



SAILING INSTRUCTIONS Cowan Marathon 2016



Organising Authority **Moreton Bay Boat Club**

1. RULES

1.1 The Division 1 (full marathon) event will be governed by the Notice of Race, these Sailing Instructions, the rules as defined in the Racing Rules of Sailing 2013-2016 and the International Regulation for Preventing Collision at Sea (ColRegs) [Refer also SI 17 and SI 18.1]

The Division 2 (no extras) event will be governed by the Notice of Race, these Sailing Instructions and the International Regulation for Preventing Collision at Sea (ColRegs).

1.2 The Division 1 event is also governed by the Category 5N special safety prescriptions of Yachting Australia.

1.3 Competitors are to take cognizance of the Maritime Safety Queensland prescriptions outlined in Appendix A.

1.4 The events are arbitrary/performance handicap events. Handicaps will be based on the latest available club pennant or special event handicaps. Any yacht not having an established handicap will be assigned an arbitrary handicap based on historical performance data or yacht design potential if performance data is not available.

2. NOTICES TO COMPETITORS

2.1 Notices to competitors on the day of the event will be given via VHF 77.

2.2 Notices to competitors may be given during the event particularly on matters relating to safety and course modification.

2.3 All boats are required to acknowledge any such notification via VHF 77.

3. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions subsequent to this revision will be advised in accordance with item 2 NOTICES TO COMPETITORS.

4. SIGNALS MADE ASHORE

Signals will not be made ashore.

5. RACE START TIME

The race is scheduled to start at 10:00 am on Sunday 25th September 2016. The Division 1 yachts shall start at 10:00 am. The Division 2 yachts shall start at 10:15am.



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6. DIVISIONS and FLAGS

Yachts will race as two (2) divisions.

1. Division 1 - Full marathon with no restriction on 'extras'.
2. Division 2 – Short course with 'extras' prohibited.

The “Class Flag” for both events will be code flag “Q”.

7. RACE AREA

The race area is Deception Bay and northern Moreton Bay.

8. THE COURSE

8.1 The course is as per the course diagram attached to the Notice of Race.

NOTE:- Sailing Instruction 9. MARKS, takes precedence over the course diagram.

8.2 Any change to the courses will be notified in accordance with SI 2. NOTICES TO COMPETITORS.

9. MARKS

The marks of the course and the direction of rounding shall be as follows.

Full marathon (Division 1 – ‘extras’ allowed)

1. Start.
2. Reef Point beacon to **starboard**.
3. Pearl Channel red buoy to **port**.
4. M8 to **port**,
5. M9 to **port**.
6. M3 to **port**.
7. Pearl Channel waypoint (close proximity).
8. Pearl Channel red buoy to **starboard**.
9. Reef Point beacon to **port**
10. Finish.



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Short course (Division 2 - 'extras' prohibited)

1. Start.
2. Reef Point beacon to **starboard**.
3. Pearl Channel red buoy to **port**.
4. M8 to **port**,
5. MB2 to port.
6. M8 to starboard.
7. Pearl Channel red buoy to **starboard**.
8. Reef Point beacon to **port**
9. Finish.

10. THE START

- 10.1 The location of the start line will be approximately north of the Scarborough Harbour entrance laterals.
- 10.2 For both events, the start line will be between an orange flag flown on the committee boat (starboard end) and a yellow or orange conical buoy (port end). An inner distance mark will be set approximately 20 m north of the committee boat (commonly called a 'barging buoy').
- 10.3 Any boat motoring within 5 minutes of their start time must complete a 720 degree penalty turn under sail **after** their start time and **prior to** crossing the start line.
- 10.4 A boat starting later than 15 minutes after its starting time may be scored Did Not Start (DNS).
- 10.5 Division 2 boats must keep clear of the start line prior to and during the Division 1 start.

12. THE FINISH

- 13.1 The finish line will be the northerly transit of the yellow special mark at the entrance to Scarborough Harbour (the port end of the line) and the starboard lateral to its south. The finish line starboard limit mark shall be an imaginary point on the transit and 100m distant from the port end mark.

Note:- The yellow or orange conical start buoy does not form part of the finish line and must be ignored if still in position as yachts finish. A yacht's finish time is when the yellow special mark and green lateral to its south are in transit (i.e. the instant the green passes behind the yellow to the finishing yacht's bow observer).

- 13.2 Yachts must take their own finish time as they cross the finish (transit) line and advise their finish time to the race committee via VHF 77 (or mobile phone) no later than 15 minutes after finishing. Yachts not reporting finish times within this time period may be designated as Did Not Finish (DNF).



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13.3 All race times shall be those obtained via GPS.

13. PENALTY DECLARATION

A boat that has taken a penalty under the RRS or retired must advise the race committee prior to the end of the protest time limit.

14. TIME LIMITS

The time limit will be 7:00 pm AEST.

15. PROTESTS AND REQUESTS FOR REDRESS

15.1 The protest time limit is 60 minutes after the last boat finishes.

15.2 Protests must be in the form described in the RRS and be handed to a race committee member before the end of the protest time limit to be valid.

15.3 Notices to parties involved in protests will be given via direct contact within 30 minutes of the end of the protest time limit. Written notices will not be posted.

15.4 Protests will be heard as soon as is practicable and in the order of receipt.

15.5 Breaches of SI 18, SI 19 or Appendix A will not be grounds for a protest by a yacht. Penalties for these breaches will be time penalties at the discretion of the race committee. The penalty for breaches of Appendix A may be disqualification.

15.6 Decisions of the protest committee will be final and absolute. Refer also Notice of Race clause 11. – **Fair sailing.**

16. SCORING

The full marathon event is a dual Pennant and single Special Event.

