

7/27/2021

CRI Fall Classic Regatta

Regatta Rules

2021

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1. General

These Regatta Rules supplement the USRowing Rules Of Rowing 2021, all of which govern this regatta except for Rule 3-104 (minimum weight of boats), Rules 3-201 & 202 (uniformity of uniforms and oars in a boat), Rule 4-103 (mixed boats), and Rule 4-106 (weighing of competitors), which are waived.

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, CRI employee, or volunteer 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, 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 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 and regatta information

Upon arrival at the regatta venue, please check in at the Registration Table, where you will receive a registration packet that contains bow and shirt numbers. Shirt numbers should be affixed to the backs of coxswains in stern-coxed boats, and to the back of the bow rower in all other boats. Please return your bow number on the dock after you complete your race.

Copies of a course map, a bridge map that shows proper arches for downstream and upstream travel, and these Regatta Rules are available on RegattaCentral, and hard copies will also be available at the Registration Table.

The final version of the race schedule will be available on the RegattaCentral and HereNow websites on the Wednesday evening preceding the regatta, and will also be available on HereNow monitors in the CRI boathouse during the regatta.

Race results will be available during the regatta on the HereNow monitors in the CRI boathouse and on the HereNow website. Race results will also be available on RegattaCentral following the regatta.

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. All participants are responsible for the information presented at the pre-regatta meeting. The races will begin at 10:00 a.m.

6. Launching and landing

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

Boats 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.

Launching boats will queue up in the parking lot beside the main Boathouse headed downstream and proceed as directed to the area between the main Boathouse and the Sculling Pavilion, where a traffic control officer will direct them to a dock to launch. Returning boats will proceed up a ramp from the dock to the asphalt footpath that runs along the river side of the main Boathouse and then proceed upstream on that path to the parking lot.

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 "pond" upstream from CRI. The finish marshal will direct boats in the pond when to 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. River traffic pattern generally

The overall traffic pattern on the river is counterclockwise. 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) 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 in the pond.

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

8. The race course

The start line is three miles downstream from CRI 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 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 below:

- 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 or Cambridge arch.

Taking a prohibited arch during racing or warm-up will result in exclusion from the race, except that use of the Cambridge arch of the Anderson Bridge will result in a 60-second penalty and use of the Cambridge arch of the N. Beacon St. bridge is permitted but not required.

The centerline of the river will be marked by buoys. Before and after each bridge, there will be an orange warning buoy on the centerline. There will also be an orange centerline buoy at the apex of the major turns in the river. Between the orange centerline 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 second penalty.

In order ensure that racing boats use the center arch (and not the Cambridge side arch) of both the Anderson Bridge and the Eliot Bridge, there will be several small red buoys before each bridge separating the center arch from the Cambridge arch. Racing boats must pass these small red buoys to starboard.

Downstream of the Eliot Bridge, the travel lane for boats rowing downstream to the start will be double buoyed with small orange buoys set between the Boston shore and the centerline. Boats traveling downstream must stay tight to the Boston shore, and their hulls may not cross the line of small orange buoys, although their oars may cross this line. Boats traveling downstream to the start may be penalized 10 seconds for each of the small orange buoys that passes down the boat's starboard side.

The one-mile and two-mile points on the racecourse will be marked by appropriately-numbered large triangular yellow buoys.

The finish line off CRI Dock 1 will be marked by two large 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 two red buoys 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 be 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.

No sand bar hazard. The very shallow sand bar that used to obstruct 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 your 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.

A course map is attached to these Rules.

9. Bridges

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

Bridge	Location	Arch to use going downstream	Racing/upstream arch to use
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, except that use of the Cambridge arch of the Anderson Bridge will result in a 60-second penalty and use of the Cambridge arch of the N. Beacon St. bridge is permitted but not required.

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 centerline buoys on your port side, which will lead you to the center arch. As you approach the center bridge arch, you must pass the small red buoys down your starboard side.
- 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.

Downstream of the Eliot Bridge, the travel lane for boats rowing downstream to the start will be double buoyed with small orange buoys set between the Boston shore and the centerline. Boats traveling downstream must stay tight to the Boston shore, and their hulls may not cross the line of small orange buoys, although their oars may cross this line. In the double-buoyed area around the sharp part of this curve, boats heading downstream should expect to row single file and not stop.

10. The 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 launch from CRI at least 50 minutes before the start time of their races.

When coming downstream to the start, all boats should stay on the Boston side of the river and use the Boston arch of each bridge. 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.

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 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 second 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 second time penalty or exclusion.

12. 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 a "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 seconds.

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.

13. 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. Use by a racing boat of the Cambridge arch of the Anderson Bridge will result in a 60-second penalty.

14. Protests

Protests must be submitted in writing at the Registration Table within one hour of when the objecting crew crosses the finish line. The written statement shall be a concise statement describing the facts that underlie the protest (including a visual description of the incident in question, bow numbers of protesting and protested crews, and names of witnesses, if any) and the relief that the crew seeks. The protest must include the individual signature and race-day phone number of a protesting crew member. In the event that the chief referee and protesting crew cannot resolve the incident, the protesting crew may submit cash or a check written out to CRI in the amount of \$50, and a jury of referees will review the incident upon the conclusion of racing. In the event that the protest is resolved in favor of the protesting crew, the money will be returned.

15. 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.

A "mixed" boat is a boat in which a minimum of half the rowers are women.

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

16. Awards

The medals will be awarded to the boats finishing first, second, and third in each event, as follows:

Number of boats starting in the event	Medals to be awarded
7 or more starting boats	Gold, Silver and Bronze medals
5 or 6 starting boats	Gold and Silver medals
1 to 4 starting boats	Gold medal

All medals must be picked up from the Registration Table on the day of the regatta.

17. Trailers

There is limited room for trailers at CRI. If you plan to bring a trailer, during the on-line registration process, you must request a parking space for the trailer. At least two weeks before the regatta, you will be informed if there is room for your trailer. For any questions, you may email Kane Larin (kane@communityrowing.org).

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.

18. Team tents

There is room for team tents across the river from CRI, a short walk across the N. Beacon St. bridge. If you plan to bring a team tent, during the on-line registration process, you must request a space for the tent. At least two weeks before the regatta, you will be informed if there is room for your tent and what location is assigned. For any questions, you may email Kane Larin (kane@communityrowing.org).

19. Car-top scullers

There is limited room at CRI for scullers who are car-topping their shells to drop them off at CRI. Space is available on a first-come first-served basis. Car-toppers may enter the CRI parking lot to drop off their shells, but cannot park their cars in the CRI parking lot. Car-toppers must ask where they should put their shells when they drop them off.

20. Car parking

The CRI parking lot will be closed to car parking during the event. Athletes may be dropped off at the CRI boathouse, but the vehicles bringing them cannot park in the CRI parking lot.

Cars may park either (1) on North Beacon Street just across the bridge, or (2) in the Arsenal on the Charles parking garage a 10 minute walk from the boathouse.

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 race course 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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