



P.O. BOX 178,
Wynnum Qld, 4178
Phone/Fax: (07) 3348 5226
A.C.N. 009 946 454

The Sailors Handbook

Including Sailing Instructions Part A

2016

FOREWORD	2
SAILING INSTRUCTIONS PART A 1 - 21	3
1. PROVISIONS	3
2. RESPONSIBILITY	3
3. DEFINITIONS	4
4. ORAL INSTRUCTIONS	4
5. START PROCEDURE	4
6. INSTRUCTIONS RELEVANT TO THE OFFICER OF THE DAY AND ENTRANTS	5
7. POSTPONEMENT, CANCELLATION, ABANDONMENT , SHORTENING OF RACES	7
8. RECALLS	8
9. ALTERNATIVE PENALTIES	8
10. DECLARATIONS, SIGNING ON / OFF AND RETIREMENTS	8
11. PROTESTS AND REQUESTS FOR REDRESS	8
12. RESULTS	9
13. CHARTS, MARKS AND SAILING DIRECTIONS	9
14. SPECIAL RULES AND SAFETY REGULATIONS OF THE MYCQ	10
15. SPECIAL REGULATIONS FOR BRISBANE TO GLADSTONE RACE	12
16. TIME RECORDING	13
17. INSURANCE	14
18. MEASUREMENT FEES	13
19. MYCQ POINTS SCORE SYSTEM	144
20. RATING SYSTEMS	14
21. RACE ENTRY FEES	15
APPENDIX 1 - RIGHTING A CAPSIZED MULTIHULL	16
APPENDIX 2 – CRISIS TEAM CONTACTS FOR MORETON BAY AREA (2013 SEASON)	

FOREWORD

Welcome to the MYCQ (Multihull Yacht Club Queensland) Sailors Handbook. The Sailors Handbook is updated annually.

MYCQ is the successful amalgamation of 3 clubs, formerly the Queensland Multihull Yacht Club (QMYC), the Darling Point Sailing Squadron (DPSS), and Trailer Multihull Yacht Association Queensland (TMYAQ).

MYCQ handed over the clubhouse to Darling Point Sailing Squadron and they returned to being a club on their own (DPSS).

MYCQ still uses the clubhouse for regular meetings and occasional extra functions, such as the Brisbane to Gladstone Multihull Yacht race briefing.

Monthly Meetings are held on the first Thursday of each month at the Clubhouse at Manly Boat Harbour. The meetings begin at 7.30pm. and are an excellent social, educational and entertaining gathering. Meetings usually consist of a minimum of business, followed by a guest speaker or film, with supper following.

The monthly club newsletter "Multinews" is sent to all financial club members via E-mail.

MYCQ has a large fleet of,ailable multihulls through to offshore racing and cruising multihulls and one offshore cruising power catamaran.

Notable features on our calendar are regular Club races, the National Multihull Titles and the high profile, ever-popular Brisbane to Gladstone MULTIHULL Yacht Race for the offshore fleet at Easter starting Shornecliffe. The programmes of other clubs are also taken into consideration. Some of their major open events have been included in our race programmes.

Another emphasis is on social yachting. Organised cruises enable members to enjoy the best of Moreton Bay in the company of friends. For those with a more competitive bent, there is a series of ocean races ranging between 40 and 300 miles. Most events take place in the relatively protected waters of Moreton Bay, with races varying from 'round the buoys' in Waterloo Bay to eighty milers traversing the whole of the Bay.

Excellent opportunities are provided to gain the necessary experience and sea-time that will enable your crew to enjoy the annual Brisbane to Gladstone Race classic.

If you would like to gain cruising or racing experience as a crewmember, or if you require crew, simply advise the sailing committee secretary and your name will be placed on the crew list. The crew list appears monthly in Multinews, and on our Internet Website.

Members are encouraged to share their knowledge and among them are circumnavigators, Pacific voyagers, coastal cruisers, Moreton Bay lovers, boat builders and designers. All are approachable, friendly and willing to help. If you are going cruising, odds are that one of our members has been there before and can pass on valuable information.

