



## **Hong Kong to Vietnam Race 2019**

Starts Tuesday 15 & Wednesday 16 October 2019

*The Hong Kong to Vietnam Race 2019 is organised by the RHKYC and run under the auspices of RORC. It is a 673 mile biennial ('downhill') fast passage to Nha Trang, on the south-eastern coast of Vietnam. The Hong Kong to Vietnam Race 2019 is a qualifying race for the 2019 Rolex Sydney Hobart Yacht Race and is run under the auspices of RORC.*

*The race was first run in 1996 and then regularly since 2004. 2019 will mark the ninth edition of the race which is the longest Category One offshore race in Asia. The current race record of 42h 17m 24s is held by Syd Fischer's "Ragamuffin 100" set in 2015.*

*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.*

## **NOTICE OF RACE**

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

### **1. RULES**

- 1.1 The Hong Kong to Vietnam Race 2019 will be governed by:
- the rules as defined in *The Racing Rules of Sailing* (RRS);
    - the Prescriptions of the Hong Kong Sailing Federation ('HKSF');
    - the IRC Rules, Parts 1, 2 and 3 ('IRC-C');
    - the HKPN Performance Increase Penalty Scheme ('PIPS');
    - the MOCRA Rating Rules current as of 1 October 2019;
    - the World Sailing Offshore Special Regulations 2018-19 – Category 1 Monohulls or Category 1 Multihulls ('WSOSR');
    - the RHKYC Offshore Prescriptions 2019;
    - this NoR; and
    - the Hong Kong to Vietnam Race 2019 Sailing Instructions (SIs).
- 1.2 IRC Rule 21.6.1 (number of spinnakers onboard) is changed by the HKSF's prescription to RRS 88.
- 1.3 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 Race 2019 SIs) and will replace the rules of RRS Part 2.

### **2. ADVERTISING**

Boats may be required to display advertising chosen and supplied by the organizing authority. If this rule is broken, World Sailing Regulation 20.9.2 applies. [DP]

### **3. ELIGIBILITY AND ENTRY**

- 3.1 Eligible boats shall enter online using the Hong Kong to Vietnam Race TopYacht entry system by 1800hrs on Friday 13 September 2019. The online entry system can be found at <https://www.topyacht.com.au/db/kb/1059>
- 3.2 The Hong Kong to Vietnam Race 2019 will have the following classes:
- 3.2.1 **IRC Racer Class:** Keelboats with a Hull Factor (HF) of 8.5 and above. The class will be divided into divisions based on suitable rating bands at the discretion of the race committee.
  - 3.2.2 **IRC Premier Class:** Keelboats with a DLR equal to or greater than 140 and an LOA equal to or greater than 14.98m.
  - 3.2.3 **IRC Cruiser Class:** Keelboats with a HF of 8.5 or less or a DLR equal to or greater than 140.
  - 3.2.4 **HKPN Class:** Keelboats which satisfy safety and stability requirements as defined under the ISO Design Category A.
  - 3.2.5 **MOCRA Multihull Class:** Multihulls which satisfy the WSOSR – Category 1 Multihull and satisfy all safety and stability requirements as outlined therein.
- 3.3 Boats shall enter one class only. The race committee shall determine, in its sole discretion, rating bands and divisions for the IRC Racer Class, which shall be published in the SIs. Subject to the number of entries, the classes, divisions and rating bands in IRC Racer Class may be altered at the discretion of the race committee. In addition, the race committee may not accept any entry for a class and may allocate any entry to another class or to any division if it considers that the competition would be better served by such change.
- 3.4 All boats shall be 10 meters or above overall (LOA) excluding bowsprit and/or bumpkin.
- 3.5 Boats racing in IRC Racer Class Divisions 0 & 1 shall have endorsed IRC certificates.
- 3.6 Boats racing in IRC 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 they believe there is insufficient experienced crew racing on the boat.

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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 WSOSR and as amended in NoR 8.1.

3.8 Crew shall be a minimum of 18 years of age in order to race. Crew aged 16 - 18 years may be accepted by the race committee as long as a parent or legal guardian is present onboard during the race.

