ABC Four Peaks Race
Since 1985
2016 Official Sponsor

Aberdeen Boat Club Four Peaks Race
Saturday 23rd & Sunday 24th January 2016
SAILING INSTRUCTIONS and HILL CLIMBING RULES

SECTION A - ON THE WATER

1 RULES

1.1 The Race will be governed by the 'Rules' as defined in the Racing Rules of Sailing (RRS) 2013-2016.

1.2 The Prescriptions of the Hong Kong Sailing Federation (HKSF) will apply, together with:

- the IRC Rules, Parts A, B and C (IRC Rule 22.4 shall not apply);
- the HKPN Handicap System; (including the PIPS – Performance Increase Penalty Scheme – if required);
- the ISAF Offshore Special Regulations Category 4 with amendments;
- the International regulation for preventing collisions at sea IRPCAS, (Steering and Sailing Rules) will apply between sunset and sunrise and will replace RRS Rule of Sailing Part 2.
- Current applicable Notice to Mariners (NOTAMS);
- Class Association rules of all competing classes – J80s, Impalas etc.
- Aberdeen Boat Club Standard Sailing Instructions 2013 (SSI);
- the Simpson Marine Four Peaks Race 2016 Notice of Race (NoR);
- these Sailing Instructions (FPSI 2016).

1.3 In case of conflict between any of the above, succeeding items take precedence. This changes RRS 63.7.

1.4 **Note:** The Sailing Instructions include hill climbing and other rules that do not comply with conventional RRS guidelines.

2 NOTICES TO COMPETITORS

2.1 Notices to competitors and changes to FPSI 2016 (L Notices) will be posted on the Yachting Notice Board at the Club and on the Club's website (www.abclubhk.com).

2.2 Any change to the FPSI 2016 will be posted not later than 1800 on the day before the start of race.

2.3 Any Notices to Mariners which are applicable to sailing boats will be considered to be part of these Sailing Instructions.

3 RACE BRIEFING

3.1 A race briefing will be held at the Club at 1900 hours on **Friday 22nd January 2016**.

4 DIVISIONS AND CLASSES

4.1 **Racing will be held in the following classes and divisions:**

Premier Class

- IRC boats with a valid IRC rating of 1.100 and above

4.2 **Division A**

- Class I: Mono-hulls with a valid IRC rating below 1.099 and/or a valid HKPN rating of 999 or lower.
- Class II: Mono-hulls with valid HKPN rating of 1000 to 1049.

4.3 **Division B**

- Mono-hulls with a valid HKPN rating of 1050 and above.
- J 80's, Impalas and other eligible class boats with at least 3 boats sailing as a class.

4.4 Multihulls shall be advised their respective Divisions and starting times on a case by case basis subject to entry.

4.5 Division and class splits listed above are indicative and may be reallocated subject to entries received. The decision will be at the sole discretion of the Race Committee in the interests of fair racing.

4.6 Division flags shall be flown on the backstay. No ensigns are to be flown by boats whilst racing.

5 MOTORING DIVISION

5.1 Boats may elect to enter the motoring division by calling the Race Control centre prior to switching on their engines, no earlier than 30 minutes after their scheduled start. All motoring times must be declared on the Race Declaration on completion of the race. Boats in the motoring division must fly an M flag, and/or a motoring cone.

5.2 Motoring time of up to 15% of elapsed time i.e. Primary Motoring Time (PMT), will attract a time penalty equal to PMT x the boat's Motoring Factor (K). Motoring time of more than 15% of elapsed time i.e. Subsequent Motoring Time (SMT), will attract an additional time penalty equal to 3 x SMT x K.

5.3 All periods of motoring (including distances, established either by GPS or by a distance log reading at the start and finish of each such period) shall be logged on the Motoring Declaration Form and shall be submitted with the boat's Post Race Declaration Form. Failure to comply with this instruction may result in disqualification.

5.4 For the purpose of results, each period of motoring will be taken to be a minimum of 30 minutes.

5.5 Boats in the Motoring Division are reminded that at the commencement of and throughout the duration of a period of motoring, the correct day shape or night lights for a sailing vessel operating auxiliary propulsion are to be displayed in conformity with the International Regulations for Preventing Collisions at Sea (IRPCS), Part B, Steering & Sailing.

6 SCHEDULE OF RACES

6.1 The starting system will be in accordance with RRS Rule 26 with the warning signal given 5 minutes before the starting signal.

6.2 Starting times and flags will be as follows:

Division	Start Time	Flag
Premier Class	1000	T
Division A, Class I, II	1005	V
Division B	1010	W

6.3 In the event of a delay or postponement to one start, subsequent starts shall be delayed accordingly without the need to indicate such delay.

6.4 Competitors are reminded that all flag hoists on the Committee Boat should be carefully monitored before, during and immediately after the starting sequence. No redress will be given for misreading flag signals.

7 RACING AREAS

7.1 Racing will be in the coastal waters between Tai Tam, the Ninepin Islands and Port Shelter in the eastern part of Hong Kong, and Lantau Island in the southwest, and will include the ascent by Shore Parties of four named peaks by each Division as defined in the courses defined in section 8.

8 COURSES

8.1 Separate courses will be set for the Premier Division, Division A and Division B. The details of the courses and peaks are defined below. The course for each Division to follow will be indicated by IC numeral pennants hoisted on the Committee Boat, at or before the warning signal for the first start.

