



China Coast Race Week 2011



CHINA COAST REGATTA 2011 Friday 14th October to Sunday 16th October 2011

SAILING INSTRUCTIONS

1. RULES

1.1 The China Coast Regatta 2011 will be governed by:

- the Racing Rules of Sailing 2009-2012 (RRS);
- the ISAF Special Offshore Regulations Category 4;
- the Prescriptions of the Hong Kong Sailing Federation (HKSF);
- the IRC Rules, Parts 1, 2 and 3 (IRC-C);
- the HKPN handicap system (including the HKPN Potential Increase in Performance Penalty (PIPPS) Scheme);
- the China Coast Regatta 2011 Notice of Race;
- these Sailing Instructions.

Succeeding items in the above list will take precedence.

2. NOTICES TO COMPETITORS

2.1 The Race Office for the China Coast Regatta 2011 will be located at the RHKYC Middle Island for the duration of the Regatta and re-located to the RHKYC Kellett Island after the last race on Sunday 16th October 2011.

2.2 Notices to competitors will be posted on the official notice board located in the Course Room at RHKYC Kellett Island until 2000 hours on Thursday 13th October and thereafter outside the Race Office at RHKYC Middle Island. The official notice board will revert back to the Course Room at the RHKYC Kellett Island on the conclusion of racing on Sunday 16th October 2011.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted in writing before 0800hrs on the day it is to take effect, or, on the water, communicated to each boat by VHF radio before her warning signal.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore for all races will be displayed on the RHKYC Middle Island clubhouse.

4.2 When made ashore, the signals will have the following meanings:

ICF 'AP' "Racing for today is postponed". When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 120 minutes' in the race signal AP.

ICF 'N' "Racing today is cancelled". (This changes RRS Race Signals).

ICF 'L' "A Notice to Competitors has been posted". (This will be displayed over a numeral pennant to signify the change number).

5. SCHEDULE OF RACES

5.1 Racing is scheduled with the warning signals made for the first starting class or division of a class as follows:

5.1.1 Racing 0, 1, 2 & 3

| | |
|--|--|
| Friday 14 th October 2011 | : 2 Races – Windward/Leeward & Islands Course |
| Saturday 15 th October 2011 | : 3 Races – Windward/Leeward & Geometric Courses |
| Sunday 16 th October 2011 | : 2 Races - Windward/Leeward & Islands Course |

CHINA COAST REGATTA 2011: SAILING INSTRUCTIONS

5.1.2 Classic/Cruising & Premier Cruising

Friday 14th October 2011 : 1 Race – Islands Course
Saturday 15th October 2011 : 2 Races – Geometric or Windward/leeward & Islands Course
Sunday 16th October 2011 : 2 Races - Geometric or Windward/leeward & Islands Course

5.1.3 HKPN

Friday 14th October 2011 : 1 Race – Islands Course
Saturday 15th October 2011 : 2 Races – Geometric or Windward/leeward & Islands Course
Sunday 16th October 2011 : 2 Races – Geometric or Windward/leeward & Islands Course

5.2 The warning signal for the first race on each day will be 1025hrs. Subsequent races and start times will be broadcast by VHF radio and displayed by the committee boat by the use of flags.

5.3 For the Racing Class: Four races are required to be completed to constitute the regatta series. For the Cruising, Premier Cruising and HKPN Classes: Three races are required to be completed to constitute the regatta series.

6. CLASS FLAGS

6.1 Warning signal IC flags, starting sequences and division streamers will be:

| Class/Division | ICF | Streamer |
|------------------|-----|-----------|
| Racing Div 0 | G | Yellow |
| Div 1 | V | Pale Blue |
| Div 2 | K | Purple |
| Div 3 | D | Pink |
| Premier Cruising | U | Black |
| Cruising | W | White |
| HKPN | A | Orange |

6.2 Boats shall display the appropriate coloured streamer, as supplied by the Sailing Office, on their backstay (or starboard shrouds in the case of boats not having backstays) at all times whilst racing. Protests for failure to display the appropriate streamer may only be lodged by the race committee. (This changes Rules 60.1 and 62.1).

7. RACING/STARTING AREAS

7.1 The racing area for all races will be in waters to the south and southeast of Hong Kong Island, with several island courses continuing into the eastern approaches to Hong Kong.

7.2 The location of the starting area for each day's racing will be to the south east of Lamma Island.

7.3 The location of the starting line shall not be subject to any claim for redress. This changes Rule 62.1(a).

8. THE COURSES

8.1 The course for each race will be selected from the List of Courses detailed in **Appendix A** to these sailing instructions. The List of Courses and notes therein form part of these sailing instructions.

