



# Aberdeen Boat Club Four Peaks Race

Saturday 18 and Sunday 19 January 2014

## SAILING INSTRUCTIONS and HILL CLIMBING RULES

### 1. GENERAL

#### 1.1 RULES

- 1.1.1 Hong Kong Sailing Federation prescriptions
- 1.1.2 IRC Rules parts A, B and C 2013 will apply except IRC Rule 22.4.2. There will be no upper limitations on crew number or weight
- 1.1.3 ISAF Offshore Special Regulations Category 4
- 1.1.4 HKPN handicap system, including the HKPN Performance Increased Penalty Scheme (PIPS)
- 1.1.5 Aberdeen Boat Club Standard Sailing Instructions 2013
- 1.1.6 This Notice of Race
- 1.1.7 Aberdeen Boat Club Four Peaks Race 2014 Sailing Instructions
- 1.1.8 In case of conflict between any of the above, succeeding items take precedence. This changes RRS 63.7.

**Note:** Sailing Instructions include hill climbing and other rules that do not comply with conventional RRS guidelines.

#### 1.2 NOTICES AND CHANGES TO SAILING INSTRUCTIONS

- 1.2.1 Notices to competitors and changes to SI (L Notices) will be posted on the Yachting Notice Board at the Club and on the Club's website ([www.abclubhk.com](http://www.abclubhk.com)).
- 1.2.2 Any change to the SI will be posted not later than 1800 on the day before the start of race.
- 1.2.3 Any Notices to Mariners which are applicable to sailing boats will be considered to be part of these Sailing Instructions.

#### 1.3 DISCLAIMER OF LIABILITY

- 1.3.1 Yacht racing can be dangerous. The attention of the Person-in-charge 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..."
- 1.3.2 The Organizing Authority and sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.
- 1.3.3 Persons-in-charge are invited to co-operate closely with the Organizing Authority, Race Committee and ABC Sailing Office in completing the formalities for their boats' entries by submission of all required information, forms, etc. by the deadlines specified.

#### 1.4 INSURANCE

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

#### 1.5 RACE BRIEFING

A race briefing will be held at the Club at 1900 hours on Friday 17 January 2014.

#### 1.6 SAFETY

- 1.6.1 Competitors are reminded that it is essential to reconnoitre landing places, routes and peak control locations, in the interests of both safety and competitiveness.

- 1.6.2 Boats shall comply with the ISAF Offshore Special Regulations Category 4 January 2013 - December 2014, and shall be fitted with an engine capable of propelling the boat at a speed in knots equal to the square root of its LWL in feet. Scrutineering checks may take place at any time in the week preceding the race or during the race itself while awaiting return of shore parties.
- 1.6.3 Boats whose design pre-empts compliance with any clause of ISAF Offshore Special Regulations Category 4 or the engine requirement may apply to the race committee for exemption. Such applications should be made no less than 1 month before the race.
- 1.6.4 All boats shall have provision for fitting a minimum of one reef in the mainsail.
- 1.6.5 When transferring from boat to shore, and vice versa, between sunset and sunrise, swimmers and shore party transfer craft must display a conspicuous, all round, white light e.g. a personal strobe safety light. Headlamps, worn by all crew in transfer craft, may substitute for an all-round white.
- 1.6.6 All persons shall wear a personal floatation device while swimming or when in shore party transfer craft. These may be personal buoyancy aids strapped around the waist.
- 1.6.7 Safety patrol boats will be on duty.
- 1.6.8 Anchors may be carried on deck at any time after the start.

## **1.7 ELIGIBILITY & ENTRY**

- 1.7.1 Eligible boats are those of a thoroughly seaworthy type with a minimum LOA of 7 metres, which meet the safety requirements and have an HKPN handicap allocated by HKPN Committee, and/or a valid IRC Certificate. The Race Committee reserves the right to either amend or issue an HKPN handicap for the race.
- 1.7.2 Entry must be made by submitting a completed entry form and crew list to the Club before 1700 on Monday 13 January 2014.
- 1.7.3 The entry fee is HK\$900. Late entries may be accepted at the discretion of the Race Committee up to 1800 on Friday 17 January 2014 but these will be subject to an additional late entry fee of HK\$450.
- 1.7.4 Entry fees are non-refundable after 1700 on Monday 13 January 2014.
- 1.7.5 The crew list may be submitted separately from the entry form but must be submitted to the Club by 1700 on Monday 13 January 2014.
- 1.7.6 Any change to the crew list must be submitted to the Club in writing before 1800, Friday 17 January 2014.

## **1.8 CREWS**

- 1.8.1 The minimum number of crew is five, including the skipper. All crew members except three must complete the ascent of at least one peak. In exceptional circumstances and with prior approval of the Race Committee, crew may be allowed to join or leave boats for specific sections of the race. In such cases, the pick up of joining crew must be completed within dropping zones as a separate exercise from dropping or picking up runners.
- 1.8.2 All crew must be aged 18 years or over except with prior approval of the race committee. For any crew under the age of 18, skippers must submit a signed Parental / Guardian Consent Form.