- Premier Division – Course 1, 2 or 3. (See section 8.5)
- Division A - Course 4, 5 or 6.(See Section 8.6)
- Division B – Course 7. (See Section 8.7)

8.2 If a windward mark is laid, a red or green flag will be displayed on the Committee Boat to indicate that such a mark is to be rounded left to port or starboard.

8.3 Competitors are reminded of the provisions in Part B Section 1 Rule 10 of IRPCS which state that "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" and "…a sailing vessel shall not impede the safe passage of a power driven vessel following a traffic lane." Any vessel observed to have failed to comply with this rule may be protested. Competitors should refer to the Aberdeen Boat Club SSI's Section 10 for additional information.

8.4 Competitors are to note the 100m exclusion zone around Waglan Island.

8.5 **Premier Division Courses**

Course 1 (Approx distance 102NM)	**Course 2** (Approx distance 92NM)	**Course 3** (Approx distance 80NM)
Start (Tai Tam Bay)	Start (Tai Tam Bay)	Start (Tai Tam Bay)
Windward Mark (if laid)	Windward Mark (if laid)	Windward Mark (if laid)
North Ninepins (S)	-	-
Waglan (S)	Waglan (S)	Beaufort (S)
South East Soko (S)	South East Soko (S)	-
LANTAU PEAK	**LANTAU PEAK**	**LANTAU PEAK**
Shek Kwu Chau (P)	Shek Kwu Chau (P)	Shek Kwu Chau (P)
Lamma (P)	Lamma (P)	Lamma (P)
Mt Stenhouse	**Mt Stenhouse**	**Mt Stenhouse**
Violet Hill	**Violet Hill**	**Violet Hill**
North Nine Pins (P)	-	-
Ma On Shan	**Ma On Shan**	**Ma On Shan**
North Nine Pins (S)	North Nine Pins (S)	-
TCS 2 (S)	TCS 2 (S)	TCS 2 (S)
Chesterman (S)	Chesterman (S)	Chesterman (S)
FINISH at Round Island	**FINISH at Round Island**	**FINISH at Round Island**

8.6 **DIVISION A Courses**

Course 4 (Approx distance 89NM)	**Course 5** (Approx distance 82NM)	**Course 6** (Approx distance 75NM)
Start (Tai Tam Bay)	Start (Tai Tam Bay)	Start (Tai Tam Bay)
Windward Mark (if laid)	Windward Mark (if laid)	Windward Mark (if laid)
Waglan (S)	Beaufort (S)	Beaufort (S)
South East Soko (S)	South East Soko (S)	
LANTAU PEAK	**LANTAU PEAK**	**LANTAU PEAK**
Shek Kwu Chau (P)	Shek Kwu Chau (P)	Shek Kwu Chau (P)
Lamma (P)	Lamma (P)	Lamma (P)

Mt Stenhouse	**Mt Stenhouse**	**Mt Stenhouse**
Violet Hill	**Violet Hill**	**Violet Hill**
Ma On Shan	**Ma On Shan**	**Ma On Shan**
North Nine Pins (S)		
TCS 2 (S)	TCS 2 (S)	TCS 2 (S)
FINISH at Round Island	**FINISH at Round Island**	**FINISH at Round Island**

8.7 **DIVISION B**

Course 7 (Approx distance 57NM)
Start (Tai Tam Bay)
Windward Mark (if laid)
LANTAU PEAK
Shek Kwu Chau (P)
Lamma (P)
Mt Stenhouse
Violet Hill
Shek O Rock (S)
Tung Lung Chau
TCS 2 (S)
FINISH at Round Island

9 THE START

9.1 The starting line will be between a signal mast displaying an orange flag on the Committee Boat at the starboard end of the line, and an inflatable club buoy laid as an outer distance mark (ODM) at the port end. An IDM may be laid, in which case it shall be an orange cylindrical buoy.

9.2 The warning signal for the first start will be on Saturday 23 January 2016 at 0955 hrs.

10 SHORTENED COURSES

10.1 The course may be shortened at any mark of the course or at any Peak Control. In this event the requirement for all crew members except three to complete the ascent of at least one peak shall not apply.

10.2 If the course is shortened at a Peak Control, Shore Parties will be informed by the Peak Control. Radio announcements will also be made on VHF Channel 72 and Race Control will contact boats by mobile telephone to confirm a shortened course.

If the course is shortened at a mark of the course, the finishing line will be a line between a signal mast displaying an orange flag on a Committee Boat at one end of the line and the selected mark as the ODM at the other end. The course mark shall be left to the side indicated in the course details and the Committee Boat will be positioned accordingly at either the port or starboard end of the line, so that boats will cross the line in the direction coming from the previous mark or Dropping Zone.

11 THE FINISH

11.1 The finishing line will be laid to the East of Round Island, and will be a line between a signal mast displaying an orange flag on a Committee Boat at the starboard end of the line, and an inflatable club buoy laid as an outer distance mark (ODM) at the port end. The ODM will display an all-round flashing white light during the hours of darkness.

11.2 When crossing the finishing line in the dark, a boat shall illuminate its sail number and advise Race Control either by telephone or on VHF Channel 72.

