



Sailing Instructions

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1 Rules

- 1.1 The Middle Island Regatta (MIR) will be governed by:
- The ISAF Racing Rules of Sailing for 2013-16 (RRS);
 - The Prescriptions of the Hong Kong Yachting Association (HKSCF);
 - The DBYC Standard Racing Instructions (SRI); and
 - These MIR Sailing Instructions.

2 Organising Authority

- 2.1 The organising authority is the Discovery Bay Yacht Club (DBYC).

3 Entries

- 3.1 Late entries may be accepted after that date at the sole discretion of the Race Committee.

4 Classes and Divisions

- 4.1 Whilst racing, a boat shall fly the IC flag for its class or division, prominently displayed from its backstay.

- 4.2 The classes and respective IC flags are as follows:

Division A:	IC flag K
Division B:	IC flag J
Motoring Division:	IC flag M

COA Championship participants will race in HKPN Divisions above.

- 4.3 Any boat that decides to enter the Motoring Division shall replace its class flag with IC flag M for the remainder of the race.

- 4.4 Classes may be further sub-divided at the discretion of the Race Committee, subject to the number of entries received.

5 Motoring Division

- 5.1 A boat may enter the Motoring Division by electing to motor at any time after the first 30 minutes from the start of a race. Motoring Division results will not be given unless more than three boats finish in that division from a given class. All periods of motoring shall be recorded on the Race Declaration form.

- 5.2 Each period of motoring will be rounded up to the nearest 10 minutes and incur a 100 % time penalty. Motoring in excess of one quarter of a boat's total time will incur a 200 % time penalty. A Motoring Factor (MF) will also be applied, equivalent to the boat's waterline length (LWL) in feet, expressed as an additional percentage. The MF will be applied to inboard engine equipped boats only, as described in the DBYC SRI's.

- 5.3 Any short burst of motoring for safety reasons (eg to avoid the path of commercial shipping) shall be declared on the Race Declaration, but will not necessarily constitute a transfer to the Motoring Division. A time penalty may be applied if an advantage is gained; this will be at the sole discretion of the Race Committee.

- 5.4 Motoring Division results will not be included in the combined results for the Regatta. A boat electing to enter the Motoring Division shall display IC Flag M from its backstay for the remainder of the race.

6 Notices to Competitors

- 6.1 Changes to these Sailing Instructions may be made by issuing a Notice to Competitors up to one hour before each race. Changes to the SI's made on the day of the race will also be signalled on the water, before the warning signal, by hoisting IC flag L from the Committee Boat and communicating the change

to each boat when it comes within hailing distance.

- 6.2 Notices to Competitors issued before 15th November will be posted on the DBYC Website www.dbyc.net. Notices to Competitors issued on or after 15th November will be specifically mentioned at each race briefing.
- 6.3 Mar Dep Notices to Mariners, with the exception of the Traffic Separation Scheme, will be considered to be part of these Sailing Instructions. This exception does not in any way mitigate the obligation of boats to observe the Traffic Separation Scheme Regulations.

7 Starting Times and Flags

- 7.1 Race 1 - Discovery Bay to Middle Island on Sat, 18th Novmeber:

	Start Sequence Time	IC Flag
Division A	1100 hours	K
Division A	1110 hours	J

All start times will be confirmed at skippers briefing.

- 7.2 Race 2 – Pursuit Race, Middle Island to Discovery Bay on Sunday, 19th November:

Race 2 of the MIR will be conducted as a Pursuit Race. All boats shall start at a time defined by their handicap, and finish order will equal prize order. Start times shall be in accordance with Annex D, Pursuit Race Start Order, which will be issued at the race briefing prior to Race 2. Handicaps may be adjusted to reflect each boat's performance from Race 1.

	Start Time	IC Flag
First boat starts (all divisions)	approx. 1000 hours	N/A

8 Courses and Marks

- 8.1 The race marks shall be left to port or starboard as detailed below.

- 8.2 **Race 1:** Start (approx 1 nm SE of DB marina)
- | | | |
|--|--|--------------------------------|
| Windward mark(if laid) | | Stbd |
| Hei Ling Chau | | Port |
| Cheung Chau Rock | | Port [take time see sect 11.1] |
| Lamma Island | | Port |
| Finish In the vicinity of Yuen Kok Light | | Port [take time see sect 11.1] |

- 8.3 **NB Race 1: An Alternate Course May be Started Due to Light Winds , Please see attached Courses**

