

HONG KONG MATCH RACING CHAMPIONSHIPS 2025

22 & 23 November 2025, Grade 3, Hebe Haven Yacht Club, HKG

Organiser



Co-organiser & Host Club



HEBE HAVEN YACHT CLUB
白沙灣遊艇會

Subvented by

Culture, Sports and Tourism Bureau
Arts & Sport Development Fund
文化體育及旅遊局
藝術及體育發展基金



Supported by



Partner



Prize Sponsor



HONG KONG MATCH RACING CHAMPIONSHIPS 2025

SAILING INSTRUCTIONS

1 RULES

- 1.1 The event is governed by the rules as detailed in NOR1.
- 1.2 When the umpires proceed under RRS C8.7 they will be guided by SI Addendum D
- 1.3 Further to NoR 1.3, the RRS is changed as follows:
 - a. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
 - b. RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
 - c. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted before 09:30 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.3 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate these RC changes either verbally or in writing.

3 COMMUNICATION

Further to NoR 3, when on the water, the RC intends to monitor and communicate with competitors on radio channel 72.

4 BOATS AND SAILS

- 4.1 Boats will be identified by boat name and boat number.
- 4.2 Spare.
- 4.3 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

SIGNAL	SAIL COMBINATION TO BE USED
No signal	Main, Jib, Spinnaker
ICF R	Main, Jib, No Spinnaker

5 FLIGHTS AND MATCHES

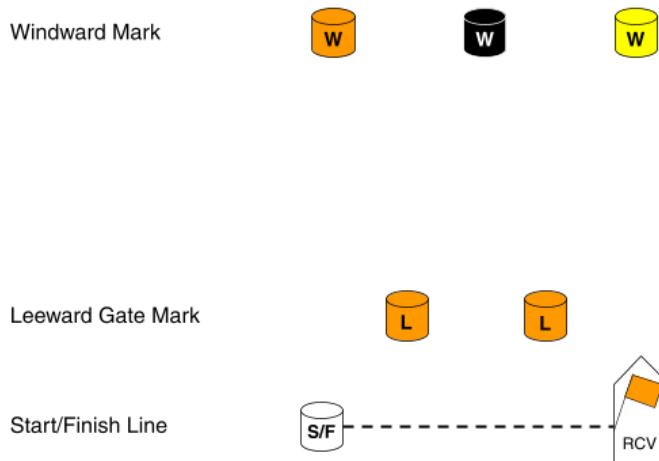
Further to NoR 8:

- 5.1 The match pairing lists will be provided prior to the start of the race.
- 5.2 The next flight and matches to be sailed in that flight will be displayed in order of starting on the RCV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.
- 5.4 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- 5.5 Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.
- 5.6 After the First Stage the following will apply:
 - (1) Skippers will be paired based on ranking in the First Stage with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.
 - (2) In reference to RRS C4.1, the highest ranked skipper from the first stage shall choose their end for the first match and boats shall alternate every odd match.
 - (3) Crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.

Further matches in the series will not be sailed once the first skipper scores the points required for that stage.
- 5.7 The event will consist of the following stages:
 - (a) First Stage - Round Robin
 - (1) All skippers will sail a round robin.
 - (2) The four highest scoring skippers shall qualify for the next stage.
 - (b) Second Stage - Knock-Out Semi-finals
 - (1) The skipper finishing first in Stage One shall select their opponent when requested by the RC to do so. The remaining two skippers shall race each other.
 - (2) The first skipper of each series to score at least 3 points shall proceed to the Final Stage, the losing skippers shall proceed to the Third and Fourth Place Stage.
 - (c) Third Stage – Knock-Out Third and Fourth Place
 - (1) The losing semi-finalists shall race to determine third and fourth place.
 - (2) The first skipper to score at least 3 points shall be awarded third place, the losing skipper awarded fourth place.
 - (d) Fourth Stage – Knock-Out Final
 - (1) The first skipper to score at least 3 points shall be awarded first place, the losing skipper awarded second place.
 - (e) The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

6 COURSES

6.1 Configuration (not to scale)



6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV, at or before the warning signal. Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

SIGNAL	COURSE
No signal	Start - W - L - W - Finish
ICF S	Start - W - Finish

7 MARKS / STARTING AND FINISHING LINE

- 7.1 Mark W is orange, black or yellow and marks L are orange.
- 7.2 The windward mark for each match will be signalled by displaying the colour of the mark on the RC boat at the preparatory signal. This changes RRS 27.1.
- 7.3 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the white mark at the port-end.

8 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC will signal the colour of what mark is now ending the next leg.

RRS 33 and Race Signals is changed as follows:

- (a) Flag C means: 'The windward mark has been moved.'
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- (c) One mark of the leeward gate or the finishing line may be moved without any signal to square the gate or line to the wind direction prior to boats being on that leg.
- (d) When a change of course is made for the first leg, the signal will be displayed from the RCV with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- (e) When a change of course is signalled after the first leg it will be displayed from a vessel in the vicinity of mark L.

