



Around the Island Race 2022

Outrigger Canoe



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 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 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 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.

Organised by



Supporting Organisation





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 outrigger 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.

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.

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.

Start

The start line is marked by a large inflated sailing 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 start procedure document for further information.



Aberdeen Harbour

Please observe 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 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.

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



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) 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, support boats should follow at a closer distance to their crews. Larger spectator boats should keep clear. This is to help protect the small paddling boats 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.

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.

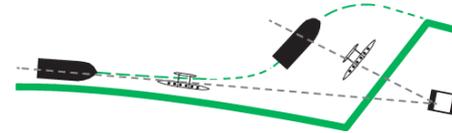
Support Boat

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!

Slipway at Kellett Island

In order to facilitate a safe outrigger 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 support 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 support 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 dotted 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 slipway for their change. Support boats should only come alongside at the pontoon alongside the northern breakwater, next to the Slipway. Paddlers can walk off the pontoon and into their canoe.

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 complete your change and get ready.

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.

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.





Kellett Island to Chai Wan and Cape Collinson

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

Play close attention to the movement of vessels at the North Point Ferry Terminal. Stay a safe distance from the shore and keep support boat near by.

Outrigger crew changes may resume at will 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 in as they pass Stanley Peninsula (with the many satellite dishes).

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 the fixed pole in the Rowing Boathouse and a large orange buoy.

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

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.

Crews will hear a blast from an air horn to mark the crossing of the finish line. Do not stop at the guide buoys as they may move with the tides – **continue to race until you hear the air horn!**

Crews can continue for a short warm down before turning back and coming ashore on the beach beside the boathouse. Please take care not to interfere with any crews still racing.

Support boats must not obstruct other racing crews at any time, but in particular at this time.

Support 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.