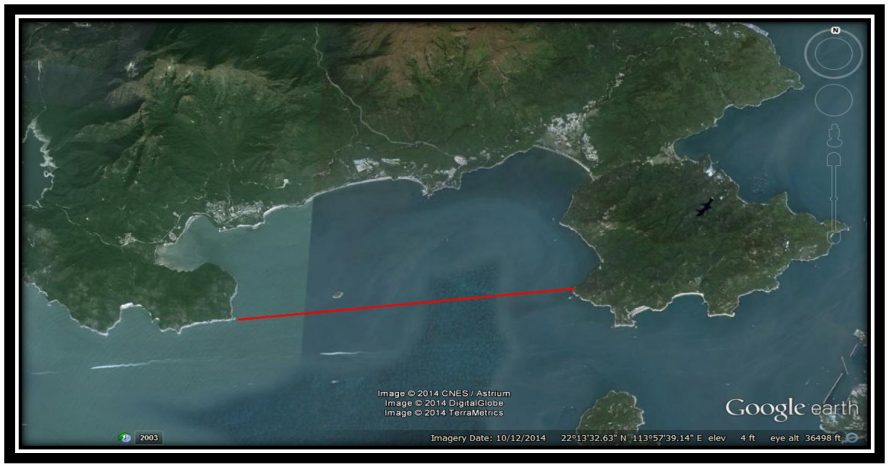
11.3 The finishing line shall not be subject to protest or claim for redress.

12 DROPPING ZONES

12.1 **The South Lantau Dropping Zone is the area north of a line joining:**

- Point 22^0 12'.6N 113^0 55'.8E [Southeast point Luk Keng Shan Peninsula]
- Point 22^0 13'.1N 113^0 58'.8E [Tsui Pai]

NOT FOR NAVIGATION FOR REFERENCE ONLY



12.2 **The Lamma Island Dropping Zone is the area enclosed by a line joining:**

- Point 22°12'53.08"N 114° 7'14.75"E
- Point 22°12'42.91"N 114° 6'51.14"E
- Point 22°10'56.23"N 114° 6'32.74"E
- Point 22°10'15.97"N 114° 6'45.23"E
- Point 22°10'51.34"N 114°10'1.81"E
- Point 22°12'41.60"N 114° 9'46.96"E
- Point 22°13'11.25"N 114° 8'10.78"E

NOT FOR NAVIGATION PURPOSES FOR REFERENCE ONLY

12.3 **The Repulse Bay/ Tai Tam Bay Dropping Zone, for Violet Hill, is bounded by the southern shoreline of Hong Kong Island and:**

- Point 22°14'14.08"N 114°11'38.15"E
- Point 22°13'11.51"N 114°11'7.15"E
- Point 22°11'29.44"N 114°12'42.02"E
- Point 22°11'38.62"N 114°13'47.66"E
- Point 22°12'20.36"N 114°15'18.85"E

NOT FOR NAVIGATION PURPOSES FOR REFERENCE ONLY

12.4 **The Tung Lung Chau Dropping Zones (Division B boats Only)**

There are two separate dropping zones for Tung Lung Chau, one at the Northern end, and one at Southern end. Boats may use either or both drop zones. Runners will be required to go to both check points via the peak control on the way. Officials will be located at both of the landing points and on the peak.

The Northern Dropping zone is bounded by:

- Point 22°15'29.48"N 114°17'34.20"E
- Point 22°15'32.39"N 114°17'34.04"E
- Point 22°15'31.66"N 114°17'41.57"E

The Southern Dropping zone is bounded by:

- Point 22°14'32.45"N 114°17'10.38"E
- Point 22°14'23.40"N 114°17'13.09"E

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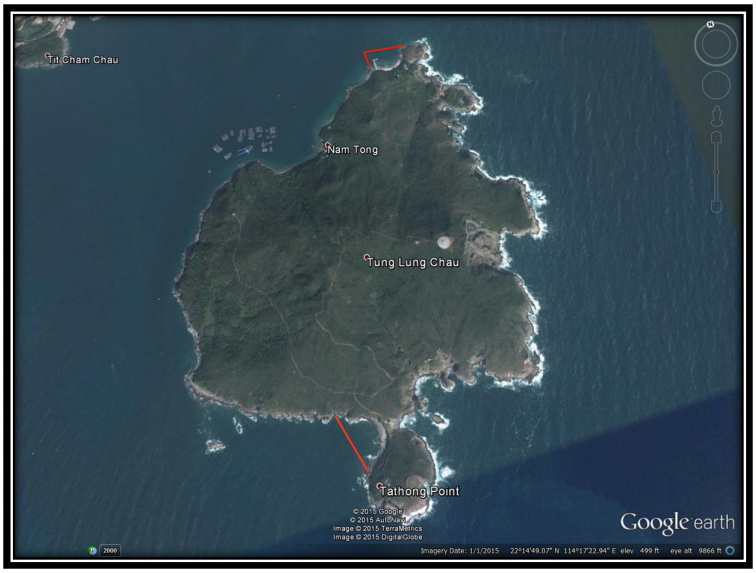
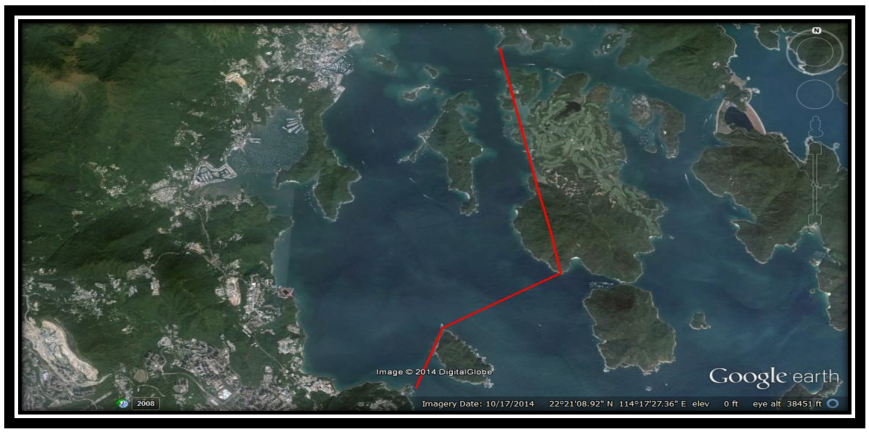


