



15th CHINA CUP INTERNATIONAL REGATTA 2023

The 15th China Cup International Regatta will be held on November 2nd to 6th 2023 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

Published : 1st July 2023

Updated: 13th October 2023

[NP] denotes that a breach of this rule will not be grounds for protest by boat. This changes RRS 62.1(a).

1. RULES - Sentences in italics with in the Notice of Race are guidance notes for information only.
 - 1.1 The China Cup International Regatta 2023 will be governed by the 2021-2024 rules as defined in The Racing Rules of Sailing (RRS).
 - 1.2 The following rules shall also apply:
 - Rule 62 is changed to add 62.1 (e) An action of governmental or other authority.
 - World Sailing Offshore Special Regulations for Race Category 4;
 - The IRC Rules 2023, Parts A, B & C (IRC-C), except that IRC Rule 22.4 shall not apply.
 - The Hong Kong Sailing Federation (HKSF) HKPN handicap system (including the HKPN PIPS - Performance Increase Penalty Scheme, Club owned and club co-owned J/80s);
 - The Class Rules of boats entered in a One Design Class

- This Notice of Race and the China Cup International Regatta 2023 Sailing Instructions and amendments.

Succeeding items in the above list will take precedence.

- 1.3 References herein to a Rule or Appendix are to the RRS or its Appendices unless otherwise stated.
- 1.4 This Notice of Race may be amended by the China Cup International Regatta 2023 Sailing Instructions.
- 1.5 No national authority prescriptions will apply.
- 1.6 This Notice of Race is published in both Chinese and English, if there is a conflict between languages, the English text will take precedence.

(This Notice of Race is for Monohulls and one-design classes)

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

2. SAFETY REGULATIONS

- 2.1 Boats participating in the Hong Kong to Shenzhen passage race shall comply with the World Sailing Offshore Special Regulations for Race Category 4 for the duration of the race with the exception of:
 - (a) Boats will not be required to carry a storm trysail or heavy weather jib nor need to be able to reef by 12.5% of their luff length
 - (b) Boats racing in Shenzhen, shall comply with **the World Sailing Offshore Special Regulations for Inshore Racing.**
 - (c) Any boats that do not comply fully with the requirements may apply to the Race Committee for written dispensation from specific parts of the regulations. Dispensation will not normally be considered unless applied for in writing giving details of the boat and the reasons for consideration by October 1, 2023
 - (d) 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.
- 2.2 In addition to meeting the **World Sailing Offshore Special Regulations** safety equipment requirements, all boats shall carry a VHF transceiver capable of transmitting and receiving on Channels 72 and 76 (in addition to Ch16).

2.3 THE PERSON IN CHARGE

The attention of Persons in Charge is drawn to RRS Fundamental Rule 3:

“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone” and to Special Regulation 1.02.1 which begins: “The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge....”

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 omission.
- 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 and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- f) they are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, in date and familiar to the crew.
- g) China Cup, its sponsors, and other all the organising authorities accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

3. ADVERTISING

- 3.1 Competitors’ advertising displayed on boats and/or on crew-wear during the event shall be entirely in accordance with WORLD SAILING

Regulation 20(Advertising Code). Skippers shall submit a copy of advertising design to the organizing committee before October 1,2023 in which they intend to display for examine and approval.

- 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 2023 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 the statement from World Sailing to be found at <https://www.sailing.org/2022/03/01/world-sailing-statement-6/>. Entry shall be open to boats entered or sailed by persons from any nation. However, boats and competitors shall not display any symbols, flags or slogan representing Russia or Belarus on any boat, place or clothing associated with the event. The penalty for a breach of this rule will be exclusion from further participation in the event and the removal of the boat from the results.
- 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
 - The China Cup Bavaria Cruiser 37s Class
 - J80 One Design Class
 - HKPN Class Racing - The HKPN Class will be divided to have “like” boats sailing together based on ratings,

IRC Class Racing - 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).

- 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.
[NP]
- 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 October 1, 2023.
- 4.8 IRC/HKPN Class splits will be made according to entries received and will be confirmed by 1700 on Wednesday, November 1st. 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 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 HKPN fleet. The Committee will consider written applications for inclusion of such boats in a HKPN Class with reasons for consideration, if received no later than 1st November 2023.

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.

The Hong Kong - Shenzhen passage race will be for IRC and HKPN Classes and will mainly consist of Hong Kong based boats. Entry by other boats will be subject to availability of Berths in Hong Kong. Additional Classes may be added subject to entry numbers.

- 4.10 Skipper's license shall be taken onboard all time during races. The technical committee may selectively check skipper and crew onboard on each racing day. Any boats making unapproved substitutions to the registered entry list may be protested. Substitution of skipper or crew will not be allowed without prior written approval of the organizing committee. Application for substitution of skipper and crew shall be submitted before 20:00 the day before racing.
- 4.11 Boats registered for IRC class should submit a current IRC rating Certificate. By the rating deadline of October 25th 2023. Boats registered for HKPN class should provide the assigned HKPN rating provided by HKSF. IRC certificate application or renewal please

contact the IRC Rule Authority in China - Shenzhen Across Four Oceans Sailing Event Management Co.,Ltd:

Mr. Wu 86-15099921032 alain@chncup.com

- 4.12 HKPN rating application. The deadline for registration is September 01,2023 (Friday). Late entries may be accepted up until October 1,2023 (Sunday) at the entire discretion of the organizing committee and may subject to payment of the specified late-entry fee.

