



Sailing Instructions - Issued 19th February 2023

ORGANISING AUTHORITY

The Regatta is organised by Regattas Asia in conjunction with the Yacht Racing Association of Thailand and with the support of the Tourism Authority of Thailand, the Province of Phuket, the Province of Phang Nga and the Province of Krabi.

The Regatta will be held in and around the waters of Phuket, Phang Nga and Krabi, Thailand.

In the event of a provincial restrictions, the area may be adjusted to comply with Government Guidelines.

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1 The Regatta is governed by the rules as described in Notice of Race 1.
- 1.2 In addition, the following rules apply:
- 1.3 The OMR Rule for Multihulls, is modified to include an increased weight allowance for "Live-a-board" yachts.
- 1.4 The advertising on a boat or by its crew is permitted in accordance with the World Sailing Advertising Code Regulation 20. The Race Committee reserves the right to forbid items of advertising which may conflict with the regatta's sponsors, or in any way offend Thai laws or customs by their nature.
- 1.5 The Bay Regatta and, as authorized by The Bay Regatta, its agents, sponsors, licensees and other commercial partners may use event-related still images and footage taken at any time, which may include images of competitors, their boats, support vessels, crew and sponsors, provided that The Bay Regatta shall not use such images to create a direct endorsement by a sponsor, product or service associated with a competitor, without the prior consent of the competitor.
- 1.6 All Boats shall carry a working marine band VHF transceiver. [NP]
- 1.7 Appendix T (Arbitration) shall apply.
- 1.8 References herein to a Rule or Appendix are to the RRS or its Appendices unless otherwise stated.

2. IDENTIFICATION

- 2.1 All boats shall carry an identifying sail number of at least 2 digits on the mainsail [NP]

3. NOTICES TO COMPETITORS

- 3.1 Amendments to the sailing instructions, schedule of races and notices to competitors will be announced on the Official Notice Board allocated at official social venues.
- 3.2 In addition, notices and amendments may be promulgated via the following ways:
 - (a) As hard copy from the Regatta Venues.
 - (b) Posted on the official website. www.bayregatta.com
 - (c) Posted to the official WhatsApp Group for registered skippers (See SI 15.4)
- 3.3 Discrepancy or omissions between information at these locations and the Official Notice Board will not be grounds for redress. This changes RRS 62.1

4 CHANGES IN SAILING INSTRUCTIONS

- 4.1 Daily Racing Areas and any change to the sailing instructions will be posted before 07.30 on the day it will take effect, except that any change to the schedule of the races requiring an earlier start will be posted by 20.00 on the day before it will take effect.
- 4.2 Oral changes to the Sailing Instructions may be given on the water and will be confirmed in writing as per SI 4.1 Failure to receive this information shall not be grounds for redress. This changes RRS 62.1(a).

5 SCHEDULE OF RACES & COURSES

- 5.1 The Schedule of Races for each class will consist of 4 days racing.
- 5.2 A maximum of 5 races are scheduled for all classes.
- 5.3 The written description of the course will take precedence over the diagram.
- 5.4 The scheduled time of the first warning signal for each day will be as follows:

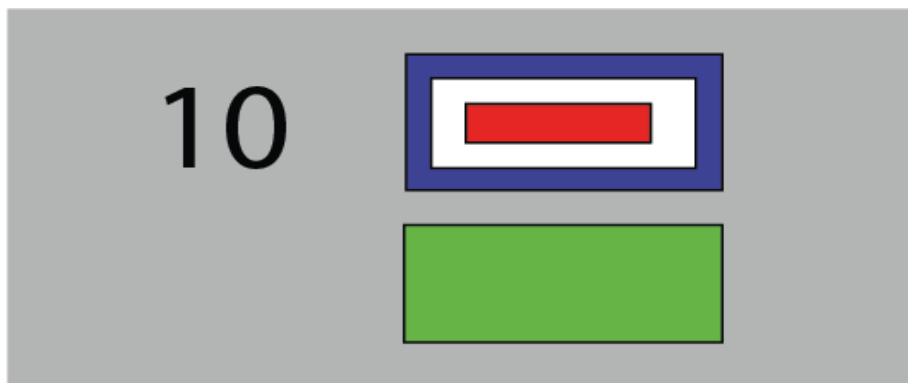
Race Day	Time of 1 st Warning Signal
Day 1 (Thursday 23 rd)	09.00
Day 2 (Friday 24 th)	10.00
Day 3 (Saturday 25 th)	10.00
Day 4 (Sunday 26 th)	08.00

