

## Appendix HK1 – HKSF Prescriptions

### Introduction Effective date

The HKSF prescribes that these rules become effective in Hong Kong on 1 January 2017.

### Rule

### Prescription

#### 67

#### Damages

- 1 No claim for damages arising from breaches of these rules or the sailing instructions shall be adjudicated upon by any race committee or appeal authority, but shall be subject to the jurisdiction of the courts.
- 2 A boat which acknowledges infringing a rule by retiring or taking a penalty does not thereby admit liability for damage.
- 3 The findings of fact and decisions of protest committees shall be relevant only to the purposes of the World Sailing Racing Rules of Sailing and shall not be referred to in any proceedings for damages without the written consent of the protest committee.
- 4 Notwithstanding 3 above, any owner of a boat may be liable for damages arising from a breach of these rules and may be subject to limitations under the Merchant Shipping Ordinance or related ordinances or regulations of the laws of Hong Kong.

#### 69.3

#### Allegations of Gross Misconduct- Action by National Authority or Initial Action by World Sailing

- 1 When HKSF receives a report alleging a gross breach of a rule, good manners or sportsmanship, or that the sport has been brought into disrepute, under rule 69.3 or a report required under rule 69.2(j) or 69.2(k), there shall be an investigation comprising of a panel consisting of not less than three members of the Council, who shall be officers of the federation or members of the Racing Rules and Appeals Committee, to consider the case.
- 2 Such investigation, may exercise the full powers of the Council, including holding a hearing, and any action shall be reported to the Council at its next meeting after the decision is reached.
- 3 When this investigation conducts a hearing in a case that has been the subject of an appeal under rule 70 and finds facts that differ from the facts found by the protest committee, it may direct that the Racing Rules and Appeals Committee reopen the appeal and reconsider its decision.

- | <b>Rule</b>  | <b>Prescription</b>  |
|--------------|--|
| <b>70.5</b>  | <p><b>Right of Appeal</b></p> <p>An organizing authority shall obtain approval from the HKSF for the denial of appeal in accordance with rule 70.5. The letter of approval shall be available for inspection during the event.</p>   |
| <b>78</b>    | <p><b>Compliance with Class Rules; Certificates</b></p> <p>The race committee may inspect or measure any boat at any time.</p>   |
| <b>88</b>    | <p><b>National Prescription to IRC Rules on the carrying of spinnakers in Category 3 races</b></p> <p>For races under HKSF jurisdiction requiring compliance with World Sailing Special Regulations Category 3 or above, IRC Rule 21.6.1 is varied in accordance with IRC Rules 11.2 and 11.3.</p> |
| <b>88.2</b>  | <p><b>Changes to National Prescriptions</b></p> <p>If an Organizing Authority wishes to change any of the HKSF prescriptions for an event, HKSF approval is required for such changes.</p>   |
| <b>91(b)</b> | <p><b>International Jury</b></p> <p>An Organizing authority shall apply no later than 4 weeks before the regatta for approval from the HKSF for the constitution of an international jury. The letter of approval shall be available for inspection during the event.</p>                          |

## **Appendix G – IDENTIFICATION ON SAILS**

### **Rule Prescription**

**G2** All boats falling within the category of “Other Boats” shall carry HKG national letters and the sail number allocated either by HKSF or a Member Club under its Sail Number Policy, in accordance with the requirement of rule G1.3 – Positioning.

“Other Boats” for the purpose of rule G2 means any boats that are not World Sailing International Class Boats or boats of a Recognized Class (where a “Recognized Class” can have a similar definition to that of a “Class” as defined in World Sailing Regulation 20, Advertising Code, regulation 20.10(b)).

## **World Sailing Regulation 20, Advertising Code**

### **Regulation Prescription**

#### **20.2.3 Right to Display Advertising on a Boat**

When the right to display advertising on a boat is subject to prior authorization by the national authority in accordance with regulation 20.2.3.3, the approval of the HKSF is automatically granted provided that such advertising is permitted by the relevant rules of the class, rating system or handicapping system.

