

**MORETON BAY  
BOAT CLUB**

**MBBC Sailing**

**Member's Handbook**

incorporating

**Participation Rules**



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



# Contents

- 1. Introduction ..... 3**
  - 1.1. Preamble..... 3
  - 1.2. Joining MBBC Sailing..... 3
  - 1.3. Cruising..... 4
  - 1.4. SAGS, WAGS and Twilight events..... 4
  - 1.5. Handbook and club burgee ..... 4
  - 1.6. Safety and seaworthiness ..... 5
- 2. Management, committees and contact details..... 7**
  - 2.1. Management..... 7
  - 2.2. Finances and Property..... 7
  - 2.3. General and committee meetings..... 7
  - 2.4. Race committee..... 8
  - 2.5. Miscellaneous sub-committees ..... 8
  - 2.6. Contacts..... 8
- 3. Committee member and skipper responsibilities ..... 8**
- 4. Fees and insurance ..... 10**
  - 4.1. Membership fees..... 10
  - 4.2. Race entry fees ..... 11
  - 4.3. Visiting boat participation..... 11
  - 4.4. Member Insurance (boat owners) ..... 11
- 5. Notices of Race (NOR) & Sailing Instructions (SI) ..... 12**
- 6. Championship events and the points scoring system ..... 12**
  - 6.1. Club championship events ..... 12
  - 6.2. Club championship event points..... 12
  - 6.3. Low points scoring system..... 13
    - 6.3.1. Basic modifications/clarifications to the low points scoring system ..... 13
    - 6.3.2. Confirming and Changing Divisions ..... 13
    - 6.3.3. Championship placings - Season's end..... 13
- 7. Performance handicap system ..... 14**
  - 7.1. Establishing handicap ..... 14
  - 7.2. Corrected times ..... 14
  - 7.3. Handicap adjustment..... 15
  - 7.4. Season's end handicap ..... 16
  - 7.5. Season's commencement handicap..... 16
  - 7.6. Special events and series handicaps..... 16
  - 7.7. Modifications affecting boat handicaps ..... 16
- 8. Annual sailing events ..... 17**
  - 8.1. Preamble..... 17
  - 8.2. MBBC Sailing special organized events..... 17
  - 8.3. MBBC Sailing participation events ..... 20
    - 8.3.1. Kingfisher Night Series commitment ..... 20
    - 8.3.2. Brisbane to Gladstone commitment..... 20
- 9. Marks of the course, course diagrams and the race area ..... 22**
  - 9.1. Marks of the course..... 22
  - 9.2. Championship Course diagrams ..... 22
  - 9.3. Championship Start Procedures ..... 23
  - 9.4. The race area ..... 24

# 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 Sailing members participating in social, bay and ocean aquatic events and/or racing under the RRS (championship events). It is also the duties guide for new committee members.

MBBC Sailing currently has approximately 60 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 from July to June the following year. These events comprise 2 divisions to cater for the varied performances in the mixed fleet. Division 1 caters for members wishing to participate in events governed by the Racing Rules of Sailing while Division 2 caters for all others. Division 2 events are governed by the International Regulations for Preventing Collisions At Sea and uses slightly shorter courses. Both Divisions also cater for 'short-handed' sailing.

Social events (including SAGS, WAGS 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 presented, 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 Saturday and Wednesday afternoons.

MBBC Sailing event dates are identified on the MBBC Sailing calendar.

## 1.2. Joining MBBC Sailing

Joining MBBC Sailing is as simple as completing the MBBC Sailing Member Application form available at the MBBC reception. The form is double sided with the 1st side being for all applicants (boat owners and potential crew) whereas the 2nd side is for boat owners only.

Completed application forms are either handed to an MBBC Sailing committee member or sent/given to the MBBC Sailing Secretary. If given to a committee member, that committee member will ensure the form goes to the Secretary. The Secretary then distributes copies to the Principal Race Officer (PRO) and the Handicapper. Information from application forms is then entered into the MBBC Sailing Member Register, the MBBC Sailing Boat Register and the MBBC Sailing Handicaps list. Those registers/lists are maintained by the Secretary, PRO and Handicapper respectively.

