



24 HOUR CHARITY DINGHY RACE 2021

30 – 31 October 2021

SAILING INSTRUCTIONS

The notation [DP] in a rule means that the penalty for breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

This event shall be governed by The Racing Rules of Sailing (RRS) 2021-2024, including rules pertaining to the hours of darkness, together with:

- the Prescriptions of the Hong Kong Sailing Federation (HKSF);
- Class Rules where they apply;
- the 24 Hour Charity Dinghy Race 2021 Notice of Race;
- the 24 Hour Charity Dinghy Race Dock and Safety Rules; and
- these Sailing Instructions (SI)

2. NOTICES TO COMPETITORS AND CHANGES TO SAILING INSTRUCTIONS

- 2.1. Notices to competitors (NTC) which will include any changes to these Sailing Instructions will be posted on the 24 Hour Race Website www.hebehaven24hour.com and the Clubspot (the Official Notice Board (ONB)) <https://theclubspot.com/regatta/aVW78Ltfba>.
- 2.2. From 12:30 on 30th October 2021 until 15:30 on 31st October 2021, notes may also be posted on the Notice Board located at the Race Office at the Race Village at Hebe Haven Yacht Club (HHYC).

3. SIGNALS MADE ASHORE

From 12:30 on 30th October 2021, IC flag L with the numeral pennant of the most recent NTC will be displayed on the HHYC waterfront flagstaff to indicate if any NTCs are in effect.

4. RACE NUMBERS AND DECALS

- 4.1 Each boat shall display a number (supplied) on the port and starboard sides of hulls. The same number (supplied) shall appear on the port side of the mainsail of the boat.
- 4.2 [DP] Sponsors decals may be displayed on hulls and sails, but must not obscure the boat numbers.



5. SCHEDULE OF RACE

5.1. The schedule for the event will be (this has changed NOR 8):

Date	Time	
Thursday, 21st October 2021	12:00	Team Entry Deadline Sailors List Entered on Clubspot
Thursday, 28th October 2021	18:00	Captain's Briefing on Zoom
Saturday, 30th October 2021	11.30	Safety Briefing notes available on ONB
	13:30	Crew Indemnity Form Submission & Crew Registration Deadline
	13:55	Scheduled Race Warning Signal
Sunday, 31st October 2021	14:00	Race Finishing Signal
	ASAP	Prizes Calculated and Displayed

- 5.2. Due to COVID-19 restrictions, Captain's Briefing will be held virtually via Zoom. Safety Briefing notes will be posted on the ONB before 11:30 on Saturday 30th October 2021.
- 5.3. Attendance at the Captain's briefing is MANDATORY. All teams are required to have at least one suitable representative to attend the briefing.
- 5.4. The crew list shall be entered on Clubspot by the deadline stated above. The Captain shall ensure that all their crew have completed their personal information by 12:00 noon, on 22nd October 2021. Crew Indemnity Form shall be submitted by the deadline at 13:30 on 30th October 2021.
- 5.5. In order to sail in the event, ALL SAILORS MUST sign in at the Race Office in the Race Village to collect the RFID safety devices as described in SI 20. The Race Office will open at 12:30 on 30th October 2021 and remain open until 15:30 on 31st October 2021.

6. CLASSES AND FLAGS

6.1. The event will comprise the following classes/divisions:

Class/Division	IC Flag
RS Quest	Q
RS Feva	E
Laser Pico	D
Hansa Division (Hansa 303 & Hansa Liberty)	J

6.2. The hoisting of the IC Flag W will indicate an all class start.

7. RACING AREA

The location of the racing area is shown in Appendix A1.

8. COURSE

The course is described in Appendix A2, together with the committee boat, lap counting boat safety and other official boat identifications.



9. MARKS

- 9.1. Marks are described in the Appendix A2.
- 9.2. Marks will be illuminated during hours of darkness. Hours of darkness will be between 18:00 and 06:00. Failure of a mark illumination shall not be deemed a contravention of these SIs.

10. THE START

- 10.1. The race will be started in accordance with RRS 26, with the warning signal made FIVE (5) minutes before the starting signal. The scheduled warning signal is 13:55, 30th October 2021.
- 10.2. The starting line will be between an orange flag on the Committee Boat at the starboard end and an orange mark attached to the south dock pontoon on the course side of the port-end starting mark.