12.5 **The Port Shelter Dropping Zone is bounded by:**

- Point 22^0 19'.2N 114^0 17'.4E [Pa Tau Kok/Ngam Tau Sha]
- Point 22^0 19'.9N 114^0 17'.6E [North point of Shelter Island/Ngau Mei Chau]
- Point 22^0 20'.6N 114^0 18'.7E [Southwest Kau Sai Chau]
- Then the western shoreline of Kau Sai Chau and Yim Tin Tsai to:
- Point 22^0 22'.8N 114^0 18'.0E then across channel to mainland at:
- Point 22^0 23'.05N 114^0 17'.9E.

NOT FOR NAVIGATION FOR REFERENCE ONLY



12.6 Boats in sailing divisions are not permitted to motor in the Dropping Zones. Any such motoring, except for a brief period in an emergency, will constitute a transfer to Motoring Division. Such occurrences must be recorded on the boat's Declaration Form. Failure to report engine use will result in disqualification.

13 TRANSFER OF SHORE PARTIES

13.1 Shore parties shall go ashore and return to their boats in the same sequence as the peaks to be climbed. They shall disembark from and return to the boat in the designated Dropping Zones and shall be transferred to and from the shore by swimming, by shore party transfer craft or by the boat itself.

13.2 All shore parties shall return to their boats and have their hill running time recorded before any subsequent shore party lets go for the next peak.

13.3 "Shore party transfer craft" means any tender, inflatable dinghy, kayak, canoe or other floating device, which shall be carried on board the boat whilst outside the designated Dropping Zones and shall be powered by paddles, oars or sail.

13.4 Towing a boat, by rowing or paddling one of its shore transfer craft is permitted within the Dropping Zones but not elsewhere.

13.5 Shore party transfer craft shall not be left in the water made fast to any part of a public pier nor left in such a way so as to impede other competitors. This includes any access steps considered part of the pier. Transfer craft may be left in other public areas provided they are in a location which is both safe and which will not obstruct other shore parties or the general public. Any breach of this rule may result in such penalty or disqualification as may be determined by the Race Committee.

13.6 Boats anchoring and manouvering shall do so in a manner that will not impede the dropping off or picking up of shore parties by other participating boats.

14 SHORE PARTY TRANSFER SAFETY

14.1 When transferring from boat to shore, and vice versa, between sunset and sunrise, swimmers and shore party transfer craft must display a conspicuous, all round, white light e.g. a personal strobe safety light.

14.2 All persons shall wear a personal floatation device while swimming or when in shore party transfer craft. These may be personal buoyancy aids strapped around the waist.

15 DECLARATIONS AND RETIREMENTS

15.1 After finishing, boats shall submit completed Post Race Declaration Forms, Hill Running Times and Motoring Declaration Forms (if appropriate) to the Club by 1200 hrs on Monday 25th January 2016.

15.2 A boat that retires from the race shall report this to the Race Control by mobile telephone or on VHF Channel 72 as soon as practicable and shall obtain an acknowledgement.

16 PROTESTS

16.1 Protests and claims for redress shall be made in accordance with RRS.

16.2 The time limit for protests is 2000 hrs on Sunday 24th January 2016.

17 PENALTIES

17.1 Boats may be protested for infringement of these rules by other competing boats, the race committee, and race committee delegates. Penalties may be time based or DSQ. This is in addition to RRS Rule 60.2.

17.2 Boats in sailing divisions are not permitted to motor. Any such motoring, except for a brief period in an emergency, will constitute a transfer to Motoring Division. Such occurrences must be recorded on the boat's Declaration Form. Failure to report engine use will result in disqualification.

18 TIME LIMIT

18.1 Any boat not finishing by 1900hrs on Sunday 24th January 2016 will be scored DNF.

19 CALCUALTION OF RESULTS:

19.1 The times for all peaks (except Lantau Peak and Tung Lung Chau, where times shall be taken at the gate) shall be taken in accordance with the "let go" rule (see 32.2).

19.2 Results shall be calculated based on the total of corrected sailing time plus the actual total accumulated running time. Sailing time shall be calculated based on total elapsed time minus the declared running times.

Corrected times will be calculated as follows:

HKPN

$$C = \frac{(E-R) \times 1000}{HKPN} + R$$

IRC

$$C = (E - R) \times IRC\ TCC + R$$

Where: C = corrected time.
E = elapsed time.
R = declared running times according to the 'let go' rule

20 MOTORING DIVISION RESULTS

20.1 Motoring division results will be calculated as follows:

$$C = \frac{(E - R - PMT - SMT) \times 1000}{HKPN} + S + K\,(PMT + 3 \times SMT)$$

Where: C = corrected time.
E = elapsed time.
R = declared running times according to the 'let go' rule
PMT = motoring time of up to 15% of elapsed time.
SMT = motoring time of more than 15% of elapsed time.
K = motoring factor allocated by the Race Committee.

