

**MORETON BAY
BOAT CLUB**

MBBC Sailing

Member's Handbook

incorporating

Participation Rules



Moreton Bay Boat Club Ltd. A.C.N. 009 922 132



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1. Introduction

1.1. Preamble

The Moreton Bay Boat Club Sailing Section (referred to hereafter as MBBC Sailing) operates out of the Scarborough Boat Harbour at the northern end of the Redcliffe Peninsula. MBBC Sailing comprises a number of sub-sections catering for senior sailing, junior sailing, challenge sailing (for persons with disabilities) and adult 'learn to sail' sessions. The senior sailing section caters for cruising in company, social sailing and championship racing under the World Sailing Racing Rules of Sailing (RRS) as augmented by the Australian Sailing (AS) Special Regulations. New participants are most welcome.

This Handbook is a reference document for MBBC senior sailing section members participating in social bay and ocean aquatic events and/or racing under the RRS (championship events).

MBBC Sailing currently has approximately 50 boats on its register with approximately 10 to 30 participating regularly in Saturday and Wednesday afternoon social sailing. Championship events can attract up to 20 boats with larger numbers in special events. The fleet comprises a range of vessels including trailable boats, deep keel boats and multihulls.

Races are conducted throughout the year with the MBBC Sailing 'championship' races generally being held between August and June. These events comprise 2 divisions to cater for the varied performances in the mixed fleet. Social events (including WAGS, SAGS and Twilight Races) are held year round. Cruises may be organised at any time throughout the year.

Presentation night, where the season's trophies and prizes are announced, is generally held in 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 MBBC Sailing members having boats capable of self-sustained cruising over a number of days.

Other cruises may be arranged from time to time.

MBBC boats 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 and within Deception Bay. Spinnakers and other "extras" are allowed however equalizing rules may apply from time to time.



These events are run on a pursuit principle with faster boats starting later so the majority of participants finish in close company and then assemble and socialise at the MBBC clubhouse after each event. During the assembly sponsors are acknowledged, placings are announced and general sailing related announcements made. Members are encouraged to bring guests and socialize at the Moreton Bay Boat Club after the events.

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. Boats must also log-off after finishing.

The events are governed by basic rules described in the SAGS, WAGS & TWI Handbook and Sailing Instructions published separate to this handbook.

In the interest of safety and fairness to smaller boats in the fleet, these events are cancelled if, prior to the event, the following two (2) criteria are satisfied.

1. Up to and including 11am, the Bureau of Meteorology has posted a “strong wind warning” for Moreton Bay.
2. There is an easterly component in the predicted wind direction. (i.e., any wind direction from 0° T to 180° T inclusive).

If **both** the above criteria are true, the event is automatically cancelled/abandoned.

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.

Participants in events governed by the Racing Rules of Sailing must also comply with the associated Australian Sailing Special Regulations. MBBC Sailing 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 the MBBC Sailing Principal Racing Officer (PRO). These forms must be renewed annually. Currently, for MBBC Sailing events within the ‘race area’ (refer 9.3) or under the ColRegs, a “self-audit” is adequate. For RRS events that venture outside the ‘race area’, an audit by an AS accredited auditor is required.

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

The event management committee reserves the right to request any boat’s representative to provide a safety compliance audit at any time if there is reported evidence of a potential safety



breach. 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 event management committee). Any such disqualification or penalty shall remain in force until compliance is achieved.

MBBC Sailing maintains an Emergency Plan which details event management committee responsibilities in relation to safety risks such as deteriorating weather, fleet capabilities, stricken vessels etc. It also includes expectations of individual boat owners or representatives. The plan is reviewed annually.

1.5. Handbook and club burgee

The MBBC Sailing policies, participation rules and general information are contained in the Member's 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 an MBBC Sailing 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

MBBC Sailing 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 MBBC Sailing activities and to be the MBBC Sailing representative on the Board.

The MBBC administration manages junior sailing, sailing tuition generally and challenge sailing. The MBBC is also the primary MBBC link to Australian Sailing and Maritime Safety Queensland.

