

REGISTRATION INFORMATION

*Waivers and Athlete Lineups must be submitted online by **October 7th**.*

Every single sculler, a representative from every double scull, and every institution entering one or more crew events must also register on-site. On-site Registration will be open on Friday, October 16th from 12:00 PM - 6:30 PM and Saturday, October 17th from 7:30 AM - 4:00 PM. Competitors may **NOT** register any later than 3 hours prior to the start of their race. There is NO SUNDAY Registration. Registration is held at the Head Of The Charles Rowing & Fitness Expo, at the Finish Area Launching Site (FALS).

REGISTRATION REQUIREMENTS

Waivers- Waivers must be submitted online by Wednesday, October 7th. Scullers who applied online completed waiver requirements during the online application process. Scullers who submitted paper applications and all crew athletes (including minors) must complete the event waiver available at www.rowingwaiver.com. *When crew athletes complete the waiver, they should identify the team contact person's email address.*

Scullers (Singles and Doubles) - All single scullers and one representative from each double scull entry must attend registration. If you are a US rower unaffiliated with a USRowing member organization, you must also bring your current USRowing membership card.

Institutions with Crew Entries

Crew Lineups- All crews must submit lineups through www.hocr.org by **October 7**. Athletes must have completed waivers (see above). Registration will have on record the crew's Athlete Information including waiver status. Substitutions made after October 7th require notice and confirmation from the Event Director, and may result in delay at on-site Registration. No substitutions are permitted once a crew has completed on-site Registration.

Lightweight Weigh-In Procedures - Entrants in the Lightweight Events must be weighed-in by the Clerk of Scales and must obtain from the Clerk a properly stamped official Weigh-in form to present at Registration. **All lightweight rowers (singles and all crew members) must bring photo ID (e.g.: driver's license, passport) to weigh-in.** All rowers in a crew must weigh-in together. Weigh-ins will be conducted on **Saturday only** between 7:30 AM and 4:00 PM at FALS adjacent to the Rowing and Fitness Expo. Please contact the Regatta Office before October 1st if your crew is unable to attend weigh-in on Saturday so accommodations may be made.

Coxswains - Coxswains are on their honor to meet the 100 lb. weight minimum, and will not be weighed. However, crews found to have competed with a coxswain not meeting this requirement may be disqualified.

WARNING

Any entry that fails to register by the close of Registration may be denied access to its race. Notwithstanding the prescribed penalties for failing to give notice of withdrawal prior to October 1st, any entry which finds that it cannot compete and/or register on time, should notify the Regatta immediately at (617) 868-6200.

NUMBERS

1. Each boat is assigned a starting number, which is reflected on the Bow Number Card and on a Shirt Number Card that will be given out at Registration.
2. The Bow Number Card must be affixed within one foot of the bow tip of the boat. Boats without Bow Number Cards appropriately affixed when crossing the Starting Line will be given a 60-second penalty. FISA approved Bow Number Clips must be used to secure Bow Numbers. Additional adhesives may be applied to secure the Bow Number Card to the boat provided that they do not obscure the numerals.

3. The Shirt Number Card must be worn visibly on the back of each single sculler, each bow seat rower, and each coxswain. **In the case of a bow-coxed shell, the coxswain's number should be affixed flat to the stern decking with tape.**

4. ***** New for 2009: An additional shirt card number (bib) will be provided for all boats (singles, doubles, quads, fours, and eights) and must be affixed to the stern decking with tape.**

5. Entrants with obscured or missing numbers may miss being timed.

EQUIPMENT

1. Each crew, single, or double is responsible for having a protective "ball" on the prow of the boat. **Any shell without a protective ball will not be allowed to start.**

2. Each crew or single or double sculler rowing in a shell equipped with flexible sole shoes attached to the foot stretchers is responsible for making sure that the heels of the shoes are attached to the stretchers by a method that allows for quick exit in case of emergency. **Boats observed to be without this feature will not be allowed to race.**

3. All competing scullers and crews must row in fixed-rigger sliding-seat racing shells.

4. All racing boats are on their honor to comply with FISA Minimum Boat Weights. Any crew found to have competed in a boat not meeting the FISA minimum weight may be disqualified.

