

Audi Hong Kong to Vietnam Race 2015



Starts Thursday 15th October 2015

The Audi Hong Kong to Vietnam Race 2015 is organised by the RHKYC and run under the RHKYC Offshore Prescriptions. It is a 656 mile biennial ('downhill') fast passage to Nha Trang, on the south-eastern coast of Vietnam. 2015 will mark the seventh edition of the Race which is the longest Category One offshore race in Asia. The Race was first run in 1996 and then regularly since 2004. The current race record of 42h 41m 20s is held by Syd Fischer's "Ragamuffin 90" at an approximate average speed of 15.4 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.



Audi

NOTICE OF RACE

1. RULES

- 1.1 The Audi Hong Kong to Vietnam Race 2015 will be governed by the rules as defined in *The Racing Rules of Sailing 2013-2016* (RRS) and:
- 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 ISAF Category One Offshore Special Regulations 2015;
 - the RHKYC Offshore Prescriptions 2015;
 - this Notice of Race (NoR); and
 - the Audi Hong Kong to Vietnam Race 2015 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 Audi Hong Kong to Vietnam Race 2015 SIs) and will replace the rules of RRS Part 2.
- 1.4 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.
- 1.5 All Skippers and Persons in Charge are required to attend the Skippers briefing on Wednesday 14th October 2015 at 1830 hrs - Kellett Island, Causeway Bay.

2. ADVERTISING CATEGORY

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

3. ELIGIBILITY AND ENTRY

- 3.1 Eligible boats shall enter by completing the entry form and returning this with the entry fee to the RHKYC Sailing Office on or before Monday 7th September 2015.
- 3.2 The Audi Hong Kong to Vietnam Race 2015 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. Provisional division splits are as follows:
- Div 0: IRC 1.301 and above
 - Div 1: IRC 1.100 to 1.300
 - Div 2: IRC 1.010 to 1.099
 - Div 3: IRC 1.009 and below
- The Race Committee may decide at its discretion to alter these rating band splits depending on the entries received and in the interest of fair racing.
- 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:** Multihulls which satisfy the ISAF Category One Offshore Multihull regulations and satisfy all safety and stability requirements as outlined therein.
- 3.3 Boats shall enter one class only. Subject to the number of entries, the classes 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

ROYAL HONG KONG YACHT CLUB: AUDI HONG KONG TO VIETNAM RACE 2015

- 3.4 All boats entering the Audi Hong Kong to Vietnam Race 2015 shall submit a copy of their current liferaft certificate(s) and a copy of their EPIRB and/or INMARSAT MMSI number(s) either with the entry form or no later than Monday 7th September 2015.
- 3.5 All boats shall be 10 meters or above overall (LOA) excluding bowsprit and/or bumpkin.
- 3.6 Boats racing in IRC Racer Class Divisions 0 & 1 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.
- 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 2014 - 15. 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 7.1**. Documented proof of overseas Appendix G training qualifications will be accepted subject to inspection/verification by the Race Committee.
- 3.8 The Crew Experience form and any Personal Life Beacons (PLB) forms shall be submitted to the RHKYC Sailing Office on or before Monday 7th September 2015.
- 3.9 Crew must 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.
- 3.10 The registration form giving Immigration and Next-of-kin details of the skipper and crew plus the Crew Personal Life Beacon form (PLB) shall be submitted to the RHKYC Sailing Office on or before 1800hrs on Thursday 8th October 2015.

