



CHAMPION OF CHAMPIONS 2026
Royal Hong Kong Yacht Club
Saturday 29 August 2026
Middle Island, Hong Kong
SAILING INSTRUCTIONS

1 RULES

- 1.1 The race is governed by the rules as defined in the *Racing Rules of Sailing* (RRS) and as listed in Notice of Race (NoR) 1.
- 1.2 Any Marine Department Notices or Notices to Mariners that may have an impact on racing (available at <http://www.mardep.gov.hk/en/notices/notices.html>) shall be deemed as rules governing the event. In accordance with RRS 56.2, a boat shall comply with the Traffic Separation Scheme regulations.
- 1.3 Boats will be provided by the organising authority and shall be deemed to conform to their class rules. When class rules change RRS 42, such changes shall not apply.

2 ELIGIBILITY

To remain eligible, the entire crew shall complete registration in accordance with the NoR and pay any outstanding entry fee and damage deposit between 0830hrs and 0845hrs on Saturday 29 August 2026 unless extended by the organising authority.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the SIs will be posted not less than 10 minutes before the warning signal of the first affected race.
- 3.2 Changes to SIs may be made on the water by the display of flag L on the committee vessel with three sound signals. An umpire may communicate the changes either verbally or in writing.

4 COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official notice board (ONB) located at the RHKYC Middle Island clubhouse.
- 4.2 Signals made ashore will be displayed from a flagpole on the hardstanding of the RHKYC Middle Island clubhouse.
- 4.3 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 10 minutes' in the Race Signals AP.
- 4.4 [DP] A briefing for all competitors will be held at 0845hrs on Saturday 29 August 2026 at the RHKYC Middle Island clubhouse. Attendance is mandatory unless excused by the organising authority in advance.

5 EVENT FORMAT AND SCHEDULE

- 5.1 Pairing lists and the race schedule will be posted on the ONB and form part of these SIs. Changes to the schedule of races after the first start will be communicated by an umpire either verbally or in writing.
- 5.2 Every race will be assigned a race number in the race schedule.
- 5.3 The scheduled time of the warning signal for the first race is 1030hrs.
- 5.4 The number of the next race to start will be displayed on the committee boat no later than the warning signal (or promptly thereafter if co-incident with the previous start) until the starting signal. The race committee may at any time postpone a race and reschedule it at a later time. Subsequent starts may be brought forward. Competitors will be advised by an umpire.
- 5.5 Successive races will be started as soon as possible after all boats in the previous race sequence have finished or retired, and/or when any required team changes have been completed. See also **SI 14 CONTINUITY**.
- 5.6 When the race or protest committee orders a resail of a completed race, the race committee may postpone the resail indefinitely and score each team half a race win unless the result is relevant to progress to the next round.
- 5.7 There will be no delays due to the late arrival or lack of preparedness of competitors. Re-sails will not be granted in such circumstances.

6 RACING AREAS

Racing will take place in the Deepwater Bay, Repulse Bay or Round Island areas.

7 COURSES

The diagrams in Attachment A show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

8 MARKS

- 8.1 Marks of the course will be orange inflatable buoys.
- 8.2 The starting line marks are the race committee signal vessel at one end of the line and an orange robotic mark or an orange inflatable buoy with a white cover at the other end in accordance with the diagrams in Attachment A.
- 8.3 The finishing line marks are a race committee vessel at one end of the line and an orange robotic mark or an orange inflatable buoy with a white or pink cover at the other end in accordance with the diagrams in Attachment A.

9 PROHIBITED AREAS AND OBSTRUCTIONS

- 9.1 These rules apply at all times while afloat.
- 9.2 Buoys (usually yellow or orange but may be other colours) may be laid adjacent to construction sites. An area bounded by virtual lines between such marks, and where appropriate, the nearest point of the shore shall be considered a prohibited area.
- 9.3 Marine works areas as described in current Marine Department Notices (see SI 1.2) shall be considered prohibited areas.
- 9.4 Commercial vessels underway, of over 40 metres length, and vessels engaged in towing shall be considered a 'Moving Prohibited Area' as follows:
- Ahead of the vessel, 200 metres or two lengths of the vessel, whichever is greater. For a vessel towing, 100 metres.
 - Abeam of the vessel, 100 metres or two widths of the vessel, whichever is greater.
 - Astern of the vessel, 50 metres.
- 9.5 Boats shall not enter any prohibited area.
- 9.6 All prohibited areas defined in this rule, shall be also considered 'obstructions' (as provided for in the RRS definition of 'Obstruction') and applicable to RRS 19 and 20.
- 9.7 At all times boats shall keep clear of commercial traffic. The International Regulations for Preventing Collisions at Sea (IRPCAS), including Rule 10 – Traffic Separation Schemes thereof, shall apply and shall govern the behaviour of all competing boats with respect to commercial vessels and other non-racing pleasure craft.
- 9.8 Any report to the organising authority that a boat may not have complied with SI 9 will be investigated. Action may be taken by the organising authority, after considering available information, by disqualifying the boat involved without a hearing and, if appropriate, by barring the skipper's entry in future events. The onus to prove that this rule had not been broken remains on the skipper of the involved boat.
- 9.9 It is the intention of SI 9 to provide a framework for safe and fair sailing in accordance with the spirit of the RRS and IRPCAS. Nothing in these SIs shall relieve a boat from its obligations not to impede the passage of any commercial vessel that can navigate only within a narrow channel or fairway.