21 BOAT SAFETY

21.1 All skippers and owners are reminded that the safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge who must do their best to ensure that the yacht is fully found, thoroughly sea worthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He/she must be satisfied as to the soundness of the hull, spars, rigging sails and all gear. He/she must be satisfied that all safety gear is properly maintained and stowed and that the crew know where it is kept and how it is to be used. He/she shall nominate a person to take over the responsibilities of the Person in Charge in the event of his/her incapacitation.

21.2 **Decision to race** – The responsibility for a yacht's decision to participate in the race or to continue racing is hers alone – RRS Fundamental Rule 4.

21.3 Boats shall comply with the current ISAF Offshore Special Regulations Category 4 with amendments as detailed in Appendix A.

21.4 Boats are required to fully comply with the International regulation for preventing collisions at sea (IRPCAS) at all times. Between Sunset and Sunrise, the appropriate navigation lights, including anchor lights, shall be lit in accordance with ICPCS. Boats shall carry an emergency set of lights.

21.5 Scrutineering checks will take place during the event or upon finishing the race. The list of the minimum items that will be checked is shown at Appendix A. If the boat does not comply with these special regulations she is liable to a time penalty, or in the case of repeated or gross violation, disqualification. Penalties shall be at the sole discretion of the race organisers.

21.6 Boats shall be fitted with an engine capable of propelling the boat at a speed in knots equal to the square root of its LWL in feet.

21.7 Boats will be required to fit a tracking devices for the duration of the race. These devices shall be collected at the Skippers Briefing on Friday 22 January 2016 and returned to the Club not later than Friday 29 January 2016 at the Prize giving. **Trackers which are lost or broken will be charged to the boat at cost.**

21.8 A boat shall keep a full and proper lookout at all times.

21.9 Acknowledgement and of acceptance of these sailing instructions and rules herein shall be taken as declared on submission of the race entry form and associated declaration.

22 USE OF POWER

22.1 Notwithstanding section 5, any use of an engine that results in propulsion shall be stated on the declaration form, including the time used, location and purpose.

22.2 The use of automatic powered steering devices is prohibited.

22.3 Notwithstanding section 17, engines, paddles or oars may be used when appropriate to avoid collision, grounding or in grave emergency. All such incidents shall be declared.

23 COMMUNICATIONS AND REPORTING

23.1 All boats shall be required to carry a tracking unit (Trac Trac), which shall be secured to the mast or in an suitable alternative position above decks. In the event of a Trac Trac unit being irretrievably lost overboard, race control must be notified immediately. Replacement costs of any lost Trac Trac unit shall be covered by the boat concerned.

23.2 In the interests of safety and race administration, Race Control may contact a boat by mobile telephone or VHF at any time during the race

23.3 Each boat shall carry at least one mobile telephone, adequately protected against the weather and switched on at all times to receive incoming calls from Race Control. The numbers of mobile phones designated for this purpose must be given on the entry form for each boat. Boats should ensure that designated phone batteries have sufficient autonomy for the duration of the race.

23.4 Boats are required to send declared running times to the Race Control via Whatsapp or SMS within 5 minutes of shore parties having completed their hill ascent and being back on board according to the 'let go' rule described in section 32.2. These messages shall comprise the following format only and no additional information is required.

Boat Name	Peak Climbed	Let Go	Touch Back

Example: Wicked:Lamma:15.57.09:17.08.43

23.5 Verification shall be done using the Trac Trac positions at declared times.

23.6 Boats shall maintain a listening watch on VHF Channel 72 & VHF Channel 16 whilst racing and when waiting to pick up crews.

23.7 Race Control will communicate on VHF Channel 72 and may issue specific race instructions on this channel, e.g. notification of a shortened course. Race Control will transmit any such communication at a pre-defined radio schedule fifteen minutes past the hour.

23.8 Other than as per section 23.3 above, boats may contact the Race Control room, with reason, on VHF Channel 72, or by phone at 2552 8237.

23.9 A boat, without infringing RRS # 41 (outside assistance) may request and receive repetition of information given by the race committee, or be told whether a broadcast has been made.

SECTION B – ON THE LAND

24 HILL CLIMBING RULES

The following sections cover the hill running.

25 PEAKS TO BE CLIMBED

25.1 Names and positions of Peaks to be climbed are as follows are according to WGS84 datum. This may not correspond to land coordinates derived from Google Earth even if is set to WGS84.

25.2 **Premier and Division A**

- Lantau Peak (934m) GPS 22^0 15'.0N 113^0 55'.4E
- Mt Stenhouse (353m) GPS 22^0 11'.5N 114^0 07'.6E
- Violet Hill (433m) GPS 22^0 15'.0N 114^0 11'.95E
- Ma On Shan (702m) GPS 22^0 24'.5N 114^0 15'.1E

25.3 **Division B**

- Lantau Peak (934m) GPS 22^0 15'. 0N 113^0 55'.4E
- Mt Stenhouse (353m) GPS 22^0 11'.5N 114^0 07'.6E
- Violet Hill (433m) GPS 22^0 15'.0N 114^0 11'.95E
- Tung Lung Chau (232m) GPS 22° 14'. 5N 114°17'.21E

26 PEAK CONTROLS

26.1 On each peak there will be a conspicuous Peak Control. Shore parties shall check in with the Peak Control and record their details as requested on the form provided by the Peak Controllers.

26.2 For result calculation purposes, the Peak Control will record the time of the last member of each shore party to arrive.

26.3 In the event that there is no Peak Control on station at a peak, a shore party shall record the time of arrival of its last member and submit this information with its Hill Running Times.