THE RACE COURSE

The Race Course starts at the Boston University Boathouse and goes almost immediately under the combination of a railroad trestle bridge and the B.U. Bridge. It then proceeds through 5 (five) triple-arch bridges to the Finish Line approximately 3 miles upstream. While the railroad trestle bridge's second arch from the right (Cambridge) shore is the mandated lane and the center arch of the five remaining bridges is the preferred route over the rest of the course, the right (closest to the Cambridge shore) arch of four of those remaining bridges may be used when a center arch appears too congested, the exception being the Lars Anderson Bridge (by Harvard's Weld Boathouse), whose right (closest to the Cambridge shore) arch is out of bounds.

See Bridge Guide on page 17.

From the coxswains view on the race course from the start line, the right hand shore (to starboard) is the Cambridge shore and the left hand shore (to port) is the Boston shore. The Race Course is bounded by a continuous line of orange buoys to port (Boston side) and an intermittent line of green buoys to the starboard (Cambridge side). Where there are no green buoys, the Cambridge shore is the right side boundary of the course.

All coxswains in the Club and *Youth* events are strongly advised to attend the Coxswains' Clinics, on Friday, October 17 and Saturday, October 18. Time and Location to be posted on the website.

REGATTA & RACING RULES

TRAFFIC RULES (*racing and non-racing boats*)

1. Any boat showing a disregard for safety, at any time during the weekend (including practice) will be given a **60-second penalty** or may be **disqualified**. Safety violations may include but are not limited to: not following the published traffic patterns; not following the instructions from the Marshals and Dock Masters; etc.

2. Boats must keep to the right (coxswain's view) of the orange buoys at all times during the weekend. In areas where there are no buoys (early on Friday before the course has been set or above or below the buoyed course) boats should keep to the right side of the river (coxswain's view). Traffic patterns should be observed during practice as well as during races. Please see "Practice Traffic Pattern Map" and "Race Traffic Pattern Map" diagrams.

3. Good sportsmanship must prevail at all times. Instances of unsportsmanlike conduct by scullers, crews, and/or coaches will be reported to the Jury, and penalties may be assigned.

4. The Cambridge Boat Club bend, downstream from the Eliot Bridge, and the Weeks Bridge turn will be double buoyed on the Boston side (**orange** and **white** buoy lines) and the downstream lane from the Magazine Beach launch

site will be double buoyed on the Cambridge side (**green** and **white** buoy lines.) The space between the colored buoys and white buoys is considered completely out-of-bounds for hulls of all racing and non-racing boats. Persistent excursion into the out-of-bounds zone may be grounds for a penalty as assessed by the Jury. (see Traffic Rule 6)

5. Travel Lane: Once the buoyed course has been set, at all times during the weekend (Friday or race days), crews and scullers proceeding downstream in the Travel Lane must proceed firmly, with no stopping to watch races, and with no power strokes, and shall remain in single file unless there is clear room to pass. The Travel Lane areas are defined as 1) Boston-side travel from the finish line to just downstream of Weeks footbridge 2) Cambridge-side travel from Magazine beach to below the start funnel. Warm up (power strokes) is permitted from just downstream of Weeks footbridge to BU Bridge only if it is safe to do so, exercising extreme caution near Riverside Boathouse and Magazine Beach. No stopping is permitted between BU Bridge and the entrance of the queuing zone. The primary Warm-up area is in the designated Warm-up Zone in the basin below the start funnel.

*** Competitors should anticipate a limited on-water warm-up.

6. Except when crossing the river, and at the discretion of the Jury, any non-racing boat proceeding downstream on race day which enters the race course may be **penalized 10-seconds** for each orange buoy violated by the hull. Even when the hull of a non-racing boat stays within the travel lane, **any non-racing boat which interferes in any way with a racing boat will be severely penalized and may face possible disqualification. (Note: non-racing boats must take into consideration that a racing crew's oars may cross the orange buoy line - see Racing Rule 3)**

7. Boats racing have the right of way over all other boats. Boats not racing shall not proceed upstream along any part of the course after the start of the first race of the day until the conclusion of the last race of the day except when necessary to launch or land. Practicing on the course between races could result in a **60-second penalty**, at the discretion of the Jury.