Building your own boat? So have lots of our members and they often have time and money-saving ideas.

Our Club has a proud history and we are active in protecting and promoting the interests of sailing, particularly multihulls in all facets. We can only do this with your continued support. For that we thank you.

Please visit us on our Web page at www.mycq.org.au.

We wish you fair winds, blue skies and kind seas.

MYCQ Sailing Committee

(Any usage herein of pronouns of masculine gender infers equally the feminine.)

SAILING INSTRUCTIONS Part A 1 - 21

Sailing instructions are normally comprised of two parts:

PART A – (contained in this Handbook) applies to all races unless amended in the Sailing Instructions Part B

PART B – is published in Multinews, and posted on our club website prior to each race, or available by request from the Sailing Committee. This contains information that changes from race to race eg: start and finish times, start and finish lines, courses etc. The latest version should always be the current website version. Check the document Version Number in the title. Please note a number of races will be sailed in conjunction with Moreton Bay Combined Clubs events. Separate Sailing Instructions will apply which will be supplementary to these Sailing Instructions and will be advised accordingly on the website.

See www.mycq.org.au

1. PROVISIONS

1.1. The following provisions will apply:

- 1.1.1. The current Transport Operations (Marine Safety) Act and associated regulations.
- 1.1.2. The 2013 – 2016 Racing Rules of Sailing (RRS) of the International Sailing Federation, and the Prescriptions and Special Regulations (SR) of Yachting Australia (the Blue Book) supplemented by this Sailors Handbook.
- 1.1.3. The current “International Regulations for Prevention of Collisions at Sea” shall replace the corresponding ISAF rules between sunset and sunrise.

2. RESPONSIBILITY

- 2.1. ***All those taking part in MYCQ events do so at their own risk and responsibility.***
The MYCQ, its officers, members, volunteers, and committees are not responsible for the seaworthiness of a yacht, nor the competency of the skipper and crew of any yacht whose entry is accepted, nor the sufficiency or adequacy of its equipment, nor any resulting injury, damage or consequential loss. Competitors participate in events entirely at their own risk. Therefore the MYCQ, its officers, members, volunteers, or committees accept no liability for material damage nor personal injury or death sustained in conjunction with or prior to, during, or after any event.
- 2.2. The MYCQ reserves the right to refuse any entry.
- 2.3. Attention is drawn to Part 1 - Fundamental Rules, Rule 4, page 17, Blue Book YA.
- 2.4. All skippers and crew are to be aware of the Crisis Plan (see appendix 2)

- 2.5. All participants are to be aware of the conditions of the Aquatic Event Permit for each event. (See Website or contact Race Director/Sailing Committee).

3. DEFINITIONS

- 3.1. References made to the “**Blue Book**” refer to the publication called the “Racing Rules of Sailing 2013-2016 YACHTING AUSTRALIA” containing rules and regulations under which most sailing races are conducted in Australia. (Copies of the book are available from boat bookshops – www.boatbooks-aust.com.au - and yacht chandlers).
- 3.2. Unless otherwise stated, the *Race Committee* shall be the MYCQ Sailing and Safety Committee, which shall perform or delegate the duties of the Race Committee.
- 3.3. The *Officer of the Day* (OOD) represents the Race Committee and is responsible for acting as Safety Officer, and for conducting the race including making any necessary changes to the Sailing Instructions **PART B**, which may include postponement, cancellation, shortened course or abandonment.
- 3.4. The *starting line* shall be described in **PART B** Sailing Instructions and will usually be a line between the mast of the Committee Boat / Start Boat / Starter (usually flying a MYCQ Pennant) and a fixed mark (navigation) or a specially laid buoy. If there is no Starter, then start as for *Late Starter*. A Limit mark may be positioned in the vicinity of the Start Boat. The limit mark will be placed as near as practicable to the starting line and approximately 20metres from the Start Boat. Any yacht, which sails between the limit mark and the Start Boat after its warning signal shall return around either end of the starting line to start correctly.
- 3.5. A *Late Starter* is a yacht which has not crossed the start line before the start boat has raised its anchor. A late starter shall pass within two boat lengths, and on the correct side of the remaining mark.

