



Head of the Brisbane course rules



Program

The race briefing will be held on the Thursday night before the event at Toowong Rowing Club from 4pm to 8pm and again around 6:30am on the morning of the race.

Racing starts at 7:45 am on the morning of the regatta, which is usually held on the third Saturday in October.

Race Description

The 10km time trial will start and finish at the Toowong Rowing Club pontoon. Crews will be challenged by the 180 degrees turn at the 5km mark. The intention of the event is to provide a challenging, fair and safe racing experience for crews of all ages.

The start and finish line will be slightly upstream from the Toowong Rowing Club pontoon. The turnaround, which will be marked by anchored buoys, will be approximately 5km upstream of the start as shown on sheets 1 and 3-6.

Racing Instructions

1. Abbreviations and terms:

BRO = Boat Race Official; On water race administration.

Crews: meaning a rowed boat and its crew.

Obstructions: Are all features on the course that constrain navigation, including race marks and navigation marks.

Lead boat: A boat that is ahead of another boat

2. Generally,

The course map is depicted on diagram sheets 1-4. The course is a “stroke side” or “port” course: Yellow and red inflatable marker buoys, including at the turn, are to be kept on the stroke or port side of crews.

3. Communication BRO to crews

On water arm signals: refer diagrams, sheet 6

4. Applicable Code and Law

The Queensland Government’s Code of conduct: *Safe on-water conduct on the Brisbane River* is the overarching law and by participating, crews indicate that they are familiar with this Code. It can be found at:

https://www.msq.qld.gov.au/-/media/MSQInternet/MSQFiles/Home/Waterways/On-water-conduct-Bris-River/brisbane_river_code_conduct.pdf?la=en

5. Collisions and Safety between crews

All crews are to keep watch at all times and have a continuous responsibility to avoid collisions.

Crews are to obey any on the water instructions from *BRO* boats.

Crews have a duty to go the assistance of those in distress and to alert *BRO*. Crews who do so may apply for and be given time redress.

6. Ferries

Keep watch for ferries and give way to ferries in accordance with the law. It is hoped that ferries will try to be considerate of racing crews.

7. Launching

The launch pontoon location and the route to the race marshalling area are illustrated on **Detail 1 image on sheet 2**

Boats preparing to race or who have finished must give way to racing boats.

Head must head upstream (see the diagram) before turning and then crossing the river.

Instructions from BRO from the pontoon and BRO tinnie will be given to assist departure and crossing the river

8. The Marshalling Area

See **Detail 1 image on sheet 2 of the diagrams**

Important: Enter the marshalling area only if you are due to queue for the start.

Crews should endeavour to be on the water at least 30 minutes prior to their start time in order to give themselves plenty of time to warm up. Crews must be prepared to be lined up or their start at least 10 minutes prior to their start time. The Start Marshals will assist crews in forming up for the start.

While the start time for your race is set out in the draw the actual start time will be determined by the Start Marshal in order to best deal with the prevailing conditions and the movements of other river craft including the City Cats.

Cox's should note that the tide will be going out during the regatta race period. The tidal run will allow crews to sit in their starting order without being washed over the start line.

Each crew shall form up for their start in single file following the alpha numeric order. From a stationary position crews will be called to commence rowing approximately 100m from the actual start line by the Starting Umpire. Each crews starting time will be taken as they cross the start line. Crews are encouraged to be at full race pace as they cross the start line but no horn or other noise will announce the crossing of the start line.

The Start/ Finish area will be a very busy place it is vitally important that cox's stay alert and obey the instructions of the Marshals and put safety first at all times.

9. Overtaking

NB Refer to the section 10 for overtaking rules that apply in the turning area.

Crews that are being overtaken shall make clear passage for boats to overtake them.

Crews that are passing slower boats shall give room for all other boats to keep clear of *Obstructions* and shall not commence passing unless there is sufficient space.

10. The turning area.

- a. Is defined by three buoys:
 - i. The "zone marks" set approximately at the boundaries of the 1/3 river width
 - ii. One turning mark

See sheet 3 for descriptions and approximate layout

- b. The Zone Marks' purpose is only to provide definition for rights via the *Inside* rule (see (e), below) on the turning mark and then only guidance for the return home. They will also help crews identify that they are approaching the turn.

