

Moreton Bay Boat Club Sponsor of the



MBBC Championship Series July 2026-June 2027



Combined Notice of Race and Sailing Instructions

Incorporating Division 1 and Division 2

Championship Series Races	
DMC Cup	8 August 2026
Cowan Marathon	17 October 2026
Moreton Bay Bash	14 November 2026
Lachy's Loop	9 January 2027
Tony Caulfield Mud Island Marathon	13 February 2027
Pearl Challenge	15 May 2027
Settlement Cove Dash	19 June 2027

Organising Authority: Moreton Bay Boat Club

1. Invitation

- 1.1. MBBC extends an invitation to owners of eligible yachts to compete in the MBBC Championship Race Series held during the 2026-27 season.
- 1.2. The Series will include two (2) Divisions with the 2nd Division catering for lower handicap boats or those not wanting to sail the full course.

2. Rules

- 2.1. **Division 1** will be governed by this combined Notice of Race and Sailing Instruction, the Racing Rules of Sailing 2025-28 (RRS), Maritime Safety Queensland requirements, and the Australian Sailing Special Regulations Part 1 (ASSR) 2024 for Category 5 events. For the three longer events (Cowan, MIM, Pearl) additional MSQ requirements prescribed within the relevant Aquatic Event Authority will be specified in the pre-race briefing (generic example Appendix B).
- 2.2. The International Regulations for Preventing Collisions at Sea (ColRegs) apply at all times and displace the RRS absolutely between official sunset and official sunrise. Official sunset will be as published by Geoscience Australia
<https://geodesyapps.ga.gov.au/sunrise>.
- 2.3. **Division 2** will be governed only by this combined Notice of Race and Sailing Instructions, the (ASSR) 2024 for Category 5 events, the ColRegs and Maritime Safety Queensland requirements. "Extras" will be permitted. For the three marathon



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events, additional MSQ requirements prescribed within the relevant Aquatic Event Authority will be specified in the pre-race briefing.

- 2.4. The event is an arbitrary/performance handicap event. Handicaps will be based on the latest available club championship race handicaps. Any boat not having a club championship race handicap may be assigned a provisional handicap based on social event performance or boat design potential if performance data is not available. SailSys will be used to record results and adjust handicaps during the series.
- 2.5. The courses use fixed navigation marks (beacons and buoys) as rounding marks. Due to the potential for boats to be in close proximity while rounding those marks, thereby increasing risk of collision between boats or collision with marks, an imaginary **exclusion zone of 20m radius must be recognised at each such mark**. This is deemed to be a “local rule” for this event. It is also a requirement of the Aquatic Event Authority – refer Appendix B, 5th bullet point.
- 2.6. For both Divisions, RRS Rule 52 does not apply to the adjustment and operation of sails or to the adjustment of movable appendages on any boat.

3. Eligibility and Entry

To be eligible for participation, each boat must be on the MBBC Sailing Boat Register with all required information up to date – viz., insurance certificate of currency, emergency contract information, boat description. These are safety requirements and information will be kept confidential. Furthermore:

- Yachts must satisfy the ASSR for Category 5 events. An official equipment audit form to at least Category 5 must be provided before the first race entered. Self-audits may be acceptable if completed within twelve months of a full audit by an AS authorised auditor;
- Yachts competing in either Division must comply with Queensland Transport safety requirements for the type and size of vessel sailing in ‘partially smooth waters’ as defined by Maritime Safety Queensland;

Entries must be submitted via the MBBC SailSys portal

<https://app.sailsys.com.au/club/97/entry?tab=entry> at least three days prior to the first race entered (preferably before the first race of the series). Entries are processed as they are submitted, and only accepted after the PRO has confirmed all required documentation has been provided.

Visiting boats wishing to enter must submit their entry via the MBBC SailSys portal <https://app.sailsys.com.au/club/97/entry?tab=entry> by COB on the Wednesday preceding the entered race. That entry must be accompanied by:

- A copy of the boat’s 3rd party insurance certificate of currency (or equivalent) with evidence of cover of a minimum of \$10 million;
- A completed Australian Sailing Category 5 (or higher) audit form.

The committee reserves the right to refuse any entry on the basis of safety issues.

There is no entry fee for the races in this series.

4. Series Qualifications

All seven races are part of the MBBC Sailing Championship Series. Refer NOR/SI Scoring. Boats must start at least four races to qualify for overall honours.



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5. Notices to Competitors

- 5.1. Notices to competitors prior to the day of the events will be via email.
- 5.2. Notices to competitors on the day of the event will be advised via VHF 77.
- 5.3. Notices to competitors may be advised during the event particularly on matters relating to safety and course modification.
- 5.4. All boats are required to acknowledge any notification via VHF 77.

6. Changes to Sailing Instructions

Any changes to the sailing instructions subsequent to this revision will be advised in accordance with NOR/SI 5. Notices To Competitors.

7. Signals Made Ashore

Signals will not be made ashore. All notices will be advised in accordance with NOR/SI 5. Notices To Competitors.

8. Schedule of Races

The race start times are as follows, AEST via GPS

	Division 1	Division 2
DMC Cup 8 August 2026	11:00	11:15
Cowan Marathon 17 October 2026	10:00	10:15
Moreton Bay Bash 14 November 2026	11:00	11:15
Lachy's Loop 9 January 2027	11:00	11:15
Tony Caulfield Mud Island Marathon 13 February 2027	10:00	10:15
Pearl Challenge 15 May 2027	10:00	10:15
Settlement Cove Dash 19 June 2027	11:00	11:15

9. Courses, Marks and Divisions

The course descriptions and diagrams are shown in Appendix A.

Courses may be shortened in the event of light winds or other circumstances at the discretion of the Race Officer.

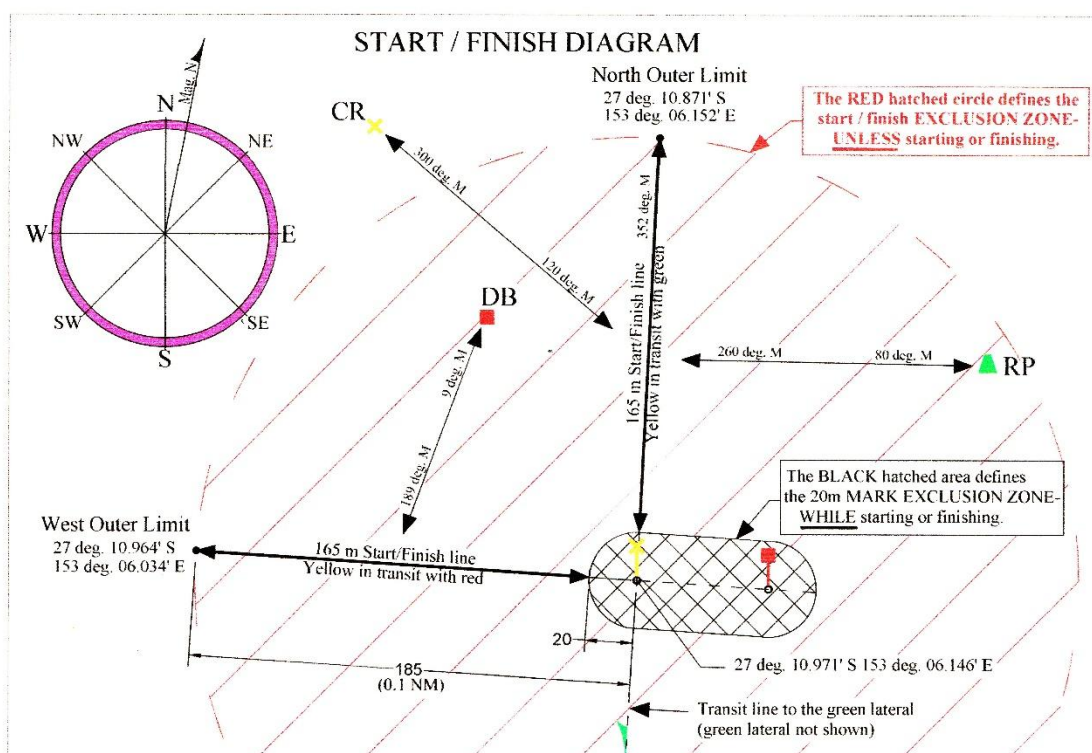
10. Areas That Are Obstructions

- 10.1. An isolated submerged rock has been identified along the leg defined by the Scarborough Harbour entrance yellow special mark and the Reef Point green beacon at approximately 27° 10.98' S, 153° 07.29' E (approximately 0.5 NM west of the Reef Point green beacon). Deeper draft boats should take care at that location at low tide.
- 10.2. Rocky outcrops exist along the Redcliffe Peninsula east foreshore. Boats should not venture west of the related navigation marks at any time.

