



ROYAL HONG KONG YACHT CLUB

VINACAPITAL HONG KONG TO VIETNAM RACE 2011

SAILING INSTRUCTIONS



VinaCapital Hong Kong to Vietnam Race 2011

SAILING INSTRUCTIONS

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VinaCapital Hong Kong to Vietnam Race 2011

19th October – 23rd October 2011

SAILING INSTRUCTIONS

1. RULES

- 1.1 The VinaCapital Hong Kong to Vietnam Race 2011 will be governed by the following rules:
- Racing Rules of Sailing 2009-2012 (RRS) together with;
 - the Prescriptions of the Hong Kong Sailing Federation (HKSF);
 - the IRC Rules Parts 1, 2 and 3 (IRC-C);
 - the ISAF Offshore Special Regulations for Category 1 races (referred to as the 2011 Special Regulations);
 - the VinaCapital Hong Kong to Vietnam Race 2011 Notice of Race and;
 - these Sailing Instructions.

Succeeding items in the above list will take precedence.

- 1.2 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 IRCAS. For the purposes of the race, sunset shall be deemed to be no later than 1800 hours and sunrise shall be deemed to be no earlier than 0630 hours.

2. NOTICES TO COMPETITORS

Notices to Competitors will be posted on the official race notice board located at RHKYC Kellett Island until 1210 hours on Wednesday 19th October 2011. The official race notice board will then be transferred to the Race Office at the Sheraton Hotel, Nha Trang Beach, Vietnam after the start of the Hong Kong to Vietnam Race 2011.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be advised by a notice posted on the official race notice board at RHKYC Kellett Island not later than 4 hours prior to the scheduled start time of the race, except that any change to the race schedule will be posted on the official race notice board at RHKYC Kellett Island by 1800 hours on Tuesday 18th October 2011.

4. SIGNALS MADE ASHORE

- 4.1 Code Flag C signalled on the race committee boat and on the roof flag-mast of the RHKYC at Kellett Island will signify that the Lamma Start shall be used and all participants should proceed to the alternative location for the start of the race (see SI 6). This changes RRS Race Signals.
- 4.2 Code Flag N signalled at the starter's box of the Royal Hong Kong Yacht Club or on the race committee boat means the race is cancelled. This changes RRS Race Signals.
- 4.3 Boats will fly race sponsor backstay flags at all times. Boats may also fly their ensigns whilst racing.

5. RACE SCHEDULE

The Hong Kong to Vietnam Race 2011 is scheduled to start on Wednesday 19th October 2011 with the warning signal at 1210 hours for all classes.

6. STARTING AREA

- 6.1 The starting area will be in Victoria Harbour outside the Royal Hong Kong Yacht Club (Victoria Harbour Start) or the southeast corner of Lamma subject to a decision by the race committee at the skippers briefing on Tuesday 18th October 2011 or on the day of the event.

- 6.2 **If, in the opinion of the race committee, the weather is such that a harbour start will not result in safe or satisfactory racing conditions through Victoria Harbour to the eastern approaches of Hong Kong, the starting area will be moved to in the vicinity of Yuen Kok Light on the southeast corner of Lamma Island (Pok Liu Chau) and signalled in accordance with SI 6.2. In the case of a Lamma Start the race will be delayed by a minimum of 1 hour 30 minutes.**
- 6.3 The location of the start line will not be subject to a claim for redress. This changes rule 62.1(a).

7. THE COURSE

The course will be the following:

Start Line	
Windward Mark (if laid)	P/S*(rounding) (* as signalled)
Lei Yue Mun Point	Port (passing) – Only applies if a harbour start.
Wenwei Zhou	Port
North Reef (Paracel Island)	Port (passing)
Triton Island	Port (passing)
Hon Dung	Starboard
Rer Noir North Cardinal	Port
Finish	(see SI 10)

Approximate course length: 656 nm

8. WINDWARD MARK

In the case of a Lamma Start, a windward mark may be laid as the first mark of the course. The windward mark will be an inflatable buoy. If used, it will be laid within 3 miles of the start line. The approximate compass bearing from the start line to the mark will be displayed on the race committee boat and a red or green flag/board will be displayed no later than the warning signal to indicate that the windward mark is to be left to port or starboard respectively.

