

Around the Island Race 2019

Notes for Support/Escort boat drivers

To ensure maximum safety for your crew and fairness for all crews, we have prepared some notes to assist the drivers of support/escort boats who are not familiar with outrigger canoes.

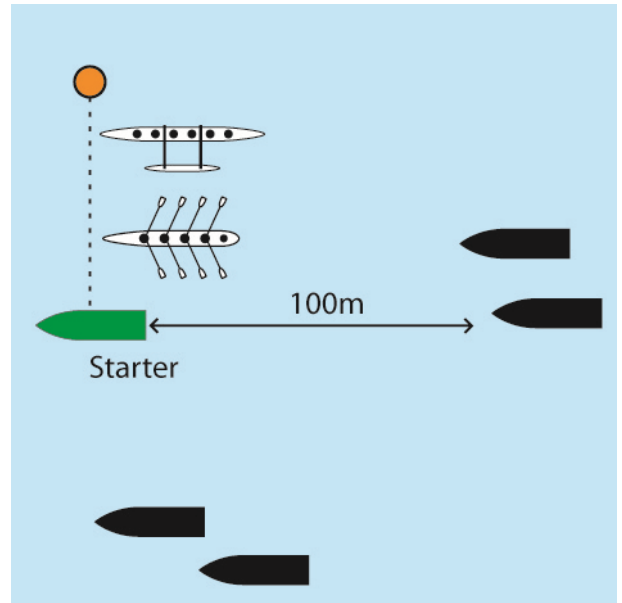
At the start:

To ensure an easy to manage and fair start, the support boats need to be well clear of the racing boats.

Please stay at least 100m behind the line, or behind the Starter (between the Starter's boat and Round Island).

Once the racing boats have started, please stay clear. They will want clean air and less wake!

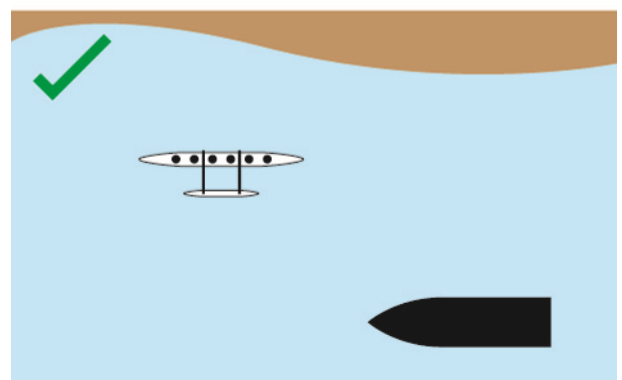
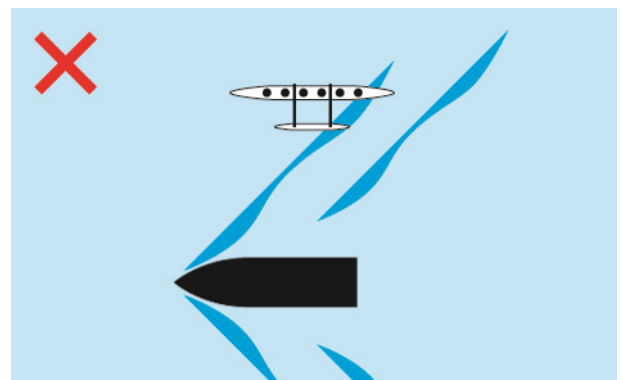
The first crew change is after Aberdeen, so there is no need to rush forward and possibly interfere with other crews.



Following your crew:

It is fun to get the spectators close to the racing crew, but there are some things to think about.

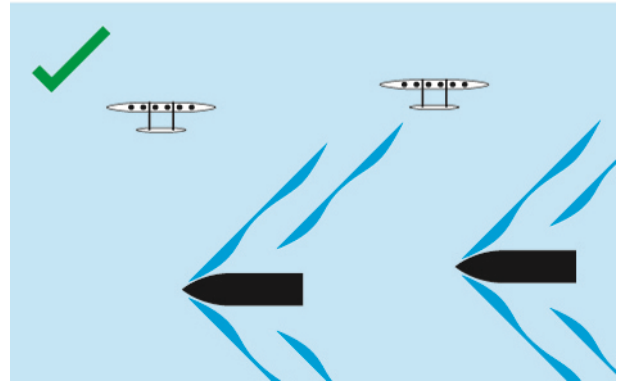
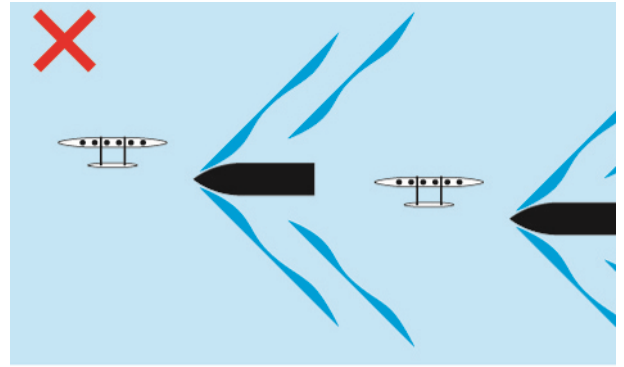
- it is considered unfair to allow a canoe to ride on your bow-wave
- the spectators and other noises (engine) can be distracting to the racing crew
- a safe distance is needed to allow for course changes, odd waves, capsize etc.
- always travel slightly behind and to the sea ward side of the boat you are supporting.