11. The Start

- 11.1. No committee boat will be present.

- 11.2. Competitors shall ‘self-start’ based on GPS AEST and an assumed starting sequence as described in RRS 26. Competitors must act as if a committee boat was present. All start sequence rules apply.
- 11.3. The start line will be the north transit of the yellow special mark at the entrance to Scarborough Harbour (the starboard end of the line) and the starboard laterals to its south. The start line port limit mark may be a laid buoy (yellow with flag). If the buoy could not be laid, the port limit mark shall be an imaginary point on the transit line 0.1 NM (185 m) to the north of the yellow special mark. Boats must observe the 20 m exclusion zone around the yellow special mark.



- 11.4. A boat under motor after its warning signal must complete a 720 degree penalty turn, under sail only, after its start signal and prior to crossing the start line.
- 11.5. A boat starting later than 30 minutes after its starting signal may be scored DNS.

12. The Finish

- 12.1. The finish line will be the transit of the yellow special mark at the entrance to Scarborough Harbour (the port end of the line) and the starboard laterals to its south. The finish line may be a laid buoy, same as for the start line. If the buoy could not be laid then the starboard limit mark shall be an imaginary point on the transit line 0.1 NM (185 m) to the north of the yellow special mark. Refer diagram above. Boats must observe the 20 m exclusion zone around the yellow special mark.
- 12.2. Boats must take their own finish time as they cross the finish line (the transit) and advise their time to the race committee via VHF 77 no later than 15 minutes after finishing.



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12.3. All race times shall be to GPS AEST and be to the nearest second.

13. Time Limits

The time limit for the race shall be official civil sunset. Refer NOR/SI 2.2 above for these times. Boats finishing after official civil sunset will be recorded as DNF. This changes RRS 35 Time Limit and Scores.

14. Penalty system

For **Division 1** boats, RRS 44.1 (Taking a Penalty) is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. This does not apply to the penalty specifically stated in NOR/SI 11.4.

RRS 44.3 shall not apply to this series (Scoring Penalty).

Breaches of sailing instructions 17 or RRS 46 (AS membership) will not be grounds for a protest by any boat. Penalties for these breaches may be time penalties or disqualification at the discretion of the race committee.

For **Division 2** boats, penalties will be time or place penalties at the discretion of the race committee.

A boat that has taken a penalty or retired must advise the race committee as soon as practicable.

15. Protests And Requests For Redress

Division 1. The following requirements are clarifications and/or changes to RRS 61.

15.1 The protest time limit is 30 minutes after the last boat finishes.

15.2 Protests must be handed to a race committee member in writing before the end of the protest time limit, using the MBBC Sailing protest form.

15.3 Notice to parties involved in protests will be given via direct contact within 10 minutes of the end of the protest time limit. Written notices may be posted.

15.4 Protests will be heard as soon as is practicable and in the order of receipt.

15.5 Breaches of sailing instructions 17 or RRS 46 will not be grounds for a protest by any boat. Penalties for these breaches may be time penalties or disqualification at the discretion of the race committee.

Division 2 – disputes between competitors should be raised with the Race Committee as soon as possible after return to shore, in writing (suggest using the protest form).

A Request for Redress may be made in either division, for example, if a boat is delayed due to avoidance of commercial shipping. The requestor should notify the Race Committee if redress of time will be needed and submit their best estimate of the length of delay and time requested. Ideally documentary evidence of the situation, such as a screen shot of a device showing the relative location of vessels, should be provided.

16. Scoring

MBBC Sailing championship event scoring is applicable to both Divisions for this race. Refer to the current version of the MBBC Sailing Handbook. The RRS scoring system built into SailSys is not used.

17. Safety Prescriptions and Radio Communications

- 17.1 All participating boats must comply with the prescriptions of Maritime Safety Queensland (including the Aquatic Event Authority requirements for Cowan Marathon, Mud Island and Pearl Channel marathon races – refer Appendix B for generic version, variations announced via pre-race briefing) and the MBBC Sailing Emergency Plan MBBC-Sailing-Emergency-Plan-2026-27-R12 (to be uploaded to MBBC website).
- 17.2 Divisions 1 and 2 – Safety requirements prescribed by Maritime Safety Queensland for the type and size of boat sailing in partially smooth waters.
- 17.3 Divisions 1 and 2 – ASSR 2024, Category 5. A current official audit form (Category 5 or higher) must be provided. A completed and signed self-audit form may be submitted if completed within twelve months of an official audit by an AS authorised auditor. Any non-compliance on an individual ASSR item that may be satisfied by an equally safe alternative means must be advised to the race committee. The Race Committee may conduct random spot checks of compliance.
- 17.4 Competitors must ‘log on’ via VHF 77 and advise the number of persons on board and the Division to be sailed. Boats not logging on will be designated as DNS. (sign in on the day via SailSys will NOT be used)
- 17.5 Competitors must also comply with the MBBC Sailing safety plan by providing all required crew details via the QR code below. Skippers must ensure all crew have logged in via the QR code – radio logon will only be accepted after the assurance that all crew have complied.



- 17.6 Competitors crossing the finish line at the completion of the race must ‘log off’ via VHF 77 and provide their finish time. The provision of a finish time will be deemed to be a ‘log off’.
- 17.7 A boat that retires from the race must notify the Race Committee via VHF77, by mobile phone, or directly as soon as practicable after retiring but not later than 30 minutes after returning to shore.
- 17.8 Boats must maintain an EFFECTIVE listening watch on VHF 77 from ‘log on’ until the finish line is crossed and cleared and SI 17.6 requirements have been completed.
- 17.9 The official radio communication channel will be VHF 77.
- 17.10 Persons in charge of a boat participating in or associated with the race must comply with the prescriptions of Maritime Safety Queensland in relation to radio watch on VHF 12 when adjacent to or within designated shipping channels.
- 17.11 All boats must maintain an EFFECTIVE listening watch on VHF16.
- 17.12 All yachts must radio to e.g., “Mud Island” Race Control as soon as practicable at the “**scheduled position report**” marks where these are specified in the course



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descriptions. A vessel that does not call in at a mark may be disqualified. These notifications of position are an integral part of the safety requirements for this event. If any communications difficulties occur a radio relay or mobile phone notification may be used.

- 17.13 **Division 1 boats** racing under the RRS must not apply any tactical RRS action not permitted by the ColRegs to any **Division 2 boat**. When Division 1 boats meet Division 2 boats, the ColRegs apply absolutely and totally displace the RRS.

[Example:- a boat sailing in Division 1 cannot apply “luffing rights” to a boat sailing in Division 2.]

- 17.14 Participants are reminded that the events shall be cancelled or abandoned if a gale warning or stronger is issued prior to or during the event. This is an absolute requirement and applies regardless of any race committee notification.
- 17.15 While racing, a boat shall neither make nor receive radio transmissions or other communications not available to all boats. This restriction includes mobile phones. This instruction does not preclude the provision by a boat to another boat or the race committee, of information regarding safety or significant deterioration in weather conditions experienced.
- 17.16 The race committee reserves the right to appropriately penalise any competitor found to have gained sole advantage by radio or other communication.
- 17.17 Any competitor that sails within 500 metres of any commercial vessel may be instantly disqualified. *Redress of time* will be allowed. Please notify the Race Committee if redress of time will be needed. This is a safety requirement. Refer also to Brisbane Harbour Procedures at Appendix D.
- 17.18 When on deck at night, or when sustained wind strength is above 25 knots, all crew members shall wear personal flotation devices and it is *strongly recommended* they use ASSR Category 4 compliant tethers.
- 17.19 When a boat is crewed by fewer than three people, all crew shall wear personal flotation devices at all times when on deck.
- 17.20 All marine incidents must be reported to the Race Office, in addition to regulatory requirements to report major marine incidents to MSQ.

18. Official Boats

There will be no official boats for this event.

19. Presentation and prizes

Placings will be announced after the event at the MBBC clubhouse, depending on timing of the finish. Results will be re-announced at the MBBC Sailing Section annual function.

20. Disclaimer of liability

Competitors participate in the race entirely at their own risk (refer RRS 4 - DECISION TO RACE). The organizing authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the race.

