



SAILING INSTRUCTIONS MORETON BAY YACHT CLUB FAIRWAY CHALLENGE 2010



Saturday 6th March and Sunday 7th March 2010

Organising Authority
Moreton Bay Yacht Club Inc.
at the
Redcliffe Peninsula

1. RULES

The event will be governed by the notice of race, these sailing instructions, the rules as defined in the Racing Rules of Sailing 2009-2012, the Yachting Australia Special Regulations 2009-2012 and the IRC 2009 Rule. Notwithstanding, competitors are reminded that the International Regulation for Preventing Collision at Sea prevails at all times (refer Appendix A) and totally displace the RRS between official sunset and official sunrise.

2. NOTICES TO COMPETITORS

Notices to competitors will be via the event briefing at the MBBC, Bird o' Passage Pde. Scarborough at 7:30pm Monday 1st March 2010. Subsequent notices will be given on the day via VHF 77 and via flags flown on the committee boat(s).

Notices to competitors may be given during the event particularly on matters relating to safety and shipping movements.

3. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be advised in accordance with instruction 2 NOTICES TO COMPETITORS.

4. SIGNALS MADE ASHORE

Signals will not be made ashore. All signals will be flown from the committee boat(s).

5. RACE SCHEDULE

5.1 The start of the event is scheduled for 11:00 am on Saturday 6th March 2010.

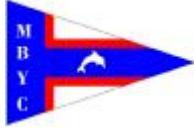
5.2 The scheduled time for the monohull fleet warning signal is 10:55 am. The scheduled time for the multihull fleet warning signal is 11:10 am.

6. CLASS FLAGS

The "class" flag for both the monohull fleet and the multihull fleet will be code flag "Q".

7. RACE AREA

The race area is northern Moreton Bay and its North West entrance. Refer the course diagram attached to the NOR.



Fairway Challenge 2010 Sailing Instructions (cont.)



8. THE COURSE

- 8.1 The course diagram indicates the race area and legs of the course. The official course is detailed in Sailing Instruction 9.
- 8.2 Specific requirements associated with selected legs of the course are annotated on the A3 version of the course diagram and/or detailed in Sailing Instruction 18. - SAFETY REGULATIONS and in Appendix A.
- 8.3 The first mark of the course is a yellow conical buoy laid to the East of Scott's Point. The second mark of the course is a separation mark also being a yellow conical buoy approximately 500m East of the first mark.
- 8.4 The course will not be shortened. *This changes rule 32.*

9. MARKS

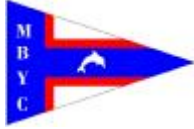
- 9.1 The marks of the course, the rounding order and direction of rounding or passing each shall be:

- Start;
- Yellow conical buoy (off Scott's Point) to port;
- Yellow conical buoy (East of the first mark) to port;
- Start buoy to starboard;
- M8 to port (*scheduled position report*);
- M9 to port;
- EK1 to port
- M3 to port
- Spitfire Channel starboard lateral (approx. 27° 03.429 S 153° 17.673 E) to port,
- NW12 to starboard (*scheduled position report*);
- NW4 to starboard (*scheduled position report*);
- NW Fairway to port;
- NW1 to port (*scheduled position report*);
- NW12 to port (*scheduled position report*);
- Spitfire Channel starboard lateral (approx. 27° 03.429 S 153° 17.673 E) to starboard,
- M3 to Starboard
- EK1 to starboard
- M9 to starboard;
- M8 to starboard (*scheduled position report with ETA to finish*);
- Pearl Channel (NW Channel) red buoy to starboard;
- Reef Point tripod beacon to port; (*scheduled notification to the finish boat*) and
- Finish.

Note:- The starboard lateral 27° 03.429 S 153° 17.673 E was un-named at the time these instructions were authored. It was also devoid of a green triangle shape. Establishment detail is available on Notice to Mariners 345 issued 6 June 2008.

10. OBSTRUCTIONS

- 10.1 The northern tips of the Western Banks and the Skirmish Banks are potential obstructions if a direct line between marks cannot be achieved. Due care must be taken in these areas.



Fairway Challenge 2010 Sailing Instructions (cont.)



10.2 All commercial ships shall be deemed to be obstructions. All yachts must keep well clear. Refer also Sailing Instruction 18. SAFETY REGULATIONS.

11. THE START

11.1 The start line will be immediately East of Redcliffe Point (at the Brisbane to Gladstone turn location) and will be marked by the start mark (large blue and white cubic 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.

