

2017 Melbourne Head

Information for Coxswains

Melbourne Head

The course for all crews will run for 3.5 km from Herring Island to finish opposite MUBC. The river will be closed to all but competing crews and rescue boats. The normal river traffic pattern will apply, with the racing lane being on the northern side of the river, and a single file access lane from the finish, past the sheds to the start on the southern side. These two lanes will be divided by a line of orange buoys. This line must not be crossed at any time.

BOAT MOVEMENT TO THE START

The staging at Princes Bridge will be divided into 4 zones during times of heavy traffic (see plan at end):

- Opposite Richmond and Melbourne - crews coming in
- Opposite Mercantile and Melbourne Grammar- crews going out
- Opposite Banks and Yarra Yarra – crews coming in
- Opposite MUBC – crews going out

Melbourne Head crews must be in the marshalling area just upstream of Herring Island 10 minutes before the start time for their class, so they will need to leave the city boatsheds 40 minutes before their start time.

The access lane from the city to the start will mostly be single file, so crews should avoid stopping unless necessary for safety reasons. Use the southern arches of all the bridges INCLUDING THE CREMORNE RAILWAY BRIDGE

Crews boating from the City will leave the staging in class order and will be expected to sort themselves into start (numerical) order before reaching Herring Island, with crews taking a normal anti clockwise course around the island. Once in order, crews will need to wait on each side of the river until instructed to continue upstream to the Powerhouse Landing where they will turn around the designated turning buoy. Crews boating from Wesley and Powerhouse will need to join into the upstream line of traffic in correct starting order. Crews boating from upstream of Grange Road will need to join the procession to the start just upstream of the Powerhouse Landing, in numerical order, and wait for the instruction to proceed into the start beside Herring Island. **Please be sure to get your boat into numerical order as you move toward the start.**

Please follow any instructions given by officials who will be assisting crews to sort themselves into numerical order. Crews must be ready to move immediately, once the instruction to move into the starting area is given.

Refer to the Melbourne Head Start Line Set up, below which illustrates the traffic flow around the start line

RACING

Start

Crews will be directed into the Start in bow number order. Crews from upstream and downstream will be merged by the marshal.

Once in start order, crews will move slowly in order. It will probably be necessary to stop and wait a few times. Crews will be called by bow number and instructed to GO! Timing will start when the crew crosses the buoyed start line, approximately 50 meters downstream

Course

The racing lane is on the northern half of the river, and crews should keep the orange marker buoys to their stroke side, maintaining normal traffic patterns.

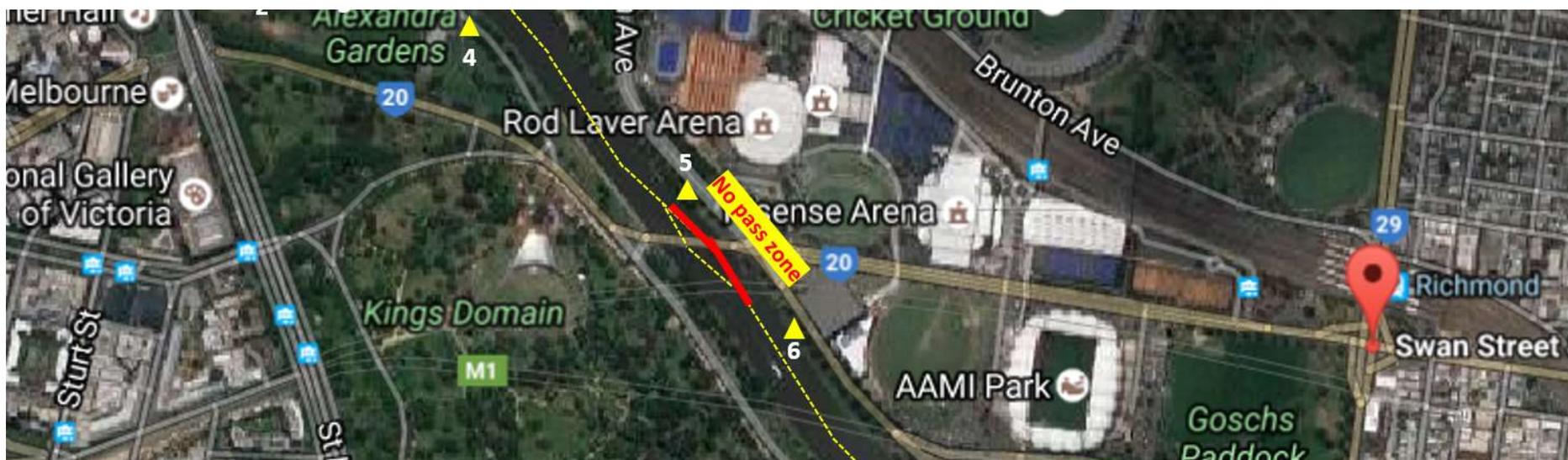
Passing

For safety and good sportsmanship, we require crews which are being overtaken to yield the centre of the river to the faster crew.

Note: For the purposes of this event a crew is “being overtaken” if a faster crew has its bow ball within a length of the stern of the slower crew. If this occurs, the crew being overtaken must “yield” which means moving towards the northern bank and allowing the faster crew to pass in the centre of the river.

“No Passing Zone” at Swan Street Bridge

With the centre arch of the Swan Street Bridge being closed for the regatta, the northern arch will be used for racing. The buoy lines will direct all crews in the racing lane to north arch. Given this narrowing of the racing lane, there will be a “no passing zone” in place, which will be designated on the upstream side of the bridge by the yellow buoy and by the jetty on the downstream side. Level 2 BRO’s will be positioned at both these points to control this “no passing zone” and manage the safety of all crews.