The MBBC Sailing committee manages a distribution hub for all MBBC Sailing reports, notices and the like produced by the race committee and members.

The MBBC Sailing committee also manages:-

- a sailing section member register containing information from the 1st page of the sailing section application form (the custodian is a committee volunteer);
- a participating boat register containing compliance, safety and identification information from both pages of the sailing section application form (the custodian is the PRO or a volunteer MBBC Sailing member); and;
- safety audit documentation (the custodian is the PRO or a volunteer MBBC Sailing member).

[Note: The MBBC Sailing information privacy policy is available via the MBBC web site.]

The MBBC Sailing members are required to elect a president and a committee to manage MBBC Sailing activities. The president may also be the Board representative.

If any MBBC Sailing committee position becomes vacant for any reason, other committee members will fill the void until a new committee member is elected.

Note: The MBBC Constitution registered with ASIC nominates the leader a 'section' as a 'Chairman'. The day to day use of the term 'president' is by mutual agreement between the MBBC Sailing 'chairman' and the MBBC Board. In any legal sense, the name 'Chairman' should be used. Similarly,



the MBBC Constitution does not recognise any other MBBC Sailing committee member. Therefore, all committee actions become the responsibility of the Chairman (president).

2.2. Finances and Property

MBBC Sailing, being a 'Section' of the Moreton Bay Boat Club (MBBC), cannot have its own bank account nor own property. However, the MBBC maintains a separate Sailing Section account within its own accounting system. The elected MBBC Sailing treasurer has full access to that account. Also, all sailing related property (flags, buoys etc.) are owned by the MBBC but are used, managed and maintained by the relevant MBBC Sailing committee members.

MBBC Sailing income is obtained via sponsorships, special event entry fees and member donations. Regular income is via a voluntary coin collection following each sailing event.

2.3. General and committee meetings

MBBC Sailing general meetings are convened at the MBBC clubhouse at various times during the year as may be determined by the president or committee members. Generally there would be at least 4 such meetings. Any issues or queries should be raised at those general meetings. Although all MBBC Sailing members are welcome to participate in MBBC Sailing general meetings, only full MBBC members are permitted to propose, second and vote on any issue.

Special meetings are held at times deemed necessary by committee members, the MBBC Sailing President or the MBBC Sailing board representative.

2.4. Race committee

MBBC Sailing forms a volunteer race committee to organise and manage individual championship or special RRS based races. The race committee generally comprises 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 President, Principle Race Officer (PRO) and the Handicapper. Both the PRO and Handicapper are generally participating members.

Race committee meetings are held as deemed necessary by the committee members. These meetings generally precede monthly general meetings.

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

2.5. Miscellaneous committees

From time to time the president 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.

2.6. Contacts

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

MBBC web page: www.mbbc.org.au

MBBC email addresses: info@mbbc.org.au (general enquiries)
sailing@mbbc.org.au (sailing specific enquiries)



3. Committee member and skipper responsibilities

The president and all committee members are required to report any changed circumstances at the MBBC Sailing general meetings.

The MBBC Sailing committee positions mentioned below are the key positions. Other committee positions may be created or retired as circumstances change.

President:

- Overall responsibility for all MBBC Sailing activities both ashore and on the water.
- Liaison with the MBBC Board via the Board sailing representative.
- Chair monthly meetings.
- Liaise with the Principal Race Officer in the production of required Notices of Race, Sailing Instructions and the race calendar.
- Responsibility for review and updates of the Members Handbook and the SAGS, WAGS & TWI Handbook & Sailing Instructions.

Secretary:

- Taking and distributing minutes of organized MBBC Sailing meetings. This may be via a volunteer minute secretary.
- Receiving and distributing all MBBC Sailing correspondence.
- Assisting in the maintenance of MBBC Sailing documents and documentation distribution systems.

Treasurer:

- Responsible for the collection, accounting and general management of MBBC Sailing finances.
- Liaison with MBBC management in relation to the accounting of MBBC Sailing funds.
- Report the MBBC Sailing financial at committee and general meetings.
- Manage petty cash.