11.2 If a “barging buoy” is set, it will be a red teardrop buoy.

11.3 The event start will be governed by RRS 26 with the monohull warning signal given 5 minutes before the starting signal. The multihull warning signal will be given 10 minutes after the monohull start signal.

12. CHANGE OF COURSE

There will be no changes to any leg of the course. This modifies RRS 33

13. THE FINISH

13.1 The finish line will be between the finish mark (approximately 500m North of the entrance to Scarborough Harbour) 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.

The finish mark will be a large blue and white cubic buoy (as for the start). The finish mark will display a white strobe after sunset.

13.2 If a committee boat is not present, a yellow conical guide buoy will be set to starboard of the finish mark. This buoy will be a distance mark and must be kept to starboard. The finish line in this case will be between the finish mark and the distance mark.

13.3 If a committee boat is not present at the finish, participants must take their own finish time and advise the committee via VHF 77 as soon as practical after finishing.

13.4 All participants must contact the race committee on VHF 77 as the Reef Point tripod beacon is passed abeam on the way to the finish and advise the yacht’s name and sail number.

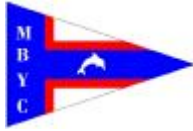
14. PENALTY SYSTEM

One or two turns penalties to RRS 44 or disqualification. Scoring penalties will not apply.

15. TIME LIMITS

The time limit will be 12:00 noon on Sunday 7th March 2010 or at such other time as may be notified by the race committee.

[Note: The shore presentation will be no earlier than 7:30 am and no later than 1:00pm]



Fairway Challenge 2010 Sailing Instructions (cont.)



16. PROTESTS AND REQUESTS FOR REDRESS

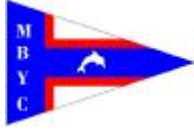
- 16.1 The protest time limit is 60 minutes after the last boat finishes. Protests must be in writing and in the prescribed form.
- 16.2 Notice to parties involved in protests will be given via direct contact. Written notices will not be posted.
- 16.3 Breaches of instructions 18, 19 and 21 will not be grounds for a protest by any yacht. Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 16.4 Decisions of the protest committee will be final and absolute. This changes RRS 70.
- 16.5 If any protest has not been decided by 1:00pm, the results will be announced as provisional and prizes to any boat that may be affected by the decision will be withheld. Once the protest has been decided, results will be formally announced and prizes awarded appropriately.

17. HANDICAP DIVISIONS

- 17.1 The handicap based divisions will be Performance Handicap (PH); International Rating Certificate (IRC); Short Handed (SH) and Multihull (M).
- 17.2 The SH division will race under sailing instructions similar to those relating to a short handed ocean passage and 2 handed sailing. Autopilots will be assumed to be available on all SH entered yachts. The PH of yachts participating in the SH division will be adjusted negative 2% from the yacht's assigned fully crewed PH.
- 17.2 If the number of entries in IRC or SH divisions is less than 5, that division will be cancelled and entrants affected will race in the PH division. The cancelled division fees will be refunded.
- 17.3 If the number of entries in the multihull division is less than 3, that division will be cancelled and any fees paid will be refunded. If the number of entries in the multihull division is 3 or 4, only a first place prize will be awarded.

18. SAFETY REGULATIONS

- 18.1 Competitors must log on via VHF 77 at least 15 minutes prior to the warning signal for the monohull fleet. Yachts not logging on via VHF 77 will be deemed Did Not Start (DNS). Effective radio communication is a prerequisite to participation.
- 18.2 Competitors crossing the finish line at the completion of the event must log off via VHF 77. Refer also SI 21.3.
- 18.3 A yacht that retires from the race must notify the race committee via VHF 77, mobile phone 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



Fairway Challenge 2010 Sailing Instructions (cont.)



Queensland) which apply to participating yachts. Those prescriptions do not form part of these instructions. They are **overriding** statutory requirements.

18.5 The race committee reserves the right to inspect any competing yacht for compliance with the Notice of Race with regard to eligibility and safety prescriptions. Any non-compliance not resulting from an incident reported during the event may result in disqualification (at the discretion of the race committee).

19. REPLACEMENT OF CREW OR EQUIPMENT

Substitution of nominated crew members will not be allowed without the explicit acknowledgement of the race committee via VHF 77. This is a safety related issue which, if not observed, may result in disqualification at the discretion of the race committee.

20. OFFICIAL BOATS

Official boats will be identified by orange flags flown.