8. Boats proceeding in line with the direction of the river have the right of way over boats crossing the river. Care should be taken when turning around or crossing the river. During racing, boats launching from and returning to Magazine Beach, Cambridge Boat Club, Buckingham, Browne and Nichols, and Belmont Hill docks will be notified by dock officials as to when to cross the river. (Note: Traffic Rule 1)

9. After crossing the finish line, boats should immediately paddle upstream to the end of the line of buoys and wait for instructions from the Marshal.

10. Crews launching from Belmont Hill – Winsor Boathouse, Buckingham Browne and Nichols Boathouse, Cambridge Boat Club, Weld Boathouse, and Riverside Boat Club should await instruction from a Marshall before crossing the race course. Boats launching from Boston University Boathouse should travel downstream along the Cambridge shore prior to entering the Queuing Zone. Boats returning to Boston University Boathouse should travel downstream along the Boston shore to the end of the Queuing Zone and proceed around the warm-up zone with the flow of traffic and then hug the Cambridge shore after passing MIT Boathouse, proceeding to the BU Boathouse (unless light traffic allows crossing to the Cambridge shore between the Queuing Zone and the warm-up zone). Returning crews should be alert for crews launching from BU Boathouse coming towards them.

11. Boats launching from the Singles and Doubles Launch Site should travel upstream to the Riverside Boat Club and await instruction from a Marshall prior to crossing the race course. Boats returning to the Singles and Doubles launch site should cross just downstream of SADL ONLY after the instruction of a Marshall (see: SADL Race Traffic Pattern Map).

12. The Race Committee has the right to close the course and launch sites at any time during the weekend due to darkness or safety concerns.

13. **No boats are permitted to wet launch.** All crews and scullers must use the docks provided by the HOCR. Violation of this rule may result in disqualification.

PRACTICE RULES

1. Safety and insurance considerations mandate that all boats be off the water by 6:00 PM on Regatta weekend. **No Boats will be allowed to launch after 5:30 PM on Friday. There will be no Saturday PM practice.** Crews violating this rule may be penalized or **disqualified**.

2. **No coaching launches** of any kind will be allowed on the river on Friday, Saturday or Sunday at any hour. (Coxswain tours of the river will be provided at a location and time that will be posted. Please make way for this boat.)

3. **Practice** will be available on Friday for all boats. The river will be closed to all non-racing shells after practice ends on Friday evening with the following exceptions: Saturday morning, prior to racing, practice will be available for single, doubles and quads ONLY. It is recommended that rowers practice on Friday.

4. No turning is permitted between the Weeks Footbridge and the Riverside Boat Club. Please make turns safely downstream of Riverside Boat Club or upstream of Weeks Footbridge.

All crews launching before sunrise or on the water after sunset must use bow and stern lights.

RULES OF RACING

STARTING

1. Because of the nature and size of each event it is impossible to wait for latecomers. Each crew and sculler is responsible for being on time for their event.

2. All boats should follow the Basin Traffic Pattern (previous page) except when otherwise directed by the Marshals. All boats should be in the buoyed Queuing Zone 5 minutes prior to the start of their race. Boats should assemble in the Queuing Zone in numerical order in two rows with the odd numbers on the Boston side and even numbers on the Cambridge side (see: Start Chute Traffic Pattern on previous page). Boats should merge into single file in numerical order as they enter the Starting Chute, allowing an interval of 2 - 3 lengths (or as instructed by Marshals or the Starter). Boats should maintain an interval of 2 - 3 lengths as they approach the Start Line (unless otherwise instructed by the Starter). Crews or Scullers that fail to follow the Starter's commands will be penalized.

Note of advice: it is of no advantage for a faster crew to close upon a slower crew in front prior to crossing the start line. Apart from risking a penalty by disobeying the Starter's instructions, the railroad trestle bridge arch is barely wide enough for two crews (fours or eights) to pass, and so attempting to overtake a slower crew under the arch will likely result in interference. If a passing crew is caught in this situation, it is prudent (and may be necessary) to reduce power and delay the act of passing until through the arch.