9. THE START

- 9.1 The Race will be started using rule 26 signals but with the warning signal given **TEN** minutes before the starting signal.
- 9.2 The starting line for a Victoria Harbour Start or a Lamma Start will be between the signal staff or mast carrying an orange flag or shape on the race committee boat at the starboard end and an Outer Distance Mark (ODM) at the port end. The race committee boat (together with any Inner Distance Mark (IDM), if laid) shall be left to starboard when approaching the line to start.
- 9.3 The race committee boat will fly a blue flag or shape when on station. This changes RRS Race Signals.
- 9.4 A boat shall not start later than 30 minutes after her designated start signal unless the race committee has been notified and allows a longer starting interval.

10. THE FINISH

- 10.1 The finishing line will be in the vicinity of Latitude N12° 13'60, Longitude E 109° 13'17 in Nha Trang Bay. The ends of the line will be bounded by a race committee vessel at the starboard end and the Green Channel Buoy No 1 at the port end. The finish boat may display a yellow flashing light at night. (FI (2) 5 Y).
- 10.2 No committee vessel will be on station prior to 0100 hours on Friday 21st October 2011 and after 1800 hours on Sunday 23rd October 2011. When no committee vessel is on station, boats shall take their own finishing times on a bearing of 90 degrees magnetic to the Green channel buoy No. 1 and within 100 metres of the buoy.

- 10.3 All boats shall try to radio the race committee vessel at the finishing line on **VHF Channel 67** approximately one hour before their expected finish time. **If the race committee cannot be reached by VHF, alternate communication by telephone may be used: (+852 6773 2066 – RHKYC Sailing Manager).**
- 10.4 Notwithstanding the content of SI 10.1, each boat shall take its own finishing time (and that of the boats immediately ahead and astern, if any) to the best of its ability against a GPS signal; and shall enter the corrected finishing times on the Declaration Form. Finishing times taken by the race committee at the finishing line will have precedence over submitted times.
- 10.5 Boats finishing in darkness shall illuminate their sail numbers as they cross the line. In addition, boats shall, after crossing the finishing line, report directly to the race committee vessel at the finishing line by radio on **VHF Channel 67** or by hailing and receiving an acknowledgement.
- 10.6 The location of the finishing line and times taken by the race committee will not be subject to a claim for redress. This changes rule 62.1(a).

11. PENALTY SYSTEM

- 11.1 If a boat is recorded as OCS (on the course side of the starting line and not having returned to start correctly) a place penalty of 20% may be applied based on the declared entry in her class or division of class, rounded up to the nearest whole number, unless significant advantage has been gained.
- 11.2 Except as noted in SI 11.3, the Scoring Penalty under rule 44.3 shall apply for penalties for breaking rules of RRS Part 2. The penalty will be the number of places equal to 20% of the number of boats entered in the appropriate class or division of class, per infringement.
- 11.3 Penalties for breaking rules of RRS Part 2, rule 44.1 (Two Turns Penalty) shall apply for incidents occurring in the sixty minutes (60 mins.) following the preparatory signal for the start.
- 11.4 Any penalties imposed under SI's 11.1 and 11.2 will be additional to any imposed under any other rule, or under Sailing Instructions regarding safety, radio reporting, and declarations.

12. TIME LIMITS AND TARGET TIMES

There will be a time limit and cut-off provision for the VinaCapital Hong Kong to Vietnam Race 2011 of 1800 hours, Sunday 23rd October 2011.

13. RETIREMENT

Boats retiring shall report their retirement at the next available radio schedule. In addition, boats retiring and returning to Hong Kong shall report immediately upon their arrival to the RHKYC Sailing, Marine Office or Reception (outside office hours) at Kellett Island. Alternatively boats on arriving at Bao Dai, Nha Trang Bay shall report to the race committee at the finishing line or to the Race Office at the Sheraton Hotel, Nha Trang Beach.

