Referee Committee

Minutes of Meeting
November 7, 2017
Telephone Conference

Attendance

Referee Committee:
- Andrew Blackwood – Chair
- Ruth Macnamara – Vice Chair, Secretary
- Bob Appleyard – Referee College
- John Musial – Regional Coordinator Representative to Committee
- Jean Reilly – FISA
- Terese Friel-Portell – Safety/Referee Utilization

Regional Coordinators:
- Dee McComb, NW
- Howard Meisner, NE
- Mike Rosenbaum, SW

USRowing Staff:
- John Wik – Director of Referee Programs

Absent:
- Gevvie Stone – Athlete Representative (work commitment - emailed votes)
- Rachel Le Mieux – Trials Coordinator (work travel – Ruth had her proxy)
- Marcus McElhenney – Athlete Representative
- Derek Blazo, MW
- Jorge Salas, SE

Andy called the meeting to order at 8:34PM EDT.

Ruth Macnamara conducted the proposed Rule Change portion of the meeting. The Committee voted on the remaining Rule Changes individually as follows:

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

Howard withdrew this version of the proposed Rule change in favor of the modified version below.

Current Rule:

1-104 Scope and Exceptions (*)

(a) These rules shall apply to all rowing Races and Regattas that take place in the United States and that are registered by USRowing. These rules shall not apply to any Races or Regattas that are within the exclusive jurisdiction and control of FISA.

(b) Any exceptions or amendments to these rules must be described in detail to USRowing at the time of registration, publicized in writing and distributed to every competing Team. USRowing may take the extent and nature of variation into account in determining whether to register a Regatta.
(c) Subsection (b) above notwithstanding, there shall be no exceptions or amendments to any provision designated as absolutely binding. In these rules, such provisions are noted by an asterisk (*) in the appropriate caption or subsection heading.
(d) Adaptive Rowing Races (Article X, "Adaptive Rowing"), Head Races (Article VIII, "Head Races"), Races for Open Water Events (Part A of Article IX, "Open Water Racing"), and USRowing Trials (Article VI, "Trials Rules") shall be held under the specific rules designated for them.

Proposed Change:

1-104 Scope and Exceptions (*)

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

Reason:

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

Competitors not being listed as absolutely binding. The net effect of this change will be to make more rules absolutely binding and clarify which rules are commonly modified at Registered Regattas.

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

Rule	Current	Proposed
1-101 Title		B
1-102 Purposes	B	B
1-103 Interpretation	B	B
1-104 Scope and Exceptions	B	B
1-105 Situations Not Covered	B	B
1-201 Rowing Defined	B	B
1-202 Other Definitions	B	B
2-101 Primary Duties of Race Officials	B	B
2-102 Appointment of the Chief Referee	B	B
2-103 Duties of the Chief Referee	B	B
2-104 Officials	B	B
2-105 The Jury	B	B
2-200 Safe Equipment		B
2-201 Suspending Racing	B	B
2-202 Regatta Information		B
2-203 Traffic Patterns	B	B
2-204 Rowing Near the Course while Race in Progress	B	B
2-205 Violation of Safety Rules		B
2-206 Number of Referees; Safety Launches	B	B
2-300 Approaching the Start; Warm-up on the Course		B
2-301 Reporting to the Start		B
2-302 Appearance of Crews		B
2-303 Changing Race Times and Lane Assignments		B
2-304 Alignment		B
2-305 Start		B
2-306 Starting Commands with Flags		B
2-306.1 Starting Commands with Lights		B
2-307 "Quick Start"		B
2-308 False Start		B
2-309 Failure to Start		B
2-310 Broken Equipment		B
2-311 Leaving the Starting Area		B
2-401 A Crew's Water	B	B
2-402 Steering		B
2-403 Referee's Position	B	B
2-404 Interference or Foul	B	B
2-405 Stopping a Race in Progress		B
2-406 Penalizing Interference		B

2-407 Referee's Instructions to Crews		B
2-408 Instruction to Avoid Unsafe or Unfair Conditions	B	B
2-409 Outside Assistance		B
2-410 Unsportsmanlike Conduct	B	B
2-501 Finish of the Race		B
2-502 Placement of Crews; Dead Heats		B
2-601 Imposition of Penalties; Effect on Crew Members		B
2-602 Types of Penalties		B
2-603 Restoring Opportunity of Winning; Altering Results	B	B
2-604 Matters Subject to Protest	B	B
2-605 Raising an Objection	B	B
2-606 Filing the Protest Statement	B	B
2-607 Protest Hearing		B
2-608 Appeal from the Jury	B	B
3-101 Free Construction of Equipment	B	B
3-102 General Requirements for Boats	B	B
3-103 Categories of Boats		M
3-104 Minimum Weight of Boats		M
3-105 Bowballs	B	B
3-106 Foreign Substances		B
3-107 Oars	B	B
3-108 Footgear Release	B	B
3-109 Boat Construction for Coxswains	B	B
3-110 Bow Numbers		B
3-201 Uniforms		M
3-202 Oars		M
3-203 Manufacturer and Sponsor Advertising		M
4-101 Amateur Standing	B	B
4-102 Doping	B	B
4-103 Eligibility to Compete in Events		M
4-104 Classification of Competitors		M
4-104.1 Classification by Age		M
4-104.2 Classification by Skill		M
4-104.3 Lightweights		M
4-104.4 Adaptive Rowing and Para-Rowing		M
4-105 Coxswains		M
4-105.1 Coxswain's Weight		M
4-106 Weighing of Competitors		M
5-101 Regatta Director		M
5-102 Regatta Secretary		M
5-201 Submission of Entries		M
5-202 Reporting of Entries		M
5-203 General Requirements for Entries and Affiliation	B	B
5-204 Composite Crews		M
5-205 False Entries		M
5-206 Substitutions		M
5-207 Illness of Competitors		M
5-208 USRowing Progression Systems		M
5-209 Changes in the Form of Progression		M

