

Around the Island Race 2018 – Coastal Rowing

Course Map and Instructions

The primary aim of these instructions is the safety of the crew competing in the race.

The next main consideration is fairness of racing. The third key aim is to ensure that all the other water users and official bodies are happy with our conduct and are willing to continue to allow us to run the event.

Crews or clubs that fail to follow these instructions may face disqualification and may not have their entries accepted next year.

Race Safety Officer

There will be one overall supervisor of the race once the crews have started. The Safety Officer is part of the overall race management team. Their role is to track the location of the outrigger and coastal rowing fleet, ensure all crews are safely following the course and to react to any emergency situations that might arise. The Safety Officer reports to the Race Director.

Crews should immediately follow all directions from The Safety Officer.

Water Conditions

Crews will face a wide range of conditions during the event and should not underestimate how difficult sections of the course will be. Conditions will range from flat and calm waters, right through to large

swells and breaking waves. In places the wake from commercial vessels and ferries create unpredictable conditions that can be very tiring for the crew and difficult for the steersman. The 'washing-machine' effect near the Macau Ferry Terminal is particularly unpleasant, and there are usually big seas off Cape D'Aguiar.

Marine Traffic

There will be no special closures or restrictions to marine traffic for this event. Following the 'rules of the road', courtesy and a good lookout is essential.

The bulk of the course is in the 'Inshore Traffic Zone' where the likely traffic will be pleasure boats and small fishing vessels. Both of these types of vessel can be unpredictable and may have no experience of small paddling or rowing boats. Again, a good look out is essential.

The regular ferry services continue to run and will cross your course in the harbour at a number of points. Whilst normal maritime conventions apply, we ask that all crews avoid putting themselves into a position of danger, or where you may delay or interfere with the ferries.

Communications

It is essential that we are able to maintain communications at all times between the Safety Officer and each crew. We require one dedicated **Team manager to be on board the team's support boat at all times.**

The Team Manager must provide race officials with the phone number they will use to maintain contact during the entire race. Contact throughout the race period will be done on Whatsapp.

Team Managers are required to have the phone on themselves at all times.

How to do a position report

Position reports are an essential part of the race and help the Safety Officer track the location and progress of the fleet.

To prevent confusion and make everyone's day easier, we would like all position reports to follow simple rules:

- **You will need to set up a whatsapp group and include the race safety officer.**

- **State clearly where you are. (eg "Entering Harbour", "Exiting Harbour", "Passing Stanley")**

It is essential to have clear, concise and unambiguous information. Please refer to the Team Manager briefing document for further information.

Course Maps and Instructions

Overview

A clockwise circumnavigation of Hong Kong Island, starting and finishing North of Kellett Island.

From the start, competitors will remain out of the Central and Hung Hom Fairways and head east past North Point to Chai Wan. **All boats must remain clear of both the North Point and Shau Kei Wan Ferry Piers.**

The course continues around the south of the island, around Cape D'Aguilar until Stanley, where all crews must report in as they pass by Stanley Peninsula before proceeding to Middle Island.

Iron crews are required to go North of Round Island and continue towards Ap Lei Chau. Relay crews will head to the East of Middle Island and will change at the north facing pontoon.

The course then heads northwest past Ap Lei Chau and Aberdeen. Competitors will remain out of the East Lamma Channel and will remain alert for marine traffic near both entrances to the Aberdeen Harbour.

Green Island and the Sulphur Channel marks the start of the final leg through Victoria Harbour.

Victoria Harbour is a stunning yet challenging body of water. The whole final stretch is extremely busy and crews must be on high alert at all times.

All boats must keep clear of the Macau Ferry Terminal and Central Ferry Piers on their way past Central towards Kellett Island.

