



The VinaCapital Hong Kong to Vietnam Race 2010 is a 656 mile biannual ('downhill') fast passage to Nha Trang, on the south eastern coast of Vietnam organised by the RHKYC. Now in its fifth year this is the longest Asian Category One Offshore Race. The current race record is held by Grant Wharington's "Skandia Wild Thing" in 42h 45m 41s at an approximate average speed of 15.45 knots. In addition Nha Trang is a great jumping-off point for boats intending to continue on to other seasonal sailing events in Singapore, Malaysia, Thailand and Australia.

VINACAPITAL HONG KONG TO VIETNAM RACE 2010

Wednesday 20th to Sunday 24th October 2010

The VinaCapital Hong Kong to Vietnam Race 2010 is organised and conducted by the Royal Hong Kong Yacht Club (RHKYC) and supported by Saigon Tourist Travel Service, Vietnam.

NOTICE OF RACE

1. RULES

- 1.1 The VinaCapital Hong Kong to Vietnam Race 2010 will be governed by the following rules:
- the Racing Rules of Sailing 2009 - 2012 (RRS);
 - the Prescriptions of the Hong Kong Sailing Federation (HKSF);
 - the IRC Rules, Parts 1, 2 and 3 (IRC- C);
 - the ISAF Offshore Special Regulations;
 - this Notice of Race and;
 - the VinaCapital Hong Kong to Vietnam Race 2010 Sailing Instructions.
- 1.2 Succeeding items in the above list will take precedence.
- 1.3 IRC rule 21.6.2(b) (number of spinnakers onboard) is changed by the national authority's prescription to RRS rule 88 as authorised by, and in accordance with, IRC rule 21.6.2(b).
- 1.4 This Notice of Race may be modified by the VinaCapital Hong Kong to Vietnam Race 2010 Sailing Instructions.
- 1.5 The International Regulations for Preventing Collisions at Sea (IRPCAS), (Steering and Racing Rules) will apply between sunset and sunrise (as defined in the VinaCapital Hong Kong to Vietnam Race 2010 Sailing instructions) and will replace the rules of RRS Part 2.

2. ADVERTISING CATEGORY

In accordance with ISAF Regulation 20 (Advertising Code), the race committee may require all boats to display the event organiser's advertising on their bows and/or advertising on backstay pennants.

3. ELIGIBILITY AND ENTRY

- 3.1 Eligible boats will be entered by completing the Entry Form and returning this with the entry fee to the RHKYC Sailing Office on or before Monday 27th September 2010.
- 3.2 The VinaCapital Hong Kong to Vietnam Race 2010 will have the following classes:
- 3.2.1 **IRC Racing Class:** Keelboats with a Hull Factor (HF) of 7.5 and above or a Displacement/Length Ratio (DLR) of less than 150. The class will be divided into divisions based on suitable rating bands, at the discretion of the race committee, in the interests of fairer racing:
- A:** IRC 1.200 and above.
 - B:** IRC 1.080 to 1.199.
 - C:** IRC 1.079 and below.
- 3.2.2 **Cruising Class:** Keelboats with a HF of 7.4 or less or a DLR equal to or greater than 150.
- 3.2.3 **Premier Cruising Class:** Keelboats with a HF of 7.4 or less or a DLR equal to or greater than 150 **and** an LOA equal to or greater than 14.98m.
- 3.2.4 **Maxi & TP 52 Class:** If there are sufficient entries, the IRC A racing class will be divided into a Maxi and TP 52 class. This will be at the discretion of the race committee.
- 3.3 Boats shall enter one class only. Subject to the number of entries, the class may be altered at the discretion of the Race Committee. In addition, the Race Committee may waive the above guidelines or not accept an entry for a class if it considers that competition would be better served by that boat being in another class or division of a class.