## **1.9 DIVISIONS AND CLASSES**

### **1.9.1 Division A**

Class I Monohulls with a valid IRC Certificate and/or HKPNs of 980 or lower  
 Class II Monohulls with HKPNs of 981-1050 which opt for Division A  
 Class III Multihulls

### **1.9.2 Division B**

Monohulls with HKPNs of 1051 or higher, all J80s open lugger rigged boats  
 Monohulls with HKPNs of 981-1050 which opt for Division B

- 1.9.3 Division and class splits may be reallocated subject to entries received. The decision will be at the sole discretion of the Race Committee

### **1.9.4 Motoring Division**

A boat may elect to transfer to the Motoring Division at any time after 30 minutes from its start. All boats entering the Motoring Division shall display IC Flag 'M' from the permanent backstay or a

starboard shroud if no backstay is fitted. IC Flag 'M' should be displayed as soon as the decision to transfer to the Motoring Division is made.

Motoring time of up to 15% of elapsed time i.e. Primary Motoring Time (PMT), will attract a time penalty equal to  $PMT \times \text{the boat's Motoring Factor (K)}$ . Motoring time of more than 15% of elapsed time i.e. Subsequent Motoring Time (SMT), will attract an additional time penalty equal to  $3 \times SMT \times K$ . For a definition and further explanation see 4.3.

All periods of motoring (including distances, established either by GPS or by a distance log reading at the start and finish of each such period) shall be logged on the Motoring Declaration Form and shall be submitted with the boat's Post Race Declaration Form. Failure to comply with this instruction may result in disqualification.

For the purpose of results, each period of motoring will be taken to be a minimum of 30 minutes. Boats in the Motoring Division are reminded that at the commencement of and throughout the duration of a period of motoring, the correct day shape or night lights for a sailing vessel operating auxiliary propulsion are to be displayed in conformity with the International Regulations for Preventing Collisions at Sea (IRPCS), Part B, Steering & Sailing.

## **1.10 COMMUNICATIONS**

- 1.10.1 In the interests of safety and race administration Race Control may contact a boat by mobile telephone or VHF at any time during the race. Each boat shall carry at least one mobile telephone, adequately protected against the weather, and switched on at all times to receive incoming calls from Race Control. The numbers of mobile phones designated for this purpose must be given on the entry form for each boat. Boats should ensure that designated phone batteries have sufficient autonomy for the duration of the race. It is also recommended to maintain a listening watch on VHF Channel 72 whilst racing and when waiting to pick up crews.
- 1.10.2 Race Control will communicate on VHF Channel 72 and may issue specific race instructions on this channel, e.g. notification of a shortened course. Race Control will endeavour to transmit any such communication at 15 minutes past the hour.
- 1.10.3 A boat, without infringing Rule 41 (outside assistance) may request and receive repetition of information given by the race committee, or be told whether a broadcast has been made.

## **1.11 POSITIONS AND POSITION REPORTS**

- 1.11.1 All positions in these SI and all position reports made by competitors are to be recorded on the WGS84 datum.
- 1.11.2 For safety reasons, boats are required to contact Race Control to make position reports during the race. Position reports shall be in the form of a GPS position plus GPS time, OR a compass bearing on a navigational mark or charted landmark, with approximate distance off plus time taken.
- 1.11.3 Position reports may be made on VHF Ch72 or by mobile phone.
- 1.11.4 Reports must follow this format on VHF Channel 72  
Four Peaks Race Control, this is Yacht .... (name)  
My position is ...  
Repeat
- 1.11.5 Position reports made by phone should use the following numbers  
**9312 8893 (Race Officer) or 9107 9756 (Second Phone)**  
**2552 8237 (Race Control)**
- 1.11.6 Boats in Division A shall make these position checks as follows:  
Courses 1 or 2  
Position Check 1: near Sung Kong Island  
Position Check 2: near ShekKwuChau (first rounding)  
Course 3  
Position Check 1: near Sung Kong Island  
Position Check 2: near South East Soko
- 1.11.7 Boats in Division B shall make these position checks as follows:  
Courses 4, 5 or 6  
Position Check 1: near Shek Kwu Chau (first rounding)  
Position Check 2: leaving Lamma Island Dropping Zone

## **1.12 DECLARATIONS AND RETIREMENTS**

- 1.12.1 After finishing, boats shall submit completed Race Declaration Forms, Hill Running Times and Motoring Declaration Forms (if appropriate) to the Club by 1200 on Monday 20 January 2014.
- 1.12.2 A boat that retires from the race shall report this to Race Control by mobile telephone or on VHF Channel 72 as soon as practicable and shall obtain an acknowledgement.

## **1.13 PROTESTS**

- 1.13.1 Protests and claims for redress shall be made in accordance with RRS.
- 1.13.2 The Race Committee may also protest a boat as a result of reports made to it by a member of a Peak Control or safety boat team. This is in addition to RRS Rule 60.2.
- 1.13.3 The time limit for protests is 1200 on the Monday following the race.

## **1.14 PENALTIES**

The penalties for infringement of instructions outside the RRS will be a time penalty up to and including 5% of total elapsed time. Repeated or gross violations of the Rules may result in disqualification. Such penalties will be applied to corrected times as follows:

10 minutes for failure to make a position report

10 minutes for runners either out of sight of one another or out of range of normal verbal communication

10 minutes for outside assistance (eg taking food aboard at Sai Kung)

15 minutes for failure to show correct navigation lights

1 hour for entering a restricted or out of bounds zone

## **1.15 ADVERTISING**

Boats may be required to display advertising chosen and supplied by the organizing authority.

# **2. SAILING**

Competitors are reminded that ALL flag hoists on the Committee Boat should be carefully monitored before, during and immediately after the starting sequence. No redress will be given for misreading flag signals.

