

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 or prolonged travel in 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. The primary Warm-up area is in the designated Warm-up Zone in the basin below the start funnel.

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 (interference time penalties) and may face possible disqualification.** [Note: as a racing crew's

oars may cross the orange buoy lane, non-racing boats must take this into account – 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. 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.

11. **No boats are permitted to wet launch.** All crews and scullers must use the docks provided by the HO CR. 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. (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 singles, doubles and quads **ONLY**. It is recommended that rowers practice on Friday.

All crews launching before sunrise or 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 (below) except when otherwise directed by 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 odd numbers on the Boston side and even numbers on the Cambridge side (see “Start Traffic Pattern”). 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. (see Traffic Rule 1)

Note of advice: it is of no advantage for a faster crew to close upon a slower crew 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. 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 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.

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 will incur the following interference penalties;

- 1st infraction **60 second penalty**
- 2nd infraction **120 second penalty**
- 3rd 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. 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 of 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.