4. ORAL INSTRUCTIONS

- 4.1. Code flag ‘L’ displayed on the Committee Boat shall indicate that radio or oral instructions need to be conveyed from the Committee or Start Boat to each competitor.
- 4.2. It is each competitor’s responsibility to obtain the instructions from the Committee or Start Boat.

5. START PROCEDURE

- 5.1. Starting procedure is as per Blue Book Part 3 unless amended by SAILING INSTRUCTIONS PART B
- 5.2. The Class Flag for MYCQ shall be Code Flag Q (yellow rectangle) unless otherwise advised.

- 5.3. Yachts motoring after the 5-minute signal shall complete a 720-degree turn under sail before starting.

6. INSTRUCTIONS RELEVANT to the OFFICER of the DAY and ENTRANTS

6.1. Before the Event:

- 6.1.1. The OOD is the Safety Officer of the MYCQ Crisis Team for the event.
- 6.1.2. The OOD is to have at hand a copy of the Aquatic Event Permit
- 6.1.3. The OOD shall obtain the current weather forecast for the race area from www.bom.gov.au.
- 6.1.4. The OOD will obtain and relay to the race fleet, relevant shipping information .
- 6.1.5. The OOD will discuss with Brisbane Port Control the need to advise of crossing of shipping channels and advise entrants as necessary
- 6.1.6. Prior to the start of a race, the skipper of each yacht shall advise the OOD of his intention to race as per the sailing instructions Part B.
- 6.1.7. Where the OOD feels an entrant does not comply with entry requirements, (for example - insufficient crew) he may refuse entry and inform the entrant that he/she will not be included in the race results. The entrant may continue to sail the course, seeking redress from the sailing committee, if desired, within 24 hrs of finishing.
- 6.1.8. The OOD should obtain the kit of starting flags from the previous OOD as soon as possible after receiving the Sailing Instructions and inspect to see all flags and other items are present and in good condition.
- 6.1.9. The OOD should be familiar with the procedures for postponement, recall and mandatory sound signals.
- 6.1.10. The flag kit shall also include:
- Set of flags (S, L, P, X, I and Answering Pennant)
 - Flag Instruction Card
 - Hooter with spare gas canister. (Always carry a spare.)
 - Race Logbook for entrants and incidents.
 - Current copy of Sailors Handbook
<http://www.mycq.org.au/SailorsHandbook/SailorsHandbook.pdf>
 - Aquatic Event Permit, valid for the particular event.
 - Protest forms and instructions
<http://www.sailing.org/rrs2001/rrsprotestform.pdf>
 - Marine Incident Report Forms (Qld Transport)
[http://www.msq.qld.gov.au/qt/MSQ.nsf/ReferenceLookup/F3071_es.pdf/\\$file/F3071_es.pdf](http://www.msq.qld.gov.au/qt/MSQ.nsf/ReferenceLookup/F3071_es.pdf/$file/F3071_es.pdf)
 - Current Blue Book YA

6.2. The Start Boat

- 6.2.1. Take up the starting position at least 20 minutes prior to the Starting Time
- 6.2.2. Set the Starting Line perpendicular to the direction to the first mark.
- 6.2.3. The Starting Line is to be approximately 125% of the aggregate length of the yachts entered but not less than 100 metres.
- 6.2.4. The Start Boat shall not have any sails set at the start of a race (to enable an unobstructed view of the starting signals)
- 6.2.5. The Start Boat, if intending to race, shall wait no longer than 10 minutes after the start for any late starter, and commence racing as soon as possible.
- 6.2.6. After conducting the start, the Start Boat shall make its own start on the correct side and within 50m of the remaining mark, on a line perpendicular to the first leg of the course
- 6.2.7. The time difference between the starting signal and the actual time the Start Boat starts shall be deducted from its elapsed time
- 6.2.8. The Start Boat may motor to its start position, provided that it gains no advantage (eg momentum over the start line) by so doing.