- 5.5 The course to be sailed and approximate compass bearing of the first leg will be displayed shortly after the warning signal. The class for which the course is being displayed will be indicated by the display of a course board representing the class flag together with the course. This changes RRS 27.1.

5.6

5.7 The Addition of a Windward 1st Mark on Course.

- 5.8 If Flag W is displayed with the course number board, An New FIRST Mark will be added to the Course Description. The direction of rounding the "FIRST" mark in the course description shall be indicated by a RED or Green Course Board.




- 5.9 The Rounding direction will be indicated by the Coloured Board displayed below the flag W.
- 5.10 If a RED flag is displayed below flag W, then the first mark of the course shall be rounded to PORT
- 5.11 If a GREEN flag is displayed below flag W, then the first mark of the course shall be rounded to STARBOARD
- 5.12 If Flag "W" is not displayed with the course number, the first mark of the course after the start shall be rounded as listed in the course description
- 5.13 The race committee may also announce the course number for all classes on VHF Channel 72 before the warning signal.
- 5.14 The race committee may change a course if the weather circumstances are not suitable for the scheduled course. The change will be signalled by the display of flag C, 15 minutes prior to the first warning signal or the removal of "AP". The race committee may also announce the changes on VHF Channel 72 prior to the warning signal. (See SI 4.2)

- 5.15 When more than one race for a class will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race will begin soon, the postponement signal will be displayed before the warning signal is displayed.
- 5.16 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound for at least five minutes before a warning signal is made.
- 5.17 The order of starting for all Races will be announced on the day by VHF.

6 CLASSES /DIVISIONS/STARTS

- 6.1 Class flags shall be:

Class Flags		
IRC Racing		Light Blue/Black Stripe
IRC Cruising		Green/White
Cruising Monohull		Pink
OMR Multihull		Blue/Red
Cruising Multihull		Yellow

These flags will be used as the warning signal and need not be flown by competitors.

7 MARKS and GATES

- 7.1 The marks of the course will be inflatable buoys, or an island or landmark as identified in the course description and diagrams or a staff displaying an orange flag on a race committee vessel.
- 7.2 Gates will be between a committee vessel and a buoy, or an island as indicated in the course description. Boats shall sail between the gate marks from the direction of the previous mark.
- 7.3 The starting mark will be a checked Inflatable buoy, which may display sponsors logos or a staff displaying an orange flag on a race committee vessel.
- 7.4 The finishing marks for all courses will be as indicated SI 9.

8 THE START

- 8.1 Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 8.2 The starting line for courses except 9,10,11,12,14 and 15 will be between an orange flag on the starting vessel at the starboard end and the port end starting mark, or a staff displaying an orange flag on a race committee vessel.
- 8.3 The starting line for courses 9,10,12 and 14 will be between an orange flag on the starting vessel at the starboard end and the nearest point of land of Ko Ya Man, or a staff displaying an orange flag on a race committee vessel.
- 8.4 The starting line for course 11 and 15, will be between an orange flag on the starting vessel at the Port end and the nearest point of land of Ko Ya Man, or a staff displaying an orange flag on a race committee vessel.
- 8.5 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [NP]
- 8.6 If any part of a boat's hull, is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 8.7 Boat starting later than 10 minutes after the starting signal for her class will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.
- 8.8 **Committee vessel inner distance mark.**
An inner distance mark (IDM) may be laid near a start line committee vessel. Any IDM that is laid shall rank as a starting mark.

