



***BRIDGE TO BRIDGE  
WATER SKI CLASSIC***

**Sunday 24<sup>th</sup> November, 2013**

**BRIEFING**

**This briefing information must be read by all competitors prior to race day.**

**Section 1 Briefing time: 8:00 a.m.**

**Section 2 Briefing time: 10.30 a.m.**

Start venue: off the eastern beach of Dangar Island, near Brooklyn.

Finish venue: Governor Phillip Park, Windsor.

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## **RACE NUMBERS**

Normal Race Number is to be covered or removed. Bridge Race numbers are to be supplied by the competitor and must conform to SRA rules.

## **BOAT DECALS**

If supplied, these must be displayed, either side of the hull, and on the deck for the duration of the Bridge to Bridge. Apply to dry surface. Should they seem difficult to remove, apply slight heat with hair-dryer.

## **TRAILER STICKER**

This must be affixed prior to the race to the main frame of the trailer on the right hand side (car driver's side), in front of the mudguard.

## **NOISE**

The noise limit during the race is 100dB (a) at 30 metres. Decibel meters will be positioned at various points along the course and readings will be recorded by the RMS, EPA and NSWWSF Ltd officials. Any boat exceeding the limit will be disqualified.

## **SAFETY RULES**

The current Ski Racing Australia Rules apply to this event except where overridden in the Conditions of Entry, this Briefing Sheet or briefings given on the day of the race. Rule books are available on the SRA website, [www.skiracing.com.au](http://www.skiracing.com.au). Competitors are reminded of the **drugs and alcohol restrictions (rule 6.1)** and advised that testing will be carried out on the day of the race. Random safety checks will also be done on race day.

## **TECHNICAL SCRUTINEERING**

**Scrutineering of Engine Classes & Inboards.** Boats in each of these classes must go to the finish venue scrutineering area as directed on completion of the race. Only one person is to bring the boat into this area.

**Scrutineering of Social Classes ropes and skis:** Skiers in each of these classes must go to the finish venue scrutineering area as directed on completion of the race. Both skiers from each crew are to report to the scrutineer with their skis and ropes. ([Rule 6.5. Please read new rule.](#))

## **JUDGES**

Experienced Ski Racing Judges will be at designated points, i.e. the Start, Finish, ferries etc., and at non-designated points along the course.

Competitors must be aware that the race results are not final until all judges have returned to the Finish, and competitors must be prepared to present themselves to the judges in a moderate manner.

## **APPEALS**

Any appeal against a penalty or scrutineering decision must be lodged with the Chief Judge in writing within 30 minutes following notification of the penalty imposed either by the Chief Judge to any crew member or posting on the Results board, whichever is the earlier. Appeals can only be made on the grounds of the procedure employed and/or the severity of the penalty and cannot be made against a judgement decision of a Judge. Appeals must be in writing, specify the particular ground or grounds for the appeal, indicate the reasons for the appeal and nominate any witnesses whose evidence will be relied upon. Appeal forms will be available from the Chief Judge on the day.

## **LAUNCHING RAMPS**

Car/trailer must be attended at all times whilst on access road to ramps, and must not be turned or moved in any area where they may trespass on private property.

Crews using Parsley Bay ramp **MUST** queue in single file in order of arrival. No overtaking or driving on wrong side of road will be allowed. This will be strictly enforced by officials and Police and on the spot fines will apply to all offenders. Late arrivals requiring higher position in queue must first obtain official's approval and escort, otherwise they will have to wait their turn.

**No boat engines are to be started prior to launching, i.e. no starting of engines on trailers. Officials have the authority to remove any vehicle blocking access or departure from any ramp or area at competitors' risk and cost. Police and officials directions to be promptly obeyed.**

Infringements of the above by any crew member, including trailer driver, render the crew liable to a fine or disqualification, plus any penalties imposed by the Police.

## LAUNCHING PROCEDURE

**Section 1:** All boats must launch from Parsley Bay. No launching from Parsley Bay ramp prior to 6.00 am. Boats to launch after 6.00 am so as to reach Dangar Island eastern beach prior to 7:45 am.

**Section 2:** No launching prior to 9.00 am. No boats to launch from ramps on northern side of river. Boats must launch and reach the eastern beach of Dangar Island between 9:30 & 10:00 am for 10:30 briefing.