Principal Race Officer:

- Overall responsibility for “on water” activities other than organized cruises.
- Assist with the sailing event calendar (in association with other committee members).
- Submit and monitor “Aquatic Event Authority” applications relevant to MBBC Sailing events.
- Roster and brief 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.



Handicapper:

- Allocation of handicaps to competitors in conference with selected assistants.
- Production of race results and handicap adjustments.
- Production of season championship results.
- Forwarding handicaps to the MBBC Sailing committee prior to the next race.

Property officer:

- Manage and maintain the MBBC Sailing related 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.
- Manage event 'log-on', 'log-off' and POB records.
- Assign start times and manually adjust where necessary.
- Modify and post results and adjusted start times.
- Assign visitors to volunteer boats.
- Confirm event cancellation or abandonment.

Participating skippers winning an event:

- Authoring an event report and forwarding that report to the MBBC Sports Coordinator for editing, ratification and distribution. The extent of reporting is agreed at general meetings.

4. Fees and insurance

4.1. Membership fees

There is currently no fee for membership of MBBC Sailing. The necessity for an MBBC Sailing membership fee may be reviewed by members at an MBBC Sailing general meeting.

To satisfy MBBC insurance obligations:

- The owner(s) **and** the person in charge of any boat competing in MBBC Sailing 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. Regular crew are those who sail on a boat more than 3 times in the sailing season.
- The elected president (Chairman) must also be a full member of the MBBC.

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

The person in charge of any boat competing in MBBC Sailing Division 1 Championship events or inter-club events must be Australian Sailing affiliated (previously a 'silver card holder'). Affiliation is achieved via MBBC administration. Currently the MBBC affiliation fee covers MBBC Sailing members who have requested Australian Sailing affiliation. Those members should check their currency annually.



4.2. Race entry fees

Championship 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 MBBC Sailing members at an MBBC Sailing 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 not on the MBBC Sailing boat register but satisfies the MBBC Sailing insurance and safety requirements.

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 Sailing organised event as an MBBC Sailing registered boat.

Visiting boats may be permitted to enter MBBC Sailing 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 (boat owners)**;
- the person in charge of the boat has submitted evidence of compliance with MSQ safety requirements for boats sailing in Moreton Bay partially smooth waters.
- For RRS events, the person in charge of the boat is an Australian Sailing affiliated member of an Australian Sailing affiliated club and provides evidence of satisfying the Australian Sailing safety requirements relevant to the event Safety Category.

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 championship event points.

4.4. Member Insurance (boat owners)

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. That cover must extend to any event in which the boat intends to participate. This requirement applies to any MBBC Sailing organised event (i.e. includes social sailing and cruises). The MBBC Sailing 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 in which they might participate.



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 MBBC Sailing events must submit to the MBBC Sailing management committee 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 relevant event and prior to the first race in a series.

NORs and SIs are authored by the PRO or a designate and authorised via the president.

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

6. Championship events and the points scoring system

6.1. Club championship events points

Club championship racing points will only be allocated to boats that:-

- compete in designated championship events.
- have owners/skippers registered as MBBC full members.
- sail the designated events in compliance with the Notice of Race and Sailing Instructions.
- have an AS affiliated member in charge of the boat during each RRS event entered.
(Note: the RRS requires all participating crew to be AS affiliated);
- provide evidence of appropriate public liability insurance;
- Have submitted a current AS safety compliance audit form relevant to event(s) to be sailed.

The MBBC Sailing Championship winner (for each Division) will be the boat with the highest points score for the championship season. The MBBC Sailing Short-Handed winner will be the boat with the highest short-handed points score for the championship season. The Overall Best Performing Boat will be the boat with the highest average Achieved Performance in either Division.

The MBBC Sailing championship events are highlighted on the MBBC Sailing calendar.



6.2. High points scoring system

MBBC Sailing has adopted a modified World Sailing high points scoring system. The Low Points Scoring System (Appendix A of the AS Racing Rules of Sailing) will be used only for overall placings in regattas. If a regatta is included in the championship series, the high points scoring will be used for championship series ranking points based on a boat's overall regatta placing.