### 4. FEES

4.1 The entry fee will be HK\$5,000 per boat for the Hong Kong to Vietnam Race 2019, which includes crew and skipper tickets for the Welcome Party at RHKYC Kellett Island on Thursday 10 October 2019, the finish location party in Nha Trang on Saturday 19 October 2019 and the prize giving on Wednesday 30 October 2019 at RHKYC, Kellett Island, Causeway Bay, Hong Kong. Entry fees will not be refundable after Friday 20 September 2019.

4.2 Late entries may be accepted until 1800hrs on Friday 20 September 2019 upon application to the race committee and only upon payment of an additional fee of 50% of the entry fee and satisfactory completion of all of the scrutineering and immigration requirements.

### 5. RACE SCHEDULE

The schedule for the Hong Kong to Vietnam Race 2019 will be:

Friday 13 September 2019	Entry deadline & document submission (see NoR 6.1)	1800hrs
Friday 20 September 2019	Late entry deadline	1800hrs
Wednesday 9 October 2019	Crew Immigration/NoK Forms, IRC and MOCRA Rating Certificate, HKPN PIPS Declaration	1800hrs
Thursday 10 October 2019	Welcome Party, Kellett Island	1900-2100hrs
Monday 14 October 2019	Skippers' Briefing at RHKYC	1830-1900hrs
Tuesday 15 October 2019	Warning Signal for IRC Racer 2 and IRC Cruiser Immigration (Departure) Formalities	1110hrs 1500-1900hrs
Wednesday 16 October 2019	Warning Signal	1110hrs
Saturday 19 October 2019	Location prize giving in Nha Trang	1700hrs
Wednesday 30 October 2019	Prize giving, Kellett Island	1900-2100hrs

### 6. DOCUMENTS TO BE SUBMITTED

6.1 All boats entering the Hong Kong to Vietnam Race 2019 shall upload to the online registration system for Hong Kong to Vietnam Race the following documents by Friday 13 September 2019:

- **World Sailing Building Plan Review Certificate – as per WSOSR 3.03.1a)ii)**
- Race Special Regulations Checklist;
- Safety Declaration;
- Initial Scrutineering Checklist (Note: 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(s) - as per WSOSR 4.20.5 all liferaft servicing shall be undertaken by an original manufacturer's authorized service station;
- Sat phone details;
- Crew Experience Form;
- Personal Life Beacon (PLB) Form;
- First Aid and CPR certificates;

- Sea Survival certificates; and
- HF/GMDSS/DSC Long Range Radio Operator Licence.

Boats from outside Hong Kong and in transit at this date may be granted dispensation by the race committee.

- 6.2 The online registration form giving Immigration and Next-of-Kin (NoK) details of the skipper and crew shall be completed by 1800hrs on Wednesday 9 October 2019.
- 6.3 No alteration in a boat's TCC will be permitted after 1800hrs on Wednesday 9 October 2019 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. MEASUREMENT

- 7.1 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 and MOCRA certificate data.
- 7.2 Boats entering the HKPN Class shall submit a completed HKPN PIPS declaration form to the Sailing Office no later than 1800hrs on Wednesday 9 October 2019.

## 8. SAFETY

- 8.1 The WSOSR – Category 1 shall apply to the Hong Kong to Vietnam Race 2019 with the following modifications to the Offshore Special Regulations:
- Clause 3.21.1 – Drinking Water Tanks: Clause 3.21.1 is deleted.
  - Clause 3.21.2 - Drinking Water: Boats shall start with no less than 7 litres of fresh water per crew member.
  - Clause 3.21.3 – Emergency Drinking Water: Emergency drinking water of at least 4 litres per crew member shall be carried in dedicated, labelled and sealed container(s).
  - Clause 3.28.3(b) – Fuel Systems: In addition to any fuel required for charging batteries, running generators, or other such installations, boats shall carry sufficient fuel to enable the boat to motor at least 250 miles.
  - Clause 3.29 – Communications Equipment, GPS, Radar, AIS: All boats are required to carry an HF marine SSB transceiver (GMDSS/DSC preferred) capable of operation on 2182 kHz, 4125 kHz, 4060 kHz, 6224 kHz and 8297 kHz.
  - 4.20.2 – Minimum Liferaft Equipment: Paragraph (b) is changed to “An ISO 9650 liferaft shall contain as minimum Pack 2 (less than 24 hour pack). If the liferaft contains a Pack 2 then the difference in contents between a Pack 2 and a Pack 1 (greater than 24 hours) shall be contained in a grab bag, one for each liferaft.”