#### **20.8.2 Fees**

When the person in charge of a boat chooses to display Advertising, the HKSF will not impose a fee as permitted by regulation 20.8.2

## **Appendix HK2 – Excerpts from the International Regulations for Preventing Collisions at Sea, 1972**

*Excerpts which might affect right of way between boats racing and between boats racing and other vessels when these regulations are in effect in accordance with the preamble to Part 2 of the Racing Rules of Sailing, are as follows. The following are excerpts only and are intended to bring attention to the differences between these rules and those of Part 2 of the Racing Rules of Sailing. Also included are the provisions of Rule 10 relating to Traffic Separation Schemes. Please note that rules affecting sailing vessels are contained in the rules governing Lights and Shapes, and Sound and Light Signals of the Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations – Chapter 369N*

### **Part A - General**

#### **Rule 3**

##### **General definitions**

- (a) The word “vessel” includes every description of water craft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.
- (c) The term “sailing vessel” means any vessel under sail provided that propelling machinery, if fitted, is not being used.

### **Part B – Steering and Sailing Rules**

#### **SECTION I– CONDUCT OF VESSELS IN ANY CONDITION OF VISIBILITY**

##### **Rule 4**

##### **Application**

Rules in this section apply in any condition of visibility.

## **Rule 5**

### **Look-out**

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

## **Rule 6**

### **Safe speed**

Every vessel shall at all times proceed at a safe speed so that she can take proper action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

## **Rule 7**

### **Risk of collision**

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

## **Rule 8**

### **Action to avoid collision**

- (a) Any action taken to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

## **Rule 10**

### **Traffic separation schemes**

- (a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other Rule. (L.N. 365 of 1989)
- (b) A vessel using a traffic separation scheme shall:
  - i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
  - ii) so far as practicable keep clear of a traffic separation line or separation zone;

- iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

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.

- (c)
  - i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
  - ii) Notwithstanding subparagraph (d) (i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- (d) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
  - i) in cases of emergency to avoid immediate danger;
  - ii) to engage in fishing within a separation zone.
- (e) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (f) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (g) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- (h) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (i) A vessel of less than 20m in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

## SECTION II – CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER

### **Rule 11**

#### **Application**

Rules in this Section apply to vessels in sight of one another.

### **Rule 12**

#### **Sailing vessels**

- (a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:
- i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;
  - ii) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;
  - iii) if a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.
- (b) For the purposes of this Rule, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

### **Rule 13**

#### **Overtaking**

- (a) Notwithstanding anything contained in Rules of Part B, Sections I and II, (Rules 4 to 12 of this excerpt), any vessel overtaking any other vessel shall keep out of the way of the vessel being overtaken.
- (b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the

vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.

- (c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.
- (d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

## **Rule 16**

### **Action by the give-way vessel**

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

## **Rule 17**

### **Action by stand-on vessel**

- (a)
  - i) Where one of two vessels is to keep out of the way the other shall keep her course and speed.
  - ii) The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.
- (b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.
- (d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

## **Rule 18**

### **Responsibilities between vessels**

Except when Rule 13 otherwise requires:

- (b) A sailing vessel underway shall keep out of the way of:
  - ii) a vessel restricted in her ability to manoeuvre.

## **SECTION III – CONDUCT OF VESSELS IN RESTRICTED VISIBILITY**

### **Rule 19**

#### **Conduct of vessels in restricted visibility**

- (a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.
- (b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.
- (c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of Section I of this Part.
- (e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.

## Appendix HK3 – Conversion Tables

Time in seconds to advance 1 boat length

Boat Speed Knots	Length of yacht in metres						
	4	5	6	7	8	9	10
1	7.8	9.8	11.8	13.7	15.9	17.6	19.6
2	3.9	4.9	5.9	6.9	7.8	8.8	9.8
3	2.6	3.3	3.9	4.6	5.2	5.9	6.5
4	2.0	2.4	2.9	3.4	3.9	4.4	4.9
5	1.4	2.0	2.4	2.7	3.1	3.5	3.9
6	1.3	1.6	2.0	2.3	2.6	3.0	3.3
7	1.1	1.4	1.7	2.0	2.2	2.5	2.8
8	1.0	1.2	1.5	1.7	2.0	2.2	2.5
9	0.9	1.1	1.3	1.5	1.7	2.0	2.2
10	0.8	1.0	1.2	1.4	1.6	1.8	2.0

1 knot = 1.85 kilometres per hour  
 = 1850 metre per hour  
 = 30.9 metres per minute  
 = 0.5 metres per second  
 = 1.15 miles per hour  
 (all approximate)