27 SHORE PARTIES

27.1 A shore party shall comprise at least two persons who must both reach the Peak Control concerned and return to the boat. Non-compliance with this requirement will result in disqualification.

27.2 Whilst ashore, each shore party member shall stay within sight of and within verbal communication distance of another shore party member.

27.3 Only foot power in the form of running or walking may be used whilst ashore. Any breach of this rule will result in disqualification.

27.4 Shore parties and persons ferrying them shall not receive help from any outside source except as specified in Rule 41 of the RRS.

28 SHORE PARTY SAFETY

28.1 All competitors must comply with the Countryside Code as stated in the document below: http://www.afcd.gov.hk/english/country/cou_vis/cou_vis_gac/files/common/CP_Hiking_SafetyGuildelines_201408_Eng_compressed.pdf

Checklist: All competitors will be given a safety checklist which shall form the basis of the scrutineering requirement. Please also see **Appendix B**

- **Timing:**
  A shore party should establish its estimated time of return with those remaining on board. Adequate plans should be in place for the actions to be taken in the event of an overdue shore party.

- **Clothing:**
  Clothing when ashore should provide adequate protection against wind, rain and cold.

- **Distress Signal:**
  The recognized international distress signal in the hills in the event of an accident is 6 blasts of a whistle, or 6 shouts, or at night, 6 flashes of a torch, at 10 second intervals for 1 minute, then a 1 minute pause, then repeat the pattern until help arrives.

- **Country code:**
  All competitors must be considerate towards wildlife and the environment. It is forbidden to set foot on newly sown ground, on growing crops or on any area where a farmer or property owner has made efforts to keep people and animals away. Great care should be taken when crossing fences and ditches. Gates are to be left as they are found. Do not trespass on obvious private property.

29 HILL RUNNING CASUALTIES

29.1 Where a runner is injured and unable to continue, the second runner shall:
- Attempt to contact race control by mobile phone
- If no signal is available, make the injured runner secure, and wait for next ascending or descending party for help
- If no other running party expected, or if the matter is urgent, apply available first aid, ensuring the comfort and location of the injured runner, and make for the nearest available mobile signal or assistance.

29.2 Where another shore party should find a casualty it shall take the following action:
- In a severe case, where the casualty should obviously be kept company, wait for the other runner and/or assistance to arrive before proceeding with the race. Note the time spend with the casualty for purposes of redress.
- In the event of finding a less severe case (e.g. sprained ankle) mark the position of the casualty and continue to the Peak Control or the boat and report the findings to Race Control.

29.3 Time spent in assistance will be the basis for a claim for redress.

30 SHORE PARTY EQUIPMENT

30.1 Shore parties shall carry the equipment shown on the check sheet at in Appendix B - which shall function properly and be of a type suitable and adequate for the intended use.

30.2 The specified amount of food and water for each person must be intact on arrival at each Peak Control. Additional provisions may be carried.

30.3 Equipment not designated as "per person" shall be carried by at least one member of a shore party.

30.4 Failure to assist a casualty will constitute a violation of the fair sailing rule and will result in disqualification.

31 PEAK CONTROL SCRUTINEERING

31.1 Shore Parties should be expected to be scrutineered at one or more Peak Controls for compliance with the specified equipment requirements. A standard penalty of **twenty minutes** will be imposed on any boat whose shore party does not meet the specified requirements. A penalty of up to **sixty minutes** per peak will be imposed for gross violations of the requirements. Such penalty will be at the sole discretion of the Race Committee and will not be subject to a request for redress.

31.2 A shore party will be advised of any non-compliance either during or immediately upon completion of its scrutineering check.

31.3 If the result of a Peak Control scrutineering check is satisfactory, the Race Committee will deduct a two minute time allowance from the relevant hill running time.

32 HILL RUNNING TIMES

32.1 Boats shall submit their hill running times along with their Post Race Declaration Forms.

32.2 **Let Go Rule**. The times for all peaks, except Lantau Peak, where the times shall be taken at the Lantau Gate Check Point, and Tung Lung Chau, where times shall be taken at the northern and southern dropping zone check points, shall be taken in accordance with the "let go" rule.

This rule is defined as the time in minutes and seconds from which the last member of a departing shore party lets go of the boat until the time when the first member of the returning shore party touches back on the boat.

32.3 Boats are required to send declared running times to the Race Control via Whatsapp or SMS within 5 minutes of shore parties having completed their hill ascent and being back on board according to the 'let go' rule described in section 32.2. These messages shall comprise the following format only and no additional information is required.

Boat Name	Peak Climbed	Let Go	Touch Back

Example: Wicked:Lamma:15.57.09:17.08.43

Verification shall be done using the Trac Trac positions at declared times.

32.4 Shore parties climbing Lantau Peak shall pass through Lantau Gate before ascending and after descending this peak. Hill running times for this peak will be recorded by an ABC race official at the Lantau Gate. Lantau Gate is located at the junction of South Lantau and Tung Chung Roads off Cheung Sha Beach at the approximate position of 22^{0}14'03N 113^{0}56'.85E.

32.5 There shall be 2 drop off zones for Tung Lung Chau which are shown on the map below. Boats may use either or both drop zones. Both drop zones shall have a check point in addition to the peal control. Shore parties must report to both check points as well as the peak control. Hill running times will be recorded by ABC Race Officials.

