

# Hong Kong to Vietnam Race 2013



*Organised by the RHKYC, the Hong Kong to Vietnam Race is a 656 mile biennial ('downhill') fast passage to Nha Trang, on the south eastern coast of Vietnam. 2013 will mark the sixth edition of this, the longest Category One Offshore race in Asia, which was first run in 1996 and then regularly since 2004. The current race record of 42h 45m 41s is held by Grant Wharington's "Skandia Wild Thing", at an approximate average speed of 15.45 knots. A popular tourist destination in its own right, Nha Trang also offers a great revictualling point for boats intending to continue on to other seasonal sailing events in Singapore, Malaysia, Thailand and Australia.*



PRESTIGE

## HONG KONG TO VIETNAM RACE 2013

**Starts Thursday 17<sup>th</sup> October**

The Hong Kong to Vietnam Race 2013 is organised and conducted by the Royal Hong Kong Yacht Club with the support of Saigon Tourist in Vietnam.

### NOTICE OF RACE

#### 1. RULES

1.1 The Hong Kong to Vietnam Race 2013 will be governed by the rules as defined in the Racing Rules of Sailing 2013-2016 (RRS) including:

- the Prescriptions of the Hong Kong Sailing Federation (HKSF);
- the IRC Rules, Parts A, B and C;
- the HKPN Performance Increased Penalty Scheme (PIPS);
- the ISAF Category One Offshore Special Regulations 2013;
- this Notice of Race; and
- the Hong Kong to Vietnam Race 2013 Sailing Instructions.

1.2 IRC rule 21.6.1 (number of spinnakers onboard) is changed by the national authority's prescription to RRS rule 88 as authorised by, and in accordance with, IRC rule 21.5.1 (a).

1.3 This Notice of Race may be modified by the Hong Kong to Vietnam Race 2013 Sailing Instructions.

1.4 The International Regulations for Preventing Collisions at Sea (IRPCAS), (Steering and Racing Rules) will apply between sunset and sunrise (as defined in the Hong Kong to Vietnam 2013 Sailing Instructions) and will replace the rules of RRS Part 2.

#### 2. ADVERTISING CATEGORY

In accordance with ISAF Regulation 20 (Advertising Code), the Race Committee may require all boats to display the event organiser's advertising on their bows and/or advertising on backstay pennants.

#### 3. ELIGIBILITY AND ENTRY

3.1 Eligible boats will be entered by completing the Entry Form and returning this with the entry fee to the RHKYC Sailing Office on or before Monday 9<sup>th</sup> September 2013.

3.2 The Hong Kong to Vietnam Race 2013 will have the following classes:

3.2.1 **IRC Racer Class:** Keelboats with a Hull Factor (HF) of 7.5 and above or a Displacement/Length Ratio (DLR) of less than 150. The class will be divided into divisions based on suitable rating bands, at the discretion of the Race Committee, in the interests of fair racing. Subject to clause 3.3, the rating bands shall initially be:

- 0 : IRC 1.200 and above
- 1 : IRC 1.080 to 1.199
- 2 : IRC 1.079 and below

3.2.2 **IRC Premier Class:** Keelboats with a HF of 7.4 or less or a DLR equal to or greater than 150 and an LOA equal to or greater than 14.98m.

3.2.3 **IRC Cruiser Class:** Keelboats with a HF of 7.4 or less or a DLR equal to or greater than 150.

3.2.4 **HKPN Class:** Keelboats which satisfy safety and stability requirements as defined under the ISO Design Category A.

3.2.5 **HKPN Multihull Class:** Multi – hulls which satisfy the ISAF Category One Offshore Multi – hull regulations and satisfy all safety and stability requirements as outlined there in.