21. RADIO COMMUNICATION

21.1 The official radio communication channel will be VHF 77. Repeater channel VHF 21 should be used at the Northern extremity of the course if communication cannot be established on VHF 77.

21.2 Yacht to yacht transmissions must be limited to safety issues and message relay.

21.3 All competing yachts must notify the race committee of the rounding or passing of the following marks:-

- M8 outbound
- NW12 outbound
- NW4 outbound
- NW1 inbound
- NW12 inbound
- M8 inbound (ETA to the finish to be provided).
- Reef Point beacon abeam inbound (Yacht name and sail number to be advised).

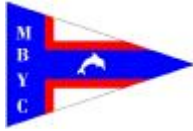
These notifications of position are an integral part of the event emergency plan and must be observed. If any participant experiences communication difficulty during the event, they must make every reasonable effort to ensure their mark rounding times are made known to the committee via any means available (e.g. radio relay or mobile phone).

22. PRIZES

Prizes will be given as follows:-

- 1st, 2nd and 3rd in each division (the major prizes);
- Fastest PH time returning to the start buoy (the end of the third leg);
- Closest to the ETA given at M8 (navigation prize);
- Line honours monohulls;
- Line honours multihulls (subject to sailing instruction 17.3).

(Note: other prizes may be awarded at the discretion of the race committee)



Fairway Challenge 2010 Sailing Instructions (cont.)



23. DISCLAIMER OF LIABILITY

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

24. INSURANCE

Each participating yacht must be insured with a valid third party and public liability to a minimum cover of \$10,000,000. Proof of insurance is a prerequisite to participation.

25. POST RACE BERTHING

A guide to berthing at the MBBC Marina will be available at the briefing scheduled for 7:30 pm on Monday 1st March 2010 at the MBBC, Bird o' Passage Pde. Scarborough.

26. COURSE DIAGRAM

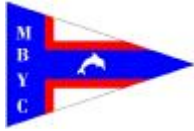
*The course diagram is **not** to be used for navigational purposes. Navigation must be via officially published charts.*

The specific course to be sailed is detailed in Sailing Instruction 9. That instruction takes precedence over the diagram.

Competitors must note that Sailing Instruction 9 varies the course of previous events with a near direct line between M9 and the Spitfire Channel green lateral mark at approx. 27° 03.429 S 153° 17.673 E. Participants are advised to be aware of other marks and banks in this area.

The start location for the 2010 event is at the location of the QCYC Brisbane to Gladstone Redcliffe turn buoy (27° 14.00 S 153° 07.75 E). This ensures adequate depth for deeper draft yachts and improves the start sequence marshalling area to the North of the start line. Notwithstanding, competitors are advised to approach the Redcliffe Jetty and Redcliffe Point area with caution and to strictly observe all navigation marks in that area.

An A3 version of the course diagram is available via the MBYC web site at www.mbyc.com.au.



Fairway Challenge 2010 Sailing Instructions (cont.)



APPENDIX A STATUTORY REQUIREMENTS

The following are specific prescriptions for participants associated with the Aquatic Event Authority issued by Maritime Safety and the MBYC emergency plan 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 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 Port Control, may be deemed by the race committee to be grounds for disqualification.

- The International Regulation for Preventing Collision at Sea with respect to all vessels shall apply. Particular attention is to be given to Rule 9 'Narrow Channels'. All shipping channels associated with the Port of Brisbane entrance are deemed to be "narrow channels".
- Radio communication with the race committee and the designated shore station on VHF 77 must be maintained at all times during the event. [*Aside:- by agreement, Coast Guard Redcliffe acts as a secondary shore station (VHF 73 – VHF 21)*]
- All participating vessels must keep an effective radio watch on VHF channel 12 while sailing between M8 and the Fairway beacon. [*Aside :- radio watch on VHF 77 must also be maintained.* Scanning watch complies.]
- Participants will be advised of all relevant shipping movements (refer sailing instruction 2. 'NOTICES TO COMPETITORS'). Avoidance of shipping must be pre-planned and take cognizance of the limited manoeuvrability of ships and 'cross channel' tidal influences. Participants are required to not hinder and must give way to all commercial shipping. [*Aside:- Tidal flow across the Spitfire Channel can result in a ship's observed orientation to differ significantly from its actual course.*]
- All participating vessels and operators of such vessels must comply with Transport Operations (Marine Safety) Act 1994 and the associated Regulation 2004.
- Participants (collectively or singly) must not interfere with normal traffic, including vessels underway, at anchor, moored or making way.

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