

Asian Record Circuit : Challengers Rules

Introduction:

The objective of this tour with regards to the long term is to create a much needed 'product' in the Asia region that appeals to project sponsors in the future. With this in mind, Offshore Challenges Sailing Team have endeavoured to establish clear rules and guidelines to permit other teams and skippers to sell this idea to their sponsors. Whilst some of the legs will attract WSSRC certification, this is not the case for the circuit as a whole, and therefore we have put in place our own satellite verification process with Rene Boulaire – Rene is the person behind the tracking of most of the ocean races for IMOCA and ORMA.

The Circuit:



Although three fact finding trips have taken place, the first running of the course by Offshore Challenges Sailing Team for the B&Q project will highlight operational practicalities and these rules are subject to change given that experience. The developed rules will reflect the actual course of B&Q's circuit, and direct comparisons will be possible.

WSSRC

The World Speed Sailing Record Council [WSSRC] have nominated one leg of the Asian Record Circuit to be a world record – once more yachts have attempted the legs they are likely to grant World Record status to some of them. With this in mind – the WSSRC rulebook should be considered for the Asian Record Circuit, any changes to those rules are stipulated below.

The Routes:

Leg 1

Yokohama (Japan) - Jeju Island (South Korea)

906nm / 1678km

Start Line: 5nm long, bearing 270° true from Jogashima Light approx (35 08.10N; 139 36.64E), Tokyo Bay.

Finish Line: Line due north and within 5nm of light house 33 32.06N 126 32.45E

Leg 2

Jeju Island (South Korea) – Dalian (China)

418nm / 774km

Start Line: Line due north and within 5nm of lighthouse 33 32.06N 126 32.45E

Finish Line: Line at 38 47 6594N 121 35.6705E and eastern shore of island at 38 50.1578N 121 36.6179E

Leg 3

Dalian(China) – Qingdao (China)

265nm / 491km

Start Line: Line at 38 47 6594N 121 35.6705E and eastern shore of island at 38 50.1578N 121 36.6179E

Finish Line: Light at 36 08.1532N 120 42.6130E and light at

35 53.651N 120 52.4731E

Leg 4

Qingdao (China) – Shanghai (China)

308nm / 570km

Start Line: Light at 36 08.1532N 120 42.6130E and light at 35 53.651N 120 52.4731E

Finish Line: Line extends 20nm due E from Cardinal bouy at 31 32.3717N 122 25.5273E

Leg 5*

Shanghai (China) – Taipei (Taiwan) via Ishigaki Island (Japan)

580nm / 1074km

Start Line: Line extends 20nm due E from Cardinal bouy at 31 32.3717N 122 25.5273E

Waypoint at Ishigaki Island: Waypoint where clock will be stopped off Ishigaki Island is 24 33.33N 123 48.22E

Finish Line: Line due North from light 25 11.5758N121 47.2134E within in 5nm pass from east to west

Leg 6 (SUBJECT TO FULL WSSRC RULE COMPLIANCE)

Taipei (Taiwan) – Hong Kong SAR (China)

465nm / 861km

Start Line: Line due North from light 25 11.5758 N 121 47.2134E within in 5nm pass from east to west

Finish Line: Between Nga Yin pai Light 22' 14.56" N 114' 16.850" E [Light: FL 1.5s,12m,6m] and Tai Long Pai Light 22' 14.040" N 114' 15.975" E [Light: FL (4) R. 15s, 13m, 5m]

Leg 7

Hong Kong SAR (China) – Sanya, Hainan Island (China)

354nm / 656km

Start Line: Nga Yin Pai Light 22' 14.56" N 114' 16.850" E Tai Long Pai Light 22' 14.040" N 114' 15.975" E

Finish Line: 18 09.42 N 109 34.2806 E extending 10nm due south

Leg 8

Sanya, Hainan Island (China) – Nha Trang (Vietnam)

360nm / 667km

Start Line: 18 09.42 N 109 34.2806 E extending 10nm due south

Finish Line: Due 10nm east of light at 12 11.66 N 109 20.06 E

Leg 9

Nha Trang (Vietnam) – Tumpai (Thailand)

570nm / 1055nm

Start Line: Due 10nm east of light at 12 11.66 N 109 20.06 E
Finish Line: Line running 10nm N from light at 06 12.88 N 102 13.97 E, crossing east to west

Leg 10

Tumpai (Thailand) – Terengganu (Malaysia)

75nm / 138km

Start line: Line running 10nm N from light at 06 12.88 N 102 13.97 E, crossing west to east

Finish line: Line running 10nm E from Fairway Buoy at 05 21.48 N 103 09.69 E

Leg 11

Terengganu (Malaysia) – Singapore

280nm / 519km

Start Line: Line running 10nm E from Fairway Buoy at 05 21.48 N 103 09.69 E

Finish Line: tbc

* Leg 5 : as it's not currently possible to sail directly from Shanghai to Taipei, the stopping time in the Japanese island of Ishigaki will be deducted from the overall time – if in the future this administrative stop becomes unnecessary, the Asian Record Circuit record route will be direct. Until then only the stopping time will be deducted not the extra miles sailed.

Elapsed time Records

In addition to the above leg records, an elapsed time record will be awarded for the cumulative times between the following cities.

Yokohama – Dalian

Dalian - Sanya

Sanya – Terengganu

The times for the above records will be taken by adding each of the intermediate leg times.

Timing Rules

Apart from Leg 6 all times submitted may be transmitted by an onboard tracking device – either Imarsat C or Iridium are the preferred options. The device must be capable of transmitting a position every 10 mins at the start and finish, and Asian Record Circuit entrants where possible should use an Asian Record Circuit official observer.

The start/finish time without an official observer will be taken interpolated between position reports. These should be no more than 1hr apart. To break a record that has been timed by interpolation, the yacht must break the record by more than half the polling interval time.

Example 1

Current record for a leg stands at 1 d 10 h 30min 00 secs.
1 hr Polling and interpolation shows that elapsed time was 1 d 10 h 2min 00 secs.
In this case the record would not be ratified as with 1 hr polling the record must be beaten by 30 mins.

Example 2

Current record for a leg stands at 1 d 10 h 30 min 00 secs.
10 min polling and interpolation shows that elapsed time was 1 d 10h 2 min 00 secs.
In this case the record would be ratified as with 10 min polling the record must be beaten by 5 mins.

Operational

USE OF ENGINE

The coastal waters of Asia are very, very busy with vast amounts of traffic around the ports, with this in mind the Asian Record Circuit will accept (by declaration) that in an emergency the use of an engine is a requirement, and that a yacht would not be automatically disqualified from a leg record should the use of engine occur. A full declaration

must be submitted, giving a full account of the incident. A yacht may not use her engine to gain advantage down the course - either to reduce the DTF, or to reposition herself to take advantage of different wind/wave conditions.

AIS

It is suggested that each yacht carries at least an AIS receiver – as many of the bigger ship have AIS transponders – this will assist the crews in allowing them to focus on smaller vessels.

PIRACY

Incidents of piracy and attempted piracy along the record route have been recorded; however, in most case these reported incidents are in fact locals approaching a vessel out of interest or to obtain reparations to damage caused to fishing nets, etc. Once B&Q's circuit is complete, this section will be extended to reflect the experience and provide advice on dealing with any confrontations at sea.

Contact

Offshore Challenges Sailing Team
Cowes Waterfront – Venture Quays
Castle Street
East Cowes
Isle of Wight
United Kingdom
PO32 6EZ

T: +44 (0)870 063 0210

E: charles.darbyshire@ocgroup.com