- 3.3 Boats shall enter one class only. Subject to the number of entries, the classes and rating bands in IRC Racer Class may be altered at the discretion of the Race Committee (e.g. Maxi & TP52 Class). In addition, the Race Committee may waive the above guidelines or not accept an entry for a class if it considers that competition would be better served by that boat being in another class or division of a class.
- 3.4 All boats entering the Hong Kong to Vietnam Race 2013 shall submit a copy of their current Race Special Regulations Checklist and Safety Declaration, crew experience form, EPIRB & MMSI number(s) plus copies of Life raft Certificate(s) either with the entry form or no later than Monday 9<sup>th</sup> September.
- 3.5 All boats shall be not less than 10m overall (LOA) excluding bowsprit and/or bumpkin.
- 3.6 Boats racing in IRC Racer Class 0 need not comply with the crew numbers listed on their endorsed IRC certificate. This amends IRC rule 22.4.1. The Race Committee, however, reserves the right to refuse an entry to the race if there is insufficient experienced crew racing on the boat.
- 3.7 All boats shall submit the crew experience form to demonstrate, to the satisfaction of the Race Committee that they have undertaken training as outlined in Section 6 of the Special Regulations 2013. Section 6.01 is amended to require that **at least 50% of the crew including the skipper/person in charge** have had offshore experience and have undertaken the required training, **see NoR: 8**. Documented proof of overseas' Appendix G training qualifications will be accepted subject to inspection by the Race Committee.
- 3.8 The Race Committee reserves the right to refuse an entry of any yacht or competitor or crew to the race at its discretion.
- 3.9 Crew must be a minimum of 18 years of age in order to race. Crew aged 16-18 years will be accepted by the Race Committee as long as a parent or legal guardian is present onboard during the race and a signed Youth Consent form is submitted to the RHKYC Sailing Office.
- 3.10 The registration form giving immigration and next-of-kin details of the skipper and crew shall be submitted to the RHKYC Sailing Office on or before 1000hrs on Thursday 10<sup>th</sup> October 2013.

#### 4. STABILITY

- 4.1 All boats shall demonstrate achievement of Design Category A under ISO 12217-2 using the following methods:
- (a) Having a minimum STIX number of 32 or above and AVS minimum 130 - 0.002 X M.
  - (b) Declaration from the manufacturer.
  - (c) For IRC boats with a series date before 1995, a SSSN of 34 or above.

#### 5. FEES

- 5.1 The entry fee will be HK\$4,000 per boat for the Hong Kong to Vietnam Race 2013, which includes skipper and crew entry tickets for all three race parties; for the China Coast Race Week Welcome Party at RHKYC, finish location prize giving in Nha Trang, Vietnam and the China Coast Race Week 2013 prize giving at RHKYC on return to Hong Kong. Entry fees will not be refundable after Monday 16<sup>th</sup> September 2013.
- 5.2 Late entries may be accepted until 1800hrs on Monday 16<sup>th</sup> September 2013 upon application to the Race Committee and only upon payment of an additional fee of 50% of the entry fee and satisfactory completion of scrutineering and immigration requirements.

#### 6. RACE SCHEDULE

The schedule for the Hong Kong to Vietnam Race 2013 is based on:

Thursday 10 <sup>th</sup> October	China Coast Race Week Welcome Drinks RHKYC Kellett Island (KI) Lawn	1930hrs
Wednesday 16 <sup>th</sup> October	Immigration (Departure) Formalities – KI Lawn Skippers' Briefing – KI Chart Room	1600 to 1900hrs 1830 to 1900hrs
Thursday 17 <sup>th</sup> October	Start of Race – KI Club line, Victoria Harbour (or delayed start off Lamma Island)	Warning Signal 1220hrs

Sunday 20<sup>th</sup> October Prizegiving in Nha Trang, Vietnam. 1800 to 2000hrs  
 "The Altitude Bar", Sheraton Nha Trang

Thursday 31<sup>st</sup> October China Coast Race Week Prizegiving at RHKYC 1930hrs

