



ATIR

Around the Island Race 2023

Outrigger Canoe



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 can create difficult conditions for crew and steers. The 'washing-machine' effect near the Macau Ferry Terminal can be challenging and of course there is Shek O and Cape D'Aguiar where you can expect significant swell, wind and waves!

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 escort 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 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, position reports should:

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

A whatsapp group will be set up prior to race day for team managers and the race Safety Officer to communicate position reports.

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

Organised by



Endorsed by



Hong Kong China
Outrigger Racing Association
中國香港安樂大洋舟競賽協會

Supporting Organisation





離島航行監察中心
 離島航行監察中心 (呼作海峽為“海峽”
 或“離島海峽”) 24 小時監察船隻航行情況。
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ATIR 2023 - Course Map

Course Maps and Instructions

Overview

A clockwise circumnavigation of Hong Kong Island, starting and finishing near Middle Island.

From the start, competitors will remain out of the East Lamma Channel and will observe a No-Change zone near both entrances to the Aberdeen Harbour.

The Sulphur Channel marks the start of the next No-Change zone for outriggers as crews enter Victoria Harbour. **All boats must keep clear of the Macau Ferry Terminal on their way past Central towards Kellett Island.**

The typhoon shelter beside Kellett Island is the site of the next crew change (note special procedures for this change) before crews continue in the harbour No-Change zone. The No-Change zone for outrigger ends once past the Chai Wan Typhoon Shelter.

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

Crews will continue on to pass the West side of Middle Island (towards Deep Water Bay) and make a turn to starboard around a large orange buoy towards Repulse Bay and finish at the end of the marked channel between the Middle Island beach and the large orange buoy.

Start

The start line is marked by a large inflated orange mark placed approximately 200m south of Middle Island. The race start boat will be anchored to the south. 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 Race Briefing document for further information.



Aberdeen Harbour

There is a No-Change zone that covers the two entrances to Aberdeen Harbour.

Stay in the in-shore zone, outside of the shipping channel off Ap Lei Chau. Do not stray into 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.

The No-Change zone applies on either side of this small island.



Approaching Magazine Island – crews may pass either side but note that exit of the typhoon shelter is congested.

East Lamma Channel – busy shipping lane. Cyberport in the background



Sulphur Channel

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

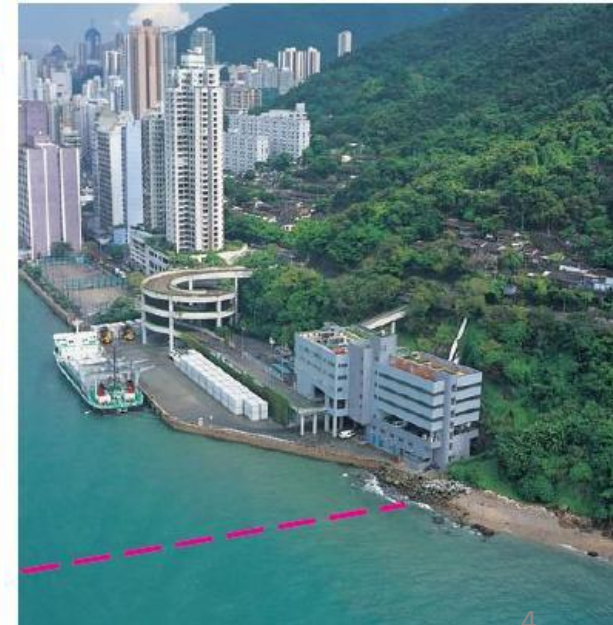
The Victoria Harbour No-Change zone starts at the entrance to the Sulphur Channel.

It is not easy to judge the start of the channel, so use the Island West Transfer Station (pictured at right) as the key landmark. This is marked by the end of the rough shore and the start of the hard walled shore. Finish your last change before this point.

From here to Chai Wan, escort boats should follow at a closer distance to their crews. Larger spectator boats should keep clear. This is to help protect the canoes as it can be difficult for other vessels to see them, especially in the busy and rough waters of Victoria Harbour.



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



Kennedy Town

This area all the way down to the Macau ferry terminal is notorious for its choppy water.

View passing Kennedy Town looking east.



Macau Ferry Terminal

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

Exclusion Zone

Crews must remain out of the Exclusion Zone that is identified on the water by cardinal marks (yellow and black buoys in the photo below). Crews must 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.

- Risk collision with a high-speed ferry.
- Marine Dept guard boat or the Marine Police may escort you from the area, detain or fine you.
- **Disqualification from the race.**
- **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.

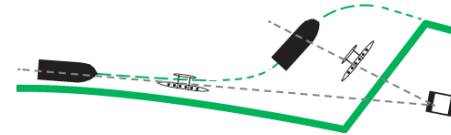
Escort Boat

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

During the 'dog-leg' section the escort 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 (shipping channel).

