

SAILING INSTRUCTIONS MORETON BAY BOAT CLUB PEARL CHALLENGE 2017

Saturday 20th May and Sunday 21st May 2017

Organising Authority
Moreton Bay Boat 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 2017-2020 (RRS) and the Australian Sailing Special Regulations 2013-2016. Notwithstanding, competitors are reminded that for this event the International Regulation for Preventing Collision at Sea totally displace the RRS between official sunset and official sunrise (refer also Appendix A).

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 will be advised in accordance with SI 2 NOTICES to COMPETITORS.

4. SIGNALS MADE ASHORE

Signals will not be made ashore. All signal flags will be flown from the committee boat.

5. RACE SCHEDULE

- 5.1. The start of the event is scheduled for 10:00 am on Saturday 20th May 2017.
- 5.2. The scheduled times for sequential starts are:-

Multihull warning signal -	09:55 am for a 10:00 am start.
Division 1 warning signal -	10:10 am for a 10:15 am start.
Division 2 warning signal -	10:25 am for a 10:30 am start.

NOTE: - *Division 1 comprises all trailable and sports boats.
Division 2 comprises the mixed fleet of keel boats.*

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6. CLASS FLAGS

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

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

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



7. RACE AREA

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

8. THE COURSE

8.1. The course diagram indicates the race area and legs of the course. The official course is detailed in SI 9.

8.2. The course may be shortened or revised in the event of light weather or potential untenable conditions in and adjacent Pearl Channel (refer SI 12 CHANGES to the COURSE).

9. MARKS of the COURSE

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

- Start – yellow conical buoy at 27° 10.7' S 153° 06.15' E – (committee boat to starboard);
- Reef Point green beacon to starboard;
- Garnet Rock green buoy to starboard;
- MNP12 NE yellow buoy to port (approx.. 27° 15.3' S 153° 7.1' E)
- M8 red beacon to port (*scheduled position report*);
- M9 cardinal to port;
- M3 green beacon to port (*scheduled position report*);
- 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 beacon to port; (*scheduled notification to the finish boat*) and
- Finish (outer red lateral marking the Scarborough Harbour entrance taken to port and within 50m.).

NOTE: The Middle Bank red buoy (MB2) is an alternate mark of the course (refer SI 12.2).

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10. OBSTRUCTIONS and SHALLOW BANKS

- 10.1. The Redcliffe Peninsula foreshore has occasional rocky outcrops. The extent of those outcrops is marked by green lateral beacons and buoys. Participants are advised to keep to the east of direct lines between those navigation marks.
- 10.2. Participants without local knowledge or with a draft exceeding 1.5m are advised not to sail on or south of the rhumb line between the Reef Point green beacon and the Scarborough Harbour outer entrance beacons. Rock protrusions exist in that area.
- 10.3. Pearl Channel is defined by shallow sand banks on either side. Guidance at the narrow portion is indicated on the course diagram and in SI 9 MARKS of the COURSE.
- 10.4. All commercial ships shall be avoided. All boats must give way and keep well clear. Refer also SI 18. SAFETY REGULATIONS.

11. THE START

- 11.1. The start line will be to the north of the Scarborough Harbour entrance laterals and will be marked by a yellow conical buoy at the port end of the line (27° 10.7 S, 153° 06.15 E) 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 an orange teardrop buoy.
- 11.3. The event start will be governed by RRS 26. Refer also SI 18.2.
- 11.4. A boat under motor after its warning signal must complete a 720 degree penalty turn, under sail only, **after its start signal and prior to crossing the start line.**
- 11.5. A boat starting later than 30 minutes after its starting signal may be scored DNS.
- 11.6. Boats in Divisions 2 and 3 must keep clear of the start line prior to and during preceding Division starting sequences.

12. CHANGES to the COURSE

12.1. Shortening of the course

In the event of extra light weather, the Brisbane Road isolated danger buoy may be deleted in which case boats shall take the South West Spit red buoy to starboard, the Reef Point green beacon to port and then proceed to the finish. The ETA to the finish notification shall be given at the Southwest Spit red buoy.

12.2. Revision to the course

In the event of potential untenable conditions in and adjacent Pearl Channel, mark M3 may be replaced by MB2 in which case after mark M8, boats shall take M9 to starboard; MB2 to starboard and the Southwest Spit red buoy to port then follow the normal course to the Brisbane Road buoy, Reef Point green beacon and the finish. All safety mark rounding notifications must be observed with the exception of the M3 notification.

- 12.3. Notification of changes to the course will be in accordance with SI 2 NOTICES to COMPETITORS.

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13. THE FINISH

- 13.1. The finish mark will be the outermost red lateral marking the entrance to the Scarborough Harbour.
- 13.2. The finish line will be an imaginary line extending 50m to the north of the finish mark when that mark is in transit with the MBBC radio mast. The MBBC radio mast is continuously lit by red aeronautical obstruction lights during the night.
- 13.3. Boat finish times will be taken by the race committee from the MBBC radio room directly below the MBBC radio mast.
- 13.4. Notwithstanding SI 13.3, each boat must take its own finish time and advise that time to the race committee via VHF77 as soon as practicable after the finish line (transit) is crossed. This is to positively identify the finishing boat and is used as a finish time cross check. The boat's official finish time will be determined by the race committee.
- 13.5. All participants must contact the race committee on VHF77 as the Reef Point tripod beacon is rounded on the way to the finish and advise the boat's **name and sail number** (and any distinctive ID feature).
- 13.6. Boats finishing at night must have lit navigation lights complying with Maritime Safety Queensland prescriptions. Breaches of this requirement may result in a DNF or disqualification based on SI 18.6 (at the discretion of the race committee).

