



Hong Kong Match Racing Nationals

22 & 23 April 2023

Organising Authority - Hebe Haven Yacht Club, HKSAR

SAILING INSTRUCTIONS

This has been endorsed by the Hong Kong Sailing Federation (HKSF) as a national event.

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee

NoR: Notice of Race

OA: Organising Authority

RRS: Racing Rules of Sailing

SI: Sailing Instructions

RC: Race Committee

[NP]: A boat may not protest as per NoR 1.3

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 Add to RRS C8.6 “When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E – Damage Penalties.” Changes RRS C8.6.
- 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 60 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 Amendments to the SI made ashore will be posted at least 60 minutes before the start of any race affected and will be signed by the RC and the PC representatives.
- 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 RC Boat. An umpire may communicate these RC changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

Further to NoR 3:

- 3.1 The first meeting with the umpires will follow on from the briefing (3.1) above.
- 3.2 A daily morning meeting will be announced at the first briefing.
- 3.3 Each team shall supply their own VHF radio for broadcast from the RC. Broadcasts will be made on channel 77. Failure to make or receive these broadcasts will not be grounds for redress. This changes rule 62. The umpires may also provide pairing information to the competitors verbally.
- 3.4 Skippers may be required to attend a press conference in the garden bar after each day they race, starting as soon as possible after the last race of the day.

4 BOATS AND SAILS

- 4.1 The event will be sailed in J/80 type boats, provided by the OA.
- 4.2 The sails to be used will be allocated by the RC.
- 4.3 Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 4.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 4.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical, or for other reasons. Allocation, or re-allocation by the RC is not grounds for redress.
- 4.6 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:

<u>SIGNAL</u>	<u>SAIL COMBINATION TO BE USED</u>
No signal	Main, Jib, Spinnaker
ICF R	Main, Jib, No Spinnaker

- 4.7 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

5 IDENTIFICATION and ASSIGNMENT OF BOATS

- 5.1 Boats will be identified by boat name.
- 5.2 Boats will be allocated by the OA for the stage in accordance with a pre-determined draw. Teams may rig the boat before skippers briefing at 08:45.
- 5.3 Boats will be exchanged in accordance with the pairing lists and race schedule.

6 CREW MEMBERS, NUMBER AND WEIGHT

- 6.1 Further to NoR 7, crew weights may be checked during the regatta. At any re-weighting, the total weight limit is increased by 10 kg.
- 6.2 Any crew weighing in excess of this increased limit will not be penalised, but they shall reduce their weight to the increased weight limit before racing again.

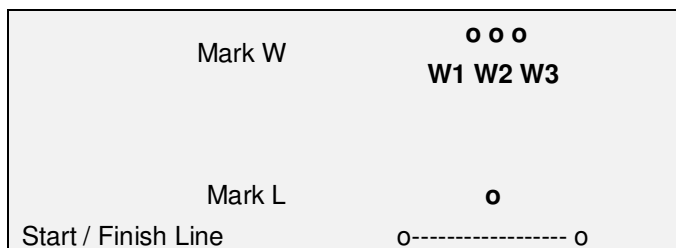
7 EVENT FORMAT, FLIGHTS AND MATCHES

Further to NoR 8:

- 7.1 The event format and match pairing lists are detailed in SI Addenda A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 7.2 In a knock-out series between two skippers:
 - (a) they will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
 - (b) when the series has been decided, further matches between these two will not be sailed.
 - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 7.3 The latest time for an attention signal on the last day of racing will be approximately 17:15. This changes NoR 9.1(f).
- 7.4 Each subsequent flight will be started as soon as practicable after the previous flight.
- 7.5 The next flight number will be displayed on the RC boat (at the aft of the boat).
- 7.6 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.
- 7.7 When, in a knock-out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

8 COURSE

- 8.1 Configuration (not to scale)



- 8.2 Signals and Course to be Sailed

- Course signals will be displayed from the RC boat at or before the warning signal.
- Marks W and L shall be rounded to starboard. If more than one W mark is set, the colour of the W mark to be rounded will be displayed on a board on the RC boat no later than the Attention Signal. This changes RRS 27.1.

<u>SIGNAL</u>	<u>COURSE</u>
No signal	Start - W - L - W - Finish
Flag S	Start - W - Finish

9 MARKS / STARTING AND FINISHING LINE

9.1 Description of marks:

- The RC boat will be M/V Hebe One.
- W1 will be a black mark.
- W2 will be an orange mark.
- W3 will be a yellow mark.
- L will be an orange mark.
- The starting/finishing line mark will be a white inflatable mark

9.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of the starting/finishing mark and a pole displaying an orange flag on the RC boat.
- (b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.

