

Supported by  
支持機構



Organized by  
主辦機構



Subvented by  
資助機構



## 第4屆香港海岸賽艇錦標賽 4<sup>th</sup> Hong Kong Coastal Rowing Championships Sunday, 24 September 2017

### 參加者須知 Guidelines for Competitors

The Hong Kong Coastal Rowing Championships is an open-water race in coastal rowing boats. The following sets out some guidelines for competitors.

#### 1. Course

Two different courses will be used in the Championships. One course is a longer course and is referred to in these guidelines as the **Long Course**. The other is shorter and is referred to as the **Short Course**. **The Short Course will be used in all heats and only in the final of junior events; and in case of bad weather.**

The **Long Course** is approximately 6.5km long and is marked in **red** on the map.

The **Short Course** is approximately 4.5km long and is marked in **blue** on the map.

The Start Line is the same for both the Short Course and the Long Course, and is from a pair of buoys in Repulse Bay next to Middle Island. Boats on both courses begin by heading South across Repulse Bay and must pass to the East of a buoy located south of the start, leaving the buoy to starboard.

After the buoy, the **Long Course continues South to Round Island**. The **Short Course turns West** around the buoy, towards the first individual buoy in Deep Water Bay.

Boats on the Long Course must pass to the West of the rocks at the South end of South Bay (marked with a yellow star on the map to the right). Competitors then pass around **A**Round Island in a clockwise direction; there will **NOT** be any marker buoys in this section, and competitors will need to take care of the coastline - all competitors must go around the outside of all rocks along this coastline (marked on a later map). The Long Course then turns North into Deep Water Bay.



Competitors on both the **Long Course** and the **Short Course** will pass two individual buoys within Deep Water Bay, leaving them to starboard side. The final stretch of the course is the same for both the Long

Course and the Short Course and takes competitors up the channel between Middle Island and Hong Kong Island, through two pairs of buoys and finishing at a third pair of buoys. For those who have raced at Middle Island before, the finish is NOT at the yellow sign; the pair of buoys denoting the finish line is earlier than the yellow sign.

All buoys used to mark the start line, turning points, and the finish line will be temporary buoys. Their colour and size will be made clear during the Team Managers' Meeting. There are other buoys (both permanent and temporary) close to the line of the course; these do not form a part of the formal race course, and are not expected to be directly on the line of the course, but competitors should nevertheless keep aware of them and steer accordingly.

The courses are subject to change according to conditions on the day. Racing will be only be cancelled in exceptionally adverse conditions, however.

## 2. Route to the Starting Area

Boats for all races *except the first race of the day* will launch from the long RHKYC pontoon. Boats for the first race of the day will launch from their storage location, which could include the boat house, beach next to the boat house or long pontoon; locations will be advised by the marshalls.

Crews should report to the race marshalls 30 minutes before the start of their race, and must launch at least 10 minutes before the start of their race.