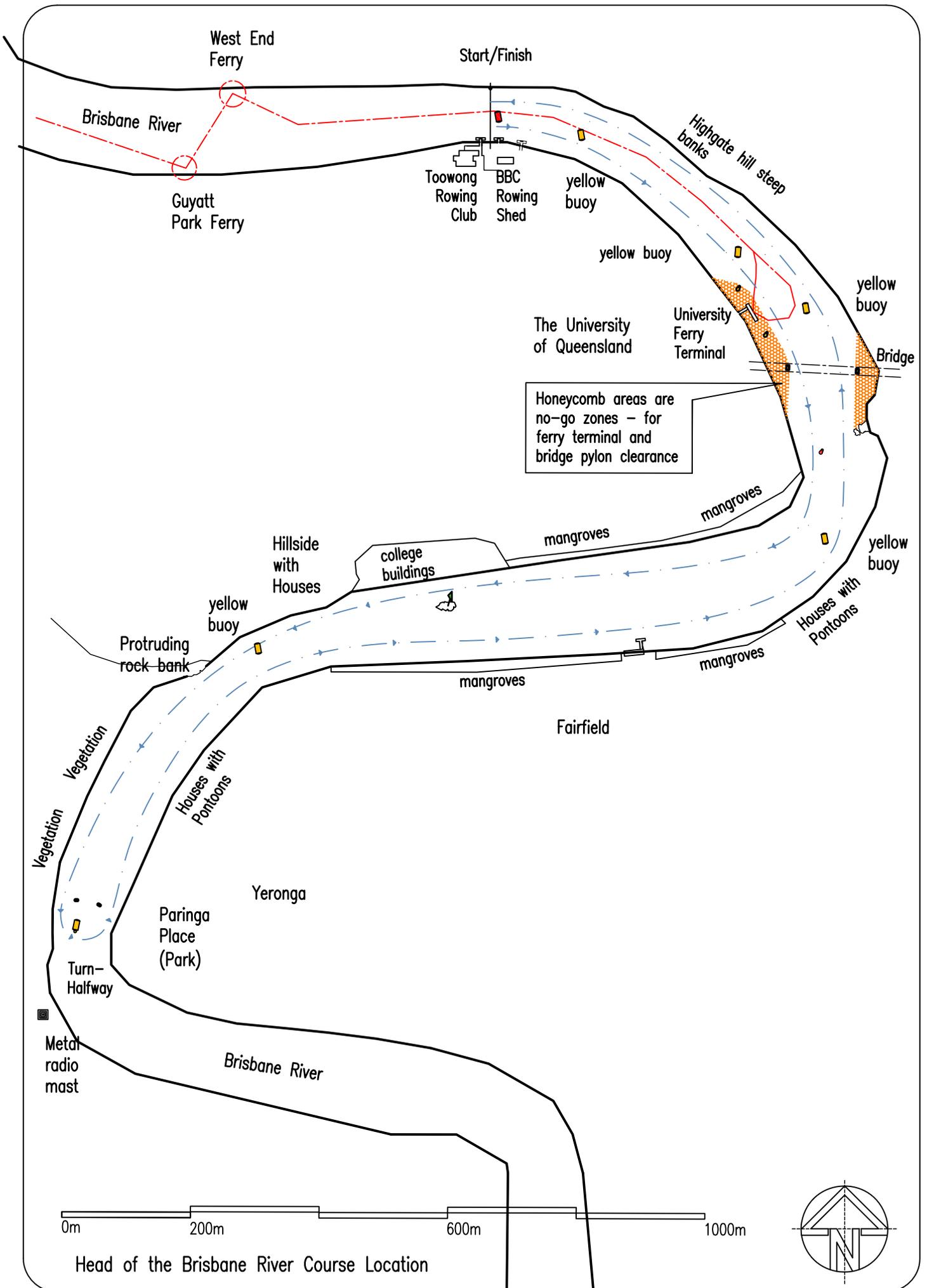
- c. Crews must go around the turning mark, keeping it on the stroke (port) side of their boats as they turn to return to the finish.
- d. A crew passes a mark when a line from its stern perpendicularly from its centre line passes through the mark. **This is illustrated on sheets 4-6.**
- e. A crew which has achieved *inside* overlap or is clear ahead at the zone mark **See the diagram on sheet 4** is an *inside* crew. *Inside* crews have right of way in the turn and other crews must keep clear.
- f. *Inside* right of way starts from when a *lead crew*, if not overlapped, passes the Zone Mark and is retained until that *crew* passes the turning mark, irrespective of any change of relative crew positions through the turning area.
- g. Once a crew being overtaken has passed the turning mark it must recommence to provide way for all overtaking boats. **Sheet 5 illustrates this.**
- h. An overtaking crew may pass around the outside of a *lead crew* through the turning area. **Sheet 5 also illustrates this.**

