



**Cape Panwa Hotel Phuket Raceweek 2018**  
**18th – 22nd July, 2018**  
**Sailing Instructions**  
**(Published 10<sup>th</sup> July 2018)**

**ORGANISING AUTHORITY**

The Regatta is organised by Media Business Services Co., Ltd. under the auspices of the Phuket Yacht Club, in conjunction with the Yacht Racing Association of Thailand and is staged under the authority of the Sports Authority of Thailand.

The Regatta will be held in and around the waters of southern Phuket.

The Regatta venue will be The Cape Panwa Hotel.

**1. RULES**

The Regatta will be governed by the rules as defined in *The Racing Rules of Sailing* and by

- 1.1. The IRC Rules 2018 Parts A, B and C., the OMR Rule for Multihulls, the Firefly 850 Sport one-design class rules, the Pulse 600 one-design class rules, the National Handicap for Cruisers (NHC) and its rules applicable to the rating system for the Cruising Classes, the Notice of Race and these Sailing Instructions.
- 1.2. In the case of conflict these Sailing Instructions will prevail (this changes RRS 63.7).
- 1.3. No national prescriptions will apply.
- 1.4. If there is a conflict between languages the English text will take precedence.
- 1.5. All participating boats shall comply with the **World Sailing Offshore Special Regulations Appendix B (inshore racing)**, with the following exceptions:
  - 1.5.1. Sports Boats, Day Boats and Beach launched Multihulls shall comply with their Class Safety regulations, sail limitations and other regulations where they differ from **World Sailing Offshore Special Regulations Appendix B (inshore racing)**
  - 1.5.2. The requirement to be self-righting will not apply to the Multihull, Pulse 600 and Firefly 850 Sports classes.
  - 1.5.3. All boats shall carry an operational marine band VHF radio and monitor the designated channels from 30 minutes before any scheduled start until after finishing.
- 1.6. Sailing instructions marked **[NP]** shall not be subject to protest by a boat. This changes RRS 60.1(a).
- 1.7. RRS 52, Manual Power, shall not apply for yachts racing in the Multihull Classes. The use of stored power for the hoisting of mainsails, or the reefing or furling of sails need not be declared. Multihull Boats using stored power for the adjustment or operation of running rigging shall declare this to the OMR Rating Authority.

**2. IDENTIFICATION**

- 2.1. All boats shall carry an identifying sail number of at least 2 digits on the mainsail. It is the responsibility of the skipper to ensure that they are in place when racing. If so required by the race committee, additional identifying numbers shall be attached to both sides of the mainsail.

**3. NOTICES TO COMPETITORS**

- 3.1. Notices to competitors shall be posted on the official Notice Board located in the Regatta Village. - *Notices may also be posted on the official website.*
- 3.2. It is the responsibility of competitors to obtain the latest amendments. *It is recommended that the text of all amendments is written into all copies of the Sailing Instructions being used by the boat.*

**4. CHANGES IN SAILING INSTRUCTIONS**

- 4.1. Any change to the sailing instructions will be posted before 0730 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 4.2. Changes may also be posted to the official website.
- 4.3. To alert boats on the water that late changes to the sailing instructions have been made, Flag 'L' may be displayed on the starting vessel and information passed by radio.

**5. SIGNALS MADE ASHORE**









- 5.1. Signals made ashore will be displayed on a flag mast carrying the Regatta flag located near to the Regatta Village.
- 5.2. When the Flag AP is displayed ashore, the "1 minute" is replaced with "not less than 30 minutes" in the race signal AP

**6. SCHEDULE**

- 6.1. Racing will take place on 19th, 20th, 21st, and 22nd July 2018.
- 6.2. All start signals and class starting orders will be displayed on the start vessel.
- 6.3. The scheduled time of the warning signal for the first class on each day will be 1000 hours.
- 6.4. The warning signal for each succeeding race will be made as soon as practicable. To alert boats that a race or sequence of races will begin soon, the orange starting flag shall be displayed with one sound at least five minutes before a warning signal is made.
- 6.5. If conditions permit, up to three races may be started on days One, Two or Three.
- 6.6. On the last day of the regatta the warning signal for the first race will not be made after 14.00 hrs.

**7. CLASS/DIVISION FLAGS**

- 7.1. The class/division flags will be:

IRC 1		Pink/Black Stripe
IRC 2		White
Cruising Monohulls		Green/White
Firefly 850 Sport		Yellow
Multihulls		Blue/Red
Pulse 600		Purple
Cruising Multihulls		Green/Black Stripe
IRC Zero (If used)		Light Blue/Black Stripe

- 7.2. Class flags will only be used as the warning signal and need not be carried by competitor's boats.