- 8.4 **Race 2:** Start In the vicinity of Wong Chuk Kwok Light
- | | | |
|---|--|--------------------------------|
| Lamma Island | | Stbd |
| Wave Measuring Buoys [22°13.238N 114° 04.568E] | | Stbd [take time see sect 11.2] |
| Datum Rock | | Port [take time see sect 11.2] |
| Peng Chau | | Stbd |
| Finish Pillar Rock [22 17.483N 114 01.691E]
(within 300m) and a Line Bearing 270° from Pillar Rock | | Stbd [take time see sect 11.2] |

9 The Start

- 9.1 The Committee Boat will fly a blue flag when in position at the starting line.
- 9.2 Race 1 will be started in accordance with RRS rule 26, with the warning signal given five minutes before the starting signal. Race 2 will be a Pursuit Race, started as described in para 7.2 and Annex E.
- 9.3 The starting line will be a line between a staff displaying an orange flag or shape on the Committee Boat at the starboard end of the line and a buoy laid as an outer distance mark (ODM) at the port end of the line. An inner distance mark (IDM) may also be laid, in which case boats shall pass between the IDM and the ODM when starting.
- 9.4 A windward mark may be laid approximately ½ nm to windward of the starting line. In this case the Committee Boat will display a green flag or board to indicate that the mark is to be left to starboard, or a red flag or board to indicate that the mark is to be left to port.
- 9.5 The locations of the start line for Race 1 may be altered due to light wind conditions, please see alternate course details... Should the start line need to be altered announcement will be made on Channel 72 and by text message.
- 9.6 The location of a start line shall not be subject to protest or claim for redress. This changes RRS 62.1(a).
- 9.7 A boat whose class warning signal has not been made shall keep clear of the starting area and of all boats whose class warning signal has been made.
- 9.8 Boats shall not use engine propulsion after 1 minutes prior to starting.

10 The Finish

- 10.1 The committee boat will fly a blue flag when in position and on station at the finishing line.
- 10.2 The finish shall be a line between a staff displaying an orange flag or shape on the committee boat at the starboard end of the line, and a buoy laid as an ODM at the port end of the line or designated land mark.
- 10.3 The locations of the finishing lines shall be as follows:
- Race 1: If Manned the Finish line will be between the Committee Boat and Lighthouse..** Boats shall note their own GPS time, and as far as practicable, wait in the vicinity of the finishing line to note the time of the next finisher on the Declaration Form. Each Skipper will SMS their finish time and that of the next finishing boat to the following number 97761031 failing to do so will invalidate your finish time. **Please deliver your declaration to Committee Boat at ABC Middle Island when you have berthed.**
- 10.4 The location of the finishing line for Race 2 shall be as follows:
- The finishing line shall be a line between Pillar Rock [22 17.309N 114 01.815E] and a Line bearing 270° from Pillar Rock. Boats shall note their own GPS time, and as far as practicable, wait in the vicinity of the finishing line to note the time of the next boat to finish on the Declaration Form. Each Skipper shall SMS their finish time and that of the next finishing boat to the following number: 97761031 and deliver the completed declaration to the committee boat immediately on arrival. **Boats failing to do so will be considered DNF.**
- 10.5 Each boat shall obtain an acknowledgment from the Committee Boat that it has either finished or retired. If the committee boat is not on station, this shall be done by contacting the Race Officer on VHF Ch 72 or telephone 97761931 or 94988569.

11 Course Shortening

- 11.1 The courses may be shortened at any mark of the course or immediately beyond the mark of the course by visual signal, IC flag S, flown by the Committee Boat. Boats should then finish by passing between the Committee Boat and the mark, or between the Committee Boat and an ODM, if laid. In the latter case, the ODM will be laid not more than 100 m from the Committee Boat on the same side as the mark. This may result in the ODM being laid at the starboard end of the line, changing para 10.2.
- 11.2 Cut-off 1: For Race 1 only, 'Cheung Chau Rock' [Sham Shui Pai [22°12.33N – 114°2.800E] boats MUST take their own GPS time as they pass within 200 m of Cheung Chau Rock as it bears 090 degs M. This time may be used if the course is shortened due to weather conditions.
- 11.5 Cut-off 1: For Race 2 only, 'Wave Measuring Buoys' [22°13.238N 114° 04.568E] mark, boats MUST take their own GPS time as they pass within 200 m of the most westerly mark as it bears 090 degs M. This time may be used if the course is shortened due to weather conditions.
- 11.6 Cut-off 2: For Race 2 only 'Datum Rock' [22°16.290N 114° 03.830E] mark, boats MUST take their own GPS time as they pass Datum Rock to port as it bears 90 degs M. This time may be used if the course is shortened due to weather conditions.
- 11.7 The courses may be shortened for individual divisions, in which case the relevant IC Class flag(s) of the division(s) to be shortened will be flown under IC flag S.
- 11.8 The Committee Boat will attempt to communicate any course shortening by calling on VHF Channel 72 and the mobile telephone number declared on the entry form for each boat. Failure to receive such a communication shall not be accepted as grounds for a protest or claim for redress.

