18th CHINA CUP INTERNATIONAL REGATTA 2026

The 18th China Cup International Regatta will be held on November 26 - November 30 2026 (five racing days) in the waters of Shenzhen and Hong Kong. The regatta is supported by Shenzhen Dapeng Yacht Club, Hebe Haven Yacht Club and Shenzhen Vanke Longcheer Yacht Club providing base support.

NOTICE OF RACE (NoR) Version 2

This Notice of Race (Version 2) incorporates all amendments made by Notice to Competitors No.1 (dated 17 October 2026) and supersedes the original Notice of Race.
The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
The notation [SP] denotes a rule for which a standard penalty will be applied by the race committee without a hearing. This changes Appendix A5.1 and RRS 60.5(b)(3).

1. RULES

1.1. The regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing (RRS) including.

1.1.1 Class Rules for the China Cup Beneteau 40.7 Boats
1.1.2 Class Rules for one-design entries, including crew limits (if any).
1.1.3 The Hong Kong PHS Rating System for Boats and individuals on Club Owned/Co-Owned Boats.
1.1.4 The PHS ratings will be based on the current Hong Kong PHS ratings and may be adjusted during the regatta.
1.1.5 For IRC classes, IRC Rules Parts A, B & C except that:

(a) For the purposes of IRC Rule 21.1.5, this is a regatta run on consecutive days. (so the sails on board while racing must remain the same throughout the regatta).

(b) Boats racing in classes using IRC ratings that do not wish to use a spinnaker or cruising chute at during the regatta may use their non- spinnaker TCC. This choice shall be made no later than 1700 on Wednesday 18 November 2026. This alters IRC Rule 8.6.

(c) Where boats have been issued with a Secondary IRC Rating Certificate, the owner shall nominate their applicable rating certificate by 1700 Wednesday 18 November 2026.

1.1.6 Equipment inspection

(a) Officials from the Technical Committee may inspect boats at any time during the regatta.
(b) A boat that is found to be in contravention of the safety regulations or class/rating rules, or fails to comply with any reasonable request of an official scrutineer may be subject to protest by the Technical Committee.

1.2. References herein to a Rule or Appendix are to the RRS or its Appendices unless otherwise stated.
1.3. This Notice of Race and the Sailing Instructions.
1.4 National authority prescriptions will apply.
1.5 If there is a conflict between languages the ENGLISH text shall prevail.

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

2. SAFETY REGULATIONS

2.1. The World Sailing Offshore Special Regulations Appendix B shall apply in daylight hours except that: All boats shall carry:
(a) An operational marine band VHF radio and monitor the designated channels from 30 minutes before any scheduled start until 30 mins after finishing.
(b) Visual means for attracting attention when in distress.
(c) Equipment suitable for accepting a tow.

2.2. 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.

2.3. Anchors shall not be carried forward of the stem or with any parts outboard, except when anchoring.

2.4. All boats may be subjected to inspection at any point during the regatta and their entry may be refused or withdrawn in the interests of safety.

2.5. Any boats that do not comply fully with the requirements may apply to the organizing committee for written dispensation against specific requirements. Dispensation will not normally be considered unless the reason is justified and there is no safety risk, and unless applied for by 1700 on Wednesday 18 November 2026.

3. ADVERTISING

3.1 World Sailing Advertising Code will be applied. The OA has the right to reject the team's advertisements that conflict with government regulations and the regatta's sponsors. For any doubts, please communicate with the OA as early as possible. All possible advertisements on the boat shall be briefly listed while entry, and the OA's approval (written or electronic) shall be obtained, and the advertising permit fee shall be paid, before the team is eligible to participate. If there are any changes in advertisements, the OA should be informed.

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 2026 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 any current World Sailing temporary sanctions.

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
- TRANSPAC 52 Class
- The China Cup Bavaria Cruiser 37s Class
- FAREAST 28R One Design Class
- J/80 One Design Class
- PHS Class - The PHS Class may be subdivided into divisions based on entry.
- IRC Class - 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 classes.

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 Octorber 8, 2026.

4.8 IRC/PHS Class splits will be made according to entries received and will be confirmed by 1700 on Wednesday, 25 November. 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 1) 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 PHS fleet. The Committee will consider written applications for inclusion of such boats in a PHS Class with reasons for consideration, if received no later than 18 November 2026.

2)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. [NP]

4.9 As per the requirements of the government authorities and the organizing committee, eligible boats shall submit the completed Entry Form, Crew list, Crew experience form (including photos) of the skipper and at least three major crew members, as well as the following entry materials, and pay 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) Maritime Radio（Local Vessel）Licence (MMSI)

(4) If the boat owner is not a competing participant, please submit: boat rental contract / letter of authorization.