## **2.1 DIVISION FLAGS AND STARTING TIMES**

- 2.1.1 The starting system will be in accordance with RRS Rule 26 with the warning signal given 5 minutes before the starting signal.
- 2.1.2 Starting times and flags will be as follows:

| <b>Division</b>                 | <b>Start Time</b> | <b>Flag</b> |
|---------------------------------|-------------------|-------------|
| Division A Classes I, II        | 1000              | U           |
| Division B                      | 1005              | V           |
| Division A Class III multihulls | 1015              | W           |
- 2.1.3 Division flags may be required. This requirement will be mentioned at the Skipper's Briefing.
- 2.1.4 In the event of a delay or postponement to one start, subsequent starts shall be delayed accordingly without the need to indicate such delay.

## **2.2 THE START**

The starting line will be between a signal mast displaying an orange flag on the Committee Boat at the starboard end of the line, and an inflatable club buoy laid as an outer distance mark (ODM) at the port end. An inner distance mark (IDM) may also be laid, in which case boats shall pass between the ODM and the IDM when starting. The warning signal for the first start will be on Saturday 18 January 2014 at 0955.

## **2.3 RACING AREAS**

Racing will be in the coastal waters between Tai Tam, the Ninepin Islands and Port Shelter in the eastern part of Hong Kong, and Lantau Island in the southwest, and will include the ascent by Shore Parties of four peaks by both Division A and Division B.

## **2.4 COURSES**

- 2.4.1 Courses will be set for Division A and Division B. These will be selected from the courses shown in Section 5 and will be indicated by IC numeral pennants hoisted on the Committee Boat, at or before the warning signal for the first start. The course pennant for Division A will be hoisted above the course pennant for Division B if there is a combined start.
- 2.4.2 The course for Division A will be Course 1, 2 or 3. The course for Division B will be Course 4, 5 or 6.
- 2.4.3 If a windward mark is laid, a red or green flag will be displayed on the Committee Boat to indicate that such a mark is to be rounded and left to port or starboard respectively.
- 2.4.4 Boats shall not pass to the north of Lamma Island.
- 2.4.5 Competitors are reminded of the provisions in Part B Section 1 Rule 10 of IRPCS which state that "A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow" and "...a sailing vessel shall not impede the safe passage of a power driven vessel following a traffic lane."

## **2.5 THE FINISH**

- 2.5.1 The finishing line will be laid between Round Island, Middle Island and Ocean Park and will be a line between a signal mast displaying an orange flag on a Committee Boat at the starboard end of the line, and an inflatable club buoy laid as an outer distance mark (ODM) at the port end. The ODM will display an all round flashing white light during the hours of darkness.
- 2.5.2 When crossing the finishing line in the dark, a boat shall illuminate its sail number and advise Race Control either by telephone or on VHF Channel 72.
- 2.5.3 In the unlikely event that there is no Committee Boat on station at the finish, boats shall record their own times when the finishing line ODM is at a bearing of 270° and approximately 50m-100 metres from the stem-head of the boat. This time shall be submitted with the boat's declaration.
- 2.5.4 The finishing line shall not be subject to protest or claim for redress.

## **2.6 SHORTENED COURSES**

- 2.6.1 The course may be shortened at any mark of the course or at any Peak Control. In this event the requirement for all crew members except three to complete the ascent of at least one peak shall not apply.
- 2.6.2 If the course is shortened at a Peak Control, Shore Parties will be informed by the Peak Control. Radio announcements will also be made on VHF Channel 72.
- 2.6.3 Race Control may contact boats by mobile telephone to confirm a shortened course.
- 2.6.4 If the course is shortened at a mark of the course, the finishing line will be a line between a signal mast displaying an orange flag on a Committee Boat at one end of the line and the selected mark as the ODM at the other end. The course mark shall be left to the side indicated in the course details and the Committee Boat will be positioned accordingly at either the port or starboard end of the line, so that boats will cross the line in the direction coming from the previous mark or Dropping Zone.
- 2.6.5 At the discretion of the Race Committee, the results for boats not completing the full or shortened course before the time limit will be based on the times taken at the farthest Peak Control achieved, and will follow the results of boats completing the full or shortened course or more peaks. Such times will be those of the last member of a shore party to reach the Peak Control.
- 2.6.6 In the event that the course is shortened, a boat may elect to continue sailing to complete the full course **within the time limit** and compete for the *All The Way Prize*. A boat electing to do so shall immediately inform Race Control, either by telephone or on VHF Channel 72.

## **2.7 TIME LIMIT**

Any boat not finishing by 1900 on Sunday 19 January 2014 will be scored DNF.

## 2.8 TRANSFER OF SHORE PARTIES

- 2.8.1 Shore parties shall go ashore and return to their boats in the same sequence as the peaks to be climbed. They shall disembark from and return to the boat in the designated Dropping Zones and shall be transferred to and from the shore by swimming, by shore party transfer craft or by the boat itself.
- 2.8.2 “Shore party transfer craft” means any tender, inflatable dinghy, kayak, canoe or other floating device, which shall be carried on board the boat whilst outside the designated Dropping Zones and shall be powered by paddles, oars or sail.
- 2.8.3 Towing a boat, by rowing or paddling one of its shore transfer craft is permitted within the Dropping Zones but not elsewhere.
- 2.8.4 Transfer craft shall not be left in the water made fast to any part of a public pier nor left in such a way so as to impede other competitors. This includes any access steps considered part of the pier. Transfer craft may be left in other public areas provided they are in a location which is both safe and which will not obstruct other shore parties or the general public. Any breach of this rule may result in such penalty or disqualification as may be determined by the Race Committee.
- 2.8.5 Swimming is not allowed outside Dropping Zones except for inspection or repairs.
- 2.8.6 Transfer crew must stay within 25 metres of transfer craft when ashore.

