



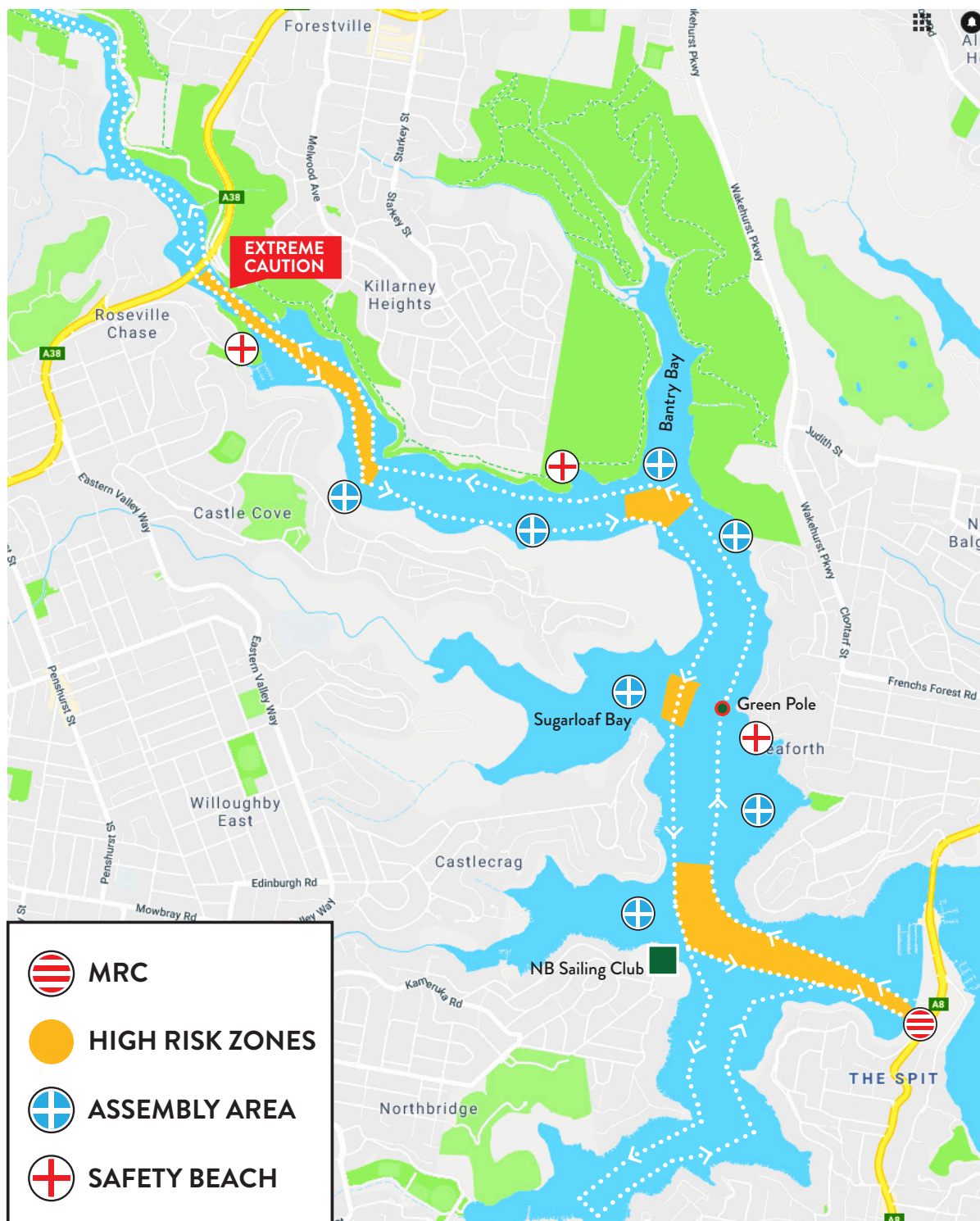
November 1, 2018

### NAVIGATION PROTOCOL ON MIDDLE HARBOUR

<b>Avoiding collisions:</b>	<p>Under the maritime rules people in charge of boats are required to take all reasonable steps to avoid a collision.</p> <p>The best way to avoid collisions is to:</p> <ul style="list-style-type: none"> <li>- assume other boats have not seen you</li> <li>- yell out loudly and early, and</li> <li>- take evasive action.</li> </ul>
<b>General Navigation:</b>	<p>Keep to the right (bow side) bank at all times (opposite to driving a car) and stay west of the Spit Bridge. See the map at the end of this document.</p> <p>Keep a good look out at all times.</p> <p>If rowing coxless and/or unaccompanied by a coach, look around every 3-5 strokes (both to the left and right)), especially when racing.</p>
<b>Overtaking and being overtaken:</b>	<p>Under the maritime rules a boat overtaking other boats is expected to keep clear.</p> <p>However, to facilitate this, boats rowing out of Pearl Bay will, wherever possible, do the following when overtaking another rowing boat:</p> <ul style="list-style-type: none"> <li>- The overtaking boat will move to stroke-side of boats in front and overtake further out from the bow-side shore than the boats being overtaken.</li> <li>- Boats being overtaken (which will have a clear view of boats approaching them from behind) will move to bow-side.</li> </ul>
<b>Minimise noise:</b>	<p>Be quiet when close to houses especially near the Bluff, prior to 6.30am.</p> <p>Electronic megaphones are not to be used by coaches.</p> <p>Cox boxes must not be used within 200 metres of houses and, in particular, around the Bluff.</p>

