



HEBE HAVEN YACHT CLUB
白沙灣遊艇會

16th CHINA CUP INTERNATIONAL REGATTA 2024

The 16th China Cup International Regatta will be held on October 31 - November 4 2024 in the waters of Shenzhen and Hong Kong and will consist of five days of racing. The regatta is supported by Royal Hong Kong Yacht Club and with Shenzhen Dapeng Yacht Club and Hebe Haven Yacht Club and Shenzhen Vanke Longcheer Yacht Club providing base support.

NOTICE OF RACE

1. RULES

- The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- The notation [DP] denotes a rule for which the penalty is at the discretion of the Protest Committee. This changes RRS 64.2.
- The notation [SP] denotes a rule for which a standard penalty will be applied by the race committee without a hearing. This changes RRS 64.2, Appendix A4 and Appendix A5 and RRS 62.1(a).

1.1. The regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing (RRS) including.

1.1.1 Class Rules for the China Cup Beneteau 40.7 Boats

1.1.2 Class Rules for one-design entries, including crew limits (if any).

1.1.3 The Hong Kong PHS Rating System for Boats and individuals on Club Owned/Co-Owned Boats.

1.1.4 The PHS ratings will be based on the current Hong Kong PHS ratings and may be adjusted during the regatta.

1.1.5 For IRC classes, IRC Rules Parts A, B & C except that:

- (a) For the purposes of IRC Rule 21.1.5, this is a regatta run on consecutive days. (so the sails on board while racing must remain the same throughout the regatta).
- (b) Boats racing in classes using IRC ratings that do not wish to use a spinnaker or cruising chute at during the regatta may use their non- spinnaker TCC. This choice shall be made no later than 1700 on Sunday 27th October 2024. This alters IRC Rule 8.6.
- (c) Where boats have been issued with a Secondary IRC Rating Certificate, the owner shall nominate their applicable rating certificate by 1700 Sunday 27th October 2024.

1.1.5 Equipment inspection

- (a) Officials from the Technical Committee may inspect boats at any time during the regatta.
- (b) A boat that is found to be in contravention of the safety regulations or class/rating rules, or fails to comply with any reasonable request of an official scrutineer may be subject to protest by the Technical Committee.

1.2. References herein to a Rule or Appendix are to the RRS or its Appendices unless otherwise stated.

1.3. This Notice of Race and the Sailing Instructions.

1.4. National authority prescriptions will apply.

1.5. If there is a conflict between languages the ENGLISH/CHINESE text shall prevail.

(The Notice of Race for the China Cup Youth Classes will be published separately.)

2. SAFETY REGULATIONS

- 2.1. The World Sailing Offshore Special Regulations Appendix B shall apply in daylight hours except that:
All boats shall carry:
 - (a) An operational marine band VHF radio and monitor the designated channels from 30 minutes before any scheduled start until 30 mins after finishing.
 - (b) Visual means for attracting attention when in distress.
 - (c) Equipment suitable for accepting a tow.
- 2.2. One Design Boats shall comply with their Class Safety regulations (if any), sail limitations and other regulations where they differ from the World Sailing Special Regulations.
- 2.3. Anchors shall not be carried forward of the stem or with any parts outboard, except when anchoring.
- 2.4. All boats may be subjected to inspection at any point during the regatta and their entry may be refused or withdrawn in the interests of safety.
- 2.5. Any boats that do not comply fully with the requirements may apply to the organizing committee for written dispensation against specific requirements. Dispensation will not normally be considered unless applied for by 1700 on Sunday 27th October 2024.

3. ADVERTISING

- 3.1 World Sailing Advertising Code will be applied. The OA has the right to reject the team's advertisements that conflict with government regulations and the regatta's sponsors. For any doubts, please communicate with the OA as early as possible. All possible advertisements on the boat shall be briefly listed while entry. If there are any changes in advertisements, the OA should be informed.
- 3.2 Boats shall be required to display advertising chosen and supplied by the organizing authority. OA advertising shall be displayed according to the requirement of organising committee, and any removal of OA advertising is forbidden. *The organising committee may protest a boat who does not comply to this instruction. And may result in their disqualification from the competition.*

4. ELIGIBILITY AND ENTRY

- 4.1 The China Cup International Regatta 2024 is open to entries from local and international sailors (and crew) who may be representing a country/a city/a club (or simply an individual boat owner) as published in this Notice of Race paragraph 4.
- 4.2 To help with the safety and integrity of the event, and in compliance with any current World Sailing temporary sanctions.
- 4.3 Racing will be provided for monohull boats of not less than 8m length overall (LOA) excluding bowsprit and/or bumpkin in the following classes:
 - The China Cup Beneteau 40.7 One Design Class
 - TRANSPAC 52 Class
 - The China Cup Bavaria Cruiser 37s Class
 - FAREAST 28R One Design Class
 - J/80 One Design Class
 - PHS Class - The PHS Class may be subdivided into divisions based on entry.
 - IRC Class - The IRC Class will be divided to have "like" boats sailing together, this will be based on Hull Factor (HF), Displacement Length Ratio (DLR), Length of Hull (LH), IRC Series Date and the boats Time Correction Factor (TCC).