## 2.9 DROPPING ZONES

Heights on maps are in feet.

### The Port Shelter Dropping Zone is bounded by

Point 22° 19'.2N 114° 17'.4E [Pa Tau Kok/Ngam Tau Sha]

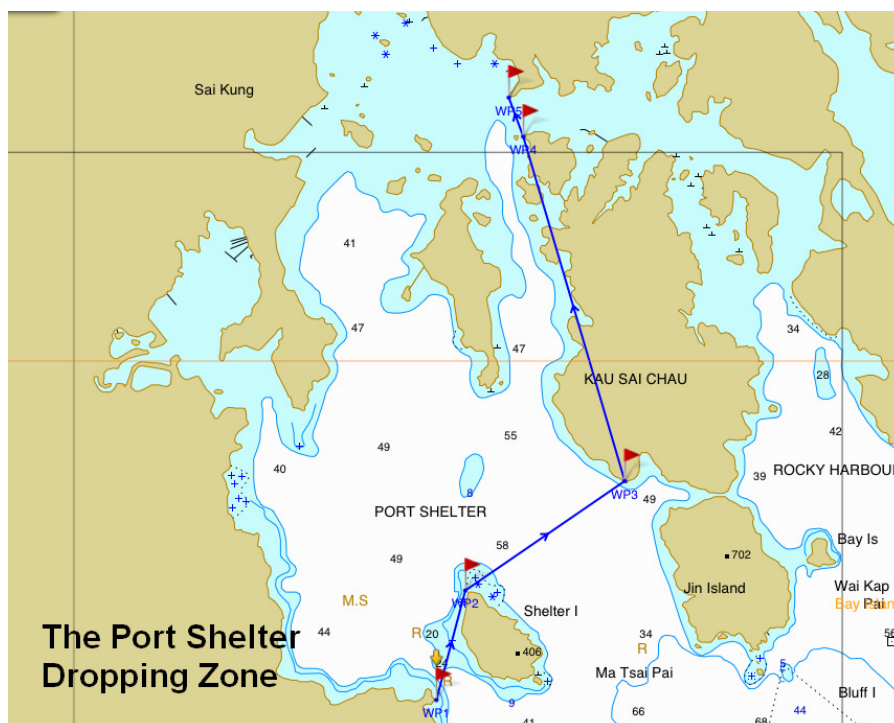
Point 22° 19'.9N 114° 17'.6E [North point of Shelter Island/Ngau Mei Chau]

Point 22° 20'.6N 114° 18'.7E [Southwest Kau Sai Chau]

Then the western shoreline of Kau Sai Chau and Yim Tin Tsai to:

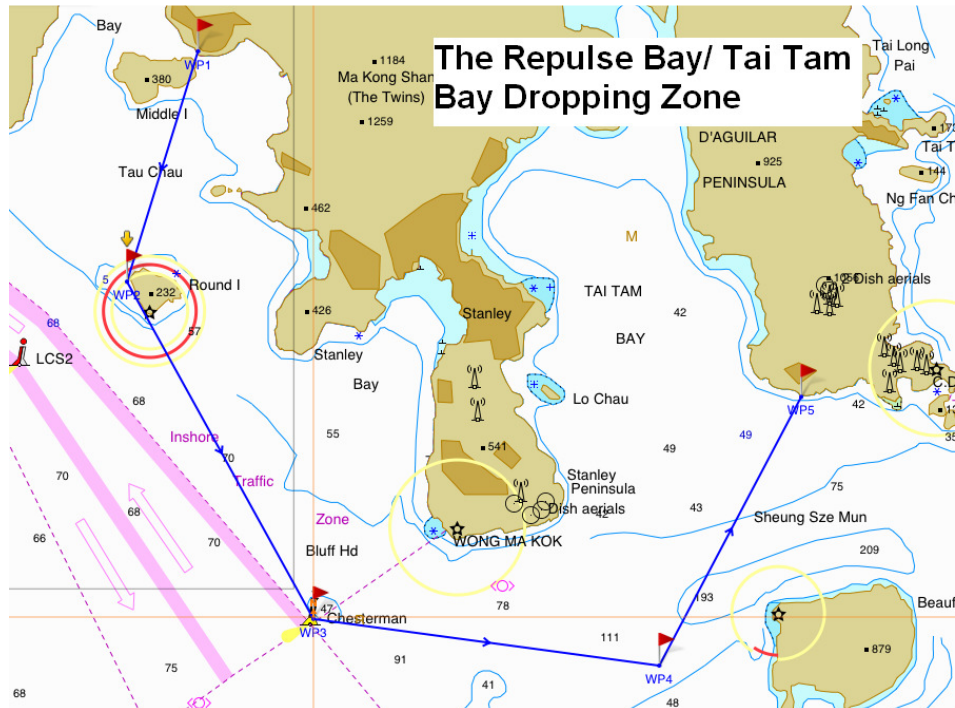
Point 22° 22'.8N 114° 18'.0E then across channel to mainland at:

Point 22° 23'.05N 114° 17'.9E



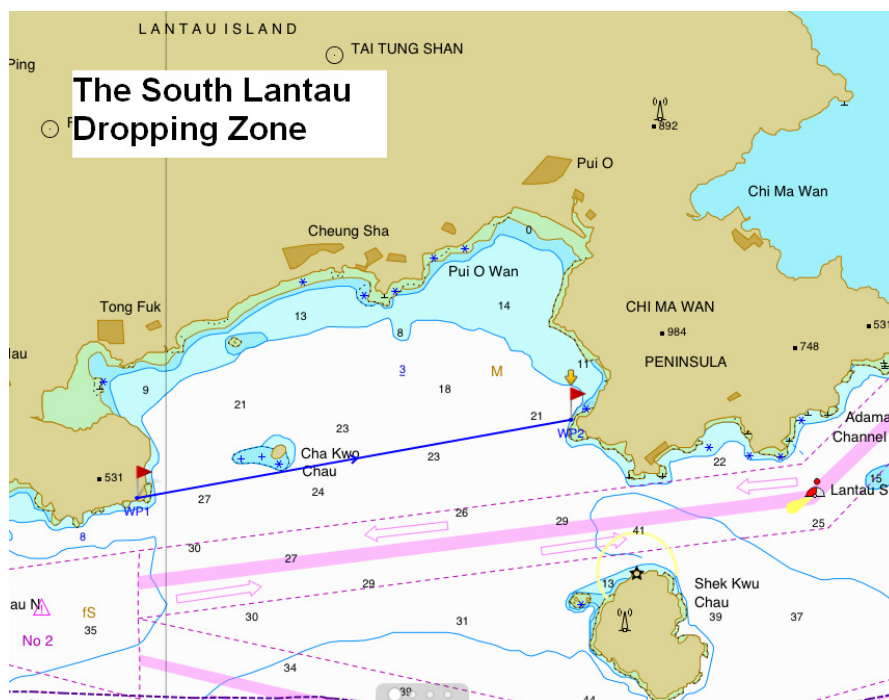
**The Repulse Bay/ Tai Tam Bay Dropping Zone, for both Peak 300 and Violet Hill, is bounded by the southern shoreline of Hong Kong Island and:**

Point 22° 14'.2 N 114° 11'.4E  
 Point 22° 13'.0N 114° 11'.0E  
 Point 22° 11'.2N 114° 12'.0E  
 Point 22° 11'.0'N 114° 14'.0E  
 Point 22° 12'.4N 114° 14'.8E



**The South Lantau Dropping Zone is the area north of a line joining:**

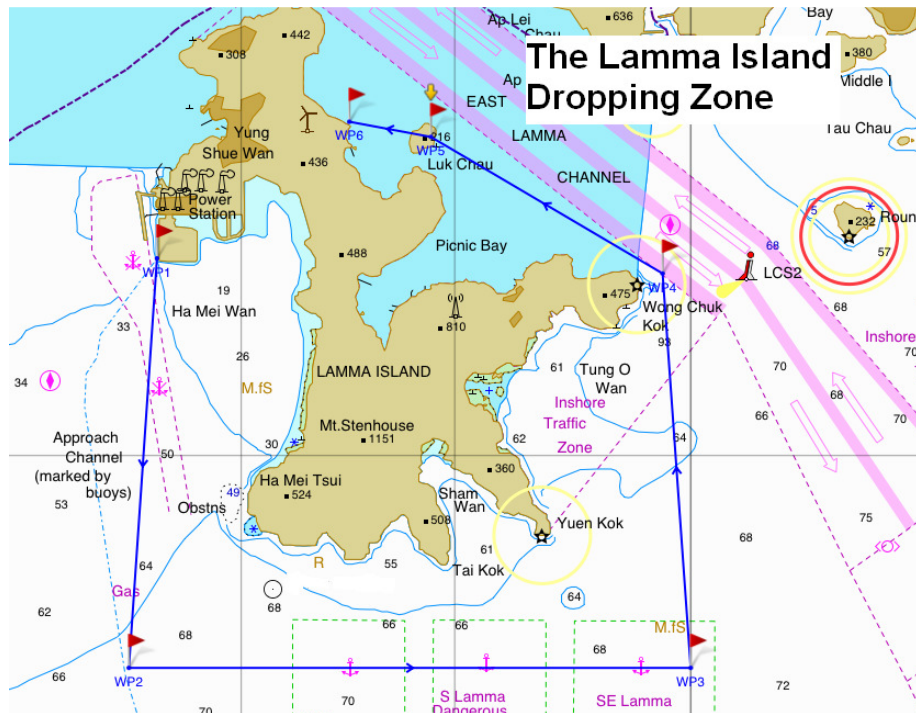
Point 22° 12'.6N 113° 55'.8E [Southeast point Luk Keng Shan Peninsula]  
 Point 22° 13'.1N 113° 58'.8E [Tsui Pai]





**The Lamma Island Dropping Zone is the area enclosed by a line joining:**

Point 22° 12'.7N 114° 06'.2E  
Point 22° 10.0'N 114° 06'.0E  
Point 22° 10.0'N 114° 10'.0E  
Point 22° 12.6'N 114° 09'.8E  
Point 22° 13'.5N 114° 08'.15E [Eastern tip of Luk Chau/George Island]  
Point 22° 13'.6N 114° 07'.57E



Boats in sailing divisions are not permitted to motor in the Dropping Zones. Any such motoring, except for a brief period in an emergency, will constitute a transfer to Motoring Division. Such occurrences must be recorded on the boat's Declaration Form.

## **2.10 NAVIGATION LIGHTS**

Between 1830 and 0600, the appropriate navigation lights, including anchor lights, shall be lit in accordance with ICPCS. RRS 10-19 shall cease to apply.