The system calculates ranking points using the following formula:

$$\text{Ranking Points} = E(N-P+1)/N \quad \text{where:}$$

E = the event maximum points score (50 for MBBC Sailing);

N = the number of participants starting the race/regatta;

P = the boat's finishing position in the race/regatta (based on corrected time).

6.2.1. Basic modifications to the World Sailing system:

- There will be no culling of boats outside 10th place in any race/regatta (all boats will be scored).
- There will be no culling of races/regattas. Boats participating in the championship series will receive points for all races/regattas.
- Subject to the number of races/regattas in the series, there may be up to 2 discard race/regatta scores. This is decided by the race committee.
- Boats that did not finish (DNF) receive points equal to last place in a fleet of the number of participants + 1 (e.g., if 7 boats start and only 5 finish, the 2 DNF boats get points for 8th place in a fleet of 8).
- Boats that did not start (DNS) receive points equal to last place in a fleet of the number of participants + 2 (e.g., if 7 boats start, other boats that have entered the series but are DNS get points for 9th place in a fleet of 9).
- The points for all boats that start (including DNF) are rounded to the nearest whole number. Points for DNS are taken as the integer of the calculated result to ensure DNS points are always less than DNF points.
- If a boat enters a championship series race part way through the series, that boat will be deemed to have entered the series. That boat will be scored DNS for all previous races.

If the race/regatta includes visiting boats, the participation of those boats is ignored to calculate the MBBC Sailing championship series scores. For each such race/regatta, 2 results sheets are produced; one with all boats listed and one with only MBBC boats listed.



6.2.2. Confirming and Changing Divisions

The allowances and consequences of changing divisions are:

- For any championship event, the Division a boat decides to sail must be advised to the race committee at 'log-on'.
- At 'log-on' boats must state the Division being entered and number of persons on board (POB). If there are less than 3 POB, entry (or not) in the Short-Handed Sub-division must also be advised.
- If a boat that usually sails in (say) Division 1 decides to sail in Division 2 for a particular event, that boat's Division 1 ranking for that event will be DNS. The same will be the case if a Division 2 boat decides to sail in a Division 1 event.
- In the final championship ranking points reconciliation, a boat's Division sailed will be that Division in which that boat sailed the most races. That boats ranking points in the other Division will be ignored. The final points sheet will not show a boat having sailed in both divisions. This will not affect a boats individual race result.

6.2.3. Championship placings - Season's end

The final championship placings will be announced at the mid-year function (Presentation Night). Generally, 3rd, 2nd, and 1st placings are announced for both Divisions. Embedded within both divisions is allowance for short-handed Sub-divisions. Overall fleet placings will be announced based on the average Achieved Performance of each boat in either Division.

Points to note are:

- Eligibility for inclusion in the final season results is dependent on a boat sailing more than 50% of that boat's Division series races.
- Boats entering the short-handed series remain eligible for Division placings (i.e. as well as short-handed placings).
- Divisions 1 and 2 championship placings are based on each boat's final ranking points arranged from highest to lowest with discards excluded. The highest 3 ranking points scores become the winning placings for each Division.
- The overall best performing boat placings are based on each boats average achieved performance (AP) with discards excluded. The highest 3 average AP's become the overall MBBC Sailing best performance winning placings. Boats that DNS or DNF will be deemed to have 0.0% performance for the relevant races.



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 MBBC Sailing President 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 MBBC Sailing handicap.]

- b) accepting an assigned handicap.

7.2. Corrected times

LEGEND

CT = Corrected time

BCT = Benchmark corrected time

HC = Handicap

AP = Achieved performance

ET = Elapsed time

EH = Establishing handicap

DNF = Did not finish

DNS = Did not start

PROCEDURE

- a) Elapsed time is the time taken for a boat to complete the race.

ET = the boat's finish time - the race start time

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

CT = ET x HC

The boat placings are established by sorting the corrected times from shortest to longest.