10 THE START

- 10.1 Races will be started using the following signals made aboard the starting line committee vessel. This changes RRS 26.

Minutes before starting signal	Visual signal	Sound signal	Means
3	Flags with numerals 1, 2 and 3 displayed	One	Warning signal
2	Flag with numeral 3 removed	One	Preparatory signal
1	Flag with numeral 2 removed	One	One minute
0	Flag with numeral 1 removed	One	Starting signal

- 10.2 Competitors should note that the starting signal for one start may also be the 3-minute warning signal for the next start, i.e. if three flags with numerals 1, 2 and 3 are immediately displayed at the start of a race, this commences the time sequence for the next race.
- 10.3 The starting line is between the staff displaying an orange flag on the starting line committee vessel and the course side of starting mark at the other end of the line.

10.4 When a boat is subject to RRS 29.1, a yellow or blue flag corresponding to her identification colour will be displayed with one sound signal but for no longer than one (1) minute after the starting signal. This changes RRS 29.1.

10.5 A boat that does not start within two (2) minutes of her starting signal will be recorded as Did Not Start (DNS) without a hearing.

11 CHANGE OF THE NEXT LEG OF THE COURSE

The race committee may move the marks of the course to suit prevailing conditions or time constraints. RRS 33 does not apply.

12 THE FINISH

The finishing line is between a staff displaying a blue flag on the finishing line committee vessel and the course side of the finishing mark at the other end of the line.

13 BOATS AND SAILS

13.1 For each race, the organising authority will allocate boats to each team racing. This allocation will be indicated in the race schedule. The race committee may require a team to sail a substitute boat at any time.

13.2 Teams shall display a yellow flag on their starboard sidestay or a blue flag on their port sidestay as indicated in the race schedule.

13.3 Boat/team allocations may be modified during the event, in a fair and practical way, solely at the discretion of the organising authority. A notice to competitors is not required.

13.4 Each crew is responsible for any damage to or loss from their boat unless responsibility is otherwise assigned by the umpires or protest committee.

14 CONTINUITY

14.1 It is of paramount importance that the hand-over of boats between competitors is completed without delay so that the next race can commence promptly.

14.2 After finishing or retiring, competitors who are changing boats shall sail directly to the designated hand-over area without interfering with any races in progress.

14.3 A boat shall remain the responsibility of the competitor until handed over to a race official or the next competitor who will use that boat.

14.4 Boats shall be handed over as empty of water as practical and in racing trim. Any defects shall be reported to the umpires and /or the officers on a committee vessel.

15 BREAKDOWNS

15.1 Competitors are responsible for inspecting their boats before racing.

15.2 RRS D5 applies. When a boat is unable to continue racing, she shall retire immediately and report to the race committee, which will decide what action to take, but may seek advice from the Chief Umpire.

16 PROTESTS AND PENALTIES

16.1 Protests and requests for redress that have not been decided afloat may be heard within 20 minutes of the parties and umpires coming ashore.

16.2 The protest committee may refuse to hear a protest or request for redress unless its outcome is relevant to progress, but not seeding, in the next round of the competition. This changes RRS 61.4(a) and 63.2(a).

16.3 When a protest committee decides that a breach of a rule has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a resail or to impose no penalty. This amends RRS D3.3.

16.4 When a boat has broken a rule when she was not racing the protest committee may warn her, penalise her team by adding six points to her score or deduct half or more wins from the boat's total number of wins. Any points penalty shall apply to the previous race in the round being sailed at the time of the infringement or, if at that time the team have not taken part in a race in the round, to their next race. This changes RRS 60.5(c) and D3.3(a).

16.5 Parties to a protest may be limited to one witness each when the protest committee decides that further witnesses will not assist it in finding facts. This changes RRS 63.4(b).

17 SCORING

17.1 There will be no discards.

17.2 Each boat in the winning team of each race shall be scored one race win. Each boat in the losing team shall be scored zero race wins.

17.3 Boats shall be ranked in order of number of race wins, highest number first. If the boats have not completed an equal number of races, they shall be ranked in order of the percentage of races won.