## **2.11 USE OF POWER**

- 2.11.1 The use of automatic powered steering devices is prohibited.
- 2.11.2 Engines may be used out of gear for charging batteries, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral.
- 2.11.3 Engines may also be used for propulsion in a man-overboard situation or to render assistance.
- 2.11.4 Engines, paddles or oars may also be used when appropriate to avoid collision, grounding or in grave emergency. It will remain at the discretion of the Race Committee to decide whether use in such cases will incur a penalty. Such a decision will not be subject to protest.
- 2.11.5 Except when engines are used as specified in 2.11.2, details of all use of power shall be declared on the Post Race Declaration Form, and where engines are used, on the Motoring Declaration Form.



### 3. HILL CLIMBING RULES

#### 3.1 PEAKS TO BE CLIMBED

Names and positions of peaks to be climbed are as follows are according to WGS84 datum. This may not correspond to land coordinates derived from Google Earth even if is set to WGS84.

##### Division A

|                     |                |              |
|---------------------|----------------|--------------|
| Ma On Shan (702m)   | GPS 22° 24'.5N | 114° 15'.1E  |
| Violet Hill (433m)  | GPS 22° 15'.0N | 114° 11'.95E |
| Lantau Peak (934m)  | GPS 22° 15'.0N | 113° 55'.4E  |
| Mt Stenhouse (353m) | GPS 22° 11'.5N | 114° 07'.6E  |

##### Division B

|                     |                 |              |
|---------------------|-----------------|--------------|
| Lantau Peak (934m)  | GPS 22° 15'. 0N | 113° 55'.4E  |
| Mt Stenhouse (353m) | GPS 22° 11'.5N  | 114° 07'.6E  |
| Violet Hill (433m)  | GPS 22° 15'.0N  | 114° 11'.95E |
| Peak 300 (300m)     | GPS 22° 13'.2N  | 114° 14'.97E |

#### 3.2 PEAK CONTROLS

- 3.2.1 On each peak there will be a conspicuous Peak Control. Shore parties shall check in with the Peak Control and record their details as requested on the form provided by the Peak Controllers.
- 3.2.2 For result calculation purposes, the Peak Control will record the time of the last member of each shore party to arrive.
- 3.2.3 In the event that there is no Peak Control on station at a peak, a shore party shall record the time of arrival of its last member and submit this information with its Hill Running Times.

#### 3.3 SHORE PARTIES

- 3.3.1 A shore party shall comprise at least two persons who must both reach the Peak Control concerned and return to the boat. Non-compliance with this requirement will result in disqualification.
- 3.3.2 Whilst ashore, each shore party member shall stay within sight of and within verbal communication distance of another shore party member.
- 3.3.3 Only foot power in the form of running or walking may be used whilst ashore. Any breach of this rule will result in disqualification.
- 3.3.4 Shore parties and persons ferrying them shall not receive help from any outside source except as specified in Rule 41 of the RRS.

#### 3.4 EQUIPMENT

- 3.4.1 Shore parties shall carry the following equipment which shall function properly and be of a type suitable and adequate for the intended use:
  - 1. Waterproof jacket and trousers (per person)
  - 2. Food: a minimum of 3,500 kilojoules or 835 kilocalories (per person) in bars labelled clearly by manufacturer for scrutineers to check; eg 5 snack size (36g) Mars Bars
  - 3. Water: 1 litre of water (per person)
  - 4. Compass
  - 5. Map of the relevant area (scale 1: 50000 or larger)
  - 6. Whistle (per person)
  - 7. Torch (per person)
  - 8. Mobile telephone
  - 9. Sleeping bag of conventional design, not a space blanket
  - 10. First aid kit comprising painkillers, elastic bandages, large wound dressing and plasters
- 3.4.2 The specified amount of food and water for each person must be intact on arrival at each Peak Control. Additional provisions may be carried.
- 3.4.3 Equipment not designated as "per person" shall be carried by at least one member of a shore party.

### 3.5 SCRUTINEERING

- 3.5.1 Shore Parties may be scrutineered at one or more Peak Controls for compliance with the specified equipment requirements. A standard penalty of 15 minutes will be imposed on any boat whose shore party does not meet the specified requirements. A penalty of up to 60 minutes will be imposed for gross violations of the requirements. Such penalty will be at the sole discretion of the Race Committee and will not be subject to a request for redress.
- 3.5.2 A shore party will be advised of any non-compliance either during or immediately upon completion of its scrutineering check.
- 3.5.3 If the result of a Peak Control scrutineering check is satisfactory, the Race Committee will deduct a 2 minute time allowance from the relevant hill running time.

### 3.6 HILL RUNNING TIMES

- 3.6.1 Boats shall submit their hill running times along with their Race Declaration Forms.
- 3.6.2 The times for all peaks (except Lantau Peak where times shall be taken at the gate) shall be taken in accordance with the "let go" rule. This rule is defined as the time in minutes and seconds from which the last member of a departing shore party lets go of the boat till the time when the first member of the returning shore party touches the boat.
- 3.6.3 Shore parties climbing Lantau Peak shall pass through Lantau Gate before ascending and after descending this peak. Hill running times for this peak will be recorded by an ABC race official at the Lantau Gate. Lantau Gate is located at the junction of South Lantau and Tung Chung Roads off Cheung Sha Beach at the approximate position of 22°14'03N 113°56'.85E.