Finish

Once over the finish line, crews must keep rowing before turning, and allow other crews plenty of room. Returning to the sheds is via the single file access lane, using the southern arch of Prince's Bridge. Please keep moving, obey instructions from the marshal and avoid getting in the way of ferries.

Crews who wish to return to upstream boatsheds may do so while the event is in progress, using the access lane, and following instructions of the marshals, particularly while negotiating the marshalling areas. You must still travel around the southern side of the island.

Orange Buoy Line

Keep the Orange Buoy line on your stroke side at all times. The line is not to be crossed at any stage, whether racing or rowing upstream.

A 10 second penalty applies if a crew's boat hull crosses the line while racing. Crews crossing the line while rowing upstream will be eliminated.

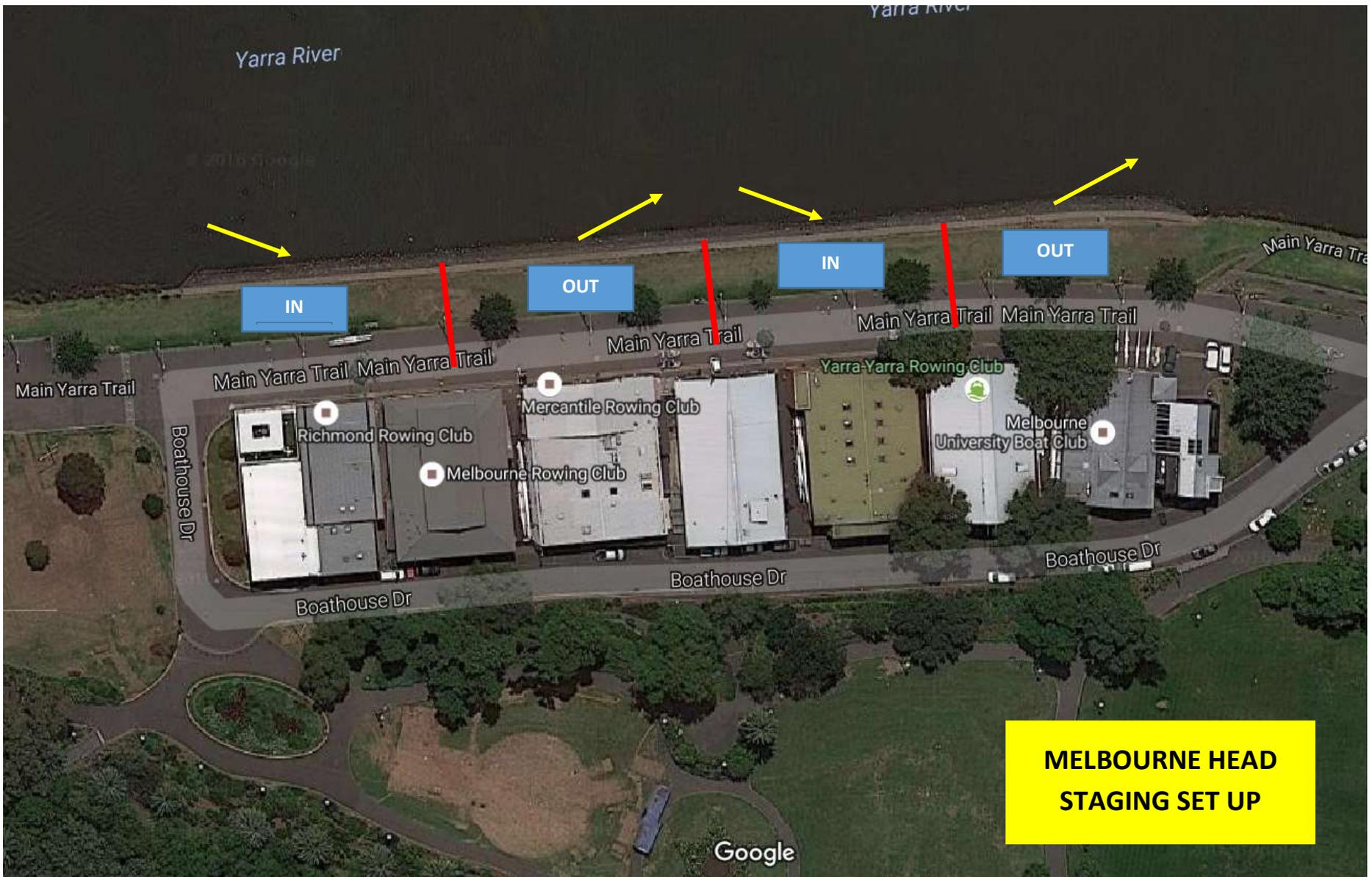
A 20 second penalty applies to a crew which fails to yield, and thereby hinders another competitor.

Officials

Officials will be in place along the course, to observe and give appropriate instructions. **Crews must obey these instructions, or be eliminated.**



**MELBOURNE HEAD
START LINE SET UP**



Yarra River

IN

OUT

IN

OUT

Main Yarra Trail

Main Yarra Trail Main Yarra Trail

Main Yarra Trail

Main Yarra Trail Main Yarra Trail

Main Yarra Tra

Boathouse Dr

Richmond Rowing Club

Mercantile Rowing Club

Melbourne Rowing Club

Yarra-Yarra Rowing Club

Melbourne University Boat Club

Boathouse Dr

Boathouse Dr

Boathouse Dr

**MELBOURNE HEAD
STAGING SET UP**

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