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!



Slipway at Kellett Island

In order to facilitate a safe crew change in the middle of the Victoria Harbour leg of the race, it is necessary to provide a way of doing so that does not require swimming in the harbour.

To do this, outrigger canoes and their escort boats will enter the more protected area of the Causeway Bay Typhoon Shelter, which is just to the eastern side of the RHKYC Kellett Island Clubhouse, and perform the crew change at the RHKYC Slipway.

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 end of the breakwater will time your entry 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.

Kellett Island - traffic pattern

Our aim is to keep the escort boats away from the canoes. Following the standard marine navigation conventions, all boats must enter to the starboard side of the typhoon shelter entrance. **The red line is the route for the support boats and canoes.**

A marshal will record your time of entry.

Canoes will head directly to the rowing slipway and will be instructed to head for the pontoon or the slipway depending on traffic.

Escort boats should use the eastern pontoon. (See below)

Paddlers joining a canoe can walk off the eastern pontoon and through the boatyard to the slipway for canoe boarding. ***Flip flops or water shoes are essential!***

Once the change is complete, the canoe should proceed to the starboard side of the basin exit and wait for the Marshal to give you the GO command. The Marshal will give you a one minute warning so that you know how long you have to get ready.

If multiple canoes and escort boats arrive at the same time, canoes always have right of way ahead of escort boats.

Escort boats should exit the basin behind their canoe. If another team canoe is to follow very closely, the escort boats must remain behind both canoes so that there is a clear and wakeless path.

If a crew exits before the Marshal signals that the **10 minute** stop is completed, a 10 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.



Starboard entry /
exit

Outrigger canoes
Pontoon & Slipway

Escort boats



Kellett Island to Chai Wan and Cape Collinson

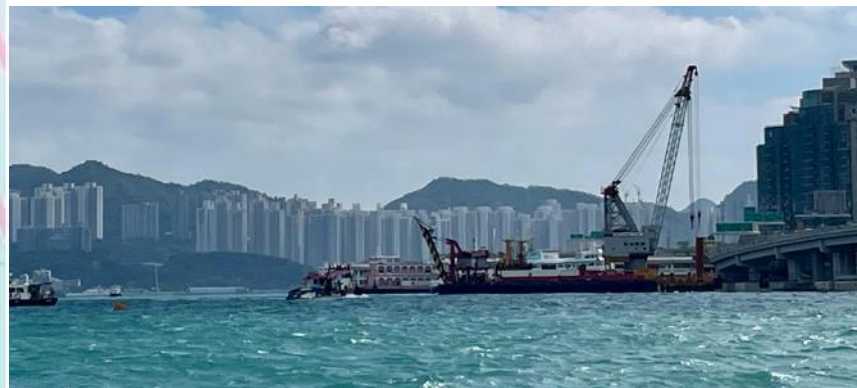
The harbour No-Change zone continues out of the Causeway Bay Typhoon Shelter and towards the eastern harbour.

Play close attention to the movement of vessels at the North Point Ferry Terminal. Keep a wide course in this area.

Warning: there are currently barges and a construction zone before and after the North Point Ferry Terminal. This area is indicated on the water by a number of yellow buoys of different sizes. You are advised to keep a wide line but crews may pass on either side of these marks (see below).

The no change zone finishes after passing the Chai Wan Typhoon Shelter.

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 to Finish

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



All crews must contact the Safety Officer as they pass Stanley Peninsula (rocky cliffs with many satellite dishes on top).

This call also acts to alert the finish line of the proximity of all crews.

Crews will continue on to pass the West side of Middle Island (towards Deep Water Bay) and make an easterly turn around a large orange buoy towards Repulse Bay and finish at the end of the marked channel between the Middle Island beach and the large orange buoy.



Finish

The finish line is set using two fixed points on land; the starter box on the roof of the Rowing Boathouse and a fixed point on HK island. The large orange buoy is for indication purposes only **so race till you hear the horn**.

The time keepers and judges will be on the roof of the rowing boathouse.

As crews enter Deepwater Bay, the escort boats will turn right immediately and head for the Middle Island pontoon so that the support crew and relief paddlers can cheer their team finishing the race.

Crews will hear a blast from an air horn to mark the crossing of the finish line. Do not stop at the finish mark as you may impede crews behind you.

Crews can continue for a short warm down before turning back and coming ashore on the beach beside the boathouse. Again, please take care not to impede other crews still racing.

Escort boats must not obstruct other racing crews at any time, but in particular during the finish.

Escort boats may unload at the pontoon, but should then moor away from the Club. The Club Sampan will come to moored boats to transport people to the Club or to the steps on the promenade.

Do not anchor near the front of the Club as you may interfere with racing canoes and may risk damaging submerged cables.

Thank you and enjoy the race! Any questions, please email rowing.manager@rhkyc.org.hk.

END