

DISCOVERY BAY YACHT CLUB

Sailing Instructions for the 10th Tsing Ma Regatta
Saturday, 28th & Sunday, 29th April 2007



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Annexes

Administrative Notes	ANNEX A
Race Declaration (issued separately).....	ANNEX B
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1 Rules

- 1.1 The Tsing Ma Regatta (TMR) will be governed by:
- The ISAF Racing Rules of Sailing for 2005-08 (RRS);
 - The Prescriptions of the Hong Kong Sailing Federation (HKSF);
 - The DBYC Standard Racing Instructions (SRI); and
 - These TMR Sailing Instructions.

2 Organising Authority

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

3 Entries

- 3.1 Eligible boats may be entered by completing registration with the DBYC by Wed, 25 Apr 07.
- 3.2 Late entries may be accepted after that date at the sole discretion of the Race Committee and only upon payment of the late entry fee.

4 Divisions and Flags

- 4.1 Whilst racing, a boat shall fly the IC flag for its division, prominently displayed from its backstay, as follows:
- | | |
|-------------------------|-----------|
| Division A (PN ≤ 1000): | IC flag J |
| Division B (PN > 1000): | IC flag K |
| Motoring Division: | IC flag M |
- 4.2 Divisions may be adjusted or further sub-divided at the discretion of the Race Committee, subject to the number of entries received.
- 4.3 Any boat that decides to enter the Motoring Division shall fly IC flag M for the remainder of the race.

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. 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.
- 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 discretion of the Race Committee.
- 5.4 Motoring Division results will not be included in the combined results for the Regatta.

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 28 Apr 07 will be posted on the Sailing notice-boards at DBMC and GCYCC. Notices to Competitors issued on or after 28 Apr 07 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 Gold Coast on Sat, 28 Apr 07:

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

- 7.2 Race 2 – Pursuit Race, Gold Coast to Discovery Bay on Sun, 29 Apr 07:

Race 2 of the TMR 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 C, Pursuit Race Start Order, which will be issued at the race briefing prior to Race 2. Handicaps may be adjusted overnight, to reflect each boat's performance from Race 1.

	Start Time	IC Flag
First boat starts (all divisions)	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 south of DB marina) | |
| Windward mark | (if laid) | P / S (as signalled) |
| Peng Chau | | Port |
| Kau Yi Chau | | Port |
| Ma Wan | | Port |
| CP2 Port-hand mark | (22 20.45N 114 00.2E) | Starboard |
| Tsz Kan Chau | (Reef Island) | Starboard |
| Tai Mo To | (West Brother) | Starboard |
| CP5 Stbd-hand Mark | (22 20.78N 113 57.6E) | Starboard |
| Finish | (vicinity of Pearl Island) | |
- 8.3 Race 2:
- | | | |
|--------------------|----------------------------|-----------|
| Start | (vicinity of Pearl Island) | |
| CP2 Port-hand mark | (22 20.45N 114 00.2E) | Port |
| Ma Wan | | Starboard |
| Kau Yi Chau | | Starboard |
| Peng Chau | | Starboard |
| Hei Ling Chau | | Starboard |
| Finish | (vicinity of Pillar Rock) | |

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 C.
- 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 may also be laid, in which case boats shall pass between the inner distance mark and the outer distance mark when starting.
- 9.4 A windward mark may be laid approximately half a mile 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 lines will be as follows:
- Race 1: The start line will be laid approximately 1 nm south of the entrance to DB marina.
- Race 2: The start line will be laid in the vicinity of Pearl Island, off the entrance to the Gold Coast marina. If no committee boat is on station at the start, boats shall start on GPS time, within 100 m of Pearl Island QR light (22 21.85N 113 59.15E) as it bears 045 deg M.
- 9.6 The location of a start line shall not be subject to protest or redress. This changes RRS 62.1(a).
- 9.7 A boat whose division warning signal has not been made shall keep clear of the starting area and of all boats whose division warning signal has been made.
- 9.8 Boats shall not use engine propulsion within 5 minutes of the start.