17.4 Ties shall be broken using RRS D4.4 amended as follows:

Ties shall be broken using only the results in the series in the following order:

- a) the highest number of race wins in all races between the tied boats;
- b) the lowest total team points scored in all the races between the tied boats;
- c) if two boats remain tied, the winner of the last race between them;
- d) the lowest average team points scored in all races against common teams of opponents; or
- e) a sail-off if possible, otherwise a game of chance.

If a tie is partially broken by one of these, the remaining tie shall be broken by starting again at step a)

17.5 The champion ranked first after applying SI 17.3 and 17.4 shall be declared the Champion of Champions.

18 SAFETY REGULATIONS

18.1 Competitors are reminded to be aware at all times of the boats around them and should be prepared to avoid collisions with any boat in an emergency, even if they have the right of way.

18.2 [DP] A boat that has retired from a race shall inform the race officer or an umpire.

19 CODE OF CONDUCT

19.1 Competitors shall handle the boats and equipment with proper care and seamanship.

19.2 A boat not racing shall not interfere with boats that are racing, the race committee, umpires or safety boats.

19.3 The penalty for breaking SI 19.1 or 19.2 is at the discretion of the organising authority and may include penalty points awarded against the team, exclusion from further participation in the event and/or the withdrawal of any prize.

20 SUPPORT PERSON VESSEL

Team leaders, coaches, other support persons and their craft shall stay clear of all areas where the boats are racing from time of the preparatory signal to the finish of a race.

21 CANCELLATION

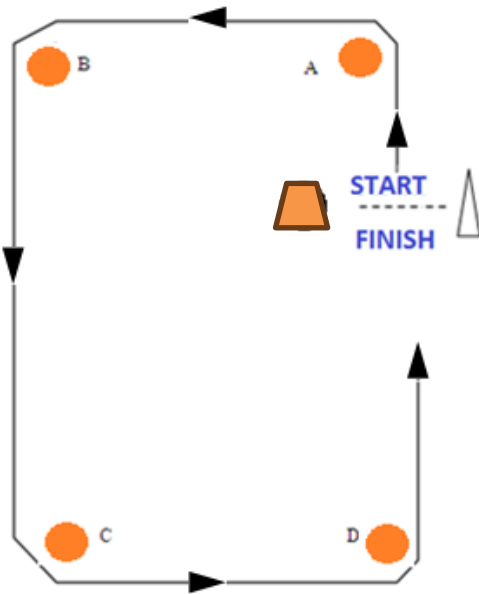
No race will be started if local Storm Warning Signal No. 3 or higher or Black Rainstorm Warning is in effect. In the event of a Strong Monsoon Warning being issued, the actual conditions on the race course will be assessed by the race committee to determine whether racing may continue.

ATTACHMENT A - COURSES

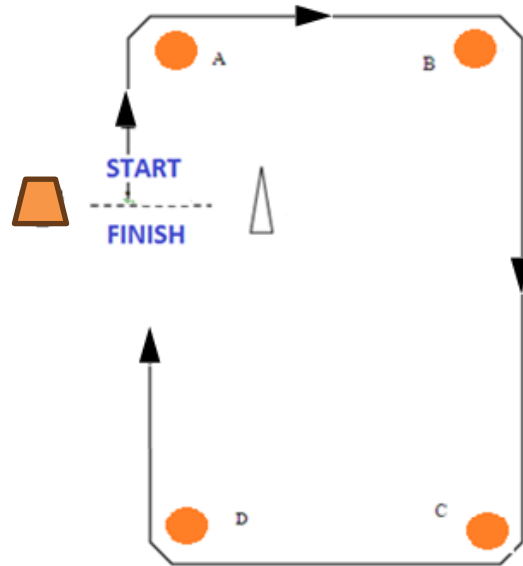
Notes:

1. See SI 8 for the description of the marks
2. For course 1 & 2: the position of the committee vessel and the starting/finishing pin buoy are interchangeable.

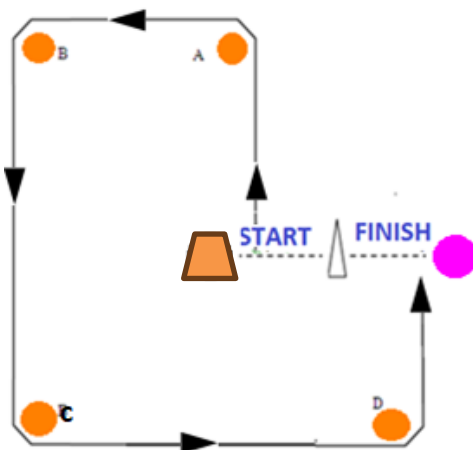
Course 1



Course 2



Course 3



Course 4