3. Late arriving boats should not cross the line of buoys to jump into the starting sequence, but should await instruction from the Marshals or Starter. Boats that arrive late may be allowed to start behind their assigned position, but only at the discretion of the Starter. Any boat that starts out of sequence against the orders of the Starter will be **disqualified**.

4. Once a boat has crossed the starting line, under no circumstances shall a re-start be permitted.

5. In each event, women's divisions will start approximately 2 minutes after the last boat in the men's divisions, except in the Championship events where the hiatus between men's and women's divisions may be as much as 6 to 8 minutes.

RACING

Interference and/or buoy penalties are assigned at the sole discretion of the Jury following their review of the observations and recommendations of the Umpires. Repeated or severe interference may result in **disqualification**.

1. Any boat showing a blatant disregard for safety will be severely penalized (time penalties awarded by the Jury) and may be **disqualified** from the Regatta.

2. Fours and eights must have their coxswain on board during the entire race. Failure to do so will result in **disqualification**.

3. During racing, boats must stay on the Course that is between the orange buoys to port (Boston side) and the green buoys to starboard (Cambridge side). Oar blades may go over the buoys but the hull of the shell must stay inside the buoy line. Each buoy taken on the wrong side of the hull will result in a **10-second penalty**.

4. Going through the right arch (closest to the Cambridge shore) of either the railroad trestle bridge (by the B.U. Bridge) or the Lars Andersen Bridge (by Harvard's Weld Boathouse), or going through any bridge's left (closest to the Boston shore) arch, will result in a 60-second penalty in addition to any buoy violations incurred by doing so.

5. Responsibilities of the Overtakee (boat being overtaken)

If the Passer moves to within one length (and closing) of open water on the Overtakee, it is the responsibility of the slower crew to yield the line chosen by the Passer in a timely manner. Failure to yield to a Passer when there is adequate room and time will incur the following interference penalties;

1 st infraction	60 second penalty
2 nd infraction	120 second penalty
3 rd infraction	disqualification from the Regatta

6. Responsibilities of Passer

If a pass is attempted, the Passer shall not press the right to overtake to the point of severe collision. The overtaking boat must allow for sufficient room for both boats to stay safely within the race course. If the Passer causes a severe collision resulting in damage, interlocking boats or injury, the Passer may face time penalties and further sanctions under Racing Rule 1.

7. If one or more rowers are lost from a boat during the race, the affected crew should first ensure the safety or rescue of the rower(s). If the rower(s) is (are) safe, the crew may continue to the finish line.

8. Incidents of unsportsmanlike conduct by a competitor or crew, including the use of personally abusive language shall be reported to the Jury by the witnessing official. The Jury may impose penalties ranging from reprimand to time penalties up to **60 seconds!**

APPEALS

Scullers, and institutions represented by sweep-oared entries, may appeal for relief from any ruling of ineligibility or any penalty imposed upon them by the Regatta for alleged infractions, e.g. interference, course violations, etc., but no protest alleging interference by a competing entry shall be heard.

The Regatta covers every section of the course, from start to finish, with fully trained Umpires. Their calls on questions of interference and buoy violations will be considered final. **No re-rows or time credits to fouled entries will be possible.** Offenders WILL BE PENALIZED according to the racing rules. Preliminary results will be released immediately following each race, and Official Results will be released once all Umpires' calls have been reviewed by the Jury.

Appeals seeking changes to the Official Results may be received, in writing, to the Jury Clerk at Cambridge Boat Club until 7:00 pm on Saturday for Saturday's races and 7:00 PM on Sunday for Sunday's races. **Appeals received after this time will not be considered.** The Race Committee reserves the right to extend the deadline due to scheduling changes of the Regatta. Appeals will no longer be accepted on Monday. Official Results will be posted at www.hocr.org

Objections to any entry's eligibility may be made to the Jury Clerk at the Cambridge Boat Club and the Rowing and Fitness Expo at any time, but preferably before the race in question.