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.
- 10.3 The locations of the finishing lines shall be as follows:
- Race 1:** The finishing line shall be laid in the vicinity of Pearl Island, off the Gold Coast marina entrance. If no committee boat is on station at the finish, boats shall note their own GPS time, finishing within 100 m of Pearl Island QR light (22 21.85N 113 59.15E) as it bears 045 deg M.
- Race 2:** The finishing line shall be laid in the vicinity of Pillar Rock (22 17.3N 114 01.8E). If no committee boat is on station at the finish, boats shall note their own GPS time, finishing within 100 m of Pillar Rock as it bears 045 deg M.
- 10.4 If the committee boat is not present at the finish, each boat shall, as far as practicable, wait in the vicinity of the Finishing Line to note the finish time of the next finisher on the Declaration Form.
- 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 69 or telephone **9831 3024**.

11 Course Shortening - General

- 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.

- 11.2 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.
- 11.3 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.
- 11.4 The Committee Boat will attempt to communicate any course shortening by broadcast on VHF Ch 69, and by calling 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 Course Shortening – Specific Course Alterations

- 12.1 In addition, each race may be shortened by altering the course specifically as detailed below. Specific course shortening will be signalled by the Committee Boat or any race support boat displaying IC flag C over IC flag S. Para 11.3 may also apply where a course is specifically shortened for individual classes.
- 12.2 **Shortening Race 1 from CP2:** Course alteration from CP2 (to be left to starboard) direct to the finishing line in the vicinity of Pearl Island, off the Gold Coast marina entrance.
- 12.3 **Shortening Race 2 from Kau Yi Chau:** Course alteration deleting Hei Ling Chau as a mark of the course.

13 Time Limits

- 13.1 The time limit for each race shall be 1700 hours on the day of the race. A boat that does not finish before the time limit shall be deemed to have retired. This does not alter a retired boat's responsibility to 'sign off' with the Race Officer.
- 13.2 The race will be abandoned if the leading boat has not crossed the finishing line, or shortened course finishing line, by 1600 hours on the day of the race.

14 Retiring

- 14.1 It is important, in the interests of safety, that any boat retiring from the race shall inform the Committee Boat immediately by telephoning **9831 3024**.

15 Race Declarations

- 15.1 All boats, including those that retire from a race, shall lodge a completed Race Declaration Form (Annex B) with the Race Officer not later than 1800 hours on the day of the race. A boat that does not lodge a properly completed Declaration Form before that time may be considered 'Did Not Finish'.

16 Handicapping and Prizes

- 16.1 Handicaps will 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.
- 16.2 Prizes will be awarded for 1st, 2nd and 3rd places under DBPN in both races for each division comprising more than three boats. Prizes will also be awarded for Line Honours on Race 1, and for 1st, 2nd and 3rd places overall, employing the modified Low Point scoring system.

- 16.3 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.
- 16.4 The Race Committee may sub-divide or create new divisions or classes depending upon entries received. Additional prizes may be awarded at the discretion of the Race Committee.

17 Safety

- 17.1 All boats shall comply with the current edition of the ORC Special Regulations Category 4.
- 17.2 The attention of all competitors is drawn to the Fundamental Rules in Part 1 of the RRS, particularly with respect to life-saving equipment. 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.
- 17.3 A boat shall not race with its anchor or other equipment positioned outside the sheerline of the boat. Any offending boat may be disqualified and such penalty will not be subject to protest.
- 17.4 Skippers are reminded that they must not obstruct traffic in the Fairways or Traffic Separation Schemes. VHF radio equipped boats shall monitor VHF Ch 14 (Vessel Traffic Centre) and Ch 16 whilst passing through the Ma Wan Channel.
- 17.5 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. Furthermore, tidal currents under the Tsing Ma Bridge can be strong and may be significant in light winds. 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 or result in disqualification.
- 17.6 All commercial vessels or towing combinations of over 40 m LOA 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.
- 17.7 Attention is drawn to Restricted Areas 4 (prohibited to all vessels) and 6 (prohibited to vessels with an air draft greater than 15 m) surrounding Siu Mo To (East Brother).

18 Insurance

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

19 Disclaimer

- 19.1 Sailing, and, in particular, yacht racing, is a hazardous pursuit. The DBYC has taken every reasonable measure to ensure safety during the organisation of the event and will, so far as it is 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. By entering, all Skippers acknowledge that they are solely responsible for the safe operation of their vessel before, during and after each race, and for any decision to race or to continue racing
- 19.2 All those taking part in the event do so at their own risk and responsibility. 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.