If a boat crosses the line between the IDM and the adjacent committee vessel at any time, it shall round the nearby committee vessel before starting.

- 9 THE FINISH**
- 9.1 For courses 1,2,3,9,10,11. The finishing line will be between the Blue flag on the finishing vessel and the nearest point of land at the island indicated in the course description.
- 9.2 For courses 12,14,15. The finishing line will be a transit line between the east most tip of Ko Lon and the Navigation Mark (White Tower) situated on the Reef in-front of the Marine Biological Centre at the Entrance to Ao Chalong. If a finishing vessel is on station, boats must pass between the finishing vessel and the Navigation Mark.
- 9.3 The finishing line for courses 4,5,6,7 and 8 and their B variations will be between a staff displaying a Blue flag on the finishing vessel at the Starboard end and the course side of the port-end finishing mark, which may be a staff displaying an orange flag on a race committee vessel.
- 9.4 If the course is shortened/finished at an island or point of land, the Race Committee may lay a finishing mark just offshore to indicate the finishing line. Boats shall finish between the mark and the Committee Vessel. Where there is no mark, the finish line shall be between the Committee vessel and the nearest point of land. This information may be announced on VHF Ch. 72. This changes RRS 32.2
- 9.5 If the race committee is absent when a boat finishes, she should report her finishing time and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.
- 9.6 A committee vessel used for finishing may hold position using her engines.
- 10 PENALTY SYSTEM**
- 10.1 For all classes RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 11 SHORTENED COURSES AND TIME LIMITS**
- 11.1 The time limit for each racing day Thursday 23rd – Saturday 25th January will be 16.30 hrs This changes RRS 35 and A4 and A5. This overrides the provisions in SI 11.3
- 11.2 The time limit for courses 12,14 & 15 will be 15.30 hrs. This changes RRS 35 and A4 and A5.
- 11.3 Boats failing to finish within 2 hours after the second boat in their class, sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.
- 11.4 The Race Committee may shorten a course at any gate, mark or island specified in the course description, by a Committee Vessel (when the committee vessel may hold position using her engines) displaying flag S and the relevant Class Flag(s) if necessary. Boats shall finish by passing between the Committee Vessel and the nearby mark of the course or a nearby clearance mark (if laid) as described in Sailing Instruction 9.5, from the direction of the last mark. This changes RRS 32.2
- 11.5 The shortened course may be signalled after the first boat has crossed the finish line. This changes RRS 32.2.
- 11.6 If a Committee vessel, stationed at a mark, island or gate indicated in the course directions displays Code Flag R and a Class Flag, then boats in the indicated class shall complete the current rounding, passing or gate as described in the course directions and then race directly to the described finish line.
- 11.7 The race committee may, at its absolute discretion award finishing points (FPA) to the last few stragglers in a class. Boats may be given a notional finishing position and points one or more than the last placed boat to finish within the time limit. The abbreviation FPA will appear in the results when this has been done. This changes rule A10.
- 11.8 When no boats or less than 40% of a class finish within the required time limit, the race committee may use their discretion under SI11.7 (FPA) and award scores to some or all of the remainder of the class. The race committee may use the relative finishing positions at previous marks. A boat scored FPA will not be scored better than a boat which finishes. This changes rule 35, A4 and A5
- 11.9 For the Cruising Classes, when any boat (or no boats) fail to finish the course. The Race Committee may use the times that all boats passed a previous mark to allocate an FPA. This changes RRS 32.1, 35. [NP]
- 12 PROTESTS and REQUESTS for REDRESS**
- 12.1 Protests are not encouraged. However, an arbitration procedure (Appendix T) shall apply for protests involving an alleged breach of RRS Part 2.
- 12.2 **RRS APPENDIX T (Arbitration)**
Appendix T (Arbitration) will apply except that,
- 12.3 - Appendix T1 and T2 are amended so that arbitration may be applied for breaches of other rules.
- Appendix T1(b) is changed to: The post-race penalty for each infringement shall be determined by the arbitrator, however RRS 44.1(a) applies.