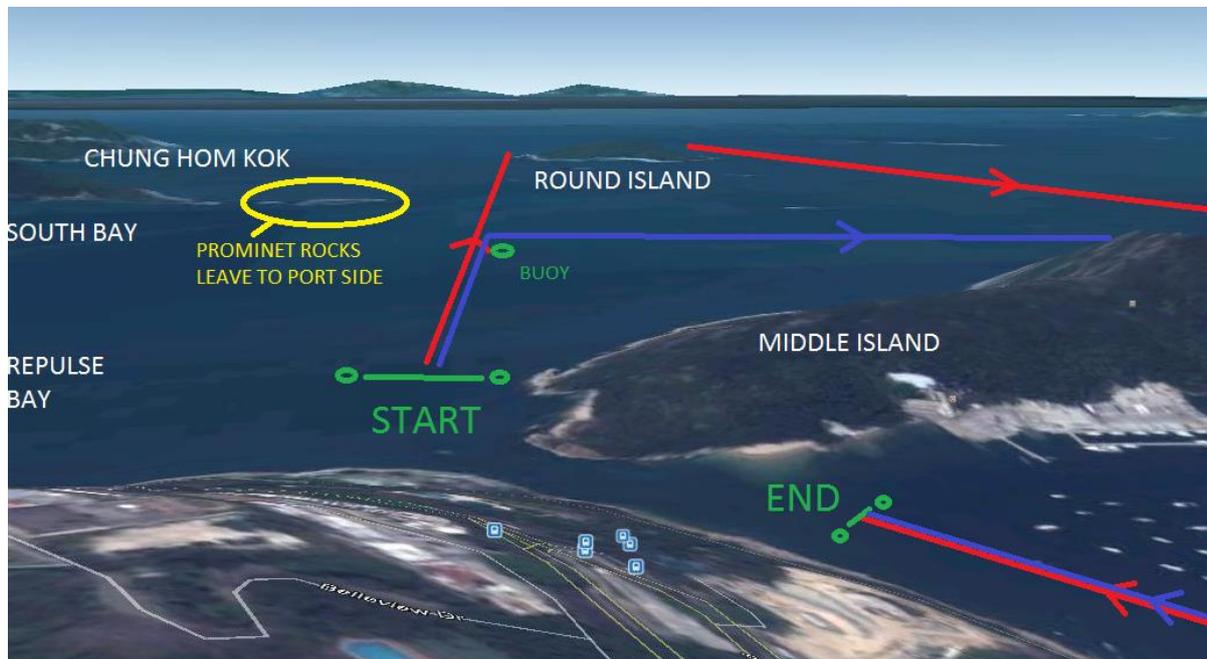
After launch, they should proceed through the narrow channel into Repulse Bay, and wait behind the start line in the area shown in yellow in the map below. Crews should take care of the sand bank and partially-submerged rocks indicated.



## 3. Route from Start to First Buoy and on to Round Island

The route from the start is aligned with the Eastern edge of Round Island. Competitors on both the Long Course and Short Course must pass to the East of the first buoy, leaving it to starboard. Competitors on the Short Course turn clockwise around this buoy towards Deep Water Buoy.

Competitors on the Long Course continue in a straight line towards the Eastern edge of Round Island, passing to the West of the prominent rocks at the end of the peninsula between South Bay and Chung Hom Kok Bay. All boats must leave these rocks to their port side. No boat shall pass between the gap in the rocks. See picture below.



**4. Passage around Round Island (applicable only to the Long Course)**

Crews on the Long Course will pass around Round Island in a clockwise direction. There are a number of rocks around the coastline of Round Island, some of which are always visible and some of which are sometimes partially or fully submerged. See map below. **Crews must pass on the outside of all rocks.**



Photo 1: this shows rocks immediately before and at a small jetty / landing stage. Crews must pass around the outside of all of these rocks, ie on the far left side of the photograph below.

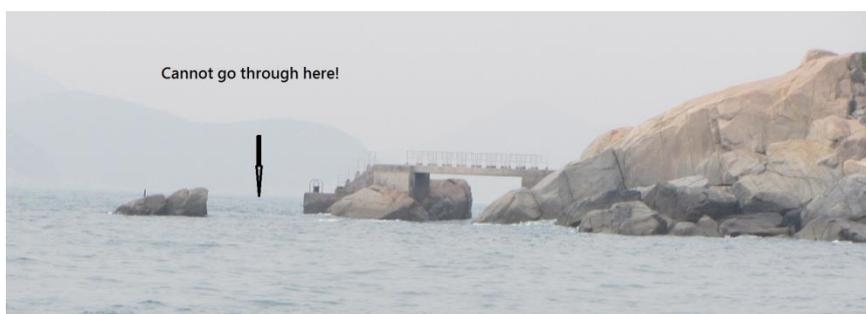


Photo 2: after passing the small jetty, there are some large offshore rocks. It is theoretically possible to pass between these rocks and the island but crews must NOT do this. Crews must pass around the outside of all of these rocks, ie on the far left side of the photograph below.

