



ROYAL HONG KONG YACHT CLUB

Hong Kong to Vietnam Race 2019

Starts Tuesday 15 & Wednesday 16 October 2019



SAILING INSTRUCTIONS

The notation '[DP]' in a rule in the Sailing Instructions (SIs) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

1.1 The Hong Kong to Vietnam Race 2019 will be governed by:

- the rules as defined in *The Racing Rules of Sailing* (RRS);
- the Prescriptions of the Hong Kong Sailing Federation (HKSF);
- the IRC Rules, Parts 1, 2 and 3 (IRC-C);
- the HKPN Performance Increase Penalty Scheme (PIPS);
- the MOCRA Rating Rules current as of 1 October 2019;
- the World Sailing Offshore Special Regulations 2018-2019 – Category 1 Monohulls or Category 1 Multihulls;
- the RHKYC and RORC Offshore Prescriptions 2019;
- the Hong Kong to Vietnam Notice of Race (NoR); and
- these SIs. If there is a difference between the NoR and the SIs, the SIs will prevail.

1.2 IRC Racer Class Rating Bands are as follows:

IRC 0: 1.250 and above

IRC 1: 1.150 to 1.249

IRC 2: 1.050 to 1.149

1.3 Any HK Marine Department Notices or Notices to Mariners that may have an impact on racing will be posted on the official notice board (ONB) and shall be deemed part of these SIs. Competitors are strongly advised to take note of the construction works areas in Victoria Harbour. In accordance with RRS 48.2, a boat shall comply with the Traffic Separation Scheme regulations.

1.4 All competitors must comply with local HK Marine Department regulations pertaining to the licensing of pleasure vessels and their operators.

1.5 Between local sunset and sunrise, navigation lights shall be lit and RRS Sections A, B & C of Part 2 will cease to apply and will be replaced by Part B: Steering and Sailing Rules of the International Regulations for Preventing Collisions at Sea. For the purposes of the race, sunset shall be deemed to be no later than 1800hrs and sunrise shall be deemed to be no earlier than 0630hrs.

1.6 When the protest committee decides that a boat which is party to a protest has broken a rule and is not exonerated, it may impose a scoring penalty (which may be no penalty) at its discretion, as an alternative to disqualification. This changes RRS 64.1.

1.7 No drones will be allowed. The penalty for a breach of this instruction will be disqualification of all boats associated with the owner/operator of the drone. This does not apply to organizing authority drones.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the ONB located in the Course Room at RHKYC Kellett Island until 1800hrs Wednesday 16 October 2019 and then relocated to the race office at Ana Marina, Nha Trang, Vietnam). Notices will also be posted at <https://www.chinacoastraceweek.com/race-vietnam>.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the SIs will be posted before 0900hrs on the day it will take effect.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the RHKYC Kellett Island flag poles on the hardstanding near the pontoon access steps.

4.2 When AP over H is displayed ashore or on the race committee signal vessel the race is postponed with further signals posted on the ONB.

5. RACE SCHEDULE

5.1 The skippers' briefing will be held at 1830hrs on Monday 14 October 2019 at RHKYC Kellett Island.

5.2 The scheduled time of the warning signal for IRC Racer 2 is 1110hrs on Tuesday 15 October 2019.

5.3 The scheduled time of the warning signal for all other classes and divisions is 1110hrs on Wednesday 16 October 2019.

5.4 To alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6. CLASS FLAGS

Class/division flags will be:

<u>Class/Division</u>	<u>International Code Flag</u>
IRC Race 2	K
IRC Racer 0, 1 and Multihulls	M

7. STARTING AREA

The starting area will be in Victoria Harbour.

