

# SAILING INSTRUCTIONS MORETON BAY YACHT CLUB PEARL CHALLENGE 2011

Saturday 8<sup>th</sup> October and Sunday 9<sup>th</sup> October 2011



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

Amendments to Revision 0 are in yellow highlight

## 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 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 10:00 am on Saturday 8<sup>th</sup> October 2011.

5.2 The scheduled times for sequential starts are as per SI 11.3.

## 6. CLASS FLAGS

The “class” flag for Division 1 will be numeral pennant “1”

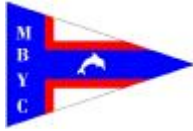
The “class” flag for Division 2 will be numeral pennant “2”

The “class” flag for Division 3 will be numeral pennant “3”

The “class” flag for the Multihull division will be code flag “Q”

## 7. RACE AREA

The race area is Northern Moreton Bay. Refer the course diagram attached to the NOR.



## Pearl Challenge 2011 Sailing Instructions (cont.)



### 8. THE COURSE

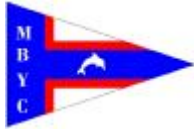
- 8.1 The course diagram indicates the race area and legs of the course. The official course is detailed in Sailing Instruction 9.
- 8.2 Specific requirements associated with the course are detailed in Sailing Instruction 18. - SAFETY REGULATIONS and in Appendix A.
- 8.3 The first 3 legs of the course form a quadrilateral short course event. The first mark is a yellow conical buoy laid to the East of Scott's Point. The second mark is a yellow conical buoy approximately 800m East of the first mark. The third mark is a larger orange conical buoy to the East of the start mark.
- 8.4 The course will not be shortened. *This modifies RRS 32.*

### 9. MARKS

- 9.1 The marks of the course, the rounding order and direction of rounding or passing each shall be:
  - Start (buoy at 27° 14.0 S 153° 08.0 E – committee boat to the West);
  - Yellow conical buoy (27° 15.5 S 153° 08.0 E) to port;
  - Yellow conical buoy (27° 15.5 S 153° 08.5 E) to port;
  - Orange conical buoy (27° 14.0 S 153° 08.07 E) to starboard;
  - M8 red beacon to port (scheduled position report);
  - M9 cardinal to port;
  - EK1 green buoy to port
  - M3 green beacon to port
  - Pearl Channel waypoint (approx. 27° 09.46 S 153° 15.60 E) guide only,
  - Southwest Spit red buoy to port (scheduled position report);
  - Brisbane Road isolated danger buoy to starboard (scheduled position report with ETA to finish);
  - Reef Point green tripod beacon to port; (scheduled notification to the finish boat) and
  - Finish (buoy at 27° 10.5 S 153° 06.1 E – committee boat to starboard).

### 10. OBSTRUCTIONS

- 10.1 The sandbanks either side of the Pearl Channel are potential obstructions if a direct line between marks cannot be achieved. Due care must be taken in this area.
- 10.2 All commercial ships shall be deemed to be obstructions. All yachts must keep well clear. Refer also Sailing Instruction 18. SAFETY REGULATIONS.



## Pearl Challenge 2011 Sailing Instructions (cont.)



### 11. THE START

- 11.1 The start line will be immediately East of Redcliffe Point 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 following warning signal times.

- Multihulls 09:55 am for a 10:00 am start.
- Division 1 10:05 am for a 10:10 am start.
- Division 2 10:15 am for a 10:20 am start.
- Division 3 10:25 am for a 10:30 am start.

***[Participants are advised that yachts entered in the following Fairway Challenge will be manoeuvring to the North and West of the third mark. Appropriate lookout and due care are necessary.]***

### 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.

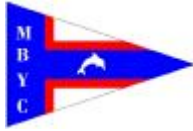
The finish mark and committee boat approximate locations are:

- Finish buoy 27° 10.50 S 153° 06.1 E
- Committee boat North of the finish buoy.

- 13.2 If a committee boat is not present, a yellow conical guide buoy will be set at the committee boat location. 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 practicable 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 **event entered, name and sail number** (and any distinctive ID feature).

### 14. PENALTY SYSTEM

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



## Pearl Challenge 2011 Sailing Instructions (cont.)



### 15. TIME LIMITS

The time limit will be 7:00 am on Sunday 9<sup>th</sup> October 2011 or at such other time as may be notified by the race committee.

### 16. PROTESTS AND REQUESTS FOR REDRESS

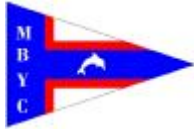
- 16.1 The protest time limit is 60 minutes after the last boat finishes. Protests must be in writing and in the RRS prescribed form.
- 16.2 Notice to parties involved in protests will be given via direct contact. Written notices will not be posted.
- 16.3 Breaches of instructions 18, 19 and 21 will 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 9:00 am on Sunday 9<sup>th</sup> October 2011, 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) for each monohull division and Multihull (MH).
- 17.2 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 Division 1 warning signal. 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 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).



## Pearl Challenge 2011 Sailing Instructions (cont.)



### 19. REPLACEMENT OF CREW OR EQUIPMENT

Not applicable to this event.

### 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.

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 within 10 minutes of the rounding or passing of the following marks:-

- M8
- Southwest Spit
- Brisbane Road isolated danger mark (ETA to the finish to be provided).
- Reef Point beacon abeam inbound (Yacht name, sail number (and ID feature) 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:-

- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each division (the major prizes);
- Fastest PH time completing the initial 'short course' (the end of the third leg);
- Closest to the ETA given at the Brisbane Road isolated danger mark (one navigation prize covering all divisions);
- Line honours for each monohull division;
- Line honours multihulls (subject to sailing instruction 17.3).

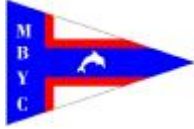
(Note: other prizes may be awarded at the discretion of the race committee)

### 23. DISCLAIMER OF LIABILITY

Competitors participate in the event entirely at their own risk. Refer 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.



## Pearl Challenge 2011 Sailing Instructions (cont.)



### 25. POST RACE BERTHING

Entrants having pre-arranged berthing at the MBBC Marina must refer to the harbour entrance information within the Notice of race.

Berthing for trailable yachts will be limited due to the co-existence of the Fairway Challenge entrants. Full assistance will be given to trailable yachts being hauled out at the various boat ramps.

### 26. COURSE DIAGRAM

*The course diagram is **not** to be used for navigational purposes. Navigation must be via officially recognized charts (e.g. MSQ chart MBI MORETON BAY Manly to Mooloolaba).*

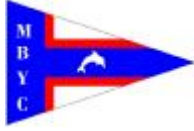
*The specific course to be sailed is detailed in Sailing Instruction 9. That instruction takes precedence over the diagram.*

*Competitors must note that the course takes a near direct line between M9, M3 and the Southwest Spit red buoy. Participants are advised to be aware of other marks and banks in this area.*

*The start location for the 2011 event is at 27° 14.00 S 153° 08 E being the location of the QCYC Brisbane to Gladstone Redcliffe turn buoy. This ensures adequate depth for deeper draft yachts and provides a significant start sequence marshalling area to the North of the start line. Notwithstanding, competitors are advised that the shoreline includes multiple rocky outcrops and must be approached with caution and strict observance of all navigation marks in the area.*

*The course diagram is available separately via the Fairway Challenge web site at [www.fairwaychallengembyc.com](http://www.fairwaychallengembyc.com) or the MBYC web site at [www.mbyc.com.au](http://www.mbyc.com.au).*





## Pearl Challenge 2011 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 M3. [*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.
- 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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