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, The Certificate of Maritime Mobile Service Identities(MMSI), Ship Station Licence of THE PEOPLE’S REPUBLIC of CHINA.

(2) If the boat owner is not a competing participant, please submit: boat rental contract / letter of authorization.

(3) 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 .

The China Cup International Regatta Secretariat Shenzhen office will acknowledge receipt of entry application after receiving all required documents. Any incomplete or incongruent application within deadline may at the discretion of the OA be considered as invalid.

The Hong Kong – Shenzhen passage race will be for IRC, PHS, and One-Design Classes and will mainly consist of Hong Kong-based boats. Entry by other boats will be subject to the availability of berths in Hong Kong. Additional classes may be added subject to entry numbers.

4.10 Skipper's license shall be carried onboard at all times during racing. The technical committee may selectively check skipper and crew onboard on any 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 OA. Application for substitution of skipper and crew shall be submitted before 20:00 the day before racing.

4.11 The entry deadline is Tuesday, 15 September 2026. The Organizing Committee of China Cup International Regatta reserves the right to adjust the deadline based on the number of entries received. After the above deadline, competing teams may still apply to the Organizing Committee for entry, provided that the entry materials are submitted and the late entry fee is paid before Thursday, 15 October 2026.

4.12 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 4.9 for China Maritime Safety Administration and Hong Kong Marine Department's approval on or before September 20, 2026 (Sunday).

4.13 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 submit the OSR Category 4 declaration of safety checklist, which should be witnessed by another skipper. OSR-Monohull-Category-4-Extract-26.pdf

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.

4.14 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 member's passport personal information page and valid visa page copy to China

Cup International Regatta Office before Wednesday October 28, 2026. China Cup organizing committee reserves the right to refuse any late submission fleet to enter passage race.

4.15 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 boats 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.

4.16 According to the requirement of the 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 immediately.

5. FEES (The base currency for fees is RMB. Payments made in foreign currencies shall be converted at the exchange rate on the date of payment.)

5.1 The required fees for The China Cup International Regatta 2026 are as follows:

Early Entry Fee (on or before September 1, 2026)	RMB3,000 (HK$3,423 / US$438/ EUR378)
Event Entry Fee (on or before September 15, 2026)	RMB5,000 (HK$5,705 / US$730 / EUR631)
Late Entry Fee (September 16 to October 15, 2026)	RMB8,000(HK$9,129 / US$1,168 / EUR1009)
Late Entry Fee (October 31 to November 9, 2026) Entries submitted on this date are eligible only for the Shenzhen series race.	RMB12,000(HK$13,693 / US$1,752 / EUR1,514)

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 to access official shuttle buses transportation(which serve only designated hotels and routes—crews are responsible for their own transportation), souvenirs and crew tickets for official functions of the Regatta. Accommodation,meal and all other logistics during the event will be provided by the fleet themselves.

On or before September 1, 2026	RMB 600 (HK$ 660 / US$ 84/EUR 78)
On or before September 15, 2026	RMB 800 (HK$ 880 / US$ 113/EUR 96)
On or after September 16, 2026	RMB 1000 (HK$ 1100 / US$ 140/EUR 120)
On or after October 16, 2026	RMB 1200 (HK$ 1320 / US$ 168/EUR 144)

Payment 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 18th China Cup International Regatta 2026 is based on the following, with 9 races (1 Hong Kong-Shenzhen Passage Race and 8 Shenzhen based course

races) to be sailed over 5 days. (The event venues may be changed at the discretion of the Organizing Committee):

November 23-24, 2026 (Monday to Tuesday)

Departure of mainland vessels	Dapeng Yacht Club（Shenzhen, China）
Vessel handover	Time and venue to be announced (TBA)
Pre-race training	Time and venue to be announced (TBA)

November 25,2026 (Wednesday)

HK–SZ Passage Race Team check-in and Registration(HHYC)	1200 hours to 1600 hours
HK–SZ Passage Race – Outbound Clearance for Crew (HHYC)	1500 hours to 1800 hours
HK–SZ Passage Race:Skippers' Briefing(HHYC)	1830 hours to 1900 hours
Welcoming Party at HEBE HAVEN YACHT CLUB	1915 hours to 2100 hours
Domestic Race Officials: Check-in and Registration(Lavena Resort)	1400 hours to 1700 hours
SZ Inshore Races: Check-in, Registration and Training(Lavena Resort)	1400 hours to 1700 hours

November 26,2026 (Thursday)

Passage Race - Hong Kong to Shenzhen	09:00 hours to 1500 hours
HK–SZ Passage Race Teams: Inbound Clearance(Dapeng Yacht Club)	1400 hours to 1700 hours
China Cup Inshore Races:Skippers' Briefing at Lavenna Resort	1500 hours to 1600 hours
Regatta Press Conference at Lavenna Resort	1600 hours to 1700 hours
Opening and Prize-giving Ceremonies at Lavenna Resort	1900 hours to 2000 hours