4. FEES

- 4.1 The entry fee will be HK\$5,000 per boat for the Audi Hong Kong to Vietnam Race 2015, which includes crew and skipper tickets for the Welcome Party at RHKYC Kellett Island on Monday 5th October, the finish location party in Nha Trang, Vietnam on Sunday 18th October 2015 and the prize giving on Wednesday 28th October 2015 at RHKYC, Kellett Island, Causeway Bay, Hong Kong. Entry fees will not be refundable after Monday 14th September 2015.
- 4.2 Late entries may be accepted until 1800hrs on Monday 14th September 2015 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 Audi Hong Kong to Vietnam Race 2015 is expected to be:

Monday 7 th September	Entries, Race Special Regulations Checklist & Safety Declaration, Crew Exp & PLB forms	1800hrs
Monday 14 th September	Late entries accepted	1800hrs
Monday 5 th October	Audi China Coast Race Week Welcome Party at RHKYC	1900hrs - 2100hrs
Thursday 8 th October	Crew Immigration/NoK Forms, radio and equipment certificates, IRC Certificates, HKPN PIPS	1800 hrs
Wednesday 14 th October	Immigration (Departure) Formalities at RHKYC	1600hrs - 1900hrs
Thursday 15 th October	Skippers' Briefing at RHKYC	1830hrs - 1900hrs
Thursday 15 th October	Warning Signal	1310hrs
Sunday 18 th October	Location prize giving in Nha Trang, Vietnam	1700hrs
Wednesday 28 th October	Prize giving at RHKYC – Main Lawn	1900hrs - 2100hrs

6. MEASUREMENT

- 6.1 All boats shall submit a copy of their current IRC rating certificate either with the entry form or no later than 1800hrs on Thursday 8th October 2015. 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.
- 6.2 All boats entered in the IRC Racer Class Divisions 0 & 1 must have an endorsed IRC certificate.
- 6.3 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.
- 6.4 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.
- 6.5 Boats entering the HKPN Class shall submit a completed HKPN PIPS declaration form to the Sailing Office no later than 1800hrs on Thursday 8th October 2015.

7. SAFETY

- 7.1 The ISAF Category One Offshore Special Regulations 2015 shall apply to the Audi Hong Kong to Vietnam Race 2015 with the following modifications:
 - Clause 3.21.2 - Drinking Water: Boats without functioning water makers shall start with no less than 5 litres of fresh water per crew member. Boats with functioning water maker installations shall start with no less than 4 litres of fresh water per crew member.
 - Clause 3.21.3 – Emergency Boat 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) - Engines, Generators, Fuel: 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 3.29.1(e) - 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, 6224 kHz and 8297 kHz. All boats are required to carry a hand held marine waterproof VHF radio with Ch 72 capability. A VHF radio in a waterproof case complies. In addition there must be a separate VHF radio and batteries in each emergency grab bag. Hand held radios should have DSC and be equipped with GPS capability. Competitors' attention is drawn to clauses 3.29.1(e), (f) and (p) in the ISAF OSR Category One regulations.
 - 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 4.20.2 (new 2015 OSR amendments) - Liferaft Contents.
 - a. **Emergency Liferaft Water:** 1.5 litres of water per person in containers of not more than 0.5 litres per container must be carried either in the liferafts or if a liferaft has a minimum 0.5 litres of water the remainder of the water may be carried in the grab bag(s). The water in the grab bags may be replaced with a desalinator. The 1 litre of water may form part of the requirements for total emergency water outlined in **clause 3:21.3** above except that the minimum amount of emergency water shall be 10.5 litres unless the boat has a working desalinator in which case the minimum water will be 5.5 litres per person.
 - b. **Minimum food requirements:** Liferrafts must contain a minimum of 10,000 kj of food per person. If liferafts sourced prior to January 2015 do not comply then this food may be carried in dedicated waterproof sealed packages in the grab bag(s).
 - Clause 4.21.3 - Grab bag(s) are mandatory *There shall be one grab bag per liferaft carried.* **The recommended contents include:** 2 red parachute and 2 red hand flares and cyalume type chemical light sticks, watertight handheld 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, treatment for jellyfish stings, emergency food, signal mirror and a handheld satellite phone with spare batteries (if applicable).