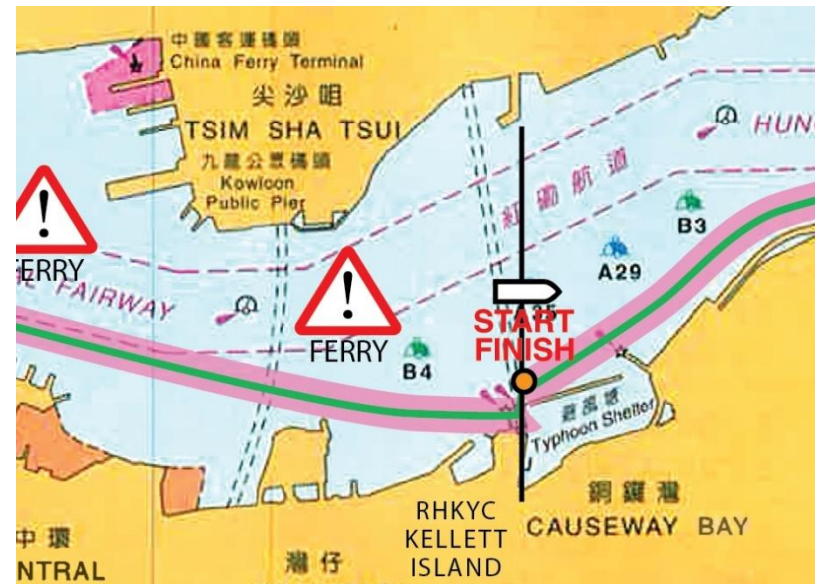
The finish line will be directly north of the RHKYC Main Bar.

Start

A large inflated sailing mark will be placed north of the Causeway Bay Typhoon Shelter basin wall. A Start Boat will sit approximately 100m north of the sailing mark. The crews will start in between the boat and the mark. Crews will be marshaled and aligned with the aid of a megaphone from the boat.

Flags and an air horn will mark the start.

The exact start times and format will be published prior to the event. Please refer to the start procedure document for further information.





Kellett Island to Chai Wan

There will be a number of barges and other vessels related to the road construction works for the Central-Wan Chai Bypass project. Stay out in a clear path and do not steer through any moored vessels or marked exclusion zones.

Play close attention to the movement of vessels at the North Point Ferry Terminal and traffic from in and around the Shau Kei wan typhoon Shelter. Stay a safe distance from the shore and keep support boat near by.



All crews must **contact the Safety Officer** after they leave the harbour and are approaching the Chai Wan Typhoon Shelter.

Cape Collinson, Shek O and Stanley

Crews will proceed around the eastern side of Hong Kong Island, rounding Cape d'Aguilar and the Stanley Peninsula.

This part of the course is the most exposed to an expected Northeasterly swell. Large rolling swell can be expected and therefore a wide line is advised to ensure you remain a safe distance from the coastline.



All crews **must contact the Safety Officer** as they pass Stanley Peninsula (with the many satellite dishes).

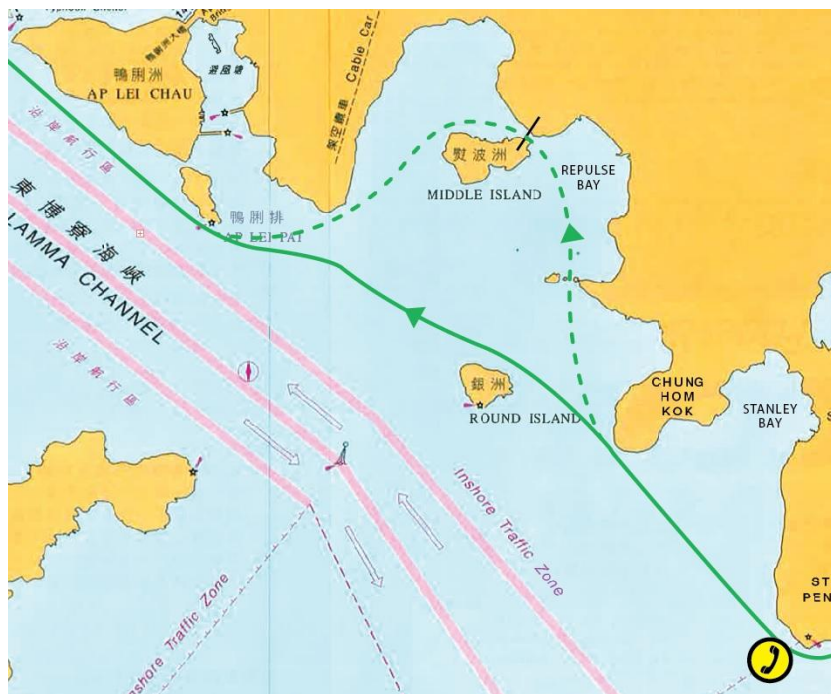


Stanley to Ap Lei Chau via Middle Island (If relay)

Once reaching Chung Hom Kok, crews will either head to Middle Island for a crew change OR continue to Ap Lei Chau if an iron crew.

