



2024 Juliette's Magnetic Island Magic Regatta Boat Crew's Manual

The designated race director, based at Pallarenda, is responsible for the safe running of the event.

All decisions by the race director are final and must be complied with. All boats and crew will be appropriately registered and insured.

The race director will be in contact with the support craft throughout the race via 2 way and or mobile phone. VHF Channel **73** should be used for boat-to-boat and Race Director communication. Channel **22** which is monitored the Coast Guard should be used for emergency radio comms regarding the race. Avoid using the following unless support vessels require assistance:

8 Townsville pilots	12 Vessel Traffic Services
16 Distress Channel	22 Coast Guard

There is not complete mobile phone coverage on the far side of the island. Telstra has a small section of Five Beach Bay where transmission is lost and, Optus have coverage around Horseshoe Bay but not along Five Beach Bay. Therefore, if either the Lead Boat or the Chase Boat has Optus then the Chase Boat stays in the vicinity of Horseshoe Bay until the Lead Boat picks up communication at West Point.

The race director will give a briefing to support and escort boat captains and crew on the Friday evening before race day. Mobile phone numbers will be shared at this meeting and carriers determined. A briefing will be held for competitors on the morning of the race at the regatta site.

Emergency services will be informed prior to the race by the race coordinator.

A land based First Aid officer will be situated at the Pallarenda regatta site and available during the event and our on water Race Director is First Aid Qualified.

Additional water based SES First Aid Officers will be situated within the safety and support boat crews who can transport any injured or ill paddler to the best Island or mainland location to receive the necessary treatment for their condition. Emergency Services backup is available at whichever location is selected.

All craft circumnavigate the island in an anticlockwise direction (The course may change with unfavorable conditions.)

There are two courses for the regatta. One circumnavigates the island which is used by iron crews and in-water changeover crews. The other circumnavigates the island but calls into several beaches to change paddlers and is referred to as The Beach Changeover course. There are two beaches where the deviation is approximately 400 metres and this needs to be monitored by a support/escort boat.

In the case of unfavorable conditions, the race director may decide to nominate an alternative course or cancel the regatta.

Name of vessel	Call Sign	Comments.
Lead Boat	<ul style="list-style-type: none"> • Lead Boat 	<ul style="list-style-type: none"> • Always carry and display the lead flag. • Carry Black flag if course direction changes and inform support and escort boats. • Inform Race Director if conditions become unsafe to continue the race • Hand over lead flag to next support boat if no longer able to lead. • Safely and legally deploy any marker buoys. • Take up position 250m in front of start, maintain this distance in front of the first racing canoe. • Inform the chase boat if two way and phone communication is lost along the section from Horseshoe Bay to West Point. • Inform the Chase Boat when communications are restored at west point. • Stay on finish line until instructed to leave by RD
IRB 1	<ul style="list-style-type: none"> • IRB1 	<ul style="list-style-type: none"> • Ferry Escort Boat drivers to beach for briefing • Ferry paddlers out to Escort Boats after briefing • Escort canoes from Picnic Bay to start line that did not make the qualifying time of 90 minutes for the first 10km (Nelly Bay Pylon).
IRB 2	<ul style="list-style-type: none"> • IRB2 	<ul style="list-style-type: none"> • Ferry Escort Boat drivers to beach for briefing • Ferry paddlers out to Escort Boats after briefing • Patrol start line • Lead Escort boats to the 5 km point (first changeover area) • Monitor the Marine shipping channel leading into the Bright Point Marina. Stop any canoes if it is unsafe for them to cross the shipping channel • Relay any time adjustments to regatta officials for any delayed canoes.
Support Boats	<ul style="list-style-type: none"> • Support Boat 1, 2 etc 	<ul style="list-style-type: none"> • The number of support boats will be 1 support boat for the escorted changeover canoes plus • A support boat for every ten OC6 canoes and part thereof in the iron and unescorted beach changeover canoes. • Able to hold multiple paddlers if a canoe sinks or becomes inoperable
Chase Boat	<ul style="list-style-type: none"> • Chase Boat 	<ul style="list-style-type: none"> • Follow the fleet. • Note that the beach changeover splits off and heads into Horseshoe Bay and that these canoes may be the tail of the race. • Check that these canoes have cleared Horseshoe Bay prior to leaving Horseshoe Bay area. • Before leaving Horseshoe Bay area the tail boat must check with the lead boat that they have two-way coverage and mobile phone coverage. • Tail boat is to pick up any buoys that have been deployed (Arthur Bay and finish line).