- 12.4 RRS 63 is modified to permit hearings to be held at any location and by any method of communication considered appropriate by the protest committee before, during and after the race. The protest committee may be one person if that person is a National or International Judge.
- 12.5 A Post-Race Scoring Penalty is available, when a boat may have broken a rule of Part 2 or touched a mark (rule 31) while racing. The Penalty will be 30%, based on the number of boats that came to the starting area in that race, rounded to the nearest whole number (0.5 rounded upward). However, if the boat caused injury or serious damage or gained a significant advantage by its breach, retirement is the only available penalty.
- 12.6 The Post-Race Penalty is not an alternative to a turn or turns under rule 44.1 or a Scoring Penalty under rule 44.3. It is available to boats only when, at the time of the incident, they were unaware that they had broken a rule or disputed that they had done so. A boat that knowingly breaks a rule and does not promptly take an appropriate penalty breaks a fundamental principle of sportsmanship and breaks rule 2.
- 12.7 Unless otherwise prescribed in the Notice of Race or these Sailing Instructions, The Protest Committee or Arbitration panel may apply any penalty, including no penalty, for a breach of a rule. This changes RRS 64.1.

13 SCORING

- 13.1 For all classes, two races are required to be completed to constitute a series.
- 13.2 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores
- 13.3 When 5 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

14 OFFICIAL VESSELS

- 14.1 When ever possible, a Race Committee Flag shall be displayed by official committee vessels.

15 COMMUNICATION [NP]

- 15.1 Radio communications between boats and the Race Committee will be carried out on VHF Channel 72.
- 15.2 All boats shall carry a working marine VHF radio, which shall be turned on and monitored throughout racing.
- 15.3 The following communications may be made by the race committee using the designated VHF Channel or WhatsApp messaging system.in addition to any Race Signals. This changes RRS 29, 32, 33, 41.
- (a) Courses, including the bearing and distance to the first mark.
 - (b) Postponements and abandonments.
 - (c) Boats identified as OCS and general recalls.
 - (d) Changing courses or marks and identify marks
 - (d) Shortening the Course
 - (e) Time limits
 - (f) Safety
 - (g) Advise the approximate time of the warning start signal for an additional race.

15.4 Skippers WhatsApp Group.



Scan or upload the QR code below using the WhatsApp Camera to join the official Skippers Group.

<https://chat.whatsapp.com/FzNqnlacitl6NjrkvzVqHR>

- 15.5 In addition to the requirements of RRS 29.1 an announcement of boats observed by the Race Officer to be OCS may be broadcasted on the starting frequency as specified in SI 15.1 as soon as possible. This changes RRS 29.1
- 15.6 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones. [NP]
- 15.7 Prior to and during each start sequence announcements may be made indicating which classes are in a starting procedure.
- 15.8 Radio communication by the Race Committee is provided as a courtesy to competitors. Any radio communication by the race committee misnaming or naming of boats or their numbers, colour, designs, shapes or other identification cannot be used as evidence in any redress or protest. This changes RRS 62.1(a)

16 RETIRING

- 16.1 Boats that retire during a race shall advise the race committee, by radio, or hail before leaving the race area. Refer to SI 15-VHF radio communication. This is a safety requirement. [NP]

17 PRIZES

- 17.1 The following principal prizes for the Bay Regatta will be awarded in each division.
- | | |
|-----------|------------------|
| 1st Place | 1st Prize trophy |
| 2nd Place | 2nd Prize trophy |
| 3rd Place | 3rd Prize trophy |

18 RISK STATEMENT

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 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:

- 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;
- They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- Their boat is in good order, equipped to sail in the event and they are fit to participate;
- The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities
- The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 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;
- They are responsible for ensuring that their boat is equipped and seaworthy so as to be able 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 and in date and is familiar to the crew.