and women, period. So whether that involves changing the weight for masters women to be equitable with the change that has been made for masters men, or changing the men's lightweight weight cut-off back to 150 lbs to eliminate the inequity, a change is needed. Value on the other hand is in the eyes of the beholder, and at least for masters rowing, which already recognizes age categories which are the same for men and women, the value of opportunity, very importantly equal opportunity, is helpful for our sport. Ultimately some science and not just statistics brought to this would be helpful, as weight alone is a crude measure and will not address the concerns about safety.

Tina Hartert, MD, MPH
USRowing member (#1302407)

Dear US Rowing

I am writing in support of the attached proposal to increase the weight for Master's women to 135 pounds. I would also propose a single weigh in early in the morning rather than two hours prior to their lightweight events.

One of the reasons that I feel strongly about it is that US Nationals is pretty much the only event lightweights have to compete at, and while they row lightweight they are typically also rowing in open weight events. Coordinating the two hour weigh in window is difficult especially if they are racing in open events prior to their lightweight events. Often they are racing without proper fuel.

Thank you for your consideration of these proposals.

Lesleh Wright
Member

US rowing,

I wanted to show my support for the proposal below. It wound seem that we need to make the weight class for both men and women to be equitable. The data is very clear and in the hopes that we are not pushing our masters women's who were lightweight in their earlier years to push themselves to weight loss that is not in a healthy range is not the direction that we should go. We need to create a system that is fair but also backed up by scientific research.
Regards
Alexandra DeBever
US rowing member #1202523

Dear US Rowing,

I support this proposed rule change. Submitted by my colleague.

Terry Walters MD MPH
Colonel (retired) Medical Corps
US Army

I cannot tell you strongly I support this. A sad day if we cannot implement such a change.
Cinda Graubard
Long time member
Lifetime rower and sculler
Competitor master rower and sculler
65 yo
Naturally 130-135, 5'5"
Seriously health conscious athlete

I'm a U.S. Rowing member, and am writing in support of the proposed change to Rule 4-104.3 that would increase the weight limit for lightweight master's women rowers to 135 pounds.

Having a two-tiered weight limit (130 pounds for youth, and 135 pounds for older rowers) is consistent with the approach that is currently followed for men under US Rowing rules. There's no logical reason to treat women differently. Changing the rule will establish parity and fairness between male and female lightweight rowers, while also recognizing that a mature female naturally carries slightly more weight than her youthful counterpart.

I trust that US Rowing will take the necessary steps to correct this inequity in the current rules. Thank you for your consideration.

Carol Groben

Submitting support for the proposed rule change to rule 4-104.3 Lightweight to increase the weight limit for Master Women lightweight from 130 to 135.

It would only make sense if there is a weight differential in the men's lightweight category for masters (160) compared to non-masters (150), that a similar differential exists for Women lightweight masters vs non-masters.

Gerry Halmagyi
US Rowing Member

Recently you received an email from my teammate, friend, and fellow lightweight Allison Hunt addressing a proposed rule change for the lightweight quantification for Master Women. I email you today to support and second her proposal. The specifics of the proposal and enclosed. I would ask that you consider the logic in asking a fully developed and mature female to maintain one weight (130 lbs) throughout her life-time whereas her male counterparts are afforded and 10lb increase from adolescence to fully developed male adult.

Tara Walhart

Dear US Rowing,

I fully support the rule change proposal below as more equitable for women in the lightweight category. Lightweight limits should be based in science, restrictive limits that expect masters women to race at the weight of college women endorses disordered eating habits. The minimum for any masters lightweight female event should be 135lbs.

Lisa Peterson, MD
#1294182

4-105.1: Coxswain's Weight [Newman, T.]