14. PENALTY SYSTEM

- 14.1. For the Multihull Division only, 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 11.4.
- 14.2. RRS 44.3 shall not apply to this event.
- 14.3. 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.
Refer also SI 16.3.

15. TIME LIMIT

The event time limit will be 8:00 am on Sunday 21st May 2017.

Should any boat be close to finishing **and** within the field of view from the MBBC radio room, that boat may be allowed to finish at the discretion of the race committee.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. The protest time limit is 9:00 am on Sunday 21st May 2017. 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.

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- 16.3. Breaches of sailing instructions 18 and 21 or Appendix A will not be grounds for a protest by any boat. Penalties for these breaches may be disqualification if the race committee so decides.
- 16.4. Decisions of the protest committee will be final. **This changes RRS 70.**
- 16.5. If any protest has not been decided by 9:30 am on Sunday 21st May 2017, 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 system for all divisions will be Performance Handicap (PH) based on entry details, boat design and available historical information.
- 17.2. If the number of entries in the multihull division is less than 3, that division will be abandoned 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 PRESCRIPTIONS

- 18.1. Boats in all divisions must satisfy the Australian Sailing RRS 2013-2016 Safety Regulations for Category 5N races. Any alternate means of satisfying the intent of those prescriptions must be advised to the race committee for review and acknowledgement.
- 18.2. Competitors must log on to the MBBC shore station (call sign VKQ445 or Race Control) via **VHF77** at least 15 minutes prior to the Multihull Division warning signal. Boats not logging on via VHF77 will be deemed Did Not Start (DNS). Effective radio communication is a prerequisite to participation.
- 18.3. Competitors crossing the finish line at the completion of the event must log off via **VHF 77**. Refer also SI 13.4 and SI 21.3.
- 18.4. A boat that retires from the race must notify the race committee via VHF 77 or mobile phone (0408 936 962) as soon as practicable after retiring.
- 18.5. Attention is drawn to Appendix A to these sailing instructions outlining those prescriptions of the Aquatic Event Authority which apply to participating boats. Those prescriptions do not form part of these sailing instructions. They are overriding statutory requirements.
- 18.6. The race committee reserves the right to inspect any competing boat 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

Not applicable to this event.

20. OFFICIAL BOATS

Official boats will be identified by orange flags flown.

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21. RADIO COMMUNICATION

- 21.1. The official radio communication channel will be VHF77.
- 21.2. Boat to boat transmissions must be limited to safety issues and message relay.
- 21.3. All competing boats must notify the race committee within 10 minutes of the rounding or passing of the following marks:-
- | | |
|------|--|
| 1st. | M8 |
| 2nd. | M3 |
| 3rd. | Southwest Spit red buoy |
| 4th. | Brisbane Road isolated danger mark (ETA to the finish to be provided). |
| 5th. | Reef Point beacon abeam inbound (boat name, sail number and ID feature to be advised). |

Note: 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. PLACINGS & PRIZES

Placings will be announced and prizes presented at the MBBC clubhouse at 9:30 am on Sunday 21st May 2017.

Prizes will only be presented to bone fide representatives of competing boats who are in attendance at the sponsor's presentation. Non-attendance will not affect placings.

Prizes will be presented as follows:-

- 1st, 2nd and 3rd in each division (the major prizes);
- Fastest PH time passing the Garnet Rock green buoy;
- 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 multihull division (subject to sailing instruction 17.2).

(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.

The MBBC considers the decisions to participate made by a boat's owner, skipper and crew will have been made with full knowledge of the risk of damage, personal injury or

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death during boat racing events and they participate at their own risk. This consideration is made in relation to the application of the Civil Liability Act 2003 to dangerous recreational activities.

The boat's decision to participate will be deemed to be testament that :-

- the boat complies with the event entry eligibility requirements within the Notice of Race and safety matters within 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 organising authority, its agents and volunteers from any responsibility for any matter relating to the boat's participation in the event.

24. INSURANCE

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

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 and obtain berthing guidance via VHF77 after finishing.

Berthing for participating boats will be limited. Assistance will be given to trailable boats being hauled out at the MBBC boat ramps.

26. COURSE DIAGRAM

*The course diagram within the Notice of Race is **not** to be used for navigational purposes. Navigation must be via officially recognized charts (e.g. MSQ chart MB1 MORETON BAY Manly to Mooloolaba).*

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

Participants must note that the course takes a near direct line between M9 and M3 and are advised to be aware of other marks and shallow banks in this area.

Participants are advised that the Redcliffe Peninsula shoreline includes multiple rocky outcrops and must be approached with caution and strict observance of all navigation marks in the area.

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Sailing Instructions (cont.)



**Pearl Challenge 2017
Sailing Instructions (cont.)**

APPENDIX A
STATUTORY REQUIREMENTS

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 (refer SI 16.3).

- Radio communication with the race committee and the designated shore station on VHF 77 must be maintained at all times during the event.
- All participating ships and operators of such ships must comply with the *Transport Operations (Marine Safety) Act 1994* and the subordinate Regulation (the Reg).
- Participants are not to impede commercial shipping.
- All participating ships must monitor VHF channel 12 when sailing in or near the shipping channels.

[**Please note:** - Avoidance of shipping must be pre-planned and take cognizance of the limited manoeuvrability of ships and 'cross channel' tidal influences.]

- The *International Regulations for Preventing Collisions at Sea 1972* (COLREGS) apply to all ships at all times.
- Participants are required to have a bone fide representative attend the pre-race briefing reinforcing the prescriptions within the Aquatic Event Authority.

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