14. DECLARATION

- 14.1 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. The declaration shall be delivered to the Race Office, Sheraton Hotel, Nha Trang Beach as soon as possible but in any case within 4 hours of finishing, or within 1 hour of the next posted opening time of the race office, whichever is later.
- 14.2 Penalty for non or late compliance will be entirely at the discretion of the race committee having regard to the circumstances. As a guide, this may be disqualification, or a scoring penalty in the order of one place, such penalty to be additional to any imposed under any other Rules or Sailing Instructions.

15. PROTESTS

- 15.1 Protests under rule 78 (Compliance with Certificates) shall be lodged by 1800 hours on Friday 14th October 2011, and the protest fee will be US\$250 or HK\$2,000 which may be refundable at the discretion of the Protest Committee.
- 15.2 Except as in SI 15.1 above, a protest shall be written on the official protest form and shall be delivered to the race committee within 4 hours of the finishing time of the protesting boat, or to the Race Office, Sheraton Hotel, Nha Trang Beach within 1 hour after its next posted opening, whichever is later.
- 15.3 Protests will be heard as soon as possible in approximately the order of receipt.
- 15.4 A protest notice will be posted on the official race notice board at the Race Office, Sheraton Hotel, Nha Trang within 6 hours of the finishing time of whichever boat involved in the incident is the last to finish, or within 3 hours of the next posted opening of the race office, whichever is later. The onus is upon each competitor to ascertain whether or not he/she is party to a protest (rule 63.3).
- 15.5 The protest notice will inform competitors where and when there is a hearing in which they are parties to an incident or named as witnesses. Such notice will constitute a requirement that a representative attend the hearing as indicated.
- 15.6 An International Jury may be appointed in accordance with RRS Appendix N. If appointed, there shall be no appeal against the International Jury's decisions.

16. CANCELLATION

- 16.1 The race committee, acting under rule 76.1, may cancel the entry of any boat for any reason.
- 16.2 Should the race be cancelled for any reason there will be no resail (see SI 4.2).

17. SCORING

- 17.1 The RRS Appendix A Low Point Scoring System will apply.
- 17.2 The corrected time for each boat for its result in its class or division of class will be calculated using the following:

Racing, Cruising and Premier Cruising Divisions: The Time Corrector (TCC) as printed on a boat's valid IRC certificate will be applied to its elapsed time:

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

18. SAFETY REGULATIONS

- 18.1 The 2011 Special Regulations for a Category 1 race apply to all boats participating in the VinaCapital Hong Kong to Vietnam Race 2011 with the following modifications and additions:
 - 18.1.1 Drinking Water: Boats without functioning water makers shall start with no less than 10 litres of fresh water per crew member. Boats with functioning water maker installations shall start with no less than 4 litres of fresh water per crew member.
 - 18.1.2 Emergency Water: Emergency drinking water of at least 4 litres per crew member shall be carried in dedicated and sealed container(s).
 - 18.1.3 Clause 3.28.3(b) – Engines, Generators, Fuel: Boats shall carry sufficient fuel to enable the boat to motor at least 200 miles, in addition to any fuel required for charging batteries, running generators, or other such installations.
 - 18.1.4 Clause 3.29.1(k) - Marine Radio, Navigational Position-Fixing Device: All boats are required to carry an SSB HF marine transceiver capable of operation on 2182 kHz, 4125 kHz, 4060 kHz, 6215 kHz and 6230 kHz.
 - 18.1.5 Clause 4.02.1(b)-Hull Marking: Underwater hull markings of highly visible colour are strongly recommended for any boats having installation of new hull coating before the race.

18.1.6 Clause 6.01.4 (amendment): - Sea Survival Training: 50% of the crew must hold a current Sea Survival certificate from an accredited training facility.

18.1.7 Clause 6.05.2.1 – Medical Training: Two members of the crew shall hold a Senior First Aid Certificate or alternatively it will be acceptable that 30% of the crew, including person in charge/skipper, shall hold Standard First Aid Certificates.

18.1.8 There have been changes to the ISAF Offshore Special Regulations; competitors are therefore advised to study the full text of the current version and to complete the Race Special Regulations Checklist with reference to the full text of Category 1.