## RAMP DEPARTURE

All boats must proceed at a reduced speed from ramp to Dangar Island and not exceed 85dB (a) at this time. Boats in Section 2 must approach from southern side of Dangar Island at slow speed and not impede any starting or marshalling boats. **N.B. Please see map in Information Pack for route to be taken to avoid travelling over the seagrasses. Penalty Disqualification.**

## DANGAR ISLAND

Boats must be lined up in correct numerical order - even numbers to the left and odd numbers to the right as you approach the beach. Leave centre of beach free. **Should any competitor not take heed to these instructions a 1 min. penalty may apply.**

**At the start: no refuelling, no smoking, no tape or rubbish to be left on beach or private property. No rocks from the beach or from private property on Dangar Island are to be used as anchors.** Failure to comply with these conditions will result in a non-start.

It is advisable to wear footwear whilst in the water. Competitors are warned that no fence posts, pergolas supports or any piece of private property are to be used for stretching ropes, and you are not allowed on any private property on Dangar Island unless personally invited by the owner.

On arrival at Dangar Island, drivers and observers must go to the table adjacent to the Starter's position where the crew will sign on and be given a card on the back of which is a breakdown phone number. **There will be a designated smoking area and all butts must be placed in the bin provided. Toilets are provided and urinating in public is prohibited and could lead to the crew being disqualified and abuse of Residents will not be tolerated.**

## BRIEFING

**Saturday Races: General Briefing** to be conducted at Sackville Gardens

**Sunday Race: General Briefing** to be conducted on Dangar Island.

**Super Class:** Saturday 23<sup>rd</sup> November at the Upper Hawkesbury Power Boat Clubhouse at the finish venue immediately following the conclusion of The Hawkesbury Hotshots selection race (i.e. approximately 1.00 pm).

### General Briefing:

**Section 1:** (i.e. crews whose start time is prior to 10.00 am) 8:00 am Sunday 24<sup>th</sup> November at Dangar Island eastern beach.

**Section 2:** (i.e. crews whose start time is 11.30 am or later) 10.30 am Sunday 24<sup>th</sup> November at Dangar Island eastern beach.

## START PROCEDURE

All crews will mass start in grids off Dangar Island eastern beach, with the start area along an imaginary line between the second channel marker off the beach and the northern end of Little Wobby Beach on the Central Coast mainland.

A start boat will be situated in the middle of the start area. There will be two separate start lines, start line **A** being on the left (western) side of the start boat as you approach it (i.e. between the second Dangar Island channel marker and the start boat) and start line **B** on the right (eastern) side of the start boat (i.e. between the start boat and Little Wobby Beach) and these will be used to alternate start grids (see attached diagram). The extremities of the start lines will be the start boat itself on one side and a cherry buoy on the other side. **Diagram supplied in pack**

There will also be a lead-in area (about 100 metres in length) marked with courtesy buoys approximately half way between the first and second Dangar Island channel markers and a marshalling area immediately prior to this (i.e. just past the first channel marker). **See diagram in pack.**

All crews must not leave Dangar Island eastern beach to go to the start area until after their briefing and only when directed to do so by officials. Warnings will be given over the loudspeaker on the beach prior to departure for each

grid and crews must acknowledge calls to them by raising their arm. At 10 seconds prior to departure time an official will call: "**Push out ... 5, 4, 3, 2, 1, Go**". **This is merely the departure call from the beach and is not a start time. This departure call will normally be given 7 minutes prior to start time.**

Skiers must be on the deck of the boat or other appropriate position in the boat when leaving Dangar Island. Special exemption has been obtained to permit bow riding but boats are only allowed to proceed from the beach to the marshalling and lead-in areas at a maximum of 8 knots and it is recommended that a grab rail or other appropriate device be positioned on the deck of the boat to ensure skiers' safety.

Crews normally have 6 minutes to proceed from the beach to the marshalling area but must not go past the lead-in area courtesy buoys until their grid's start flags are raised (i.e. 1 minute before start time).

**Skiers must remain in or on the boat until it has passed the courtesy buoys and is in the lead-in area and the Green flag has been lowered for their start grid (i.e. 30 seconds to start time).**

The start will be by grid starts every 2 minutes with normally a maximum of 5 boats in any grid except for Super Class which will have a maximum of 10 boats in a grid. Boats with numbers ending in **1 to 5** will start on **left hand grids**, and those ending in **6 to 0** will start in **right hand grids**.

**Section 1:** These crews will start in grids as per draw sheet at **2 minute intervals** beginning at 9.00 am.

**Section 2:** This section will commence with Super Class who will start in 2 grids at 11.30 am and 11.32 am .

The rest of this section will start in grids as per draw sheet at **2 minute intervals** beginning at 11.34 am.

