



2016 BRIDGE TO BRIDGE WATER SKI CLASSIC

Sunday 27th November, 2016

Sponsored by



SUNDAY BRIEFING

This briefing information must be read by all competitors prior to race day. It is the responsibility of EACH Member of the team to be familiar with all sections of this briefing sheet

Supported by the



New South Wales Water Ski Federation Limited.
P.O Box 427, Sydney Markets NSW Australia 2129
Phone: (02) 8736 1273
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All Competitors over the age of 13 are required to do briefing.

- All eligible competitors will be sent an email with a link allowing them to watch an online version of the Sunday briefing. Saturday competitors will be briefed Saturday prior to each race.
- Competitors must complete the online briefing by **5pm** Friday, 25th November 2016
- New competitors and anyone not completing or successfully completing the Sunday online briefing must attend briefing at Governor Phillip Park, Windsor Friday 25th November 2016.
- Briefing will run every 45 minutes commencing at 1.00pm with the last briefing commencing at 5.30pm.
- If you are unable to do the on line briefing or attend on Friday, you **MUST** contact Kerrie Nutley in writing at entries@bridge2bridge.com.au by 5pm on Wednesday for alternate briefing

YOU MUST BRING YOUR SRA CARD to scan in for attending all Briefing & Breath Testing

BREATH TESTING

- Breath testing opens at 6:00am – closes at 7:00am
- At breath testing all Skiers must present their helmet with their name clearly displayed.
Any Skier not subject to breath testing must still present their helmet for inspection

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 105dB (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. Competitors are reminded of the **drugs and alcohol restrictions (rule 6.1)** and advised that testing may 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.

PROTESTS

Any Protest 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. Protests must be in writing, specify the particular ground or grounds for the Protest, indicate the reasons for the Protest and nominate any witnesses whose evidence will be relied upon. A fee of \$100 must accompany the protest. Protests forms will be available from the Chief Judge on the day.

LAUNCHING RAMPS

All boats must be launched from PARSLEY BAY. Crews MUST queue in single file in order of arrival. No overtaking or driving on wrong side of road will be allowed. 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.

Please obey all official's instructions

LAUNCHING PROCEDURE

No boats may be launched 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.

RAMP DEPARTURE

All boats must proceed at a reduced speed from ramp to Dangar Island and not exceed 85dB (a) at this time

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.

Due to the fragile condition of the bank along Dangar Island all competitors must remain on the sand NO access to grassed areas permitted.

These conditions will be monitored and failure to comply will result in a non-start.

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.

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. 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 until 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 4 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). **Grid Sheet supplied in pack**

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. 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**.

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.

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 sections of both the Brooklyn rail and road bridges depending **on their boat number (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 section of Brooklyn Rail bridge (i.e. the large section closest to the southern/left shore) which is not to be used by other competitors who should use the other (northern) section of the rail bridge.

COURSE PROCEDURE

Bridges: 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 section of the bridges must keep to the left of this buoy; those travelling through the right section will keep to the right of this buoy.**

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: All skiers must ski in the wash of the boat at all times
Penalty 30secs for the first offence, additional 30 secs time penalty for the second offence, disqualification for the third offence. Please note all surveillance vessels have been instructed to record non-compliance with this instruction. Penalties will apply.

Buoys: 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 and the Starboard (green) Marker Buoy at Port Erringhi .

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 official 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**.

PENALTY FOR RUNNING FERRY STOP - DISQUALIFICATION.

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

The ferry judges boat will be in line with **2 pink buoys** positioned on either side of the bank. All boats **must** pass between the pink buoys, **(See diagram)**.

After crossing the ferry there will be an orange buoy on your left and a white on your right. All boats **MUST** pass between these buoys.

Competing Boat Crews: Crew members must finish with the same boats they started with and in their nominated positions as stated in the Entry 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.

Surveillance Boats: 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 Surveillance 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 Surveillance 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

IF A RED FLAG IS DISPLAYED BY A COURSE BOAT YOU MUST STOP AND AWAIT INSTRUCTIONS.

Your Race Safe H2O unit will send a message indicating your re-start time when it is safe to restart.

The restart procedure will be as follows:

1. Course boat showing the red flag will fly a yellow flag in conjunction with the red flag. Your RaceSafe H2O unit will indicate how long to the restart.
2. 1 minute before start the yellow flag will be lowered and a green flag raised with the red flag.
3. The red flag will be dropped on GO.

In the event of an injury during the race: Signal distress to Surveillance Boats 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.

Competitors will be briefed by Race Safe as to procedure in the event of an emergency.

**FOLLOW THE PROMPTS ON RACESAFE H2O FIRST then call Racesafe
1800 722 372**

Boat breakdown: Do not use distress signals. 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 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) 4587 9103 is the breakdown number** and is on the card issued. Even when boat crew members make their own contact with their trailer driver, the breakdown number must be phoned and Communications Officer advised so that the boat can be logged off on their records. No-one is 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 Surveillance Boat). 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 chequered 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.

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.**

The winner of 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 chequered 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 the windscreen and show it at the entry 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 your trailer is not in designated order at ramp you will be directed to walk or paddle clear of the ramp and your boat 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 or Trailer ID Sticker (issued at Trailer Control) will give admission or re-admission to the Finish venue.