6.3. Race Start

- 6.3.1. The starting procedure will be as laid down in the Sailing Instructions and the Blue Book
- 6.3.2. Starting Procedure must begin at the advised time. Except where a postponement has been signalled as per Part 3 27.3. Use GPS time to initiate flag raise and fall.
- 6.3.3. The start must not be delayed for late starters.
- 6.3.4. Sound signals to accompany Race Signals are desirable in all cases
- 6.3.5. The OOD shall record in the RACE LOG BOOK all starting yachts' names, crew numbers, sail numbers, race start times (especially in the case of delayed starts), finish times, any significant lost starting time by an entrant and any infringement of Racing Rules noticed
- 6.3.6. The OOD, if unavailable, shall advise the back-up OOD

6.4. During the Race

- 6.4.1. Before and during the race, constantly monitor radio race frequencies. Use visual and/or radio communications, where possible, to convey matters affecting the conduct of a race
- 6.4.2. Retiring boats shall report their retirement to the OOD, or to another vessel in the race. They should maintain radio contact until safely in port before signing off. This is for both safety and common courtesy reasons. Failure may cause considerable inconvenience and costs to others.

6.5. After The Race

- 6.5.1. Finish times and race details (especially any information that may affect results) shall be passed on to the relevant Rating Officer as soon as possible after the race by the OOD
- 6.5.2. The OOD will arrange retrieval of all laid marker buoys at the conclusion of the event. If a safety boat is used, the OOD will advise the safety boat when all boats have finished.
- 6.5.3. The OOD will enter details of any marine incident witnessed or monitored in the race logbook. Completion of a separate “Marine Incident Report Form” is the responsibility of the particular skipper or skippers directly concerned. Copies of the form are in the Flag Kit.

Under the *Transport Operations (Marine Safety) Act 1994*, a marine incident is classified as:

An event causing or involving

- the loss of a person from a ship; or
- the death of, or grievous bodily harm to, a person caused by a ship's operations; or
- the loss or presumed loss or abandonment of a ship; or
- a collision with a ship; or
- the stranding of a ship; or
- material damage to a ship; or
- material damage caused by a ship's operations; or
- danger to a person caused by a ship's operations; or
- danger of serious damage to a ship; or
- danger of serious damage to a structure caused by a ship's operations.

- 6.5.4. The flag kit should be returned to the office in the clubhouse, or passed on to the person who will act as OOD for the next scheduled race.

7. POSTPONEMENT, CANCELLATION, ABANDONMENT, SHORTENING OF RACES

- 7.1. A decision to postpone, cancel, shorten or abandon any programmed event can be made by the senior flag officer present, the chairman of the Sailing Committee, or the OOD and shall be communicated to the fleet by the method below and/or by marine radio (usually VHF Ch 72)
- 7.2. The start shall be postponed until there is more than 4 knots of consistent wind.
- 7.3. The OOD shall cancel a race if a gale or stronger warning is current.
- 7.4. The OOD may shorten a race if it appears that competing yachts will not complete the course by the time limit. The OOD should note sunset times for safety reasons.

8. RECALLS

- 8.1. As per Blue Book, Rule 29

9. ALTERNATIVE PENALTIES

- 9.1. The 720-degree turns penalty will apply as per Rule 44, Blue Book.
- 9.2. The Race committee will apply a scoring penalty (eg Rule 44.3c, Blue Book) for breaches of the Radio Schedules requirements. (See Section 14.19 & 15.1.8, this Handbook).

