

# Discovery Bay Yacht Club Hong Kong



## Standard Racing Instructions

(Rev 2 – 1 Jan 06)

<u>SRI N°</u>	<u>Contents</u>	<u>Page</u>
1	Introduction	2
2	Safety	2
3	Insurance	3
4	Safe Navigation	3
5	Prohibited Areas	3
6	Protests	4
7	Cancellation	4
8	Handicaps	4
9	Scoring	4
10	Motoring Division	5
11	Marks of the Course	5
Annex A	- Admin Notes	6
Annex B	- Flags & Signals	7
	- International Code Flags	8

**1 Introduction**

**1.1** The Discovery Bay Yacht Club Standard Racing Instructions (SRI) have been written to govern the general conduct of DBYC races. SRI rank as sailing instructions under ISAF Racing Rules of Sailing for 2005-08 (RRS) rule 89.2 and shall apply to all DBYC races unless specifically overridden by sailing instructions or notices particular to an individual event.

**1.2** Accordingly, this booklet incorporates SRI common to all DBYC racing, whether in the form of regattas, cruising or pursuit races, or race training. Failure to comply with these Instructions may result in a boat being protested by the Race Committee and disqualified.

**1.3** Note, some of the participants in DBYC events may be new to yacht racing. It must be emphasized that these are 'Fun and Friendly' events. The more practiced racers should allow for this inexperience where prudent, and assist wherever possible.

**2 Safety**

**2.1** Boats shall comply with their class rules, their rating rules and the safety requirements specified in these Instructions. Selected boats will be inspected for compliance with the requirements and a boat that fails an inspection may be penalised, either by time penalty or by disqualification, at the discretion of the Race Committee. Any such penalty will not be subject to protest. Entrants to all DBYC events shall comply with the relevant licensing and seaworthiness requirements of the Hong Kong Marine Department (Mar Dep).

**2.2** The safety of a boat and her crew is the sole responsibility of the Skipper, who shall ensure that the boat is seaworthy and properly equipped and that the crew are able to cope with emergencies and bad weather conditions. The Skipper shall 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.

**2.3** The attention of competitors is drawn to the Fundamental Rules in RRS Part 1, particularly in respect of the decision to race or to continue racing, for which each boat is solely responsible.

**2.4** Boats shall carry a mobile telephone and have the instrument switched on at all times throughout each race to receive incoming calls from the Race Committee on matters of safety. A boat's mobile telephone contact number shall be recorded on the race entry form and updated as necessary prior to the race.

**2.5** Boats shall not race with an anchor or equipment of a similar nature projecting outside the sheer line of the boat. Offending boats may be disqualified at the discretion of the Race Committee and any such penalty shall not be subject to protest.

**3 Insurance**

3.1 Boats shall have valid third party insurance and shall produce a valid Certificate of Insurance if requested by the Race Committee.

**4 Safe Navigation**

4.1 Skippers are reminded that they must not obstruct traffic in the Fairways or Traffic Separation Schemes. 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.

4.2 In situations where a risk of collision is apparent, for example in restricted waters near the Ma Wan Channel, a boat may use alternative means of propulsion (including motor, paddles or a tow) to remove herself from the path of commercial traffic. Provided that the boat's Skipper declares such action to the Race Committee immediately after completion of the race, the boat will not be disqualified for using alternative means of propulsion (this changes RRS Rule 42). However, a time penalty may be applied at the discretion of the Race Committee if an advantage is deemed to have been gained.

4.3 All commercial vessels (or towing combinations) of over 40 metres LOA will be granted 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 RRS Rules 18 and 19.

Ahead of the vessel:	200 m (or two lengths of the vessel if greater)
Ahead of towing combinations:	100 m
Abeam the vessel:	50 m (or two widths of the vessel if greater)
Astern of the vessel:	25 m

4.4 It is the intention of this Instruction to provide a framework for safe and fair sailing, in accordance with the spirit of the RRS and the International Regulations for the Prevention of Collisions at Sea. Nothing in these Instructions shall relieve a boat from its obligation not to impede the passage of commercial vessels when navigating within a narrow channel or fairway.

4.5 When a boat is considered to have infringed any part of SRI 4.3, another boat or the Race Committee may lodge a protest against it. If the protested boat is found to have contravened SRI 4.3, the Protest Committee may adjust the score or finishing times of the boat or make some other arrangement, including disqualification.