### 3.7 OUT OF BOUNDS AREAS

All private property is out of bounds. Shore parties are not permitted to pass through the Sai Kung Marine Police compound or Stanley Prison premises. The Swire Institute of Marine Science of the University of Hong Kong at Cape d'Aguilar, the quarry on the east side of Tai Tam Bay or the Cape d'Aguilar Peak (Hok Tsui Shan) radio station. The Cape d'Aguilar Marine Reserve at Hok Tsui Wan and Shek O beach are also no-go zones and are excluded from the specified dropping zones.

### 3.8 CASUALTIES

- 3.8.1 If a shore party should have or find a casualty it shall take the following action: In a severe case, where the casualty should obviously be kept company, abandon the race. Make the casualty as comfortable as possible and keep him/her warm. Give the distress signal. If no help comes, mark the map accurately with the position and make for the nearest help.
- 3.8.2 In the event of finding a less severe case (e.g. sprained ankle) mark the position of the casualty and continue to the Peak Control or the boat and report the findings to Race Control.
- 3.8.3 Time spent in assistance will be the basis for a claim for redress.
- 3.8.4 Failure to assist a casualty will constitute a violation of the fair sailing rule and will result in disqualification.

## 4. RESULTS AND PRIZES

- 4.1 Boats shall submit their hill running times along with their race Declaration Forms. The times for all peaks (except Lantau Peak where times shall be taken at the gate) shall be taken in accordance with the "let go" rule. Corrected times will be calculated as follows:

### 4.2 CALCULATION OF RESULTS

DIVISION A CLASS I RESULTS ARE CALCULATED UNDER HKPN AND IRC

DIVISION A CLASS II AND CLASS III RESULTS ARE CALCULATED UNDER HKPN.

DIVISION A OVERALL RESULTS ARE CALCULATED UNDER HKPN FOR DIVISION A CLASSES I AND II

DIVISION B AND MULTIHULL RESULTS ARE CALCULATED UNDER HKPN.

#### 4.2.1 HKPN RESULTS

$$C = \frac{(E-S) \times 1000}{HKPN} + S$$

#### 4.2.2 IRC RESULTS

$$C = (E - S) \times IRC \text{ TCC} + S$$

### 4.3 MOTORING DIVISION RESULTS

$$C = \frac{(E - S - PMT - SMT) \times 1000}{HKPN} + S + K (PMT + 3 \times SMT)$$

Where: C = corrected time  
E = elapsed time  
S = the set value for the shore sections  
PMT = motoring time of up to 15% of elapsed time  
SMT = motoring time of more than 15% of elapsed time  
K = motoring factor allocated by the Race Committee

### 4.4 SET VALUES

- 4.4.1 The set value S for the full course will be 6 hours for Division A and 4.75 hours for Division B.

- 4.4.2 In the event that results are based on times taken at a Peak Control, the value of S will be as follows:

| Div A        |                   |
|--------------|-------------------|
|              | Set value (Hours) |
| Ma On Shan   | 1.25              |
| Violet Hill  | 2                 |
| Lantau Peak  | 4                 |
| Mt Stenhouse | 5.5               |

| Div B        |                   |
|--------------|-------------------|
|              | Set value (Hours) |
| Lantau Peak  | 1.25              |
| Mt Stenhouse | 2.5               |
| Violet Hill  | 3.5               |
| Peak 300     | 4.5               |

In the event that results are based on times taken at a mark of the course, the value of S will be adjusted accordingly.

### 4.5 PRIZES

- 4.5.1 The prize-giving will be held at the Club at 1900 on Friday 24 January 2014.

- 4.5.2 Prizes will be awarded for the first to finish in each division, first place on corrected time in each class or division and, subject to the number of participants, prizes will also be awarded for second and third places. Prizes may also be awarded for first across the line in One-Design categories, provided a minimum of 3 boats in such a category are starters in the race.

- 4.5.3 Prizes will also be awarded to the runners on boats in sailing divisions for the fastest hill running times. There will be a prize for any runner who completes all four peaks.

Runners on boats in Motoring Division will not be eligible for the hill running prizes with the exceptions of those who run all four peaks.

- 4.5.4 The Race Committee may re-allocate the award of trophies and prizes or award prizes for other categories at its discretion.

## 5. COURSES

### DIVISION A

| <b>Course 1 Division A</b><br>(Approx distance 80NM) | <b>Course 2 Division A</b><br>(Approx distance 83NM) | <b>Course 3 Division A</b><br>(Approx distance 88NM) |
|--|--|--|
| Start (Tai Tam Bay)                                  | Start (Tai Tam Bay)                                  | Start (Tai Tam Bay)                                  |
| Windward Mark (if laid)                              | Windward Mark (if laid)                              | Windward Mark (if laid)                              |
| <b>Ma On Shan</b>                                    | TCS 2 (P)  | TCS 2 (P)  |
| Sung Kong (S)  | <b>Ma On Shan</b>                                    | <b>Ma On Shan</b>                                    |
| <b>Violet Hill</b>                                   | East Ninepin Island (S)                              | East Ninepin Island (S)                              |
| Shek Kwu Chau (S)                                    | One Foot Rock Buoy (S)                               | One Foot Rock Buoy (S)                               |
| <b>Lantau Peak</b>                                   | Sung Kong (S)  | Sung Kong (S)  |
| Shek Kwu Chau (P)                                    | <b>Violet Hill</b>                                   | <b>Violet Hill</b>                                   |
| <b>Mt Stenhouse</b>                                  | Shek Kwu Chau (S)                                    | South East Soko<br>/ Tao Lo Chau (S)                 |
| Finish (between Round<br>Island and Ocean Park)      | <b>Lantau Peak</b>                                   | <b>Lantau Peak</b>                                   |
|  | Shek Kwu Chau (P)                                    | Shek Kwu Chau (P)                                    |
|  | <b>Mt Stenhouse</b>                                  | <b>Mt Stenhouse</b>                                  |
|  | Finish (between Round<br>Island and Ocean Park)      | Finish (between Round<br>Island and Ocean Park)      |