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 MBBC Sailing performance handicaps to become misaligned with those of neighboring clubs.]



7.3.1. Performance Adjustment

All handicap indices will be to 3 decimal places.

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 and the 40th percentile for smaller fleets. Interpolated percentiles may be used if the fleet is considered to be of medium size.

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.

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

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 events and series handicaps

A boat's current racing handicap will be used for all races in a special event or series unless otherwise stated in the sailing instructions. A boat's special event or series achieved performance will not affect its championship series handicap unless the special race or series is included in a championship 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

MBBC Sailing 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 MBBC Sailing participates and sometimes assists in the event organisation.

8.2. MBBC organized events

[FAIRWAY CHALLENGE](#)



The Fairway Challenge was established in 2005 as an MBBC Sailing signature event.

It is a RRS Safety Category 3 event comprising short legs along the Redcliffe Peninsula north and east foreshores followed by an "out and back" passage to the NW Fairway safe water mark off

Caloundra. The event originally started and finished off the Redcliffe jetty in an attempt to interest local businesses. However, that was not successful because the boats marshalled for the start but after the start went straight to M8 and so were seen to disappear into the distance. Also, boats finished well spaced apart and well into the night or even early morning. Consequently, the start was modified to include a triangular 'short course' prior to heading east to M8. Also, the finish was moved to within Deception Bay. Due to difficulties in setting the short course buoys and anchoring committee boats in strong winds, the start was eventually also moved into Deception Bay. However, the race still includes a leg down the east foreshore of the Redcliffe Peninsula to help promote the MBBC..



Finishing boats are offered complementary berthing 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 catered primarily for trailable and sports boats. The event also catered 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 traversed Moreton Bay southward to the South West Spit (Pearl Channel) red buoy then originally went further southward to the Brisbane Road isolated danger buoy then northward to the Reef Point beacon and to the finish within Deception Bay.



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. In addition, the Brisbane Road mark was deleted to reduce the race length so as to be more tenable for smaller boats.

In 2019, the event became a challenge race between the 2 Deception Bay clubs (MBBC and NCYC).

In 2020 it was noticed the progressive changes to the course had resulted in it being identical to the Cowen Marathon course. A revised course was drawn up and adopted for the 2021 Pearl Challenge.

The Division 1 course is approximately 33 NM in mark to mark distance. The Division 2 course is approximately 25 NM, The event is an open invitation to all Australian Sailing affiliated sailing clubs in Moreton Bay.

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.

In the 1990s the event was sponsored by MBBC Commodore Ron Howell. When Ron passed away, the event was sponsored by his widow and became the Ron Howell Memorial Mud Island Marathon. After some years that sponsorship was



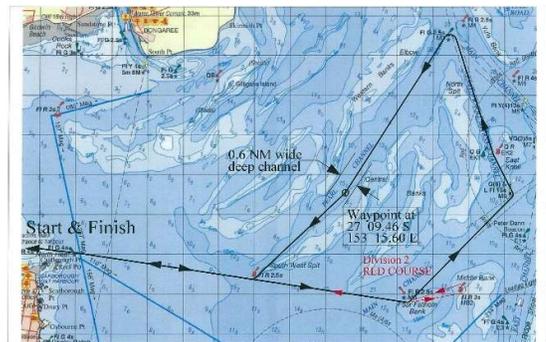
withdrawn but was quickly taken up by John Caulfield in memory of his then recently deceased father Tony Caulfield. From that time the event has been named the Tony Caulfield Remembrance Mud Island Marathon.

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 Division 1 (full marathon) course is approximately 34 NM in mark to mark distance. The Division 2 course is approximately 24 NM.

The marathon course is not recommended for boats with a performance handicap below 0.700. 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 MBBC Sailing (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 then follows a course to shipping channel marks M8 and M9. From there it follows the East Knoll By-pass (passing Cowen Base) to M3. It then follows Pearl Channel south to the Southwest Spit red buoy and then to the finish at the start location. Division 1 (full marathon) course is approximately 32 NM in mark to mark distance. The Division 2 course is approximately 23 NM.