**5 Prohibited Areas**

5.1 Any area indicated by the presence of yellow marker buoys shall be considered a prohibited area for the purposes of Club racing. Boats which enter an area which is bounded by yellow marker buoys may be subject to protest by other competitors or by the Race Committee. Where only two yellow marker buoys are used to designate a coastal avoidance zone, the boundary shall be an imaginary line perpendicular from the buoys to the nearest land.

**6 Protests**

**6.1** Notice of an intention to lodge a protest shall be given to the Committee Boat upon finishing. Protests shall then be presented to the Race Officer in writing within one hour of the official race time limit.

**6.2** Protests will be heard in approximately the order of receipt and will commence immediately the parties involved have been notified or as soon as possible thereafter if other hearings are in progress.

**6.3** It is the responsibility of each boat skipper to ascertain whether or not he is required to attend a protest hearing and to attend at the correct time and have all likely witnesses in attendance.

**6.4** When, after a hearing, 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, it may impose no penalty or such penalty as it thinks appropriate.

**7 Cancellation**

**7.1** The Race Committee, acting under RRS Rule 76.1, may cancel the entry of any boat or class of boats depending on the prevailing or forecast weather or sea conditions.

**8 Handicaps**

**8.1** Handicaps for all classes and divisions shall be based on current HKPN ratings, as may be modified by the Race Committee. The adjusted HKPN, known as DBPN, will be posted at or before each race briefing. Boats without current HKPN will be awarded a DBPN derived from their anticipated performance.

**8.2** DBPN's may be adjusted between races; such inter-race adjustment shall not be of a magnitude that would have altered the previous race's finishing order, or normally be greater than 1% of the existing handicap.

**8.3** DBPN's shall be re-calculated after every regatta, but will never be of a magnitude that would have altered the final positions in that event.

**9 Scoring**

**9.1** Each boat's corrected time under handicap shall be calculated as:

$$\text{Corrected time} = \text{Elapsed time} \times 1000 / \text{DBPN}$$

**9.2** The Low Point scoring system shall apply, modified such that first place will be awarded three quarters of a point. All other placings shall be awarded points equivalent to their finishing position.

**10 Motoring Division**

**10.1** The Sailing Instructions for certain events may allow the option of completing the race under motor if the wind fails. A boat shall enter such a Motoring Division by using her motor at any time after the first 30 minutes from the start of a race. A boat electing to enter the Motoring Division shall prominently display IC Flag M from its backstay for the remainder of the race.

**10.2** Each period of motoring shall 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 shall incur a 200 % time penalty.

**10.3** A Motoring Factor (MF) shall also be applied, equivalent to the boat's waterline length (LWL) in feet, expressed as an additional percentage. The MF shall be applied to inboard engine equipped boats only, as follows:

$$\text{Corrected Time} = \frac{(T + M + Q) \times 1000}{\text{HKPN}}$$

Where T = total time

M = motoring time + MF %

Q = motoring time in excess of T/4 + MF %

MF = LWL in feet, expressed as an additional percentage

**10.4** Any short burst of motoring for safety reasons (eg to avoid the path of commercial shipping) shall be declared on the Race Declaration form, 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 discretion of the Race Committee.

**10.5** Motoring Division prizes shall not be awarded unless more than three boats finish in that division from a given class.

**10.6** Motoring Division results shall not be included in the combined results for an event.

**11 Marks of the Course**

**11.1** The Sailing Instructions may include an approximate Lat / Long or geographical range & bearing to assist in location of certain marks of the course. However, boats shall round or pass the actual position of the specified marks as they are found on the day.

**11.2** Any difference or error in the approximate positions of marks of the course as given in the Sailing Instructions shall not be subject to protest or claim for redress.