- **All crew passports, money, spare prescription drugs shall also be carried in a separate waterproof bag within one of the grab bags as must additional emergency water and rations relevant to crew size (refer to clause 4.20.2 above).**
 - **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. It is strongly recommended that all crew are certified.
 - **Clause 6.04.1 (ii) – Medical Training:** OSR 6.04.1 is amended so that 30% of the crew, including the Person in Charge 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.
- 7.2 For emergency safety communication purposes, all boats are required to carry a working 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. All of the race fleet satellite phone numbers must be programmed into the phone in advance. Land based mobile telephones are not acceptable.
- 7.3 All entrants shall submit the Race Special Regulations Checklist and Safety Declaration to the RHKYC Sailing Office no later than Monday 7th September 2015 declaring compliance with the requirements of this NoR, the SIs and the ISAF Category One Offshore Special Regulations 2015. Boats from outside Hong Kong and in transit at this date may be granted dispensation by the Race Committee.
- 7.4 A late fee of **HK\$2,000** 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.
- 7.4.1 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.
 - Personal Life Beacon (PLB) form.
 - First Aid and CPR certificates.
 - Sea Survival certificates.
- 7.5 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.
- 7.6 All boats must carry an AIS unit as outlined in the ISAF Category One Offshore Special Regulations 2015 - OSR 3.29.1(n) **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 written and/or photographic evidence is provided.
- 7.7 All boats must comply with the HF/SSB daily radio schedule which will be outlined in the Audi Hong Kong to Vietnam Race 2015 SIs. **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 may 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.

- 7.8 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.

7.8.1 Boats must 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 must be pre-programmed into the boats 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.

7.8.2 A boat starting without a functioning MF/HF/SSB DSC radio may be subject to disqualification.

8. SAILING INSTRUCTIONS

The Audi Hong Kong to Vietnam Race 2015 SIs will be available in early October 2015.

9. THE COURSE

- 9.1 The course to be sailed will be outlined in the Audi Hong Kong to Vietnam Race 2015 SIs.
- 9.2 In the event of extreme weather in the South China Sea and the original race destination in Nha Trang is not possible, an alternative shorter race will be run, if time and the conditions allow. The Race Committee will run a race, if at all possible, but only if the safety of boats and crews can be assured. The change of race and/or destination will be communicated to all competitors in reasonable time prior to the original scheduled start of the race.

10. PENALTY SYSTEM

A Protest Committee may be appointed in accordance with RRS Appendix M.

11. SCORING

- 11.1 The scoring system to be used in the Audi Hong Kong to Vietnam Race 2015 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:

Corrected Time = Elapsed Time x TCC.

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

Corrected Time = Elapsed Time x 1000/HKPN.

12. SUPPORT BOATS

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

13. BERTHING

Boats shall be kept in their assigned places both in Hong Kong prior to the start and in the Hon Tre anchorage, Nha Trang, Vietnam after the finish. Boats must carry suitable anchors and ground tackle on the race to anchor safely in 15 – 20 m of water.

14. RADIO COMMUNICATIONS

- 14.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.
- 14.2 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 boats HF/SSB suffers a problem.
- 14.3 In accordance with RRS 86.1(b), RRS 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.

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. An overall Hong Kong to Vietnam Race 2015 prize will be awarded to the first boat under IRC handicap.
- 15.2 Other prizes may be awarded at the discretion of the Race Committee.

16. DISCLAIMER OF LIABILITY

- 16.1 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..."
- 16.2 The Audi Hong Kong to Vietnam Race 2015 Race Committee, the RHKYC, the 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.
- 16.3 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 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 with a minimum of HK\$1,000,000.

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).

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.

19. ADDITIONAL INFORMATION

- 19.1 Yachts entering from overseas please contact: **Joe Goddard - RHKYC Marine Services Manager** at: joe.goddard@rhkyc.org.hk, 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 Race Management enquiries please contact the: **RHKYC Sailing Office** at: sailingoffice@rhkyc.org.hk, Tel: +852 2239 0362, Fax: +852 2239 0364.
- 19.3 All other details and requirements will be set out in the Audi Hong Kong to Vietnam Race 2015 SIs which will be available from early October 2015 from the RHKYC Sailing Office and will also be published on the Audi Hong Kong Vietnam Race 2015 website: www.hkvietsamrace.com