5-301 National Championship Events	B	B
5-302 Course Requirements	B	B
5-303 Masters National Championships	B	B
5-304 Youth National Championships	B	B
6-101 Title, Purpose, and Scope of Trials Rules		B
6-102 Trials Director		B
6-103 Substitutions		B
6-104 Order of Racing		B
6-105 Penalties for Interference in Trials Races		B
6-106 Results		B
7-100 Course Approval		B
7-101 Minimum Requirements		M
7-201 Classification of Courses		M
8-101 Scope of Rules Regarding Head Races	B	B
8-102 Course Configuration	B	B
8-103 Officials		B
8-104 Qualifications of Officials	B	B
8-105 Local Regatta Rules	B	B
8-106 Map of Course	B	B
8-107 The Start		B
8-108 The Body of the Race		B
8-109 The Finish		B
8-110 Types of Penalties		M
9-101 Scope of Open Water Rules	B	B
9-102 General Principles of Open Water Racing	B	B
9-103 Particular Rules of the Event	B	B
10-101 Scope of Rules Regarding Adaptive Rowing Races	B	B
10-102 Fairness		B
10-201 Adaptive Rowing Sport Classes		M
10-202 Adaptive Rowing Boat Classes		M
10-203 Para-Rowing Boat Classes		M
10-204 Adaptive Rowing Sport Class Statuses		M
10-301 Adaptive Rowing Boats		M
10-302 Elite Para-Rowing Boats		M
10-303 Standard AS1x		M
10-304 Standard TAMix2x		M
10-305 Strapping		M
10-306 General Strapping Requirements		M
10-307 Capsizing Release		M
10-308 Eyewear for Visually Impaired Rowers		M
10-309 Boat Weights		M
10-310 Minimum Weight of Boats		M
10-401 Safety of Rowers		M
10-402 Traffic Rules		M
10-501 Starting Commands		B
10-502 Acknowledgment of Penalties Assessed at the Start		B
10-503 Finish of the Race		B
10-504 Lodging an Objection		B

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

Proposed Modification to the initial proposed rule change after the Rules Discussion call on 11/2/17. Proposed changes to the initial Proposed Rule Change and any additional explanation is reflected in red.

Will replace this with Howard's paragraph when received. **This proposed Rule Change was withdrawn by Howard**. After much hard work, thoughtful revisions and review, Howard and Bob recommended that this proposed Rule Change be withdrawn for the current year and be presented at Regional Referee Clinics and circulated throughout the broader community for comment so that it will be well thought out and ready to present for 2019 proposed Rule Changes.

Current Rule:

1-104 Scope and Exceptions (*)

(e) These rules shall apply to all rowing Races and Regattas that take place in the United States and that are registered by USRowing. These rules shall not apply to any Races or Regattas that are within the exclusive jurisdiction and control of FISA.

(f) Any exceptions or amendments to these rules must be described in detail to USRowing at the time of registration, publicized in writing and distributed to every competing Team. USRowing may take the extent and nature of variation into account in determining whether to register a Regatta.

(g) Subsection (b) above notwithstanding, there shall be no exceptions or amendments to any provision designated as absolutely binding. In these rules, such provisions are noted by an asterisk (*) in the appropriate caption or subsection heading.

(h) Adaptive Rowing Races (Article X, "Adaptive Rowing"), Head Races (Article VIII, "Head Races"), Races for Open Water Events (Part A of Article IX, "Open Water Racing"), and USRowing Trials (Article VI, "Trials Rules") shall be held under the specific rules designated for them.

Proposed Change:

1-104 Scope and Exceptions (*)

(e) These rules shall apply to all rowing Races and Regattas that take place in the United States and that are registered by USRowing. These rules shall not apply to any Races or Regattas that are within the exclusive jurisdiction and control of FISA.

(f) Any exceptions or amendments to these rules must be described in detail to USRowing at the time of registration, publicized in writing and distributed to every competing Team. USRowing may take the extent and nature of variation into account in determining whether to register a Regatta. ***Only rules noted by a plus (+) may be petitioned for modification for the Regatta and shall only apply to that Regatta.***

(g) Subsection (b) above notwithstanding, there shall be no exceptions or amendments to any provision designated as absolutely binding. In these rules, ***all provisions are binding unless noted by a plus (+) in the***

appropriate caption or subsection heading and any amendments are published in the Regatta Packet.

(h) Adaptive Rowing Races (Article X, "Adaptive Rowing"), Head Races (Article VIII, "Head Races"), Races for Open Water Events (Part A of Article IX, "Open Water Racing"), and USRowing Trials (Article VI, "Trials Rules") shall be held under the specific rules designated for them.

Reason:

The asterisk provision in (c) of this rule is one of the most commonly confused notations in the Rules of Racing. The intention was to provide a minimum set of rules that could not be modified at a Registered Regatta. Over the years, as the rules have evolved, the asterisk has not kept up with the modifications. This has led to a significant number of rules that involve the Race Official's interactions with the Competitors not being listed as absolutely binding. The net effect of this change will be to make more rules absolutely binding and clarify which rules are commonly modified at Registered Regattas.

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

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1-201 Rowing Defined	B	B
1-202 Other Definitions	B	B
2-101 Primary Duties of Race Officials	B	B
2-102 Appointment of the Chief Referee	B	B
2-103 Duties of the Chief Referee	B	M
2-104 Officials	B	B
2-105 The Jury	B	B
2-200 Safe Equipment		M
2-201 Suspending Racing	B	B
2-202 Regatta Information		B
2-203 Traffic Patterns	B	B
2-204 Rowing Near the Course while Race in Progress	B	B
2-205 Violation of Safety Rules		B
2-206 Number of Referees; Safety Launches	B	B
2-300 Approaching the Start; Warm-up on the Course		B
2-301 Reporting to the Start		B
2-302 Appearance of Crews		M
2-303 Changing Race Times and Lane Assignments		B

2-304 Alignment		B
2-305 Start		B
2-306 Starting Commands with Flags		B
2-306.1 Starting Commands with Lights		B
2-307 "Quick Start"		B
2-308 False Start		B
2-309 Failure to Start		B
2-310 Broken Equipment		B
2-311 Leaving the Starting Area		B
2-401 A Crew's Water	B	B
2-402 Steering		B
2-403 Referee's Position	B	B
2-404 Interference or Foul	B	B
2-405 Stopping a Race in Progress		B
2-406 Penalizing Interference		B
2-407 Referee's Instructions to Crews		B
2-408 Instruction to Avoid Unsafe or Unfair Conditions	B	B
2-409 Outside Assistance		B
2-410 Unsportsmanlike Conduct	B	B
2-501 Finish of the Race		B
2-502 Placement of Crews; Dead Heats		B
2-601 Imposition of Penalties; Effect on Crew Members		B
2-602 Types of Penalties		B
2-603 Restoring Opportunity of Winning; Altering Results	B	B
2-604 Matters Subject to Protest	B	B
2-605 Raising an Objection	B	B
2-606 Filing the Protest Statement	B	B
2-607 Protest Hearing		B
2-608 Appeal from the Jury	B	B
3-101 Free Construction of Equipment	B	B
3-102 General Requirements for Boats	B	B
3-103 Categories of Boats		M
3-104 Minimum Weight of Boats		M
3-105 Bowballs	B	B
3-106 Foreign Substances		B
3-107 Oars	B	B
3-108 Footgear Release	B	B
3-109 Boat Construction for Coxswains	B	B
3-110 Bow Numbers		M
3-201 Uniforms		M
3-202 Oars		M
3-203 Manufacturer and Sponsor Advertising		M
4-101 Amateur Standing	B	B
4-102 Doping	B	B
4-103 Eligibility to Compete in Events		M
4-104 Classification of Competitors		M
4-104.1 Classification by Age		M
4-104.2 Classification by Skill		M
4-104.3 Lightweights		M