The shorter 'no extras' racing event is a single special event which will affect only a boat's performance handicap. Pennant event points will not be awarded.

17. APPLICATION OF THE RRS TO THE MIXED FLEET

Yachts racing under the RRS must not apply any tactical RRS to any yacht sailing in the ColRegs event. When RRS yachts meet ColReg yachts, the ColRegs apply absolutely and totally displace the RRS. *[Example:- a yacht sailing in the full marathon cannot apply RRS "luffing rights" to a yacht sailing in the ColRegs only event.]*



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18 SAFETY REGULATIONS

- 18.1 Yachts competing in the events must, as a minimum, comply with the following safety requirements:-
- Both events** - Safety requirements prescribed by Maritime Safety Queensland for the type and size of boat sailing in partially smooth waters.
 - Full marathon only** - YA SPECIAL REGULATIONS 2013-2016 - Category 5N.
- 18.2 Competitors must log on via VHF 77 at least 15 minutes prior to the full marathon start time. Yachts not logging on will be designated as DNS. Effective radio communication is mandatory.
- 18.3 Competitors crossing the finish line at the completion of the event must log off and advise their finishing time (refer SI 13.2 and SI 13.3).
- 18.4 A yacht that retires from the race shall notify the race committee via VHF 77 or by hail as soon as practicable after retiring but no later than 60 minutes after returning to shore.
- 18.5 Competitors shall maintain an effective listening watch on VHF 77 from “log on” until the finish line is crossed and cleared. Refer also SI 19.4 and Appendix A regarding radio watch in and adjacent the designated shipping channels.
- 18.6 All persons in charge of any boat participating in or associated with the race must comply with the prescriptions of Maritime Safety Queensland as notified via the Aquatic Event Authority governing the event. Prescriptions relevant to participants while racing are outlined in **Appendix A**. These prescriptions override any sailing instruction.

19 RADIO COMMUNICATION

- 19.1 The official radio communication channel will be VHF 77.
- 19.2 While racing, a boat shall neither make nor receive radio transmissions or other communications not available to all boats. This restriction includes mobile phones. This instruction does not preclude the provision, by a boat to another boat or the race committee, of information regarding safety or significant deterioration in the weather conditions experienced.
- 19.3 The organising authority reserves the right to appropriately penalise any competitor found to have gained sole advantage by radio or other communication.
- 19.4 All yachts must maintain radio watch on VHF 12 when close to or within designated shipping channels.



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20. ENTRY FEE

There is no entry fee for MBBC Sailing Section members.

21. PRIZES

Prizes will be awarded to 1st, 2nd and 3rd on performance handicap for both events.

Other prizes may be awarded at the discretion of the race committee.

22. DISCLAIMER OF LIABILITY

Attention is drawn to RRS PART 1 FUNDAMENTAL RULES and in particular Rule 4.

Competitors sail at their own risk. The MBBC and all parties involved in the organisation and conduct of the event accept no responsibility or liability for any loss, damage or injury to any person or property, whether ashore or afloat, as a consequence of a boat's decision to participate. The sailing instructions in no way vitiate the prescribed responsibilities of a boat's skipper or crew in the safe management and care of the boat.

The MBBC considers the decisions to participate made by a yacht's owner, skipper and crew will have been made with full knowledge of the risk of damage, personal injury or death during yacht racing events and they participate at their own risk. This consideration is made in relation to the application of the Civil Liability Act 2003 to dangerous recreational activities.



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APPENDIX A STATUTORY REQUIREMENTS

The following are specific prescriptions of the Aquatic Event Authority issued by Maritime Safety Queensland for this event. These prescriptions target participating vessels and their owners (or owner's representative) and skippers.

Having been formally issued by Maritime Safety under the auspices of the Transport Operations (Marine Safety) Act 1994 and the associated regulation, these prescriptions are mandatory and override the Notice of Race, the Sailing Instructions. Any incident, being a breach of these prescriptions and resulting in action being taken by Queensland Water Police, Boating and Fisheries patrols, Maritime Safety Queensland or VTS officers may be deemed by the race committee to be grounds for disqualification.

- All participating vessels and operators of such vessels must comply with the Transport Operations (Marine Safety) Act 1994 and the subordinate Regulation including the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 and subordinate Regulation.
- The International Regulation for Preventing Collision at Sea 1972 (COLREGS) apply to all ships (subject to bullet point 3 below).
- The Racing Rules of Sailing (RRS) will apply only between those ships that are participating in the event, for the duration of the event. Should interaction occur with non-participating ships, the COLREGS shall apply. In particular, attention is drawn to **“Rule 9 – ‘Narrow Channels’:-a sailing vessel shall not impede the passage of a vessel which can safely navigate only in a narrow channel or fairway”**.
- Participating vessels must display registration labels and identification numbers.
- Race participants are to give way and not hinder any commercial traffic in the shipping channels especially any large commercial traffic encountered in the bay.
- All participating vessels to keep a radio watch on VHF ‘Channel 12’ when operating in the vicinity of the shipping channel in order that they can be communicated with by commercial shipping.
- The Australian Volunteer Coast Guard – Redcliffe has been advised of the event and is the shore based rescue facility for safety purposes. Notwithstanding, yachts requiring assistance (other than an emergency) should first contact a committee member via VHF 77. Refer also the MBBC Sailing Section Emergency Plan available on the MBBC web site.
- Participants will be advised of all relevant shipping movements (refer SI 2. ‘NOTICES TO COMPETITORS’). Avoidance of shipping must be pre-planned and take cognizance of the limited manoeuvrability of ships. Participants are required to not hinder and must give way to all other vessels using the Moreton Bay shipping channels.

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