

# **CRI Fall Classic Regatta**

## **Regatta Rules**

**2017**

**Rules**

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**Attachment (Guide For Use Of Bridge Arches)**

## **1. General**

These regatta rules supplement the USRowing Rules Of Rowing 2017, all of which govern this regatta.

Our goal is for everyone to have a fun regatta. Vigorous competition is welcome, but unsportsmanlike conduct of any type has no place and will result in penalties at the discretion of the Referees, including disqualification from the regatta. Your safety is a paramount concern. While everyone should follow the rules, everyone should also exercise common sense to avoid creating potentially hazardous situations on the water. No one should push the envelope as far as safety is concerned. We hope you all have a great day of racing!

## **2. Emergency assistance and first aid**

Anyone observing any emergency situation should notify a Referee or any other official as soon as possible.

First aid is available at the front desk in the lobby of the CRI boathouse. AED stations are located (1) in the lobby of the boathouse behind the front desk on the west wall, and (2) at the top of the stairs to the second floor of the boathouse just outside the meeting room.

In the event of an on-water emergency along the race course for the head race, emergency docking is available at the Boston Latin docks (just below Northeastern Boathouse, on the Boston side of the river) for evacuation of injured persons or any other emergency.

## **3. Order of races**

The order of events and the entries in each event (and, for sprint races, the lane assignment) will be (1) shown in the final heat sheet distributed by email on Thursday before race day, (2) shown on the final heat sheet included in the registration packet, and (3) posted in the CRI boathouse on the morning of the regatta.

## **4. Registration**

Upon arrival at the regatta venue, please check in at the registration desk, where you will receive a registration packet that includes: the final version of the heat sheet, a course map for the head race, a bridge map that shows proper arches for downstream and upstream travel, and bow and shirt numbers for the head races.

Please return your bow number after you complete your race.

## **5. Coxes, coaches and scullers meeting**

There will be a pre-regatta meeting for coxes, coaches and scullers at 8:30 a.m. at the upstream end of the CRI boathouse. At least one representative from each team **must** be present -- this is an important safety matter. The morning head races will begin at 10:00 a.m. The afternoon sprint races will begin at 1:30 p.m.

**6. Launching and landing**

All boats will launch headed downstream, and will land from upstream headed downstream.

Boats participating in head races will launch and land at Docks 1 through 4. Sweeps boats should use Docks 1 through 3. Sculling boats should preferably use Dock 4, or Dock 3 if Dock 4 is congested and space is available on Dock 3. Dock 1 is the farthest upstream dock, and Dock 4 is the farthest downstream dock. The docks are all connected. Dock 1 is marked by **red** tape around its pilings, Dock 2 by **white** tape, Dock 3 by **green** tape, and Dock 4 by **orange** tape.

Boats participating in sprint races will launch and land at Docks 2 through 4.

Before launching, every boat will be checked for (1) heel ties, (2) bow ball, and (3) bow number before being allowed to proceed down the ramp to a dock.

All coxes and crews must follow Launch Master and Dock Master instructions. Each crew may be accompanied on the dock by one coach and two other individuals -- no additional personnel will be allowed on the docks. Each crew is responsible for its own oars. Arrangements should be made for oars and for shoes before a boat proceeds down the ramp to launch. All coxes and crews are asked to clear docks as soon as reasonably possible both launching and landing, and to tie-in and adjust on the water. Boats needing time to adjust may row past Dock 4 and tuck in near the shore before the N. Beacon St. Bridge, to allow other crews to pass and proceed to the start line.

Returning boats must run well past the finish line, making a turn to port past a red buoy, and into the basin. The finish marshal will direct boats to spin and approach the dock to land. Boats must await instructions from the finish marshal before heading to the dock. Crews that are hotseating should inform the marshal and await instructions.

**7. Traffic pattern generally**

The overall traffic pattern is counterclockwise on the river. All downstream traffic should proceed along the Boston side of the river, using the Boston arch of each of bridge. All upstream traffic (that is, racing boats in the head races) should proceed along the Cambridge side of the river, using the bridge arches as directed below.

The warm-up traffic pattern in the marshalling area is counterclockwise, as is the cool-down traffic pattern.

The traffic pattern in the "pond" upstream from CRI is counterclockwise, upstream on the Watertown side and downstream on the Boston side.

**8. Bridges**

There are four bridges on the head race course. The bridge arches are to be used as follows:

Bridge	Location	Arch to use going	Racing/upstream
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		<b>downstream</b>	<b>arch to use</b>
N. Beacon St.	1st going downstream 4th racing upstream	Boston arch	Center Arch
Arsenal St.	2d going downstream 3d racing upstream	Boston Arch	Cambridge Arch
Eliot	3d going downstream 2d racing upstream	Boston Arch	Center Arch
Anderson	4th going downstream 1st racing upstream	Boston Arch	Center Arch

The correct use of bridge arches is shown on the diagram attached to these Rules. Use of the wrong arch will result in exclusion from the race.