The boat's decision to enter will be considered to be testament that:-

- the boat complies with the race entry eligibility requirements within this Notice of Race and Sailing Instructions;



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- the skipper and crew fully understand the meaning and intent of the RRS PART 1 – FUNDAMENTAL RULES;
- the skipper and crew have the necessary knowledge and skills to safely participate in and complete the race
- the participants indemnify the organizing authority, its agents and volunteers from any responsibility for any matter relating to the boat's participation in the race.

This consideration is made in relation to the application of the Civil Liability Act 2003 to dangerous recreational activities.

21. Insurance

It is a condition of entry that each boat must be covered by third party property and public liability insurance with a minimum cover of \$10,000,000. Such insurance must cover all risks arising whilst the competitor is participating in any way in the race, whether ashore or afloat. Competitors must ensure their insurance policy includes cover while racing. A current Certificate of Currency must be provided to the Sailing Section annually on renewal.

22. Fair sailing

Attention is drawn to RRS 2 FAIR SAILING. The purpose of the event is to provide a sportsmanship orientated platform whereby a yacht's achievement is based on sailing and tactical skills alone. At the conclusion of the protest time limit, all entrants are deemed to be satisfied that any breach of the RRS that may have occurred had no effect on the results and have agreed that latent breaches will not be addressed retrospectively. Participants are also deemed to have accepted that the MBBC committee will not accept any role assigned to any person in charge of any boat by the RRS.

23. Further Enquiries.

PRO	Michael Andrews	0402 683 778
Secretary	Joe Purrer	0410 468 835
President	Joe Purrer	0410 468 835
Handicapper	Darryl Wright	0408 936 962

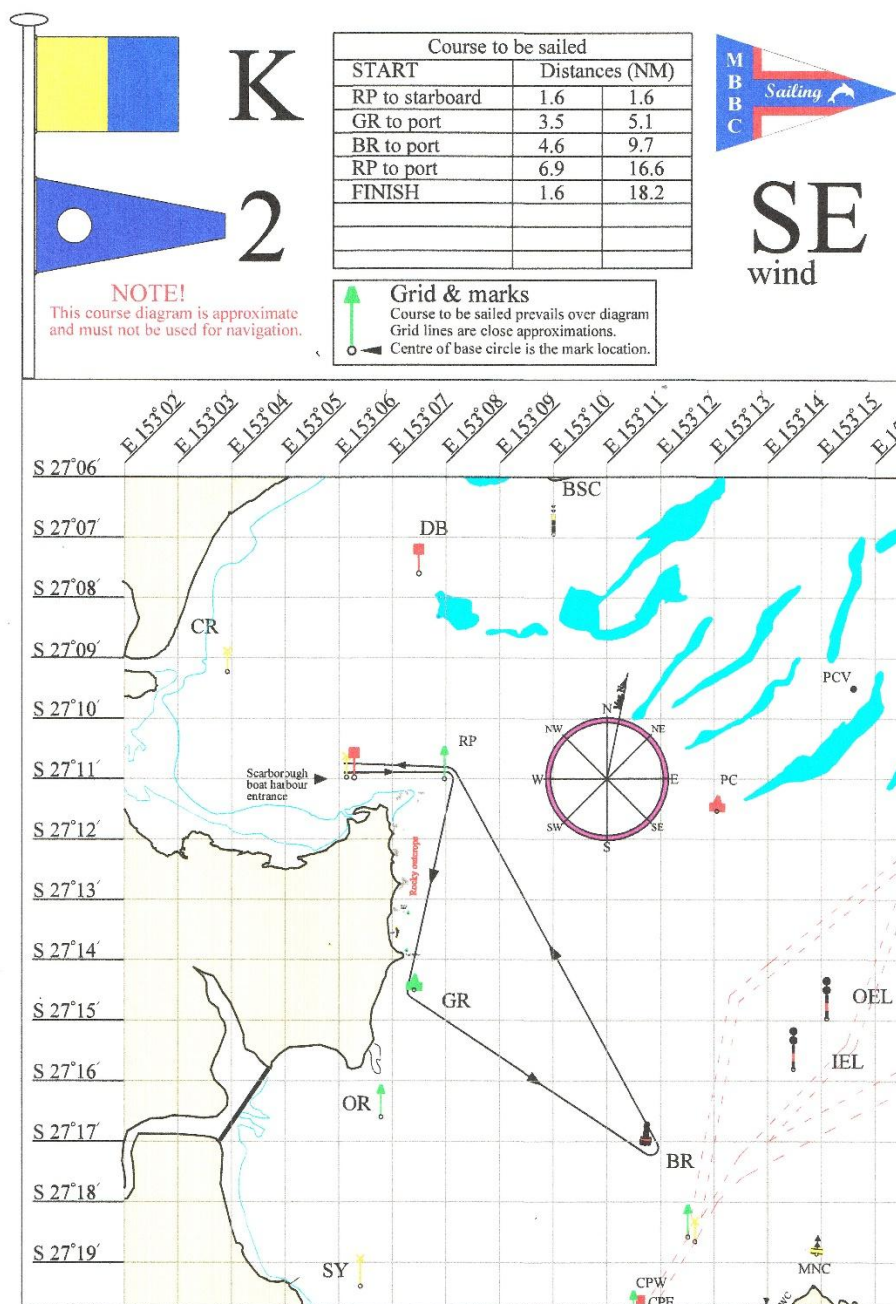
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Appendix A – Courses

RACE 1 - DMC Cup

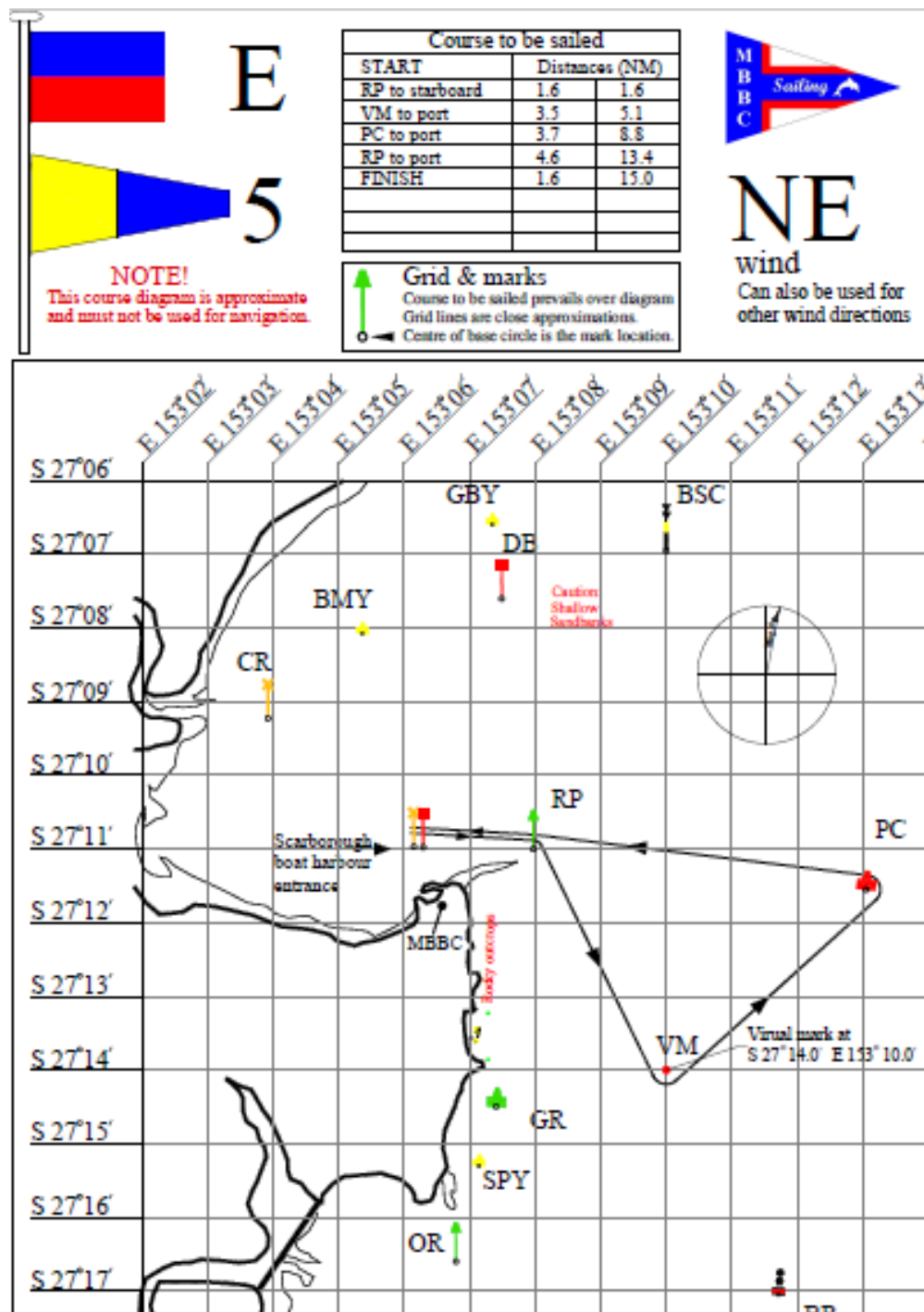
Commemorates the late David Mason Cox for his outstanding volunteer work in support of the MBBC generally and the Sailing Section in particular.