8. THE COURSE

The course will be:

Starting Line

Windward Mark Port or Starboard (if laid and as signalled – red flag/board, leave to port; green flag/board, leave to starboard)

TCS4	Port - passing
TCS3	Port - passing
Waglan Island	Starboard
Tan Kan Shan (Dangan Dao)	Starboard
North Reef (Paracel Island)	Port - passing
Hon Dung	Starboard
Noir Rer (Rocher Noir) North Cardinal	Port - passing
Finish	(see SI 13)

Approximate course length: 673 nm

9. EXCLUSION ZONES

A boat that is racing must neither enter nor sail in the exclusion zones set out below:

Tathong Channel Exclusion Zone

This exclusion zone is a polygon defined by points A, B, C, D whose coordinates are as follows:

Tathong Channel TCS4: 22° 16.247N, 114° 15.647E

Tathong Channel TCS3: 22° 14.024N, 114° 16.563E

Tathong Channel TCS2: 22° 13.158N, 114° 17.614E

Tathong Channel TCS1: 22° 13.158N, 114° 20.147E

Paracel Islands Exclusion Zone

This exclusion zone is a polygon defined by the points A, B, C, D whose coordinates are as follows:

Paracel Islands EZ A: 17° 19.0N, 111° 17.0E

Paracel Islands EZ B: 17° 19.0N, 113° 00.0E

Paracel Islands EZ C: 15° 35.0N, 113° 00.0E

Paracel Islands EZ D: 15° 35.0N, 110° 57.0E

10. MARKS

- 10.1 Inflatable marks, fixed navigation marks and geographical features will be used.
- 10.2 For a club line start, the Outer Distance Mark (ODM) will be an orange inflatable buoy with a white jacket laid roughly to the north of the RHKYC Kellett Island clubhouse. The Inner Distance Mark (IDM) will be an orange inflatable buoy.
- 10.3 For a committee vessel start, the starting marks will be the race committee signal vessel at the starboard end of the line and an orange inflatable buoy with a white jacket at the port end.
- 10.4 The windward mark (if laid) will be a black inflatable buoy. A red or green board or flag will be displayed on the starter's box or race committee signal vessel to signify if the mark is to be left to port (red) or starboard (green).
- 10.5 The finishing marks are described in SI 13.1.

11. PROHIBITED AREAS AND OBSTRUCTIONS

- 11.1 These rules apply at all times while afloat.
- 11.2 Buoys (usually yellow or orange, but may be other colours) may be laid adjacent to construction sites. An area bounded by virtual lines between such buoys and, where appropriate, the nearest point of the shore shall be considered to be a prohibited area.
- 11.3 Marine works areas as described in current Marine Department Notices (see SI 1.3) shall be considered prohibited areas.
- 11.4 Commercial vessels underway and vessels engaged in towing shall be considered to be a 'Moving Prohibited Area' as follows:
- (A) In Victoria Harbour:
- Ahead of the vessel, 100 metres or one length of the vessel, whichever is greater. For vessels under tow, 100 metres.
 - Abeam of the vessel, 50 metres or one width of the vessel, whichever is greater.
 - Astern of the vessel, 25 metres.
- (B) Outside Victoria Harbour:
- Ahead of the vessel, 200 metres or two lengths of the vessel, whichever is greater. For vessels under tow, 100 metres.
 - Abeam of the vessel, 100 metres or two widths of the vessel, whichever is greater.
 - Astern of the vessel, 50 metres.
- 11.5 Boats shall not enter any prohibited area.
- 11.6 At all times boats shall keep clear of commercial traffic.
- 11.7 All prohibited areas defined in this rule shall also be considered 'obstructions' (as provided for in the RRS definition of 'Obstruction') and applicable to RRS 19 and 20.

12. THE START

- 12.1 The race will be started by using RRS 26 with the warning signal made **TEN** minutes before the starting signal.
- 12.2 The location of the start line will be indicated on the ONB in the RHKYC Kellett Island Course Room at least one hour before the warning signal.
- 12.3 For a club line start, the starting line will be between the white staff with a yellow triangle on the starter's box and the course side of the ODM. Boats shall start by passing between the IDM and ODM in the direction to the first mark of the course.
- 12.4 For a committee vessel start, the starting line will be between a staff displaying an orange flag on the starting mark at the starboard end and the course side of the port-end starting mark.
- 12.5 A boat that does not start within 60 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 12.6 The race committee may broadcast on VHF Ch 72 the sail numbers of boats failing to start correctly. Failure to transmit or receive such broadcasts will not be grounds for redress. This changes RRS 62.1(a).