Private information on Application Forms is maintained in accordance with the MBBC Privacy Policy.

### 1.3. 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 within 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. The Bay Cruise is open to all pleasure craft (power and sail) and 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.

### 1.4. SAGS, WAGS and Twilight events

Saturday Afternoon Good Sailing (SAGS) Wednesday Afternoon Good Sailing (WAGS) and Twilight (TWI) 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 the mandatory VHF 77 "log on" prior to starting. In addition, all participants are obliged to comply with section **1.6 Safety and seaworthiness**.

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. The Bureau of Meteorology prediction states there is an 'east' or 'easterly' component in the strong wind direction (e.g. northeast, easterly, south southeast etc.).

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

Abandonment of the events is in accordance with the MBBC Sailing Emergency Plan.

### 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 and is available from the MBBC Sailing website <https://mbbc.org.au/sailing-forms-downloads/>.

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.

## 1.6. 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.

### Championship Races

Participants in events governed by the Racing Rules of Sailing (*Division 1 only*) 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 obtain a Special Regulations Equipment Audit Form completed by an Australian Sailing accredited auditor 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 sailed under the ColRegs, a “self-audit” is adequate.

### Social Races

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

### Both Championship and Social Races

Boats entering **any** race event are required to “log on” via the mandatory VHF 77 “log on” prior to starting. In addition, all participants are obliged to “log on” via the MBBC Sailing safety QR code. Participating boats must also “log off” via VHF 77 after finishing.

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 significant 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.



## Radio Tracking System

Within the MBBC Sailing operational area the most common radio tracking system is the Automatic Information System (AIS). AIS has proven to be a significant aid to safety in the MBBC Sailing signature event, the Fairway Challenge. Consequently, the installation of an AIS **transceiver** is recommended for all MBBC Sailing vessels particularly those participating in the marathon events. [AIS **receivers** do not provide this safety feature].

## Radio Communication

All race related documents will contain a statement that mandates the requirement for all race participants to “log-on” via VHF radio. This is to ensure all participants have radio communication with the PRO or ECO

Race related documents also include requirements such as “All yachts **MUST MAINTAIN EFFECTIVE RADIO WATCH** at all times”. This is an important aspect of the MBBC Sailing **Emergency Plan** and applies to all MBBC Sailing on-water events. Important matters to note relating to “**EFFECTIVE**” radio watch” are:

- “Radio watch” refers to the VHF radio on board the vessel and “watch” means monitoring transmissions.
- The phrase “at all times” means that at least one (1) crew member must be able to **effectively** hear any relevant radio transmission and be able to **effectively** respond to the caller (if required) without undue delay.
- Handheld radios are a short distance device not suitable for MBBC Sailing events within Moreton Bay (and sometimes unreliable within Deception Bay).
- It is recommended that fixed mast vessels (non-trailable) have a fixed VHF radio installation including a masthead antenna. Trailable vessels should also have a fixed VHF radio installation including at least a 1.8 m deck mounted antenna. A remote extension speaker in the cockpit/helm area is also recommended.
- Care should be taken to prevent ‘wind noise’ from interfering with transmitted messages.
- If a vessel’s radio signal is weak (such that radio relay via an adjacent vessel is required) that vessel could be considered to have an inadequate or faulty radio installation on board. Common causes are:
  - Corroded or faulty antenna cable or connections.
  - Incorrect antenna cable size (particularly for masthead antenna). Generally, for masthead antennae RG213 or equivalent should be considered the minimum (it’s around 10 mm dia.).
  - Faulty microphone.
- As a guide, an average VHF radio installation should be capable of communicating effectively with a similar VHF radio installation over a ‘line of sight’ distance of 10 NM (e.g. Scarborough yellow to M8).

A good VHF radio installation should be capable of communicating effectively with a similar VHF radio installation over a ‘line of sight’ distance of 20 NM (e.g. RP to Manly Harbour).