12 Time Limits

- 12.1 Race 1. The first Cut off will be 1400 for leading boats to pass due east of Cheung Chau Rock [Sham Shui Pai [22°12.33N – 114°2.800E]
- 12.2 Race 1. Final cut off will be 1600 for leading boats to pass due south of Yeun Kok Light [22°10.54.07N – 114°8.56.13E] . Times at Cut-off marks will be used to calculate results for shortened course ruling
- 12.3 Race 2. The first Cut-off will be 1400 for leading boat to pass Wave Measuring buoy at [22°13.238N 114° 04.568E]
- 12.4 Race 2. The second Cut-off will be 1500 for leading boats to pass Datum rock at [22°16.290N 114° 03.830E]
- 12.5 The race will be abandoned if the leading boat has not crossed the finishing line, by 1600 hours Race 2 . If the race is abandoned then all times at the last valid cut-off marks will be used to calculate positions and prizes.

13 Retiring

- 13.1 It is important, in the interests of safety, that any boat retiring from the race shall inform the Committee Boat immediately by telephoning 97761031 or 94988569.

14 Race Declarations

- 14.1 All boats, including those that retire from a race, shall lodge a completed Race Declaration Form (Annex A) with the Race Officer not later than 1 hour after finishing on the day of the race. A boat that does not lodge a properly completed Declaration Form before that time may be considered DNF (Did Not Finish).

15 Handicapping & Prizes

- 15.1 Boats will be handicapped by HKPN, or DBPN (issued by the DBYC) if no HKPN is available. The DBYC Handicapping Committee reserves the right to adjust existing HKPN handicaps using the PIPPS system (as described on the HKSF website), in order to fairly balance the performance of all boats entered
- 15.2 Prizes will be awarded for the Race 1 DBYC, to Middle Island and for Race 2, Pursuit race back to Discovery Bay and for 1st, 2nd and 3rd places overall, employing the modified Low Point scoring system.
- 15.3 The Low Point scoring system will apply, modified such that first place will be awarded three quarters of a point. All other placings will be awarded points equivalent to their finishing position.
- 15.4 The Race Committee may sub-divide a division or create new classes depending upon the number of entries received. Additional prizes may be awarded at the discretion of the Race Committee.

16 Safety

- 16.1 All boats shall comply with the current edition of the ORC Special Regulations Category 4.
- 16.2 The attention of all competitors is drawn to the Fundamental Rules in Part 1 of the RRS, particularly with respect to life-saving equipment and the wearing of personal buoyancy. The safety of a boat and her crew is the sole responsibility of the Skipper, who must ensure that the boat is seaworthy and properly equipped and that the crew are able to cope with emergencies and poor weather conditions. The Skipper must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.
- 16.3 A boat shall not race with its anchor or other similar piece of equipment positioned outside the sheerline of the boat. Any offending boat may be disqualified and such penalty will not be subject to protest.
- 16.4 Skippers are reminded that they must not obstruct traffic in the Fairways or Traffic Separation Schemes. VHF radio equipped boats shall monitor VHF Ch 16 whilst crossing these channels.
- 16.5 The onus is on pleasure craft to give way to commercial shipping and boats must be prepared to motor if necessary in order to keep clear. Boats shall have their auxiliary engines ready for use, if required. Motoring for safety reasons must be declared, but this will not necessarily constitute a transfer to the Motoring Division and will not result in disqualification. A time penalty may be applied at the discretion of the Race Committee if an advantage is deemed to have been gained.
- 16.6 All commercial vessels or towing combinations of over 40 metres length overall will be granted a "Moving Prohibited Zone" around the vessel when the vessel is under way, as detailed in DBYC SRI's. This Moving Prohibited Zone ranks as an obstruction for the purposes of RRS Rules 18 and 19.

17 Insurance

- 17.1 All boats shall hold valid third party insurance and shall produce a valid Certificate of Insurance if requested by the Race Committee.

18 Disclaimer

- 18.1 All those taking part in the event do so at their own risk and responsibility. Each boat is solely responsible for the decision to race or to continue racing. Entrants shall note and advise all crew members that competitors participate at their own risk and that the DBYC does not accept any liability for any loss or damage to persons or property that may result from such participation.

ANNEX A RACE DECLARATION

RACE 1 – DB TO MIDDLE ISLAND

Boat Name: Sail Number:

Motoring commenced at: GPS time GPS Position

Motoring completed at: GPS time GPS Position

Race 1 cut-off (Cheung Chau rock) GPS time

Boat ahead

Boat behind

Race 1 Finish Line (Yeung Kok Light) GPS time

Boat ahead

Boat behind

I confirm that I have sailed the race in accordance with the Sailing Instructions.