10. Declarations, Signing On / Off and Retirements

- 10.1. A submission of a finish time will constitute a declaration by the skipper that the course was completed in accordance with all sailing instructions and rules, or he must qualify the declaration accordingly. This also requires a sign-off from the event for safety requirements.
- 10.2. Yachts shall declare the number of crew at sign-on with the OOD.
- 10.3. Yachts shall declare an accurate finish time to the OOD within 1 hour of finishing, or as otherwise defined in **PART B**.
- 10.4. A yacht that fails to observe the above requirements may be regarded as having retired.
- 10.5. It is compulsory for retiring yachts to advise the OOD or another competing yacht of their intention to retire.
- 10.6. Competitors are reminded that costs of search and rescue fees associated with failure to advise position reports are substantial, and these can be charged to the competitor.
- 10.7. Reasons for non-compliance with Sailing Instructions shall be stated *in writing* with the race declaration.

11. PROTESTS AND REQUESTS FOR REDRESS

- 11.1. Protests shall be lodged in the standard YA format and notice of such must be given to a member of the sailing committee within 2 hours of the race completion. Telephone communication followed by email may be accepted. The chairperson of the Race Committee shall select a protest committee of three (3) persons in accordance with Part 5, Blue Book.
- 11.2. Protests will normally be heard within 48 hours of the lodgement of the protest.

12. RESULTS

- 12.1. Results will be published periodically in the Club's newsletter and on our Website.

13. CHARTS, MARKS AND SAILING DIRECTIONS

- 13.1. It is the responsibility of skippers to identify and correctly pass each mark of the course. All courses are set out according to the latest updated charts.
- 13.2. Competitors are advised to update their charts regularly.
- 13.3. All navigation marks must be observed according to protocol and passed on the correct side except shipping channel marks, unless otherwise specified.
- 13.4. If in doubt, contact the OOD for clarification.

14. SPECIAL RULES AND SAFETY REGULATIONS OF THE MYCQ

14.1. The basic rule of sailing:

- 14.1.1. It is the responsibility of the Master and Crew to decide whether to start or to continue their participation in any event.
 - 14.1.2. Skippers and Crew should plan and practise routines and skills to cope with the following potentially dangerous incidents:-
 - 14.1.3. MOB, capsize, fire, taking on serious water, storm survival, loss of steerage, winch overrides, severe injury, loss of battery power, dismasting, jammed halyards, etc.
 - 14.1.4. Procedures for handling dangerous incidents should be documented.
 - 14.1.5. Involvement of outside assistance
 - 14.1.6. When and how to abandon ship
- 14.2. The MYCQ asserts that offshore sailing is an activity requiring a high level of knowledge, preparedness and self-sufficiency from the crew of every vessel participating and that participation involves a degree of risk, which may include life-threatening circumstances. The onus for safety in all aspects rests entirely with the Master and crew of each individual vessel. Such safety aspects may differ according to the individual requirements of each vessel and crew combination. Attention is drawn to the minimum legal requirements for vessels as prescribed by the Qld Department of Transport and Blue Book Special Regulations as supplemented herein.
- 14.3. The MYCQ is not responsible for the safety or well being of persons participating in any events with which it may be involved.
- 14.4. The MYCQ conducts races at the request of its members and provides the infrastructure and administration necessary for the normal functions of racing such as handicapping, course setting, starting and finishing.
- 14.5. The master and crew must assess for themselves the level and nature of risk involved and provide the appropriate level of safety, including experience, training and equipment consistent with the designated race category as per YA Special Regulations, Part 1.
- 14.6. Attention is drawn to the various publications available from our MYCQ library and www.boatbooks-aust.com.au for recommendations and further information. Attention is also drawn to the various training classes on seamanship available through various agencies including yacht clubs.
- 14.7. MYCQ Sailing Committee will designate applicable rules and resolve conflict of interpretation should it arise.
- 14.8. Any skipper experiencing difficulty complying with particular rules may apply in writing to the Sailing Committee seeking an exemption.
- 14.9. At least one member of the crew must hold a current Senior First Aid Certificate or equivalent.
- 14.10. A yacht that fails to comply with the requirements of radio schedules will be penalised unless deemed otherwise by the race committee.