**The start will be by two flags, the Australian and a Green flag. For all grids, both flags will go up one minute prior to the start. At 30 seconds to "GO" the Green flag comes down and skiers may enter the water. On "GO" the Australian flag comes down and boats may cross the start line and pull their skiers out of the water.**

A Red flag is raised if there is a "hold" or other delay. In such circumstances, all boats must stay in position until the Australian and Green flags are raised again or until they are given further instructions by officials.

Drivers must pull their skiers out of the water in a straight line. **No whipping allowed.** If you fail to get your skiers up after two attempts, you must proceed well clear of start area before re-attempting the start.

**In the event of a fall in the start area drivers must STOP, TURN SLOWLY AND RETURN TO THEIR SKIER/S AT A SLOW SPEED FOR A PICK UP. WIDE FAST TURNS MAY RESULT IN DISQUALIFICATION.**

Penalties will apply for infringements of start procedure e.g. breaking the start line, skier in skiing position prior to the start. Judges will be positioned on the start boat and near the start area.

An orange marker will be located before the first left hand turn heading towards the Brooklyn rail bridge (i.e. off the third channel marker). All crews must keep this marker on their left hand side as with other orange markers on the course. (Except for separation buoy after the road bridge – see below.) It will be clearly visible from the start area.

**All boats must stay in their allocated grid start lanes until after the Brooklyn road bridge** (i.e. the second bridge after the start). All boats must go through specific spans of both the Brooklyn rail and road bridges depending **on their position in their start grid (not which start line they are using)**. See attached diagram for Brooklyn Road bridge spans. Boats using area 5 on the road bridge must go through the southern arched span of Brooklyn Rail bridge (i.e. the large span closest to the southern/left shore) which is not to be used by other competitors who should use the other (northern) spans of the rail bridge. This will be under observation by the judges and infringements will render crews liable to penalties or disqualification.

#### **COURSE PROCEDURE**

**Road Bridge:** Competitors must use the specified areas of the Brooklyn rail bridge and the northern arched span of the Brooklyn road bridge as shown on the attached diagrams. A straight line exit from the bridge must be maintained until skiers are clear of bridge. **An orange separation buoy will be placed approximately 500 m from the road bridges. Boats which go through the left span of the bridges must keep to the left of this buoy; those travelling through the right span will keep to the right of this buoy. This will be under surveillance by the judges.**

**Safety:** To ensure minimum water depths are maintained, boats should be kept to the centre of the river and drivers should not cut corners. Minimum distances off river banks and other obstacles should be observed at all times.

**Courtesy to faster overtaking boats must be displayed at all times** - failure to display courtesy and good sportsmanship will result in a penalty. Slower boats in earlier classes should stay in the centre of the river and not cut corners, so as not to impede faster boats from passing.

**Skiers Outside The Wash Of Boats:** When more than one skier is being towed in a race, skiers must ski in the wash or within two (2) metres of the wash at all times. Two skiers must not ski on the same side of the boat outside the wash. Refer to SRA Rule 11.21 (d). **PENALTY – DISQUALIFICATION.**

**Buoys:** All corners are buoyed. Keep **orange** buoys on the **left** and **white** buoys on the **right**. Spencer Creek will be closed with a line of white buoys.

**Permanent Waterways Authority channel markers or buoys are to be treated as course buoys and must be observed. Particular attention should be paid to the Red Waterways Marker Buoy at Spencer and Sackville. The only exception is the starboard (green) marker buoy at Port Erringhi which can be ignored, but only if the corner is separately buoyed with white balloons or yellow (safety) buoys for this race. If no white balloons or yellow buoys are in position, the green marker buoy must be observed.**

**PENALTY DISQUALIFICATION.**

**Ferries:** There are four (4) ferries; Wisemans, Webbs Creek, Lower Portland and Sackville. On the downstream side of each ferry will be an RMS boat carrying Ferry Judges. These boats will be anchored as close as practicable to mid-stream or otherwise in an appropriate position as determined by the judge on the day. If the ferry is running, or is about to move off the bank, judges will display a red flag and a yellow light will be flashing on the ferry. Proceed past red flag and stop before the ferry. Time out starts when the boat passes the flag. Time out ceases when the **RED flag is lowered**, the **yellow flashing light is extinguished** and the **GREEN flag is raised**. **Drivers should follow the instructions of the Ferry Judges not the ferry operators.** **PENALTY FOR RUNNING FERRY STOP DISQUALIFICATION.**

Boats **must not circle** in the Time Out Area, they must stop.

The ferry boat will be in line with 2 yellow buoys positioned on either side of the bank. Boats must pass between the yellow buoys, ( See diagram).

**Competing Boat Crews:** Crew members must finish with the same boats they started with and in their nominated positions as stated in the Application To Enter form.

