



# HEBE HAVEN YACHT CLUB 24HR CHARITY DINGHY RACE 2012

6<sup>th</sup> – 7<sup>th</sup> October 2012



## SAILING INSTRUCTIONS

### 1. ORGANISING AUTHORITY

The organizing authority is the Hebe Haven Yacht Club.

### 2. VENUE

The race shall be held in Pak Sha Wan Bay, immediately in front of HHYC.

### 3. RULES

This series shall be governed by the Racing Rules of Sailing 2009-2012 (RRS), the Prescriptions of the Hong Kong Sailing Federation (HKSF), the Notice of Race and these Sailing Instructions.

Succeeding items in the above list will take precedence.

Part 2 of the RRS shall also apply during hours of darkness.

### 4. SIGNALS MADE ASHORE

The following signals may be displayed from the waterfront flagstaff.

- 4.1 'AP' - The start of the race is postponed. The warning signal to start the race will not be made less than 25 minutes after the AP is lowered.
- 4.2 'AP' over numeral pennant - Once started the race is suspended. Numeral pennant indicates number of hours of suspension - see section 19.
- 4.3 'L' - A notice to competitors has been posted.

### 5. RACE NUMBERS AND DECALS

- 5.1 Each boat shall display a number (supplied) on both port and starboard sides. The same number (supplied) shall appear on the mainsail of the boat.
- 5.2 Sponsors decals may be displayed on hull and sails, but must not obscure the boat numbers.

### 6. COURSES

- 6.1 The course to be sailed will be indicated at the skipper's briefing and displayed on the notice board. A sketch of the course to be sailed is to be found in Appendix I of these Sailing Instructions. All marks are to be rounded to starboard.
- 6.2 The course will be:  
Start, between the committee boat and a mark laid in the vicinity of the Stop-Go Penalty Area.  
Mark 1 – laid opposite the Lap Counting Boat at the end of the pontoon.  
Mark 2 - laid close to the red channel marker.  
Mark 3 – laid near the southern end of the main fairway.  
Mark 4 – laid approximately 200m due east of the end of the Pak Sha Wan Public Pier.  
Mark 5 – laid due west of Mark 1.  
Following the start the committee boat is replaced by Mark 5.



# HEBE HAVEN YACHT CLUB 24HR CHARITY DINGHY RACE 2012

6<sup>th</sup> – 7<sup>th</sup> October 2012



## 7. MARKS

All buoys will be of the large yellow cylindrical type with the possible exception of Mark 2, which may not be laid. In this case the red channel marker shall be Mark 2. Marks will be illuminated during hours of darkness. Failure of the said illumination shall not be deemed a contravention of these instructions.

## 8. START LINE

The start line shall be between the main flagstaff, displaying an orange shape on the HHYC Committee Boat and a mark laid in the vicinity of the Stop-Go Penalty Area.

## 9. THE START

The race will be started in accordance with RRS 26. The class flag for all boats shall be the International Code Flag Z. The warning signal shall be made 5 minutes prior to the start. The scheduled start time is 14:00 Hrs on Saturday 6<sup>th</sup> October 2012.

## 10. THE FINISH

The finish of the event shall be determined by a sound signal from either the committee boat or from ashore. Boats shall complete the lap that they are sailing, by passing between the Lap Counting Boat and Mark 1. A boat's finish time shall be recorded the first time that it passes through the finish line after 14:00 Hrs on Sunday 7<sup>th</sup> October 2012.

## 11. ON THE WATER JUDGING

Race committee members MAY be on the water observing at any time. Craft carrying race officials working in the capacity of judges shall fly a yellow streamer in daylight, and shall carry a spotlight during hours of darkness. Boats adjudged to have broken any rules, but particularly any part of RRS 42 will be advised immediately by the jury boat, and shall take their penalty at the first available opportunity, see 13. Penalties.

## 12. DECLARATIONS

- 12.1 Boats that finish the event shall be presumed to have observed all Rules and Sailing Instructions and it shall not be necessary to sign a declaration.
- 12.2 Boats retiring from the event shall, within 30 minutes, advise the Race Officer that they have retired.
- 12.3 Team leaders shall sign acceptance of completed laps by their boats at 21:00, 03:00, 09:00 and 14:00 hrs during the event at the race headquarters. Teams should sign off on their laps within 30 minutes of the sheets being made available. Failure to sign off within the 30 minutes period will be taken that the results are accepted.
- 12.4 Every attempt will be made to display the results on electronic displays. This is for information purposes only and the official lap counters records will take precedence over those on the display, in the event of a discrepancy between the two.