Current:
(a) All Competitors who are competing as a Coxswain must meet the following minimum weights and their weights shall be determined as provided in Rule 4-106 ("Weighing of Competitors").
(1) A Coxswain in an Event for men's Crews shall weigh at least 120 lbs.
(2) A Coxswain in an Event for women's Crews shall weigh at least 110 lbs.
(3) A Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.
(b) Coxswains who do not comply with subsection (a) above shall carry deadweight in order to achieve the minimum weight. Any such deadweight shall be placed in the boat as close to the torso of the Coxswain as possible, and such weight shall remain in the boat throughout the duration of the race.
(c) It is specifically forbidden to distribute deadweight throughout the boat.
(d) A Crew whose Coxswain does not have his or her deadweight at the finish of the Race shall not be placed.

Proposed:
(a) All Competitors who are competing as a Coxswain must meet the following minimum weights and their weights shall be determined as provided in Rule 4-106 ("Weighing of Competitors").
(1) Coxswain in an Event for men's Crews shall weigh at least 120 lbs.
(2) A Coxswain in an Event for women's Crews shall weigh at least ***120*** lbs.
(3) Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.
(b) Coxswains ***in Events for men's and mixed Crews*** who do not comply with subsection (a) above shall carry deadweight in order to achieve the minimum weight. Any such deadweight shall be placed in the boat as close to the torso of the Coxswain as possible and such weight shall remain in the boat throughout the duration of the race.
(c) It is specifically forbidden to distribute deadweight throughout the boat.
(d) A ***men's or mixed*** Crew whose Coxswain does not have their deadweight at the finish of the Race shall not be placed.

Reason:
The Pac-12 Conference supports increasing the coxswain weight for women's crews to 120 pounds (54.4 kg) in an effort to significantly improve our student-athletes' health and well-being. The current minimum weight limit does not align with the typical modern biology of our female coxswain student-athletes. The current weight limit (110 lbs.) potentially motivates unhealthy and unnecessary behaviors to maintain competitive status in the sport of rowing. This legislative change would also reflect the action taken by the rowing international governing body, Fédération Internationale des Sociétés d'Aviron (FISA). We believe in preparing our student-athletes to compete at the highest level. In order to fulfill that essential role, our legislation regarding coxswain weight for women's crews must align with the elite standards of international competition.
COMMENTS: See survey attached to email.

4-105.1: Coxswain's Weight [Mannle, T.]

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

(1) A Coxswain in an Event for men's Crews shall weigh at least 120 lbs.
(2) A Coxswain in an Event for women's Crews shall weigh at least 110 lbs.
(3) A Coxswain in an Event for mixed Crews shall weigh at least 120 lbs.

(b) Coxswains who do not comply with subsection (a) above shall carry deadweight in order to achieve the minimum weight. Any such deadweight shall be placed in the boat as close to the torso of the Coxswain as possible and such weight shall remain in the boat throughout the duration of the race.
(c) It is specifically forbidden to distribute deadweight throughout the boat.
(d) A Crew whose Coxswain does not have their deadweight at the finish of the Race shall not be placed.
(e) At any time, before or immediately after the Race, the Referee, another Race Official, or a member of the Control Commission may require the weight of the deadweight to be checked.
(f) Excess clothing, Equipment, electronic systems, tools, or other utilitarian devices germane to competition, shall not be considered part of the Coxswain's weight and shall not be included as part of any deadweight required under subsection (b) above.

Proposed:
Revise paragraph 405.1 (b) by adding subsection (1), to read:
(b) Coxswains who do not comply with subsection (a) above shall carry deadweight in order to achieve the minimum weight. Any such deadweight shall be placed in the boat as close to the torso of the Coxswain as possible and such weight shall remain in the boat throughout the duration of the race.

(1) In U15, U17 and U19 events, the maximum deadweight is limited to 33.0 pounds (15.0 kg)

Reason:
FISA (Rule 27) currently limits the maximum coxswain deadweight to the 33.0 pounds/15 kg proposed. For events in these age groups, crews are generally of smaller stature than in older crews; smaller stature often results in a requirement to carry sometimes excessive deadweight. Because of the requirement to keep deadweight in proximity to the coxswain's torso, and given the lesser experience of these crews compared with older, more experienced crews, excessive deadweight carried by the coxswains of these crews is a potential safety hazard.