SINGLE-HANDED RACE

The single-handed race is a 'mariner's' event which may be sailed under the Racing Rules of Sailing or the Col-Regs depending on member sentiment at the time. Automatic helm devices are recommended but not mandatory.

The boat's handicap is usually its club handicap current at the time. Boats not having a club handicap are assigned an arbitrary handicap based on social racing history and/or potential design capability.

No handicap adjustment applies to the use (or not) of automatic helm devices. Spinnakers and other extras are allowed. A PFD with a tethered safety harness is mandated.

The course to be sailed is generally selected from one of the medium length MBBC Sailing standard courses.

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.

In the late 1990's there were a few female crew on competitive boats that lobbied for and achieved the establishment of a Lady Skipper 3 race series. The winner became the Lady Skipper Club Champion. That series ran for a few seasons but as the competitive ladies moved away from sailing (for their own personal reasons) the series reverted to a single race.

The boat's handicap is usually its club handicap current at the time. Boats not having a club handicap are assigned an arbitrary handicap based on social racing history and/or potential design capability.

The course to be sailed is generally selected from one of the shorter length MBBC Sailing standard courses.

This politically incorrect social 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. MBBC Sailing participation events

MBBC Sailing 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)
- Bribe Cup (QCYC and BISC)
- Otter Rock Plate (QCYC)
- Bay to Bay (HBSC)

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

8.3.1. Kingfisher Night Series commitment

The Kingfisher Bay Inter-club Night Series (KNS) is currently most relevant to the MBBC Sailing. The series is organized by the Wynnum 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. MBBC Sailing manages the 3rd race which is usually scheduled to be run in February each season. For this event MBBC Sailing provides a committee boat and crew to start, monitor and finish the event.

The 4 participating clubs take turns in hosting the annual KNS trophy night. This is at no cost to the KNS management nor the attending participants other than the usual guest food and beverage purchases.

8.3.2. Brisbane to Gladstone commitment

The Brisbane to Gladstone yacht race (B2G) is the 'signature event' of the Queensland Cruising Yacht Club (QCYC). Prior to 1997, the MBBC nor its sailing members (then RPYC) had any involvement in the management of the B2G other than via participation. Circa 1997, QCYC obtained a sponsorship from the (then) Redcliffe City Council (RCC) with a caveat that the first leg be diverted to a RCC provided buoy off Settlement cove off the Redcliffe Peninsula foreshore



adjacent Suttons Beach. The intent was to establish a public entertainment event on Suttons Beach and have the B2G yachts as a backdrop consistent with the RCC logo. QCYC accepted and RCC approached the MBBC to maintain and lay the buoy. The MBBC subsequently requested the RPYC to take on that task.

Over time a spectator fleet grew around the turning mark. This became a problem for B2G competitors particularly in a northerly breeze where they had to navigate through spectators to the turning mark. On one such occasion, 2 of the (now) MBBC Sailing committee (at the request of QCYC) were crewing the MBBC RIB with a photographer. As a result, those committee members opened dialogue between the 2 clubs regarding the dangerous situations and the possibility of exclusion zone buoys being implemented. An agreement was reached that MBBC Sailing would lay those buoys at locations mutually agreed.