18.2 All entrants shall submit the Race Special Regulations Checklist and Declaration to the RHKYC Sailing Office no later than Monday 3rd October 2011 declaring compliance with the requirements of these Sailing Instructions and the 2011 Special Regulations.

18.3 Following receipt of each boat's Checklist, the race committee will review this and may request clarifications. On the basis of an acceptable Checklist, the race committee will arrange for an Official Scrutineer to inspect each boat at a time and place to be arranged directly between the Official Scrutineer and the boat's representative, such inspection to be completed by Friday 14th October 2011. The fact that the race committee conducts inspections of a boat does not reduce a boat's responsibility under rule 4.

18.4 Failure to materially comply with the Special Regulations as required by these Sailing Instructions may lead to penalties being applied or disqualification by the race committee at its absolute discretion. This changes rule 60.

18.5 In addition, boats shall be liable to inspection without warning one week prior to the race and until 12 hours after their completion of the race. Boats found not complying at such inspections may be disqualified or be given any other penalty as prescribed by the race committee.

18.6 Notwithstanding any inspections or compliance with the Special Regulations, each competitor is reminded of his sole responsibility for deciding whether or not to start or to continue racing. The attention of all competitors is drawn to rule 4.

19. SAIL LIMITATIONS

Sail limitations will be in accordance with the IRC rating system under which the boat is racing.

20. ENGINES

20.1 An engine may be used for charging batteries, winches, halyards, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral.

20.2 An engine may be used when appropriate to avoid collision or in grave emergency and the facts reported on the declaration (this changes rules 42.1 and 42.3 (d)). The Protest Committee may apply a penalty of 10% (minimum 1 place) except when the boat at a protest hearing shows that the circumstances that led to her use of the engine were entirely outside her control (when the penalty may be waived). However, the Committee, after a hearing, may disqualify the boat if it judges significant advantage was gained.

21. BOATS MOORED AFTER THE PREPARATORY SIGNAL

Any boat still moored after the time scheduled for the first preparatory signal of the race shall report this and the circumstances to the race committee by radio or by telephone. The race committee may then at its discretion allow an extended starting interval (changing SI 9.4) and waive rule 45 as it applies to a boat not off its moorings at her preparatory signal. A boat that has not previously come to the starting area and has the permission of the race committee may arrive late using an engine provided after she stops her engine she completes a Two Turns Penalty as described in rule 44.2 before starting.

22. BOARDING, LEAVING AND GOING ASHORE WHILST RACING

Crew may board their boat by any means and at any time up to two hours after the starting signal and may during the course of the race leave their boat by any means and take no further part in the race. Otherwise crew, gear and stores may be taken to and from shore only in the boat's dinghy propelled by oars. This changes rule 47.2.

23. SELF-STEERING AND POWERED DEVICES

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

24. RADIO COMMUNICATIONS

24.1 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.

24.2 There are no limits on communication from a boat provided the boat does not receive information (other than that publicly available to all) that might help her in the race. Nothing prohibits telephone or similar calls made for private business or emergency purposes. A boat may receive information about severe weather without infringing rule 41 (outside help).

24.3 Every boat shall report her position in accordance with the Radio Reporting Schedule and radio instructions. (See SI 25) **Failure to comply may result in the imposition of a penalty at the discretion of the race committee having regard to the circumstances.**

24.4 As a guide, a scoring penalty of one place may be applied where a boat misses any schedule without reasonable cause, such penalty to be additional to any imposed under any other Rules or Sailing Instructions. This changes rule 60.2.

24.5 All radio messages received, transmitted, or attempted to be transmitted shall be entered in the boat's log, or in a separate radio log.

24.6 Each boat shall demonstrate to the race committee that her VHF and SSB HF radio equipment is working satisfactorily not later than 30 minutes prior to the start of the race by calling the radio control boat. A boat starting without functioning radios may be subject to disqualification.

24.7 In the event of subsequent failure to make regular radio reports, a boat shall report the cause of this failure in its declaration.

24.8 The race committee may broadcast information to the fleet on VHF Channel 72 at the start and finish of the Race. Boats are strongly advised to monitor VHF Channel 72 with a loudspeaker or handheld VHF on deck. A boat may, without infringing rule 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.