<b>Minimise wash from coach boats:</b>	<p>Coaches should look around frequently for overtaking/following crews which might be affected by tinny wash</p> <p>Ask the stroke(s) of your crew(s) also to keep an eye out for following crews being affected by wash.</p> <p>Keep your wash down and give other crews a wide berth.</p> <p>Do not have more than 2 coaches in the coach boats as this creates excessive wash for other rowers.</p> <p>After providing some coaching to a crew pull well to bow-side for a while so that your boat does not create a continuous wash for the boats following.</p> <p>Do not sit behind or beside your crew all the way up the course.</p>
<b>Channel out from the Pontoons:</b>	<p>Boats must not stop in the channel except in case of emergency. If it is necessary for a boat to stop then the crew should, if possible, move to bow-side amongst the moored boats.</p> <p>The channel is a “no wash” zone meaning that tinnies must create no more than a ripple on the water.</p> <p>Boats returning to a pontoon must give way to those leaving a pontoon.</p> <p>Boats must not row at high speed or practise starts or similar activities in the channel.</p>
<b>Where to stop and not to stop:</b>	<p>Except in case of emergency crews and coaches must not stop anywhere along the main rowing channels.</p> <p>Before stopping crews should move well to bow-side and keep a look out for approaching boats.</p> <p>Do not stop anywhere near the Bluff, particularly early in the morning. Proceed 200m further north and stop well to bow-side in the bay.</p> <p>Do not stop on Killarney Reach when heading upstream except in case of emergency.</p> <p>A number of suggested ‘assembly areas’ are marked on the map at the end of this document.</p>
<b>Returning to Pearl Bay:</b>	<p>When returning to the club from the Castlecrag straight do not turn left towards Pearl Bay until you are adjacent to the green sailing club.</p> <p>Keep at least 150m away from the Bluff as you turn towards Pearl Bay.</p>

<b>Roseville Bridge:</b>	<p>This is a particularly hazardous part of Middle Harbour.</p> <p>Be on the lookout for motor boats leaving the boat ramp which is on the eastern bank downstream of the bridge.</p> <p>Boats heading upstream must pass under the bow-side spans of the pipe bridge and Roseville Bridge</p> <p>Boats heading downstream must pass under the middle spans of the Roseville Bridge and the pipe bridge.</p> <p>Boats wishing to turn around just before Roseville Bridge:</p> <ul style="list-style-type: none"> <li>- must cross quickly over to the western shore having first confirmed that this will not cause a collision with boats heading downstream (the view of such boats may be obscured by the bridge pylons)</li> <li>- must continue past the bridge if (a) a boat heading downstream is blocking their path, and (b) boats heading upstream behind them make it impossible to stop safely before the bridge</li> </ul>
<b>Other hazardous parts of Middle Harbour:</b>	<p>As well as Roseville Bridge the following locations require extra caution:</p> <ul style="list-style-type: none"> <li>- the channel out from the boatsheds</li> <li>- around the Bluff</li> <li>- the mouth of Bantry Bay</li> </ul> <p>Boats crossing from the Green Pole to Sugarloaf Bay should keep a particular look-out for boats heading south from the direction of Bantry Bay.</p>
<b>Where to train novice crews:</b>	<p>Novice crews should be coached away from the main channel in quieter locations such as Sugarloaf Bay or Bantry Bay. Novice crews should not be taken up Killarney Reach.</p>
<b>Extreme weather:</b>	<p>In extreme weather, if a crew cannot row back to Pearl Bay they should row to one of the Safety Beaches marked on the map at the end of this document and wait for assistance (or the weather to calm down).</p>



## SAFETY RULES

Bow and stern lights are compulsory before sunrise and after sunset  
Keep to your left at all times (i.e. to bow-side)  
Stay out of the middle third of the channel  
Check your course frequently (i.e. every 5 strokes)  
Take extra care in high risk zones  
Be extremely vigilant when approaching the Davidson boat ramp  
Follow the course marked with arrows  
Keep at least 150m clear of the Bluff when returning towards MRC  
When turning at the sailing club look out for boats heading north from Quakers Hat Bay.

## COURTESY RULES

Do not stop on main routes; move to the side  
Use the Assembly Areas  
Minimise noise particularly when between MRC and the Green Pole  
When coaching, avoid washing out following crews.