Signed

Skipper/Navigator

**PLEASE DETACH AND HAND TO THE RACE OFFICER
(on board Committee Boat at ABC Middle Island pontoons)**

ANNEX A RACE DECLARATION

RACE 2 – MIDDLE ISLAND TO DB

Boat Name: Sail Number: Start Time:

Motoring commenced at: GPS time GPS Position

Motoring completed at: GPS time GPS Position

Race 2 cut-off (Wave Measuring Buoy) GPS time

Boat ahead

Boat behind

Race 2 cut-off (Datum Rock) GPS time

Boat ahead

Boat behind

Finish – off DB Marina – Pillar Rock GPS time

Boat Ahead

Boat Behind

I confirm that I have sailed the race in accordance with the Sailing Instructions.

Signed

Skipper/Navigator

PLEASE DETACH AND HAND TO THE RACE OFFICER on Committee Boat in DB Marina Club

ANNEX B - Administrative Notes

DISCOVERY BAY MARINA

The Regatta is open to all DBYC and ABC members, and members of any HKSF-affiliated club. The event will consist of two races with two prize-givings, scheduled as follows:

Sat, 18th Nov

0900	Skippers Briefing, DBMC Rear Lawn
1100	Start Race 1 off DB
1600	Finish off South Lamma
1630	Carlsberg beer-call on the ABC MI dockside
1830	RHKYC MI Clubhouse – Cash Bar
2000	Prize-giving Race 1

Sun, 19th Nov

0830	Breakfast at Middle Island
0845	Skippers briefing
1000	First start Race 2 off South Lamma (check individual times)
1600	Finish off DB
1700	Prize-giving Race 2 and overall DBMC Bilge Bar with cash Bar

PLAN FOR THE FUN STUFF

This year the major social event will be held at RHKYC Middle Island during the overnight stop.

On arrival at ABC MI, we will celebrate re-hydrate with cold drinks on the dock and sponsor photographs as usual. Followed by a BBQ Dinner at RHKYC, creative fancy dress is encouraged (theme is 20yrs after the Handover of HKG).

ADMINISTRATION

ABC – Berthing on the MI pontoons. Please leave outside berths for catamarans and if using the ferry pontoon please leave space for ferry operations. There is no mooring available on MI (unless you have made prior arrangement with a private mooring owner) however, the ABC pontoon can accommodate 8 yachts easily and up to 12 yachts if you raft up to another yacht on the main pontoon. Anchoring is also an option outside the mooring area. As per Last year there may be a small incidental Berthing Fee at Middle Island..

Shuttle service. ABC will provide a boat to shuttle crews to and from the RHKYC pontoon to get to shore. It will operate until midnight on Saturday night and start again at 0800 on Sunday morning.

F & B. Dinner will be at RHKYC in the function rooms ,Drinks will be provided on a cash bar basis. A breakfast buffet will be served at 0830 hrs on Sunday morning – the skippers briefing will take place during breakfast at 0845 hrs, with first start for Race 2 at approx 1000 hrs.

Ice. Limited amounts of ice (\$28) will be available at Middle Island, so please collect at the main ABC clubhouse on your way through.

ABC staff. Any queries or problems, contact ABC Marine Manager, ABC General Manager, 9124 6400.

GENERAL

Photos. Please encourage your crew to take photos during the race and at the two prize-givings. The best shots will be used on the DBYC website and in the various regatta write-ups. Please pass to Webdoc or committee.

ANNEX C - RACE SAFETY AND ACCOUNTABILITY

Sailing, and, in particular, yacht racing, is a hazardous pursuit. The organisers of the Middle Island Regatta have taken every reasonable measure to ensure safety during the organisation of the event and will, so far as they are able, endeavour to create a safe racing environment.

However, responsibility for the actions and conduct of each participating vessel must lie, in all respects, with the Skipper of that vessel.

Skippers are therefore required to complete the following declaration:

- I, the undersigned, am the Skipper of vessel.....HK Reg.....
- I hold a valid licence.
- My vessel holds a valid license, is in a seaworthy condition and is equipped to a minimum of ‘Category Four’ standard of safety equipment.
- I have read and understood the Sailing Instructions.
- I am aware of situations and occurrences promulgated by Marine Department Notices and Notices to Mariners in the general area of the racecourse.
- I am conversant with, and will comply with, the provisions of the International Regulations for Preventing Collisions at Sea.
- I understand that I am solely responsible for the safe operation of my vessel before, during and after each race.
- I have briefed all of my crew, and they are aware of my sole responsibility, as Skipper, under these conditions.

Signed Dated