Division 1



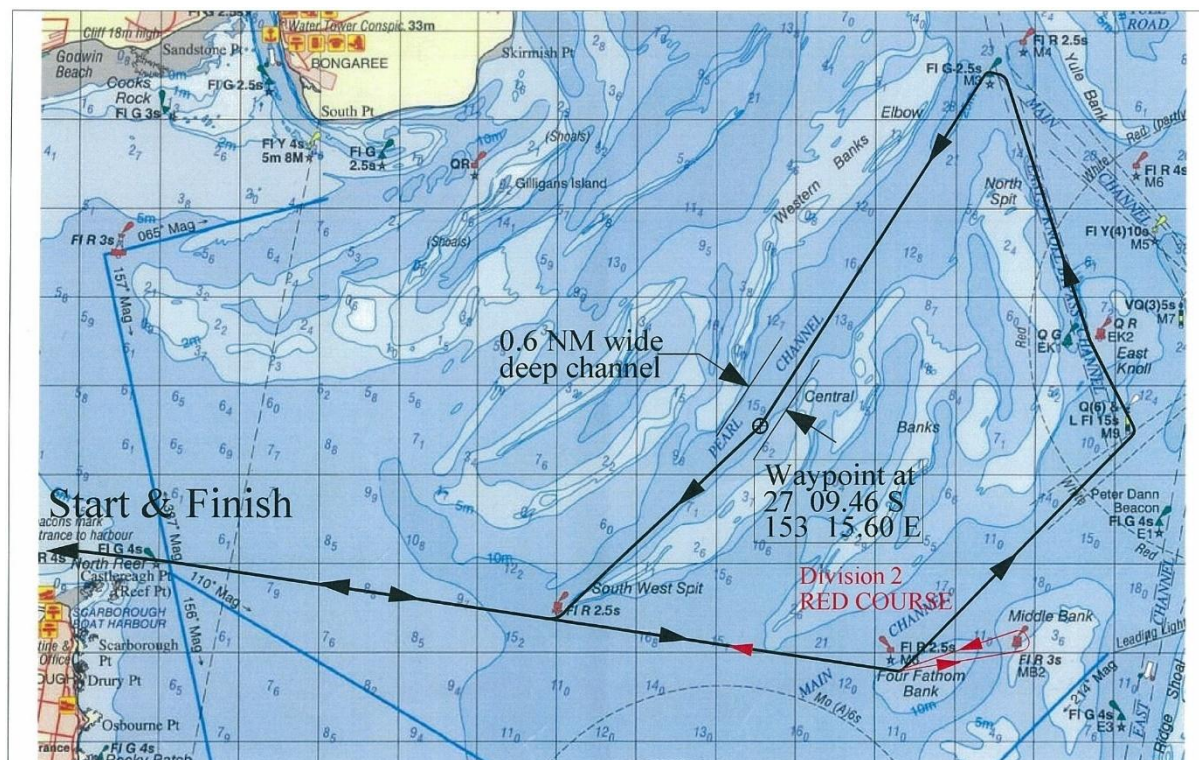
Shortened Course: Turn at GR and return to Finish via RP.

Division 2



Shortened Course: Turn at VM and return to Finish via RP.

RACE 2 – Cowan Marathon



Cowan Marathon Course Diagram

The **Division 1** course (32 NM) is:-

- Start;
- Reef Point green beacon to starboard;
- Pearl Channel (Southwest Spit) red buoy to port;
- M8 to port;
- M9 to port;
- M3 to port; (scheduled position report)
- Pearl Channel guide waypoint – pass either side (approx. 27° 09.46 S 153° 15.60 E) (NOTE – this is included to provide an indicator of safe water. It is NOT a mark of the course (unless the course is shortened – refer below),
- Pearl Channel (Southwest Spit) red buoy to starboard (scheduled position report);
- Reef Point green beacon to port; (scheduled notification to the finish officials) and
- Finish

The **Division 2** course (23 NM) is:-

- Start;
- Reef Point green beacon to starboard;
- Pearl Channel (Southwest Spit) red buoy to port;



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- M8 red beacon to port;
- MB2 to port (**scheduled position report**);
- M8 red beacon to starboard;
- Pearl Channel (Southwest Spit) red buoy to starboard;
- Reef Point green beacon to port; (**scheduled notification to the finish officials**) and
- Finish.

Shortening the Course

In the event of light wind the courses may be shortened. One of Two scenarios may be used.

- **Very light wind**

Division 1. Mark M9, M3, and Pearl Channel waypoint may be deleted and M8 becomes the turning point, taken to port.

Division 2. Mark M8 and MB2 may be deleted and Pearl Channel (Southwest Spit) becomes the turning point, taken to port.

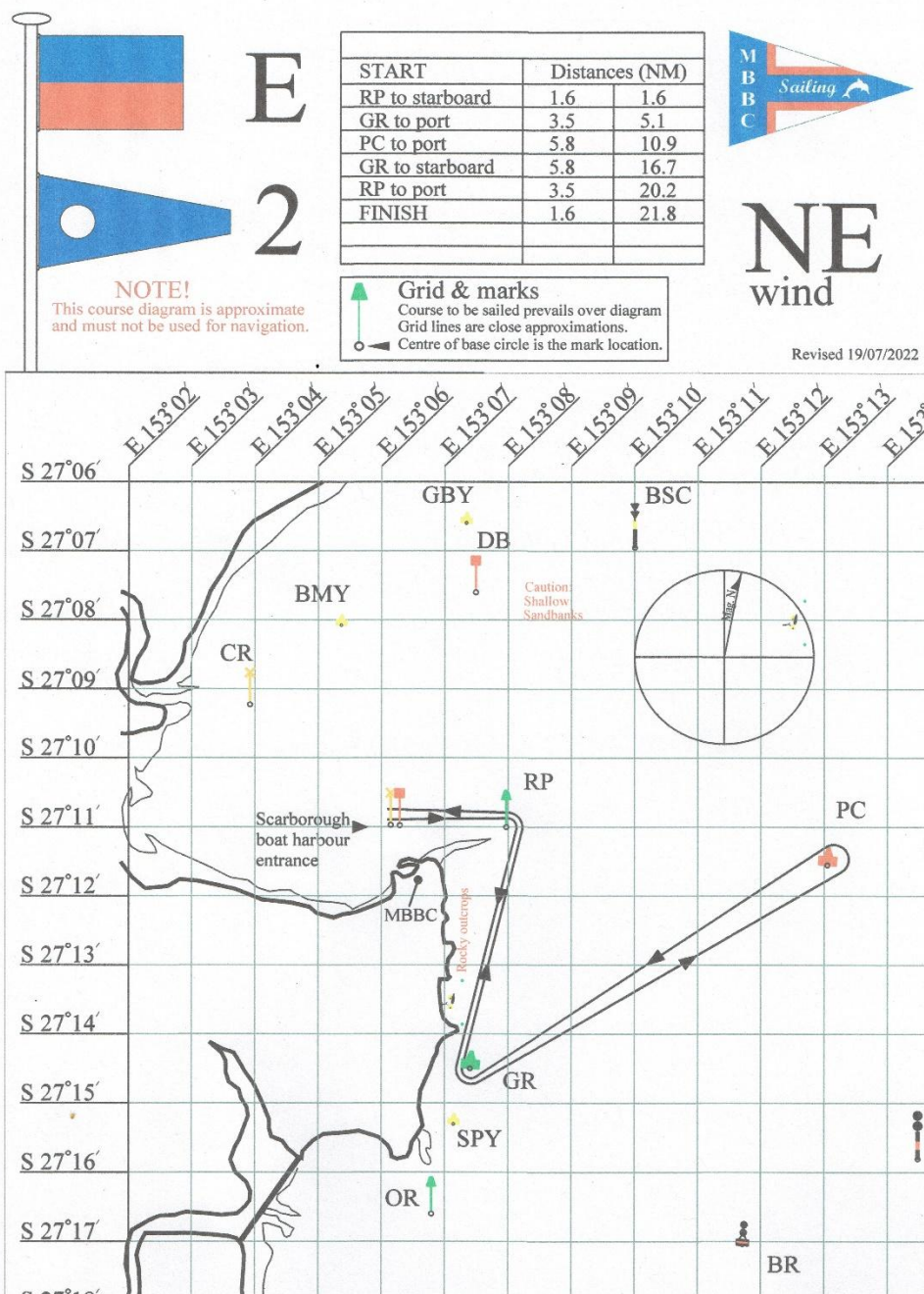
- **Light wind**

Division 1. Mark M3 and Pearl Channel waypoint may be deleted and M9 becomes the turning point, taken to port, after which boats shall take M8 to starboard, the Southwest Spit red buoy to starboard then follow the remainder of the course to the Reef Point green beacon and the finish. All safety mark rounding notifications must be observed with the exception of the M3 notification.