- 14.11. To constitute “a race”, a minimum of two (2) entrants is required where *Shorten Course* is applied, otherwise, **the original course** must be completed by 1 or more entrants.
- 14.12. MYCQ will NOT accept entry from yachts which:
- 14.12.1. Have a L.W.L of less than 7.2 metres for Ocean races in excess of 50 nm.
 - 14.12.2. Carry less than four (4) crew members for Ocean races in excess of 50 nm
 - 14.12.3. Carry less than two (2) crew members for races other than above
 - 14.12.4. *** ***Masters and crew are cautioned to be aware of the dangers of fatigue.***
 - 14.12.5. When calculating crew to meet the ***minimum crew requirements*** the MYCQ reserves the right to disallow in its calculations any person it considers to be of insufficient age, ability or experience to contribute substantially to the yachts handling requirements. It shall be the owner’s responsibility to provide MYCQ with evidence of a person’s age, ability or experience, if so required.
- 14.13. To assist in prevention of capsize:
- 14.13.1. Quick release cleats that can be released under working load should be used for all sheets. Cam cleats are suitable. Clutches are NOT suitable.
 - 14.13.2. Self-tailing winches should also be provided with adjacent cam cleats or similar equivalent.
- 14.14. **SAILS.**
- 14.14.1. The mainsail must be capable of being readily reefed without the removal of battens.
 - 14.14.2. Spinnakers do not have to be symmetrical about their centreline.
 - 14.14.3. Clew boards may be used on sails.
 - 14.14.4. Full or partial battens may be used in headsails.
 - 14.14.5. Forestays and Headsail Tacks do not have to be attached near the boat's centre-line. (as in Blue Book, Rule 54)
 - 14.14.6. Spinnaker poles need not be attached to the mast.
- 14.15. **RADIOS** - Competitors are required to use VHF Marine Radios for communication. VHF channel 72 (unless otherwise specified in your Sailing Instructions **PART B**). Skippers and crew should be conversant with Repeater Channel and local channel coverage for their area and emergencies. The OOD may communicate matters relevant to race conduct via radio - A listening watch on the race channel frequency must be maintained for the race duration.

15. SPECIAL REGULATIONS FOR BRISBANE TO GLADSTONE RACE CATEGORY 2

- 15.1.** The following ELIGIBILITY REQUIREMENTS apply to each entrant vessel:
- 15.1.1.** Must have sailed in excess of 200 nautical miles in unprotected waters
 - 15.1.2.** Must have a competent experienced navigator on board
 - 15.1.3.** **Abandonment capability:** Liferaft as per SR 4.19 Blue Book 2009-2012
 - 15.1.4.** **Vessel suitability:** Owners to ensure hulls are strong, watertight and fit for the intended voyage and capable of carrying crew, stores and equipment for race duration.
 - 15.1.5.** **Emergency Water Supply.** At least 9 litres of fresh water as per 3.18.4 is to be carried in two or more containers and positioned securely near the re-entry hatches.
 - 15.1.6.** **Communications.** Before the race 3 Multihull yachts will be declared as radio relay vessels within the race to ensure total coverage. These yachts will be larger vessels with facilities for 24hr monitoring. If possible these vessels will be equipped with satellite phones. It is required that all competing vessels have an external speaker for crew to properly monitor the radio.
 - 15.1.7.** **Crew Training.** It is required that at least 30% of crew members have either a current YA Safety and Sea Survival Certificate or equivalent.
 - 15.1.8.** **A number of “Blue Book” rules have been addressed by MYCQ and referred to YQ for dispensation.** These have been approved and are as follows:

3.01.1 (a) add For Multihulls “The scantlings of the boat shall be strong enough to bear the stresses induced by the sea and wind in severe conditions that could be met for the duration of the race whether upright or inverted. Hulls shall be watertight and sufficiently buoyant such that the craft will remain afloat with one hull flooded”

3.20.2 Multihulls shall have provision to pump out all watertight compartments with a volume exceeding 0.3cu m except those filled with impermeable buoyancy.

