



# Sailing Instructions

Tony Caulfield remembrance  
Mud Is. Marathon 2016

Organising Authority  
**Moreton Bay Boat Club**

## 1. RULES

- 1.1. **The Division 1 event** (the full marathon) will be governed by the Notice of Race Rev. 2 (including Amendments 1 & 2), the Racing Rules of Sailing 2013-2016 as may be modified by these sailing instructions and the special prescriptions of Yachting Australia 2013-2016 for Category 5N events.

The International Regulations for Preventing Collisions at Sea shall displace the Racing Rules of Sailing absolutely between official sunset and sunrise.

- 1.2. **The Division 2 event** (the short course) will be governed by the Notice of Race Rev. 2 (including Amendments 1 & 2), the International Regulation for Preventing Collisions at Sea (COLREGS) and these Sailing Instructions.

- 1.3. Competitors are to take cognizance of the Maritime Safety Queensland prescriptions outlined in **Appendix A**. By entering the event, competitors are deemed to have read and understood those prescriptions.

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

For the Division 2 event, the 'extras' handicap adjustment will be 2%.

*[Example: If a boat's normal pennant handicap is 0.690, its 'no extras' handicap will be adjusted down 2% to 0.676 and vice versa]*

## 2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors on the day of the event will be advised via VHF 77.
- 2.2. Notices to competitors may be advised 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 SI 2 NOTICES TO COMPETITORS.

## 4. SIGNALS MADE ASHORE

Signals will not be made ashore. All notices will be advised in accordance with SI 2 NOTICES TO COMPETITORS.



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## 5. RACE START TIME

The events are scheduled to start at 10:00 am on Sunday 27th November 2016.

**Division 1** boats shall start at 10:00 am.

**Division 2** boats shall start at 10:15am. Refer also Appendix B.

## 6. DIVISIONS

Boats will race as two (2) Divisions. Club pennant participants must compete in Division 1 (the full marathon course). Other boats capable of completing the Division 1 course may also enter that Division.

Division 2 will comprise all other boats.

## 7. RACE AREA

The race area is Deception Bay, northern Moreton Bay and the precincts of Mud Is.

## 8. THE COURSE

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

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

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.

**DIVISION 1** (full marathon course)

- Start.
- Reef Point beacon to **starboard**.
- Brisbane Road isolated danger buoy to **starboard**.
- Brisbane River “Coffee Pot” beacons **both to port**
- Mud Is. - All perimeter cardinal marks to **port** if the island is taken to **port** or to **starboard** if the island is taken to **starboard**. This includes **both** east cardinal marks.
- Brisbane River entrance “Coffee Pot” beacons **both to starboard**.
- Brisbane Road isolated danger buoy to **port**.
- Reef Point beacon to **port**
- Finish.



## **DIVISION 2** (short course)

- Start.
- Reef Point beacon to **starboard**.
- Brisbane Road isolated danger buoy to **starboard**.
- Brisbane River west “Coffee Pot” to **port**,
- Brisbane Road isolated danger buoy to **port**.
- Reef Point beacon to **port**
- Finish.

## **10. THE START**

- 10.1. If a committee boat is present, the event start will be governed by RRS 26.  
If a committee boat is not present, competitors shall ‘self-start’ based on GPS AEST and an assumed starting sequence as described in RRS 26 (refer Appendix B). Competitors must act as if a committee boat was present. All start sequence rules apply.
- 10.2. If a committee boat is present, the start line will be to the north of the Scarborough Harbour entrance laterals and will be marked by a yellow conical buoy at the port end of the line and a staff displaying an orange flag on the committee boat at the starboard end of the line.  
If a committee boat is not present, the start line will be the transit of the yellow special mark at the entrance to Scarborough Harbour (the starboard end of the line) and the starboard laterals to its south. The start line port limit mark shall be an imaginary point on the transit line 0.1 NM (185 m) to the north of the yellow special mark.
- 10.3. A boat under motor after its warning signal must complete a 720 degree penalty turn, under sail only, **after** its start signal and **prior to** crossing the start line.
- 10.4. A boat starting later than 30 minutes after its starting signal may be scored DNS.
- 10.5. Division 2 boats must keep clear of the start line prior to and during the Division 1 start sequence.

## **11. THE FINISH**

- 11.1. The finish line will be the transit of the yellow special mark at the entrance to Scarborough Harbour (the port end of the line) and the starboard laterals to its south. The finish line starboard limit mark shall be an imaginary point on the transit line 0.1 NM (185 m) to the north of the yellow special mark.
- 11.2. Boats must take their own finish time as they cross the finish line (the transit) and advise their time to the race committee via VHF 77 no later than 15 minutes after finishing. Boats finishing later than 1700 hrs or unable to make contact on VHF 77 must advise their finish times via SMS to 0412 727 457.
- 11.3. All race times shall be to GPS AEST and be to the nearest second.



## 12. PENALTY DECLARATION

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

## 13. TIME LIMITS

The time limit for sailing under the RRS is 1825 hrs AEST. The ColRegs displace the RRS absolutely after that time.

## 14. PROTESTS AND REQUESTS FOR REDRESS

The following requirements are clarifications and/or changes to RRS 61.

- 14.1. The protest time limit is 60 minutes after the last boat finishes.
- 14.2. Protests must be handed to a race committee member before the end of the protest time limit and be in the form prescribed by the RRS.
- 14.3. Notice to parties involved in protests will be given via direct contact within 10 minutes of the end of the protest time limit. Written notices will not be posted.
- 14.4. Protests will be heard as soon as is practical and in the order of receipt.
- 14.5. Breaches of sailing instructions 16, 17, 18 or Appendix A will not be grounds for a protest by any boat. Penalties for these breaches will be time penalties or disqualification at the discretion of the race committee.
- 14.6. Decisions of the protest committee will be final and absolute. Refer also Notice of Race clause 11. – **FAIR SAILING.**

## 15. SCORING

MBBCSS pennant event scoring is applicable to Division 1 for this event.

## 16. APPLICATION OF THE RRS TO THE MIXED FLEET

Division 1 boats racing under the RRS must not apply any tactical RRS action not permitted by the ColRegs to any Division 2 boat. When Division 1 boats meet Division 2 boats, the ColRegs apply absolutely and totally displace the RRS. *[Example:- a boat sailing in Division 1 cannot apply “luffing rights” to a boat sailing in Division 2.]*

## 17. SAFETY PRESCRIPTIONS

- 17.1. **Division 1** - YA SPECIAL REGULATIONS 2013-2016, Category 5N.
- 17.2. **Divisions 1 and 2** – Safety requirements prescribed by Maritime Safety Queensland for the type and size of boat sailing in partially smooth waters.
- 17.3. Competitors must ‘log on’ via VHF 77 and advise the Division being entered, the number of persons on board and (for Division 2 boats only) if they intend to use ‘extras’.

Boats not logging on will be designated as DNS.



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- 17.4. Competitors crossing the finish line at the completion of the event must 'log off' via VHF 77 and provide their finish time.
- 17.5. A boat that retires from the race must notify the race committee via VHF77, by mobile phone or directly as soon as practicable after retiring but not later than 30 minutes after returning to shore.
- 17.6. Competitors must maintain an effective listening watch on VHF 77 from 'log on' until the finish line is crossed and cleared. Refer also Appendix A regarding radio watch on VHF12 in and adjacent the Brisbane River entrance.
- 17.7. 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 while racing are attached as **Appendix A**. These prescriptions override any sailing instruction.
- 17.8. Participants are reminded that the events shall be abandoned if a gale warning is issued prior to or during the event.

### 18. RADIO COMMUNICATION

- 18.1. The official radio communication channel will be VHF 77.
- 18.2. 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 weather conditions experienced.
- 18.3. The race committee reserves the right to appropriately penalise any competitor found to have gained sole advantage by radio or other communication.
- 18.4. All boats must maintain radio watch on VHF 12 while within 1 nautical mile of the Brisbane River entrance lateral marks.

### 19. ENTRY FEE

There is no entry fee for MBBCSS members participating in this event.

### 20. PRIZES

- 20.1. Prizes will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> on performance handicap and line honours for both Divisions.
- 20.2. Other prizes may be awarded at the discretion of the race committee.



## 21. DISCLAIMER OF LIABILITY

- 21.1. Attention is drawn to RRS PART 1 FUNDAMENTAL RULES and in particular Rule 4.
- 21.2. 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 boat's owner, skipper and crew will have been made with full knowledge of the risk of damage, personal injury or death during boat 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.



## APPENDIX A

### COMPETITOR INFORMATION BRIEF

The following are specific prescriptions for participants mandated by the Aquatic Event Authority issued by Maritime Safety Queensland and the MBBC emergency plan for this event. These prescriptions apply to participating vessel owners (or owner's representative), skippers and crew.

Having been formally issued by Maritime Safety Queensland under the auspices of the Transport Operations (Marine Safety) Act 1994 and the associated regulation, these prescriptions are mandatory and override the sailing instructions. Any incident, being a breach of these prescriptions and resulting in action being taken by Queensland Water Police, Boating and Fisheries Patrol, Maritime Safety or VTS, may be deemed by the race committee to be grounds for disqualification (refer SI 14.5).

- All participating ships and operators of such ships 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 Regulations for Preventing Collisions at Sea 1972 (COLREGS) apply to all ships.
- 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 within a narrow channel or fairway”**.
- Participating vessels must display registration labels and identification numbers.
- Race participants are to give way and not to hinder any commercial traffic in the shipping channels especially any large commercial traffic encountered in the bay.
- All participating vessels fitted with VHF radio to keep 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.
- No commercial fishing apparatus to be removed from the water or moved without the consent of the owner. Any issues arising contact the district manager Queensland Boating and Fisheries Patrol.
- Radio communication with the race committee on VHF 77 must be maintained at all times during the event. For this event the shore safety/emergency station is Coast Guard Redcliffe on VHF73 or VHF81..
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To ensure participants are ‘briefed’ on the above matters, participants are required to acknowledge, at log-on, they have read and fully understand the above prescriptions.

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## APPENDIX B START SEQUENCE

The following sequence of events will apply only if a start boat is present. If a start boat is not present, competitors are required to manoeuvre and start **‘as if’** the sequence has occurred. The PRO on the day or a race committee member on board one of the competing boats may give timing advice to competitors via VHF 77.

- **09:55 am** Division 1 warning signal                      Code flag “Q” and 1 sound.
- **09:56 am** Division 1 preparatory signal                      Code flag “P” and 1 sound
- **09:59 am** Division 1 one minute to go                      Code flag “P” removed and 1 long sound.
- **10:00 am** Division 1 start                                      Code flag “Q” removed and 1 sound.
  
- **10:10 am** Division 2 warning signal                      Code flag “Q” and 1 sound.
- **10:11 am** Division 2 preparatory signal                      Code flag “P” and 1 sound
- **10:14 am** Division 2 one minute to go                      Code flag “P” removed and 1 long sound.
- **10:15 am** Division 2 start                                      Code flag “Q” removed and 1 sound.

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