Iron crews must make sure that you keep north of Round Island when heading towards Ap Lei Chau.

Relay crews must head to the East side of Middle Island and approach the pontoon as described on the next page.



Coastal Rowing Middle Island Relay Crew Change

Rowing crews are to head to the large pontoon running parallel to the Club hard standing. Marshalls will be present to direct crews.

All support boats must approach from the **WEST** side of Middle Island and drop the crew changing into the racing boat at the pontoon before the rowing boat arrives. Marshalls will direct support boats to an area of the pontoon.

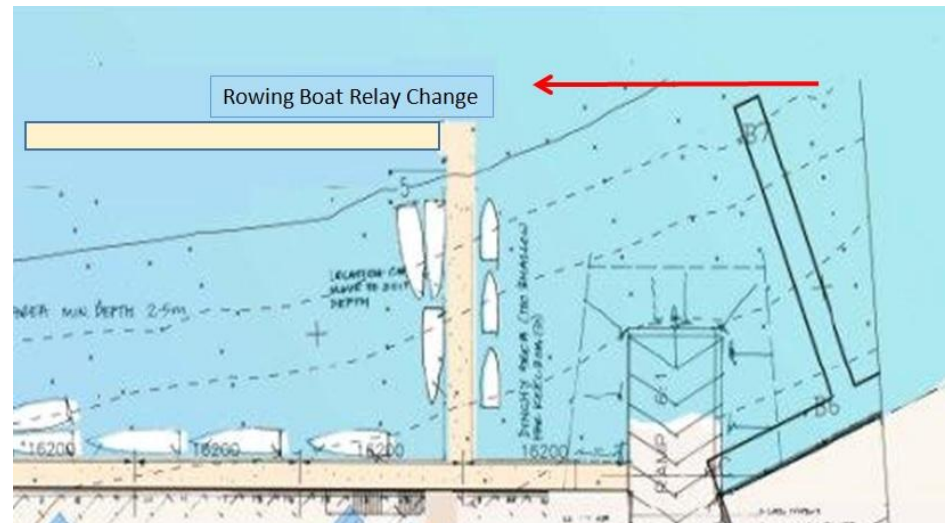
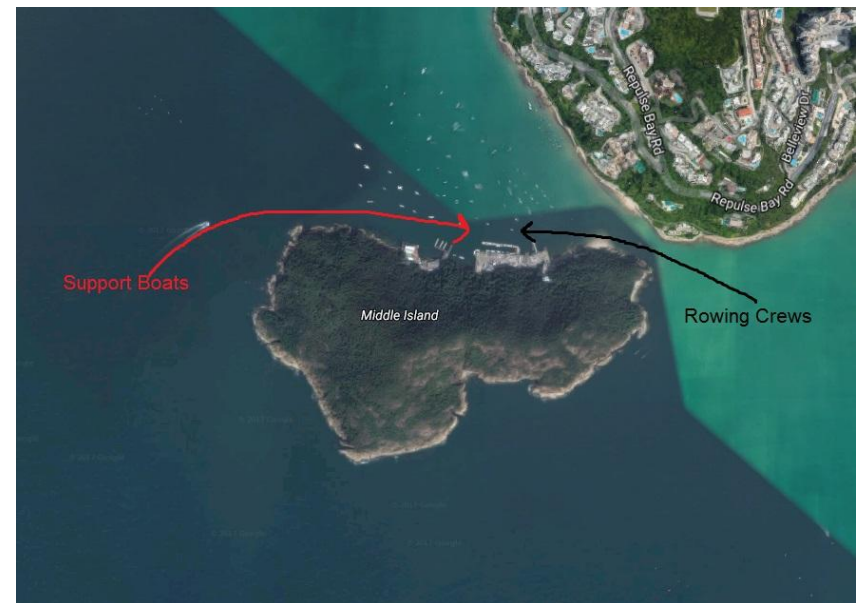
So that no one rushes and risks falling from a boat, a ten (10) minute forced stop is being applied to all crews. A marshal positioned on the pontoon will time your stay and then call your re-start. This will mean that there is no advantage to be gained over other crews by rushing, so you can take your time to do it safely.