## Emergency Plan

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 and is available from the MBBC Sailing website at <https://mbbc.org.au/wp-content/uploads/2020/01/MBBC-Sailing-Emergency-Plan-2019.pdf>.



## 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:-

- The sailing section member register containing information from the 1<sup>st</sup> page of the sailing section application form (the custodian is a committee volunteer).
- The 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).
- Safety audit documentation (the custodian is the PRO or a volunteer MBBC Sailing member).
- The participating boat performance handicap list (the custodian is the handicapper).

*[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 of 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 Inc. (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, Principal 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.

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

## 2.5. Miscellaneous sub-committees

From time to time the president may call for volunteers to sit on sub-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](http://www.mbbc.org.au)

**MBBC Sailing web page** <https://mbbc.org.au/sporting/sailing/>

**MBBC email addresses:** [info@mbbc.org.au](mailto:info@mbbc.org.au) (general enquiries)  
[sailing@mbbc.org.au](mailto: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 general and committee meetings.
- Liaise with the Principal Race Officer in the production of required Notices of Race, Sailing Instructions and the race calendar.
- Overview of any review or update of the Members Handbook and the SAGS, WAGS & TWI Handbook & Sailing Instructions based on member and/or committee member comment.



**Secretary:**

- Taking and distributing minutes of organized MBBC Sailing meetings. This may be via a volunteer minute secretary.
- Receiving and appropriately distributing all MBBC Sailing correspondence including completed MBBC Sailing Member Application forms.
- Maintaining the MBBC Sailing Member Register.
- 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 financials at committee and general meetings.
- Manage petty cash.

**Principal Race Officer (PRO):**

- Overall responsibility for all 'on water' sailing events 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, participant 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.
- Review of the MBBC Sailing Emergency Plan (annually) in conference with other committee members
- Maintaining the MBBC Sailing Boat Register (may be via a designate).

**Handicapper:**

- Allocation of handicaps to invitation and championship race competitors in conference with selected assistants.
- Production of invitation and championship race results.
- Calculation of championship handicap adjustments and handicap 'creep' caused by those adjustments.
- Production of a revised boat handicap list after each race (or when boats are added or deleted) and forwarding it to the MBBC Sailing committee or secretary for distribution.
- Production of season championship results.
- Presentation of 'mid and end of season' boat handicaps and associated handicap 'creep' to the sailing committee.



- Conduct a review of boat handicaps for the 'start of new season' in conference with volunteer members representing high, mid and low handicapped boats. If appropriate representatives are within the committee, this could be achieved at a committee meeting.

### **Property officer:**

- Manage and maintain the MBBC assets related to championship and invitation events.
- Ensure availability of equipment when required.
- Report any significant necessary maintenance or replacements.
- Maintain the MBBC Sailing asset register.

### **SAGS and WAGS Event Control Officers (ECOs):**

- Schedule SAGS, WAGS and Twilight events.
- Manage event 'log-on', 'log-off' and POB records.
- Assign new boat start times and manually adjust start times where necessary.
- Modify and post results and adjusted start times.
- Assign visitors to volunteer boats.
- Confirm event cancellation or abandonment.
- Manage announcements and presentation of prizes after each event.
- Forward any received MBBC Sailing Application forms to the MBBC Sailing Secretary.

### **Participating skippers winning a SAGS/WAGS event:**

- Authoring an event report and forwarding that report to the secretary 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.

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

<b>Championship race entry:</b>	Currently no fee is applicable.
<b>Special event entry:</b>	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>
<b>WAGS, SAGS, Twilights</b>	Currently no fee is applicable.
<b>Protest:</b>	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. These may be authored as a single document (NOR and SI) for regular 'non-invitation' events.

Instructions for SAGS, WAGS and Twilight events 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

Club championship events use various 'standard' courses within Deception Bay and northern Moreton Bay. These events are generally between 12 and 25 NM in mark-to-mark distance (refer also cl. 9.2). They are performance handicap events run under the AS Racing Rules of Sailing (RRS) and incorporate a 'scratch start' with placings being determined using the AS Low Points System (refer cl. 6.3).

### 6.2. Club championship event 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 (refer also **1.6 Safety and seaworthiness**).