VINACAPITAL HONG KONG TO VIETNAM RACE 2010: NOTICE OF RACE

- 3.4 All boats entering the VinaCapital Hong Kong to Vietnam Race 2010 shall submit a copy of their current liferaft certificate(s) and a copy of their EPIRB and/or INMARSAT MMSI number(s) either with the entry form or no later than Monday 27th September 2010.
- 3.5 All boats shall be not less than 10m overall (LOA) excluding bowsprit and/or bumpkin.
- 3.6 All boats shall submit the crew experience form to demonstrate that at least 50% of the crew including the skipper/person in charge have had offshore experience and have undertaken training as outlined in Appendix G of the 2010 Special Regulations to the satisfaction of the race committee. Documented proof of overseas' Appendix G training qualifications will be accepted subject to inspection by the race committee.
- 3.7 The crew experience form shall be submitted to the RHKYC Sailing Office on or before Monday 27th September 2010.
- 3.8 Boats racing in IRC Racing A Class need not comply with the crew numbers listed on their endorsed IRC certificate. This amends IRC rule 22.4.3. The race committee however reserves the right to refuse an entry to the race if there is insufficient experienced crew racing on the boat.
- 3.9 Crew must be a minimum of 18 years of age in order to race. Crew aged 16 - 18 years will be accepted by the race committee as long as a parent or legal guardian is present onboard during the race.
- 3.10 The registration form giving immigration and next-of-kin details of the skipper and crew shall be submitted to the RHKYC Sailing Office on or before 1000 on Wednesday 13th October 2010.

4. FEES

- 4.1 The entry fee will be HK\$3,000 per boat for the VinaCapital Hong Kong to Vietnam Race 2010, which includes crew and skipper tickets for the Prize-giving and Crew parties in Nha Trang, Vietnam on Saturday 23rd & Sunday 24th October, as well as the overall CCRW 2010 prize giving on Thursday 4th November 2010. Entry fees will not be refundable after Monday 4th October 2010.
- 4.2 Late entries may be accepted until 1800 on Monday 4th October 2010 upon application to the race committee and only upon payment of an additional fee of 50% of the entry fee and satisfactory completion of scrutineering and immigration requirements.

5. RACE SCHEDULE

The schedule for the VinaCapital Hong Kong to Vietnam Race 2010 is based on:

Wednesday 13 th October	CCRW Welcoming Party at RHKYC	1900-2200
Tuesday 19 th October	Immigration (Departure) Formalities	1600-1900
	Skippers' Briefing at RHKYC	1830-1900
Wednesday 20 th October	Start of Race	1210
Saturday 23 rd October	Prize giving party in Nha Trang, Vietnam	1800-2100
Sunday 24 th October	Crew Party	1800
Thursday 4 th November	CCRW Overall Prize-giving at RHKYC	1900-2200

6. MEASUREMENT

- 6.1 All Boats shall submit a copy of their current IRC rating certificate either with the entry form or no later than Wednesday 13th October 2010. No alteration in a boat's TCC will be permitted after this date except as a result of a rating protest, or to correct rating errors. Any alteration within the stated parameters must be put in writing to the Race Committee with written supporting evidence.
- 6.2 All Boats who wish to enter the IRC Racing Class Division A must have an endorsed IRC certificate.
- 6.3 **Boats with series date of 1995 or later will be categorised under STIX and AVS only. Boats with series date before 1995 may be categorised under either SSSN or STIX and AVS.**
- 6.4 All boats shall have a minimum STIX value of 32 and AVS minimum $130-0.002 \times m$ (where m is minimum sailing weight in kg in compliance with the RORC Safety and Stability calculation scheme) or a minimum SSS numeral (SSSN) of 34.

VINACAPITAL HONG KONG TO VIETNAM RACE 2010: NOTICE OF RACE

6.5 All boats entered in the Racing division may be asked to have the measurements of LL and LP of the largest headsail and the SLU, SLE, SF, SHW and SPA of the largest spinnaker as stated on the IRC certificate verified by an authority acceptable to the race committee.

6.6 Arrangements may be made by the race committee for sail measurements and boat weight to be checked prior to the race as a check against compliance with the IRC certificate data.