## 8. RACING AREAS

- 8.1. The racing areas and courses are illustrated on the diagrams in the attachment. If there is any discrepancy between a course diagram and the written description, then the written description shall prevail.

## 9. COURSES

- 9.1. A laminated course book will be issued at registration together with the Sailing Instructions. This book will contain a number of inshore, coastal and inter-island courses.
- (a) It is purely diagrammatic and should not be used for navigation.
- (b) While every effort is made to ensure that buoys are depicted in their proper places, no responsibility is taken for any errors thereon. This changes RRS 62.1
- (c) *The GPS details included in the course descriptions are provided using the **WGS84** datum.*
- These details are approximate and no request for redress will be considered for a minor deviation of position. This changes RRS 62.1.*

### Course boards.

The course to be sailed and approximate compass bearing of the first leg will be displayed shortly after the warning signal. The class for which the course is being displayed will be indicated by the display of a course board representing the class flag together with the course. This changes RRS 27.1

The courses may also be broadcast on the starting VHF frequency as specified in SI.21 prior to the start.

- 9.2. The course(s) will be chosen to take into account the prevailing or forecast weather conditions on the day of the race.

### Windward/Leeward and Olympic (Courses 1 – 10)

- 9.2.1. There will be two Windward marks. Mark 1 will be located up to 2 Nm from Start. Mark 3 will be located up to 1.5 Nm from Start and Mark 2 will be located approx. 100 meters from the start. Mark 5 will be positioned to provide an approximate 45°- 90°- 45° Triangle. When required, Mark 4 will be downwind of the start. All rounding marks shall be left to port.

### Slalom Courses (Courses 11 – 14)

- 9.2.2. Mark 1 will be located up to 2 Nm from Start. Mark 4 will be downwind of the start. The anticipated interior angle between Mark 1 and Mark 6 will be approximately 60°. The direction of mark rounding shall be as described in the Course Book.

### Coastal Courses

- 9.2.3. Coastal courses will be numbered as shown in the diagrams, and include areas off the east coast of Phuket, and around the islands of Koh Maithon, Koh Lon, Koh Hae, Koh Bon, Koh Aeo etc.

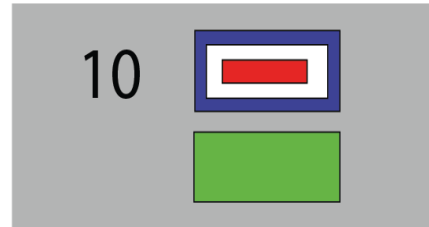
## 10. MARKS

- 10.1. The marks of the course will be inflatable buoys, navigation buoys or islands as identified in the course diagrams and the text within. The text will take precedence.
- 10.2. Courses 1 – 14, will use black rectangular buoys for Marks 1 and 2 and 4 and a red or orange triangular buoy for Mark 3 and 5. Marks 6, 7 and 8 will be yellow inflatable buoys.
- 10.3. For Coastal courses, Mark No.5 will be a Red/White navigation buoy (Safe Water Mark).
- 10.4. Laid marks will be black, red, orange or yellow inflatable buoys.
- 10.5. The race committee may have committee vessels at some marks or nominated islands of the course. The committee vessels will be positioned on the outside of the course and on the approach side.
- 10.6. All marks may display sponsors' and/or organiser's logos.
- 10.7. When a race committee vessel is in position it will form gate between itself and the mark/island. Boats shall pass between the committee vessel and the mark/island from the direction of the previous mark.
- 10.8. The starting line will be between a staff displaying an orange flag on the race committee vessel at the starboard end and either:
- 10.8.1. the course side of the port-end inflatable starting mark, or
- 10.8.2. a staff displaying an orange flag on the race committee vessel at the port end.
- 10.9. An inner distance mark (IDM) may be laid near a start line committee vessel. Any IDM that is laid shall rank as a starting mark.
- 10.10. A race committee vessel signaling a change of a leg of the course is a mark as provided in instruction 12.2

## 10.11. Adding a windward mark

- 10.11.1. If Flag W is displayed with the course number board, the course description shall be changed and A NEW first mark will be added to the course.

This will be a mark to windward of the starting line. The direction of rounding is indicated by the Flag or coloured board displayed below the W.



If a **RED** flag or board is displayed below flag W, then the mark is rounded to PORT.

If a **GREEN** flag or board is displayed below flag W, then the mark is rounded to STARBOARD.