## 7. MEASUREMENT

- 7.1 All Boats shall submit a copy of their current IRC rating certificate either with the entry form or no later than 1800hrs on Thursday 10<sup>th</sup> October 2013. No alteration in a boat's TCC will be permitted after this date except as a result of a rating protest, or to correct rating errors. Any alteration within the stated parameters must be put in writing to the Race Committee with written supporting evidence.
- 7.2 **All Boats who wish to enter the IRC Racer Class 0 must have an endorsed IRC certificate.**
- 7.3 All boats entered in the IRC Racer Class may be asked to have the measurements of LL and LP of the largest headsail and the SLU, SLE, SF, SHW and SPA of the largest spinnaker as stated on the IRC certificate verified by an authority acceptable to the Race Committee.
- 7.4 Arrangements may be made by the Race Committee for sail measurements and boat weight to be checked prior to the race as a check against compliance with the IRC certificate data.
- 7.5 Boats entering the HKPN Class shall submit a completed HKPN PIPS declaration form to the Sailing Office no later than 1800hrs on Thursday 10<sup>th</sup> October 2013.

## 8. SAFETY

- 8.1 It is intended that the ISAF Category One Offshore Special Regulations 2013, shall apply to the Hong Kong to Vietnam Race 2013 with the following modifications:
- Clause 3.21. - Drinking Water: Boats without water makers shall start with no less than 5 litres of water per crewmember. Boats with water maker installations shall start with no less than 4 litres of fresh water per crew member.
  - Clause 3.21.3 - Emergency Water: Emergency drinking water of at least 4 litres per crew member shall be carried in dedicated and sealed container(s).
  - Clause 3.28.(A - E) – Engines, Generators, Fuel: Boats shall carry sufficient fuel to enable the boat to motor at least 250 miles, in addition to any fuel required for charging batteries, running generators, or other such installations.
  - Clause 3.29.1(E & F) - Marine Radio: All boats are required to carry an HF marine SSB transceiver (GMDSS/DSC preferred) capable of operation on 2182 kHz, 4125 kHz, 4060 kHz, 6215 kHz and 6230 kHz. All boats are required to carry a hand held marine water proof VHF radio with Channel 72 capability. A VHF radio in a waterproof case is sufficient but there must be a separate radio and batteries in each emergency grab bag, if more than one life raft is carried onboard.
  - Clause 4.02.1(b) and 4.02.3 - Hull Marking: Competitors attention is drawn to ISAF Offshore Special Regulation 4.02 relating to high visibility hull and deck markings.
  - Clause 4.21.3 Grab bag **Mandatory** - Contents – one per life raft: 2 red parachute and 2 red hand flares and cyalume type chemical light sticks, water tight hand held EPFS GPS in at least one of the grab bags carried by each yacht, SART, EPIRB, emergency water or hand operated desalinator, watertight flash light with spare batteries and bulb, thermal protective aids or survival bags, spare sea anchor, safety tin openers x 2, a re-useable Marine first aid kit with waterproof dressings, emergency food, signal mirror, **all crew passports, money, spare prescription drugs shall also be carried in a separate waterproof bag within one of the boat grab bags.**
  - Clause 6.01 (amendment): **Sea Survival Training - 50% of the crew, including the skipper/person in charge, must hold a current Sea Survival certificate from an accredited training facility.**