Hints for the turn

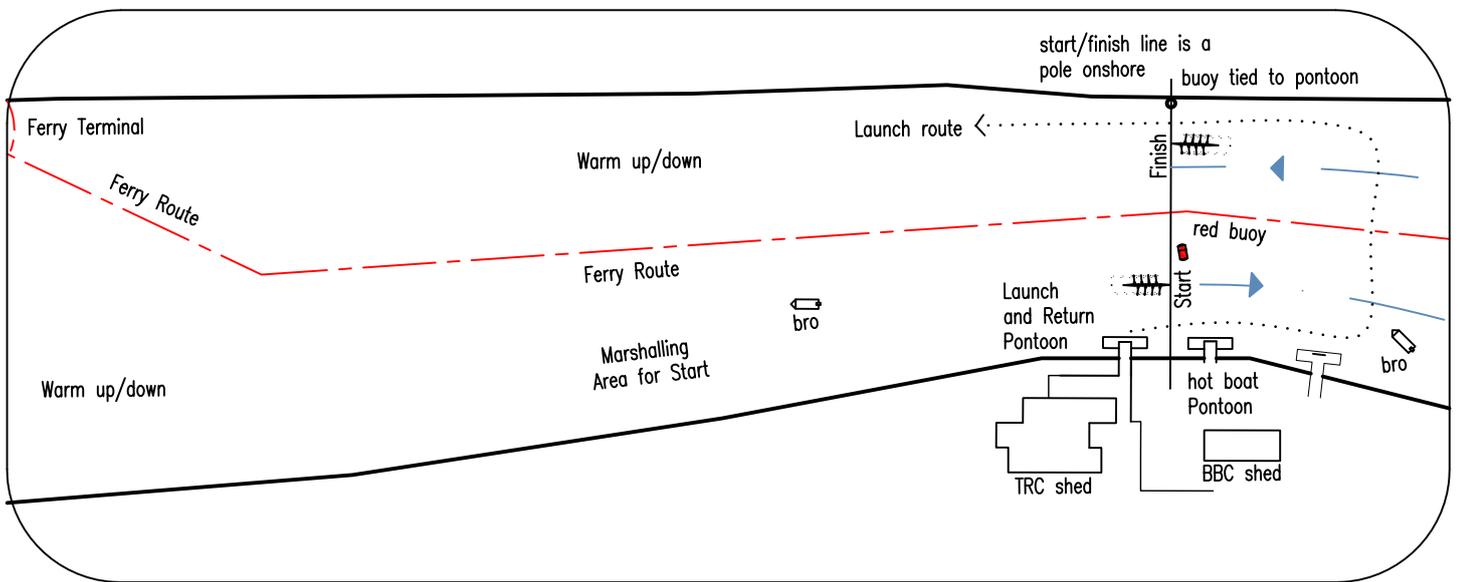
- Communicate with other crews, especially when *inside* overlap is about to be determined; indicate with integrity that you have or haven't got overlap.
- Keep constant watch in all directions and for BRO signals
- Plan to allow for the influence of the tidal current.
- Going initially wide on the turn may create opportunities if the turning area is congested.
- Expect BRO boats to make instructions in this area.
- You could have great or poor luck in the turn but whatever happens; refrain from abusive language and intimidation.

11. Penalties and redress.

- a. Either may be provided at the absolute discretion of the race administration.
- b. There is not a formal system for protest or to claim for redress. Constructive feedback is welcomed. If you have concerns, approach a race officer.
- c. **Penalties**
 - i. Infringing a crew with right of way: +30 seconds
 - ii. Failing to provide passing room or safe room: + 30 seconds
 - iii. Striking a course mark with hull or blade: no penalty
 - iv. Passing the turning mark on the wrong (bow or port side of the boat): +30 seconds + an adjustment for estimated advantage.
 - v. Abuse and unsporting behaviour: Disqualification.



Head of the Brisbane River Course Location



Detail 1 Brisbane River Course: Start/Finish