# HEBE HAVEN YACHT CLUB 24HR CHARITY DINGHY RACE 2012

6<sup>th</sup> – 7<sup>th</sup> October 2012



## 13. PENALTIES

- 13.1 Boats may exonerate themselves from infringements of Part 2 Rules of the RRS or RRS 31.1 (touching a mark) as indicated in 13.2, 13.3 & 13.4 below. This penalty system modifies RRS 31.2 and RRS 44.2.
- 13.2 In order to exonerate itself from an RRS Part 2 infringement, a boat shall perform a “stop-go penalty”. The boat must come to a complete stop for not less than ten seconds alongside the penalty area of the pontoon, the exact time to be advised at the briefing. Once the dock master has given the go ahead the boat may rejoin the race. No crew changeover is permitted during a “stop-go penalty”. To absolve itself from touching a mark a boat shall make a “stop-go penalty” of not less than ten seconds.
- 13.3 A boat shall not make more than one “stop-go penalty” at a time.
- 13.4 If a penalty is imposed by the judges and no “stop-go penalty” is carried out, the offending boat will have one lap deducted from its score.

## 14. PROTESTS

Protests must be lodged at the race headquarters within 30 minutes of a crew coming ashore. Protest Forms may be obtained from the race headquarters. A protested boat may choose to exonerate herself as described in Section 13 before going to protest. A penalty must be taken within 2 hours of the incident. This modifies RRS 42.2. Should a boat go to Protest and lose the Protest, the minimum penalty for each incident will be one lap deducted from its score. When at all possible, protests shall be heard during the event. A HK\$100 protest fee will be charged. This will either be returned if the protest is upheld, or will be donated to charity if the protest is dismissed.

## 15. BOATS SUPPLIED BY THE ORGANISERS

- 15.1 Other than items of personal safety equipment, crews are prohibited from adding or removing any equipment from the boats supplied for this event, in particular equipment intended to enhance the performance of the boats or crews.
- 15.2 Adjustments to the standing rigging of the Wayfarer, Laser Bahia, Laser 2000 and RS Feva are permitted. No additional gear can be fitted other than wind angle indicator.
- 15.3 No redress will be given to boats suffering equipment failure during the race. All crews starting are deemed to have inspected their boats at the time of registration. Should crews consider that their allotted boat requires repairs or parts replaced prior to the start of the race, they may arrange this with the race headquarters.

## 16. REPAIRS AFLOAT AND ASHORE

Repairs to boats will be allowed during the course of the event at designated areas only. These will either be alongside the outer pontoon, or ashore on the hard standing. Boats re-entering the race after repairs, either from ashore or afloat must do so from the changeover pontoon. Crew must inform the race headquarters both when coming ashore and rejoining the race. Note that there are limited spares available.



# HEBE HAVEN YACHT CLUB 24HR CHARITY DINGHY RACE 2012

6<sup>th</sup> – 7<sup>th</sup> October 2012



## 17. CREW CHANGES

- 17.1. Crew changeover may only take place in the area so designated alongside the outer, southern most pontoon. If, in the estimation of the Race Officer, actions other than those associated with crew changes, such as repairs or emptying excessive water from the boat, occur, a penalty may be imposed at the discretion of the Race Committee.
- 17.2. Only the relieved crew or sailing crew is permitted to 'push-start' a boat leaving the changeover dock ". However the ashore crew may only make one step in the pushing process.

## 18. PERSONAL BUOYANCY / ILLUMINATION

Personal buoyancy, to the satisfaction of the organizers, shall be worn at all times when on the water. Wet suits and dry suits are not considered adequate personal buoyancy. Competitors are strongly advised to carry some form of waterproof torch or personal strobe whilst sailing through the hours of darkness, and a whistle at all times.

## 19. NAVIGATION LIGHTS

Each boat will be supplied with a set of navigation lights when they register. During the hours of darkness a boat must return to the changeover dock at the completion of a lap should the navigation lights fail. A boat shall have all 3 navigation lights working when leaving the changeover dock. Failure to comply with these regulations shall not be subject to protest by other competitors, but shall be dealt with on a case by case basis by the Race Committee.