• 4.21 – Grab Bags (addition)

<b>Minimum Required Grab Bag Contents</b>
There shall be a minimum of one grab bag per liferaft carried.
All crew passports, money, spare prescription drugs - carried in a separate waterproof bag within a Grab Bag.
A watertight hand-held marine VHF transceiver with spare batteries for each liferaft, one of which may be the handheld VHF in WSOSR 3.29.5.
First-Aid Kit – all dressings must be capable of being effectively used in wet conditions. The first aid kit shall be clearly marked and shall be re-sealable. This may be the first aid kit in WSOSR 4.20.2. At least 2 tubes of sunscreen for each liferaft, minimum size of 100ml.
Waterproof torch with 6 h duration and separate battery and bulb (unless LED)
<b>Highly Recommended Grab Bag Contents</b>
<ul style="list-style-type: none"> <li>• Chemical light sticks</li> <li>• Treatment for jellyfish stings</li> <li>• Waterproof hand held GPS in at least one of the grab bags carried by each yacht</li> <li>• SART</li> <li>• EPIRB</li> <li>• Spare sea drogue</li> <li>• A hand held satellite phone with emergency contact numbers pre-programmed or as a waterproof list</li> </ul>

• Clause 4.23 Pyrotechnic and Light Signals: The list of required pyrotechnics is amended as follows for MoMu0,1:

- 6 x red parachute flares, 4 of which must be readily available for immediate use and not contained in the liferaft.
- 6 x red hand flares, 3 of which must be readily available for immediate use and not contained in the liferaft.
- 2 x orange smoke, 2 of which must be readily available for immediate use and not contained in the liferaft.

• Clause - 6.01 (amendment): Sea Survival Training: 50% of the crew, and a minimum of 2, including the skipper/person in charge, must hold a current Sea Survival certificate from an accredited training facility. It is strongly recommended that all crew are certified.

• Clause 6.05.1 (ii) – Medical Training: WSOSR 6.05.1 is amended so that 30% of the crew, and a minimum of 2 persons, including the Person in Charge holding a valid First Aid/CPR certificate will be acceptable.

8.2 There have been changes to the WSOSR. 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.

8.3 A late fee of HK\$2,000 may be charged to boats which fail to comply with the deadline for submission of the Initial Scrutineering Checklist. 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.

**9. COMMUNICATION**

9.1 For emergency safety communication purposes, all boats shall carry a working satellite telephone, a single device that is not reliant on connecting to an external device e.g. the marine Iridium satellite based system. When the yacht’s system is fully installed and not transportable, it is mandatory that a portable sat phone with spare batteries is also carried, as per WSOSR 3.29.03b. All of the race fleet satellite phone numbers shall be programmed into the phone in advance.

- 9.2 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.
- 9.3 All boats shall carry an AIS unit as outlined in the WSOSR – Category 1 (3.29.13). The unit shall remain operational and switched on at all times. Boats which fail to comply shall be subject to a protest by the race committee, unless written and/or photographic evidence is provided. [DP]
- 9.4 All boats shall comply with the HF/SSB daily radio schedule which will be outlined in the Hong Kong to Vietnam Race 2019 SIs. Failure to report a position to the radio control boat within ten minutes of the scheduled time by either radio relay (VHF) or other means of communication (Sat Com Phone) may result in a protest by the race committee. Boats shall leave hard wired VHF radios and satellite phones on at all times for safety purposes.
- 9.5 Each boat shall demonstrate to the race committee that her HF/SSB – DSC/GMDSS radio equipment is working satisfactorily and that at least one competent radio operator is included in the racing crew.
- 9.5.1 Boats shall arrange a DSC test of their MF/HF/SSB radio with the Hong Kong MRCC prior to the start of the race. All of the race fleet MMSI numbers shall be pre-programmed into the boat's HF/SSB radio in advance. Details of how to achieve this will be sent to all competitors well in advance of the start of the race.
- 9.5.2 A boat starting without a functioning MF/HF/SSB DSC radio may be subject to disqualification.
- 9.6 A boat shall not make or receive discrete communications (via radio, phone or satellite communications) unless in an emergency. A boat may communicate with the finish line staff in Nha Trang to inform them that the boat is approaching the finishing line. A boat may communicate with the radio control boat to inform them of their current position if the boat's HF/SSB suffers a problem.

