



# *Sailing Instructions*

**Cowan Marathon 2018**  
**14<sup>th</sup> October 2018**

**Organising Authority**  
**Moreton Bay Boat Club**



## **1. RULES**

- 1.1. **The Division 1 event** will be governed by the Notice of Race, the Racing Rules of Sailing 2017-2020 as may be modified by these sailing instructions.  
The Division 1 event will also be governed by the Australian Sailing Special Regulations relating to Category 5N races.
- 1.2. **The Division 2 event** will be governed by the Notice of Race and the International Regulation for Preventing Collisions at Sea (COLREGS).
- 1.3. The events are arbitrary/performance handicap events. Handicaps will be based on the latest available club pennant race handicaps. Any boat not having a club pennant race handicap will be assigned an arbitrary handicap based on social event performance or boat design potential if performance data is not available.
- 1.4. For Division 1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. This **does not apply** to the penalty specifically stated in SI 11.3.
- 1.5. RRS 44.3 shall not apply to these races.
- 1.6. The course uses fixed navigation marks (beacons and buoys) as rounding marks. Due to the potential for boats to be in close proximity while rounding those marks thereby increasing risk of collision between boats or collision with marks, an imaginary **exclusion zone of 20m radius** must be recognised at each such mark. This is deemed to be a “local rule” for this event. Refer Appendix A, 4<sup>th</sup> bullet point.

## **2. NOTICES TO COMPETITORS**

- 2.1. Notices to competitors prior to the day of the events will be posted via email.
- 2.2. Notices to competitors on the day of the event will be advised via VHF 77.
- 2.3. Notices to competitors may be advised during the event particularly on matters relating to safety and course modification.
- 2.4. All boats are required to acknowledge any 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.

#### 5. SCHEDULE OF RACES

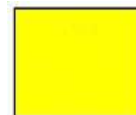
The events are scheduled to start at 10:00 am on Sunday 14<sup>th</sup> October 2018.

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

**Division 2** boats shall start at 10:15am AEST.

#### 6. DIVISIONS AND CLASS FLAGS

- 6.1. Boats will race as two (2) Divisions. Club pennant participants must compete in Division 1. Other boats capable of completing the Division 1 course may also enter that Division.
- 6.2. Division 2 will comprise all other boats.
- 6.3. If a committee boat is present for the start, the class flag for both divisions will be code flag 'Q'.



#### 7. RACE AREA

The race area is Deception Bay and northern Moreton Bay.

#### 8. THE COURSES

- 8.1. The courses to be sailed are within the NOR.
- 8.2. Sailing Instruction 9. MARKS, takes precedence over the course diagram.
- 8.3. 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 each mark shall be:

##### **Division 1**

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.



## Division 2

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. AREAS THAT ARE OBSTRUCTIONS

- 10.1. An isolated submerged rock has been identified along the leg defined by the Scarborough Harbour entrance yellow special mark and the Reef Point green beacon at approximately  $27^{\circ} 10.98' S$ ,  $153^{\circ} 07.29' E$ . Deeper draft boats should take care at that location at low tide.
- 10.2. Shallow sand banks exist on both sides of the Pearl Channel with the narrowest point being at the Pearl Channel waypoint.

## 11. THE START

### 11.1. Start sequence

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. The location of the start line will be approximately north of the Scarborough Harbour entrance laterals (refer SI 11.2).

### 11.2. Start line

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 or orange 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 north 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.

- 11.3. A boat under motor after its warning signal must complete a Two-Turns Penalty, **under sail only, after its start signal and prior to crossing the start line.**
- 11.4. A boat starting later than 30 minutes after its starting signal may be scored DNS.



- 11.5. Division 2 boats must keep clear of the start line prior to and during the Division 1 start sequence.

## 12. THE FINISH

- 12.1. 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 laterals to its south when approached from the east. 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.

***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 boats finish. A boat'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 boat's bow observer).***

- 12.2. 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.
- 12.3. All race times shall be to GPS AEST and be to the nearest second.

## 13. PENALTY SYSTEM

- 13.1. For Division 2 boats, penalties will be time or place penalties at the discretion of the race committee.
- 13.2. Decisions of the race committee will be final.
- 13.3. 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.

## 14. TIME LIMITS

The time limit for sailing under the RRS is official sunset. The ColRegs displace the RRS absolutely after that time.

## 15. PROTESTS AND REQUESTS FOR REDRESS

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

- 15.1. The protest time limit is 60 minutes after the last boat finishes.
- 15.2. 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.
- 15.3. 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.
- 15.4. Protests will be heard as soon as is practical and in the order of receipt.



- 15.5. Breaches of sailing instructions 17 and 18 or RRS 46 will not be grounds for a protest by any boat. Penalties for these breaches may be time penalties or disqualification at the discretion of the race committee.
- 15.6. Decisions of the protest committee will be final and absolute.

## 16. SCORING

- 16.1. MBBC Sailing Section pennant event scoring is applicable to Division 1 for this event.
- 16.2. The Division 2 event is a single special event which will affect only a boat's performance handicap. Pennant event points will not be awarded.

## 17. SAFETY PRESCRIPTIONS

- 17.1. **Division 1** – Australian Sailing Special Regulations relating to Category 5N events.
- 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.
- 17.4. Radio communication with the race committee must be maintained at all times during the event.
- 17.5. Competitors crossing the finish line at the completion of the event must 'log off' via VHF 77 and provide their finish time. The provision of a finish time will be deemed to be a 'log off'.
- 17.6. 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.
- 17.7. Boats must maintain an effective listening watch on VHF 77 from 'log on' until the finish line is crossed and cleared and SI 17.5 requirements have been completed.
- 17.8. Persons in charge of a boat participating in or associated with the race must comply with the prescriptions of Maritime Safety Queensland in relation to radio watch on VHF 12 when adjacent to or within designated shipping channels. Refer Appendix A.
- 17.9. 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.]*

- 17.10. 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.

## 19. OFFICIAL BOATS

Official boats will be identified by an orange flag flown.



## 20. PRIZES

- 20.1. Placings will be announced at the MBBC after the event.
- 20.2. Prizes will be awarded at the 2019 Sailing Section annual function. The prizes will be for line honours and 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> on performance handicap in both Divisions.
- 20.3. Other prizes may be awarded at the discretion of the race committee.

## 21. DISCLAIMER OF LIABILITY

Competitors participate in the event entirely at their own risk (refer RRS 4 - Decision to Race). The organizing authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the events.

The boat's decision to enter will be considered to be testament that :-

- the boat complies with the event entry eligibility requirements within the Notice of Race and these Sailing Instructions;
- the skipper and crew fully understand the meaning and intent of the RRS PART 1 – FUNDAMENTAL RULES;
- the skipper and crew have the necessary knowledge and skills to safely participate in and complete the event
- the participant indemnifies the organizing authority, its agents and volunteers from any responsibility for any matter relating to the boat's participation in the event.

This consideration is made in relation to the application of the Civil Liability Act 2003 to dangerous recreational activities.



## APPENDIX A

### AQUATIC EVENT AUTHORITY 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 vessels and their owners (or owner's representative) and skippers.

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 patrols, Maritime Safety or Vessel Traffic Services, may be deemed by the race committee to be grounds for disqualification.

- The *International Regulations for Preventing Collisions at Sea 1972 (COLREGS)* apply to all ships at all times.
- The Racing Rules of Sailing shall apply only to those ships that are participating in the aquatic event for the duration of the event. Should there be interaction of a participant ship with a non-participant ship, the Collision Regulations shall prevail.
- In the case of emergency, the designated manned shore based station is Coast Guard Redcliffe on VHF 73 or VHF 21.
- Participant ships must keep well clear of aids to navigation when using them as rounding marks. Refer the All participating ships and operators of such ships must comply with the *Transport Operations (Marine Safety) Act 1994* and the subordinate Regulation (the Reg).
- Participant ships must not impede the safe passage of commercial vessels navigating the main shipping channels. [*Note: - Avoidance of shipping must be pre-planned and take cognizance of the limited manoeuvrability of ships and 'cross channel' tidal influences.*]

***The above matters are included within these sailing instructions to inform/brief participants of specific Aquatic Event Authority requirements applying to participants. The decision to race is deemed by the MBBC to be evidence that these requirements have been read and understood by all entrants.***





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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.

- |   |   |   |
|---|---|---|
| • <b>9:55 am</b> Division 1 warning signal      | Code flag “Q” and 1 sound.              |  |
| • <b>9:56 am</b> Division 1 preparatory signal  | Code flag “I” and 1 sound               |  |
| • <b>9:59 am</b> Division 1 one minute to go    | Code flag “I” removed and 1 long sound. |   |
| • <b>10:00 am</b> Division 1 start              | Code flag “Q” removed and 1 sound.      |   |
|   |   |   |
| • <b>10:10 am</b> Division 2 warning signal     | Code flag “Q” and 1 sound.              |  |
| • <b>10:11 am</b> Division 2 preparatory signal | Code flag “I” and 1 sound               |  |
| • <b>10:14 am</b> Division 2 one minute to go   | Code flag “I” removed and 1 long sound. |   |
| • <b>10:15 am</b> Division 2 start              | Code flag “Q” removed and 1 sound.      |   |

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