The big turn below and through Eliot Bridge at Cambridge Boat Club is a very sharp turn and can be very dangerous unless it is steered carefully. **Racing crews must observe the following procedures for this turn:**

- When approaching the turn, follow the buoy line, which will lead you to the center arch.
- The center arch is the *only* racing/upstream arch that may be used.
- **Use of the Cambridge side arch is strictly forbidden, and use of that arch will result in exclusion from the race.**
- Boats must stay well towards the center of the river and avoid the docks of Cambridge Boat Club and Buckingham Brown & Nichols before the bridge and Belmont Hill after the bridge.
- **If your boat is drifting wide on the turn towards the docks on the Cambridge side, check it down and stop the boat!**
- When you are through the center arch, follow the buoy line, which will keep you off the Belmont Hill dock.

Boats rowing downstream to the start must stay tight to the Boston shore, well out of the way of racing boats. Around the sharp part of this curve, boats heading downstream should expect to row single file and not stop.

## 9. The head race course

When coming downstream to the head race start, all boats should proceed under the Weeks Footbridge using the Boston arch to the warm-up area (between Weeks Footbridge and Western Avenue Bridge) and await instructions from the race marshal to proceed back to the start line using the center or Cambridge arches of the Weeks Footbridge.

The head race start line is between Anderson and Weeks bridges. It will be marked by two large red buoys. A chute leading to the start line will be marked by two small red buoys on each side.

The head race course proceeds upstream on the Cambridge side of the river for three miles to the finish line on Dock 1 (the most upstream dock) at CRI.

The race course passes under four bridges. Racing boats must use the arches indicated on the table above, namely:

- Anderson Bridge -- use the center arch **only**;
- Eliot Bridge -- use the center arch **only**;
- Arsenal St. Bridge -- use the Cambridge arch; and
- N. Beacon St. Bridge -- use the center arch.

Taking a prohibited arch during racing or warm-up will result in exclusion from the race.

The centerline of the river will be marked by buoys. Before and after each bridge, there will be an orange warning buoy. There will also be an orange buoy at the apex of the major turns in the river. Between the orange buoys, there will be small white buoys approximately every 100 feet. The centerline buoys must always be on the port side of a boat. Each centerline buoy that the hull of the boat crosses may result in a 10" penalty.

**No sand bar hazard.** The very shallow sand bar that obstructed about half the width of the river for about a hundred yards approximately half way between the N. Beacon St. and Arsenal St. Bridges **no longer exists**. The sand bar has been dredged and no longer obstructs the river. There are **three white spar buoys** on the Boston side of the river where the sand bar used to be. They mark a large outfall pipe on the Boston shore. You must pass the white spar buoys on the starboard side when going downstream -- there is hazardous, shallow water between those buoys and the shore. The center line of the river will be buoyed (as is the rest of the race course) between these bridges, and crews should keep the center line buoys on their port side on this stretch of the river.

The finish line off CRI Dock 1 will be marked by two small green buoys. After crossing the finish line, boats will bear to port into the "pond" above CRI, continue upstream towards the Newton Yacht Club passing a red buoy to port, make a "U" turn to port heading downstream, and row back to the CRI docks, staying close to the Boston side. There will a finish marshal directing traffic in this area, and all boats must follow instructions. No boat may head down to the docks until so instructed by the finish marshal. Any hotseating boats should inform the finish marshal as soon as they enter the area. Boats not landing at CRI may proceed back to their landing station.

## 10. The head race start

Races will **not** be called to launch. It is the responsibility of each boat to launch in sufficient time to be in the marshalling area at least 10 minutes before the official start time of an event. It is recommended that boats rowing head races launch from CRI at least 50 minutes before the start time of their races.

Boats may warm up in the marshalling area between Weeks Footbridge and Western Avenue Bridge, using a counterclockwise pattern. **The river downstream of the Western Avenue Bridge is out of bounds.**

Marshals will queue the boats in an event in bow number order, and send them to the start line at 15 second intervals. As the bow of a boat crosses the start line, an official will announce: "Number XX, Go."

### **11. Passing during a head race**

Passing is prohibited under any of the four bridges on the race course.

A pass must be completed sufficiently before reaching bridge that the boats may proceed under the bridge in single file. Boats approaching a bridge may not start or attempt a pass that cannot be completed in this manner. Passing under a bridge may result in a 30" penalty.

Boats may not be overlapped under a bridge.

When a passing crew (the "Passer") closes to one length of open water on the boat being overtaken, it is the responsibility of the slower crew to yield the line chosen by the Passer. A crew failing to yield to a Passer when there is adequate room and time to yield may incur an interference penalty for failure to yield. While the Passer has the right of way, the Passer is also responsible to conduct the pass in a safe manner. Failure to do so may result in an interference penalty for disregard of safety. Interference penalties will be issued at the discretion of the referees and may result in a 60" time penalty or exclusion.

### **12. The sprint race course**

There will be two sprint race courses: (1) a 1000 meter course for elite events; and (2) a 350 meter course for other events.

The start line for the elite course will be off of the Hockey Rink in the "pond" upstream from CRI. The start line for the other course will be just upstream of the motorboat launch ramp at the upstream end of the CRI boathouse.

The sprint race course proceeds downstream to the finish line just off CRI Dock 4. After finishing, boats should turn upstream of the N. Beacon Bridge following a counterclockwise pattern back to Docks 3 – 4.