Division 2. Mark MB2 would be deleted and M8 becomes the turning point, taken to port, then follow the remainder of the course to the finish.

RACE 3 – Moreton Bay Boat Bash

Division 1

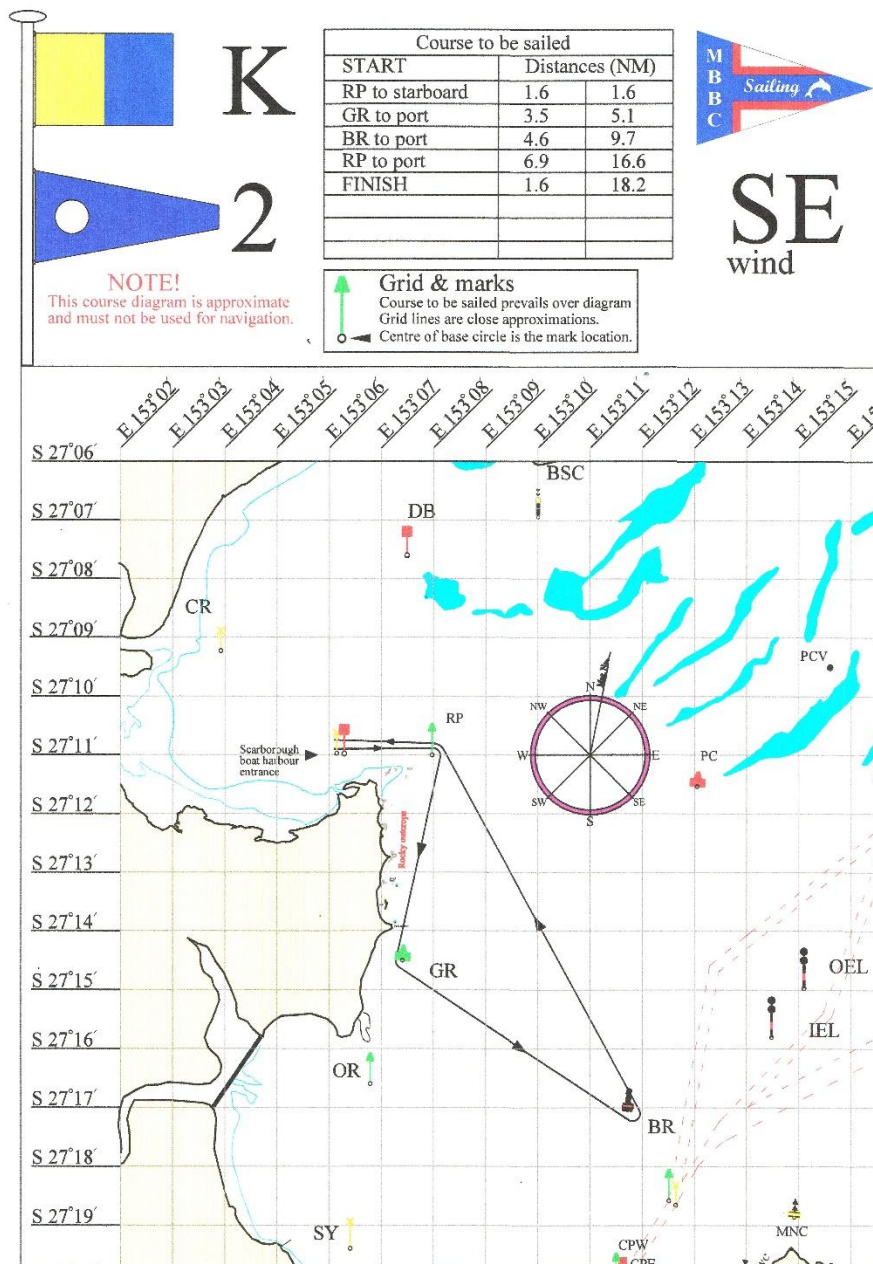


The Division 1 course (21.8 NM) is:-

- Start;
- Reef Point green beacon to starboard;
- Garnet Rock to port;
- Pearl Channel mark to port,
- Garnet Rock to starboard;
- Reef Point green beacon to port; and
- Finish

Shortened Course: Turn at GR and return to Finish via RP.

Division 2



The Division 2 course (18.2 NM) is:-

- Start;
- Reef Point green beacon to starboard;
- Garnet Rock to port;
- Brisbane Roads mark to port,
- Reef Point green beacon to port; and
- Finish.

Shortened Course: Turn at GR and return to Finish via RP.

Race 4 – Lachy's Loop

The race is named in honour of Lachy Warlters who was a long time volunteer at the MBBC in many roles.