Northern Drop Off Tung Lung Chau

Southern Drop Off Tung Lung Chau

33 OUT OF BOUNDS AREAS

33.1 All private property is out of bounds. Shore parties are not permitted to pass through the Sai Kung Marine Police compound or Stanley Prison premises. The Swire Institute of Marine Science of the University of Hong Kong at Cape d'Aguilar, the quarry on the east side of Tai Tam Bay (Hok Tsui Shan). Tung Lung Chau Fort & Rock Carvings.

SECTION C - ADMINISTRATION

34 PRIZES

34.1 Prizes will be awarded for the first to finish in each division, first place on corrected time in each class or division and, subject to the number of participants, prizes will also be awarded for second and third places.

34.2 Prizes may also be awarded for first across the line in One-Design categories, provided a minimum of three boats in such a category are starters in the race.

34.3 Prizes will be awarded to the fastest running team on each peak, as well as to the fastest male and fastest female completing all four peaks.

34.4 The Race Committee may re-allocate the award of trophies and prizes or award prizes for other categories at its discretion.

35 DISCLAIMER OF LIABILITY

35.1 The Aberdeen Boat Club, the Organizing Committee, the Race Committee, Race Sponsors and their respective representatives, officers, members, staff and volunteers accept no liability whatsoever for any loss of life or property, personal injury and damage caused by, or arising out of the race.

35.2 The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. (RRS Fundamental Rule 4). In addition competitors' attention is drawn 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..."Competitors participate in the race entirely at their own risk.

35.3 Owners and skippers will be required to complete the declaration shown at Annexure C and complete all their boat entry submission of all required information, certificates, forms, etc. within the deadline dates quoted throughout this NoR. Failure to comply will result in a boat not entering the race correctly and will require supporting evidence to be presented to the race committee to comply.

36 CAR PARKING

36.1 Car parking is not available for visitors on the race days. There are two public car parks, one at the Aberdeen Marina Club and one at the Jumbo Car Park on Welfare Road.

37 CLUB SIGNING RIGHTS

37.1 Visiting competitors from the Royal Hong Kong Yacht Club, Hebe Haven Yacht Club and Discovery Bay Yacht Club may sign chits on the race day on presentation of their club membership card.

38 FOOD AND BEVERAGE

38.1 Non-member competitors may purchase cash coupons from the Coffee shop which are valid for use only on the designated race days and prize giving presentation. There will be a buffet breakfast served in the Coffee shop from 0700 hrs on Saturday 23rd January and the bar and coffee shop may be used after racing on Sunday 24th January.

39 SHIPS STORES & FUEL

39.1 Drinks and ice are available from the Galley on the day of the race and the take away food requires pre-order the day before. Fuel is obtainable from the Aberdeen Marina Club fuel pier opposite the Club.

40 FURTHER INFORMATION

40.1 **Event website**:
www.abclubhk.com/four_peaks_race_2016.aspx

40.2 **For event enquiries:**
Alex Johnston – Marine Services Manager
Email: marine.services@abclubhk.com
Tel: +852 2518 9523 Fax No: 2873 – 2945

40.3 **Entries & Mooring enquires to be submitted to:**
Jennifer Li - Marine & Cruiser Coordinator
Email: marinecoord@abclubhk.com
Tel: +852 2515 9536 – Ext: 834 Fax No: 2873 2945

RACE CONTACT NUMBERS

RACE ORGANIZERS FOR POSITION REPORTING
Race Control - 2552 8237
Race Control for Whatsapp and SMS Messaging - 9184 4072

EMERGENCY CONTACT NUMBERS

Marine Department, Pleasure Vessels Unit, Aberdeen	2873 8362
Marine Police	2803 6288 / 2803 6240
Marine assistance at sea	2803 6267
Maritime Search and Rescue Co-ordination Centre	2233 7999
Ambulance Service Control	2735 3355

ABC Four Peaks Race
Since 1985
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Annex A - To Four Peaks Sailing Instruction – Safety Equipment Check List

This event requires all boats to be built, maintained and equipped to ISAF Offshore Special Regulations Category 4 with some minor amendments shown in the list below. It is expected that the boat will have been prepared to these standards by the owner and person in charge and as confirmed in the pre-race declaration.

All boats will be inspected by official scrutineers during the race or just after the boat crosses the finish line. Any non-compliance will be subject to any penalty imposed by the race committee including in serious cases disqualification. The checks by the scrutineers may include any aspect of the Category 4 Requirements including Strength of Build, Ballast and Rig, Water Integrity of the Hull, Stability, Hatches and Exits, Cockpits, Sea Cocks, Pulpits, Stanchions and Lifelines, Bilge Pumps and Buckets, Navigation Lights, Engines, Communication Equipment, and Portable Equipment as defined in the regulations – See www.sailing.org/specialregs

But Scrutineers will pay special attention to the following items which will be checked as part of the scrutineering.