The FAREAST 28R One Design Class in the 16th China Cup 2024, may join the 2024 Chinese Yachting Association Certified Keel Boat Ranking Event Program; The deadline for entry of this class may be extended at discretion and details will be announced separately.

- 4.4 The Race Committee (RC) reserve the right to subdivide any class into divisions.
- 4.5 A minimum of 6 boats are required to constitute a class or division. If less than the required minimum entrants are received the RC may amalgamate classes. The RC reserves the right to adjust the

eligibility criteria and/or reallocation of boats in the interests of fair competition. The determination of eligibility criteria and the allocation of boats to particular classes or divisions shall not be grounds for protest or redress.

- 4.6 All competitors shall be aged 18 or above, except that each boat may have one youth sailor (age 12 or above) who must submit a copy of Certificate of Competency issued by the local authority or qualified training institution, together with letter of agreement by his/her legal guardian, boat owner and skipper, and shall enter after approval by the organizing committee.
- 4.7 One Design Classes
One-design classes of more than 6 boats, representing 5 or above countries or regions may apply to the Race Committee for their own class or division status. Applications should be made to the Race Committee by the Class Association and shall be submitted no later than September 27, 2024.
- 4.8 IRC/PHS Class splits will be made according to entries received and will be confirmed by Wednesday 30th October 1700. Draft class splits may be posted on the official website approximately one week earlier in order to allow comment from competitors.
- 4.8.1 Boats rating 0.010 or less below the lower limit of the next class up may request permission to move up to a class above.
- 4.8.2 1) The Race Committee recognizes that there may be boats that by virtue of design may qualify in a One Design Class, but may regularly race in the PHS fleet. The Committee will consider written applications for inclusion of such boats in a PHS Class with reasons for consideration, if received no later than 25th October 2024.
2) Applications for class changes based on crew criteria alone will not be entertained. The decision of the Race committee will be final and cannot be protested.[NP]
- 4.8.3 The determination of eligibility criteria and the allocation of boats to particular classes or divisions shall not be grounds for protest or redress. This changes RRS 60 and 63.1.
- 4.9 As per local authority' s request, eligible boats may enter the event by supplying the documentation listed below and completing the Entry Form, Crew list, Crew experience form (of the skipper & at least 3 major crew members) and paying the Entry & Crew Fees.
- A) Foreign & Hong Kong registered boats Provide the following supporting documents:**
- (1) Certificate of Registry issued by local maritime authority /Certificate of Ownership and Operating License issued by Hong Kong Marine Department;
(2) Skipper' s Certificate of Competency issued by the local authority;
(3) tonnage certificate or relevant tonnage data documents.
- B) Chinese registered boats Provide the following supporting documents:**
- (1) Vessel Document: Certificate of Registry and Ownership Certificate issued by China Maritime Safety Administration, Sea Worthy Certificate issued by China CCS or MSA.
(2) Skipper' s Certificate : Skipper MUST comply with either below:
a. Foreign or Hong Kong skippers: Skipper' s Certificate of Competency issued by the local authority
b. Chinese skippers must comply with either below:
1) One person holds both Certificate of Competence issued (Level B or above) by Chinese Yachting Association and Yacht Driving License (Code F) issued by China Maritime Safety Administration.
2) One person holds Certificate of Competence issued (Level B or above) by Chinese Yachting Association, with another person holds Yacht Driving License (Code F) issued by China Maritime Safety Administration .
3) tonnage certificate or relevant tonnage data documents.

Whether or not the Chinese registered China Cup International Regatta Secretariat Shenzhen office will reply whether entry application is accepted on receiving all documents. Any incomplete or incongruent application within deadline will be considered as invalid, unless accepted by organizing committee with adequate evidence and documents.

Event Entry Fee (on or before September 1, 2024)	RMB5,000 (HK\$5,500 / US\$705 / EUR645)
Late Entry Fee (September 2 to October 1, 2024)	RMB8,000(HK\$8,800 / US\$1,125 / EUR1,030)
Late Entry Fee (October 2 to October 28, 2024)	RMB12,000(HK\$1,3200 / US\$1,690 / EUR1,545)

Entry fee is not refundable if applicants cancel their entry. A written application can be submitted to organizing committee if the cancelation is caused by force majeure or reasonable special reasons.