7. SAFETY

7.1 It is intended that the ISAF Category One Offshore Special Regulations 2010, shall apply to the VinaCapital Hong Kong to Vietnam Race 2010 with the following modifications:

- Clause 3.21.2(a) - Drinking Water: Boats without water makers shall start with no less than 10 litres of fresh water per crewmember. Boats with water maker installations shall start with no less than 4 litres of fresh water per crew member.
- Clause 3.21.3 - Emergency Water: Emergency drinking water of at least 4 litres per crew member shall be carried in dedicated and sealed container(s).
- Clause 3.28.(1-3) – Engines, Generators, Fuel: Boats shall carry sufficient fuel to enable the boat to motor at least 250 miles, in addition to any fuel required for charging batteries, running generators, or other such installations.
- Clause 3.29.1(k) - Marine Radio, Navigational Position-Fixing Device: All boats are required to carry an HF marine SSB transceiver (GMDSS/DSC preferred) capable of operation on 2182 kHz, 4125 kHz, 4060 kHz ,6215 kHz and 6230 kHz.
- Clause 4.02.1(b) - Hull Marking: Competitors attention is drawn to ISAF Offshore Special Regulation 4.02 relating to high visibility hull and deck markings.
- **Clause 6.01.4 (amendment): - Sea Survival Training: 50% of the crew must hold a current Sea Survival certificate from an accredited training facility.**
- 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.
- 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.

7.2 All entrants shall submit the Race Special Regulations Checklist and Safety Declaration to the RHKYC Sailing Office no later than Monday 4th October 2010 declaring compliance with the requirements of this Notice of Race, the Sailing Instructions and the ISAF Category One Offshore Special Regulations 2010. Boats entered from outside Hong Kong may be granted dispensation by the race committee if the boat is still in transit.

7.3 A penalty of HK\$1,000 per day will be charged to boats which fail to comply with the initial deadline for submission of scrutineering documents. This fee will be applied until the correct paperwork is received.

7.3.1 For clarification, and for the purposes of 7.3 above the following documents are required to be submitted prior to the deadline:

- Safety declaration.
- Initial scrutineering checklist (noted that boats are not required to fully pass all elements of scrutineering at this time).
- Stability declaration (required if STIX or AVS not applicable).
- Liferaft Certificate.
- Sat phone details.
- Crew experience form.
- First Aid and CPR certificates.
- Sea Survival Certificates.

VINACAPITAL HONG KONG TO VIETNAM RACE 2010: NOTICE OF RACE

- 7.4 For emergency safety communication purposes all boats are required to carry a satellite telephone, e.g. the marine Iridium satellite based system. Land based mobile telephones are not acceptable.
- 7.5 All boats will be provided with a working tracking unit which will be tested for correct installation and use before the start of the race. The unit must remain operational and switched on throughout the entire race. Boats which fail to comply may be subject to a protest by the race committee, unless reasonable written evidence is provided.
- 7.6 All boats must carry an AIS unit as outlined in the ISAF Category One Offshore Special Regulations 2010. The unit must remain operational and switched on and all times. Boats which fail to comply may be subject to a protest by the race committee, unless reasonable written evidence is provided.
- 7.7 All boats must comply with the HF/SSB daily radio schedule which will be outlined in the VinaCapital Hong Kong to Vietnam 2010 Sailing Instructions when published. Failure to report a position by either radio relay (VHF) or other means of communication (Sat Com) to the radio control boat for repeated skeds may result in a protest by the race committee, unless sufficient written evidence to the contrary can be produced.

8. SAILING INSTRUCTIONS

The VinaCapital Hong Kong to Vietnam Race 2010 Sailing Instructions will be available from early October 2010.

9. THE COURSE

The course to be sailed will be outlined in the VinaCapital Hong Kong to Vietnam Race 2010 Sailing Instructions.

10. PENALTY SYSTEM

An International Jury may be appointed in accordance with RRS Appendix N. The decisions of the Jury will be final, and will not be subject to appeal, in accordance with Rule 70.5.