Escort Boats	<p>Escort Boat and number of the canoe being escorted.</p> <ul style="list-style-type: none"> e.g. escort boat 173. 	<ul style="list-style-type: none"> All maritime laws over-ride the regatta rules or the instruction given by the RD. Each in-water changeover canoe will have its own escort boat. Beach changeover canoes may also have an escort boat. The role of the escort boat is to transport reserve paddlers, discharge and retrieve paddlers at changeover points, and to respond to any safety issue as required. If an escort boat breaks down or is unable to complete the event, the team is to cease racing. The Race Director will conduct a risk assessment to determine the most suitable course of action to ensure the safety of the paddlers. The team is to follow the course of action determined by the Race Director. Must not impede other canoes or regatta craft Must not allow drafting (riding the bow wave) Must not allow a coach to give instructions while racing
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MAGNETIC ISLAND MAGIC 37 KM IN WATER CHANGEOVER



1. Proceed, from the start line, ENE then NE for 10 km to the pylon outside the ferry terminal entrance on Magnetic Island.
2. The first change can be made 5 km from the start (approximately half way between the Middle Reef marker and the Picnic Bay pylon). A support boat will mark this point.
3. At the discretion of the race director a cut off will be applied for craft not reaching the Nelly Bay Pylon within 90 minutes.
4. Crews that fail to make the cut off time will be held there until the tail boat passes, and then escorted back to the start.
5. At the ferry terminal, an officials' boat will either wave you across the ferry channel or direct you to stop as is deemed safe. All boats must pass inside the southernmost Bright Point pylon.
6. Continue counter clockwise for another 20 km around the Island and then South for 7 km to the finish line.
7. Finish between the beach and the finish buoy.

NOTE: Course direction and distance may be varied according to weather conditions, and start times may change, please ensure you check with race officials on the day and attend all race briefings.

MAGNETIC ISLAND MAGIC 41KM BEACH CHANGEOVER:



1. Proceed from the start line, ENE then NE for 7 km to the Picnic Bay pylon. At the discretion of the race director a cut off will be applied for craft not reaching the Nellie Bay Pylon within 90 minutes. Crews that fail to make the cut off time will be held there until the tail boat passes, and then escorted back to the start.
2. Proceed around the point into Rocky Bay. The first change point for motor boat transported crews is the Rocky Bay Beach. At high tide the Rocky Bay Beach can be small and so motor boats need to take extra care in dropping off and picking up crews. Crews being transported by 4WD proceed to the beach just past Xbase (the resort sitting above the rocks just past Rocky Bay Beach).
3. Proceed NE for 1 km to the pylon outside the ferry terminal entrance on Magnetic Island.
4. At the ferry terminal pylon, an official's boat will either wave you across the ferry channel (if safe) or direct you to stop. All canoes must pass inside the first Bright Point pylon (Island on the left, pylon on the right) as this is a requirement of our license. Any canoe that fails to comply will be disqualified. Any time lost will be noted and an adjustment will be made based on the duration of time canoes were required to stop for.

5. Continue anti-clockwise for another 6.5 km around the Island to Arthur Bay for the next changeover.
6. Continue anti-clockwise for another 8 km around the Island to the far side of Horseshoe Bay for the next changeover. The changeover point is at the end of Pollard Street which is approximately 400 metres from the western end of the beach.
7. Continue anti-clockwise for another 9 km around the Island to West Point for the next changeover.
8. Continue South for 7.5 km to the finish between the beach and the finish buoy.
9. Markers will be placed at entrances to the changeover beaches. Boat based resting crews will need to swim short distances to and from awaiting motor boats. All crew must get out of and partially beach the canoe at each change point. Changes must occur at all designated changeover beaches.