When other crews are around:

If there are other racing crews nearby, you may have to alter your course. This is to prevent wake and exhaust affecting other crews and also to give them a clear view of the course.

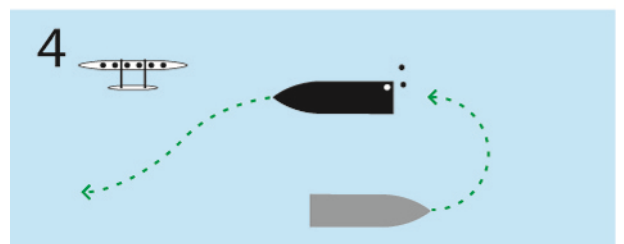
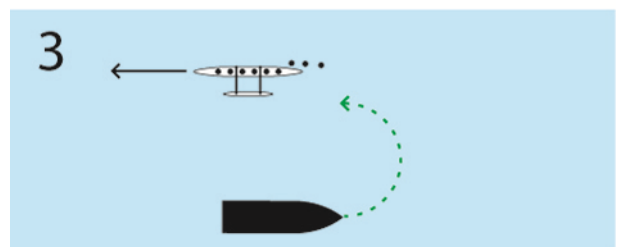
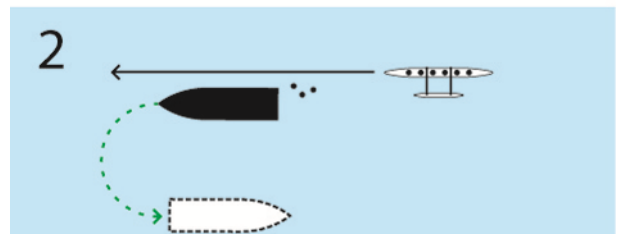
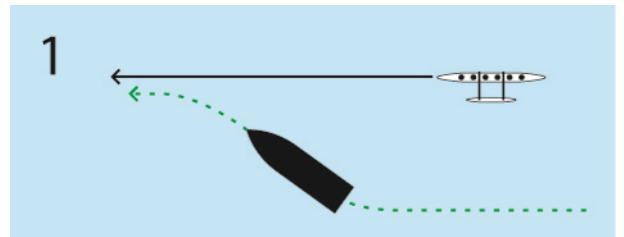
When following crews do not cross the racing line of the crew you are supporting or that of others racing crews that may be close behind. Your wake creates unnecessary turbulence.



Sea Changes:

For safety and navigational ease, here are some suggestions for how to conduct a sea change.

- get clearly ahead of the racing crew (at least 300 metres) and steer closer to the racing line (1).
- do not cross the racing line of other racing crews that may be close behind.
- put engines into neutral gear, or cut engines, to reduce risk of propeller strike to paddlers entering the water. Paddlers should not dive to the water head first (2).
- Paddlers should swim away from the support boat before engines/propellers are re-engaged.
- turn away from the course and wait (2-3).
- after change, circle back to near original position, stop engines/propellers and allow paddlers to swim to the support boat (3-4).



Victoria Harbour and near ferry terminals:

Victoria Harbour is very busy, especially near the ferry terminals. The ferries may not see a canoe or rowing boat, so the support boat should move closer to provide a more visible presence.

Ferries may not be willing or able to alter course, so your crew will need to take this into account and should slow down and steer behind any ferries.

Any 'near misses' may be reported and the Marine Department may be less likely to give us a permit to race next year.

Eastern Pontoon - traffic pattern

Racing crews have priority at all times entering and exiting the Causeway Bay Typhoon Shelter.

If another racing crew is preparing to exit the typhoon shelter, your support boat will need to wait until the other racing crew (and their support boat) has exited.

There is an enforced 5 minute change over time for each racing crew.

Following the standard marine navigation conventions, boats enter to the starboard side of the basin entrance.

Canoes can come alongside the northern ends of either of the two pontoons.

Support boats should only come alongside at the southern end of the outer pontoon. Paddlers can walk along the pontoon to their canoe.

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

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

Finish Line:

As crews enter Deepwater Bay, the support 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.

If the passengers on the support boat wish to watch their crew cross the line, the support boat should travel at a safe speed around Middle Island as soon as the last sea change has taken place.

Note that speed restrictions are in force in Deep Water Bay and also the mooring area near the Club.

Support boats can drop off passengers at the pontoon at Middle Island, or wait for the Club sampan service.