11. TEMPORARY SUSPENSION OF RACING

- 11.1. In the event that the Race Committee deems, for any reason, including weather, that conditions are unsuitable for racing to continue, a temporary suspension will be announced by the sounding of two (2) sound signals accompanied by display of IC Flag AP together with IC Flag F on the HHYC waterfront flagstaff. Safety Boats will endeavour to inform ALL competitors of the temporary suspension of racing. Failure to do so will not be ground for redress. Unless otherwise requested by a safety official, competitors shall complete the lap currently being sailed and proceed ashore immediately thereafter. A boat's time of completing that lap will be recorded as part of its total elapsed time of the race.
- 11.2. To re-continue the race, IC flag F will be removed accompanied by one sound signal 20 minutes prior to the removal of AP. At least 10 minutes before the removal of the AP, the flag AP will be transferred to the Committee Boat. The re-commencement of the race will then be in accordance with the starting procedures stated in SI 10.

12. THE FINISH

- 12.1. The finishing line will be between an orange board or flag on the Lap Counting Boat and Mark 1.
- 12.2. A long horn signal together with the raising of a BLUE flag on the Committee Boat will be made at 14:00 on Sunday, 31st October 2021 to signal the finish of the race. Competitors shall complete the lap currently being sailed.
- 12.3. A boat's finish time will be recorded the first time that it passes through the finishing line after the finishing signal.
- 12.4. The lap time for each individual lap will be recorded.

13. TIME LIMIT

- 13.1. Time limit for completing the lap being sailed after the finishing signal (the "finishing lap") will be 20 minutes after the signal is made.
- 13.2. Boats failing to complete their finishing lap within the time limit, will not record for that lap

14. RETIREMENT AND RESULTS SIGN-OFF

- 14.1. All formal interaction / correspondence with the Race Committee shall be in writing and handed in to the Race Office. Boats/teams should note that:
 - a. [DP] Boats retiring from the event shall, within 30 minutes, inform the Race Committee in writing and receive an acknowledgement.



- b. [DP] Captains shall sign acceptance of the recorded laps completed by their boats as at 21:00, 03:00, 09:00 and 14:30 hours at the Race Office. Teams should sign off at the Race Office on their laps within 30 minutes of the sheets being made available. Failure to sign off within this time period will be taken that the results are accepted.
- c. 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 all other displays or information sources.

15. PENALTIES & PROTESTS

- 15.1. For this event RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.
- 15.2. Penalties and protests shall be governed in accordance with Appendix B.

16. SCORING

Scoring is in accordance with NOR 14.

17. SAFETY EQUIPMENT AND REGULATIONS

- 17.1. PFDs: Personal buoyancy aids that comply with World Sailing Standards and have no less than 50 Newton buoyancy must be worn at all times when on the water. Wet suits and dry suits are not considered adequate personal buoyancy. Each competitor on the water must carry a whistle at all times, and a waterproof torch during the designated hours of darkness. Refer to SI 9.2.
- 17.2. [DP] Navigation Lights: Each boat will be supplied with a set of navigation lights when they register. Navigation lights MUST be on during the designated hours of darkness. If navigation lights fail, the boat MUST return to the Crew Changeover Area for a change/repair/check of the lights at the completion of the lap the boat is on at that time. Failure to comply with these regulations shall not be subject to protest by other competitors, and shall be dealt with on a case by case basis by the Race Committee who may lodge a protest.
- 17.3. All boats shall comply with the 24 Hour Charity Dinghy Race Dock and Safety Rules including any additional rules which may be announced at the Captain's Briefing. Failure to do so may be protested and breaches may result in a team's disqualification.
- 17.4. Alcohol is NOT permitted on the Crew Changeover Area at any time during the event. Any person deemed by the Dock Master to be inebriated must not be on the dock at any time during the event. Breaches of this clause by any sailor or team supporter may result in a team's disqualification.