## 20. TEMPORARY SUSPENSION OF RACING

- 20.1 In the event that the Race Committee deems the weather conditions unsuitable for racing to continue, temporary suspension of racing will be announced by the sounding of two (2) sound signals accompanied by the hoisting of the Answering Pennant together with IC flag F from the HHYC waterfront flagstaff. Rescue craft will, if possible, also inform competitors of the temporary suspension of racing. Competitors shall complete the lap currently being sailed and proceed ashore immediately thereafter.
- 20.2 The restart of the race shall be in accordance with the starting procedures as outlined in these Sailing Instructions other than that the IC flag F signal hoisted on the waterfront flagstaff accompanied by one sound signal shall be lowered 30 minutes prior to the lowering of the Answering Pennant.
- 20.3 The intention to re-start will be signalled by lowering of the Answering Pennant accompanied by one sound signal. One minute later the class flag "Z" will be raised from the from the committee boat on station together with one sound signal this will be the commencement of a normal starting sequence.

## 21. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official event notice board.

## 22. CHANGES MADE TO SAILING INSTRUCTIONS

Any change to these Sailing Instructions will be posted on the official notice board. The "L" flag shall be flown from the waterfront flagstaff to indicate if an "L" notice is in effect during the race or on the Club's official notice boards and website prior to the race.



# HEBE HAVEN YACHT CLUB 24HR CHARITY DINGHY RACE 2012

6<sup>th</sup> – 7<sup>th</sup> October 2012



## 23. RADIO COMMUNICATION

Boats will be permitted to make radio transmissions while racing and receive private radio broadcasts. However the radio equipment used must not be a VHF radio transmitting on marine channels. Listening to public radio is also permitted.

## 24. SPIRIT OF THE EVENT

Attention is drawn to Part 1 – Fundamental Rules of ISAF Racing Rules of Sailing (RRS).

## 25. SCORING

Scoring shall be based on factoring the boats PYN number (these may be modified by the Race Committee to suit the event) by average lap time after deduction of any penalties. PYN numbers for this event will be posted at time of registration on Friday morning.

## 26. PRIZES

Prizes will be awarded as follows:

*1st OVERALL* - To the boat with the lowest average corrected time. In the event the first and second boats on lowest average corrected time are of the same dinghy class, the boat which has completed the most number of laps shall be the winner. This rule also applies to 2<sup>nd</sup> and 3<sup>rd</sup> places

*Class Prizes* – First three boats in each class.

*Other prizes may be awarded at the discretion of the Race Committee*

## 27. CREW REGISTRATION

Only sailors whose names have been registered with the Race Committee may sail in the event. Changes of team members must be cleared with the race headquarters. A crew shall not race for a team other than the one in which they are registered without the permission of the Race Committee.

## 28. RACE BRIEFING

A briefing and boat draw, which Team Leaders / Captains only shall attend, will take place at HHYC at 19:30 on the 28<sup>th</sup> Friday September 2012. A further briefing may be held for international competitors who for obvious reasons cannot attend the first briefing.

## 29. CREW LIMIT / EQUIPMENT/ COMPETENCE

<b>WAYFARER</b>	-	Maximum of 3 crew and a minimum of 2 crew. No gennaker permitted.
<b>LASER BAHIA</b>	-	Maximum of 3 and a minimum of 2 crew. No gennaker.
<b>LASER PICOS</b>	-	Maximum of 3 crew and a minimum of 1 crew.
<b>LASER STANDARD</b>	-	Maximum of 2 crew and a minimum of 1 crew.
<b>LASER 2000</b>	-	Maximum of 3 crew and a minimum of 2 crew. No gennaker permitted.
<b>RS FEVA</b>	-	Maximum of 3 crew and a minimum of 2 crew.
<b>ACCESS 2.3</b>	-	2 crew at all times.

It will be mandatory that all crews will have a minimum level of sailing competency of level 2.

No gennaker or trapeze will be used on any boats during the events.

Proof may be required by showing a certificate from a recognized sailing authority.



# HEBE HAVEN YACHT CLUB 24HR CHARITY DINGHY RACE 2012

6<sup>th</sup> – 7<sup>th</sup> October 2012



## 30. The 0.1 Ton Cup and Raft Races

- 30.1 Competitors should be aware that both these events will be held in the same approximate area starting from 12:00 noon on the Sunday.
- 30.2 The 0.1 Ton Cup Race will be between sailors whose weight must exceed 100kg and will be held in Optimists.
- 30.3 The rafts will sail a pursuit race on a different course as soon as practical after the 0.1 Ton Cup Race.

*Competitors should be aware that these boats may be travelling rather slowly and erratically.*

## 31. Safety

- 31.1 A fully staffed first aid post will be open for the duration of the event.
- 31.2 A minimum of 4 rescue boats will be on duty at all times during the event. These boats will be equipped to handle emergencies and will have full radio contact between one another and the shore management, who will summon further help if required.
- 31.3 Access Dinghies are not permitted to race during the hours of darkness.