NOTE:

1. The Race Committee reserves the right to rule on any situation not covered in these or other printed rules and to penalize or disqualify any competitor or crew that appears to violate the spirit or letter of the Regatta's rules.

2. Any sculler/crew which has solicited sponsorship or otherwise obtained any kind of sponsorship and wishes to wear company identification, or place company identification ("logo") on rowing equipment during the race or during any sanctioned Head Of The Charles Regatta activity, must seek approval from the Executive Director. In the event the approval is given, all identification must conform to the current FISA standards regarding size of corporate logos on all uniforms, shells, oars and related equipment. Failure to conform to this policy may lead to disqualification.

General Responsibilities (Guidance to Crews and Scullers):

The Charles River is a narrow course with many tight turns. Good sportsmanship is expected at all times and costly penalties have been assigned in the past in cases of bad sportsmanship. The ability to accomplish effective and safe passing is an important aspect of successful racing. However, there are many situations when passing cannot be accomplished safely due to traffic congestion and physical obstacles. The following are the basic responsibilities of scullers and crews in these situations:

1. **The boat overtaking** (Passer) has the right of way to pass (on the side of its choice) if a safe pass can be accomplished. However, crews and scullers must take note of the following: **A.** If a pass is attempted and there is not adequate room and time to perform the pass, the Passer is at risk of incurring interference penalties. **B.** In situations involving three and more boats, there are areas such as bridge arches and narrow, tight turns where passing cannot be accomplished safely. In these situations the Passer must be prudent and delay the act of passing until the pass can be accomplished without incident. The wise sculler or crew knows that more time can be lost by pressing a situation rather than by slowing down and waiting for the right moment to pass. **C.** Communicate effectively during racing. **All shells with bow-loaded coxswains** are strongly advised to have their bow seat rower notify the coxswain when there is clear water astern after completing the pass. Timely instruction from the bow seat rower may assist the Passer's coxswain in avoiding stern-to-bow collision and/or an interference penalty due to cutting in too soon.

2. **The boat being overtaken** (Overtakee) must yield and give suitable room to the Passer (on the side chosen by the Passer) if a safe pass can be accomplished. Generally this will be the shortest line that gives an advantage. Failure to yield to the Passer is one of the most serious infractions of competitive conduct. Crews and scullers must: **A.** Be alert to possible upcoming passing attempts and promptly yield when there is adequate room and time. **B.** Be prepared to miss a few strokes to allow the Passer to pass safely and without interference. **C.** Communicate effectively during racing. **All shells with bow-loaded coxswains** are strongly advised to have their bow seat rower notify the coxswain if a following crew is about to make a pass *and on which side the passer is approaching*. Timely instruction from the bow seat rower may assist the coxswain in avoiding an interference penalty.

3. Respect for the safety of other competitors and their equipment must be observed at all times. At no time should an oar be used in anger toward another crew or competitor.

4. While racing, boats must proceed at a racing pace along the entire course, except where safety considerations dictate otherwise. Any boat whose time is more than 10 minutes slower than that of the fastest time in its event-division may be recorded as "did not finish."

BOAT LAUNCHING & STORAGE/PARKING

SINGLES & DOUBLES: Rowers of singles and doubles will store their boats and launch from the Singles and Doubles Launch (SADL) at Magazine Beach, off Memorial Drive on the Cambridge side of the Charles River. Parking is available at 620 Memorial Drive, directly across from the BU Bridge.

DRIVING TO SADL - I-90 (Mass Pike) East to Exit 18 Brighton/Cambridge. Follow signs to Cambridge. Proceed through several traffic lights and cross the Charles River via the River Street Bridge. Once across the bridge, take a right onto Memorial Drive so the river is on your right.

FOURS & EIGHTS & QUADS: Boat launching and storage space will be available at the **Finish Area Launch Site (FALS)** on Soldiers Field Road on the Boston side of the Charles River, between Eliot Bridge and Northeastern's Henderson Boathouse. FALS consists of one large parking lot adjacent to the finish line, and three smaller lots nearer to Eliot Bridge. Trailers will be parked very close together and not necessarily in close proximity to the launching docks. The Regatta will provide rack space near the docks for storage of boats during the weekend and use of these racks is strongly encouraged.