4-104.4 Adaptive Rowing and Para-Rowing		M
4-105 Coxswains		M
4-105.1 Coxswain's Weight		M
4-106 Weighing of Competitors		M
5-101 Regatta Director		M
5-102 Regatta Secretary		M
5-201 Submission of Entries		M
5-202 Reporting of Entries		M
5-203 General Requirements for Entries and Affiliation	B	B
5-204 Composite Crews		M
5-205 False Entries		M
5-206 Substitutions		M
5-207 Illness of Competitors		M
5-208 USRowing Progression Systems		M
5-209 Changes in the Form of Progression		M
5-301 National Championship Events	B	B
5-302 Course Requirements	B	B
5-303 Masters National Championships	B	B
5-304 Youth National Championships	B	B
6-101 Title, Purpose, and Scope of Trials Rules		B
6-102 Trials Director		B
6-103 Substitutions		B
6-104 Order of Racing		B
6-105 Penalties for Interference in Trials Races		B
6-106 Results		B
7-100 Course Approval		B
7-101 Minimum Requirements		M
7-201 Classification of Courses		M
8-101 Scope of Rules Regarding Head Races	B	B
8-102 Course Configuration	B	B
8-103 Officials		B
8-104 Qualifications of Officials	B	B
8-105 Local Regatta Rules	B	B
8-106 Map of Course	B	B
8-107 The Start		B
8-108 The Body of the Race		B
8-109 The Finish		B
8-110 Types of Penalties		M
9-101 Scope of Open Water Rules	B	B
9-102 General Principles of Open Water Racing	B	B
9-103 Particular Rules of the Event	B	B
10-101 Scope of Rules Regarding Adaptive Rowing Races	B	B
10-102 Fairness		B
10-201 Adaptive Rowing Sport Classes		M
10-202 Adaptive Rowing Boat Classes		M
10-203 Para-Rowing Boat Classes		M
10-204 Adaptive Rowing Sport Class Statuses		M
10-301 Adaptive Rowing Boats		M
10-302 Elite Para-Rowing Boats		M

10-303 Standard AS1x		M
10-304 Standard TAMix2x		M
10-305 Strapping		M
10-306 General Strapping Requirements		M
10-307 Capsizing Release		M
10-308 Eyewear for Visually Impaired Rowers		M
10-309 Boat Weights		M
10-310 Minimum Weight of Boats		M
10-401 Safety of Rowers		M
10-402 Traffic Rules		M
10-501 Starting Commands		B
10-502 Acknowledgment of Penalties Assessed at the Start		B
10-503 Finish of the Race		B
10-504 Lodging an Objection		B

Notes:
Updates to the grid have been made following the Referee Committee meeting on 11/2. Those updates are noted via "track changes". The two concerns noted during the meeting were issues of cross-references where making a "parent rule" binding has the impact of making others binding by reference in the rule text. The second concern was the application of some of the binding provisions to small dual/tri races.
In general, we can fix the cascade issues by adding the language "or with the announced criteria for the Event" as it does in 2-502 (f) before the modifiable part to remove the implied direct reference. Then most rules can be binding and the cascade problem goes away.
Cross Reference Table

Rule	References	Binding Cascade Issue
1-103	1-102	No – both currently binding
1-104	Articles X, VIII, IX (Part A), VI	No – language states separate rules
1-105	1-102	No – 102 currently binding
1-202 (z)	2-104	No – 104 currently binding
2-103	*Article III, IV*	*2-103 is currently binding; cascade issue*
2-200	Article III (Part A)	Yes
2-201	2-101	No – both currently binding
2-205	2-602	No – both are currently modifiable and are both switching to binding
2-300	2-203	No – 2-203 is currently binding and will remain binding; 2-300 will become binding
2-301	2-602 (b)	No – both are currently modifiable and are both switching to binding
2-302	*Article III (Part B), 2-602*	*Yes – modified 2-302 to M because Article III, Part B is M*

2-307	*2-305, 2-306, 2-306.1*	No – all are currently modifiable and all are switching to binding
2-308	2-602 (c)	No – both are currently modifiable and are both switching to binding
2-309	2-602	No – both are currently modifiable and are both switching to binding
2-310	1-202, 2-407 (c & d), 2-602	No – With exception of 1-202, all are currently modifiable and all are switching to binding
2-404	2-407 (a & b)	No – 2-404 is binding and 2-407 is moving to binding
2-405	2-407 (d)	No – both are currently modifiable and are both switching to binding
2-406	2-603, 2-602	No – with exception of 2-603, all are currently modifiable and are switching to binding
2-408	2-407 (a & b), 2-602, 2-603	No – with exception of 2-603, all are currently modifiable and are switching to binding
2-410	2-602, 2-603	No – with exception of 2-603, all are currently modifiable and are switching to binding
2-501	4-105.1, 2-602	No – with exception of reference to "any deadweight required" in 4-105.1 which will be modifiable and is ok because if 4-105.1 is superseded in a race packet to say that we are not weighing anyone in there will be no deadweight required. 2-602 is modifiable and switching to binding
2-502	*Article III (Part A), 3-104, Article IV, 2-602*	*Yes – references to Article III and 3-104 make this difficult to be binding. I think this is ridiculous to be modifiable just because of the Article III reference. We would need to add language from (f) back to (e) to make it work.*
2-601	2-602	No – both are currently modifiable and are both switching to binding
2-602	5-206	Tricky – it should be binding, but 5-206 was not going to be binding because it dealt with substitutions and there are some different applications for subs. Perhaps it

		could be fixed with the phrase from 2-502 "or with the announced criteria for the Event" to fix the reference issue.
2-603	2-602	No – switching 2-602 to binding
2-604	2-605	No – both currently binding
2-605	2-606, 2-501	No – 2-606 is currently binding and 2-501 is switching to binding
2-606	2-608	No – both currently binding
2-607	2-602	No – 2-602 is switching to binding
3-104	3-103	No – both are currently modifiable and not changing
4-103	4-104.3, 4-106, 4-105.1, 4-106, 4-104.1	No – all currently modifiable and not changing
4-104.1	4-104.2	No – both are currently modifiable and not changing
4-105.1	4-106	No – both are currently modifiable and not changing
4-106	4-104.3, 4-105.1, 2-602	No – all currently modifiable and not changing. 2-602 is switching to binding, but that doesn't create a conflict.
5-205	2-607	No – 5-205 is modifiable and 2-607 is binding.
5-206	5-207, Article IV	No – all currently modifiable and not changing.
5-207	5-206	No – all currently modifiable and not changing.
5-209	5-202	No – all currently modifiable and not changing.
6-101	1-102	No – 6-101 is set to become binding
6-102	6-101	No – All are currently modifiable and are switching to binding
8-110	2-602	No – Modifiable that references a binding rule
9-101	9-103	No – both are currently binding
9-103	9-102	No – both are currently binding
10-301	Article III, Article X (Part C)	No – both are currently modifiable and not changing
10-302	Article III	No – both are currently modifiable and not changing
10-303	10-305, 10-306	No – both are currently modifiable and not changing
10-304	10-305, 10-306	No – both are currently modifiable and not changing

Proposed Rule Change WITHDRAWN – No vote

Recommendation to the Board: No recommendation to the Board

1-202 Other Definitions [Dominique, A]

Current Rule:

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

Proposed:

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

Reason:

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

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

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

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

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

Terry made a motion to accept the proposed Rule Change as written. There was not a second to the Motion.
The Proposed Rule Change Failed for lack of a second to the Motion.