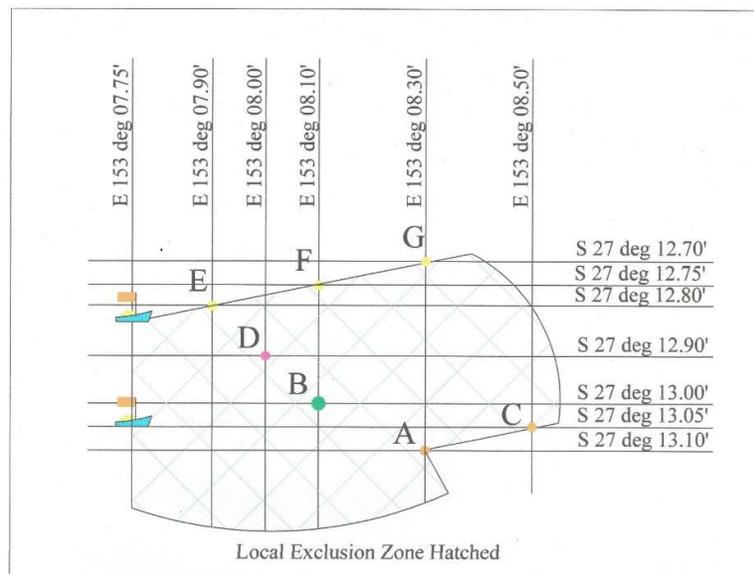
Over that same time period there were changes within RCC that appeared to prohibit the replacement of the ageing RCC buoy. The (now) MBBC Sailing was quite financial at that time (\$50k+) so the members decided that MBBC Sailing should replace and maintain a new buoy.

The number of exclusion buoys and the best locations have changed over time but to this day MBBC Sailing have the responsibility to maintain, lay and retrieve the Redcliffe Turn marks and exclusion buoys.

The buoy and volunteer boat ID's, purposes, descriptions and locations are:

ID	Purpose	Description	Location	
A	Exclusion mark	1.8m high orange conical	27° 13.10'S	153° 08.30'E
B	Monohull turn mark	1.8m high green conical	27° 13.00'S	153° 08.10'E
C	Exclusion mark	1.8m high orange conical	27° 13.05'S	153° 08.50'E
D	Multihull turn mark	1.2m high violet conical	27° 12.90'S	153° 08.00'E
E	Exclusion mark	0.9m high yellow conical	27° 12.80'S	153° 07.90'E
F	Exclusion mark	0.9m high yellow conical	27° 12.75'S	153° 08.10'E
G	Exclusion mark	0.9m high yellow conical	27° 12.70'S	153° 08.30'E
OB1	Official boat 1	Volunteer boat & crew	27° 12.80'S	153° 07.75'E
OB2	Official boat 2	Volunteer boat & crew	27° 13.05'S	153° 07.75'E

EXCLUSION ZONE DIAGRAM





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	
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° 09.2'S	153° 03.9'E
GR	Garnet Rock green buoy	27° 14.5'S	153° 07.4'E
BMV	Beachmere marine park yellow buoy	27° 08.1'S	153° 05.4'E
MPY	Marine Park east yellow Buoy	27° 07.4'S	153° 06.3'E
GBY	Godwin Beach marine park yellow buoy	27° 06.6'S	153° 07.3'E
SPY	Scott's Point Marine Park yellow buoy	27° 15.03'S	153° 07.1' E
OR	Otter Rock green beacon	27° 16.6'S	153° 06.8'E
PC	Pearl Channel red beacon	27° 11.6'S	153° 13.1'E
BR	Brisbane Road isolated danger buoy	27° 17.1'S	153° 11.7' E
BSC	Bribie south cardinal	27° 07.0'S	153° 10.0'E
MB2	Middle Bank red buoy	27° 12.0'S	153° 18.4'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° 20.2'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° 19.9'E
PCWP	Pearl Channel way point	27° 09.5'S	153° 15.6'E
YG	Gate for course 'Y'	27° 09.4'S	153° 06.4'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° 10.7'S	153° 06.2'E
FC buoy	Fairway Challenge Redcliffe turn mark	27° 14.0'S	153° 08.0'E
FCF	Fairway Challenge finish mark	27° 11.0'S	153° 06.2'E
NW12	Northwest Channel west cardinal NW12	27° 02.3'S	153° 15.5'E
NW1	Northwest Channel inner (sea) lead	26° 51.2'S	153° 09.0'E
NW4	Northwest Channel red beacon NW4	26° 51.5'S	153° 09.3'E
NWF	Northwest Fairway safe water mark	26° 48.7'S	153° 10.6'E

9.2. Course diagrams

The MBBC Sailing 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 complementary shorter 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



MBBC Sailing 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 September 2020]

