



Volvo Hong Kong to Vietnam Race 2023

Starts Tuesday 24 & Wednesday 25 October 2023

Royal Hong Kong Yacht Club



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 2023 will be governed by:

- the rules as defined in *The Racing Rules of Sailing* (RRS);
- the Prescriptions of the Sailing Federation of Hong Kong, China (HKSF);
- the ColRegs Rule 10 – Traffic Separation Schemes;
- the IRC Rules, Parts 1, 2 and 3 (IRC-C);
- the MOCRA Rating Rules current as of 16 October 2023;
- the World Sailing Offshore Special Regulations 2022-2023 - Category 1 Monohulls or Category 1 Multihulls;
- the RHKYC and RORC Offshore Prescriptions 2023;
- 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. This changes RRS 63.7.

1.2 See also NoR 1.2, 1.3 and 1.4.

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 56.2, a boat shall comply with the Traffic Separation Scheme regulations.

1.4 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 64.2.

1.5 While racing, a boat shall not fly a drone. The penalty for a breach of this instruction will be disqualification without a hearing. This changes RRS A5.1 and A5.2.

2. CHANGES TO SAILING INSTRUCTIONS

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

3. COMMUNICATIONS WITH COMPETITORS

Notices to competitors will be posted on the ONB located at www.chinacoastraceweek.com/race-vietnam. Notices will also be posted in the Course Room at RHKYC Kellett Island until 1800hrs Wednesday 25 October 2023 and then at the race office at Ana Marina, Nha Trang, Vietnam.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the flag poles on the RHKYC Kellett Island hardstanding near the eastern 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. SCHEDULE

5.1 The skippers' briefing will be held at 1830hrs on Monday 23 October 2023 at RHKYC Kellett Island.

5.2 The scheduled time of the warning signal for IRC Racer 2 is 1110hrs on Tuesday 24 October 2023.

5.3 The scheduled time of the warning signal for all other classes is 1110hrs on Wednesday 25 October 2023.

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 and Multihulls	W

7. STARTING AREA

The starting area will be in Victoria Harbour.

8. COURSE

The course will be:

Starting Line

TCS4	Port - passing
TCS3	Port - passing
Waglan Island	Starboard - rounding
Tan Kan Shan (Dangan Dao)	Starboard - rounding
North Reef (Paracel Island)	Port - passing
Hon Dung	Starboard - rounding
Noir Rer (Rocher Noir) North Cardinal	Port - passing
Finishing Line	(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 and E whose coordinates are as follows:

Paracel Islands EZ A:	15 12.808N, 110 36.350E
Paracel Islands EZ B:	17 21.517N, 110 55.877E
Paracel Islands EZ C:	17 37.127N, 111 25.796E
Paracel Islands EZ D:	17 13.222N, 113 26.282E
Paracel Islands EZ E:	15 26.387N, 112 54.807E

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 or a conical GPS buoy with a white cover laid 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 or a conical GPS buoy with a white cover at the port end.
- 10.4 The conical GPS buoy with a white cover referred to in SI 10.2 and 10.3 will look like this:
- 10.5 The finishing mark is 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 and posted 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 A5.1 and A5.2.

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 on a bearing of 000° (magnetic) to the safe water mark [RW MO(A) 6S] and within 200m of the mark. [RW MO(A) 6S] is located at Latitude 12° 14.480N, Longitude 109° 13.240E in Nha Trang Bay, Vietnam. The mark shall be left to starboard.

13.2 If the location of the finishing line needs to be moved, the new position will be broadcast via YB Connect 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).

13.4 Boats shall call the race committee 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 take their own finish time and enter this in their online declaration.

13.6 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 1700hrs on Monday 30 October 2023. 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 via YB Connect. Boats must continue to stay in contact 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 an online declaration (available at www.chinacoastraceweek.com/race-vietnam) that they have completed the race and shall report their finishing time and any infringements on the declaration.

17.2 The declaration shall be completed within 4hrs of finishing.

18. HEARING REQUESTS

18.1 Protests under RRS 78 shall be lodged by 1800hrs on Wednesday 18 October 2023, 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 at the Ana Marina race office within 4 hours of the boat's finishing time. If the race office is closed, the declaration shall be delivered within 1 hour of the next posted opening time of the race office. or within 1 hour of the next posted opening of the race office.

18.3 Notices to inform competitors of hearings in which they are parties or named as witnesses will be posted 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 Ana Marine race office, whichever is later.

18.4 Protest hearings will take place in Hong Kong on Monday 6 November 2023 at 1830hrs in the Protest Room, RHKYC Kellett Island, Causeway Bay.

19. SCORING

The Low Point System of RRS Appendix A will apply. See also NoR 14.

20. RADIO/DATA COMMUNICATIONS

20.1 While racing, a boat shall keep a listening watch on DSC on their VHF radio and have a satellite phone and their Yellowbrick Connect unit switched on at all times.

20.2 While racing, a boat shall switch on her designated mobile phone in time to receive the race committee communications specified in SI 21.1. The phone shall be the one linked to the boat's Yellowbrick Connect unit.

20.3 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.

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

20.5 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.

21. REPORTING SCHEDULE

21.1 The race committee will send boat position reports and weather updates to the fleet at 0900hrs and 1900hrs during the race.

21.2 While racing, when the wind strength exceeds 30 knots, a boat shall report wind strength and wave heights to the race committee at 0900hrs and 1900hrs.

22. SAIL LIMITATIONS

Sail limitations will be in accordance with the IRC/HKSF Prescriptions under which the boat is racing.

23. ENGINES

23.1 An engine may be used for charging batteries, powering winches, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral. This changes RRS52.

23.2 [DP] An engine may be used for propulsion while racing to avoid collision or in an emergency. This changes RRS 42.1.

23.3 If SI 23.2 applies, the full facts of the incident shall be reported on the boat's declaration.

24. SELF-STEERING AND POWERED DEVICES

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

25. PRIZES

25.1 Prizes will be awarded for Multihull and Monohull Line Honours, and IRC overall first and second places.

25.2 Prizes will be awarded at the Location Prizegiving at 1700hrs on Saturday 28 October 2023 at Ana Marina.

26. DISCLAIMER OF LIABILITY

Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. The organizing authority (RHKYC), the Hong Kong to Vietnam Race 2023 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 event.

27. INSURANCE

27.1 All boats shall be insured with valid third-party liability insurance of at least the minimum cover required by HKSAR law.

27.2 Due to the nature of this event, the race committee advises all boats 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.