8.2 No later than the warning signal of a class or a division of a class, the race committee will display an IC numeral pennant(s) signalling the number of the course to be sailed, together with a board showing the approximate compass bearing from the starting line to the first mark. A red or green board or flag will also be displayed to signify if the first mark is required to be left to port or starboard.

9. MARKS

9.1 For windward/leeward courses the windward mark (**A**) will be as follows:

9.1.1 Racing 0, 1 and Premier Cruising will be a **black spherical buoy, (long course)**.
Racing 2, 3, Cruising and HKPN will be an **orange cylindrical buoy, (short course)**.

9.2 For windward/leeward courses the leeward mark (**C**) for all classes will be a **black spherical buoy**.

9.3 For Geometric courses, mark (**B**) will be an **orange cylindrical buoy** and the leeward (**C**) for all classes will be a **black spherical buoy**.

9.4 For island courses the club mark for all classes will be a **black spherical buoy** if laid.

9.5 Spherical and cylindrical marks may carry sponsors advertising.

10. AREAS THAT ARE OBSTRUCTIONS

All boats are required to observe the 100m exclusion zone surrounding Waglan Island.

11. THE START

11.1 Races will be started using Rule 26, with the warning signal made FIVE minutes before the starting signal for each class or division of a class. The warning signal for any subsequent class or division of a class may be made with, or after, the starting signal of the preceding class or division of a class.

11.2 In the waiting period after completion of a race, an "attention" signal (Flag 'AP' with one sound) will be made at least FIVE minutes before the warning signal for the first class or division of a class to start in the next race. Flag 'AP' will be removed with one sound, ONE minute before the warning signal.

11.3 The starting line will be between the signal staff or mast displaying an orange flag on the race committee boat (under normal conditions this will be the RHKYC Kellett VI start boat) at the starboard end of the line and an orange cylindrical buoy with a branded white jacket as the port end Outer Distance Mark (ODM). An orange cylindrical Inner Distance Mark (IDM) may be laid, in which case, boats shall start by passing between the IDM and ODM in the direction towards the first mark of the course. The committee boat will fly a blue flag or shape when on station at the starting line (this changes RRS Race Signals).

11.4 Boats whose warning signal has not been made shall avoid the starting area and keep out of the way of boats whose warning signal has been made. Boats which contravene this requirement may be protested by the race committee.

11.5 A boat starting later than 15 minutes after her starting signal will be scored Did Not Start (DNS). This changes Rule A4.1.

11.6 The race committee may broadcast information to competitors on VHF Channel 72 before, at and/or after the start of all races in respect of delays, postponements, course selection, names/sail numbers of OCS boats and/or General Recalls. **Boats are strongly advised to monitor Channel 72 with a deck loudspeaker or handheld VHF radio.**

11.7 A boat, without infringing Rule 41 (outside assistance), may request and receive repetition of information broadcast by the race committee, or be told whether or not a broadcast has been made.

11.8 Any omitted, garbled or erroneous VHF transmissions made by the race committee will not be subject to redress.

**12. CHANGE OF POSITION OF THE NEXT MARK
(windward/leeward & geometric course races only)**

12.1 To change the position of the next marks of a windward/leeward course in the context of Rule 33, the race committee will lay new marks and remove the original marks as soon as practicable.

12.2 The change of course will be signalled before the leading boat has begun the leg, although the new mark may not yet be in position. Any marks to be rounded after rounding the new mark may be relocated to maintain the course configuration without further signalling.

12.3 For Racing divisions 0 and 1 and the Premier Cruising class, the new mark will be a **black spherical buoy with a contrasting band.**

12.4 For Racing divisions 2, 3, Cruising and HKPN classes, the new mark will be an **orange spherical buoy with a contrasting white branded band.**

12.5 When in a subsequent change new marks are replaced, they will be replaced by the original marks (**black and orange**).

13. THE FINISH

13.1 The finishing line will be between a staff displaying an orange flag on the race committee boat at the starboard end of the line and the port-end finishing black mark as the ODM. Boats shall cross the finishing line in the direction of the course from the last mark. The race committee boat for the finish, which may not be the same as that used for the start, will display a blue flag or shape when on station at the finish.