Recommendation to the Board: No recommendation to the Board.

2-200 Safe Equipment [Rosenbaum, M]

Current Rule:

2-200 Safe Equipment
All boats must satisfy the requirements presented in Article III ("Equipment"), Part A ("Construction and Design").

Proposed Change:

Add asterix (*)
****2-200 Safe Equipment***

Reason:

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

Proposed Rule Change WITHDRAWN – No vote

Recommendation to the Board: No recommendation to the Board

2-301 Reporting to Start [Rosenbaum, M]

Current Rule:

2-301 Reporting to the Start
(a) Each Crew is responsible for being attached to its starting station and ready to race two minutes before the Scheduled Time of the Race, whether or not announcements have been made by the Starter. If racing is delayed, Crews shall be responsible for being within voice range of the Starter and in a position to respond to instructions.

Proposed Change:

Add asterix (*)
****2-301 Reporting to the Start***

Reason:

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

Proposed Rule Change WITHDRAWN – No vote

Recommendation to the Board: No recommendation to the Board

2-309 Failure to Start [Rosenbaum, M]

Current Rule:

2-309 Failure to Start

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

Proposed Change:

2-309 Failure to Start

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

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

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

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

Reason:

None supplied in submission.

Proposed Rule Change WITHDRAWN – No vote

Recommendation to the Board: No recommendation to the Board

2-310 Broken Equipment [Rosenbaum, M]

Current Rule:

2-310 Broken Equipment

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

(1) A condition that is the obvious result of carelessness or neglect;

(2) Crabs and jumped slides (in which a Rower's seat comes off its track);

(3) The condition of a Coxswain's sound amplification system (including a COX-BOX), a stopwatch, stroke watch, or similar device.

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

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

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

Proposed Change:

2.310 (removed) Leaving the Starting Area

Reason:

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

As a referee after the starting commands have been given and by the time we stop all the crews and return them to the starting area, the boat/ crew which initially

caused the race to be stopped has had sufficient time to break something in the shell.
Since we will stop a race when a crew just had "a bad start "and issue them a warning before a restart let's consider removing the band-aid of the rule which is broken equipment.
I am also asking to remove **may** and make it **shall** impose one of the penalties for failing to leave the starting area. Even if it is a reprimand it has be shall.

Proposed Rule Change WITHDRAWN – No vote

Recommendation to the Board: No recommendation to the Board

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

Current Rule:

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

Proposed change:

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

Reason regarding additional language at the end of the rule:
The use of the word "shall" in sentence two of 2-404(b) signifies that the Referee can only use the instruction 2-407(a)(1) "Keep Apart!" in situations where two crews are operating outside their own water in danger of collision. By using "shall", there is ambiguity, so long as there is a danger of collision, whether 2-404(b) is meant to limit the courses of action available to a Referee when the danger of collision is intertwined with the issue of unfairness, such as when the danger of collision is primarily caused by one Crew rowing such that it creates unfair conditions upon its competitors (2-101(b)) or is in a position to gain an unfair

advantage (2-408(c)), or when there are more than two boats rowing outside their water. Another way to frame the issue is whether the limitations imposed upon the Referee by 2-404(b) mean that, as long as there is a danger of collision and both Crews are outside their own water, the referee cannot instruct each Crew individually (such as to address fairness). If this is not the case, then the additional text (boldface and italicized) above should be added.

Examples to illustrate:

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

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

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

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

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

Example: Crews A and B are assigned lanes 3 and 4 respectively. There is a strong crosswind or cross current. The race begins. Crew A drifts to the border of lanes 1 and 2, and Crew B drifts to being mostly in lane 2 except its oars are in lane 3 (this

can happen on a mostly unbuoyed course). Crew A attempts to return to its own water (lane 3) but Crew B is in the way and refuses to yield. Under the current rules, 2-404(c) may provide Crew A with an interference claim but 2-404(b) prevents Crew A from any interference recourse even to the point of collision. This effectively renders 2-404(c) as toothless and offers no incentive for Crew B to yield since it cannot be punished by an interference claim.
The proposed change restores the effect of 2-404(c), and it allows for addressing the possibility if there is a collision if two collide while simultaneously trying to return to their own water such as if both A and B were trying to return to their own water but A was doing so quicker than B.

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

2-406 Penalizing Interference [Mannle, T] Mannle withdrew this version of the proposed Rule change in favor of the modified version below.

Current Rule:

(a) The Referee shall take such action under Rule 2-603 ("Restoring Opportunity of Winning; Altering Results") and may impose one of the penalties described in Rule 2-602 ("Type of Penalties") upon a Crew guilty of Interference as is necessary to restore the aggrieved Crew's fair opportunity of winning, placing, or advancing.

(b) The appropriate penalty for Interference shall be presumed to be exclusion. Nevertheless, the Referee may impose a different penalty if he or she explicitly finds that special circumstances existed.

Proposed Change:

(a) Upon determining that a Crew is guilty of Interference, the Referee shall take such action as is necessary and sufficient to restore the aggrieved Crew's fair opportunity of winning, placing or advancing.

(b) Appropriate restoration actions include those described in Rule 2-603 ("Restoring Opportunity of Winning; Altering Results"), or imposing one of the penalties described in Rule 2-602 ("Type of Penalties").

(c) The appropriate penalty for Interference shall be presumed to be exclusion. Nevertheless, the Referee may impose a different penalty on the offending Crew, or no penalty, if he or she finds that special circumstances existed. Special circumstances may exist (but are not limited) when:

(1) Fairness can be sufficiently restored to the aggrieved Crew, and imposing a lesser or no penalty on the offending Crew does not adversely affect the rights of any other Crew in the Race; or

(2) The specific conditions listed in the Referee Procedure Manual ((10) Procedure – Penalizing Interference") have obtained during the Race.

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

2-406 Penalizing Interference [Mannle, T] This version replaces the previous one above.

Current Rule:

(a) The Referee shall take such action under Rule 2-603 ("Restoring Opportunity of Winning; Altering Results") and may impose one of the penalties described in Rule 2-602 ("Type of Penalties") upon a Crew guilty of Interference as is necessary to restore the aggrieved Crew's fair opportunity of winning, placing, or advancing.