Item	Remarks		Item	Remarks	
Navigation Lights	All lights must be in working order	☐	**Emergency Navigation Lights**	Port, Starboard, Stern, steaming and Anchor	☐
Searchlights	Watertight, high powered searchlight, with spare bulbs and batteries suitable for searching for person overboard or for collision avoidance	☐	**2 x Flashlights**	Watertight with spare bulbs and batteries	☐
Fire Extinguisher	Minimum of 2 in date and serviceable extinguishers readily accessible in suitable and different parts of the yacht	☐	**Fire Blanket**	Adjacent to every cooking device with an open flame	☐
Anchor(s)	With sufficient warp and chain to hold the boat securely in all dropping zones	☐	**First Aid Kit and First and First Aid Manual**	Suitable for the number of personnel on board for the event	☐
Lifebuoy	Located within reach of the helmsman and ready for instant use	☐	**Heaving line with throwing sock**	15m-25m length	☐
Foghorn	Manual or Gas Operated	☐	**Radar Reflector**	Passive radar deflector shall be carried	☐
Cockpit Knife	Strong, sharp knife, sheathed and securely restrained shall be readily available in the cockpit	☐	**Soft Wood Plugs**	Tapered and of the appropriate size, shall be stowed adjacent to every through-hull opening	☐
Pyrotechnic Flares	2 x Red Parachute Flares 4 x Red Hand Flares 2 x Orange Smoke Conforming to Solas LSA 111 and not older than 4 year old.	☐	**Storm or Heavy Weather Sails**	Ability to shorten sail	☐
Life Jackets	Each Member of the Crew should have easy access to their own Life Jacket in accordance with ISO 12402 – 3 (Minimum Level 150)	☐	**Marine VHF Radio Transceiver**	Fixed or Handheld with ability to transmit on VHF Channel 16 and 72	☐
Pulpit, Stanchions and Life Lines	All boats shall to have these fitted.	☐	**Buckets**	Two; minimum 9 litres with lanyards.	☐
Navigation Charts and Equipment	Navigation Charts, not solely electronic and chart plotting equipment.	☐	**Compass**	A marine magnetic compass independent of any power supply	☐

Name of boat _____ **Date / Time**
Sail number _____ **Location**
Division _____ **Scrutineer's name**

Annex B – To Four Peaks Sailing Instruction – Safety Equipment Check List

Shore parties shall carry the following equipment which shall function properly and be of a type suitable and adequate for the intended use. Note that 'per person' shall apply to all runners in a short party regardless of how many runner there are:

Item	Remarks	
Waterproof jacket and trousers	1 set per person	☐
Food	A minimum of 3,500 kiljoules or 835 kilocalories (per person) in bars labelled clearly by manufacturer for scrutineers to check	☐
Water	1 litre of water (per person) remaining at the peak control checkpoints	☐
Compass	Compass must be non electronic. i.e. Mobile phone compasses are not acceptable.	☐
Map of the relevant area	Scale 1:50000 or larger	☐
Whistle	1 per person	☐
Torch	1 per person	☐
Mobile telephone	Recommended to use waterproof bag to carry phone	☐
Sleeping bag	Of conventional design, not a space blanket	☐
First aid kit	Comprising of painkillers, elastic bandages, large wound dressing and plasters	☐

Annex C – Skippers Declaration

Aberdeen Boat Club Four Peaks Race 2016
Post Race Declaration Form

To be submitted to the Aberdeen Boat Club by 1200 hours on Monday 25th January 2016. Fax 2873 2945 or Email: marinecoord@abclubhk.com.

Boat Name: _____ Sail Number: _____ Division: _____

I hereby declare that my crew and I have complied with all of the Sailing Instructions and Hill Climbing Rules.

My finishing time was taken by the committee boat on station at the finish line

_____

OR

My GPS finishing time and position are as follows:

GPS Finishing Time: _____ Date: _____

GPS Position: Latitude: _____ Longitude: _____

My hill running times are shown on the attached Hill Running Times Form
_____ yes / no (Please delete as appropriate)

My motoring times are shown on the attached Motoring Declaration Form
_____ yes / no (Please delete as appropriate)

My emergency use of power, oars or paddles was as follows:

_____

Signed: _____ Name: _____

ABC Four Peaks Race
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SIMPSON MARINE

Aberdeen Boat Club Four Peaks Race 2016
Hill Running Times

To be submitted to the Aberdeen Boat Club by 1200 hours on Monday 25th January 2016. Fax 2873 2945 or Email: marinecoord@abclubhk.com.

Boat Name: _____ Sail Number: _____

Runner's Name	**LET GO GPS Time** ***Defined as*** *time in minutes and seconds when the last member of a departing shore party lets go of the boat*	**HANDS ON GPS Time** ***Defined as*** *time when the first member of the returning shore party touches the boat*	**Time Taken** (hh.mm.ss)
Lantau Peak and Tung Lung Chau times will be taken at Lantau gate and Tung Lung Chau gates respectively.			
Mount Stenhouse			
Violet Hill			
Ma On Shan (Premier and Div A only)			

Signed: _____ Name: _____
Boat Name: _____ Sail Number: _____

ABC Four Peaks Race
Since 1985
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SIMPSON MARINE

Aberdeen Boat Club Four Peaks Race 2016
Motoring Declaration Form

To be submitted to the Aberdeen Boat Club by 1200 hours on Monday 25th January 2016. Fax 2873 2945 or Email: marinecoord@abclubhk.com.

Boat Name: _____ Sail Number: _____ Division: _____

Period 1:

Start: GPS Time _____ Position _____ Distance _____

Finish: GPS Time _____ Position_____ Period_____

Period 2:

Start: GPS Time _____ Position _____ Distance _____

Finish: GPS Time _____ Position_____ Period_____

Period 3:

Start: GPS Time _____ Position _____ Distance _____

Finish: GPS Time _____ Position_____ Period_____

Period 4:

Start: GPS Time _____ Position _____ Distance _____

Finish: GPS Time _____ Position_____ Period_____

Total Motoring Time _____

Signed: _____Name:_____

The minimum time for each period of motoring shall be 30 minutes