

## 6. THE RACE COURSE

- 6.1. Race Course Description: 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 preferred lane and the center arch of the five remaining bridges is the preferred route over the rest of the course, the right (closest to 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. Going through the right arch (closest to Cambridge shore) of the Lars Anderson 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 violation penalties incurred by doing so.
- 6.2. B.U. Bridge/Railroad Trestle Bridge: While the railroad trestle bridge's second arch from the right (Cambridge) shore is the preferred route, the right (closest to Cambridge) arch of the railroad trestle bridge may be used (WITH EXTREME CAUTION) when the center arch appears too congested. Use of this arch is permitted but strongly discouraged.
- 6.3. Race Course Boundaries: From the coxswain's 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 starboard (Cambridge side). Where there are no green buoys, the Cambridge shore is the right side boundary of the course.
- 6.4. Coxswain's Clinic: All coxswains in the Club and Youth events are strongly advised to attend the Coxswain's Clinics, on Friday, October 21st and Saturday, October 22nd. Time and location to be posted on the website.

## SECTION B: REGATTA AND RACING RULES

### 7. TRAFFIC RULES (RACING AND NON-RACING BOATS)

- 7.1. Safety: 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.
- 7.2. Buoys: 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.
- 7.3. Sportsmanship: 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.
- 7.4. Double Buoyed Areas: 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). 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 Rule 7.6)
- 7.5. 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. 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 Boat Club 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 downstream of the start funnel.  
\*\*\* Competitors should anticipate a limited on-water warm-up.
- 7.6. Non-Racing boats: 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 Rule 10.3)
- 7.7. Right of Way: 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.
- 7.8. Crossing: 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.
- 7.9. Finish Line: 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.
- 7.10. Launching from Non-HOCR Docks: 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 Marshal 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.

- 7.11. SADL Launching: Boats launching from the Singles and Doubles launch site should travel upstream to the Riverside Boat Club and await instruction from a Marshal 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 Marshal (see: SADL Race Traffic Pattern Map).
- 7.12. Right to Close the Course: 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.
- 7.13. Wet Launching: 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.

## 8. PRACTICE RULES

- 8.1. Launching Hours: 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.
- 8.2. Coaching Launches: No coaching launches of any kind will be allowed on the river on Friday, Saturday or Sunday at any hour.
- 8.3. Practice Hours: 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 singles, doubles and quads ONLY. It is recommended that rowers practice on Friday.
- 8.4. Turning: 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.
- 8.5. Lights: All crews launching before sunrise or on the water after sunset must use bow and stern lights.

## 9. RULES OF RACING: STARTING

- 9.1. Latecomers: 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.
- 9.2. Basin Traffic Pattern: All boats should follow the Basin Traffic Pattern (this map should be downloaded from the maps section of the website) 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:** Passing is permitted prior to the BU Bridge using extreme caution. Overtaking boats must ensure room is available to complete a safe pass and are subject to a safety penalty (Rule 10.1) in the event that the overtaken boat is forced into an abutment. While the railroad trestle bridge's second arch from the right (Cambridge) shore is the preferred route, the right (closest to Cambridge) arch of the railroad trestle bridge may be used (WITH EXTREME CAUTION) when the center arch appears too congested. Use of this arch is permitted but strongly discouraged.
- 9.3. Late Boats: 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.
- 9.4. Re-Start: Once a boat has crossed the starting line and a time has been captured, under no circumstances shall a re-start be permitted.
- 9.5. Time Gaps between Event-Divisions: The HOCR Starter will maintain a predetermined variable gap of several minutes between each event-division.

## 10. RULES OF RACING: 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.

- 10.1. Disregard for Safety: 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.
- 10.2. Coxswain on Board: Fours and eights must have their coxswain on board during the entire race. Failure to do so will result in disqualification.
- 10.3. Buoys During Racing: 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.
- 10.4. Bridges: Going through the right arch (closest to the Cambridge shore) of 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.

10.5. Non-Yield Interference (IN): When a passing crew (The Passer) closes to within 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 in a timely manner. The Yield should be completed by the time the overtaking boat has closed within ½ boat length. A crew failing to yield to a Passer when there is adequate room and time to yield will incur the following interference penalties; Interference (IN) Failure to Yield:

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

10.6. Severe Collision (IS): A passing crew (The Passer) has the right to pass on the side of its choice if and when a safe pass can be accomplished. The Passer must allow sufficient room for both their boat and the boat overtaken to stay safely within the race course. If a pass is attempted, the Passer shall not press the right to overtake to the point of severe collision. During a severe collision one or more of the following may occur:

- (A) damage to a hull
- (B) personal injury or
- (C) the boat being overtaken is forced either off the race course or into a bridge .

If a crew causes a severe collision that crew may be assessed a 60 second (IS) Severe Collision time penalty and may face further sanctions under Rule 10.1.

10.7. Safety of Rowers: 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.

10.8. Unsportmanlike Conduct: 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!

## 11. APPEALS

11.1. Appeals vs Protests: 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.

11.2. Enforcement of Racing Rules: 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.

11.3. Appeals Process (NEW FOR 2011): Appeals seeking changes to the Official Results may be received, in writing, to the Jury Clerk at Cambridge Boat Club until 1 hour after results are posted for the last race on Saturday for Saturday's races and 6:00 PM on Sunday for Sunday's races. Should a crew want to appeal but not be able to make the deadline on Saturday they can call the Jury Leader at and leave a message that they intend to appeal. Such appeals must be submitted as above within 1 hour after the first race ends on Sunday. 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](http://www.hocr.org).

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

11.5. Note:

- (A) 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.
- (B) 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.

## SECTION C: GUIDELINES AND RESPONSIBILITIES

### 12: 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:

12.1. Responsibility of Overtaking Boat (Passer): 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.
- 12.2. Responsibility of Overtaken Boat (Overtakee): 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.
- 12.3. Safety: 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.
- 12.4. Race Pace: 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."

## SECTION D: REGATTA INFORMATION

### 13. BOAT LAUNCHING AND STORAGE

- 13.1. Singles and 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. SADL opens on Friday, October 21.
- 13.2. 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.
- 13.3. 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.
- 13.4. Trailer Parking Registration: Due to limited space for parking and rigging, Trailer Parking at FALS will be limited to trailers carrying at least four sweep hulls. All other trailers will be asked to offload at a designated location at the Finish Area Launch Site and move their trailers to the Daly Field Lot. Trailer parking pre-registration is also required for 2011. All organizations interested in bringing a trailer on-site must register at <http://www.hocr.org/competitors/trailer%20registration.asp> by October 1.
- 13.5. 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.
- 13.6. FALS Parking Policy: The FALS area will open for trailer parking from 7AM - 6 PM on Friday, October 21. Those arriving before 7AM 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.
- 13.7. Notes:
- (A) 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.
  - (B) 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.

13.8. 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.

#### **14. 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.