13.2 In the event of a shortened course at a mark of the course, the race committee boat will display ICF 'S' with two sound signals and display the division or class flag(s) of any or all fleets to be affected. Affected boats shall finish by sailing through the line between a staff displaying ICF 'S' flag on the race committee boat and the nearby mark. The committee boat will also display a blue flag or shape when on station at the finish for the shortened course.

- 13.3 In the case of a shortened course finish, the committee boat will be located at the starboard end of the line. Boats shall cross the shortened course finishing line in the direction of the course from the last mark.

14. PENALTY SYSTEM

- 14.1 Rule 31 (Touching a mark) and Rules 44.1 and 44.2 (Two Turns Penalty) will apply for all races.
- 14.2 A boat that has taken a penalty or retired under Rule 31 or Rule 44.1 shall complete an acknowledgement form at the race office within the protest time limit.

15. TIME LIMITS

- 15.1 For all windward/leeward course races, if the leading boat in a class or division of a class has not rounded the first mark within one hour after the start, the race for that class or division of a class may be abandoned.
- 15.2 If the leading boat in a class or division of a class fails to finish a windward/leeward race within 90 minutes the race for that class or division of a class may be abandoned.
- 15.3 If the leading boat in a class or division of a class fails to finish an islands course race by 1600hrs the race for that class or division of class may be abandoned.
- 15.4 A boat which fails to finish a windward/ leeward race within 30 minutes of the leading boat in her class or division of a class, **OR** fails to finish an Islands race within one hour of the leading boat in her class or division of a class, will be scored Did Not Finish (DNF). This changes Rule 35.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protests relating to measurement, ratings or handicaps shall be submitted before the expiry of the protest period for the first day's racing on Friday 14th October 2011.
- 16.2 Other racing protests and requests for redress shall be in writing (suitable forms are available at the RHKYC Middle Island Race Office and Kellett Island Course Room) and shall be delivered to the race committee situated at the RHKYC Middle Island Race Office **within one and half hours** of the finishing time of the last boat of the relevant class or division of a class in the last race of the day. Friday 14th & Saturday 15th October 2011 only.
- 16.3 On Sunday 16th October of the China Coast Regatta 2011 - Protest forms must be submitted in person or faxed by 1700 hrs to the Sailing Office at Kellett Island, Causeway Bay. Fax No: 2239 – 0364.
- 16.4 Protest notices will be posted outside the RHKYC Middle Island Race Office or the RHKYC Kellett Island Sailing Office on Sunday 16th October, within 30 minutes of the applicable protest time limits to inform competitors where and when there is a hearing in which they are parties to a protest or named as witnesses.
- 16.5 Protests will be heard in approximately the order of receipt and will commence immediately the parties involved have been notified or as soon thereafter as possible if other hearings are in progress.
- 16.6 It is the responsibility of each competitor to ascertain whether or not he is required to attend a protest hearing, to attend at the correct time and have all likely witnesses in attendance.
- 16.7. For protests where only a rule of Part 2 (of RRS) is alleged to have been broken, an arbitration hearing may be offered prior to any formal protest hearing. HKSF Appendix 3 will apply (which changes Rule 44.1 and the rules of Part 5's section B of RRS).
- 16.8 A party to a hearing may ask for a re-opening no later than:
- 16.8.1 The time limit for protests on the race day following the hearing; and
- 16.8.2 One hour after being informed of the decision on the final day of the Regatta.
- (This changes Rule 66).
- 16.9 When the protest committee decides an infringement of any rule except a rule of Part 2 or Part 3 of the RRS has had no appreciable effect on the outcome of the race(s), it may impose no penalty or such penalty as it thinks appropriate. (This changes Rule 64.1).

17. SCORING

- 17.1 The Low Point scoring system of RRS Appendix A will be employed.

CHINA COAST REGATTA 2011: SAILING INSTRUCTIONS

17.2 Provided all scheduled races for a class or division of a class are completed, one discard will be allowed for the China Coast Regatta 2011 only. A score of DNC can not be discarded. However, if fewer than the scheduled number of races for a class, or division of a class, are completed, a boat's series score will be the total of her scores for all races completed.

17.3 Results for individual races will be established by a boat's corrected time:

17.3.1 IRC: The Time Corrector (TCC) as printed on a boat's current valid IRC certificate will be applied to its elapsed time, as follows:

$$\text{Corrected Time} = \text{Elapsed Time} \times \text{TCC}$$

17.3.2 HKPN: The boat's HKPN number will be applied to its elapsed time, as follows:

$$\text{Corrected Time} = \text{Elapsed Time} \times 1000/\text{HKPN}$$

18. CREW

18.1 For Racing division 0, the number of crew carried onboard will be as outlined in 18.2. If no DICN is included on a boat's entry form, the number of crew shall be restricted to the specified number on its endorsed IRC certificate. See CCR 2011 NoR: 7.4.