(b) The appropriate penalty for Interference shall be presumed to be exclusion. Nevertheless, the Referee may impose a different penalty if he or she explicitly finds that special circumstances existed.

Proposed Change:

2-406 Resolving Interference [Mannle/Appleyard]

(a) Upon determining that a Crew is guilty of Interference, the Referee shall take such action as is necessary and sufficient to restore the aggrieved Crew's fair opportunity of winning, placing or advancing.

(b) Appropriate restoration actions include those described in Rule 2-603 ("Restoring Opportunity of Winning; Altering Results"), or imposing one of the penalties described in Rule 2-602 ("Type of Penalties").

(c) The appropriate penalty for Interference shall be presumed to be exclusion. Nevertheless, the Referee may impose a different penalty on the offending Crew, or no penalty, if he or she finds that special circumstances existed.

Special circumstances may exist (but are not limited) when fairness can be sufficiently restored to the aggrieved Crew, and imposing a lesser or no penalty on the offending Crew does not adversely affect the rights of any other Crew in the Race.

Bob made a motion to accept the REVISED proposed rule change. Andy seconded.
Discussion

VOTE

Regional Coordinators	Referee Committee
DM: Yes	TFP - Yes
DB: ----	AB - Yes
HM: Yes	GS - Yes
JS: ----	JM - Yes
MR: Yes	MM - ----
	JR – Yes
	RL – Yes
	BA – Yes
	RM – Yes

Motion passed to approve the Revised Proposed Rule Change 8-0.

Recommendation to the Board: Recommend accepting the revised proposed rule change.

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

Current Rule:

2-604 Matters Subject to Protest (*)

(a) Any Crew claiming that a Race in which it competed was not fair or proper, or that the Rules of Racing were not followed, or that its opportunity of winning was unfairly deprived, may raise an objection as described in Rule 2-605 ("Raising an Objection").

(b) Only matters that affect the substantial rights of a Crew shall be subject to protest, and the Jury shall disregard harmless errors that did not affect the outcome of the Race.

(c) To the extent that Race Officials acting within the scope of their duties make explicit findings of fact, those findings shall be final.

Proposed Change:

2-604 Matters Subject to Protest (*)

(a) Any Crew claiming that a Race in which it competed was not fair or proper, or that the Rules of Racing were not followed, or that its opportunity of winning was unfairly deprived, may raise an objection as described in Rule 2-605 ("Raising an Objection").

(b) Only matters that affect the substantial rights of a Crew shall be subject to protest, and the Jury shall disregard harmless errors that did not affect the outcome of the Race.

(c) To the extent that Race Officials acting within the scope of their duties make explicit findings of fact, those findings shall be final.

(d) ***If crews hydration checked prior to initial weigh in, crews weight is not subject to protest. Otherwise if protested a re-verified weigh-in before awards would be required.***

Reason:

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

4-104.1 Classification by Age [McNerney, P]

Current Rule:

4-104.1 Classification by Age

(a) …

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

a. Masters Crews shall be classified by age according to the following categories:
(AA) 21 to 26 years,
(A) 27 to 35 years,
(B) 36 to 42 years,
(C) 43 to 49 years,
(D) 50 to 54 years,
(E) 55 to 59 years,
(F) 60 to 64 years,
(G) 65 to 69 years,
(H) 70 to 74 years,
(I) 75 to 79 years,
(J) 80 and over.

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

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

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

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

f. The handicaps listed on page 33 shall be applied in Masters Events where time handicaps are used. The time handicap for each Crew shall

be calculated by subtracting the handicap for the youngest Crew in the Event from the handicap that applies to each Crew.

	Age	4x 8+	2x 4+/4-	1x 2-
	27	0.0	0.0	0.0
	28	0.0	0.0	0.0
	29	0.1	0.1	0.1
	30	0.2	0.2	0.2
A	31	0.3	0.3	0.4
	32	0.5	0.5	0.6
	33	0.7	0.8	0.9
	34	1.0	1.1	1.2
	35	1.3	1.4	1.6
	36	1.6	1.7	2.0
	37	2.0	2.2	2.5
	38	2.4	2.6	3.0
B	39	2.9	3.1	3.6
	40	3.4	3.7	4.2
	41	3.9	4.2	4.9
	42	4.5	4.9	5.6
	43	5.1	5.5	6.4
	44	5.8	6.2	7.2
	45	6.5	7.0	8.1
C	46	7.2	7.8	9.0
	47	8.0	8.6	10.0
	48	8.8	9.5	11.0
	49	9.7	10.5	12.1
	50	10.6	11.4	13.2
	51	11.5	12.4	14.4
D	52	12.5	13.5	15.6
	53	13.5	14.6	16.9
	54	14.6	15.7	18.2

	Age	4x 8+	2x 4+/4-	1x 2-
	55	15.7	16.9	19.6
	56	16.8	18.2	21.0
E	57	18.0	19.4	22.5
	58	19.2	20.8	24.0
	59	20.5	22.1	25.6
	60	21.8	23.5	27.2
	61	23.1	25.0	28.9
F	62	24.5	26.5	30.6
	63	25.9	28.0	32.4
	64	27.4	29.6	34.2
	65	28.9	31.2	36.1
	66	30.4	32.9	38.0
G	67	32.0	34.6	40.0
	68	33.6	36.3	42.0
	69	35.3	38.1	44.1
	70	37.0	39.9	46.2
	71	38.7	41.8	48.4
H	72	40.5	43.7	50.6
	73	42.3	45.7	52.9
	74	44.2	47.7	55.2
	75	46.1	49.8	57.6
	76	48.0	51.9	60.0
I	77	50.0	54.0	62.5
	78	52.0	56.2	65.0
	79	54.1	58.4	67.6
J	80+	add the following for each year over 80		
		2.0	2.3	2.7

To calculate handicaps without using the above chart:

HC = (age -27)^2 * K

K= .020 for 8+'s and 4x's
.0216 for 2x's and 4's
.025 for 1x's and 2-'s

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

When determining boat age averages, always round down. (example 59.8 = 59.0)

Proposed Change:

4-104.1 Classification by Age

(a) …

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

a. Masters Crews shall be classified by age according to the following categories:
(AA) 21 to 26 years,
(A) 27 to 35 years,
(B) 36 to 42 years,
(C) 43 to 49 years,
(D) 50 to 54 years,
(E) 55 to 59 years,
(F) 60 to 64 years,
(G) 65 to 69 years,
(H) 70 to 74 years,
(I) 75 to 79 years,
(J) 80 to 84 years,
(K) 85 and over.