4.27 Add “for multis shall be accessible without requiring full immersion of a crew member from a normal or inverted position”

Revise clause 4.18.1 with “For multis only stowage location should be accessible from a normal or inverted position without requiring full immersion of a crew member e.g. near transom or re-entry hatch.

4.21.1 & 4.21.2 Add “for multihulls shall be able to be quickly & easily deployed”

Amend clause 3.12.1 to read:

“When due to the particular design of a multihull it is impractical to precisely follow Special Regulations regarding pulpits, stanchions, lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard.

Where lifelines are not fitted to a multihull or are not continuous the crew shall wear safety harnesses that shall be attached at all times when the crew member is outside the area protected by lifelines or nets where the area protected by nets is taken to mean an area 600mm inboard of the outer edge of any deck, including a float deck, or net.

3.25.6 a-b & elsewhere as a general catch all requirement “For multihulls only all Safety equipment shall be accessible without requiring full immersion of a crew member from a normal or inverted position”

Add a clause 3.25.4 All boats shall be fitted with a speaker facing towards the cockpit crew when in normal sailing position

16. TIME RECORDING

- 16.1. Entrants should furnish their exact GPS time of finish, and if known, the name of the boat ahead and the one behind to the OOD as soon as practicable. (see definitions *Start* and *Finish*, Blue Book).
- 16.2. Elapsed time multiplied by Rating gives Corrected Time.

17. INSURANCE

- 17.1. All participants in MYCQ events should have Protection and Indemnity Insurance cover for the sum of at least \$10 million valid for the category of racing.

18. MEASUREMENT FEES

- 18.1. Measurement fees are payable in advance. There is a fixed fee plus Measurer’s costs (by negotiation) eg travelling, accommodation and waiting time.
- 18.2. For Full Members (those who have paid full annual subscription): First weighing and measurement is free when carried out in Brisbane at specific locations. Outside

Brisbane- all expenses are payable for gear and operator. Any further measurement within the rating period (4 years) -\$75 for weighing, \$25 for measuring (plus expenses).

- 18.3. Non Members: As above plus \$150

19. MYCQ POINTS SCORE SYSTEM

- 19.1. Only boats entered and sailed by a current MYCQ member will be awarded points towards Bay and Ocean Series. All entrants will be subject to entry fees.
- 19.2. Except for special invitation races, trophies will only be awarded to boats entered by financial members of MYCQ Trophies and race results will acknowledge the ENTRANT'S name.
- 19.3. Aggregate points will accrue for four race categories (**OMR**--Bay, Ocean, **PR**--- Bay, Ocean), Trophies will be presented at the end of each series. Trophies for some individual races and Club Champions will be awarded.
- 19.4. The allocation of points for races is as follows:-

PLACE	POINTS
1 st	36
2 nd	27
3 rd	20
4 th	15
5 th	13
6 th	12
7 th	11
8 th and over	10
All Starters	5

20. RATING SYSTEMS

- 20.1. **Two SYSTEMS will operate concurrently for most MYCQ races.**
- 20.1.1. **Offshore Multihull Rule (OMR)** --- a valid OMR rating on the MYCQ website is necessary .
- 20.1.2. **Performance Rating (PR)** --- a rating will be issued by MYCQ.
- 20.1.3. Any change to a yacht which may alter its performance **MUST** be declared to the OMR and PR rating officers prior to the yacht competing in a Club event, allowing adequate time for any necessary rating alteration.