November 27,2026 (Friday)

Race Day 2	0930 hours to 1700 hours
Daily Prize giving at Lavenna Resort Judiaosha Shenzhen	1800 hours to 1900 hours

November 28,2026 (Saturday)

Race Day 3	0930 hours to 1700 hours
Daily Prize Giving at Lavenna Resort Judiaosha Shenzhen	1800 hours to 1900 hours

November 29,2026 (Sunday)

Race Day 4	0930 hours to 1700 hours
Daily Prize Giving at Lavenna Resort Judiaosha Shenzhen	1800 hours to 1900 hours

November 30,2026 (Monday)

Race Day 5	0930 hours to 1700 hours
Closing Ceremony and Overall Prize-giving	1800 hours to 1900 hours
*Immigration clearance at Dapeng Yacht Club	From 1400 hours

(*For those boats and crew wishing to return to Hong Kong on Monday evening)

December 1,2026 (Tuesday)

Immigration clearance at Dapeng Yacht Club	From 10:00 hours

7. RATING & ONE DESIGN COMPLIANCE

7.1 Boats racing shall submit a copy of their valid IRC certificate or PHS numbers issued by SailSys according to his/her entry class/division.

7.2 No alteration in a boat's TCC or Sailsys base rating will be permitted once registration is complete, except as a result of a rating protest, to correct a Rating Office error or in the case of substantial damage being caused to the boat (which would significantly affect her performance), to allow fair use of substitute equipment. [NP]

7.3 Equipment inspection

7.3.1. Officials from the TC may inspect boats at any time during the regatta.

7.3.2. 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 TC.

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. The total number of persons on board at any time must not exceed the "Permitted Total Number of Persons" stated on the Hong Kong Pleasure Vessel Operating Licence; exceeding this limit may result in fines or other legal liabilities for the boat owner and skipper.

8.2 [SP] All competitors in One-design Class must be registered and substitution of competitors will not be allowed without prior written approval of the RC. Application for substitution of competitors should be submitted before 20:00 the day before racing. Boats breaching this Rule will be scored DNE without hearing

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 48.2.

9. OFFICIAL COMMUINICATIONS

9.1 Notices to competitors during the regatta will be posted on an online notice board (ONB).

9.2 In addition, notices and amendments may be promulgated via the following methods:
(a) As hard copy at the Shenzhen Dapeng Yacht Club
(b) Posted on the official website. http://www.chncup.com
Discrepancy or omissions between information at these locations and the ONB will not be grounds for redress.This changes rule 61.4b

10. SAILING INSTRUCTIONS AND COURSES

10.1 The sailing instructions will be available prior to the regatta.
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.

10.3 Any revisions to provisions contained in the Notice of Race (NoR) shall be indicated with corresponding notations within the Sailing Instructions.

11. PENALTY SYSTEM

11. For all classes rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

11.2 The intention is to appoint an international jury as provided in RRS 91(b).
Decisions of the international jury will be final as provided in rule 70.3(a).

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 60.5(c).

12. SCORING

12.1 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.

12.2 For all classes there will be a maximum of eight races held in Shenzhen. One race is required to be completed to constitute a series warranting overall prizes.

12.3 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

12.4 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.

13. PRIZES

13.1 The 2026 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 Line Honours for Race 1, the HK-SZ Passage Race will be awarded.

13.3 Day prizes will be presented to the first placed boats in each class/division at the daily Prize giving, with the major and overall prizes being presented at the Monday evening prize giving on Nov 30, 2026.

13.4 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. Yuan +86 135-1099-3669
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 RRS 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 unpredicatable 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;
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 Attention is drawn to the Offshore Special Regulation (OSR) 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 a boat owner is not onboard, he/she shall sign an authorization paper (provided by OC) to the person in charge/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, the boat owner and person in charge 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 are not allowed to race onboard without the prior written approval from the OA. or it will be on his/her own account.

15.3 The OA, RHKYC, Hebe Haven Yacht Club, Dapeng Yacht Club, Shenzhen Vanke Longcheer Yacht Club are exempted from liability for boats and material damage, personal injury or death sustained in conjunction with or prior to, during, or after the event. The person in charge, team and boat owner shall take the full responsibility.

15.4 Owners and skippers are invited to co-operate closely with the OA, RC 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 NoR. 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,
No. 57 Xinda Road, Xinda Community, Nan'ao Subdistrict, Dapeng New District, Shenzhen, China

Registration Contacts for entry:
Contact Lily Peng +86 183-5955-5276（Wechat same number）
Email: welcome@chncup.com

Website: http://www.chncup.com

Organizing Committee of 18th China Cup International Regatta 2026
October, 2026