5.2 Additional Crew fee shall be paid for each additional crew member and supporter for official shuttle buses transportation, souvenirs and crew tickets for all official functions and parties of the Regatta. Accommodation during the competition will be provided by the fleet themselves.

On or before August 15, 2024	RMB 600 (HK\$ 660 / US\$ 85/EUR 78)
On or before September 1, 2024	RMB 800 (HK\$ 880 / US\$ 113/EUR 105)
On or after September 2, 2024	RMB 1000 (HK\$ 1100 / US\$ 140/EUR 130)
On or after October 2, 2024	RMB 1200 (HK\$ 1320 / US\$ 170/EUR 155)

Collection information (HK \$ / USD / Euro)

Account Name: CHINA CUP INTERNATIONAL REGATTA MANAGEMENT CO LTD
 Bank: Bank of China(Hong Kong) Limited, Central District Branch
 Account number: 01234910058610 (HK \$); 01234992043218 (USD, Euro)
 Swift Code: BKCHHKHH (8 Number) BKCHHKHHXXX (11 Number)

5.3 Registered Crew Pass will be assigned to each Skipper and Crew at registration, which is for the use of registered Skipper or Crew ONLY. Entrant shall re- purchase from OC if loss of the Pass.

6. PROVISIONAL SCHEDULE

6.1 The scheduled program for the 16th China Cup International Regatta 2024 is based on the following, with 9 races (1 Hong Kong-Shenzhen Passage Race and 8 Shenzhen based course races) to be sailed over 5 days. (The event venues may be changed at the discretion of the Organizing Committee):

October 30th,2024 (Wednesday)

Crew Registration for Hong Kong based boats passage race at RHKYC	1400 hours to 1800 hours
Non-passage Race Crew Registration	Location to be notified separately
Passage Race Immigration clearance at RHKYC	Time to be notified separately
Passage Race Skipper’ s briefing at RHKYC	1500 hours to 2000 hours
16th China Cup International Regatta 2024 Welcoming Party at RHKYC	1830 hours to 1900 hours
	1915 hours to 2100 hours

October 31st,2024 (Thursday)

Passage Race - Hong Kong to Shenzhen	Starting 0900 hours
Practice Race for Shenzhen based yachts.	Shenzhen TBC
Skippers Briefing for Shenzhen based yachts	Venue & Time TBC
Immigration at Dapeng Yacht Club for Passage Race yachts	1400 hours to 1800 hours
Opening Banquet & Passage Race Prize giving	1900 hours to 2100 hours

November 1st,2024 (Friday)

Race Day 2	Starting 1000 hours
Daily Prize giving	1900 hours to 2100 hours

November 02nd,2024 (Saturday)

Race Day 3	Starting 1000 hours
Daily Prize Giving	1900 hours to 2100 hours

November 03rd,2024 (Sunday)

Race Day 4 Starting 1000 hours
Daily Prize Giving 1900 hours to 2100 hours
*Immigration clearance at Dapeng Yacht Club From 1400 hours
(* For those boats and crew wishing to return to Hong Kong on Sunday evening)

November 04th,2024 (Monday)

Race Day 5 Starting 1000 hours
Closing Banquet & Overall Prize 1900 hours to 2100 hours
*Immigration clearance at Dapeng Yacht Club From 1400 hours
(* For those boats and crew wishing to return to Hong Kong on Monday evening)

November 05th,2024 (Tuesday)

Immigration clearance at Dapeng Yacht Club From 1000 hours

7. RATING & ONE DESIGN COMPLIANCE

- 7.1 Boats racing shall submit a copy of their valid IRC certificate or PHS numbers issued by HKSF according to his/her entry class/division. It being the onus on the entrant to provide such information.
- 7.2 Equipment inspection
- 7.2.1. Officials from the Technical Committee may inspect boats at any time during the regatta.
- 7.2.2. A boat that is found to be in contravention of the safety regulations or class rules or fails to comply with any reasonable request of an official scrutineer may be protested by the Technical Committee.

8. CREW LIMITATIONS

- 8.1 IRC Rule 22.4 shall not apply - There will be no limitations on crew number or weight except as required for boats rated as one designs which shall comply with IRC Rule 22.4.1
- 8.2 All competitors in One-design Class must be registered and substitution of competitors will not be allowed without prior written approval of the race committee. Application for substitution of competitors should be submitted before 20:00 the day before racing. Violator will be scored DSQ without hearing, and the score is not excludable.
- 8.3 Accredited VIP, journalists, photographers or cameramen who are not regular crew members and are registered as official guest or media at The China Cup International Regatta 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 rule 47.2.