18. [DP] TEMPORARY PROHIBITED AREA AND FAIRWAY CONTROL

While a power-driven vessel (other than any Race Official's vessel), which can navigate only within the Main Fairway, is operating inside the Hebe Haven Fairway close to Mark 2 and Mark 3 (refer to Chart 2 of the Appendix A):

- a. Sailors are reminded to at all times observe IRPCAS rule 9 - Narrow Channels;
- b. A corridor, twice the width of that of the vessel, extending from two of her boat lengths ahead of her to one boat length astern of her shall become a **Temporary Prohibited Area (TPA)**. Boats shall avoid sailing in this area.
- c. Any event Safety Boats or event boats assisting safety boats may verbally or by displaying a burgee flag and / or making repeated sound signals to alert competitors to keep clear. Competitors must respond to such signals.



- d. When deemed necessary, a Safety Boat may move a boat from the fairway by any safe method to a safe position; and
- e. If a boat enters a prohibited area, refuses a tow or does not respond immediately to a request from a Safety Boat, the Safety Boat may submit a protest.

Since the fairway is often used by non-competitors and non-sailors, breaches of this SI 18 may 'bring the sport into disrepute'. In which case such a breach may be considered misconduct and be handled under RRS 2 or 69.

19. [DP] CREW LIMIT / EQUIPMENT/ COMPETENCE

Crew limit and competence is in accordance with NOR 4.6.

20. CREW REGISTRATION, CHANGEOVER, CHECK-IN/OUT

- 20.1. All sailors shall be registered on Clubspot before the deadline in accordance with SI 5.1.
- 20.2. On the race days, each sailor shall collect a RFID safety device at the Race Office at the Race Village prior to going to the dock. Sailors shall attach the device on their wrist and wear them at all times whilst afloat. Sailors **MUST** ensure they are checked as they go aboard a boat and when returning ashore by scanning the devices.
- 20.3. The RFID chip in the safety devices corresponds with the sailor's personal details in the regatta entry system and **shall not be exchanged with** other sailors. Sailors shall return the devices to the Race Office after finishing the race and not later than 15:00 on 31st October 2021. Replacement of lost safety device or failure to return the device will result in a non-refundable fee of HKD200 per piece to the team. The Captain is responsible for reminding their crew to return the safety devices to the Race Office.
- 20.4. Crew Changeover
 - a. Crew changeover may only take place in the Crew Changeover Area alongside the outer, southern pontoon as shown at Appendix A, Chart 2. Actions other than those associated with crew changes, such as repairs or emptying excessive water from the boat, must be undertaken within the Boat Repair Area.
 - b. No boat may push their way into the Crew Changeover Area and must not hinder any racing boat leaving after crew changeover. **The boat having completed the crew changeover has right of way.**
- 20.5. Only the immediate finishing crew or actual sailing crew in the boat is permitted to 'push-start' a boat leaving the Crew Changeover Area. The crew ashore may only take one step in the pushing process.
- 20.6. The Dock Master acting on behalf of the Race Committee may lodge a protest for any breach of this SI.
- 20.7. Crew Check-in/-out
 - a. The crew shall check out before launching the boat to the start line on 30th October 2021 or restart from a temporary suspension of racing, and check in at the time of returning to ashore after finish on 31st October 2021 or temporary suspension of racing, by scanning the devices at the launching ramps.
 - b. On crew changeover, the finishing crew shall scan the device to check in and the sailing crew shall scan the device to check out at the Crew Changeover Area. In case boats withdrawal temporarily from a race, sailors shall check in after returning to ashore at the Crew Changeover Area or if in special circumstances immediately at the Race Office. When boats re-enter the race, sailors shall sail the boat to the Crew Changeover Area to do the check-in prior to continuing the race.
 - c. The Race Committee reserves the right to adapt or change to any manual check in/out procedure.



21. BOATS SUPPLIED BY HHYC

- 21.1. [DP] Other than items of personal safety equipment, crews are prohibited from adding or removing any equipment from the boats supplied for this event.
- 21.2. [DP] Adjustments to the standing rigging of Hansa 303, RS Quest and RS Feva are permitted. No additional gear may be fitted other than wind angle indicator.
- 21.3. It is the responsibility of the team to look after their boat. Each team shall be responsible for any damage to or loss from their boat and any damage to other boats and facilities caused by them or in which they were involved or as a result of failing to comply with an instruction from the Race Committee or a Safety Boat.
- 21.4. 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 must arrange this with the Sailing Office Training Centre. Limited spares and tool kits are available at the dock master tent.