Competing boat crews may not proceed along the course unless they have two (2) skiers in tow and all crew are in full race trim. Failure to comply with this may result in the driver of such boat being prevented from competing in next year's Bridge To Bridge.

**Marine Rescue Hawkesbury:** Will be positioned along the whole course. These boats can be identified by the 75cm square green flag that will be flying from the mast-head.

All Marine Rescue Hawkesbury boats will carry a Yellow caution flag which will be displayed when an obstacle or hazard is ahead and there is a potential danger. Driver or Observer is required to acknowledge and must only proceed with extreme caution.

Some Marine Rescue Hawkesbury boats will carry a Red Flag which is only displayed in an emergency and the race has to be stopped. In the unlikely event that this occurs and a red flag is displayed, all boats must stop and await further instructions.

**In the event of an injury during the race:** Signal distress to Marine Rescue by standing up in boat and waving blue & white medical flag above your head and If this fails, set off a flare. Competitors who observe a blue medical flag being waved are to display their medical flag until they pass the next check point.

**Disabled boats:** must not use distress signal except for an injury *or* boat is sinking. Improper use of signals will result in a penalty.

**Boat breakdown:** If retiring, crew must report to the nearest Marine Rescue boat. Do not use distress signals to do this. If possible, paddle to left side of river, particularly in the lower reaches, as more ramps are located on this side. You will be directed to the nearest ramp and phone, if possible, or told where to wait until completion of race at which time you will be towed to the nearest ramp. **Do not move from the designated location.** This location will

be posted at the Finish for trailer drivers. Phone number **(02) 9985 1460 is the breakdown number** and is on the card issued at Dangar Island. Even when boat crew make their own contact with their trailer driver, the breakdown number must be phoned and Marine Rescue advised so that boat can be logged off on their records Marine Rescue are not authorised to permit retired boats to continue past nearest boat ramp (unless an emergency warrants it, in which case details will be logged by the Marine Rescue). It is a requirement of our licence that retired boats must ask permission to retrieve vessels from property owners and pay if required.

### **FINISH AREA**

**Buoys:** The Finish Line is designated by a black and white checkered buoy which can be passed on either side. The next buoy is the Run Out buoy, and boats and skiers must pass this and proceed to the Drop Off area but not go beyond Windsor Bridge.

In the case of a fall after the Finish buoy but before the Run Out buoy, do not stop. Pick-up boats will retrieve your skiers. Skiers deliberately throwing ropes past the Finish buoy may attract a penalty.

**After passing the Run Out buoy:** All crews will select a safe place to stop and drop skiers in the water at full ropes length and then pull skiers into boat and idle to shore **unless otherwise directed** by pick-up crews. Judges will be on the Run Out buoy.

All boats must **wait to be towed** back to South Creek ramp by retrieval craft under the direction of Officials. Boats may **idle** back to South Creek **only if retrieval craft not available**.

First in Super Class, will be taken under tow by officials, to the launching ramp. During this time the crew will be interviewed by the media.

**River opening:** A boat will proceed upstream displaying a "River Open" black & white checkered flag. This boat will be opening the river for use by the general public and is not permitted by Roads & Maritime Authority to stop to assist disabled competitors except in the event of an emergency.

Boats which are still competing, but are passed by the official boat, may still complete the course, however they will no longer have exclusive use of the river. Boats proceeding downstream before the river is opened will attract a penalty and/or may preclude the driver of the boat from competing in next year's Bridge to Bridge.

**Retrieval of boats from finish ramp:** Trailer drivers only are permitted to enter the ramp area. After your boat has finished, report to Trailer Control where you will be shown the order you are to leave the parking area and you will be given an identification sticker. Proceed immediately to your trailer, affix sticker prominently on your windscreen and queue in order. There will be officials to assist. Whoever returns the trailer and boat to the car park may remove the sticker from windscreen and show at gate in order to re-enter the Finish venue. Boats may not be tied down or washed in the vicinity of the ramp.

**Persons in charge of boat at ramp:** Engines may not be restarted after finishing, whilst in the water. If trailer is not in designated order at ramp you will be directed to walk or paddle clear of the ramp and you will be retrieved when possible.

Incidents created out of lack of consideration to other competitors or non-co-operation with officials, by any member of crew, will be recorded and reported to the organising committee. A fine or disqualification may be imposed on the team.

**Entry/Re-entry to Finish Area:** Crew Card (issued at Dangar Island), or Trailer ID Sticker (issued at Trailer Control) will give admission or re-admission to the Finish venue.

**All competitors must wear wrist band provided. Failure to do so may result in a competitor being asked to pay the entry fee.**