18.2 For Racing divisions 1, 2 & 3; boats shall restrict the number of crew carried on board whilst racing, to comply with the Initial Crew Number (DICN) on their entry forms, with the following permitted variations:

| Initial Crew Number Declared | Limit of Variation |
|------------------------------|--------------------|
| Up to 4 | -1 +1 |
| 5 to 12 | -2 +2 |
| 13 to 20 | -3 +2 |
| 21 or more | -4 +3 |

18.3 Such restrictions do not apply to Premier Cruising, Cruising and HKPN classes, except that they must race with at least six crew onboard for all races.

18.4 IRC Rule 22.4.2 does not apply. (CCR 2011: NoR 7.4)

18.5 For all divisions, the same number of crew shall be on board for all races when there is more than one race on the same day unless, on request, this requirement is waived by the race committee.

19. SELF STEERING AND POWERED DEVICES

19.1 The use of electronic, mechanical and wind-vane devices for steering is prohibited.

19.2 In accordance with IRC Rule 15.1, RRS Rule 52 shall not apply to boats using stored power for adjustment and operation of sails and moveable appendages.

20. SAFETY REGULATIONS

Any boat **retiring** from the race shall inform the race committee directly on the water by VHF radio or by telephoning the Race Control on Kellett VI on 9326 5908. In an emergency the Sailing Manager can also be called by mobile on 6773 2066. On land a written declaration can be made on the sheet provided in the RHKYC Middle Island Race Office.

21. SAFETY EQUIPMENT

21.1 All boats shall be equipped with adequate and functioning equipment to satisfy the ISAF Offshore Special Regulations Category 4 requirements. The onus is on the owner or person in charge of each boat to ensure that adequate equipment is carried.

21.2 The attention of all boats is drawn to SI 11.6. Notwithstanding the event being designated Category 4, the carrying onboard of a VHF radio capable of receiving on Channel 72 is a requirement to receive race committee on-the-water announcements.

21.3 Boats shall not race with an anchor stowed on the bow. Any boat that does not comply with this requirement will be subject to disqualification by the race committee without a hearing. (This changes Rule 63.1).

22. SAFE NAVIGATION

22.1 At all times, including when not racing, boats shall be careful to avoid any close-quarter situations with commercial vessels. Any report to the organising authority that this has not been complied with will be

CHINA COAST REGATTA 2011: SAILING INSTRUCTIONS

investigated and action may be taken by the race committee by protesting the boat involved and, if found justified, by barring her entry in further races, or future events, of the organising authority.

22.2 All commercial vessels of over 40 metres length overall (for vessels under tow, this length is from the bow of the towing vessel to the stern of the towed vessel) will be given a "Moving Prohibited Zone" around the vessel when the vessel is under way, as detailed below. This Moving Prohibited Zone ranks as an obstruction for the purposes of Rules 18.5 and 19.

22.2.1 Whilst navigating outside of the harbour, the Moving Prohibited Zone shall be: -

- 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.

22.3 It is the intention of SI 22.2 to provide a framework for safe and fair sailing, in accordance with the spirit of the Racing Rules of Sailing and the International Regulations for Preventing Collisions at Sea. Nothing in these Sailing Instructions shall relieve a boat from its obligations not to impede the passage of any commercial vessel that can navigate only within a narrow channel or fairway.

22.4 When a boat is considered to have infringed any part of SI 22.2, another boat or the race committee will lodge a protest against it. If the protested boat is found to have contravened SI 22.2, the Protest Committee may let the results stand, adjust the score or finishing times of the boat or make some other arrangement, including disqualification.

23. PRIZES

23.1 Prizes will be awarded for the China Coast Regatta 2011 as follows:

| 23.1.1 <u>Number of Class/division entries</u> | <u>Prizes</u> |
|--|---------------|
| 3 to 5 | 3 |
| 6 to 9 | 3 |
| 10 to 14 | 4 |
| 15 or more | 5 |

23.2 Day prizes for the individual classes or divisions of a class will also be awarded. Other prizes may be awarded at the discretion of the race committee for the China Coast Regatta.