### DIVISION B

| <b>Course 4 Division B</b><br>(Approx distance 55NM) | <b>Course 5 Division B</b><br>(Approx distance 58NM) | <b>Course 6 Division B</b><br>(Approx distance 60NM) |
|--|--|--|
| Start (Tai Tam Bay)                                  | Start (Tai Tam Bay)                                  | Start (Tai Tam Bay)                                  |
| Windward Mark<br>(if laid)                           | Windward Mark<br>(if laid)                           | Windward Mark<br>(if laid)                           |
| Shek Kwu Chau (S)                                    | Beaufort Island (S)                                  | Fury Rocks (S)                                       |
| <b>Lantau Peak</b>                                   | Shek Kwu Chau (S)                                    | Shek Kwu Chau (S)                                    |
| Shek Kwu Chau (P)                                    | <b>Lantau Peak</b>                                   | <b>Lantau Peak</b>                                   |
| <b>Mt Stenhouse</b>                                  | Shek Kwu Chau (P)                                    | Shek Kwu Chau (P)                                    |
| <b>Violet Hill</b>                                   | <b>Mt Stenhouse</b>                                  | <b>Mt Stenhouse</b>                                  |
| <b>Peak 300</b>                                      | <b>Violet Hill</b>                                   | <b>Violet Hill</b>                                   |
| Round Is (S)   | <b>Peak 300</b>                                      | <b>Peak 300</b>                                      |
| Finish (between Round<br>Island and Ocean Park)      | Chesterman (S)                                       | Chesterman (S)                                       |
|  | Round Is (S)   | Round Is (S)   |
|  | Finish (between Round<br>Island and Ocean Park)      | Finish (between Round<br>Island and Ocean Park)      |

## 6. ADVISORY NOTES

These notes are intended to provide advice to competitors. They do not form part of the SI.

With respect to safety under way:

Keep a full and proper lookout.

If a boat has to take urgent avoiding action to prevent collision or damage the engine should be used and the circumstances reported. The engine should be kept in readiness for instant use.

With respect to safety at anchor:

An anchor watch should be set and anchor bearings taken.

Correct lights must be exhibited when at anchor at night.

With respect to safety in the hills:

Timing: A shore party should establish its estimated time of return with those remaining on board.

Adequate plans should be in place for the actions to be taken in the event of an overdue shore party.

Clothing: Clothing when ashore should provide adequate protection against wind, rain and cold.

Distress Signal: The recognized international distress signal in the hills in the event of an accident is 6 blasts of a whistle, or 6 shouts, or at night, 6 flashes of a torch, at 10 second intervals for 1 minute, then a 1 minute pause, then repeat the pattern until help arrives.

Country code:

Competitors must be considerate towards wildlife and the environment. It is forbidden to set foot on newly sown ground, on growing crops or on any area where a farmer or property owner has made efforts to keep people and animals away. Great care should be taken when crossing fences and ditches. Gates are to be left as they are found. Do not trespass on obvious private property.

## 7. GENERAL INFORMATION

### RACE ORGANIZERS FOR POSITION REPORTING

Race Officer (mobile) 9312 8893

Race Control 2552 8237

### EMERGENCY CONTACT NUMBERS

Marine Department, Pleasure Vessels Unit, Aberdeen 2873 8362

Marine Police 2803 6288 / 2803 6240

Marine assistance at sea 2803 6267

Maritime Search and Rescue Co-ordination Centre 2233 7999

Ambulance Service Control 2735 3355

### RACE COMMITTEE

Wayne Thompson (Race Officer) 9107 9756

Elaine Morgan 6402 6400

John Berry 9621 9766

### ENQUIRIES

Eileen Sze 2552 8182 ext 834

Email: [keelboatsailing@abclubhk.com](mailto:keelboatsailing@abclubhk.com)

**MOORINGS**

Subject to availability, temporary moorings can be provided, in either Deepwater Bay or Aberdeen Typhoon Shelter, for boats wishing to stay overnight before or after the race.

**CLUBHOUSE AND SIGNING RIGHTS**

Visiting competitors from the Royal Hong Kong Yacht Club and Hebe Haven Yacht Club may sign chits on the race weekend and on the evenings of the race briefing and prize-giving party, on presentation of their club membership card. Other visiting competitors may purchase cash coupons from the Club office or main bar. The Galley serves a full range of food and beverage and is open from 0800 to 2300. Lunch is served in the Four Peaks restaurant from 1230 to 1500 hours and dinner is served from 1830. Last orders are 2200. Shorts are not permitted in the restaurant in the evening and casual clothing should be clean and smart.

**SHIPS STORES AND FUEL**

Drinks, ice and take away food are available from the Galley and fuel is obtainable from the Aberdeen Marina Club fuel pier opposite the Club.

**CAR PARKING**

Unfortunately, car parking is not available for visitors over the race weekend. However, there is public car parking at the Aberdeen Marina Club or in the Jumbo Car Park in Welfare Road. Parking for visitors will be available for those attending the race briefing and prize giving party.