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

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

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

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

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

	Age	4x 8+	2x 4+/4-	1x 2-
	27	0.0	0.0	0.0
	28	0.0	0.0	0.0
	29	0.1	0.1	0.1
	30	0.2	0.2	0.2
A	31	0.3	0.3	0.4
	32	0.5	0.5	0.6
	33	0.7	0.8	0.9
	34	1.0	1.1	1.2
	35	1.3	1.4	1.6
	36	1.6	1.7	2.0
	37	2.0	2.2	2.5
	38	2.4	2.6	3.0
B	39	2.9	3.1	3.6
	40	3.4	3.7	4.2
	41	3.9	4.2	4.9
	42	4.5	4.9	5.6
	43	5.1	5.5	6.4
	44	5.8	6.2	7.2
	45	6.5	7.0	8.1
C	46	7.2	7.8	9.0
	47	8.0	8.6	10.0
	48	8.8	9.5	11.0
	49	9.7	10.5	12.1
	50	10.6	11.4	13.2
	51	11.5	12.4	14.4
D	52	12.5	13.5	15.6
	53	13.5	14.6	16.9
	54	14.6	15.7	18.2

	Age	4x 8+	2x 4+/4-	1x 2-
	55	15.7	16.9	19.6
	56	16.8	18.2	21.0
E	57	18.0	19.4	22.5
	58	19.2	20.8	24.0
	59	20.5	22.1	25.6
	60	21.8	23.5	27.2
	61	23.1	25.0	28.9
F	62	24.5	26.5	30.6
	63	25.9	28.0	32.4
	64	27.4	29.6	34.2
	65	28.9	31.2	36.1
	66	30.4	32.9	38.0
G	67	32.0	34.6	40.0
	68	33.6	36.3	42.0
	69	35.3	38.1	44.1
	70	37.0	39.9	46.2
	71	38.7	41.8	48.4
H	72	40.5	43.7	50.6
	73	42.3	45.7	52.9
	74	44.2	47.7	55.2
	75	46.1	49.8	57.6
	76	48.0	51.9	60.0
I	77	50.0	54.0	62.5
	78	52.0	56.2	65.0
	79	54.1	58.4	67.6
	80	***56.1***	***60.7***	***70.3***
	81	***58.1***	***63.0***	***73.0***
J	***82***	***60.1***	***65.3***	***75.7***
	83	***62.1***	***67.6***	***78.4***
	84	***64.1***	***69.9***	***81.1***
K	***85+***	***add the following for each year over 85***		
		2.0	2.3	2.7

To calculate handicaps without using the above chart:
HC = (age - 27)^2 * Z
Z = .020 for 8+'s and 4x's
.0216 for 2x's and 4's
.025 for 1x's and 2-'s
When determining boat age averages, always round down.
(example 59.8 = 59.0)
**AA category (ages 21-26)* has no handicaps

Andy made a motion to accept this proposed rule change as written. Bob seconded.
Discussion

VOTE

Regional Coordinators	Referee Committee
DM: Yes	TFP - Yes
DB: ----	AB - Yes
HM: Yes	GS - Yes
JS: ----	JM - Yes
MR: Yes	MM - ----
	JR – Yes
	RL – Yes
	BA – Yes
	RM – Yes

Motion passed to approve the Proposed Rule Change 8-0.

Recommendation to the Board: Recommend accepting the proposed rule change.

4-104.3 Lightweights [Beall]

Current Rule:

4-104.3 Lightweights

(a) Men:

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

Proposed Change:

4-104.3 Lightweights

(a) Men:

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

Reason:

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

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

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

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

In general the weight range to make weight would be approx 160lbs to 162lbs and below. This means that kids above 163 makes it very challenging for them to have an appropriate competitive experience (otherwise there would not be a lightweight category).

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

4-104.3 Lightweights [Beall]

Current Rule:

4-104.3 Lightweights

(b) Men:

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

Proposed Change:

4-104.3 Lightweights

(b) Men:

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

Reason:

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

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

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

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

In general the weight range to make weight would be approx 155lbs to 157lbs and below. This means that kids 158+ to about 165 are in a place that makes it very challenging for them to have an appropriate competitive experience (otherwise there would not be a lightweight category).

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

4-104.3 Lightweights [Laffer]

Current Rule:

4-104.3 Lightweights

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

(a) Men:

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

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

(b) Women:

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

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

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

Proposed Change:

4-104.3 Lightweights ***& Flyweights***

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

(a) Men:

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

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

(b) Women:

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

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

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

Reason:

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

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

Current Rule:

4-105.1 Coxswain's Weight

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

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

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

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

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

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

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

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

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

Proposed change:

Create new bullet

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

Then continue with list (d through new g)

Reason:

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

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

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

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

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

4-105.1 Coxswain's Weight [Hernacki]

Current Rule:

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

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

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

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

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

(c) It is specifically forbidden to distribute deadweight throughout the boat.
(d) A Crew whose Coxswain does not to have his or her deadweight at the finish of the Race shall not be placed.
(e) At any time, before or immediately after the Race, the Referee, another Race Official, or a member of the Control Commission may require the weight of the deadweight to be checked.
(f) Excess clothing, Equipment, electronic systems, tools, or other utilitarian devices germane to competition shall not be considered part of the Coxswain's weight and shall not be included as part of any deadweight required under subsection (b) above.

Proposed Change:

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

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

Reason:

Due to the number one goal of the Rules of Rowing is Safety it only makes sense to allow a coxswain to use a PFD as deadweight over carrying sand, rocks, and/or steel plates as deadweights. Several styles of manually inflating PFD's are now easily available on the market. A self-inflating waist belt has a weight as low as 1 lb up to a standard horse shoe inflatable being 5 to 10 lbs while an off shore sailing vest can weigh 15 lbs with the sown on D-safety rings for lifeline attachments.

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

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

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

4-105.1 Coxswain's Weight [Laffer]

Current Rule:

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

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

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

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

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

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

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

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

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

Proposed Change:

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

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

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

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

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

(c) It is specifically forbidden to distribute deadweight throughout the boat.
(d) A Crew whose Coxswain does not to have his or her deadweight at the finish of the Race shall not be placed.
(e) At any time, before or immediately after the Race, the Referee, another Race Official, or a member of the Control Commission may require the weight of the deadweight to be checked.
(f) Excess clothing, Equipment, electronic systems, tools, or other utilitarian devices germane to competition shall not be considered part of the Coxswain's weight and shall not be included as part of any deadweight required under subsection (b) above.
(g) ***A coxswain whos BMI falls in underweight or deemed unsafe will be reported to their coach***

BMI Chart

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

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

4-105.1 Coxswain's Weight [Cronmiller]

Current Rule:

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

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

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

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

Proposed Change:

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

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

(2) A Coxswain in an Event for women's Crews shall weigh at least ***120*** lbs.