23.3 Prizes will also be awarded for the overall winner in each class, or division of class, for boats taking part in the China Coast Race Week (CCRW) – China Coast Regatta & the VinaCapital Hong Kong to Vietnam Race. Scoring shall be in accordance with Appendix A of the RRS: Rule A9 will be applicable and the low point scoring system shall apply. **No discards will be allowed for boats competing in the overall CCRW.**

23.4 The prizes for the overall CCRW will be awarded at the CCRW Prize giving on Thursday 3rd November 2011.

24. DISCLAIMER OF LIABILITY

24.1 Yacht racing can be dangerous. The attention of Persons in charge and skippers is drawn to RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone" and to ISAF Offshore Special Regulation 1.02 (first point) which begins "The safety of a yacht and her crew is the sole and inescapable responsibility of the Person-in-charge..."

24.2 The RHKYC, sponsor or day sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after this regatta.

24.3 Persons in charge and skippers are invited to co-operate closely with the Organising Authority, 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 Sailing Instructions. It is the sole responsibility of the owners 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 China Coast Regatta, 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.

25. INSURANCE

25.1 All boats shall be insured with valid third-party liability insurance of the minimum cover required by Government (HK SAR) regulations.

APPENDIX A**COURSES AND NOTES for CHINA COAST REGATTA 2011****WINDWARD/LEEWARD COURSES****COURSE 1**

Round 1 Start – A – C – Start line upwind
 Round 2 - A – C - Finish at Start line

COURSE 2

Round 1 Start – A – C – Start line upwind
 Round 2 - A – C – Start Line upwind
 Round 3 - A – C - Finish at Start line

NOTES ON ABOVE WINDWARD/LEEWARD COURSES

- The marks of the course will be **black spherical** and **orange cylindrical** club buoys, where
 - A** is laid as a windward mark;
 - A1** (if laid) is an offset mark to mark A; (**long course only**).
 - C** is laid as a leeward mark independent of the starting line.
- Marks **A** and **A1** (if laid) will generally always be laid prior to the starting signal.
- The start line must be passed through up wind for each leg. This is not required downwind.**
- The offset mark **A1** may be laid about 50m to the port side of mark **A** for courses set for port hand rounding's and to the starboard side of mark **A** for courses set for starboard hand rounding's. If laid, the offset mark will be a mark of the course to be left to the same side as the other marks of the course as signalled by the race committee boat. Until boats have rounded mark **A**, the offset mark is not a mark of the course and has no side to be left on. Following a change of course, there will be no offset mark.
- Except for the starting line ODM (and IDM, if laid), all marks are rounding marks and shall be left to port unless otherwise signalled to be left to starboard by the display of a green board or flag on the starting committee boat at the time of the first warning signal.

GEOMETRIC COURSES – IRC 1, 2, 3, Premier Cruising, Cruising/Classic & HKPN – Not: IRC 0**COURSE 3**

Round 1 Start – A - B – C – Start line upwind
 Round 2 - A – C – Finish at Start line

COURSE 4

Round 1 Start – A – B – C – Start line upwind
 Round 2 - A – B – C – Finish at Start line

NOTES ON ABOVE GEOMETRIC COURSES – “7” Shaped Course & Classic Triangle Course

- The marks of the course will be **black spherical** and **orange cylindrical** club buoys, where
 - A** is laid as a windward mark;
 - B** (if laid) is a 90 - 120 degree mark (“7” Shaped Course) or 135 – 150 degree mark – Classic Triangle course.
 - C** is laid as a leeward mark independent of the starting line.
- Marks **A** and **B** will generally always be laid prior to the starting signal.
- The start line must be passed through up wind for each leg. This is not required downwind.**
- The mark **B** may be laid about 300m to the port side of mark **A** for courses set for port hand rounding's and to the starboard side of mark **A** for courses set for starboard hand rounding's. If laid, the mark **B** will be a mark of the course to be left to the same side as the other marks of the course as signalled by the race committee boat.

APPENDIX A: Continued

5. Except for the starting line ODM (and IDM, if laid), all marks are rounding marks and shall be left to port unless otherwise signalled to be left to starboard by the display of a green board or flag on the starting committee boat at the time of the first warning signal.