- Clause 6.04.1 (ii) – Medical Training: OSR 6.04.1 shall apply or alternatively 30% of the crew holding a valid First Aid/CPR certificate will be acceptable.
  - There have been changes to the ISAF Offshore Special Regulations; competitors are therefore advised to study the full text of the current version and to complete the Race Special Regulations Checklist with reference to the full text of Category 1.
- 8.2 For emergency safety communication purposes all boats are required to carry a satellite telephone, e.g. the marine Iridium satellite based system. When the yacht's system is fully installed and not transportable, it is recommended that a portable sat phone with spare batteries is also carried. Land based mobile telephones are not acceptable.
- 8.3 All entrants shall submit the Race Special Regulations Checklist and Safety Declaration to the RHKYC Sailing Office no later than Monday 9<sup>th</sup> September 2013 declaring compliance with the requirements of this Notice of Race, the Sailing Instructions and the ISAF Category One Offshore Special Regulations 2013. Boats entering from outside Hong Kong may be granted dispensation by the Race Committee if the boat is still in transit.
- 8.4 A late fee of **\$2,000 HKD** may be charged to boats which fail to comply with the deadline for submission of scrutineering documents. Boats that require multiple visits from the official scrutineer may be charged an additional fee for the scrutineer's time at the discretion of the Race Committee. Failure to properly comply with scrutineering requirements may be grounds for exclusion of a yacht from the race at the discretion of the Race Committee.
- 8.4.1 For clarification and for the purposes of scrutineering the following documents are required to be submitted prior to the deadline:
- Safety declaration.
  - Initial scrutineering checklist (noted that boats are not required to fully pass all elements of scrutineering at this time).
  - Stability declaration (required if STIX or AVS not applicable).
  - Liferaft Certificate.
  - Sat phone details.
  - Crew experience form.
  - First Aid and CPR certificates.
  - Sea Survival Certificates.
- 8.5 All boats will be provided with a working Yellowbrick tracking unit which will be tested for correct installation and use before the start of the race. **The unit must remain operational and switched on throughout the entire race.** Boats which fail to comply shall be subject to a protest by the Race Committee, unless reasonable written and or photographic evidence is provided.
- 8.6 All boats must carry an AIS unit as outlined in the ISAF Category One Offshore Special Regulations 2013 **The unit must remain operational and switched on and all times.** Boats which fail to comply shall be subject to a protest by the Race Committee, unless reasonable written and/or photographic evidence is provided.
- 8.7 All boats must comply with the HF/SSB daily radio schedule which will be outlined in the Hong Kong to Vietnam Race 2013 Sailing Instructions. **Failure to report a position by either radio relay (VHF) or other means of communication (Sat Com Phone) within 10 minutes after a sked to the radio control boat shall result in a protest by the Race Committee.** Boats are requested, if feasible, to leave hard wired VHF radios and Satellite phones on at all times for safety purposes.
9. **SAILING INSTRUCTIONS**  
The Hong Kong to Vietnam Race 2013 Sailing Instructions will be available from the beginning of October 2013.
10. **THE COURSE**  
The course to be sailed will be outlined in the Hong Kong to Vietnam Race 2013 Sailing Instructions.
11. **PENALTY SYSTEM**  
A Protest Committee may be appointed in accordance with RRS Appendix N.

## 12. SCORING

- 12.1 The scoring system to be used in the Hong Kong to Vietnam Race 2013 for all IRC classes will be the IRC Handicap Rating system. The Time Corrector (TCC) as printed on a boat's current valid IRC certificate will be applied to its elapsed time, as follows:

$$\text{Corrected Time} = \text{Elapsed Time} \times \text{TCC}$$

- 12.2 For HKPN Class, the boat's HKPN number will be applied to its elapsed time as follows;

$$\text{Corrected Time} = \text{Elapsed Time} \times 1000/\text{HKPN}$$

## 13. SUPPORT BOATS

Support boats such as the committee boat and mark laying boats may be marked with the event or sponsors branding.

## 14. BERTHING

Boats shall be kept in their assigned places both in Hong Kong prior to the start and in the Nha Trang, Vietnam anchorage after the finish. Boats must carry suitable anchors and ground tackle.

## 15. RADIO COMMUNICATIONS

- 15.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.
- 15.2 This restriction also applies to satellite and/or mobile phones, except to inform the finish line staff in Nha Trang, Vietnam that a boat is approaching the finish line or to inform the radio control boat of your current position if a boat's HF/SSB suffers a problem.
- 15.3 In accordance with RRS 86.1(b), Rule 41 (c) is amended as follows: A boat shall not receive help from any outside source, except

(c) help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not onboard the boat and which is specific to the boat and her situation.