ALTERNATIVE COURSE

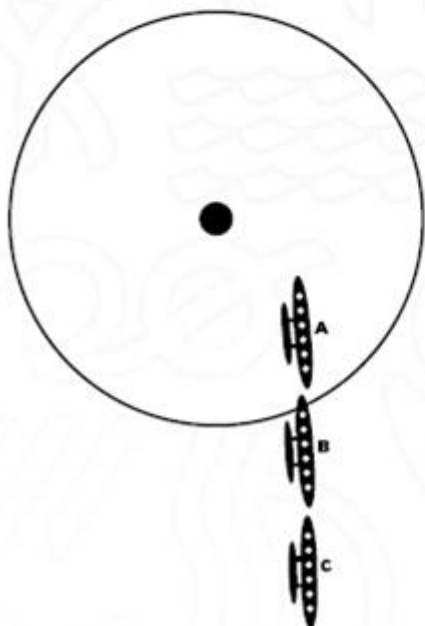
In case of unfavorable conditions, the course direction and distance may be varied/changed. Any alternative course will be between Magnetic Island and Pallarenda Beach. The designed course will be safest possible given the conditions at the time.

Turn Judges

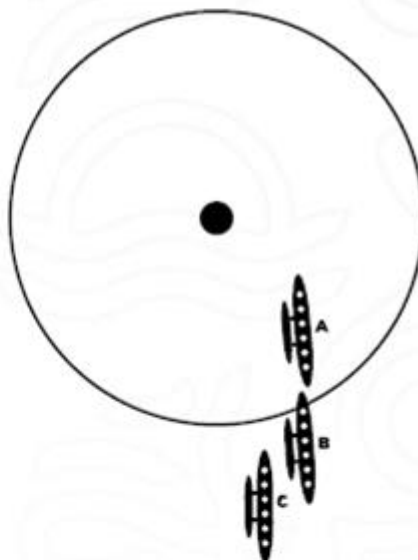
Turn Judges: immediately notify the Race Director of any non-compliance.

Figure 1 Diagram depicting examples of "right of way" rules with the circle depicting two canoe lengths (please note in the second example canoe c does not get right of way until they are within 2 canoe lengths of the turn)
 Diagrams if retained will require permission of the IVF)

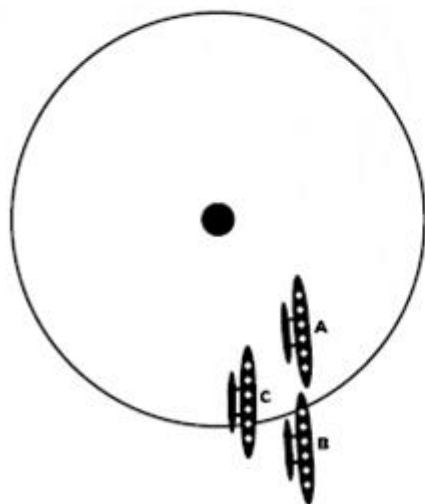
A has right of way over **B** and **C**
 Boat **B** has right of way over boat **C**



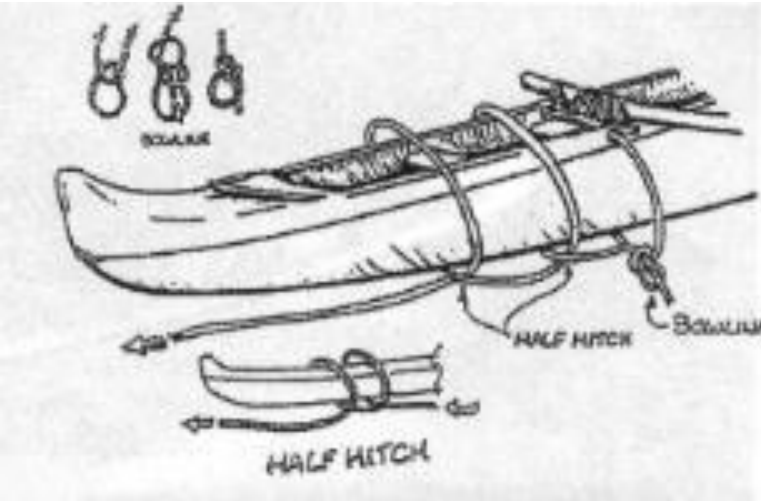
Boat **A** has right of way over **B** and **C**
 Boat **B** must not impede **A** nor can Boat **C**
 Boat **C** has right of way over Boat **B**
 Boat **B** must not impede **C**