22. [DP] BOAT REPAIRS AFLOAT OR ASHORE OR TEMPORARY WITHDRAWAL FROM THE RACE

Repairs to boats or temporary withdrawal from the race will be permitted at designated areas only. These are intended to be alongside the outer pontoon, or ashore on the hard standing. Boats re-entering the race, either from ashore or afloat must do so from the Crew Changeover Area. Captains must inform the Dock Master both when a boat is leaving the race and re-joining the race.

23. OFFICIAL BOATS

Official boats will be identified as follows:

Safety Boat:	White 'Safety' on a white flag
Race Referees Boat:	Black 'J' on a yellow flag
Media Boat:	White 'Media' on a green flag

24. SUPPORT BOATS

No support or spectator boats except the registered support boats from Sailability HK will be allowed on the race area. The Sailability support boat will carry a Sailability HK flag and may be requested by the Safety Officer or Dock Master to assist other competitors upon the request from the Safety Officer.

25. HAUL-OUT RESTRICTION

Boats are allowed to be towed back to the dock during the race by official boats listed in SI 23 and 24 or another vessel with prior permission from the Safety Officer or the Dock Master. In this case, the lap they are sailing will not be recorded.

26. [DP] TRASH DISPOSAL

All teams are reminded of RRS 47. For this event this includes any trash in the water at any of the docks and mooring areas.



27. RADIO COMMUNICATION

27.1. While racing Boats are permitted to carry Marine VHF, boats, competitors, and their support personnel shall not transmit on any of the official VHF channels except in an emergency and shall not otherwise use a marine VHF radio to transmit during the event. Listening to event and public radio broadcasts is encouraged. This changes RRS 41.

27.2. The official VHF radio channels will be:

Race Management	Channel 72
Safety	Channel 77

28. PRIZES

Prizes will be awarded to winner of each class/division as per NOR 15.

29. DISCLAIMER OF LIABILITY

Competitors participate in races entirely at their own risk. The Organizing Authority, the race committee and volunteers will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after any racing events at HHYC.

30. INSURANCE

All boats shall be insured in accordance with NOR 18.