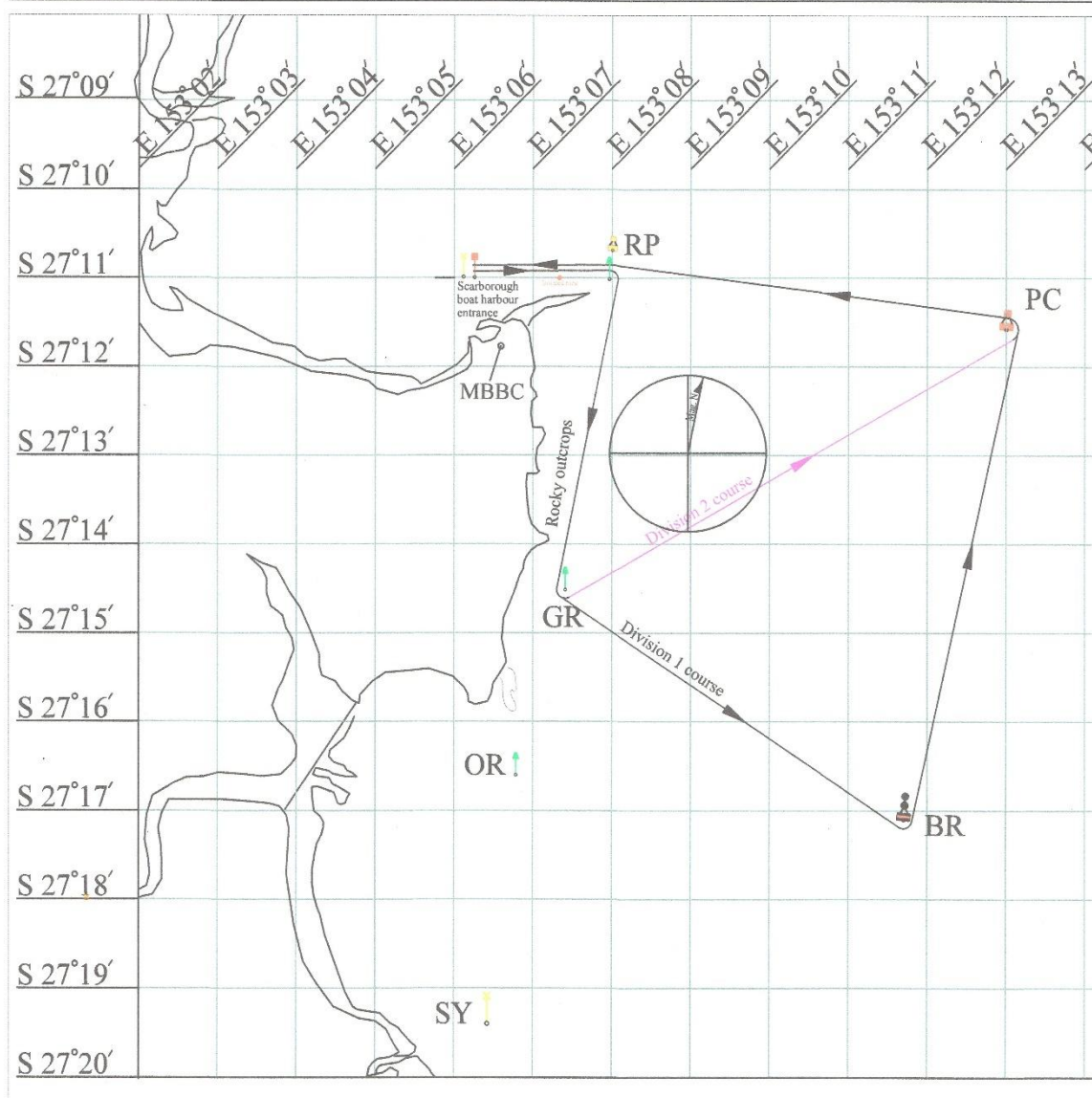
Lachy's Loop Course Diagram

Division 1 course			Division 2 course		
START	Distances (NM)		START	Distances (NM)	
RP to starboard	1.6	1.6	RP to starboard	1.6	1.6
GR to port	3.5	5.1	GR to port	3.5	5.1
BR to port	4.6	9.7	PC to port	5.8	10.9
PC to port	5.6	15.3	RP to port	4.5	15.4
RP to port	4.5	19.8	FINISH	1.6	17.0
FINISH	1.6	21.4			

Regardless of wind direction Lachy's Loop is always in an anticlockwise direction (port course).
Division 2 boats sail the shortened course which omits the Brisbane Road mark.



Lachlan (Lachy) Warlters





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The Division 1 course (21.4 NM) is:-

- Start;
- Reef Point green beacon to starboard;
- Garnet Rock to port;
- Brisbane Roads to port;
- Pearl Channel mark to port,
- Reef Point green beacon to port; and
- Finish

The Division 2 course (17.0 NM) is:-

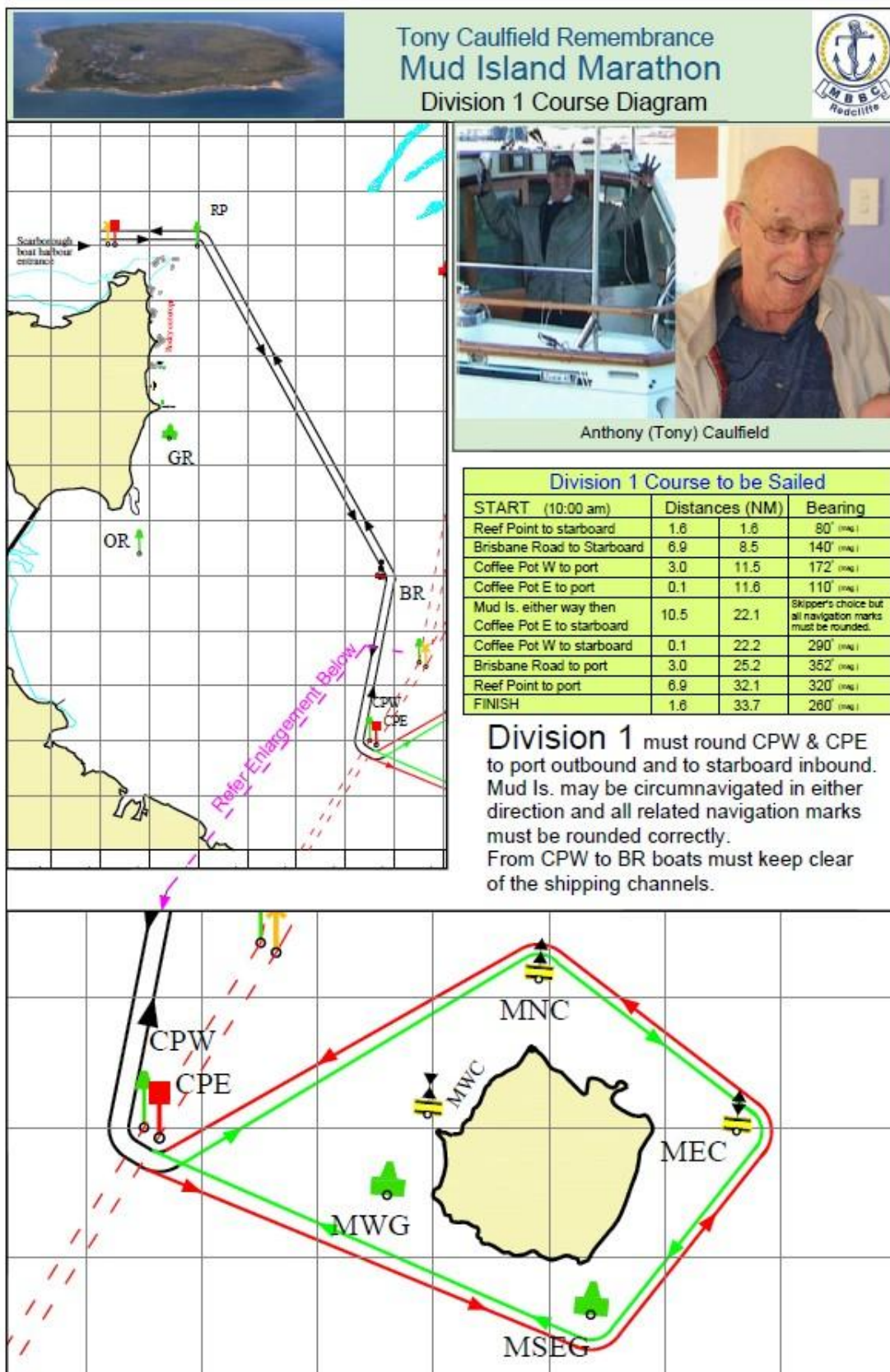
- Start;
- Reef Point green beacon to starboard;
- Garnet Rock to port;
- Pearl Channel mark to port;
- Reef Point green beacon to port; and
- Finish.

Shortened Course

Division 1 may be shortened at Garnet Rock, proceeding to Pearl Channel, RP and Finish, or if very light winds, return directly from Garnet Rock to RP and Finish.

Division 2 may be shortened at Garnet Rock, and return via RP and Finish.

Race 5 - Tony Caulfield Remembrance Mud Island Marathon





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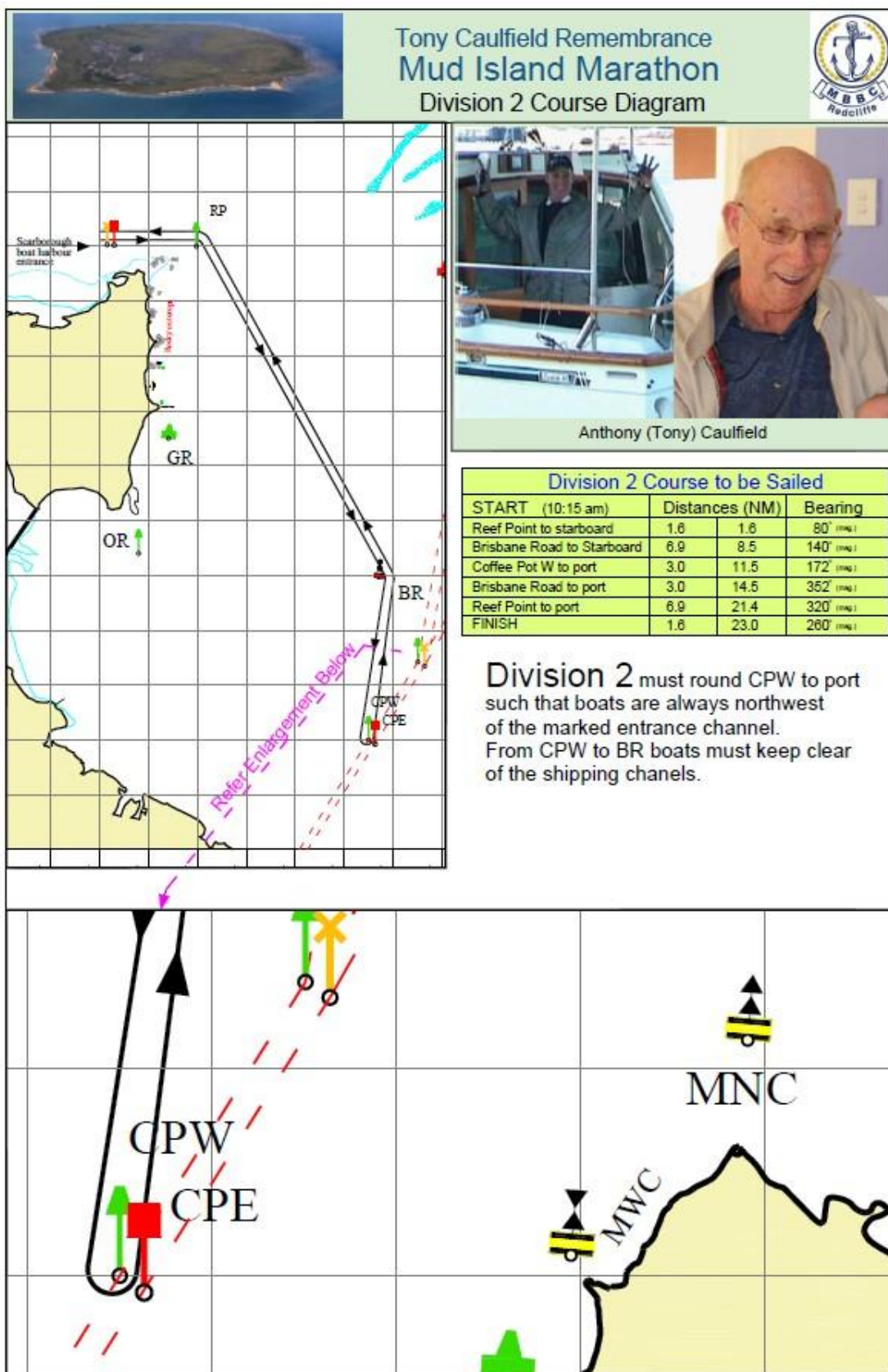