Boat **C** has right of way over both **A** and **B**
 Boat **A** has right of way over **B**
 Boat **A** must not impede **C**
 Boat **B** must not impede either **A** or **C**



Canoe Towing



ALL THINGS CONSIDERED

1. The direction of the course has been selected after reviewing the normal wind direction to minimise the chances of water incidents. The weather and marine conditions will be monitored in the week preceding the regatta to determine if a change of course is required and the recommendation regarding storm covers.
http://www.bom.gov.au/clim_data/cdio/tables/pdf/windrose/IDCJCM0021.032040.9amJun.pdf
2. The ferry timetable is reviewed to determine the race start time to enable a time where there is the least chance of encountering ferries in Nelly Bay.
3. A wave start is used to minimise the spread of the fleet. Previous years durations should be consulted to fine tune this.
4. Locations considered for special risk assessment were:
 - a. Changeovers are not allowed over Cockle Bay Reef;
 - b. A cut-off point is at the Nellie Bay Pylon and contestants must reach this within 90 minutes so that the fleet is not spread out and the race will complete within 5 hours;
 - c. The beach changeover area at Rocky Bay Beach is small at high tide but is used because there is a reef in front of XBase which is likely to be inaccessible for most motor boats;
 - d. The Nelly Bay Ferry shipping channel is monitored by an official and canoes must go inside the pylon and stop when directed;
 - e. Arthur Bay entrance is marked by a buoy as the beach changeover canoes head for the beach rather than heading past a point. A support boat is to follow these canoes and remain until all canoes have cleared the beach. The tail boat must not pass the Bay unless all canoes have cleared the Bay;
 - f. In rough conditions care needs to be taken when passing Orchard Rock.
5. All relevant emergency, ferry and Marine services safety will be informed about the regatta.
6. When possible spare motor boats and drivers will be arranged to be on hand to cover last minute cancellations, mishaps etc.
7. Motor boats must be registered and insured, and drivers registered. Motor boats must not carry more passenger than their registration allows.
8. Canoes must have required safety equipment as specified by the prevailing AOCRA rules and must pass inspection to be allowed to enter.

Drivers Instructions

- **Distress Signal.** Paddlers will hold their paddle straight up in the air, and wave above their head if they require assistance from a support vessel. Please approach as soon as it is safe to do so. The support boat driver is to communicate with the steerer of the canoe or the person waving the paddle. Distress signals may also be received via tracking apps such as safetrax or phone call to the race director then communicated to support boat drivers.
- **If a canoe flips or is swamped** please make your way to them ASAP and make contact with the steerer to ensure all paddlers are accounted for. Please remain with the canoe until they have righted themselves, bailed, and are continuing the race. If any paddlers are injured or there is any damage to the canoe or the ama has detached, provide required assistance and radio for additional assistance if required.
- If you are required to **tow** a canoe the paddlers will set up the tow rope. **OC6** tow rope will already be attached around the front structural iako mount, should the need to tow arise the paddlers will fasten the tow rope 2 or 3 more times along the bow of the canoe using half hitches (these are required to help the canoe stay straight) the steerer of the canoe will stay in the canoe to steer it. **OC1&2** the support boat will need to provide a tow rope and the paddler has to be able to stay on the canoe to hold the rope and steer. If this is not an option the canoe and be towed backwards with someone sitting on the back of the support boat holding the back of the canoe with the rudder high out of the water, if this is not possible the canoe will have to be loaded onto the support boat. If towing is not safe or achievable the canoe could be abandoned with the **SAFETY** of all people involved as the priority.
- **Please be mindful of your boats exhaust fumes and wake.** When avoidable please do not cross the path of the paddlers or position yourself up wind of them where exhaust fumes will effect the paddlers. Ensure your wake is not interfering with the canoes path or providing an advantage to any canoe.
- Please make sure you have **first aid supplies** and **hydration** available for use if required.
- If you have **provided assistance** to a canoe you must ensure the support boat is out of gear at a minimum preferably turned off. If assistance is provided at any time during the race you need to record the canoe number, if possible you should also take a photo of the canoe and **notify** the **race director** as the canoe will be **disqualified** from the race.