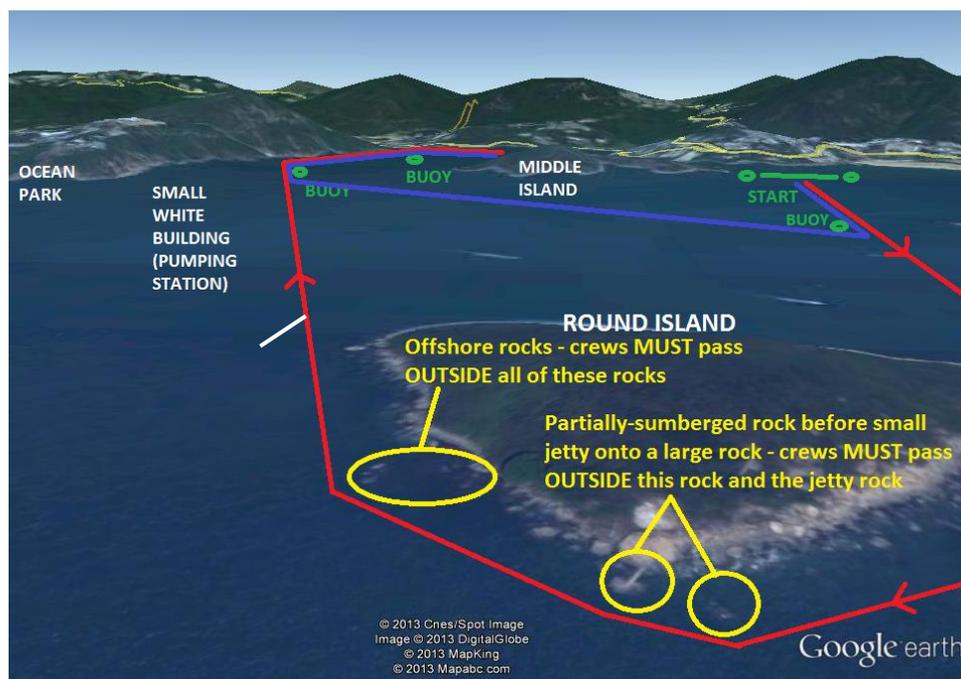


## 5. Route into Deep Water Bay

Crews on the Short Course will cross open water after the first buoy, passing behind Middle Island and towards the first turning mark in Deep Water Bay.

Crews on the Long Course will head towards the first turning mark in Deep Water Bay after passing around Round Island.

The first turning mark in Deep Water Bay is a buoy which is approximately aligned with a small white building (which is a pumping station) on the land below Ocean Park. This is shown in the picture below.



## 6. Finish

The Finish Point will be at the final pair of buoys in the channel between Middle Island and Hong Kong Island.

## 7. Rules of Racing

The FISA Coastal Rowing Regulations shall apply, except as modified below.

## 8. Race Start

Boats should line up behind the Start Line. It is the responsibility of each crew to ensure that it does not obstruct or interfere with any other crew waiting to start and to ensure that its boat is not over the start line

when the start signal is given. Crews will be given a time penalty for clashes or interference with other crews and for causing a false start.

The starting procedure is as follows:

- 8.1 Crews must be in the vicinity of the start line and under the control of the Starter three minutes before the starting time of their race.
- 8.2 Crews must ensure that no part of their boat is over the Start Line at the time the start signal is given. The Judge at the Start will not give any instructions to crews in this regard prior to the start signal being given. After giving the 3-minute, 2-minute and 1-minute signals the Starter may start the race at the given time without reference to the position of any crew.
- 8.3 Three minutes before the start, the Starter shall verbally notify all crews with the words “THREE MINUTES!” and shall sound a hooter in 3 clear, very short blasts. (At the expiry of the 3 minutes after this signal the start will be given even if some boats are not ready.)
- 8.4 Each crew must be aware of the time remaining before the start. Crews must not interfere with other crews near the start line and must not cause a false start. There will be no instructions given to crews concerning alignment.
- 8.5 Two minutes before the start time, the Starter shall verbally notify all crews with the words “TWO MINUTES!” and shall sound a hooter in 2 clear, very short blasts.
- 8.6 One minute before the start, the Starter shall verbally notify all crews with the words “ONE MINUTE!” and shall sound a hooter in 1 clear, very short blast.
- 8.7 Standing clearly visible behind the Start line, the Starter shall raise a red flag 10 seconds before the Start time. The Start will be designated by the Starter dropping in one downward motion the start flag and simultaneously sounding a hooter in one long blast. The start signal shall be given exactly 3 minutes after the above three-minute signal. **The official start of the race is the moment the flag starts to be dropped.**
- 8.8 False Start: any crew which is over the start line when the start signal is given shall have caused a false start and shall be allowed to continue with the race but shall be subject to a time penalty. Where wind, wave or other conditions make it so appropriate, the Umpires might at their sole discretion permit a crew that was over the start line when the start signal is given to continue racing without penalty or apply a penalty other than a time penalty to such crew (for example, to require the crew to stop rowing for a given period such as to allow otherwise disadvantaged boats to recoup their disadvantage).

## **9. Racing: Interference & Overtaking**

- 9.1. All crews shall compete in accordance with the rules. If a crew does not comply with the rules, including if it impedes or interferes with another boat or gains any advantage thereby, it may be penalized by the Umpires.
- 9.2. A crew, which for any reason does not complete the full course as designated by the Organizing Committee, including not rounding all or any of the turning markers, is responsible to declare this to the Finish Judge or other Umpire or to the Organizing Committee at the end of the race. In particular, all visible rocks surrounding Round Island are regarded as turning markers and all crews must stay clear of and outside these rocks.

### **Interference**

- 9.3. A crew causes interference to another crew if it changes course to prevent another crew from passing, if it does not give way when required under this regulation, or if it causes a collision with another crew through not giving way when required by this regulation.

## **Collisions**

- 9.4. In case of collisions (of boats or oars), the Umpires may decide who is at fault and may impose a penalty on the boat responsible for the collision.

## **Overtaking**

- 9.5. All crews have a responsibility to avoid collision whether they are overtaking, or being overtaken. Coxswains and Steers should in principle maintain that which they consider to be their best course. An overtaking crew should establish its intended overtaking line as early and as clearly as possible, stick to that line, and not push out the slower crew. A slower crew is expected to give way to a faster overtaking crew where it can do so without endangering itself or other crews and without having to take excessive evasive action, and **MUST NOT** actively impede or move towards the course of an overtaking crew. Crews may be penalized for causing obstruction or interference, either by the awarding of a time penalty, excluding the crew, or by taking other appropriate measures as allowed under the rules.

## **Rounding of a Turning Marker**

- 9.6. At the turning marks no crew is permitted to collide with or obstruct another crew while turning around a turning marker. If two or more crews are at risk of collision or obstruction, all crews must take due and reasonable care to avoid collision or obstruction. If a crew causes or irresponsibly contributes to a collision or obstruction in whatever manner, the Umpires may penalize the crew by awarding a time penalty, or may exclude the crew or take other appropriate measures under the rules. It is the responsibility of all crews not to collide with other boats.

In order to be placed in the final ranking for the event, all crew must round all turning markers and must complete the full course.

## **10. Race Finish**

There will be a hooter sound as each boat crosses the finish line. Times will be taken for each crew and adjusted for any time penalties.

## **11. Penalties**

The Umpires may penalize a crew for any contravention of the rules. Penalties shall include reprimand, time penalty, exclusion, disqualification.

The standard time penalty for a false start is 1 minute.

The standard time penalty for causing a collision, obstruction or interference is 1 minute.

The Umpires shall apply their discretion in applying alternative time penalties.

## **12. Forced Withdrawal**

The Umpires reserve the right to require a boat to withdraw from a race if the boat is slow to the degree that the race schedule would be delayed by the boat continuing or if there would be a risk to safety from the boat continuing.

## **13. Stoppage of Race**

The Umpires and / or Organizing Committee reserve the right to stop a race for reasons of safety.