The **Division 1** course (33.7 NM) starts within Deception Bay, and follows a course circumnavigating Mud Is. with required marks of the course being:-

- Start:
- Reef Point beacon to starboard;
- Brisbane Road isolated danger mark to starboard;
- River Entrance “Coffee Pot” beacons (both West and East marks) to port;
(scheduled position report)
- All aids to navigation marking safe water around Mud Island. Mud Island to port or to starboard recognising and passing correctly all navigation marks (laterals and cardinals) marking safe water around Mud Island. Note: boats may circumnavigate Mud Island in either direction.
- River Entrance “Coffee Pot” beacons (both East and West marks) to starboard;
(scheduled position report)
- Brisbane Road isolated danger mark to port;
- Reef Point beacon to port;
- Finish.

Shortened Course

The race may be shortened for either Division at either Brisbane Road, or the “Coffee Pot” West beacon, from where boats continue to follow the course to RP and Finish.





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The **Division 2** course (24 NM) does not include the Mud Is. circumnavigation. Instead, boats will return after rounding the Western Coffee Pot. (refer attached course diagram).

- Start:
- Reef Point beacon to starboard;
- Brisbane Road isolated danger mark to starboard;
- West Coffee Pot beacon to port (Note: West mark only); **(scheduled position report)**
- Brisbane Road isolated danger mark to port;
- Reef Point beacon to port;
- Finish.

The listed mark information above takes precedence over the drawn diagram.

Shortened Course

The race may be shortened for either Division at either Brisbane Road, or the “Coffee Pot” West beacon, from where boats continue to follow the course to RP and Finish.

Race 6 – Pearl Challenge



The **Division 1** course (32 NM) is:-

- Start;
- Reef Point green beacon to starboard;
- Garnet Rock green buoy to port;
- Pearl Channel guide waypoint – pass either side (approx. 27° 09.46 S 153° 15.60 E) (NOTE – this is included to provide an indicator of safe water. It is NOT a mark of the course (unless the course is shortened – refer below),
- M3 green beacon to port (**scheduled position report**);



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- Pearl Channel guide waypoint – pass either side (approx. 27° 09.46 S 153° 15.60 E) (NOTE – this is included to provide an indicator of safe water. It is NOT a mark of the course (unless the course is shortened – refer below),
- Southwest Spit red buoy to starboard (**scheduled position report**);
- Reef Point green beacon to port; (**scheduled notification to the finish officials**) and
- Finish

The **Division 2** course (24 NM) is:-

- Start;
- Reef Point green beacon to starboard;
- Garnet Rock green buoy to port;
- M8 red beacon to port (**scheduled position report**);
- Southwest Spit red buoy to starboard (**scheduled position report**);
- Reef Point green beacon to port; (**scheduled notification to the finish officials**) and
- Finish.

Shortened Course

In the event of light wind the courses may be shortened. One of two scenarios may be used.

- Very light wind

Division 1. Mark M3 would be deleted and the Southwest Spit red buoy becomes the turning point, taken to port.

Division 2. Mark M8 would be deleted and Garnett Rock becomes the turning point, taken to port.

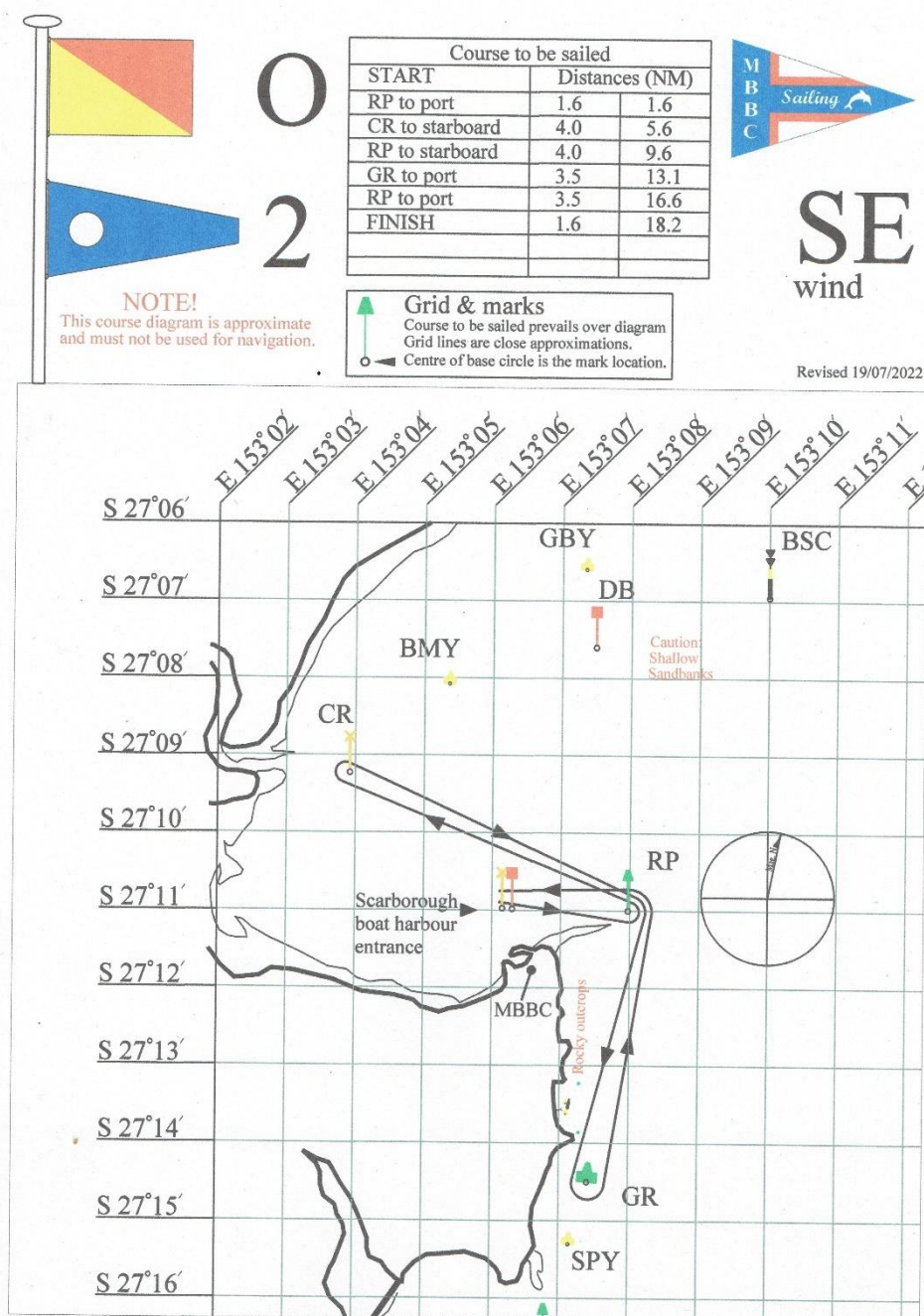
- Light wind

Division 1. Mark M3 would be replaced by the Pearl Channel Way Point virtual mark, taken to port, after which boats shall take the Southwest Spit red buoy to starboard then follow the remainder of the course to the Reef Point green beacon and the finish. All safety mark rounding notifications must be observed with the exception of the M3 notification.