9 PROHIBITED AREAS AND OBSTRUCTIONS

- 9.1 These rules apply at all times while afloat.
- 9.2 Marine works areas as described in MARDEP notices, available at www.mardep.gov.hk, shall be considered to be prohibited zones.
- 9.3 At all times, including when not racing, boats shall be careful to avoid any close quarters encounter with commercial vessels. To this end, all commercial vessels of over 40 metres length overall (for vessels under tow, this length is from the bow of the towing vessel to the stern of the towed vessel) shall be given a "Moving Prohibited Area" around the vessel when the vessel is underway, as detailed below. This Moving Prohibited Area ranks as an obstruction for the purposes of RRS 19.
- 9.4 Whilst navigating in the race area, the "Moving Prohibited Areas" means:
- ahead of the vessel, 200 metres or two lengths of the vessel, whichever is greater;
 - for vessels under tow, 100 metres ahead;
 - abeam of the vessel, 100 metres or two widths of the vessel, whichever is greater;
 - and astern of the vessel, 50 metres.
- 9.5 At all times boats shall keep clear of commercial traffic. The International Regulations for Preventing Collisions at Sea (IRPCAS), including Rule 10 - Traffic Separation Schemes, apply and govern the behaviour of all competing boats with respect to commercial vessels and other non-racing pleasure craft.
- 9.6 When a boat is alleged to have infringed any part of SI 9 another boat or the Race Officer may lodge a protest against it. If the protested boat is found to have contravened SI 9, the protest committee may let the results stand; adjust the score or finishing time of the boat; or make some other arrangement including disqualification. This changes RRS 60.5 (c).
- 9.7 It is the intention of SI 9 to provide a framework for safe and fair sailing, in accordance with the spirit of the RRS and the IRPCAS. Nothing in this SI relieves a boat from its obligations not to impede the passage of any commercial vessel that can navigate only within a narrow channel or fairway.

10 BREAKDOWN AND TIME FOR REPAIRS

- 10.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RCV and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.1.
- 10.4 Except when RRS 61.4 (b) (2) or (3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

11 TIME LIMIT

A boat that does not Finish within 5 minutes after her opponent has Sailed the Course has retired from that race.

12 RISK STATEMENT

Refer to NoR 14.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS AND PAIRING LIST/KNOCK-OUT

Team list:

- A. Vladimir Pavlin
- B. Peter Backe
- C. Mark Thornburrow
- D. Kento Hioki
- E. Takumi Fujii
- F. Ágoston A. Sipos
- G. Cheng Ying Kit
- H. Lin Hui Feng

SI ADDENDUM B – HANDLING OF BOATS

1. GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2. PROHIBITED ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1. Any additions, omissions or alterations to the equipment supplied.
- 2.2. The use of any supplied equipment for a purpose other than that intended or specifically permitted.
- 2.3. The replacement of any equipment without the sanction of the RC.
- 2.4. Modifying or sailing the boat in a manner that it is reasonable to predict that damage, or significant further damage, would result.
- 2.5. Moving equipment from its normal stowage position except when being used.
- 2.6. Boarding a boat without prior permission.
- 2.7. Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8. Hauling out a boat or cleaning surfaces below the waterline.
- 2.9. Marking directly on the hull or deck with permanent ink, using duct tape or using any tape that leaves a residue.
- 2.10. Using a flattener as a reef or using a reef line as an outhaul.
- 2.11. Cross winching foresail sheets.
- 2.12. Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13. Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14. Using a winch to adjust the mainsheet, backstay or vang.
- 2.15. Spare.
- 2.16. Radio transmission and using a mobile telephone while racing, except to report damage, or to communicate with the RC, or in an emergency.
- 2.17. Spare.
- 2.18. The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.19. Spare.
- 2.20. Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.21. Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.
- 2.22. Spare.
- 2.23. A breach of SI B2.18, B2.20 or B2.21 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 2.24. Adjusting the lifeline tension.

3. PERMITTED ITEMS AND ACTIONS – the following are permitted:

3.1. Taking on board the following equipment:

- a. Clothing and personal items suitable for the conditions and time on the boat.
- b. Food and drink suitable for the conditions and time on the boat.
- c. basic hand tools
- d. adhesive tape
- e. line (elastic or otherwise of 4 mm diameter or less)
- f. marking pens
- g. telltale material
- h. handheld compasses, watches, timers and small personal video devices such as GoPro
- i. shackles, halyard clips, and clevis pins
- j. Velcro tape
- k. Bosun's chair
- l. spare flags
- m. Items to make a spinnaker sheet catcher at the bow.
- n. Items with the approval of the OA, Race Committee or Umpires.

3.2. Changing the number of mainsheet purchases.

4. MANDATORY ACTIONS – the following are required:

- 4.1. The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2. At the end of each sailing day:
 - a. folding, bagging and placement of the sails as directed
 - b. leaving the boat in the same state of cleanliness as when first boarded that day
 - c. releasing backstay tension
- 4.3. At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6. Spare.
- 4.7. A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM C – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS AND SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- One Spinnaker
- Two winch handles
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Genoa cars

SAFETY GEAR

- Fire extinguisher
- Life jackets for each crew member
- First Aid kit
- Bucket and lanyard
- Life ring
- Bilge pump

TOOLS

- Philip's Screwdriver
- Flat Head Screwdriver
- Adjustable Wrench
- Pliers
- Knife
- Whistle
- Electric Tape

GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES AND FENDERS

- Two mooring lines
- Two fenders

FUEL and WATER

- As provided by the organisers

SI ADDENDUM D – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.7 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.