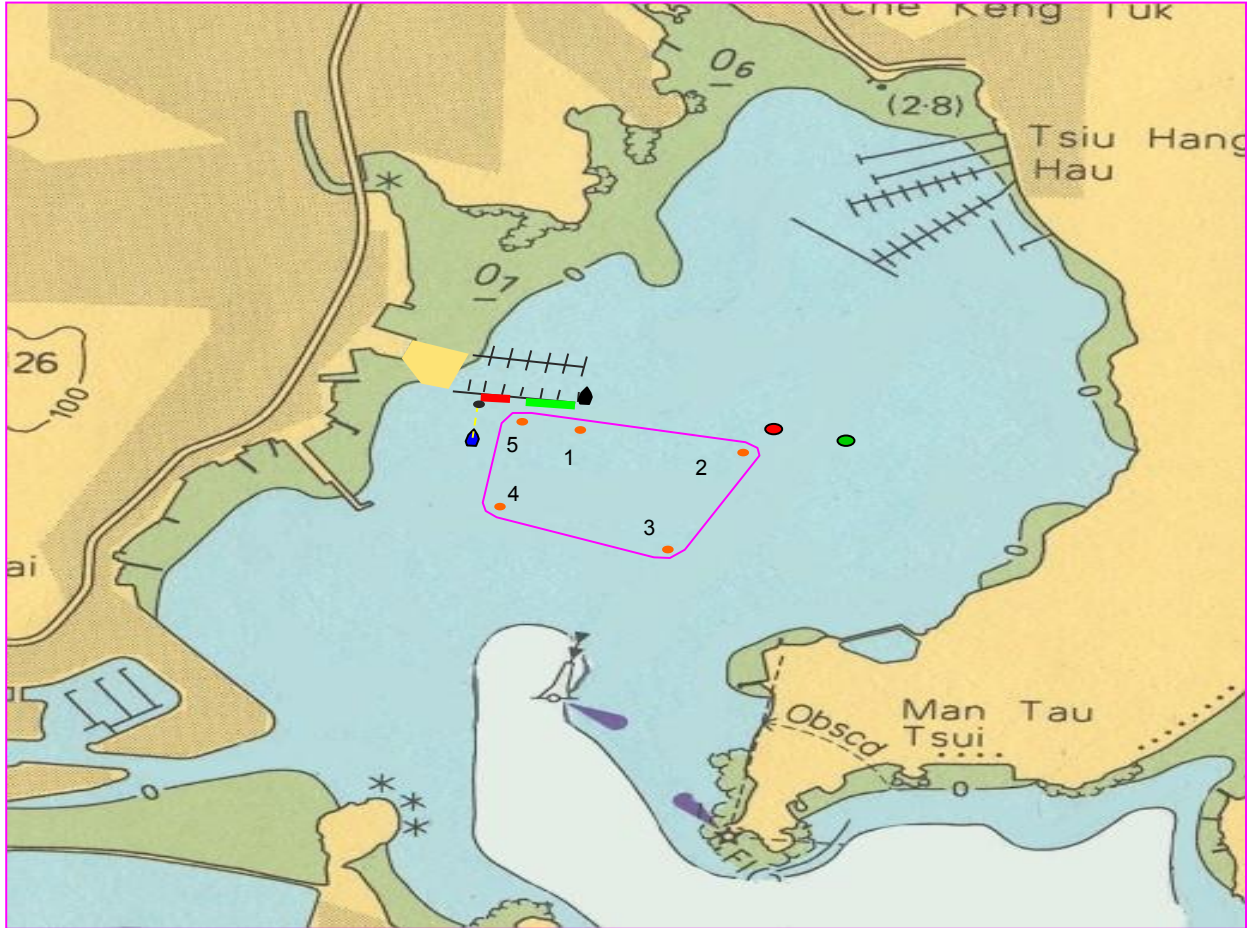


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6<sup>th</sup> – 7<sup>th</sup> October 2012



## APPENDIX I - COURSE DIAGRAM



Not to Scale and not to be used for Navigation.

- = Committee Boat
- = Changeover dock
- = Start Line
- = Lap Counting Boat
- = Stop – Go Penalty Area
- = Starting Buoy

The position of marks on this chart is for indication only.

Competitors should note that HHYC has taken every opportunity to remove moored boats from the likely course that boats will take. Whilst it is not prohibited to sail between the moored boats, competitors are **STRONGLY** advised to stay in the cleared channels to avoid any possible collisions with moored craft.

**Whilst boats have been removed, the mooring buoys remain. These buoys may be lit during the hours of darkness. Failure of mooring buoys or racing marks to be lit will not be the subject of any form of redress.**

Benoy