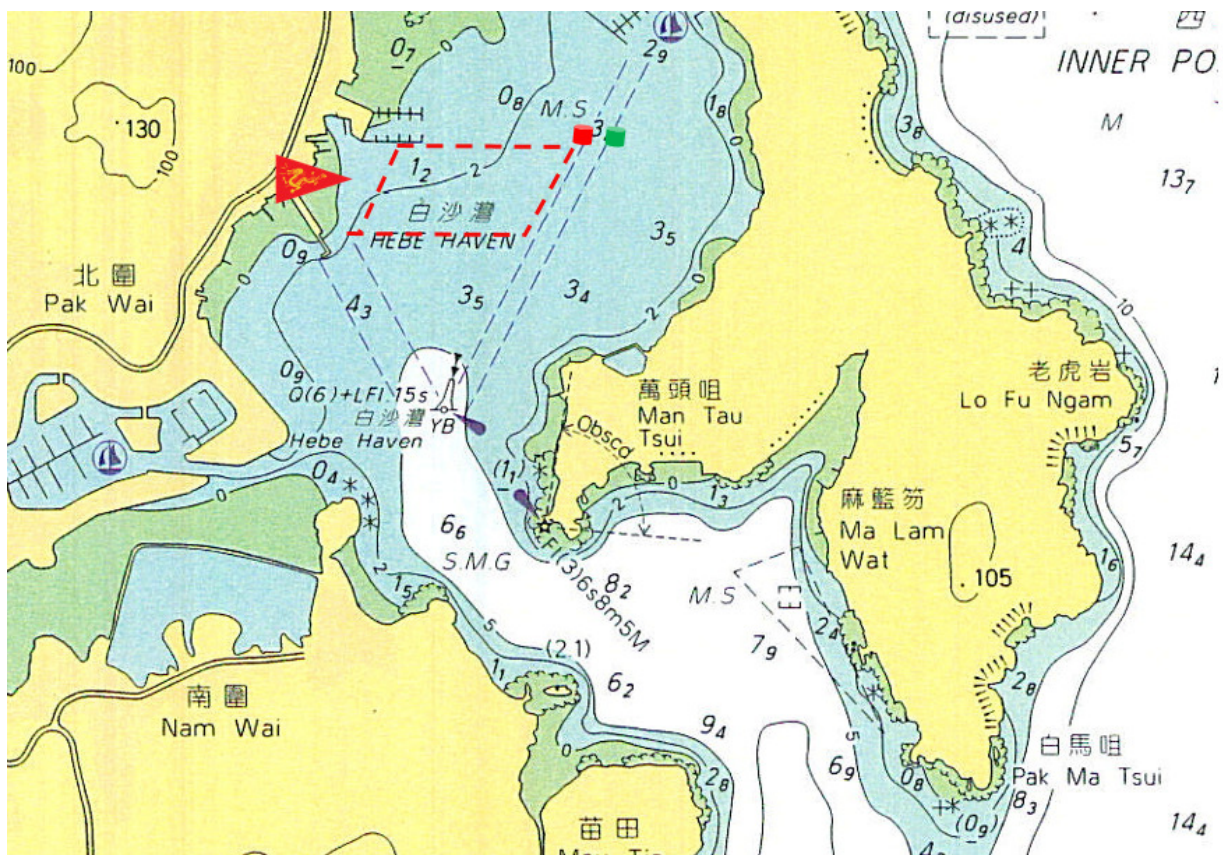


Appendix A

RACING AREA, COURSE AND MARKS

A1: The location of the race area is shown below:

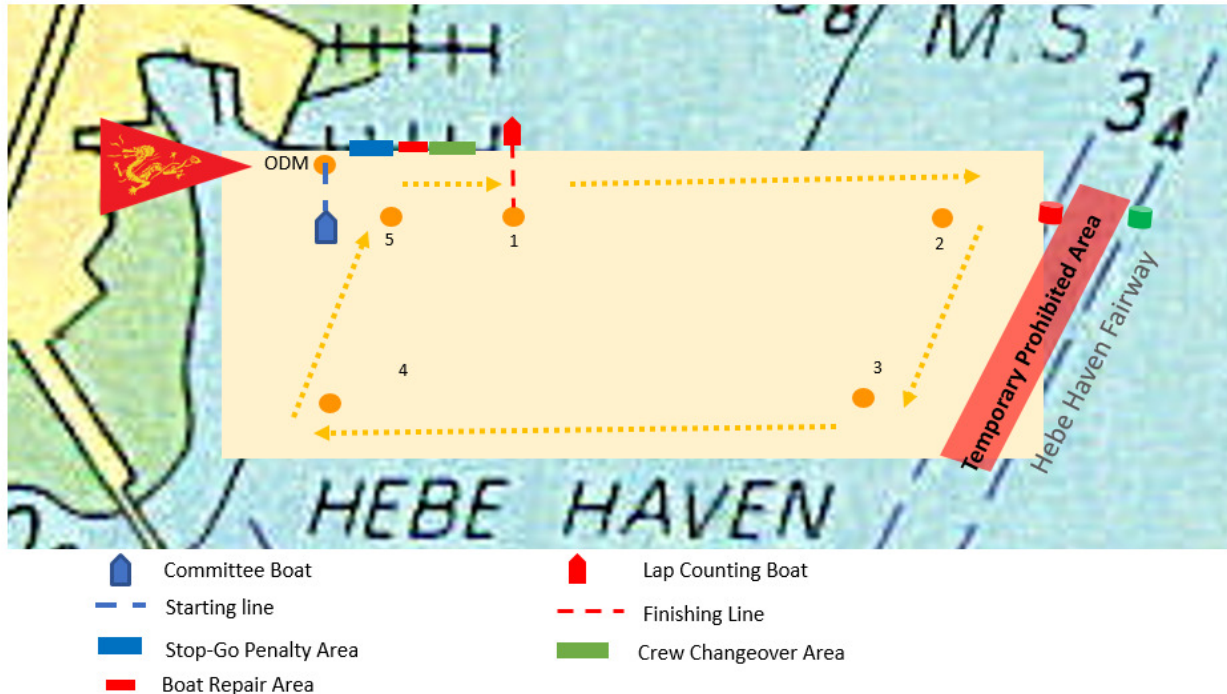
Chart 1: Race Area





A2: Course and Marks

Chart 2: Course and Marks



Notes:

The position of marks on Chart 2 is for indication only (not to Scale).