### **13. The sprint race start**

Sprint races will **not** be called to launch. It is the responsibility of each boat to launch in sufficient time to be in the marshalling area at least 10 minutes before the official start time of an event. It is recommended that boats rowing sprint races launch from CRI at least 20 minutes before the start time of their races.

Boats may warm up in the "pond," using a counterclockwise pattern. **The river upstream from the downstream end of the Newton Yacht Club docks is out of bounds.**

Sprint races will be 2-boat races.

Marshals will send the 2 boats in a sprint race to the sprint race start line. The boats will line up abreast in two unmarked lanes, Lane 1 being the closest to the CRI side of the river. When the

2 racing boats are aligned and ready to race, an official on the start launch will start the race using the following procedure. A Quick Start will be used for all races. Once alignment has been achieved, the Starter will announce "Quick Start," then "Attention" followed by the raising of the Start Flag, then a distinct and variable pause, then "Go." Crews may start to row at the movement of the flag.

#### **14. Hotseating**

Any boat or any rowers/coxes in a race who expect to cross the finish line one hour or less before the start time of the next scheduled race for the boat or any rowers/coxes may obtain "hotseat card" at the Registration Table, where the requesting party must indicate the event numbers and bow numbers involved. A hotseat card is a courtesy to expedite the return to the dock after the first event, and it remains the responsibility of the crew to reach the start of the second event on time.

The first racing crew must launch with the hotseat card. After crossing the finish line, the hotseat card should be presented to the finish marshal, who will then instruct the boat when it may proceed back to the dock. The hotseating boat may not start to the dock until so instructed by the finish marshal, who will give due preference to the hotseating boats.

**For hotseating equipment**, the second crew must be waiting at the dock, ready to step into the hull as soon as it lands. Hulls WILL NOT be allowed to wait on the dock empty for crews and will be removed from the water if the second crew is not present. The time on the dock for hotseating a hull must not exceed 60".

**For hotseating rowers or coxes** into a second hull, the second crew may be in line to launch, but may not put their hull in the water until all crew members are present at the hull.

#### **15. Penalties**

In general, penalties shall be as described in the Appendix To Article VIII of the USRowing Rules. The Referees have discretion, however, to impose any penalty that they deem appropriate under the circumstances, including disqualification from the regatta.

#### **16. Protests**

Any boat wishing to make a protest must inform an on-water official promptly after crossing the finish line for a race. Protests will be adjudicated on land by the Chief Referee after hearing from anyone wishing to comment on the protest at a meeting held on Dock 4 within a half hour after the last boat in an event has finished.

#### **17. Classification and handicapping of competitors**

Competitors will be classified as follows:

- Lightweight: 160 lb max for men; 130 lb max for women



- Junior: under age 19
- Masters: USRowing categories A – J (average age 27+)

The Masters events will be handicapped based on the average age of the boat, using standard USRowing handicapping protocols.

There will be no weigh-ins for lightweights. We will use the honor system.

## **18. Awards**

The first place boats in all head race events and all sprint race events will receive an award medal. All medals must be picked up from the Registration/Awards Table on the day of the regatta.

## **19. Trailers**

There is limited room for trailers at CRI. If you plan to bring a trailer, you must get a parking permit by emailing Kane Larin (kane@communityrowing.org) at least two weeks before the regatta.

In order to avoid low bridges and tunnels, the best route to CRI with a trailer is from MassPike Exit 17, down Galen Street, and right on Nonantum Road.

When you arrive at CRI with a trailer, pull all the way straight into the parking lot and towards the motor boat launching ramp upstream from the CRI boathouse, and ask for assistance.

## **20. Car parking**

The CRI parking lot will be closed to car parking during the event. Cars may park either (1) on North Beacon Street just across the bridge, or (2) in the Artesani Park/Herter Park parking lot next to the river approximately 1.5 miles downstream from CRI. The North Beacon Street parking area is about a 5 minute walk from CRI. A shuttle bus will run in a continuous loop from the Artesani Park/Herter Park parking area to CRI throughout the day.

## **21. Drones**

To ensure the safety of all, no participants in the regatta (including rowers, coxes, coaches, support staff, and their families) may launch or operate drones at or near the race venue (including the CRI boathouse and docks, the racecourse and river banks adjacent thereto, the warm up area downstream from the start line, and the "pond" upstream of the finish line). Similarly, persons who are not participants in the regatta are respectfully requested not to launch or operate drones at or near the race venue.

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# BRIDGE ARCH TRAFFIC

CRI / Finish Line

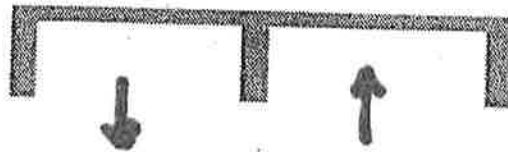
North  
Beacon



Preferred

Allowed

Arsenal



Eliot



Prohibited

(You will be excluded  
from the race.)

Anderson



Prohibited

(You will be excluded  
from the race.)

BOSTON SIDE

CAMBRIDGE SIDE

Start Line