**The second mark of the course will now be the first mark in the course description.**

If a W flag is NOT flown, the first mark of the course will be the one listed in the course description.

This section does not apply to windward/leeward courses. Those courses will be sailed as described in the course descriptions.

## 11. THE START

- 11.1. Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2. The starting line will be between a staff displaying an orange flag on the committee vessel at the starboard end and the course side of the port-end starting mark.
- 11.3. When an Inner Distance Mark is laid:  
11.3.1. Boats shall not cross the line between the IDM and the adjacent committee boat at any time.  
11.3.2. A boat infringing this rule may exonerate herself by rounding the nearby committee boat before starting.
- 11.4. A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4. **[NP]**
- 11.5. When a subsequent race or series of races are started on the same day the warning signal of the first class or classes to start will be preceded by the display of a postponement signal for at least 4 minutes.  
This instruction will not apply after a general recall or abandonment.
- 11.6. If any part of a boat's hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee may attempt to broadcast her sail number by VHF on the starting channel. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes rule 62.1(a). **[NP]**
- 11.7. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. **[NP]**

## 12. SHORTENING OR CHANGING COURSE

- 12.1. To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2. The race committee may shorten course in accordance with RRS 32 and/or as changed by these Instructions.
- 12.3. A committee vessel used for finishing may hold position using her engines.
- 12.4. Except at a gate, boats shall pass between the race committee vessel signaling the change of the next leg and the nearby mark, leaving the mark to port and the race committee vessel to starboard. This changes RRS 28.
- 12.5. If the course is shortened at an island or point of land, the Race Committee may lay a finishing mark just offshore to indicate the finishing line. Boats shall finish between the mark and the committee vessel. Where there is no mark, the finish line shall be between the committee vessel and the nearest point of land. This changes RRS 32.2

## 13. CHANGE THE COURSE TO FINISH

- 13.1. **Return to Finish** If a committee vessel at a mark, gate or island displays **Code Flag "R"**. Boats shall complete the rounding or passing of that mark and then race directly back to the finish. This changes RRS 28, 33 and Race Signals.

## 14. THE FINISH

- 14.1. The finish line for all courses except **18, 19, 28, 29** and **33**, will be between the staff displaying an orange flag on the finishing vessel at the starboard end, and the course side of the port-end finishing mark.
- 14.2. The finish line for all classes for courses except **18, 19** will be between the staff displaying an orange flag on the finishing vessel at the Port end, and the course side of the starboard-end finishing mark.
- 14.3. The finish for courses **28, 29** and **33** will be between a committee vessel displaying an orange flag and the safe-water mark off Cape Panwa.

- 14.4. If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.
- 14.5. If less than 50% of a class reach the finish line or the Mark at which a course is shortened, then positions for those yacht not completing the course may be allocated using positions taken from the previous mark. This changes RRS 32.1 and 35.
- 15. CREW LIMITATION, REPLACEMENT OF CREW OR EQUIPMENT**
- 15.1. For IRC and Monohull Cruising Classes, IRC Rule 22.4.2 shall not apply. There will be no limitations on crew numbers or weight except as required for boats rated as one designs which shall comply with IRC Rule 22.4.1
- 15.2. In the Multihull Racing class, the Race committee must be notified of the declared crew weight (WCD) at time of registration. No alteration to the boat's WCD or TCC will be permitted during the regatta except for the addition of accredited journalists, photographers or cameramen for an individual race, a result/rating protest or to correct rating errors.
- 15.3. Substitution of competitors will not be allowed without prior written approval of the race committee.
- 15.4. Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.
- 15.5. VIP Guests, accredited journalists, photographers or cameramen who are not registered crew members may join and/or leave a boat at any time and by any means so long as their doing so does not directly affect another competitor and they play no part in the racing of the boat. This changes RRS 47.2
- 16. PENALTY SYSTEM**
- 16.1. For all classes RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 16.2. Commercial shipping and fishing vessels
- 16.2.1. In order to avoid the risk of collision with commercial vessels that are underway, a boat may use her engine, or any other means of propulsion, without retiring. Such use shall be reported to the Protest Committee at the Regatta Centre, who shall decide what, if any, penalty to award. [DP]
- 17. TIME LIMIT**
- 17.1. The absolute time limit for each racing day will be 17.00. This overrides the provisions in SI 17.2 and 17.3 This changes RRS 35, A4 and A5.
- 17.2. The time limit for the first boat in each class for all coastal courses will be 6 hours. Boats failing to finish within 2 hours after the first boat in that class sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.
- 17.3. Time limit for the first boat in each class for the Windward/Leeward, Olympic and Slalom courses will be 2 hours. Boats failing to finish within 90 minutes after the first boat in their class sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.
- 17.4. The race committee, may, at its absolute discretion, award finishing points (FPA) to the last few stragglers in a class. Boats who are informed of this decision shall immediately return to the start area, if there is an additional race, or return ashore if that was their last race of the day. This changes RRS 35, A4 and A5.
- 18. PROTESTS AND REQUESTS FOR REDRESS**
- 18.1. Protest forms are available from the Regatta office. Protests and requests for redress shall be delivered there within the protest time limit.
- 18.2. For each class, the protest time limit is 90 minutes after the last boat in their class has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 18.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 18.3.1. If both parties to a protest are present and ready to proceed, the protest committee may be willing to hear a protest before the time limit expires.
- 18.3.2. Hearings will be heard in the approximate order of receipt, in the protest room at the times posted.
- 18.4. Notices of protest by the Race Committee, Technical Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).
- 18.5. On the last scheduled day of racing a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day; no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 18.6. On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 18.7. Unless otherwise prescribed in these Sailing Instructions, the protest committee may award a scoring penalty as an alternative to DSQ. The penalty will be at the discretion of the protest committee. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI. This changes RRS 60.1.