9.3 Abandonment and Shortening

- (a) 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.’
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

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 RC boat 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 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

11 CHANGE OF POSITION OF THE WINDWARD MARK

- 12.1 A change of course after the start will be signalled before the leading boat has begun the leg although the new mark may not be in position.
- 12.2 **Change of Course Signals** (changes RRS 33 and Race Signals)
 - (a) Flag C and a coloured flag or board means: “The windward mark has been changed. Sail to a mark the same colour as the flag or board.”
 - (b) Then a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 12.3 **Signalling vessel**
 - (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - (b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of mark L.

12 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

13 SPECTATOR BOATS

Spectator boats are required to stay outside the racing area.

14 CODE OF CONDUCT

14.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.

14.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.

14.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:

- Excessive attempts to verbally coerce, coach or influence umpire decisions;
- Repetitive or on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also MR Call M4).

14.4 Breaches of this SI may also referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, or the withholding of deposits.

14.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

15 DISCLAIMER

Refer to NoR 17.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS AND PAIRING LISTS

Team List

- Ben Lam
- Cosmas Grelon
- Cynthia Law
- Frederic Azemard
- Isamu Sakai Biddell
- Jeremy Koo Wui Ken
- Michele Valenti
- Peter Backe
- Peter Jessop
- Tommy Tang

Pairing lists will be distributed at the skipper's briefing.

SI ADDENDUM B – EVENT FORMAT

EVENT FORMAT

1 First Stage - Round Robin(s)

- 1.1. Skippers will be divided into two groups as determined by the OA.
- 1.2. All skippers will sail a round robin.
- 1.3. The two highest scoring skippers from each group shall qualify for the next stage.

2 Second Stage - Semi-finals

- 2.1. The highest placed skippers finishing from the First Stage in each group will be assigned starboard entry in their first matches, and they shall sail the second highest skipper in the other group.
- 2.2. The first skipper in each pair to score at least two points shall proceed to the Fourth Stage, the others to the Third Stage.

3 Third Stage – Petit Final

- 3.1 The higher placed skipper from Stage 1 will be assigned the starboard entry for the first match. If this cannot be determined, it will be assigned by a draw.
- 3.2 The first skipper to score at least 2 points will be awarded 3rd place, the other 4th.

4 Fourth Stage - Final

- 4.1. The higher placed skipper from Stage 1 of the two skippers in the final will be assigned the starboard entry for the first match.
- 4.2. The first skipper to score at least 3 points will be awarded 1st place, the other 2nd.

SI ADDENDUM C – HANDLING of BOATS

1 GENERAL

- 1.1 While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.
- 1.2 [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 ITEMS AND 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 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 Sailing the boat in a manner that it is reasonable to predict that 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, or using any tape that leaves a residue / use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Adjusting lifeline tension.
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 The use of electronic equipment, unless permitted by SI C3.1.
- 2.21 Spare
- 2.22 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.
- 2.23 Spare
- 2.24 Having the bowsprit extended, except when in the process of setting, flying or taking down the asymmetric spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the asymmetric spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.25 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.
- 2.26 A breach of SI C 2.16, 2.22, 2.24, or 2.25 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

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

3.1. Taking on board the following equipment:

- a) basic hand tools
- b) adhesive tape
- c) line (elastic or otherwise of 4 mm diameter or less)
- d) marking pens
- e) tell tale material
- f) hand held compasses, watches, timers and small personal video devices such as GoPro
- g) shackles and clevis pins
- h) velcro tape
- i) bosun's chair
- j) spare flags
- k) PFD's when not supplied by the OA

3.2. Using the items in 3.1 to

- a) prevent fouling of lines, sails and sheets
- b) attach tell tales
- c) prevent sails being damaged or falling overboard
- d) mark control settings
- e) make minor repairs and permitted adjustments
- f) make signals as per Appendix C6
- g) personal safety
- h) Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.3 Changing the number of mainsheet purchases.

4. **MANDATORY ITEMS AND ACTIONS** – the following are permitted:

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:

- folding, bagging and placement of the sails as directed
- leaving the boat in the same state of cleanliness as when first boarded that day
- 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 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 D – 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
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Genoa cars

SAFETY GEAR

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

TOOLS

- Any supplied tools

GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES AND FENDERS

- Two mooring lines
- Two fenders

GALLEY EQUIPMENT

- Lunch box
- As provided by the organisers

FUEL AND WATER

- As provided by the organisers

SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 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.

SI ADDENDUM F – COURSE LIMITS

Not used.