The MBBC Sailing Championship winner (for each Division) will be the boat with the lowest points score for the championship season. The MBBC Sailing Short-Handed winner (for each Division) will be the boat with the lowest 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.

## 6.3. Low points scoring system

The Low Points Scoring System (Appendix A of the AS Racing Rules of Sailing) will be used with modifications as described below.

### 6.3.1. Basic modifications/clarifications to the low points scoring system

- The number of races will be as per the MBBC Sailing calendar.
- If a boat enters a championship series race part way through the series, that boat will be deemed to have entered the series and will be scored DNS for all previous races.
- Any boat that did not start a race (DNS) shall score points equal to the number of starters plus 2.
- Any boat that started but did not finish (DNF) shall score points equal to the number of starters plus 1.
- Any boat establishing handicap (EH) shall not score points until a handicap is established or assigned. (Refer cl. 7.1).
- 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.

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 will be produced; one with all boats listed and one with only MBBC boats listed.

### 6.3.2. Confirming and Changing Divisions

The requirements, allowances and consequences of changing divisions are:

- 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 should also be advised. In any case, the handicapper may allocate a boat to the Short-Handed Sub-division. *[Note: If the number of eligible Short-handed entrants is less than 3, that particular Short-handed Division race will be cancelled.]*
- 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 score 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 points reconciliation, a boat's Division sailed will be that Division in which that boat sailed the most races. That boat's 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 boat's individual race result.

### 6.3.3. Championship placings - Season's end

The final championship placings will be announced at the mid-year function (Presentation Night). Generally, 3<sup>rd</sup>, 2<sup>nd</sup>, and 1<sup>st</sup> placings and 'line honours' (for each Division) are announced and trophies presented. Embedded within both divisions is allowance for short-handed Sub-divisions. Similar placings and prizes for those Sub-divisions are also announced and trophies presented. 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 points arranged from lowest to highest with discards excluded. The lowest 3 point 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 APs become the overall MBBC Sailing best performance winning placings. Boats that DNS or DNF will be deemed to have 0.0% achieved 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).

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 increasing a boat's handicap 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 boats 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 (highest achieved handicap), 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**

<b>CT</b>	Corrected Time	<b>BCT</b>	Benchmark Corrected Time
<b>HC</b>	Handicap index	<b>AP</b>	Achieved Performance
<b>ET</b>	Elapsed Time	<b>EH</b>	Establishing Handicap
<b>DNF</b>	Did Not Finish	<b>DNS</b>	Did Not Start
	<b>AHC</b>		Achieved Handicap index,



### PROCEDURE

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

**ET = a boat's finish time minus the race start time**

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

**CT = ET x HC**

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

### 7.3. Handicap adjustment

The adjustment of 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.]

#### Performance Adjustment

All handicap indices will be to 3 decimal places.

A benchmark corrected time (BCT) is calculated as the 20<sup>th</sup> to 40<sup>th</sup> percentile in the range of calculated corrected times (CTs). 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 20<sup>th</sup> percentile for larger fleets and the 40<sup>th</sup> percentile for smaller fleets. Interpolated percentiles may be used if the fleet is considered to be of medium size. The most common percentile used is 40%.

Using the BCT, the AP% for each boat is calculated.

$$\text{AP}\% = (\text{BCT}/\text{CT}) \times 100$$

Boats with an AP% equal to or above 103% will have a handicap increase of 3%.

$$\text{HC (new)} = \text{HC (old)} \times 1.03$$

Boats with an AP% above 100% but less than 103% will have a new handicap of AHC.

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

Boats with an AP% between 99% and 100% (inclusive) will have no change in handicap.

$$\text{HC (new)} = \text{HC (old)}$$

Boats with an AP% below 99% will have a handicap decrease of 1%.

$$\text{HC (new)} = \text{HC (old)} \times 0.99$$

The AP is also used to calculate a boat's AHC.

$$\text{AHC} = \text{HC} \times \text{AP}\% / 100$$

## 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;
- b) a boat's performance in any race, series or regatta indicates an inappropriate handicap;
- c) a boat's handicap 'creep' during the season is not 0.000 (note: this may also apply to overall fleet performance - refer cl. 7.4).

