

MORETON BAY BOAT CLUB

Senior Sailing Section Member's Handbook

incorporating
Participation Rules

2017





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1. Introduction

1.1. Preamble

Welcome to the Moreton Bay Boat Club Sailing Section (MBBCSS) which sails from the Scarborough Boat Harbour at the northern end of the Redcliffe Peninsula. The MBBCSS comprises a number of sub-sections catering for junior sailing, Challenge sailing (for persons with disabilities), adult 'learn to sail' sessions, cruising in company, social aquatic events and pennant racing under the International Sailing Federation Racing Rules of Sailing as augmented by the Sailing Australia Special Regulations. Both racing and cruising activities are offered by the MBBCSS and new participants are most welcome.

This Handbook is primarily a reference document for MBBCSS members participating in bay and ocean aquatic events generally and pennant racing specifically.

The MBBCSS currently has approximately 30 boats on its register with approximately 15 participating regularly in Saturday afternoon sailing.

Races are conducted throughout the year with the MBBCSS 'pennant' races generally being held between August and June while social events (including WAGS, SAGS and Twilight Races). Cruises may be organised at any time throughout the entire year. An average social race day sees 10 to 15 boats on the water while 'pennant' events can attract up to 10 boats with larger numbers in special events. The fleet comprises a range of vessels including trailable boats, deep keel boats and multihulls.

Presentation night, where the season's trophies and prizes are announced, is generally held in June or July each year.

Visitors are welcome to 'test the water' by becoming guests on one of the boats in the social sailing events on Wednesday and Saturday afternoons.

1.2. Cruising

Cruises may be organized throughout the year usually on long weekends, at Easter and over the Christmas/New Year.

The cruises sail to various anchorages on Moreton Bay, the Broadwater, Brisbane River and Mooloolaba. Informal cruises can also be arranged with other club members if the weekend looks favourable.

Each year the MBBC partakes in a Bay Cruise joining members of other boating clubs within Moreton Bay and visiting pre-determined destinations throughout Moreton Bay with a social gathering at each destination. These cruises are open to all MBBCSS members with boats capable of self-sustaining cruising over a number of days.

Other cruises may be arranged from time to time.

Vessels generally communicate via VHF channel 77.

1.3. WAGS, SAGS and Twilight events

Wednesday Afternoon Good Sailing (WAGS) Saturday Afternoon Good Sailing (SAGS) and Twilight events are fun "cruising in company" competitions normally sailed along the Redcliffe Peninsula northern and eastern foreshore. Courses within Deception Bay are used if the sea state along the foreshore is deemed untenable particularly for smaller boats. Spinnakers and other "extras" are allowed however equalizing rules may apply from time to time.



The events are run on a pursuit principle with faster boats starting later so the majority of participants finish in close company to assemble and socialise at the MBBC clubhouse after each event.

Boats entering these events are required to “log on” either by attending the MBBC clubhouse prior to the event for a manual log on or via VHF 77 prior to starting.

The events are governed by basic rules described in ‘Sailing Instructions’ published separate to this handbook.

Members are encouraged to bring guests and socialize at the Moreton Bay Boat Club after the events.

In the interest of safety and fairness to smaller boats in the fleet, these events are cancelled if, prior to the event, the Bureau of Meteorology issues a “strong wind warning” for Moreton Bay **and** there is an easterly component in the wind direction. Abandonment of the events is in accordance with section 1.4 – Safety and seaworthiness.

1.4. Safety and seaworthiness

Safety and seaworthiness are inherent in the objects of the MBBC. Attention is drawn to the requirements of Maritime Safety Queensland (MSQ) under the auspices of the *Transport Operations (Maritime Safety) Act* and associated Regulation. All participating boats are obliged to comply with those requirements at all times. Maritime Safety Queensland resolves this down to a simple statement.

All owners and operators, masters and crew members must ensure the ship is:

- ***safe;***
- ***properly equipped and crewed;***
- ***operated in a safe manner.***

[*Note: Under regulation “ship” and “boat” are synonymous.*]

MSQ also cites the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 and subordinate Regulation in current aquatic event authorities.

Participants in events governed by the Racing Rules of Sailing must also comply with the associated Australian Sailing Special Regulations. MBBCSS events are generally Category 6 events with special events to Category 5N, Category 4 and Category 3. Participants in these events are required to complete a Special Regulations Equipment Audit Form and provide a copy of the completed form to event management. These forms must be renewed annually.

Participants in SAGS/WAGS events are governed by the “Col Regs” viz. the International Regulations for Preventing Collisions at sea 1972, and MSQ prescriptions for sailing in partially smooth waters.

The event management committee reserves the right to carry out a safety compliance audit on any boat at any reasonable time. Any boat found not to comply with the appropriate safety and seaworthiness requirements will be asked to show cause and may subsequently be disqualified from related events (or be otherwise penalised as may be deemed appropriate by the committee). Any such disqualification or penalty shall remain in force until compliance is achieved.

In the event of a gale warning for Moreton Bay being issued by the Bureau of Meteorology, any aquatic event organised for that day must be abandoned even if the event commenced prior to the warning.



1.5. Handbook and club burgee

The MBBCSS policies, participation rules and general information are contained in the Members Handbook (this document). The handbook is available in electronic format free to members. Hard copies will attract a nominal copying fee.

The handbook is re-published subsequent to each revision.

The MBBC has a unique club burgee as well as a Sailing Section variant both of which are available at reasonable cost. Members are encouraged to fly either or both burgees whenever practicable.

2. Management, committees and contact details

2.1. Management

The MBBCSS is an integral part of the Moreton Bay Boat Club and as such oversight management is carried out by the MBBC Board. The Board assigns one of its members to be its representative overseeing the MBBCSS activities and to be the MBBCSS representative on the Board.

The MBBCSS members are required to elect a “Chairperson” to manage MBBCSS activities and to chair MBBCSS meetings. That Chairperson may also be the Board representative.

If the MBBCSS Chairperson position becomes vacant for any reason, the MBBC Board representative manages MBBCSS activities until a new Chairperson is elected.

2.2. General and committee meetings:

MBBCSS general meetings are convened at the MBBC clubhouse on the 3rd Monday of each month commencing at 7:00 pm. Any issues or queries should be raised at those general meetings. Although all MBBCSS members are welcome to participate in MBBCSS general meetings, only full MBBC members are permitted to propose, second and vote on any issue.

Race committee meetings are held monthly and when otherwise deemed necessary by the Chairperson. These meetings generally precede the monthly general meetings.

Miscellaneous committee meetings are held at times deemed necessary by the committee members, the committee chairperson or the MBBCSS Chairperson.

2.3. Race committee

The MBBCSS forms a volunteer race committee to organise and manage each individual pennant or special RRS based race. Those race committees generally comprise a small “core” of permanent members and additional itinerant members as may be required depending on the type of event.

The minimum permanent race committee members are the Chairperson, Principle Race Officer (PRO) and the Handicapper. Both the PRO and Handicapper are generally participating members.

The duties of the race committee are as described both directly and indirectly within the Racing Rules of Sailing.



2.4. Miscellaneous committees

From time to time the Chairperson may call for volunteers to sit on committees to organise and manage various shore based activities such as the annual presentation, social functions, information sessions and the like.

2.5. Contacts

MBBC postal address: The Sports Coordinator
Moreton Bay Boat Club
P.O. Box 96,
Redcliffe, Qld 4020.

MBBC web page: www.mbbc.org.au

Email addresses info@mbbc.org.au (general enquiries)
sports@mbbc.org.au (sailing specific enquiries)

3. Chairperson and committee member duties

The Chairperson and all committee members are required to report any changed circumstances at the MBBCSS general meetings.

Chairperson:

- Overall responsibility for all the MBBCSS activities.
- Manage the maintenance of the MBBCSS member register.
- Liaison with the MBBC Board via the Board sailing representative.
- Co-ordinate with any appointed public relations volunteer as well as negotiation and liaison with sponsors.
- Chair monthly meetings.
- Manage the authorship of and sub-edit newsletters, reports and special notices.
- Liaise with the Principal Race Officer in the production of required Notices of Race, Sailing Instructions and the race calendar
- Post-race announcements
- Manage the development of the sailing events calendar and liaise as necessary with MBBC representatives and other Moreton Bay region sailing clubs.

Principal Race Officer:

- Assist with newsletters and special notices.
- Assist with the sailing event calendar (in association with other committee members).
- Responsibility for “on water” activities
- Ensure “Aquatic Event Authority” applications are submitted in a timely manner.
- Roster race officers and assistants.
- Manage the selection of the courses for the day’s racing in conference with other committee members if necessary.
- Coordinate laying of the start/finish line and moveable marks of the course.
- Final decision on alteration to courses (e.g. shortening course) in conference with other committee members if necessary.
- Final decision on abandonment or postponement of a race based on weather conditions, members' safety and the safety and amenity of potential rescue vessels and/or organisations.
- Initiate Notices of Race (NOR) and Sailing Instructions (SI) and any amendments.



Public Relations Committee (or volunteer):

- Build sponsorship and liaise with current sponsors.
- Assist the Chairperson in the preparation of reports to members.
- Promote Senior Sailing Section activities through the calendar, website and MBBC publications.
- Co-ordinate with the Chairperson in relation to sponsor invoices and acknowledgement letter confirming their support.
- Arrange for Sponsor's advertising material, banners, etc to be displayed. Seek Board permission when necessary.
- Arrange trophies/prizes etc for presentation on trophy night

Handicapper:

- Allocation of handicaps to competitors.
- Publication and presentation of race results or to appoint an assistant when required.
- Posting of handicaps prior to the next race.
- Compile and maintain a participant boat register (in conjunction with the Chairperson and PRO).

Property officer:

- Maintain the MBBCSS assets.
- Ensure availability of equipment when required.
- Report any significant necessary maintenance or replacements.

SAGS and WAGS coordinator(s):

- Schedule SAGS, WAGS and Twilight events.
- Modify and post results and handicaps.
- Publish event reports to members.

4. Fees and insurance

4.1. Membership fees

There is currently no fee for membership of the senior sailing section. The necessity for a senior sailing section membership fee may be reviewed by members at a general meeting.

The owner(s) **and** the person in charge of any boat competing in MBBC events must be full members of the MBBC. Refer to clause 4.3 for visiting boat exemption conditions.

All regular crew on any boat competing in MBBC events must be at least social members of the MBBC.

Separate applications must be made to be included on the MBBCSS member register.

The person in charge of any boat competing in MBBC Pennant events or inter-club events must be Australian Sailing affiliated (previously a 'silver card holder'). Affiliation is achieved via the MBBC Sports Coordinator. An affiliation fee is applicable and is independent of any MBBC membership fees.



4.2. Race entry fees

Pennant race entry:	Currently no fee is applicable.
Special event entry:	Fees applying to special events will be advised in the NOR for each event. The special event fee currently ranges from \$20.00 to \$60.00 depending on the event. <i>[Note: special event fees are decided by members at a general meeting.]</i>
WAGS, SAGS, Twilights	Currently no fee is applicable.
Protest:	Currently no fee is applicable.

4.3. Visiting boat participation

This section does not apply to special open invitation events. For those events visiting boat participation requirements will be within the race documents.

A visiting boat is any boat the owner (or owner representative) of which is a member of a sailing club whose normal aquatic event area is outside the MBBC Sailing Section Race Area (refer Section 9.3).

Where a boat owner (or owner representative) is a member of more than one sailing club, one being the MBBC, that boat is not a visiting boat and must sail in any MBBC organised event as a MBBC registered boat.

Visiting boats may be permitted to enter MBBCSS regular events at the discretion of the committee but only if:

- the person in charge of the boat has provided evidence of insurance complying with **Section 4.4 – Member Insurance**;
- For RRS events, the person in charge of the boat is an Australian Sailing affiliated member of an Australian Sailing affiliated club.

Visiting boats will be assigned an arbitrary handicap and are eligible for a placing. However, visiting boats are not eligible for prizes nor are they eligible for pennant event points.

4.4. Member Insurance

The MBBC is required by regulation to maintain insurance cover relevant to its activities. The MBBC insurance covers any “claims made” against office bearers and members in the execution of any volunteer or assigned duty either on land or on water. That insurance does not necessarily directly cover third party person or property damage resulting from an individual member’s action or inaction while participating in organised club aquatic events. Consequently, all participating vessels must have at least third party person and property cover (i.e. public liability) to a minimum of \$10,000,000. Any boat participating in the formal racing events (i.e. any event held under the auspices of the Racing Rules of Sailing) must have third party insurance **including** “racing cover” to a minimum of 50 nautical miles **race length**. The MBBCSS signature event, the Fairway Challenge, requires racing cover to 100 nautical miles.

Boat owners should have their broker/insurer confirm that they are covered for any event entered.

Members must regularly compare current MBBC requirements against their own insurance cover. In any case, third party insurance cover is mandated for any boat using the MBBC marina or pontoons.



Each boat owner (or designate) in charge of a boat participating in MBBCSS sailing events must submit to the Sports Coordinator documentary evidence of appropriate insurance cover within 30 days of renewal of either insurance cover or MBBC membership.

[Aside:- This insurance requirement ensures that any claim relating to third party person or property remains as an impost upon the individual members directly involved and is not progressed to the MBBC insurance arena to eventually become an impost upon all MBBC members.]

5. Notices of Race (NOR) & Sailing Instructions (SI)

Notices of Race and Sailing Instructions will be published prior to the first event or series in all cases.

NORs and SIs are authored by the PRO or a designate and authorised via the Chairperson and the MBBC Sports Coordinator.

Instructions for WAGS, SAGS and Twilights are detailed in a separate dedicated document available in electronic format free of charge to members. Hard copies will attract a nominal copying fee.

6. Pennant events and the points scoring system

6.1. Club pennant events points

Club pennant racing points shall only be allocated to boats that:-

- compete in designated pennant events; and
- have owners/skippers registered as MBBC full members; and
- sail the designated events in compliance with the current Racing Rules of Sailing; and
- have an AS affiliated member in charge of the boat during each event entered; and
- provide evidence of appropriate public liability insurance registered with the MBBCSS.

The MBBCSS pennant winner will be the boat with the lowest points score for the pennant season.

The MBBCSS pennant events are highlighted on the sailing/racing calendar.

6.2. Low points scoring system

The Low Points Scoring System (Appendix A of the AS Racing Rules of Sailing) will be used with the following amendments:

1. The number of races will be as per the MBBCSS sailing/racing calendar.
2. The pennant season allows for up to 2 discard races.
3. Any boats that do not start a race (DNS) shall score points as detailed in the sailing instructions.
4. Any boats that start but do not finish (DNF) shall score points as detailed in the sailing instructions.
5. Any boat establishing handicap (EH) shall not score points until a handicap is established. (refer cl. 7.1)



7. Performance handicap system

Handicaps are performance based and are reviewed after each race by the handicapper. Adjustments are based on the processes described in cl. 7.3. Should a boat's performance alter drastically, its handicap may be manually adjusted at the handicapper's discretion (refer cl. 7.3.2).

Significant adjustments will only be made in conference with the boat owner/skipper, the MBBCSS Chairperson and the PRO (or a handicap committee). All adjustments must be discussed with and agreed by the recipient prior to application and/or publication.

7.1. Establishing handicap

A new member or any existing member who changes boat may establish a new handicap by electing one of the following two methods:

- a) sailing two (2) handicap establishment races.

[The new handicap will be calculated by doubling the best result, adding the other result and then dividing by 3. The handicapper will also consider the conditions and whether the boat was sailed to the best of the crew's ability to determine the MBBCSS handicap.]

- b) accepting an assigned handicap.

7.2. Corrected times

LEGEND

CT = Corrected time

HC = Handicap

ET = Elapsed time

DNF = Did not finish

BCT = Benchmark corrected time

AP = Achieved performance

EH = Establishing handicap

DNS = Did not start

PROCEDURE

- a) Elapsed time is converted to decimal minutes(to 2 decimal places).
[e.g. 2hrs 25min 37sec = 145.62 min.]

- b) Corrected time is calculated by multiplying the elapsed time by the handicap.

$$CT = ET \times HC$$

The winning boat is the one with the lowest corrected time.

7.3. Handicap adjustment

The adjustment to a boat's handicap has two (2) components:-

1. **performance** adjustment; and
2. **manual** adjustment.

[Note:- A manual adjustment may be made to the entire fleet if an overall "creep" causes the MBBCSS performance handicaps to become misaligned with those of neighboring clubs. Any such creep is detected by examining handicaps and achieved performances of MBBCSS boats competing in inter-club events. An overall adjustment will only be made after the last race of the current pennant series and prior to the first race of the following pennant series.]



7.3.1. Performance Adjustment

All handicap indices will be to 4 significant figures if less than 1 and 5 significant figures if greater than 1.

A benchmark corrected time (BCT) is normally calculated as the 20th to 40th percentile in the range of calculated corrected times (CT's). This may be varied at the handicapper's discretion depending on both the spread and bunching of all CT's. The BCT generally tends to be set at the 20th percentile for larger fleets (above 10) and the 40th percentile for smaller fleets (below 7). Interpolated percentiles are used if the fleet is 7 to 10 boats.

From this BCT, the AP% for each boat is calculated.

$$AP\% = (BCT/CT) \times 100$$

Boats with an AP% equal to or above 103% will have a handicap increase of 3%.

$$HC(new) = HC(old) \times 1.03$$

Boats with an AP% above 100% but less than 103% will have a new handicap of AP.

$$HC(new) = AP\%/100$$

Boats with an AP% between 99% and 100% (inclusive) will have no change in handicap.

$$HC(new) = HC(old)$$

Boats with an AP% below 99% will have a handicap decrease of 1%.

$$HC(new) = HC(old) \times 0.99$$

7.3.2. Manual adjustment

Manual adjustments to handicaps may be made if:

- a) a boat has had a modification which will or has significantly affected its performance, or
- b) a boat's performance in any race, series or regatta indicates an inappropriate handicap. This may also apply to overall fleet performance.

7.4. Season commencement handicap

At the commencement of each sailing season, a boat's current handicap will be reviewed and may be adjusted at the handicapper's discretion.

As a guide, if an adjustment is deemed necessary, boats with relatively consistent performance will have an adjustment based on the boat's statistical 'mode' handicap whereas boats with relatively inconsistent performance will have an adjustment based on the boat's statistical 'mean' handicap.

7.5. Special series handicaps

A boat's current racing handicap will be used for the 1st race in a special series. For all subsequent races within the special series, adjustment is applied only for races within the special series. Hence a boat competing in pennant races and a special series could have more than one concurrent but different handicap each associated with the relevant series.

7.6. Modifications affecting handicaps

If any boat undergoes any modification (e.g. equipment or sail upgrades) that will have an effect on the boat's current performance, the skipper of that boat is required to notify the handicapper of that modification. Like for like replacement equipment is generally exempt however new for old replacement sails must be notified.

Failure to do so may jeopardize the boat's points or placings. The handicapper is empowered to re-calculate handicap results retrospectively in such cases.

8. Annual sailing events

8.1. Preamble

The MBBCSS organises special events aimed at fostering intra and inter-club competition and raising public awareness of sailing in the waters around the Redcliffe Peninsula. There are also specific inter-club events in which the MBBCSS participates and sometimes assists in the event organisation.

8.2. MBBC organized events

FAIRWAY CHALLENGE



The Fairway Challenge was established in 2005 as a MBBCSS signature event.

It is a Category 3 event comprising short sprint legs along the Redcliffe Peninsula foreshore followed by an "out and back" passage to the NW Fairway safe water mark off Caloundra. Finishing

boats berth at the MBBC marina for a catered breakfast, entertainment and the prize presentation.



The course is roughly 80 nautical miles in mark to mark distance and is an open invitation to all Australian Sailing affiliated sailing clubs in SE Queensland.

PEARL CHALLENGE



The Pearl Challenge was established in 2011 to be a companion event to the Fairway Challenge and caters primarily for trailable and sports boats. The event also caters for mixed monohull keelboats and multi-hulls in separate racing divisions.

The Pearl Challenge is a Category 5N event which follows the Fairway Challenge outbound course within Moreton Bay but returns via the Pearl Channel after rounding the main shipping channel mark M3. The course then traverses Moreton Bay southward to the Brisbane Road isolated danger mark before returning to finish within Deception Bay in similar fashion to the Fairway Challenge.

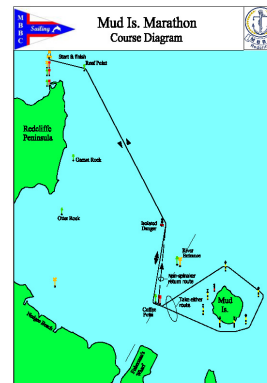
In February 2016 on the scheduled event day weather conditions were severe. Although the Fairway Challenge was run with a modified start arrangement, the Pearl Challenge event was abandoned. The re-scheduled event was held in May 2016 with a modified start north of the Scarborough Harbour entrance. The revised start arrangement proved successful as did the entire 'stand-alone' event resulting in the members deciding the Pearl Challenge would in future follow

the revised format and be scheduled for mid-year in weather conditions more favourable to trailable and sports boats.

The course is roughly 40 nautical miles in mark to mark distance and is an open invitation to all Australian Sailing affiliated sailing clubs in SE Queensland

MUD ISLAND MARATHON

The Mud Island Marathon has been held annually as far back as club historians can recall. It has taken various forms with the most popular being the basis of the current version. The original event crossed the Brisbane River entrance at the outer lateral marks. In 2003 the then Port of Brisbane Authority prohibited boat racing events crossing the Brisbane River entrance channel. Subsequent to regional club protests, that prohibition was lifted on the proviso that all racing event crossings be at the 'Coffee Pots'. The Brisbane Road isolated danger mark was subsequently added as a mark of the course to help mitigate against the course bias tending to favour multihulls.



The event is basically an all-day affair commencing at 10:00 am and generally concluding late afternoon. The start is to the north of the Scarborough Harbour entrance. The course marks are the Reef Point green beacon; the Brisbane Road isolated danger mark; the Coffee Pots and Mud Island. The direction of rounding Mud Island is the skipper's choice based on wind and tide.

The event is not recommended for boats with a performance handicap below 0.6500. However, a concurrent shorter version allows lower handicap boats to participate by returning after rounding the west 'Coffee Pot'. Boats in this shorter event sail as a separate division.

COWAN MARATHON

The Cowan Marathon was first introduced in 2003 as an alternative to the Mud Island Marathon when the then Port of Brisbane Authority prohibited organized races crossing the Brisbane River entrance channel. The event was dropped and the Mud Island Marathon revived when, due to protests from various local boat clubs, racing events crossing the Brisbane River entrance channel were again allowed (at the Coffee Pots).



Cowan Marathon Course Diagram

The Cowan Marathon was revived in 2011 to introduce an additional 'special' event into the MBBCSS (then MBYC) sailing calendar. The event emulates the Mud Island Marathon by including a shorter concurrent event to cater for lower handicapped boats.

The start is to the north of the Scarborough Harbour entrance and generally follows the Pearl Challenge course past the Cowan Base to M3, down Pearl Channel to the Southwest Spit mark and then to the finish at the start location.

The course is roughly 30 nautical miles in mark to mark distance.

LACHY'S LOOP

Lachy's Loop is a unique MBBCSS and other Moreton Bay clubs cooperative event based on an idea being pursued by the late Lachlan Warlters in response to a request from the 4 bayside councils of the day for investigation into a potential local government sponsored sailing event with simultaneous activities over the full extent of the Moreton Bay western foreshore. The original format of 3 separate simultaneous starts at Manly, Shorncliffe and Redcliffe is reduced to 3 separate simultaneous starts at Shorncliffe (QCYC boats) Brisbane Road (southern bay club boats) and Scarborough (MBBCSS boats). From the separate starts, the 3 groups of participating boats sail "in pursuit" around the same course defined by the Reef Point green beacon; the Pearl Channel red buoy; the Brisbane Road isolated danger buoy and the Shorncliffe yellow Fisheries beacon. The 3 groups finish at their own start lines. Each club applies its own start, finish and handicap rules with the overall placings being determined collectively.



The event is now embedded into the QCYC Winter Series and has become a QCYC-MBBC challenge event.

BEXBROOK CLASSIC

Originally sponsored by Bexbrook Computers and called the Bexbrook Burglar Classic it was a novelty event which originated as a predicted log race followed by an on-shore participant's barbecue at Newport Marina. The emphasis was toward 'fun on the water'.



Participants were required to nominate their predicted finishing time at a pre-race briefing. Boats of the day did not have GPS and many humorous tactics were witnessed as participants attempted to finish at their predicted time. The participant demonstrating the most 'burglar like' tactics became the season's Bexbrook Burglar.

Originally sailed as a conventional "no extras" event, the advent of GPS navigation tended to remove the "burglar novelty". Consequently, the 'burglar' was dropped and *mariner* related themes, tasks and restrictions were placed upon participants by the organizer on the day. This returned the "novelty".

The event is usually held in the later part of the calendar year ideally coinciding with a members' December function.

SINGLE HANDED RACE

The single handed race is a mariner's event sailed under the Racing Rules of Sailing. Automatic helm devices are recommended but not mandatory. No handicap adjustment applies to the use (or not) of automatic helm devices. However, spinnakers and other extras are allowed with handicaps adjusted accordingly (generally 3%).

The event may be held at any time during the season but is most likely to be held late in the sailing season.



LADY SKIPPER RACE

The lady skipper race is an event during which a female must helm the boat for the duration of the event. If there is only a single female skipper, a 10 minute per hour rest break is allowed. The boat's handicap will be its club handicap current at the time. Boats not having a club handicap will be assigned an arbitrary handicap based on social racing history and/or potential design capability.

This politically incorrect event has varying constraints and rewards as may be dreamed up by the race committee and inserted into the sailing instructions.

The event is most likely to be held late in the sailing season.

8.3. MBBCSS participation events

The MBBCSS promotes member participation in various inter-club events organized by neighbouring sailing clubs. These events are :-

- Brisbane to Gladstone Yacht Race (QCYC and PCSC)
- Surf to City (QCYC and SYC)
- Kingfisher Bay Inter-club Night Series (WMSC)
- St. Helena Cup (RQYS)
- Bribie Cup (QCYC and BISC)
- Otter Rock Plate (QCYC)
- Lachy's Loop (QCYC-MBBC)
- Bay to Bay (HBSC)

MBBCSS participants have been quite successful in these events commonly being placed at or near the front of the fleet.

The Kingfisher Bay Inter-club Night Series is currently most relevant to the MBBCSS. The series is organized by the Wynum Manly Sailing Club but each of the 4 races is managed on the day by one of the 4 major sailing clubs within Moreton Bay. The MBBCSS manages the 3rd race which is usually scheduled to be run in February each season. For this event the MBBCSS provides a committee boat and crew to start, monitor and finish the event.



9. Marks of the course, course diagrams and the race area

9.1. Marks of the course

All positions are close approximations and refer to WGS84 Map Datum.

Symbol	Description	Position	
S	Start mark.	Varies	
X	Yellow windward buoy (optional)	1 nautical mile to windward of S	
MBBC	Scarborough Harbour yellow special mark	27° 11.0'S	153° 06.2'E
RP	Reef Point green beacon.	27° 11.0S	153° 08.0'E
DB	Deception Bay red buoy	27° 07.6'S	153° 07.7'E
CR	Caboolture River yellow beacon.	27° 09.3'S	153° 03.9'E
GR	Garnet Rock green buoy	27° 14.5'S	153° 07.4'E
MPY	Marine Park yellow buoy	27° 15.03'S	153° 07.1' E
OR	Otter Rock green beacon	27° 16.6'S	153° 06.9'E
PC	Pearl Channel red beacon	27° 11.6'S	153° 13.0'E
BR	Brisbane Road isolated danger buoy	27° 17.1'S	153° 11.7' E
BSC	Bribie south cardinal	27° 06.9'S	153° 09.9'E
M8	Main Channel red beacon M8	27° 12.1'S	153° 17.2'E
M9	Main channel east cardinal M9	27° 09.5'S	153° 20.1'E
M3	Main channel green beacon M3	27° 05.6'S	153° 18.4'E
EK2	East Knoll by-pass red buoy	27° 08.5'S	153° 19.8'E
PCwp	Pearl Channel way point	27° 09.5'S	153° 15.6'E
YG	Gate for course 'Y'	27° 09.4'S	153° 06.35'E
SY	Shorncliffe yellow Fisheries beacon	27° 19.4'S	153° 06.4'E
B2G	Brisbane to Gladstone Redcliffe turn	27° 13.0'S	153° 08.1'E
FCS	Fairway Challenge start mark	27° 14.0'S	153° 08.0'E
FC1	Fairway Challenge 1 st mark	27° 15.0'S	153° 08.0'E
FC2	Fairway Challenge 2 nd mark	27° 14.0'S	153° 09.0'E
FC3	Fairway Challenge 3 rd mark	27° 13.0'S	153° 08.0'E
FCF	Fairway Challenge finish mark	27° 10.7'S	153° 06.15'E
NW12	Northwest Channel west cardinal NW12	27° 02.3'S	153° 15.4'E
NW1	Northwest Channel green beacon	26° 51.2'S	153° 09.0'E
NW4	Northwest Channel red beacon	26° 51.4'S	153° 09.5'E
NWF	Northwest Fairway safe water mark	26° 48.7'S	153° 10.6'E

9.2. Course diagrams

The MBBCSS events are sailed on designated courses within northern Moreton Bay and Deception Bay generally using the marks listed in section 9.1. These courses cater for the varying weather conditions in the area as well as the varying type and size of competing boats. Each of the longer courses generally has a shorter complementary course.

The most recent course diagrams cater for a committee boat not always being available.

The full suite of course diagrams are available as a separate electronic document.

9.3. The race area



MBBCSS RACE AREA

All regular yacht race events
are held within the hatched zone



Note:- For regular races, the shipping zone must be avoided.
If intrusion into that zone is unavoidable, VHF 12 must be monitored.
[Last modified November 2016]