- Starting Line - between the orange flag on the Committee Boat and a Mark (ODM) laid in the vicinity of the Crew Changeover Area. The ODM will be removed soon after the start.
- The Lap Counting Boat will be moored at the end of the pontoon.
- Mark 1 - laid to the south of the Lap Counting Boat (Hebe One will replace Mark 1 on the course once all boats have passed through the gate at the start of the race).
- Mark 2 - laid to the west of the red channel marker.
- Mark 3 - laid near the southern end and to the west of the Hebe Haven Fairway.
- Mark 4 - laid approximately 200m east of the end of the Pak Sha Wan Public Pier.
- Mark 5 - laid to the west of Mark 1. This mark may not be laid until after the start.
- Finishing Line – between an orange board or flag on the Lap Counting Boat and Mark 1.
- All marks are to be rounded to starboard.
- Mark 2, 3, 4, and 5 will be yellow cylindrical buoys while Mark 1 will be a cylindrical buoy under a white cover with letters of 'HHYC'.
- The race commences at the Starting Line. A lap starts/finishes in the line between the Lap Counting Boat and Mark 1 (the Finishing Line) and comprises Mark 2, 3, 4, 5. All boats must pass between the Lap Counting Boat and Mark 1 (the Finishing Line) on every lap. Any boat not passing through the Finishing Line will not be recorded as completing a lap.
- Competitors should note that the Organizing Authority will take 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. Some mooring buoys may be marked or lit during the hours of darkness to help competitors to avoid them.
COMPETITORS MUST KEEP A GOOD LOOK OUT FOR MOORING BUOYS AND MOORED CRAFT.



APPENDIX B

PENALTIES and PROTESTS

- B1** Sailing is a self-monitoring sport. Competitors are encouraged to help each other by protesting on the water. An acting protest committee chairman will be available throughout the event. Details available at the Race Office.
- B2. Limited On The Water Referees and Penalty System**
- B2.1 There will be on the water referees. The Protest Committee will be drawn from members of this team of referees.
- B2.2 The penalty system used in these SIs and this Appendix B, modifies RRS 44.1, RRS 60.3, RRS 63.1 and Appendix P.
- B3. Self -Exoneration**
- RRS 44.1 is modified in that a boat may take a one-turn penalty when she has broken one or more rules in part 2 of the RRS in an incident while *racing*. The remainder of RRS44.1 applies.
- B4. Penalties Initiated by Race Referees excluding RRS 42**
- B4.1 Referees may be on the water at any time. Referees may have personal ties with competitors; this will not disqualify them from carrying out their voluntary role as Referees. Referees shall not have a significant conflict of interest with any competitor or team.
- B4.2 When a boat is observed to
- break Rule 31 and not take a one-turn penalty as soon as is possible;
 - gain a significant advantage despite taking a penalty;
 - have obviously missed a mark and is potentially infringing RRS 28 and fail after a warning from a referee or a protest hail from another boat to correct her error; or
 - acknowledge a protest hail from another competitor and indicate she will take a penalty and then fail to do so.
- B4.3 A Referee may penalize a boat without a protest by another boat. The Referee will verbally identify her by pointing a red flag at her, whistle, hail her sail number, and verbally impose a penalty of one or more turns, or penalize her with a 'Stop-Go' penalty, report her to the Safety Officer or the Dock Master and/or file a protest.
- B4.4 When a Referee decides that a boat who is not within reasonable hailing distance or visual proximity to another competitor may have broken a rule of RRS Part 2 other than those listed in sub-clause (B4.2) above and does not exonerate herself, may protest a boat under RRS 60.3(a).