### **7.4. Season's end handicap**

At the end of each season, each boat's handicap will be "reset" based on two (2) criteria.

1. During the season, the handicapper calculates the 'handicap creep' experienced by each participating boat for each event and converts that to a creep adjustment being the negative of the creep experienced. For each boat, the aggregate of that boat's creep adjustments is applied to its end of season handicap.
2. Also, during the season, the handicapper (in conference with other committee members) estimates the difference between neighboring club boat handicaps and MBBC Sailing boat handicaps. That difference may then be applied to all MBBC Sailing boat handicaps.

### **7.5. Season's commencement handicap**

At the commencement of each sailing season, a boat's handicap will be reviewed by the handicapper and selected members. Based on advice from the selected members, the handicapper may again adjust a boat's handicap. Any increase in a boat's handicap should be discussed with the boat's representative.

As a guide, if an adjustment is deemed necessary, boats with relatively consistent performance will have an adjustment guided by the boat's statistical 'mode' handicap whereas boats with relatively inconsistent performance will have an adjustment guided by the boat's statistical 'mean' handicap.

### **7.6. 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 event or series is included in the championship series.

### **7.7. Modifications affecting boat 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 obliged to notify the handicapper of that modification. Like for like replacement equipment is generally exempt however new for old replacement sails should 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 Sailing special organized events

#### FAIRWAY CHALLENGE



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

It is a RRS Safety Category 4 (Uprated) 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 eastward 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 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 originally followed the Fairway Challenge outbound course within Moreton Bay but returned via the Pearl Channel after rounding the main shipping channel mark M3. The course then traversed Moreton Bay southward to the Southwest 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 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).

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.



Cowan Marathon Course Diagram

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 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.

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)
- Bribie Cup (QCYC and BISC)
- 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 (WMSC, RQYS, QCYC & MBBC). MBBC Sailing manages the 3<sup>rd</sup> 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 an RCC provided buoy off Redcliffe Point. 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.

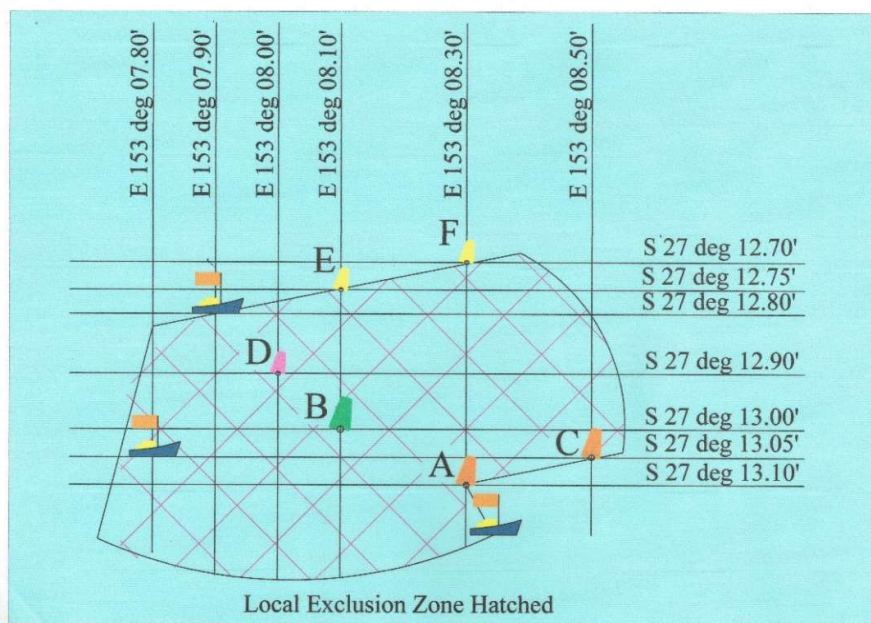
Over that same time period there were changes within RCC that appeared to prohibit the replacement of the ageing RCC buoy. The (now) MBBC Sailing was quite financial at that time (\$50k+) so the members decided that MBBC Sailing should replace and maintain a new buoy.