At the inaugural USRowing U17/U15 National Championship Regatta, special procedures were included to identify coxswains carrying greater than 33.0 pounds/15 kg, so that these crews could be monitored for safety by the officials throughout the course of the event. Limiting

deadweight to the FISA maximum obviates the requirement for these special procedures. Deadweight in excess of the proposed standard carried by coxswains in these age groups has also been observed on multiple occasions at the USRowing Club National Championships.

COMMENTS:

Data provided by HereNow to show coxswain weights at event that prompted this proposal is attached to the email.

Part B - Insignia and Advertising [Fraser, B]

Current Rule:

3-201 Uniforms

(a) Subject to subsection (b), all Competitors in a Crew shall wear identical clothing. Such clothing shall cover the torso of the body and may include sweat gear. The Chief Referee may grant exceptions to this rule on account of unusual weather conditions. An exception also will be granted to composite Crews.
(b) Individual Competitors in a Crew may choose whether or not to wear a hat or other headgear, which may be of the individual Competitor's own choosing and need not be identical with those worn by other Crew members.
(c) No Competitor may wear the uniform of the U.S. National Team while participating as a member of a Crew without the express approval of USRowing.

3-202 Oars

Oars, whether Sweep or Scull, must be uniform throughout the Crew, except that each Rower in a composite Crew may use the colors of his or her own Club. Only the national or Club colors may appear on oar blades. Unpainted oars also are permitted for all boats, whether composite or otherwise, if all Rowers use such oars. Use of National Team colors, without the express approval of USRowing, is specifically prohibited.

3-203 Manufacturer and Sponsor Advertising

(a) Advertisement is allowed on Equipment and clothing by manufacturers of both Equipment and clothing and by sponsors of a Crew or Club. Except as otherwise specified in these rules, the content, placement, size, and density of Advertisement is not restricted.
(b) Advertisements promoting tobacco products are prohibited. Advertisements promoting any alcoholic beverage are prohibited at Youth Events. In other Events, Advertisements promoting alcoholic beverages whose alcohol content is more than 15% are prohibited.
(c) A sponsor who is commonly identified as a provider or manufacturer of a prohibited product or service, but who also provides or manufactures permitted products or services, may advertise if the Advertisement affirmatively and clearly associates itself with the permitted product or service only.
(d) Provisions in this rule shall apply throughout the duration of the Regatta and shall extend throughout the Regatta site.

Proposed rule:

3-201 Crew Identification

All boats shall have one of the following identification features visible at all times while the boat is on the water. Composite boats may use a combination of the composite Club's identification features. Unaffiliated boats do not need to meet these requirements.
(a) Uniforms: All uniforms must comply with Rule 3-202, "Uniforms". Crews with more than half of the competitors wearing generic rowing attire or generic outer-wear do not meet this definition for identification purposes.

(b) Oar Design: Subject to Rule 3-203, "Oars".
(c) Boat Identification: Subject to Rule 3-111, "Boat Identification". (Proposed rule)
The hierarchy of identification features shall be; Uniforms, Oar Design, Boat Identification. If a Crew is borrowing equipment from another Crew, the Crew borrowing the equipment must have an identification feature higher in the hierarchy visible at all times while the Crew is on the water.

3-202 Uniforms
(a) Subject to subsection (b), all Competitors in a Crew shall wear identical clothing. Such clothing shall cover the torso of the body and may include sweat gear. The Chief Referee may grant exceptions to this rule on account of unusual weather conditions. An exception also will be granted to composite Crews.
(b) Individual Competitors in a Crew may choose whether or not to wear a hat or other headgear, which may be of the individual Competitor's own choosing and need not be identical with those worn by other Crew members.
(c) No Competitor may wear the uniform of the U.S. National Team while participating as a member of a Crew without the express approval of USRowing.

3-203 Oars
Oars, whether Sweep or Scull, must be uniform throughout the Crew, except that each Rower in a composite Crew may use the colors of his or her own Club. Only the national or Club colors may appear on oar blades. Unpainted oars also are permitted for all boats, whether composite or otherwise, if all Rowers use such oars. Use of National Team colors, without the express approval of USRowing, is specifically prohibited.