13. THE FINISH

- 13.1 The finishing line will be in the vicinity of Latitude 12° 16.05N, Longitude 109° 14.8E in Nha Trang Bay, Vietnam. The ends of the line will be bounded by race committee vessels. The starboard finish boat may display a yellow flashing light at night (Fl (2) 5 Y) and the port finish boat may display a flashing white light.
- 13.2 If the location of the finishing line needs to be moved, the new position will be broadcast on the radio reporting schedule to the race fleet in advance. The new position will also be advised by the race committee when boats radio in to advise that they are nearing the finish. Failure to receive this information will not be grounds for redress. This changes RRS 62.1(a).
- 13.3 No committee members will be on station prior to 1100hrs on Thursday 17 October 2019 and after 1320hrs on Tuesday 22 October 2019.
- 13.4 Boats shall call the race committee finish vessel on VHF Ch 72 approximately one hour before their anticipated finish, giving their boat name and sail number. If the race committee cannot be reached by

VHF, alternate communication by telephone shall be used: (+852 6465 4131 – RHKYC Sailing Manager).

13.5 Boats shall enter their finish time on the Declaration Form. Times taken by the race committee will take precedence over declarations. This will not be grounds for redress. This changes RRS 62.1(a).

13.6 Boats finishing in darkness shall illuminate their sail numbers as they cross the line and call the race committee on VHF Ch 72. In the event of no response, boats shall call the race committee on the mobile number detailed in SI 13.4.

13.7 A "Follow Me" boat will be on station in the vicinity of the finish to escort boats into the mooring area.

14. PENALTY SYSTEM

14.1 RRS 44.1 will apply up to one hour after the warning signal.

14.2 Subsequently and for the remainder of the race, RRS 44.3 will apply. However a boat need not display a yellow flag.

15. TIME LIMIT

The time limit is 1320hrs on Tuesday 22 October 2019. Boats failing to finish within the time limit will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

16. RETIREMENT

Boats retiring shall report their retirement and give their position at the next available radio schedule. Boats must continue to be part of the radio schedule until reaching a safe haven and then call the race committee on the mobile number outlined in SI 13.4.

17. DECLARATION

17.1 The person in charge, navigator and one crewmember of each boat shall sign a declaration that they have completed the race and shall report any infringements on the declaration.

17.2 The declaration shall be delivered to a member of the race committee at the race office at Ana Marina as soon as possible but in any case within 4hrs of finishing, or within 1 hour of the next posted opening time of the race office, whichever is later.

18. PROTESTS

18.1 Protests under RRS 78 shall be lodged by 1800hrs on Wednesday 9 October 2019, and the protest fee will be US\$250 or HK\$2,000 which may be refunded at the discretion of the protest committee.

18.2 Other protests and requests for redress shall be lodged within 4hrs of the boat's finishing time or within 1 hour of the next posted opening of the race office, whichever is later.

18.3 Protest notices will be posted within 6hrs of the finishing time of whichever boat involved in the incident is the last to finish, or within 3hrs of the next posted opening of the race office, whichever is later. Notices will be posted to inform competitors of hearings in which they are parties or named as witnesses.

18.4 Protest hearings shall take place in Hong Kong on Monday 28 October 2019 at 1830hrs in the Protest Room, RHKYC Kellett Island, Causeway Bay.

19. SCORING

The Low Point System of RRS Appendix A will apply.