**Annex A Administrative Notes**

The following telephone numbers should be noted:

<b>DBYC</b>	<b>(Tel / fax)</b>	<b>2987 1744</b>
Commodore	(James Fernie)	9273 1766
Treasurer	(Nigel Easterbrook)	9652 2590
Secretary	(Andy Kung)	9026 9694
Aberdeen Boat Club		2522 8182
Clearwater Bay		2335 3800
DB Marina Club	(Albert Khong)	2987 9591 / 2987 9511
Gold Coast Marina	(David Bowdler)	2404 3258 / 9778 1403
Gold Coast Hotel	(Vivian Chiu)	2452 8322 / 2452 8888
Hebe Haven Yacht Club		2719 9682 / 3672
RHKYC	(Kellet Island)	2832 2817
	(Middle Island)	2239 0391
HK Observatory		2926 1133
South China Coast	(English)	187 8970
	(Cantonese)	187 8001
Marine Department	(Vessel Traffic Centre)	2233 7810 / 2858 2163 / 2107
<b>MRCC</b>	<b>(Maritime Rescue)</b>	<b>2545 0181 / 4645</b>
Marine Police	(Emergency)	2366 5827 / dial 999
Fire Department		2723 2233
Ambulance		2735 3355
DB Doctor		2525 6798 / 9181 6540
<b>Emergency</b>	<b>(All departments)</b>	<b>999</b>

VHF-equipped boats should monitor Ch 69 for all race-related communications.

## Annex B Flags & Signals

**Committee Boat.** The Committee Boat will fly a **Blue flag** and, when on station at start and finish, an **Orange flag** which indicates one end of the start / finish line.

**Postponement and abandonment.** No later than the 5 minute warning signal, postponement will be indicated by the **Answering Pennant** (2 sounds) being raised. Abandonment will be signalled by **flags N over A** or **N over H** (3 sounds).

**Windward mark.** When a windward mark has been laid, the Committee Boat will indicate that it must be passed to starboard with a **Green flag**, or that it must be passed to port with a **Red flag**, as the prevailing wind dictates.

**Course selection.** The Committee Boat may signal a specific course to be sailed by use of **Number pennants** or by using a **signal board**, a chalk board on the stern of the Committee Boat.

**Notice of Change.** The Committee Boat will signal a change to the SI's by flying **flag L** no later than the warning signal, together with 4 sounds. Boats should approach the Committee Boat to read the signal board or be hailed with the details of the change.

**Starting.** The following signals are used to count down to the start. Timing is taken from the visual signals; the failure of a sound is disregarded. The preceding signal will be lowered one minute before the next is made.

Warning	<b>Class flag</b> up	(one sound)	<b>5 minutes</b>
Preparatory	<b>flag P</b> up	(one sound)	<b>4 minutes</b>
One minute	<b>flag P</b> down	(one long sound)	<b>1 minute</b>
Starting	<b>Class flag</b> down	single horn blast	<b>start</b>

**'Round-an-end' Rule.** When **flag I** is signalled with or before the preparatory signal, any boat starting early must round either end of the start line before starting correctly.

**Individual recalls.** Any boat crossing the line before the starting signal will be signalled by **flag X** (one sound), which will remain raised until all such boats returns to the pre-start side of the line and start correctly, up to four minutes after the starting signal.

**General recalls.** When the Race Officer is unable to identify the boats that crossed the starting line early, or there has been an error in the start procedure, the **First Substitute** (2 sounds) should be raised. The warning signal for a new start is then made one minute after **the First Substitute** is removed (one sound) and the starts for any succeeding classes follow thereafter.

**Protests.** A boat intending to protest because of an incident during the race shall hail "Protest!" and conspicuously display a **Red flag** (back stay preferred) at the first reasonable opportunity, until she finishes (or retires) and receives an acknowledgment from the Committee Boat.

**Course shortening.** After the start, a shortened course may be signaled by the Committee Boat flying **flag S** whilst stationed next to a course mark. When flown with an **Orange flag** it indicates 'finish here'.



A



B



C

Change of Course



D



E



F



G



H



I

Rule 30.1 is in effect



J



K



L

Come Within Hail



M

Missing Mark



N

Races Started are Abandoned



O



P

Preparatory Signal



Q



R



S

Shortened Course



T



U



V



W



X

Individual Recall



Y

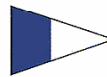


Z

Rule 30.2 is in effect



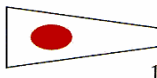
First Sub. / General Recall



Second Sub.



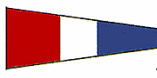
Third Sub.



1



2



3



4



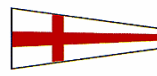
5



6



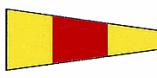
7



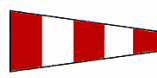
8



9



0



Answering Pennant  
Racing Postponed



Committee Boat



Start / Finish Line



**Black Flag**  
Rule 30.3 is in effect



Port Rounding



Starboard Rounding