B5. RRS42 Propulsion

- B5.1 The Referees are appointed to observe RRS 42. A limited form of RRS Appendix P will apply as below.
- i) A Referee appointed under B6.1 who observes a boat breaking RRS 42 may penalise her as soon as is reasonably practicable. The Referee will point a yellow flag at her, whistle and hail her sail number even if she is at the Crew Changeover Area.
- B5.2 Race RRS 42 penalties
- i) First penalty
When a boat is penalised for the first time her penalty will be a one turn penalty. If she fails to take it, her penalty will be the deduction of one lap.
 - ii) Second Penalty
When a boat is penalised for the second time her penalty will be a two turns penalty. If she fails to take it her penalty will be the deduction of one lap.
 - iii) Third and subsequent penalties.
When a boat is penalised for a third or subsequent time her penalty will be the deduction of one lap.
 - iv) There will be no redress for any action or inaction from the Referees regarding SI B5 unless there was a failure to take into consideration an event rule, or a committee signal. No Class “O” or “R” rules or equivalents will apply at this event.
- B5.3 Notices of Breaches of RRS42
Penalties of breaches of Rule 42 will be posted by the Referees team at the Race office ONB at a minimum of 3 hourly intervals. All effort will be made to communicate breaches on the ONB as soon as practicable. Teams are reminded that a boat may have different crews and teams are responsible for keeping their own records of RRS 42 breaches during the event.

B6. Penalties initiated by Dock Master:

- B6.1 Stop-Go Penalties
- i) For breaches of SIs 17.1, 17.2, 20.2, 20.4 and 20.5, the Dock Master may impose a DP of a Stop-Go penalty.
 - ii) These shall be verbally advised and be taken immediately.
- B6.2 For breaches where a Referee imposes a Stop-Go penalty it will be taken at the dock the next time the boat passes Mark 5. Referee shall advise the Dock Master who will oversee the penalty.
- B6.3 A boat shall perform a Stop-Go penalty as follows:
- i) The boat shall come to a complete stop alongside the Stop-Go penalty area of the pontoon, for between 10 to 60 seconds as determined by the Dock Master or the Referees.
 - ii) A boat shall not make more than one Stop-Go penalty at a time; if there are multiple Stop-Go penalties imposed, each one will be taken on successive laps until they are all completed.
 - iii) No crew changeover is permitted during a Stop-Go penalty.
- B6.4 If a Stop-Go penalty is imposed by a Referee or the Dock Master, but not performed, the offending boat/team will have one lap deducted from its score. This deduction is not open to protest or redress.



B7. Protests and Requests for Redress

- B7.1 Protests shall be lodged within 40 minutes of an incident occurring at the event. At the end of the event all protest must be lodged within 30 minutes of the last competitor finishing their final lap. This time will be according to the lap counting boat.
- B7.2 Protests shall be lodged in writing using the protest forms available at the Race office or alternatively online at: <https://theclubspot.com/regatta/aVW78Ltfba>.
- B7.3 Protest hearings will be scheduled during the event if possible and as soon as is practical and at the agreement of all parties.
- B7.4 The Protestor is required to notify the Protestee's team of their intention to protest.
- B7.5 If there is an incident resulting in a boat requiring immediate repair or crew requiring immediate treatment and either must stop racing for any period, a hearing may be called by the Protest Committee or the Race Committee.
- B7.6 There is no official arbitration. The Protestees and Protestors are encouraged to discuss the incident and reach an agreement to jointly apply for rescheduling or withdrawal etc prior to a hearing.
- B7.7 It is intended that protests will be heard on the committee boat or the lap counting boat as soon as practicable after the parties have been informed of the protest.
- B7.8 Protest hearing decisions will be posted and advised to the scorer, if necessary, as soon as practicable after the hearing and not later than 60 minutes after the hearing.
- B7.9 Should a decision include a Stop-Go penalty it must be taken within 30 minutes of the announcement of the decision or prior to the end of racing, whichever is sooner.
- B7.10 Requests for reopening or limited appeals will be heard no sooner than 30 minutes after the last boat has finished the last official lap of the event.
- B7.11 (DPI) When the protest committee decides that a boat that is a party to a protest hearing has broken a rule of Part 2 of the RRS, it may penalise that boat a deduction of lap(s), Stop-Go penalty, scoring penalty or some other penalty not less than a stop-go penalty and up to one lap penalty.