20. RADIO COMMUNICATIONS

20.1 Each boat shall demonstrate to the race committee that her VHF radio equipment is working satisfactorily between 60 and 30 minutes prior to the start of the race by calling the radio control boat (RCB). A boat starting without a functioning VHF radio may be subject to disqualification.

20.2 Except in an emergency and as permitted by SI 20.4, 21.3 and 21.4, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP]

20.3 RRS 41(c) is amended as follows:

RRS 41 – A boat shall not receive help from any outside source, except....

(c) Help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of

interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation. [DP]

- 20.4 A boat may communicate with the finish line staff in Nha Trang to inform them that the boat is approaching the finishing line. A boat may communicate with the RCB to inform them of their current position if the boat's HF/SSB suffers a problem.
- 20.5 There are no specific restrictions on radio and electronic aids to navigation that may be used while racing, or on the linking of such aids.
- 20.6 All radio messages received, transmitted, or attempted to be transmitted shall be entered in the boat's log, or in a separate radio log. [DP]
- 20.7 In the event of any failure to make regular radio reports, a boat shall report the cause of this failure in its declaration and allow the protest committee to inspect the problem if requested. [DP]
- 20.8 The race committee may broadcast information to the fleet on VHF Ch 72 at the start and finish of the race. Boats are strongly advised to monitor VHF Ch 72 with a loudspeaker or handheld VHF on deck. A boat may, without infringing RRS 41 (outside help), request and receive repetition of information broadcast by the race committee, or be told whether or not a broadcast has been made.
- 20.9 All boats shall keep a listening watch on DSC on their MF/HF/SSB radio and VHF if DSC capable. Non DSC VHF radios shall keep a listening watch on Ch 16. At least one satellite phone, MF/HF/SSB and VHF radio shall be switched on at all times during the race.

21. RADIO INSTRUCTIONS / RADIO REPORTING SCHEDULE

- 21.1 The yacht **(TBC #1)** will be the primary RCB. The yacht **(TBC #2)** will be the secondary RCB. The primary RCB will conduct radio schedules for position reports and listening schedules. On completion of the race by the primary RCB or in the event of equipment failure, the secondary RCB will perform this operation.
- 21.2 All boats shall report their positions when called in alphabetical order by the RCB on SSB 4060 kHz. The frequency 6224 kHz and 8297 kHz may be used by the RCB as a backup in the event that boats are unable to communicate on 4060 kHz.
- 21.3 Boats shall report their 0800hrs position to the RCB when called in alphabetical order beginning at 0800hrs for the morning schedule, and their 1800hrs position beginning at 1800hrs for the evening schedule. All boats are requested to listen out for the positions of other boats and to help the RCB if there are reception or transmission difficulties.
- 21.4 When the wind strength exceeds 30 knots, all boats shall report wind strength and wave heights to the RCB during their position report.
- 21.5 In the event of a boat experiencing problems with its HF radio, every effort should be made to contact the RCB either by VHF Ch 16 or by radio relay in order to report its current position. Boats must not call the race management onshore by satellite communications unless absolutely necessary (emergencies only) and should make every attempt to call the RCB.
- 21.6 The position report routine will use the following procedure:
 - (A) The RCB will commence transmission on 4060 KHz at the designated transmission time. Boats should not attempt to broadcast during this time, until called to do so by the RCB.
 - (B) Boats will be called by name in alphabetical order and will make a position report stating its latitude and longitude in DEGREES and whole MINUTES (not decimals) as at 0800hrs and 1800hrs respectively – not the position at the time of transmission.
e.g. "This is boat Victory - 22 15, 118 22." As the race is in the Northern hemisphere, there is no need to use North Latitude and East Longitude.
 - (C) If the RCB does not repeat the position or if the repeated position is incorrect boats shall wait until the end of the schedule, when their positions will be asked for again.
 - (D) Once the schedule is completed, boats who have failed to give their position will be called again by the RCB.
 - (E) Any boat which fails to call in its position will be called at the next radio schedule and asked to give their new position.

