

DISCOVERY BAY YACHT CLUB

Sailing Instructions for the 13th Tsing Ma Regatta
Saturday, 24nd and Sunday 25th April 2010



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1 Rules

1.1 The Tsing Ma Regatta (TMR) will be governed by:

- The ISAF Racing Rules of Sailing for 2009-2012 (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, 21 Apr 10.

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 21 Apr 10 will be posted on the Sailing notice-boards at DBMC. Notices to Competitors issued on or after 21 Apr 10 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 Tai O Sat 24th April 2010.

	Start Time	IC Flag
Division B	10 30 hours	K
Division A	10 40 hours	J

7.2 Race 2 – Pursuit Race, Tai O to Discovery Bay on Sun, 25th Apr. 10.

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

	Start Time	IC Flag
First boat starts (all divisions)	10 00 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 | (off Disneyland) | |
| Windward mark | (if laid) | P / S (as signaled) |
| Ma Wan | | Port |
| The Brothers | | Starboard |
| Chek Lap Kok airport | | Port |
| Finish | | (Tai O harbour entrance) |
- 8.3 Race 2:
- | | | |
|---|--|--------------------------|
| Start | | (Tai O harbour entrance) |
| Soko islands | | Passing |
| Cheung Chau | | Passing |
| Hei Ling Chau (not through Typhoon Shelter) | | Passing |
| Finish | | (vicinity of DB Marina) |

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 off Disneyland in an area sufficiently away from the ferries.
- Race 2: The finish line will be Tai O harbour entrance. Boats shall take their own time using GPS time.
- 9.6 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.
- 9.7 Boats shall not use engine propulsion after the Preparatory signal, 4 minutes before the start.

10 The Finish

- 10.1 The locations of the finishing lines shall be as follows:

Race 1: The finishing line shall be laid in the vicinity of Tai O harbour entrance. (22 15.05 N and 113 51.22 E)

The finish will be a line passing through the West Cardinal Mark (marked Q(9) 15s on the chart and approx. 22 15.05 N and 113 51.22 E). Boats will leave the mark to Starboard not more than 100m and take the time when it is at 180 Degrees. Boats will SMS their time to the committee boat immediately and wait for the boat behind them to finish and also SMS that time to the Race Officer, 9026 9694. Boats who do not SMS their time will be deemed DNF.

Race 2: The finishing line shall be laid in the vicinity of Pillar Rock (22 17.3 N 114 01.8 E).

The finish will be a line passing through Pillar Rock at its highest point in an East-West direction. Boats will leave Pillar Rock to Starboard not more than 100m and take the time when it is at 90 degrees. Although this being a pursuit race times are not strictly necessary we need them because this race is part of the HKPN statistical system and will influence your handicap. Boats will SMS their time to the Race Officer immediately and wait for the boat behind them to finish and also SMS that time to the Race Officer, 90269694. Boats who do not SMS their time will be deemed DNF.

- 10.2 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 .

11 Course Shortening

- 11.1 The courses may be shortened in the event of light winds.
- 11.2 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 Time Limits

- 12.1 The time limit for each race shall be 15 30 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 Retiring

- 13.1 It is important, in the interests of safety, that any boat retiring from the race shall inform the Race Officer immediately by telephoning **90269694**

14 Handicapping and Prizes

- 14.1 Handicaps will be based on current HKPN. Boats without current HKPN will be awarded a DBPN derived from their anticipated performance.
- 14.2 Prizes will be awarded for 1st, 2nd and 3rd places under HKPN 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 in each division, employing the modified Low Point scoring system.
- 14.3 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.
- 14.4 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.

15 Safety

- 15.1 All boats shall comply with the current edition of the ORC Special Regulations Category 4.
- 15.2 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.
- 15.3 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.
- 15.4 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.
- 15.5 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. Motoring for safety reasons must be declared but this will not necessarily constitute a transfer to the Motoring Division or result in disqualification.
- 15.6 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.

16 Insurance

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

17 Disclaimer

- 17.1 Sailing, and, in particular, yacht racing, is a hazardous pursuit. The DBYC has taken every reasonable measure to ensure safety during the organization 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.
- 17.2 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.

17.3 ANNEX C - RACE SAFETY AND ACCOUNTABILITY

Sailing, and, in particular, yacht racing, is a hazardous pursuit. The organizers of the Tsing Ma Regatta have taken every reasonable measure to ensure safety during the organization 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.

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