If multiple crews and support boats arrive at the same time, support boats will be directed to leave the pontoon whilst the crew switches.

Once the finishing crew has loaded the support boat, the support boat must leave Deep Water Bay and wait for the rowing crew in the more open waters to the West of Middle island.

If a crew exits before the Marshal signals that the 10 minute stop is completed, a 5 minute penalty will be added to their time.

If a crew exits after the Marshal signals that the 10 minute stop is completed, the overall race time will restart at the signal and not when the crew exits.

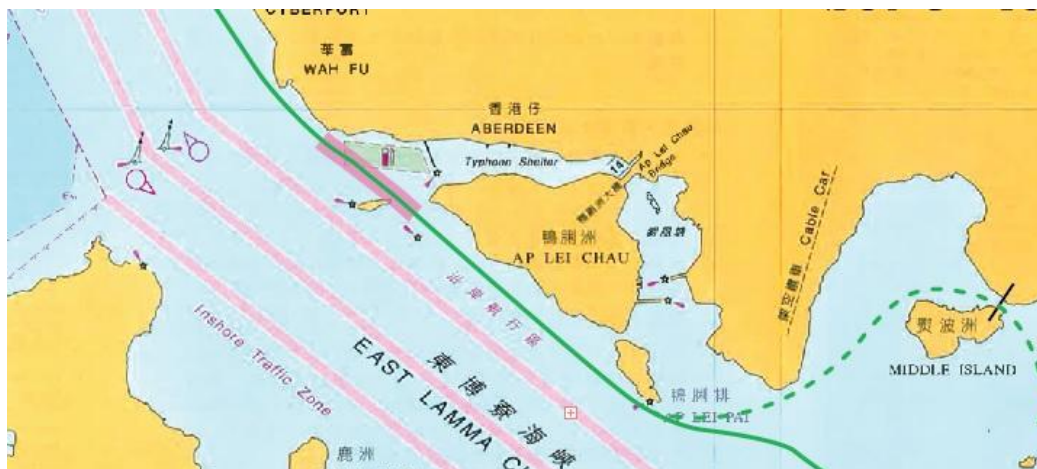


Aberdeen Harbour

Please be aware of marine traffic coming into and out of the two entrances to Aberdeen Harbour.

Stay in the in-shore zone, outside of the shipping channel off Ap Lei Chau. Do not stray onto the East Lamma Channel.

Crews may pass to either side of the small island (Magazine Island, not named on map) outside the western entrance to Aberdeen Harbour.



Sulphur Channel

This is the beginning of the Victoria Harbour leg of the race.

From here to Kellett Island, support boats should follow at a closer distance to their crews. Larger spectator boats should keep clear. This is to help protect the small rowing boats as it can be difficult for other vessels to see them, especially in the busy and rough waters of Victoria Harbour. Be aware of the need to reserve energy and remain focused and diligent through this final section of the race course.

The on board Team Manager must report to the Safety Officer as they enter the harbour at Green Island.



Macau Ferry Terminal

This is a particularly hazardous area due to wash and the frequency of high-speed ferries. Great care must be taken.

Exclusion Zone

Crews must remain out of the Exclusion Zone (marked with pink/red rectangle below) that is identified on the water by cardinal marks. Crews will pass to the north of the cardinal marks, but to the south of the Central Fairway Buoy. Large spectator boats should stay well clear to the North of the race course.

What is a 'cardinal mark'?

A cardinal mark identifies which is the safe direction to navigate. They can be used to identify hazards or clarify navigation rules.

A north cardinal mark means that you should pass to the north side of this mark.

There are two north cardinal marks offshore of the Macau Ferry Terminal that mark the boundary of the Exclusion Zone. These must be observed.

What happens if I enter the Exclusion Zone?

If a crew enters the exclusion area a number of things can happen.

-you risk collision with a high-speed ferry.

-a Marine Dept guard boat or the Marine Police may escort you from the area, detain or fine you.

-you **will be disqualified from the race.**

- you **will jeopardize the future running of the event.**



A picture for the 2011 steersman who claimed the cardinal marks were too small and hard to see...