- 21.7 Any boat that is unable to report its position by HF SSB, VHF radio, by relay boat or satellite phone without reasonable cause may result in the imposition of a penalty as below at the discretion of the race committee. This changes RRS 60.2.
- | Position Report on Radio Schedule | Penalty |
|--|----------------------------------|
| 1 st position report | 20 minutes added to elapsed time |
| Each successive position report missed | 40 minutes added to elapsed time |
- 21.8 Any boat retiring from the race shall give its current position, reason for retiring, port of destination (if different from the finish) and ETA, plus any useful additional information to the RCB.
- 21.9 Any boat which retires from the race shall still be required to file position reports until crossing the finish line in Nha Trang or reaching another safe port.
- 21.10 Weather reports will be sent by satellite communication to the RCBs and broadcast to the race fleet at 0900hrs and 1900hrs. The same weather report information will be sent by Sat Com to any boat which has provided its e-mail address to the RHKYC Sailing Office for the duration of the race.
- 22. SAIL LIMITATIONS**
- Sail limitations will be in accordance with the IRC/HKSF Prescriptions or the HKPN PIPS form under which the boat is racing.
- 23. ENGINES**
- 23.1 An engine may be used for charging batteries, winches, halyards, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral.
- 23.2 An engine may be used for propulsion while racing to avoid collision or in an emergency. This changes RRS 42.1. [DP]
- 23.3 If SI 23.2 applies, the full facts of the incident shall be reported on the yacht's declaration.
- 24. SELF-STEERING AND POWERED DEVICES**
- The use of electronic, mechanical and wind-vane devices for steering is prohibited.
- 25. BACKSTAY FLAGS [DP]**
- A special backstay flag may be provided to each boat at or prior to the race briefing. If provided, the backstay flag shall be flown at a height of 2 metres from the working deck on the backstay (or starboard shroud in the case of boats not having a backstay) from the time the boat approaches the start area until the boat finishes the race.
- 26. PRIZES**
- 26.1 Prizes will be awarded for line honours, and IRC overall first, second, and third places. In addition, the number of prizes to be awarded to each class will be:
- | | |
|-----------------|----------|
| 1 to 3 entrants | 1 prize |
| 4 entrants | 2 prizes |
| 5 to 6 entrants | 3 prizes |
| 7 and above | 4 prizes |
- 26.2 Other prizes may be awarded at the discretion of the race committee.
- 26.3 Battle flags will be awarded at the location prize giving at 1700hrs on Saturday 19 October 2019 at Ana Marina.
- 26.4 The trophies and prizes for the class and overall winners will be presented at the Hong Kong to Vietnam Race prize giving at 1900 – 2100hrs on Wednesday 30 October 2019 at RHKYC Kellett Island, Causeway Bay, Hong Kong.
- 27. DISCLAIMER OF LIABILITY**
- Competitors participate in the race entirely at their own risk. See RRS 4, Decision to Race. The organizing authority (RHKYC), the Hong Kong to Vietnam Race 2019 race committee, the sponsor(s) (including its/their affiliated companies), their respective staff, members, volunteers or persons working for or on behalf of the above will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.

28. INSURANCE

- 28.1 All boats shall be insured with valid third-party liability insurance of at least the minimum cover required by HKSAR law.
- 28.2 Due to the nature of this race, the race committee advises all yachts to take out additional insurance.

Guidance Notes:

Persons in charge, owners and skippers are invited to co-operate closely with the organising authorities, the race committee and RHKYC Sailing Office in completing the formalities of their boat entries by submission of all required information, certificates, forms, etc. within the deadline dates quoted throughout these SIs and the NoR. It is the sole responsibility of the persons in charge and/or skippers to comply with the deadline dates and failure to do so in respect of any aspect will be treated as a failure to enter the offshore race, in which case, boats will not be eligible to compete unless evidence of genuine extenuating circumstances for the lateness is accepted by the race committee.