## 10. SAILING INSTRUCTIONS

The Hong Kong to Vietnam Race 2019 SIs will be available early October 2019.

## 11. THE COURSE

The course to be sailed will be outlined in the Hong Kong to Vietnam Race 2019 SIs.

## 12. PENALTY SYSTEM

- 12.1 A protest committee may be appointed in accordance with RRS 89.
- 12.2 When the protest committee decides that a boat which is party to a protest has broken a rule and is not exonerated, it may impose a scoring penalty (which may be no penalty) at its discretion, as an alternative to disqualification. This changes RRS 64.1

## 13. SCORING

The scoring system to be used in the Hong Kong to Vietnam Race 2019 for all IRC Classes will be the IRC Handicap Rating system and the MOCRA Handicap Rating system for Multihulls.

The Time Corrector (TCC) or Time Correction Factor (TCF) as printed on a boat's current valid IRC or MOCRA certificate will be applied to its elapsed time, as follows:

**Corrected Time = Elapsed Time x TCC/TCF.**

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

**Corrected Time = Elapsed Time x 1000/HKPN.**

## 14. BERTHING

Boats shall be kept in their assigned places both in Hong Kong prior to the start and at their assigned place in Nha Trang after the finish.

## 15. PRIZES

- 15.1 Subject to entries, prizes will be awarded for line honours, first, second and third places overall in each class, or division of a class.
- 15.2 Other prizes may be awarded at the discretion of the race committee.

## **16. DISCLAIMER OF LIABILITY**

- 16.1 Competitors participate in the race entirely at their own risk. See RRS 4, Decision to Race. The organising authority (RHKYC), the Hong Kong to Vietnam Race 2019 race committee, the sponsor(s) (including its/their affiliated companies), 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. In this regard, the persons in charge, owners and crew members shall acknowledge and accept this waiver of responsibility by signing the Disclaimer and Acknowledgement of Rights Form as referred to in Clause 18.2 below.
- 16.2 Persons in charge, owners and skippers are invited to co-operate closely with the organising authorities, race committee and the 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 NoR. 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.

## **17 INSURANCE**

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

## **18 MEDIA & IMAGE RIGHTS WAIVER**

- 18.1 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).
- 18.2 Owners (charterers) and crew members shall acknowledge and accept the granting of media rights referred to in the NoR 18.1 by signing the entry form and in respect of responsibilities and disclaimers referred to in NoR 16 by signing the Disclaimer and Acknowledgement of Rights Form provided by the organising authority.

## **19 ADDITIONAL INFORMATION**

- 19.1 Yachts entering from overseas please contact: **RHKYC Marine Manager, Alan Reid** at: Tel: +852 2239 0308, Fax: +852 2572 5399, for all details regarding facilities, berthing and commissioning prior to the race and/or regatta.
- 19.2 For other race enquiries please contact the: **RHKYC Sailing Manager, Ailsa Angus** at: [ailsa.angus@rhkyc.org.hk](mailto:ailsa.angus@rhkyc.org.hk), Tel: +852 2239 0395, Fax: +852 2239 0364.
- 19.3 All other details and requirements will be set out in the Hong Kong to Vietnam Race 2019 SIs which will be available from early October 2019 from the RHKYC Sailing Office and will also be published on the Hong Kong to Vietnam Race 2019 website: [www.chinacoastraceweek.com](http://www.chinacoastraceweek.com).