## 19. SCORING

### 19.1. Number of races

- 19.1.1. For **IRC, Pulse 600, Firefly, Multihull Racing Classes** there will be **up to eight races**, of which two races shall be completed to constitute a series.
- When fewer than five races have been completed, a boat's series score will be the total of her race scores.
- When five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- If a race is cancelled or abandoned by the Race Committee, the above minimum may be adjusted accordingly.
- 19.1.2. For the **Monohull Cruising and Multihull Cruising Classes** there will be **up to five races**, of which two races shall be completed to constitute a series.
- When fewer than three races have been completed, a boat's series score will be the total of her race scores.
- When three races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- If a race is cancelled or abandoned by the Race Committee, the above minimum may be adjusted accordingly.

## 20. MARK & COMMITTEE VESSELS [NP]

- 20.1. The Regatta flag is a blue Phuket Race Week flag. This flag may be flown from all committee and mark vessels.

## 21. RADIO COMMUNICATION [NP]

- 21.1. Radio communications between boats and the Race Committee during racing will be carried out on **VHF Channel 72 (15.625 MHz)**. Competitors are advised to maintain a listening watch on this channel at all times.
- 21.2. The following communications may be made by the race committee using the designated VHF Channel in addition to any Race Signals. This changes RRS 29, 32, 33 and 41.
- (a) Courses, including the bearing and distance to the first mark.
  - (b) Postponements and abandonments.
  - (c) Identification of boats during start sequence. (SI 11.8)
  - (d) Boats identified as OCS and general recalls.
  - (e) Changing courses or marks and identify marks
  - (f) Shortening the Course
  - (g) Time limits
  - (h) Safety
- 21.3. In the event of changes of course, repositioning of marks, changes in description of marks, shortening the course, or abandoning a race, the Race Committee may make an official announcement over the radio on Channel 72. This may substitute or be made in conjunction with traditional methods as provided for in the RRS. This changes RRS 32.1, 32.2, 33.
- 21.4. In addition to the requirements of RRS 29.1 an announcement of boats observed by the Race Officer to be OCS may be broadcasted on the starting frequency as specified in SI 21.1 as soon as possible. This changes RRS 29.1
- 21.5. Failure to make or receive such communications shall not be grounds for redress.
- 21.6. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 21.7. A yacht retiring from a race must at the earliest opportunity notify the Race Committee of this by hail, message, VHF on Channel 72 (15.625 MHz) or cellular phone on the number provided by the committee
- 21.8. Prior to and during each start sequence announcements may be made indicating which classes are in a starting procedure.

## 22. EVENT ADVERTISING [NP]

- 22.1. Boats shall display event advertising supplied by the organising authority.

## 23. TRASH DISPOSAL [DP]

- 23.1. Trash should be kept onboard or taken ashore to the designated disposal points.

## 24. SUPPORT BOATS [NP]

- 24.1. Coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

## **25. INSURANCE [NP]**

- 25.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of Twenty Million Baht per incident or the equivalent.
- 25.2. Entrants shall declare when entering that such cover will be maintained in full force throughout the event.

## **26. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Rule 4 of the RRS states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

Their boat is in good order, equipped to sail in the event and they are fit to participate;

The provision of a race management team, patrol vessels and other officials and volunteers does not relieve them of their own responsibilities;

The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;

Inspections: The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in the Notice of Race.