11. SCORING

The scoring system to be used in the VinaCapital Hong Kong to Vietnam Race 2010 will be the IRC Handicap Rating system. The Time Corrector (TCC) as printed on a boat's current valid IRC certificate will be applied to its elapsed time, as follows:

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

12. SUPPORT BOATS

Support boats such as the committee boat and mark laying boats will be marked with the VinaCapital Hong Kong to Vietnam Race 2010 event branding.

13. BERTHING

Boats shall be kept in their assigned places both in Hong Kong prior to the start and Nha Trang anchorage area after the finish.

14. RADIO COMMUNICATIONS

- 14.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.
- 14.2 This restriction also applies to satellite and/or mobile phones, except to inform the finish line staff in Nha Trang that a boat is approaching the finish line or to inform the radio control boat of your current position if a boats HF/SSB suffers a problem.

15. PRIZES

- 15.1 Subject to entries, prizes will be awarded for line honours, first, second and third places overall in each class, or division of a class in the VinaCapital Hong Kong to Vietnam Race 2010.
- 15.2 Other prizes may be awarded at the discretion of the race committee.

16. DISCLAIMER OF LIABILITY

- 16.1 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

VINACAPITAL HONG KONG TO VIETNAM RACE 2010: NOTICE OF RACE

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..."

- 16.2 The RHKYC, VinaCapital, Saigon Tourist Travel Service, Sheraton Hotel Group, the race committee, members, associates and volunteers 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.
- 16.3 Persons in charge, owners and skippers are invited to co-operate closely with the Organising Authorities, 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 Notice of Race. 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.
- 17. INSURANCE**
All boats shall be insured with valid third-party liability insurance of at least HK\$1,000,000.
- 18. MEDIA & IMAGE RIGHTS WAIVER:**
- 18.1 By entering this race, each boat owner (or charterer) and crew on the competing boats grant at no cost the absolute right and permission to use their names, voices, images, likenesses and biographical material, as well as representations of their boats:
- (a) In any media (including television, print and internet) to the Organising Authority and the Sponsor and affiliated companies.
- 18.2 Owners (charterers) and crew members shall acknowledge and accept the granting of media rights referred to in this Clause 18 by signing the Entry Form and in respect of responsibilities and disclaimers referred to in Clause 18 hereafter, by signing the Disclaimer and Acknowledgement of Rights Form provided by the Organising Authority.
- 19. ADDITIONAL INFORMATION**
- 19.1 The VinaCapital Hong Kong to Vietnam Race 2010 is an officially approved and sanctioned qualifying race for the Rolex Sydney Hobart Yacht Race 2010 organised by the Cruising Yacht Club of Australia.
- 19.2 The VinaCapital Hong Kong to Vietnam Race 2010 forms part of the China Coast Race Week 2010. The offshore race is preceded by the China Coast Regatta 2010 – a three day independent regatta for large keelboats at the RHKYC's Middle Island facility on the south side of Hong Kong Island. Full details, including sailing instructions can be found at: www.chinacoastraceweek.com
- 19.3 Yachts entering from overseas, please contact **Roger Eastham – RHKYC Marine Services Manager** at: roger.eastham@rhkyc.org.hk, Tel: +852 2239 0308, Fax: +852 2572 5399, Mobile +852 9750 2251 for all details regarding facilities, berthing and commissioning prior to the race and/or regatta. For race management, please contact **Alex Johnston – RHKYC Sailing Manager** at: alex.johnston@rhkyc.org.hk Tel: +852 2239 0362, Fax: +852 2239 0364.
- 19.4 All other details and requirements will be set out in the VinaCapital Hong Kong to Vietnam Race 2010 Sailing Instructions which will be issued separately as well as published on the VinaCapital Hong Kong to Vietnam Race 2010 website: www.hkvietsamrace.com and will be available from early October 2010 from the RHKYC Sailing Office.