24.9 All boats are strongly advised to maintain a listening watch on 4060 kHz for the duration of the race.

25. RADIO INSTRUCTIONS/ RADIO REPORTING SCHEDULE

25.1 The yacht "El Oro" will be the primary radio control boat. The yacht ("TBC") will be the secondary radio control boat. "El Oro" will conduct radio skeds for position reports and listening schedules. On completion of the race by "El Oro" or in the event of equipment failure, "TBC" will perform this operation.

25.2 All boats shall report their positions when called in alphabetical order by the radio control boat (RCB) on SSB 4060 kHz. The frequency 6230 kHz may be used by the RCB as a backup in the event that boats are unable to communicate on 4060 kHz.

25.3 Boats shall report their 0800 hours position to the RCB when called in alphabetical order beginning at 0803 hours for the morning schedule, and their 1800 hours position beginning at 1803 hours for the evening schedule. All boats are requested to listen out for the positions of other boats and to help the radio control boat if there are reception or transmission difficulties.

- 25.4 Weather reports will be sent by Sat Com to the radio control boat(s) and broadcast to the race fleet at 0903 and 1903 hours respectively.
- 25.5 All boats shall maintain a continuous listening watch on VHF channel 16 for the duration of the race.
- 25.6 All boats shall report wind strength and wave heights to the radio control boat when wind strength exceeds 30 knots.
- 25.7 In the event of a boat experiencing problems with its HF radio, every effort should be made to contact the radio control boat either by VHF channel 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 radio control boat. (See SI 24.6).
- 25.8 The position report routine will use the following procedure:
- (A) The radio control boat will commence transmission on 4060 KHz three minutes before the sked time. Boats should not attempt to broadcast during this tuning/listening watch.
 - (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 0800 and 1800 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 sked, when their positions will be asked for again.
 - (D) Once the sked 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.
- 25.9 Any boat that is unable to report its position by HF SSB, VHF radio or by relay boat for a position report and a succeeding position report at two consecutive skeds will be subject to a report to the race committee and subsequent action will be taken.
- 25.10 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.
- 25.11 Any boat which retires from the race will still be required to file position reports until crossing the finish line in Nha Trang or reaching another safe port.
- 25.12 All boats shall take appropriate action to inform crew of the correct procedure when handling and deploying both boat and personal EPIRBS.
- 26. ADVERTISING**
Boats intending to carry their own boat advertising on hulls, spars and/or sails shall submit a copy of their national authority advertising license where applicable to the race committee no later than Thursday 13th October 2011.
- 27. TRACKING UNIT**
All boats shall carry and operate a tracking unit supplied by the Organising Authority. This unit must remain operational for the duration of the race and must not be turned off under any circumstances.

28. PRIZES

28.1 Perpetual trophies will be awarded as:

Bimblegumbie Bucket	Line Honours
Neil Pryde Cup	1 st IRC RACING DIVISION A
Gudgin Trophy	1 st IRC PREMIER CRUISING DIVISION
Mike Sinfield Bowl	1 st IRC RACING DIVISION B

28.2 Prizes will be awarded to first place in each division and additional trophies and prizes may be awarded as determined by the race committee, which may include an overall IRC prize.

28.3 Prizes will also be awarded to the winner overall in each class, or in any division of a class, for boats taking part in races of the **China Coast Race Week 2011 – China Coast Regatta & VinaCapital Hong Kong to Vietnam Race 2011**. 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 in the overall China Coast Race Week.

29. DISCLAIMER OF LIABILITY

29.1 Yacht racing can be dangerous. The attention of the person in charge, owner and skipper 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 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..."

29.2 The RHKYC, Race Committee, VinaCapital, Saigon Tourist and other sub sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.

29.3 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 this Sailing Instructions. 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.

30. INSURANCE

30.1 All boats shall be insured with valid third-party liability insurance of the minimum cover of HK\$1,000,000 as required by Government (HKSAR) regulations.

30.2 Due to the nature of this race, it is suggested by the race committee all yachts are advised to take out additional insurance.

Notes: