



SAILING INSTRUCTIONS SCARBOROUGH CLASSIC BOAT RACE 2009



Saturday 19th and Sunday 20th September

Sponsored by

SCARBOROUGH MARINA

Organising Authority
Moreton Bay Yacht Club
at the
Redcliffe Peninsula

1. RULES

The event will be governed by the Notice of Race, these sailing instructions, the International Regulations for Preventing Collisions at Sea (the ColRegs) and the prescriptions of Maritime Safety Queensland.

2. NOTICES TO COMPETITORS

Notices to competitors will be via the briefing at the Moreton Bay Boat Club, Bird o' Passage Pde. Scarborough at 09:30 hrs on Saturday 19th September 2009. Subsequent notices will be given on the day via VHF 77.

Notices to competitors may be given via VHF 77 during the event particularly on matters relating to safety.

3. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be advised via VHF 77 in accordance with item 2. NOTICES TO COMPETITORS.

4. SIGNALS MADE ASHORE

Signals will not be made ashore. All signals will be via sounds made and course/start sequence flags flown from the committee (start) boat.

5. RACE SCHEDULE

The start of the first event is scheduled for 12:00 hrs on Saturday 19th September 2009. The start of the second (pursuit) event will be no earlier than 10:00 hrs on Sunday 20th September 2009.

6. CLASS FLAG

The "class" flag for all boats will be code flag "Q". The class flag commences the starting sequence. (Refer instruction 11). There will be no class flag flown for the Sunday pursuit event.

7. RACE AREA

The race area is wholly within Deception Bay. The race area is within safe water, however, competitors are urged to become familiar with shallows and banks surrounding the race area particularly to the East of the Deception Bay red pile beacon. MSQ approved navigation charts must be used for this purpose.

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Sailing Instructions (cont.)

8. THE COURSE

The fixed marks within Deception Bay will be used to mark a triangular course (refer course diagrams attached to the Notice of Race).

The course will be sailed clockwise or anti-clockwise depending on the wind direction on the day.

Notification of the direction to sail the course will be by the display of a green or a red flag on the committee boat. A green flag flown means all marks to starboard (clockwise). A red flag flown means all marks to port (anti-clockwise).

The course direction will also be announced via VHF 77 prior to the warning signal for the Saturday event and at least 15 minutes prior to the first boat starting for the Sunday event.

9. MARKS

The marks of the course, the rounding order and direction of rounding each will be:

GREEN FLAG FLOWN (clockwise)

- Start;
- Reef Point green tripod beacon (RP) to starboard,
- Caboolture River Fisheries yellow pile beacon (CR) to starboard;
- Deception Bay red pile beacon (DB) to starboard;
- Reef Point green tripod beacon (RP) to starboard
- Finish.

RED FLAG FLOWN (anti-clockwise)

- Start;
- Reef Point green tripod beacon (RP) to port;
- Deception Bay red pile beacon (DB) to port;
- Caboolture River Fisheries yellow pile beacon (CR) to port;
- Reef Point Green tripod beacon (RP) to port;
- Finish.

10. AREAS THAT ARE OBSTRUCTIONS

10.1 The sand bar to the East and Southeast of the Deception Bay red pile beacon should be avoided. Safe water extends for approx. 200 m radius around the beacon. The shallow bank is approximately 50m to 75m NE of a direct line between the Reef Point green tripod beacon and the Deception Bay red pile beacon.

10.2 The water shallows directly to the Southwest and West of the Caboolture River Fisheries yellow pile beacon. However, safe water lies near the mark and to the Nor' Northwest through a positive arc to the South. Where water in the area shallows it does so gradually.

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Sailing Instructions (cont.)

11. THE START

11.1 Saturday 19th September Scratch Event

The start line will be between a staff displaying an orange flag on the committee boat at the starboard end and a yellow conical buoy at the port end. This start line will be approximately ½ nautical mile North of the Scarborough Harbour outer entrance lateral marks.

If a “barging buoy” is set it will be a small red teardrop buoy. It must be kept to starboard. The barging buoy is not part of the start line. It is a safety mark separating competitors from the anchored committee boat.

The event will be started by using a 10 minute sequence as follows.

- 10 minutes prior to the start the class flag (warning signal) will be raised and a single sound made;
- 5 minutes prior to the start code flag ‘P’ (preparatory signal) will be raised and a single sound made;
- 1 minute prior to the start, code flag ‘P’ will be dropped and a single sound made.
- At the start time, the class flag will be dropped and a signal sound made.

The start sequence times are taken as the time the flags are raised or dropped. Sound signals are alerts only.

11.2 Sunday 20th September Pursuit Event

The start line will be between the yellow special mark at the entrance to the Scarborough Boat Harbour and a yellow conical buoy set approximately 50 m to the North.

Each boat must start no earlier than its assigned start time (refer the NOR). Starting boats must give way to all other vessels using the harbour entrance.

12. CHANGE OF THE NEXT LEG OF THE COURSE

There will be no changes to any leg of the course other than a confirmed shortening of the course.

13. THE FINISH

11.1 Saturday 19th September Event

The finish line will be between a staff displaying an orange flag on the committee boat at the starboard end and a yellow conical buoy at the port end. The finish line will be based upon the start buoy location.

11.2 Sunday 20th September Event

The finish line will be identical to the start line and must be crossed from the direction of the last mark of the course.

14. PENALTY SYSTEM

The race will generally be self regulated. It is expected that any boat that breaches any ColReg will voluntarily execute a full and continuous 360 degree penalty turn under sail.

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Sailing Instructions (cont.)

Serious breaches of any ColReg reported to or witnessed by the race committee may result in the offending boat's disqualification or such other penalties as the race committee deems fit.

15. TIME LIMITS

The time limit for the Saturday event will be astronomical sunset (17:42 hrs calculated via Geoscience Australia). Notwithstanding, the race may be shortened at any time at the discretion of the race committee.

The time limit for the Sunday event is 14:00 hrs.

16. PROTESTS AND REQUESTS FOR REDRESS

Protests shall be heard via the following procedure.

- The protest shall take the form of a written statement to the race committee submitted no later than 60 minutes after the last boat finishes. Minimum information required is:-
 - Protesting boat and skipper.
 - Offending boat or boat ID.
 - A brief narrative on the incident or matter being protested.
- The race committee will verbally advise the offending boat of the protest.
- If the protest is not contested, the race committee will decide an appropriate penalty. Such penalty may be no action, an appropriate time penalty or disqualification.
- If the protest is contested, the race committee will convene a hearing comprising 3 race committee members (the hearing committee) the protestor and the respondent. The hearing venue will be advised prior to the hearing.
- The hearing will first hear the accusation from the protestor and then the defence from the respondent. The hearing committee may then question either party to gather further information.
- The hearing committee will then decide the matter and issue any penalty in the presence of both the protestor and the respondent. The decision will include explanatory narrative.

Decisions of the hearing committee will be final and absolute.

17. DIVISIONS and HANDICAP (Saturday event only)

Yachts will race as two divisions. These will be "Gaffers & Luggers" and "Racing Yachts". Both divisions will compete under the classic "Universal Rule" handicap system being a function of length x square root of sail area divided by the cube root of displacement.

18. SAFETY RULES & REGULATIONS

18.1 Participants shall log on via VHF 77 at least 15 minutes prior to the warning signal for the Saturday event and prior to starting for the Sunday event. The number of people on board (POB) must be stated.

18.2 For the Saturday event, a committee boat will be in attendance at the finish line. Therefore, at the completion of that event participants need not log off. For the

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Sailing Instructions (cont.)

Sunday event, all boats must log off via VHF 77 as soon as practicable after finishing and advise their finish position.

- 18.3 A yacht that retires from a race must notify the committee via VHF 77 or by hail as soon as practicable after retiring.
- 18.4 Attention is drawn to Appendix A to these sailing instructions outlining those prescriptions of the aquatic event authority (issued by Maritime Safety Queensland) which apply to participating yachts. Those prescriptions do not form part of these instructions. They are **overriding** statutory requirements.

19. REPLACEMENT OF EQUIPMENT

Any failed equipment may be replaced by any spare equipment carried on board during the event. There is no restriction on sail changes using the yachts normal sail wardrobe.

20. OFFICIAL BOATS

The start/finish boat will be the only official boat.

21. RADIO COMMUNICATION

- 21.1 The official radio communication channel will be VHF 77.
- 21.2 Vessels communicating with the race committee should use the call sign "RACE CONTROL".

22. PRIZES

Prizes for each division will be given as follows:-

- Line honours - (sponsored by Scarborough Marina)
- 1st on handicap - (sponsored by Scarborough Marina)
- 2nd on handicap - (1150 mL rum by MBBC)
- 3rd on handicap - (750 mL rum by MBYC).

23. DISCLAIMER OF LIABILITY

Competitors participate in the event entirely at their own risk. Neither the organising authority nor the Scarborough Marina will accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the event.

The event is held in an area where regular MBYC social sailing events are held. The Saturday event will co-exist with a MBYC pursuit event also governed by the ColRegs. Yachts in that event will be rounding marks in the same direction as Classic Boat Race competitors to prevent any "head on" circumstances. The MBYC yachts will receive reciprocal advice of the co-existing Classic Boat Race.

24. INSURANCE

Each participating yacht must be covered by a current third party liability insurance policy with a minimum cover of \$5,000,000. This cover must extend to activities within the Scarborough Marina.

It is the responsibility of each "skipper" to ensure that this insurance cover also includes yacht races of the type detailed in these instructions.

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Sailing Instructions (cont.)

25. COURSE DIAGRAM and its STATUS

*The course diagrams attached to the NOR are **not** to be used for navigational purposes. Navigation shall be via officially published charts.*

The specific course to be sailed is detailed in instructions 8 and 9. Instruction 9 takes precedence over the diagrams. On the diagrams, the marks and rounding direction detailed in the header table take precedence over the graphic.

APPENDIX A

Maritime Safety Queensland Prescriptions

These prescriptions relate to the regulation under the Transport Operations (Marine Safety) Act 1994 as in force 19 May 2005.

1. The organising authority (MBYC) has established a relationship with the Redcliffe Coast Guard whereby, coupled with its normal duties, it will respond to emergency situations that may arise during MBYC events. Serious events should be advised directly to Redcliffe Coast Guard on VHF 73. Other events should first be advised to the race committee on VHF 77. If the race committee deems the situation to require Coast Guard assistance, the race committee will notify the Coast Guard and stand by to assist. The Coast Guard should not be called on trivial matters.
2. All participating vessels and operators of such vessels must comply with the Transport Operations (Marine Safety) Act 2004 and the associated Regulation.
3. The authority to conduct this event does not give competitors rights and privileges greater than those of other mariners (recreational or commercial). The ColRegs apply equally to all mariners within or around the race area. This is particularly pertinent to boats at anchor and boats working.
4. Race participants must give way to all shipping. For this prescription, shipping is deemed to mean any commercial shipping (e.g. the Dolphin Wild Moreton Is. excursion vessel and local trawlers)

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