Please visit: <https://sailing.org.hk/subpage/ocZh8aBGdCSon3rLt>

- 4.13 Any Hong Kong based boats intending to enter and compete in the Passage Race from Hong Kong to Shenzhen must submit the required documents specified on 4.5 for China Maritime Safety Administration and Hong Kong Marine Department' s approval on or before Wednesday September 15, 2023 (Friday).

4.14 Chinese registered boats must submit documents below:

- (A) the Certificate of Registry and Ownership Certificate issued by China Maritime Safety Administration, Sea Worthy Certificate issued by China CCS or MSA.
- (B) Port formalities and Free Pratique application as required by the Hong Kong Marine Department and Health Department.
- (C) Chinese Skipper who races on a Chinese Registered boat must submit the Yacht Driving License (Code F) issued by China Maritime Safety Administration and Competence License (Level B or above) issued by Chinese Yachting Association.
- (D) Any boats participating in the Hong Kong to Shenzhen Passage Race will be required to complete the OSR Category 4 declaration of safety compliance, which should be witnessed by another skipper.

Teams who submit full application documents for the Hong Kong to Shenzhen passage Race does not necessarily mean being qualified for the passage race. The final approval of the qualification will be determined by Hong Kong Marine Department and China Maritime Safety Administration.

- 4.15 For crew member holding a foreign passport to enter China, a valid China visa is required for each person. Valid Visa types for

non-Chinese crew members entering Hong Kong Shenzhen Passage race are D, F, L (NOT Group type) . For Chinese crew members who depart for Hong Kong with OC fleet before event, the endorsement type of HK & Macau Exit-Entry permit cannot be Group type (L type). Fleets entering Hong Kong – Shenzhen Passage Race shall submit crew members’ passport personal information page and valid visa page copy to China Cup International Regatta Office before September 15, 2023 . China Cup organizing committee reserves the right to refuse any late submission fleet to enter passage race.

4.16 According to the requirement of China Entry-Exit Inspection and Quarantine Administration and Hong Kong Department of Health, it is suggested that eligible passage race boat shall apply and carry Ship Sanitation Control Exemption Certificate, so as to save time for quarantine inspection. All passage race boats shall fly the ICF Q flag (yellow flag) before immigration, indicating the boat is not infected, and please issue the CIQ certificate. A boat shall not lower the ICF Q flag before the Entry & Exit Inspection and Quarantine Bureau issue the CIQ certificate. Please prepare the flag on your own or purchase upon registration.

4.17 According to the requirement of Immigration and Quarantine Administration, all passage race boats must go through immigration formalities after crossing the finish line unless force majeure. If there are any special reasons, teams should report to the China Cup organizing committee or race committee at the first time.

5. FEES

5.1 The required fees for the China Cup International Regatta 2023 are as follows:

Early Entry Fee (on or before August 15, 2023)

RMB3,000 (HK\$3,330 / US\$425 / EUR395)

Event Entry Fee (on or before September 1, 2023)

RMB5,000 (HK\$5,550 / US\$710 / EUR655)

Late Entry Fee (September 2 to October 1, 2023)

RMB8,000(HK\$8,870 / US\$1,130 / EUR1,050)

Late Entry Fee (October 2 to October 31, 2023)

RMB12,000(HK\$1,3300 / US\$1,683 / EUR1,570)

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, 2023 RMB 600 (HK\$ 660 / US\$ 84/EUR 78)

On or before September 1, 2023 RMB 800 (HK\$ 879 / US\$ 112/EUR 105)

On or after September 2, 2023 RMB 1000 (HK\$ 1099 / US\$ 140/EUR 130)

On or after October 2, 2023 RMB 1200 (HK\$ 1318 / US\$ 168/EUR 157)

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 15th China Cup International Regatta 2023 is based on the following, with 9 races planned to be sailed over 5 days (The event venues may be changed at the discretion of the Organizing Committee):

November 01,2023 (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	Time to be notified separately
Passage Race Immigration clearance at RHKYC	1500 hours to 2000 hours
Passage Race Skipper' s briefing at RHKYC	1830 hours to 1900 hours
15th China Cup International Regatta 2023 Welcoming Party at RHKYC	1915 hours to 2100 hours

November 02, 2023 (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 03,2023 (Friday)

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

November 04,2023 (Saturday)

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

November 05,2023 (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 06,2023 (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 07,2023 (Tuesday)

Immigration clearance at Dapeng Yacht Club	From 1000 hours
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7. RATING & ONE DESIGN COMPLIANCE

7.1 Boats racing shall submit a copy of their valid IRC certificate or HKPN 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 For all classes there will be a maximum of nine races. One race is required to be completed to constitute a series warranting overall prizes.
- 12.2 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- 12.3 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.
- 12.4 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.

13. PRIZES

- 13.1 The 2023 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 6 2023.
- 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
Insurance service contact person:
Mr. You +86 136-9161-2340
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, 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.

Register Contact: Ms. Anna Chen (daisy@chncup.com)

Tel : +86 135-7026-0777

Consultation Contact: Mr. Tarzan Ren (tarzan@chncup.com)

Tel : +86 150-1925-2224

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

Organizing Committee of 15th China Cup International Regatta 2023

October, 2023