DRIVING TO FALS - I-90 (Mass Pike) East to Exit 18 Brighton/Cambridge. Follow signs to Cambridge. Proceed through several traffic lights and cross the Charles River via the River Street Bridge. Once across the bridge, take a LEFT onto Memorial Drive so the river is on your left. Continue for 1.6 miles. When the road forks (near the Cambridge Boat Club), stay to the left, following signs for Watertown/Newton. Proceed through the traffic light, staying in the left or center lane to approach the Eliot Bridge. While crossing the Eliot Bridge, move to the right, and then turn to the right, following signs for Newton. A Regatta Volunteer will meet trailers and direct them to a parking space. Please use the utmost caution when traveling on Soldiers Field Road, which is not designed for large vehicles. DO NOT attempt to drive under any overpasses on Soldiers Field Road. A portion of this route closes at 8:00 AM Saturday and Sunday. Trailers arriving after that should contact the Regatta for alternate directions.

FALS PARKING POLICY-The FALS area will open for trailer parking **from 7AM - 6 PM on Friday, October 16**. Those arriving before 7 AM Friday will be directed to an off-site lot until opening time. All trailers must approach the area from the Eliot Bridge end of Memorial Drive/Soldiers Field Road. A Regatta Volunteer will meet all trailers and issue the driver a parking permit for a specific area and direct the driver to that area. Courteous cooperation with their direction is expected. **NO OTHER VEHICLES ARE PERMITTED TO ENTER THE PARKING AREA.** All unauthorized parked vehicles will be towed.

Due to limited space, preference will be given to fully loaded trailers. Partially loaded and late arriving trailers may be asked to unload and then park in an offsite lot. Those arriving before 7AM Friday will be directed to an off-site lot until opening time. If your vehicle is carrying shells to be used only Saturday and you wish to remove the vehicle permanently after Saturday's racing, please let the Regatta Volunteer know; an attempt will be made to assign an unobstructed space to allow you to leave. Trucks which detach from trailers and leave the parking area may not return until late Sunday afternoon. Vehicles carrying only single or double shells will not be permitted to enter FALS. They will be directed to the Singles and Doubles Launching (SADL) area at Magazine Beach.

Officers will be on-site Friday and Saturday evenings to provide security, but the Regatta cannot assume responsibility for equipment. The DCR and State Police will also control traffic at each end of Soldiers Field Road when the Regatta is over.

VEHICULAR PARKING

Parking is available on Birmingham Parkway on Friday, Saturday and Sunday, and on Greenough Boulevard on Saturday and Sunday. Drivers should obey posted regulations and should **not park after dark**. A shuttle bus for athletes and spectators will circulate throughout the race area Friday afternoon and Saturday and Sunday.

SAFETY ISSUES

UNAUTHORIZED VENUE USAGE

Tents, fires, alcohol, littering, unauthorized tents, and/or unauthorized selling of any kind on the banks of the Charles River and adjacent roadways is prohibited by the Massachusetts Department of Conservation and Recreation (DCR). Please help us assure the continuance of the Regatta by seeing that everyone from your organization is fully aware of these prohibitions, and by informing your Boston area Alumni leaders as soon as possible.

MEDICAL EMERGENCIES

First Aid is provided by volunteers from the **American Red Cross (ARC)**. Along the course there are six (6) First Aid Stations; six (6) Launches with First Aid and three (3) Ambulances staffed by professional EMTs. All Emergency Services, including State Police, Cambridge Fire Department, and the Ambulance Companies are in radio contact with the Emergency Communications Center at the Cambridge Boat Club.

If you see or have an emergency:

1. Alert the nearest American Red Cross Station, Launch Volunteer, Police Officer or Course Umpire. You can call the Emergency Communications Center directly at 617-868-0002.
2. Describe the emergency. State the location (ex: Boston or Cambridge side of the river; up or down stream from a specific landmark). State the nature of the incident and number of people involved.
3. Stay calm! Help will be on the way immediately, as there is a radio network at HOCC for emergency situations. If possible, prevent people from interfering with response efforts.