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° 12.75'S	153° 08.10'E
F	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° 07.90'E
OB2	Official boat 2	Volunteer boat & crew	27° 13.05'S	153° 07.80'E
OB3	Official boat 3	Volunteer boat & crew	SE of exclusion mark A	

***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° 10.970' S	153° 06.15' E
RP	Reef Point green beacon.	27° 11.00' S	153° 07.97' E
DB	Deception Bay red buoy	27° 07.60' S	153° 07.65' E
CR	Caboolture River yellow beacon.	27° 09.22' S	153° 03.92' E
GR	Garnet Rock green buoy	27° 14.50' S	153° 07.41' E
BMV	Beachmere Marine Park yellow buoy	27° 08.08' S	153° 05.36' E
GBV	Godwin Beach Marine Park yellow buoy	27° 06.60' S	153° 07.34' E
SPV	Scott's Point Marine Park yellow buoy	27° 15.30' S	153° 07.14' E
OR	Otter Rock green beacon	27° 16.60' S	153° 06.80' E
PC	Pearl Channel red beacon	27° 11.53' S	153° 13.05' E
BR	Brisbane Road isolated danger buoy	27° 17.05' S	153° 11.71' E
BSC	Bribie south cardinal	27° 06.96' S	153° 10.00' E
MB2	Middle Bank red buoy	27° 12.08' S	153° 18.77' E
M8	Main Channel red beacon M8	27° 12.11' S	153° 17.22' E
M9	Main channel south cardinal M9	27° 09.50' S	153° 20.16' E
M3	Main channel green beacon M3	27° 05.60' S	153° 18.41' E
EK2	East Knoll by-pass red buoy	27° 08.50' S	153° 19.86' E
PCWP	Pearl Channel way point	27° 09.50' S	153° 15.60' E
YG	Gate for course 'Y'	27° 09.40' S	153° 06.35' E
SY	Shorncliffe yellow special beacon	27° 19.40' S	153° 06.43' E
B2G	Brisbane to Gladstone Redcliffe turn	27° 13.00' S	153° 08.10' E
FCS	Fairway Challenge start mark	27° 10.70' S	153° 06.15' E
FCB	Fairway Challenge Redcliffe turn buoy	27° 14.00' S	153° 08.00' E
FCF	Fairway Challenge finish mark	27° 10.98' S	153° 06.19' E
NW12	Northwest Channel west cardinal NW12	27° 02.26' S	153° 15.47' E
NW1	Northwest Channel inner (sea) lead	26° 51.27' S	153° 09.00' E
NW4	Northwest Channel red beacon NW4	26° 51.47' S	153° 09.30' E
NWF	Northwest Fairway safe water mark	26° 48.72' S	153° 10.62' E
CP-W	Coffee Pot West	27° 19.99' S	153° 11.50' E

### 9.2. Championship Course diagrams

The MBBC Sailing championship 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. Championship Start Procedures

#### RRS Rule 26 Start

Championship events are started in accordance with RRS Rule 26. In the past, a committee boat was used for starts and 'on water' race management. Currently, no committee boat is available so the sailing instructions require participants to 'self-start' to AEST via GPS 'as if' a committee boat was present.

If a crewed committee boat is available, a yellow buoy is laid as the port end of the start line and the committee boat anchors as the starboard end. The length of the start line is determined by the PRO. A general rule is "longest boat length x number of boats x 1.2 to 1.5" depending on conditions.

If a crewed committee boat is not available, (and excluding the 'Y' courses) championship courses use the yellow special mark at the Scarborough Harbour entrance as the starboard end of the start line and one of 2 virtual marks (one to the north and one to the west of the yellow) as the port end. This creates 2 start lines catering for starts being eastward, northward or westward. These virtual lines also become finish lines. Including the 20 m exclusion zone around the yellow, these virtual start lines are 165 m long. These are shown diagrammatically below.

#### *VIRTUAL START and FINISH LINES DIAGRAM*