## 16. PRIZES

- 16.1 Subject to entries, prizes will be awarded for line honours, first, second and third places overall in each class, or division of a class. An overall Hong Kong to Vietnam Race 2013 prize will be awarded to the first boat under IRC handicap.
- 16.2 Other prizes may be awarded at the discretion of the Race Committee.

## 17. DISCLAIMER OF LIABILITY

- 17.1 Yacht racing can be dangerous. The attention of the person-in-charge, owner and skipper is drawn to RRS Fundamental rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone" and to Special Regulation 1.02 (first point) which begins "The safety of a yacht and her crew is the sole and inescapable responsibility of the Person-in-charge..."
- 17.2 The Hong Kong to Vietnam Race 2013 Race Committee, the Royal Hong Kong Yacht Club, Sponsor(s), their respective staff, members, volunteers or persons working for or on behalf of the above will not accept any responsibility for any loss of life or injury to members of crew or other parties, or for the loss of, or damage to a vessel sustained in conjunction with or prior to, during, or after the event.
- 17.3 Persons-in-charge, owners and skippers are invited to co-operate closely with the Organising Authorities, Race Committee and RHKYC Sailing Office in completing the formalities of their boat entries by submission of all required information, certificates, forms, etc. within the deadline dates quoted throughout this Notice of Race. **It is the sole responsibility of the persons-in-charge and/or skippers to comply with the deadline dates and failure to do so in respect of any aspect will be treated as a failure to enter the offshore race, in which case, boats will not be eligible to compete unless evidence of genuine extenuating circumstances for the lateness is accepted by the Race Committee.**

**18. INSURANCE**

All boats shall be insured with valid third-party liability insurance of the minimum cover required by Government (HKSAR) regulations.

**19. MEDIA & IMAGE RIGHTS WAIVER:**

19.1 By entering this race, each boat owner (or charterer) and crew on the competing boats grant to the Organising Authority and the Sponsor and affiliated companies at no cost the absolute right and permission to use their names, voices, images, likenesses and biographical material, as well as representations of their boats in any media (including television, print and internet).

19.2 Owners (charterers) and crew members shall acknowledge and accept the granting of media rights referred to in this Clause 18 by signing the Entry Form and in respect of responsibilities and disclaimers referred to in Clause 18 hereafter, by signing the Disclaimer and Acknowledgement of Rights Form provided by the Organising Authority.

**20. ADDITIONAL INFORMATION**

20.1 Yachts entering from overseas, please contact: **Roger Eastham, RHKYC Marine Services Manager** at: [roger.eastham@rhkyc.org.hk](mailto:roger.eastham@rhkyc.org.hk) Tel: +852 2239 0308, Fax: +852 2572 5399, Mobile: +852 9750 2251 for all details regarding facilities, berthing and commissioning prior to the race and/or regatta.

20.2 For Race Management please contact: **Alex Johnston, RHKYC Sailing Manager** at: [alex.johnston@rhkyc.org.hk](mailto:alex.johnston@rhkyc.org.hk) Tel: +852 2239 0362, Fax: +852 2239 0364.

20.3 For Race Promotion please contact Lindsay Lyons, **RHKYC Race & Regatta Promotion** at: [lindsay.lyons@rhkyc.org.hk](mailto:lindsay.lyons@rhkyc.org.hk) Tel: +852 2239 0391, Fax: +852 2239 0364.

20.4 All other details and requirements will be set out in the Hong Kong to Vietnam Race 2013 Sailing Instructions which will be issued separately, as well as published on the Hong Kong to Vietnam Race 2013 website, [www.hkvietsamrace.com](http://www.hkvietsamrace.com). These will be available from the beginning of October 2013 at the RHKYC Sailing Office.