Division 2. Mark M8 would be replaced by a virtual mark half way on the rhumb line to M8, at location 27 degrees 13.329S, 153 degrees 12.331E, taken to port then follow the remainder of the course to the finish.

Race 7 – Settlement Cove Dash

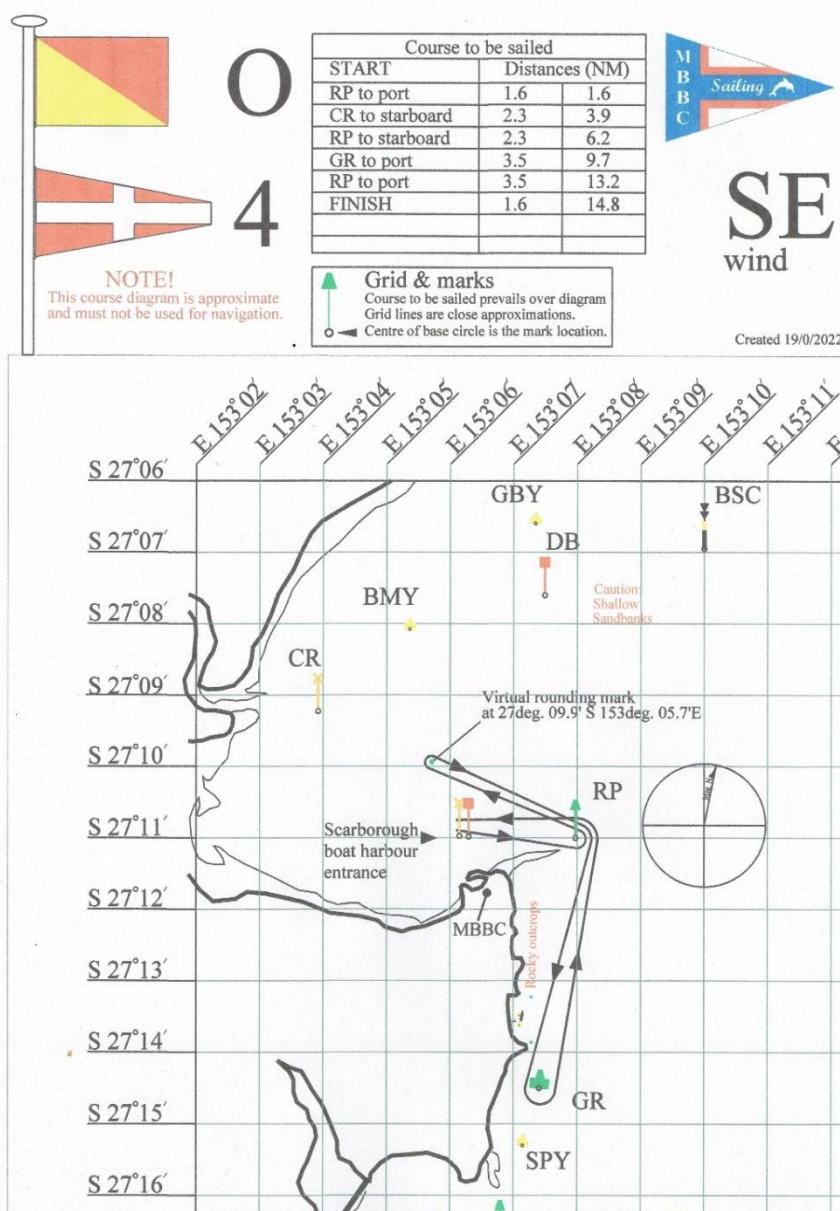
Division 1



The **Division 1** course (18.2 NM) is:-

- Start;
- Reef Point green beacon to port;
- Caboolture River yellow to starboard;
- Reef Point green beacon to starboard,
- Garnet Rock green to port;
- Reef Point green beacon to port; and
- Finish

Division 2



The **Division 2** course (14.8 NM) is:-

- Start;
- Reef Point green beacon to port;
- **Virtual mark north of the Newport lateral marks, at 27deg 09.9' S 153deg 05.7' E**, taken to starboard.
- Reef Point green beacon to starboard;
- Garnet Rock green buoy to port;
- Reef Point green beacon to port; and
- Finish.

Shortened Course

Either Division may be shortened by omitting the GR and return legs, i.e., Finish-RP-CR-RP-Finish. Second rounding of RP taken to starboard.



Appendix B

(Generic) AQUATIC EVENT AUTHORITY BRIEF

The following are specific prescriptions for participants mandated by the Aquatic Event Authority issued by Maritime Safety Queensland and the MBBC emergency plan for this event. These prescriptions apply to participating vessels and their owners (or owner's representative) and skippers.

Having been formally issued by Maritime Safety Queensland under the auspices of the Transport Operations (Marine Safety) Act 1994 and the associated regulation, these prescriptions are mandatory and override the sailing instructions. Any incident, being a breach of these prescriptions and resulting in action being taken by Queensland Water Police, Boating and Fisheries patrols, Maritime Safety or Brisbane Vessel Traffic Services (Brisbane VTS), may be deemed by the race committee to be grounds for disqualification.

- The International Regulations for Preventing Collisions at Sea 1972 (COLREGS) apply to all ships at all times.
- The Racing Rules of Sailing shall apply only to those ships that are participating in the aquatic event for the duration of the event. If there is an interaction of a participant ship with a non-participant ship, the Collision Regulations shall prevail.
- In the case of emergency, the designated manned shore based station is Coast Guard Redcliffe on VHF 73 or VHF 21. Weekend operating hours are 0400 to 2000. Outside those hours, MBBC Race Control will be able to contact a Coast Guard volunteer. Refer also Appendix C.
- The MBBC shore station will be operational for the duration of the event. The call sign is "MBBC **XX YY** Race Control". The PRO mobile phone number is 0402683778.
- Participant ships must keep well clear of aids to navigation when using them as rounding marks. Refer SI 2.5.
- All participating ships and operators of such ships must comply with the Transport Operations (Marine Safety) Act 1994 and the subordinate Regulation (the Reg).
- Participant ships must not impede the safe passage of commercial vessels navigating the main shipping channels.
- **Please note:** - Avoidance of shipping must be pre-planned and take cognizance of the limited manoeuvrability of ships and 'cross channel' tidal influences. *Tidal flow within the shipping lanes can result in a ship's observed orientation to differ significantly from its actual course.*

The above matters are included within these sailing instructions to inform/brief participants of specific Aquatic Event Authority requirements applying to participants. The decision to race is deemed by the MBBC to be evidence that these requirements have been read and understood by all entrants.



Appendix C

Safety and Emergency Plan

Refer to MBBC Sailing Website for the latest version:

<https://mbbc.org.au/sailing-forms-downloads/>



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Appendix D - BRISBANE HARBOUR PROCEDURES

The Port of Brisbane is closely regulated. Competitors are expected to be familiar with the following regulations and Port procedures:

3.3.8 Recreational vessels reporting. A recreational ship equipped with VHF radio is required to maintain a listening watch on VHF channel 16 and either channel 12 or 13 depending on its area of operation.

Between the pilot boarding ground at Point Cartwright (Mooloolaba) and Bretts wharf, a recreational ship fitted with a VHF radio must maintain a listening watch on VHF channel 12 prior when navigating in, or near a shipping channel. When operating in and along a shipping channel, the recreational ship should navigate on the outer edge of the channel.

For reasons of safety, a recreational ship should only cross a shipping channel at recommended locations and at 90° to the channel (refer to MSQ Boating Maps, formerly Beacon to Beacon, Guides for recommended crossings).

Additionally Participating vessels must keep at least 1km clear of ship to ship transfer vessels anchored at STS 1 anchorage.

Approx. Lat 27°17' S Long 153°17' E (north of Mud island).

Full section available at URL below

PDF DOWNLOAD OF RELEVANT SECTION AVAILABLE AT URI BELOW:

<https://www.msq.qld.gov.au/Shipping/Port-procedures/Port-procedures-brisbane>