3-204 Manufacturer and Sponsor Advertising
(a) Advertisement is allowed on Equipment and clothing by manufacturers of both Equipment and clothing and by sponsors of a Crew or Club. Except as otherwise specified in these rules, the content, placement, size, and density of Advertisement is not restricted.
(b) Advertisements promoting tobacco products are prohibited. Advertisements promoting any alcoholic beverage are prohibited at Youth Events. In other Events, Advertisements promoting alcoholic beverages whose alcohol content is more than 15% are prohibited.
(c) A sponsor who is commonly identified as a provider or manufacturer of a prohibited product or service, but who also provides or manufactures permitted products or services, may advertise if the Advertisement affirmatively and clearly associates itself with the permitted product or service only.
(d) Provisions in this rule shall apply throughout the duration of the Regatta and shall extend throughout the Regatta site.

Reason:
This proposed change is to increase safety and fairness on the water.
During race practice days, crews usually do not have a bow number, and are not necessarily in team uniform. If the crew is also rowing with unpainted blades, there is no way to identify the crew.

This becomes an issue when marshals or referees are trying to give instructions to the crews, or need to assign warnings or other penalties to crews on the water and are not in a position to chase the boat down and ask the crew for identification.
This rule also assists in figuring out which crew the boat is on race day. Example: A crew could have unpainted blades and the rowers could have warm up gear on that does not identify the team. They are obviously racing in a men's eight in lane 2, but there is no way to identify which heat or event they are in.

COMMENTS:

None.

Referee Procedures Manual 2019 [Killen, S.]

Current:
II) Regatta Race Official Positions and Procedures
5) Referee
7) Procedure - Finishing the Race (page 30)
* confirm with your partner Referee that all is well (thumbs up or down, no flags)

Proposed:
* confirm with your partner Referee that all is well **(by holding your hand around the cloth of either the White or Red flag)**

Reason for Change:
A Referee of color does not have a white thumb to be the equivalent of the White flag as exhibited in the accompanying photos wearing a dark glove. It is anatomically impossible to go from thumbs up thumbs to down with just the forearm in a horizontal position. The complete arm must be raised horizontally from the shoulder to exhibit thumbs down as exhibit in the accompanying photo. Looking like the Roman Emperor Commodus giving the decision to Maximus to kill Tigris in the movie Gladiator

COMMENTS:

None.

Referee Procedures Manual 2019 [Killen, S.]

Current:
II Regatta Race Official Positions and Procedures
4) Starting Area
C) Starter
(2) Equipment
• Scale(s) (ideally a practice scale and an official scale) • A certified weight or a reference weight for the scales • Material to make deadweight for coxswains (e.g. sand, baggies, duct tape, markers) if being provided by the LOC • Paperwork
• Binder to compile paperwork • Pens/Markers
• Clock
• Wristbands
• Heat sheet
• Radio

Proposed:
II Regatta Race Official Positions and Procedures
4) Starting Area
C) Starter
(2) Equipment
• Scale(s) (ideally a practice scale and an official scale)
• A certified weight or a reference weight for the scales
• Material to make deadweight for coxswains (e.g. sand, baggies, duct tape, markers) if being provided by the LOC
• Paperwork
• Binder to compile paperwork
• Pens/Markers
• Clock
• Wristbands
• Heat sheet
• Radio
• **White Flag**

Reason:
The Starter is in the best position initially to direct crews before the following referees can get into position.

COMMENTS:

None.

Typographical Error Corrections

2-407 - Referee's Instructions to Crews [Barrett, W.]
Typographical error: In the last line of Subsection (d) to the Rule, "waiving" should be "waving."

Rule 2-608 - Appeal from the Jury [Barrett, W.]
Typographical error: At the end of Subsection (b)(1) to the Rule, the words "there under" should be one word: "thereunder."

COMMENTS:

None.