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

Reason:

1. The proposed change is consistent with the rule change implemented in February 2017 by The World Rowing Federation's, FISA's, 2017 Extraordinary Congress:
Either males or females may serve as coxswains regardless of whether the boat is a women's crew or a men's crew. The minimum weight for a coxswain is now 55kg and the maximum amount of deadweight is 15kg.
The World Rowing Federation now has one weight standard of 120 pounds, and now USRowing should also have one weight standard of 120 pounds.
2. The proposed change will improve the safety and health of countless coxswains. While 110 lbs. is a minimum for women's crews according to the current rule, in practice it is treated as a maximum.
http://usrowingjrs.org/usj/camps/id-camps/junior-womens-schedule/
currently states: "Coxswains, please understand that International Racing weight is 110.2 for female coxswains and we need coxswains that can be healthy and happy at 110.2 pounds in order to be considered for a USRowing Junior Team camp."
In fact, the international racing weight is no longer 110.2 for female coxswains. USRowing does not need to instruct its female coxswains that they need to be 110.2 pounds in order to be considered for a USRowing Junior Team camp. 110 lbs. is medically "underweight" for a vast range of heights. Being

underweight is unhealthy and unsafe. Since the current rule encourages unhealthy eating habits, which can be especially dangerous for teenagers (both physically and psychologically), adhering to the FISA rule is in the best interest of US athletes. USRowing should put the safety and health of US athletes first.

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

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

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

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

Terry made a motion to accept the proposed Rule Change as written. There was not a second to the Motion.
The Proposed Rule Change Failed for lack of a second to the Motion.

Recommendation to the Board: No recommendation to the Board.

4-106 Weighing of Competitors [Fuller, T]

Current Rule:

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

Proposed Change:

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

Reason:

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

Terry made a motion to accept the proposed Rule Change as written. There was not a second to the Motion.
The Proposed Rule Change Failed for lack of a second to the Motion.

Recommendation to the Board: No recommendation to the Board.

4-106 Weighing of Competitors [Laffer]

Current Rule:

4-106 Weighing of Competitors

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

(b) The weight of Rowers in lightweight Events as described in Rule 4-104.3 ("Lightweights") shall be determined once each day during either the Weigh-in Window or the Adjusted Weigh-in Window but not both.

(c) Lightweight Rowers who fail to weigh-in during either the Weigh-in Window or the Adjusted Weigh-in Window shall be deemed ineligible to race.

(d) The weight of Rowers in lightweight Events as described in Rule 4-104.3 ("Lightweights") shall be determined once each day during either the Weigh-in Window or the Adjusted Weigh-in Window but not both. Each Rower shall have only one (1) initial opportunity to weigh in. A Rower within one (1.0) pound or less of the weight standard is allowed one (1) re-weigh within the same window as their initial opportunity. A Rower whose initial weight is greater than one (1.0) pound above the weight standard will be ineligible to compete in the Event.

(e) The weight of Coxswains as described in Rule 4-105.1 ("Coxswain's Weight") shall be determined once each day during either the Weigh-in Window or Adjusted Weigh-in Window but not both. In the event a Coxswain is weighed after the applicable Weigh-in Window or Adjusted Weigh-in Window but before the first Race in which the weight is relevant, the Coxswain may be subject to one of the penalties described in Rule 2-602 ("Types of Penalties"); the presumed penalty for such infraction is a Warning. Failure to weigh-in at any point in time prior to the first Race in which the weight is relevant shall constitute a violation of Rule 4-105.1 ("Coxswain's Weight") and result in the Coxswain being deemed ineligible to race.

(f) When an Adjusted Weigh-in Window is created due to a scheduling change, a Competitor may weigh-in during either the original Weigh-in Window or the Adjusted Weigh-in Window, but not both, provided the Competitor completes their weigh-in prior to the newly Scheduled Time of the Race and on the same day as the newly Scheduled Time of the Race.

Proposed Change:

4-106 Weighing of Competitors

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

(b) The weight of Rowers in lightweight Events as described in Rule 4-104.3 ("Lightweights") shall be determined once each day during either the Weigh-in Window or the Adjusted Weigh-in Window but not both.

(c) Lightweight ***and Flyweight*** Rowers who fail to weigh-in during either the Weigh-in Window or the Adjusted Weigh-in Window shall be deemed ineligible to race.

(d) The weight of Rowers in lightweight Events as described in Rule 4-104.3 ("Lightweights") ***and ("Flyweights")*** shall be determined once each day

during either the Weigh-in Window or the Adjusted Weigh-in Window but not both. Each Rower shall have only one (1) initial opportunity to weigh in. A Rower within one (1.0) pound or less of the weight standard is allowed one (1) re-weigh within the same window as their initial opportunity. A Rower whose initial weight is greater than one (1.0) pound above the weight standard will be ineligible to compete in the Event.

(e) The weight of Coxswains as described in Rule 4-105.1 ("Coxswain's Weight") shall be determined once each day during either the Weigh-in Window or Adjusted Weigh-in Window but not both. In the event a Coxswain is weighed after the applicable Weigh-in Window or Adjusted Weigh-in Window but before the first Race in which the weight is relevant (***including flyweight and lightweight events***), the Coxswain may be subject to one of the penalties described in Rule 2-602 ("Types of Penalties"); the presumed penalty for such infraction is a Warning. Failure to weigh-in at any point in time prior to the first Race in which the weight is relevant shall constitute a violation of Rule 4-105.1 ("Coxswain's Weight") and result in the Coxswain being deemed ineligible to race.

(f) When an Adjusted Weigh-in Window is created due to a scheduling change, a Competitor may weigh-in during either the original Weigh-in Window or the Adjusted Weigh-in Window, but not both, provided the Competitor completes their weigh-in prior to the newly Scheduled Time of the Race and on the same day as the newly Scheduled Time of the Race.

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

5-201 Submission of Entries [Rosenbaum, M]

Current Rule:

5-201 Submission of Entries

(a) The LOC shall establish the method of entry, all applicable deadlines and entry fees.

(b) All Competitors must have a signed waiver on file at USRowing.

(c) All entries must include: (1) the name of the Club submitting the entries, (2) the names of all Competitors, (3) USRowing membership number of each Competitor and the date of expiration, (4) the affiliation of each Competitor, if such affiliation is not with the Club submitting the forms, and (5) the boatings of all Crews being entered.

Proposed Change:

5-201 Submission of Entries

(a) The LOC shall establish the method of entry, all applicable deadlines and entry fees.

1. ***The minimum deadline to register is 30 days prior to the regatta***
2. ***Late entry fees should be three (3) times standard entry***

(b) All Competitors must have a signed waiver on file at USRowing.

(c) All entries must include: (1) the name of the Club submitting the entries, (2) the names of all Competitors, (3) USRowing membership number of each Competitor and the date of expiration, (4) the affiliation of each Competitor, if such affiliation is not with the Club submitting the forms, and (5) the boatings of all Crews being entered.

Reason:

As referees we try to plan our weekend schedules well in advance to work regattas that require our participation. As Chiefs we are unable to adequately field a jury if we do not know how many events and crews are going to participate. The requested change is simply being courteous to all stakeholders at a regatta.
The increase in fees can alleviate the costs of obtaining non local officials and added launches to ensure that the centers are kept on time.