9. SAILING INSTRUCTIONS

The sailing instructions will be available prior to the regatta.

10. COURSES

- 10.1 The courses to be sailed will be selected from a list of appropriate courses to be detailed in the Sailing Instructions and will be decided depending on prevailing weather conditions.
- 10.2 Competitors are referred to Admiralty Chart No. 937 and to Chinese Navy Chart 15369, and other larger scaled charts as are available of local areas of Hong Kong and Daya Wan, China.

11. PENALTY SYSTEM

- 11.1 For all classes rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 11.2 Decisions of the international jury will be final as provided in rule 70.5.
- 11.3 Unless otherwise prescribed in the Sailing Instructions, The International Jury may apply any penalty, including no penalty, for a breach of a rule. This changes RRS 64.2.

12. SCORING

- 12.1 The HK-SZ Passage race will be scored as an individual race with line honours prizes awarded. The HK-SZ passage race shall not be included in the overall series results.
- 12.2 For all classes there will be a maximum of eight races held in Shenzhen. One race is required to be completed to constitute a series warranting overall prizes.
- 12.3 When fewer than 5 races have been completed, a boat' s series score will be the total of her race scores.
- 12.4 When 5 or more races have been completed, a boat' s series score will be the total of her race scores excluding her worst score.

13. PRIZES

- 13.1 The 2024 China Cup International Regatta prizes will be awarded to the boats in the first three positions in the overall series scores for each class (and/or any divisions in a class) .
- 13.2 The Beneteau Cup will be awarded to the best placed Beneteau boat in IRC Class.
- 13.3 Line Honours of Race 1 HK-SZ Passage Race will be awarded.
- 13.4 Day prizes will be presented to the first placed boats in each class/division at the daily Prizegiving, with the major and overall prizes being presented at the Monday evening prize giving on Nov 4 2024.
- 13.5 Other prizes may be awarded at the discretion of the organizing committee.

14. INSURANCE

- 14.1 Each participating boat shall be insured with valid third party liability insurance with a minimum cover of RMB 5,000,000 (HK\$ 5,000,000 is required for Hong Kong – Shenzhen Passage race boats) effective for designated racing venue and dates. All boat insurance must cover sailing competition.
- 14.2 Each crew and passenger onboard shall be insured with valid personal accident insurance with a minimum cover of RMB 500,000 effective for designated racing venue and dates.
- 14.3 China mainland registered boat should be insured accordingly.
Hong Kong registered boats shall be insured by Hong Kong Marine Department recognized insurance companies.
- 14.4 Each team shall submit the original and copy of valid boat and crew insurance certificates as well as the Insurance payment voucher to the organizing committee.

15. RISK STATEMENT

- 15.1 Competitors participate in the regatta entirely at their own risk. See rule 3, 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 3 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:
 - a. 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;
 - b. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - d. Their boat is in good order, equipped to sail in the event and they are fit to participate;

- e. The provision of a race management team, patrol boats and other officials and volunteers does not relieve them of their own responsibilities;
- f. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- g. 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
- h. The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.

15.2 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is on herself/himself." 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...". If boat owner is not onboard, he/she shall sign an authorization paper(provided by OC) to skipper who is racing onboard, entrusting him/her the full responsibility of boat & crew safety and all legal issues related to entering China Cup event. Meanwhile, boat owner and skipper shall submit a copy of his/her Identity Card with signature to OC. If boat owner is a company, a copy of company Business License with stamp shall be submitted. Non registered crew is not allowed to race onboard without the prior written approval from organizing committee, or it will be on his/her own account.

15.3 The organizing authority, RHKYC, Hebe Haven Club, Dapeng Yacht Club, Shenzhen Vanke Longcheer Yacht Club are exempted from liability for boats and material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event. The team or boat owner shall take the full responsibility.

15.4 Owners and skippers are invited to co-operate closely with the organising authority, race committee and the China Cup International Regatta office in Shenzhen in completing the formalities of their boat entries by submission of all required information, certificates, forms, etc. within the deadline dates quoted throughout this Notice of Race. It is the sole responsibility of the owners 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 Regatta, 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.

16. FURTHER INFORMAITON

For further information please contact:

Shenzhen Office, China Cup International Regatta Management Co., Ltd, Room 601, Building E-6, OCT LOFT, Nanshan District, Shenzhen, China.

Website: <http://www.chncup.com>

Organizing committee work email: welcome@chncup.com

Register Contact: Ms. Liang Tel : 188-1751-1873