The first north cardinal mark is clearly visible, and a crew is seen correctly passing to the north of it. The second mark can be seen to the left (circled).

Suggested Course

To minimize the time that each crew is in the path of the high-speed ferries, a slight 'dog-leg' path about 200m ahead of the ferry terminal (as illustrated below) is suggested.

Although slightly longer, this ensures that you can quickly cross the main path of the ferries with the least time in the 'danger zone'.

While not compulsory, it is highly recommended. However all crews ultimately must make their own decisions about the safest course for their situation.

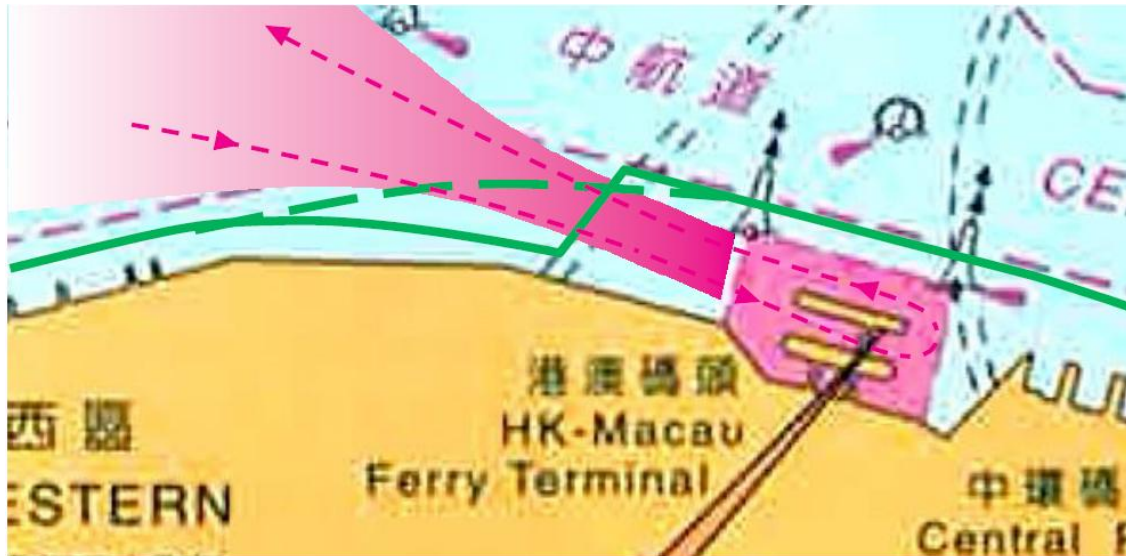
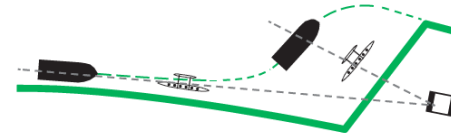
Support Boat

The large ferries may not see an outrigger canoe or coastal rowing boat that is low in the water.

If conditions are rough, your crew may also be disappearing out of sight with the rise and fall of the swell and waves.

The support boat should get closer to the racing crew to provide protection if necessary.

During the 'dog-leg' section the support boat should come more alongside the racing boat (as illustrated on separate diagram) so that the line of sight to the on-coming ferries provides protection.



- Suggested course
- - - Shortest course
- - - Path of ferries



Ferries entering
and exiting



Very fast,
no brakes!!!





Central to Kellett Island

Once safely past the Macau Ferry Terminal area, the Central Piers are the next area with a high risk of collision.

Stay south outside of the Central Fairway.

Watch for the ferries crossing your path and try to anticipate their course. Aim to go behind any large vessel crossing you – **DO NOT** attempt to speed up to cross in front as inevitably you will not make it!

The final area of risk is the Wan Chai Ferry Pier, please keep vigilant until you reach the finish line.

Kellett Island – FINISH

Once safely past the Wan Chai Ferry Pier, you are on the home straight. The finish line will be the exact same position as the start line. Keep rowing until you hear the horn.

Once you have finished the race, the support boat must head directly to its designated pick up and drop off point either in the Causeway Bay Typhoon Shelter or in the Wan Chai Basin. Support boats must not obstruct any other racing crews.