ISLAND COURSES**COURSE No 5 (approx. length – 11nm)**

| | | |
|------------------------------|--------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Beaufort Island | S | |
| Castle Rock | S | |
| Stanley Mark | P/pass | |
| Round Island Finishing line | | |

COURSE No 6 (approx. length – 15.5nm)

| | | |
|------------------------------|--------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Beaufort Island | S | |
| Fury Rocks | S | |
| Stanley Mark | P/pass | |
| Round Island Finishing line | | |

COURSE No 7 (approx. length – 16.9nm)

| | | |
|------------------------------|--------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| TCS 2 | S | |
| Beaufort Island | S | |
| Stanley Mark | P/pass | |
| Round Island Finishing line | | |

COURSE No 8 (approx. length – 17.5nm)

| | | |
|------------------------------|--------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Waglan Island | P | |
| Beaufort Island | P | |
| Stanley Mark | P/pass | |
| Round Island Finishing line | | |

COURSE No 9 (approx. length – 18.6nm)

| | | |
|------------------------------|--------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Waglan Island | P | |
| TCS 2 | P | |
| Stanley Mark | P/pass | |
| Round Island Finishing line | | |

COURSE No 10 (approx. length – 19.2nm)

| | | |
|------------------------------|--------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| TCS 2 | S | |
| Waglan Island | S | |
| Beaufort Island | P | |
| Stanley Mark | P/pass | |
| Round Island Finishing line | | |

APPENDIX A: Continued**COURSE No 11 (approx. length – 20.5nm)**

| | | |
|------------------------------|--------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| TCS 1 | P | |
| TCS 2 | P | |
| Beaufort Island | S | |
| Stanley Mark | P/pass | |
| Round Island Finishing line | | |

COURSE No 12 (approx. length – 21.3nm)

| | | |
|------------------------------|--------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Waglan Island | P | |
| TCS 1 | P | |
| TCS 2 | P | |
| Stanley Mark | P/pass | |
| Round Island Finishing line | | |

COURSE No 13 (approx. length – 15nm)

| | | |
|------------------------------|----------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Beaufort Island | S | |
| Sung Kong | P | |
| Waglan | P | |
| Fury rocks | S | |
| Castle rock | S | |
| Stanley Mark | P (pass) | |
| Round Island Finishing Line | | |

COURSE No 14 (approx. length – 20nm)

| | | |
|------------------------------|----------|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Steep Island | P | |
| Stanley Mark | P (pass) | |
| Round Island Finishing Line | | |

COURSE No 15 (approx. length – 20nm)

| | | |
|------------------------------|---|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Sun Kong | P | |
| TCS1 | P | |
| Shek O Rock | P | |
| Beaufort Island | S | |
| Stanley Mark | P (pass) – Please note: this mark may be omitted on instruction from the Committee boat prior to the start of the race. | |
| Round Island Finishing Line | | |

COURSE No 16 (approx. length – 19nm)

| | | |
|------------------------------|--|----------------|
| Starting line | | |
| Club windward mark (if laid) | P/S | (As signalled) |
| Stanley Mark | S | |
| Poi Toi Island | P | |
| Shek O Rock | P | |
| Stanley Mark | P/Pass– Please note: this mark may be omitted on instruction from the Committee boat prior to the start of the race. | |
| Round Island Finishing Line | | |

APPENDIX A: Continued

COURSE No 17 (approx. length – 17nm)

Starting line

Club windward mark (if laid) P/S (As signalled)

Poi Toi Island P

Beaufort Island P

Stanley Mark P/Pass– Please note: this mark may be omitted on instruction from the Committee boat prior to the start of the race.

Round Island Finishing Line

COURSE No 18 (approx. length – 18nm)

Starting line

Club windward mark (if laid) P/S (As signalled)

Poi Toi Island P

Beaufort Island P

Shek O Rock P

Stanley Mark P/Pass– Please note: this mark may be omitted on instruction from the Committee boat prior to the start of the race.

Round Island Finishing Line

NOTES ON ISLAND COURSES

1. Except for the starting and finishing line ODM and the IDM (if laid), all marks of the course are rounding marks unless they are identified in the text of the course as being passing marks by the term “/pass”.
2. The indicated course lengths are approximate only and do **not** include any leg to a Club Mark laid as the first (windward) mark of the course.
3. The “**Stanley Mark**” referred to in the List of Courses will be a **black spherical club buoy** located south west of Stanley Peninsula at the following approx. position:

| Mark name | Course Nos. | Mark Co-ordinates |
|--------------|-------------|-----------------------------|
| Stanley Mark | 5 to 16 | N 22° 11.35': E 114° 12.25' |

This mark may be omitted on instruction from the Committee boat prior to the start of the race for Courses 15 – 18.

4. The “**Round Island Finishing Line**” referred to in the List of Courses will be located to the south-east of Round Island and ahead of the channel into Repulse Bay.