Jean made a motion to accept this proposed rule change as written.
Terry seconded.
Discussion

VOTE

Regional Coordinators	Referee Committee
DM: No	TFP - No
DB: ----	AB - No
HM: No	GS - No
JS: ----	JM - No
MR: Yes	MM - ----

JR – Yes
RL – No
BA – No
RM – No

This Motion FAILS to pass with a vote of 7-1.

Recommendation to the Board: Recommend denying the proposed rule change.

7- 100 Course Approval [Rosenbaum, M]

Current Rule:

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

Proposed Change:

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

Reason:

This is all about safety.

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

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

Current Procedure:

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

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

Proposed Change:

(5) Procedure – A Crew Fails to Start or Stops within Starting area
• Stop the Race immediately by waving a red flag and employing the noise maker.
• Determine the reason the Crew is not rowing. o Injury, illness, or other safety issue.
• Assign a *referee* to manage the situation from the water giving any relevant information (e.g. Rower in the water, port side).
• Monitor the situation to provide additional assistance, if necessary.
• Once the *referee* is in proper position to evaluate the situation, relinquish control to him or her.
o Broken equipment

• Assign a *referee* to determine the extent of damage and whether or not it can be fixed.
• If necessary, determine a new Scheduled Time of the Race in consultation with the Chief Referee.
• Provide instructions for the other Competitors (e.g. return to the starting stations, row off the course into the warm-up area) either directly to the Crews via the sound system or via the *referee*.
o Other • Assign a *referee* to determine the reason for stoppage.
• Communicate with that *referee* to determine any appropriate penalty ***as described in Rule 2-602 (b) ("Types of Penalties").***
• Any Crew that fails to start and cites a raised hand as a reason should be handled as would a Crew stopping for unacceptable broken Equipment.
~~***• A Warning for "delay of racing" is the presumed penalty.***~~
~~***• Use your judgment based on the situation.***~~

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

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

Terry made a motion to accept this proposed rule change as written.
Bob seconded.
Discussion

VOTE

Regional Coordinators
DM: No
DB: ----
HM: No
JS: ----
MR: No

Referee Committee
TFP - No
AB - No
GS – ----
JM - No
MM - ----
JR – No
RL – No
BA – No
RM – No

This Motion fails to pass with a vote of 7-0.

Recommendation to the Board: Recommend denying the proposed rule change.

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

Current Procedure:

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

• Stop the Race immediately by waving a red flag and employing the noise maker.
• Instruct all Crews to return to the Start.
• Communicate with the *judge at start* to verify if one or more Crews committed a false start or if alignment was lost.
A Warning for "false start" is the presumed penalty.
• Issue any penalties once all Crews have reattached to its starting stations.
• Re-start the Race using the procedures above.

Proposed Change:

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

• Stop the Race immediately by waving a red flag and employing the noise maker.
• Instruct all Crews to return to the Start.
• Communicate with the *judge at start* to verify if one or more Crews committed a false start or if alignment was lost.
A Warning for "false start" is the presumed penalty.
A Warning will be assessed to each crew~~s~~ committing a false start.
• Issue any penalties once all Crews have reattached to its starting stations.
• Re-start the Race using the procedures above.

Reason:

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

2-308 False Start
(a) A Crew commits a false start when its bow crosses the plane of the starting line before the Starter's red flag begins to move or green light illuminates. More than one Crew may be assessed a false start at the same time.

(b) Crew(s) committing a false start will be assessed a warning. A Crew that receives two warnings, including false starts, applicable to the same Race shall be excluded under Rule 2-602(c) ("Types of Penalties").
(c) In the event of a false start, the Judge at Start shall raise a red ag or cause a red light to be illuminated. The Starter shall stop the Race by sounding a bell or sound device, waving a red flag, or illuminating a flashing red light, and calling "Stop!"
(d) After a Race has been stopped due to a false start, the Starter shall instruct the Crews and Race Officials how to proceed.

Bob made a motion to accept this proposed rule change with minor changes reflected in red. Andy seconded.
Discussion

VOTE

Regional Coordinators
DM: Yes
DB: ----
HM: Yes
JS: ----
MR: Yes

Referee Committee
TFP - Yes
AB - Yes
GS - ----
JM - Yes
MM - ----
JR – Yes
RL – Yes
BA – Yes
RM – Yes

Motion passed with a vote of 7-0.

Recommendation to the Board: Recommend accepting the REVISED proposed rule change.

LOC Guidance Manual [Rosenbaum, M]

Current:

Existing Rule page 93 of 2017 ROR:
LOC Guidance Manual

Proposed Change:

LOC Procedure Manual

Reason:

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

The Proposed Rule Change Failed for lack of a Motion.

Recommendation to the Board: No recommendation to the Board.

LOC Guidance Manual - Staffing [Rosenbaum, M]

Current:

II) Staffing
3) Race Officials
a) Chief Referee
Appointment of the Chief Referee for all USRowing National Championship Regattas shall be made by the CEO of USRowing from a list of nominees recommended by the USRowing Referee Committee. For USRowing District or Regional Championships, the recommendations for Chief Referees are delegated to LOC the Referee Regional Coordinator for the region. Additionally, the Chief Referee for any Regatta containing Trials Events to select the National Team shall be appointed by the CEO upon the recommendation of the Trials Coordinator in consultation with the USRowing Director of Referee Programs and the Trials Director. Appointment of the Chief Referee for all other Registered Regattas shall be according to the procedures established or approved by the USRowing Referee Committee (see Rules of Racing 2-102 "Appointment of the Chief Referee").
b) Race Officials With the exception of USRowing owned Regattas, appointments of all other USRowing licensed referees at a Regatta are made by the Chief Referee. The Chief Referee, with the support and assistance of the LOC, has the primary responsibility for soliciting referees. The Referee Committee and the Regional Coordinators may act as an information resource to the LOC and may informally provide guidance on appointments.

Proposed Change:

Add c)

c) Evaluator/Clinician/Adjunct Instructor:
All NRRs must have a position for an evaluator/clinician/adjunct instructor to provide timely feedback and training to the Referees during the regatta. This position must be in addition to a full jury thereby adding ~~an~~ additional staff.

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

Jean made a motion to accept this proposed rule change with minor editing reflected in red above. Andy seconded.
Discussion

VOTE

Regional Coordinators
DM: No
DB: ----
HM: No
JS: ----
MR: Yes

Referee Committee
TFP - No
AB - No
GS – ----
JM - No
MM - ----
JR – Yes
RL – No
BA – No
RM – No

This Motion fails to pass with a vote of 6-1.

Recommendation to the Board: Recommend denying the proposed rule change.

Meeting adjourned at 9:37PM EDT.

Respectfully submitted,

Ruth Macnamara
Vice Chair, Secretary
USRowing Referee Committee
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