20.2. Offshore Multihull Rule (OMR)

- 20.2.1.** O.M.R. Ratings are derived from actual boat measurements and do not change except in relation to the declared weight which can be influenced by the number of crew, which must be declared to the Rating Officer or OOD before each race. OMR is a “Development” system which assumes a boat will remain competitive through being optimised to the Rule, maintained in tip-top racing condition and sailed by a crew of elevated competency, capable of extracting a boat's full potential

20.3. Performance Rating System (PR)

- 20.3.1.** The PR System used has been developed, managed and applied by MYCQ. By generating a PERFORMANCE RATING after analysing past performances within our fleet, PR has proved to be a low cost, simple and easily administered rating system which enables a wide variety of boats to compete fairly. PR establishes a rating that varies to reflect actual performance as boat and crew mature, blossom, degenerate or whatever!. **PR thus provides racing where experienced sailors and novices may win provided they sail above their own established, statistical capability**

- 20.4.** (Please visit our Web page at www.mycq.org.au See “*info*” for further details)

21. RACE ENTRY FEES

- 21.1.** Race entry fees help cover expenses involved in running races and providing trophies.
- 21.2.** All fees for MYCQ races (except B to G and AMOC) will be invoiced to the skipper at the end of each season.
- 21.3.** Unpaid race fees will render a yacht ineligible for prizes and trophies.
- 21.4.** A yacht for which race entry fees remain unpaid shall be ineligible to enter future races.

Appendix 1 - RIGHTING A CAPSIZED MULTIHULL

A suggested method is as follows:

1. Attach three lines to the capsized vessel - one to the starboard bow, one to the port bow, and one to the centre of the stern with the rescue vessel aligned astern.
2. Tow the capsized vessel astern to windward via the central tow rope.
3. When the underwater drag causes the sterns to sink, transfer the tow to the bow lines by releasing the stern line.
4. The bows should somersault over, restoring the vessel to an upright position with the working sails feathered to windward.
5. Plug any holes and commence baling and/or pumping.

TRIMARAN - attach central stern line to main hull.

CATAMARAN - attach central stern line to rear beam or short bridle from each hull.

N.B. Should the above procedure be unsuccessful, righting the vessel by somersaulting sterns over bows should be attempted. In this case, the vessel would be towed ahead initially until the bows sink.

Rolling a catamaran laterally is normally unsuccessful and structurally damaging.

TrailerTri's

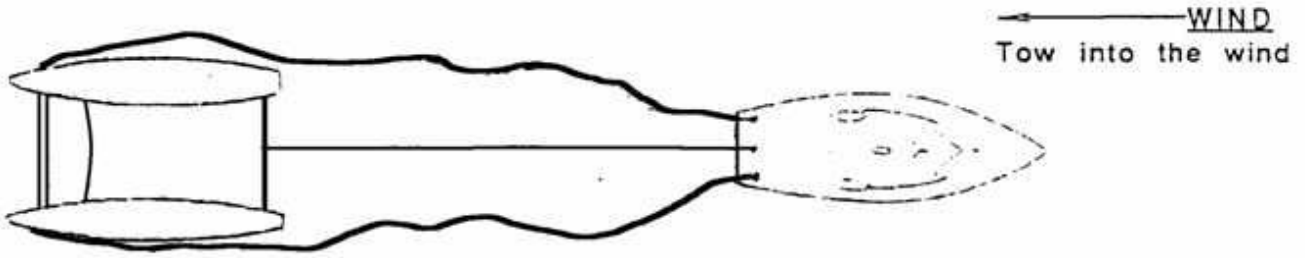
The following text is quoted from the "Sailing Manual for All Corsair Models"

The original document is at www.corsairmarine.com/PDFfiles/SailingManual.pdf

"If this procedure does not work, then try flooding the end that needs to sink, or add some crew weight (ready to abandon ship once the end concerned starts to go under). If this fails, try towing the other direction. Some controlled flooding may also be required. Towing sideways will not work.

Another righting method, that uses the folding system, has been tested and shown to be workable on a Farrier designed 19' Tramp in choppy conditions, and on an F-27 in smooth water. The Tramp was deliberately rolled over, while the F-27 was a capsized. The method has not been successfully tested at sea and thus should not be tried at sea. It is better to wait for assistance, as the righting action does tend to flood the inverted boat more. Not a good idea if the righting attempt doesn't work."

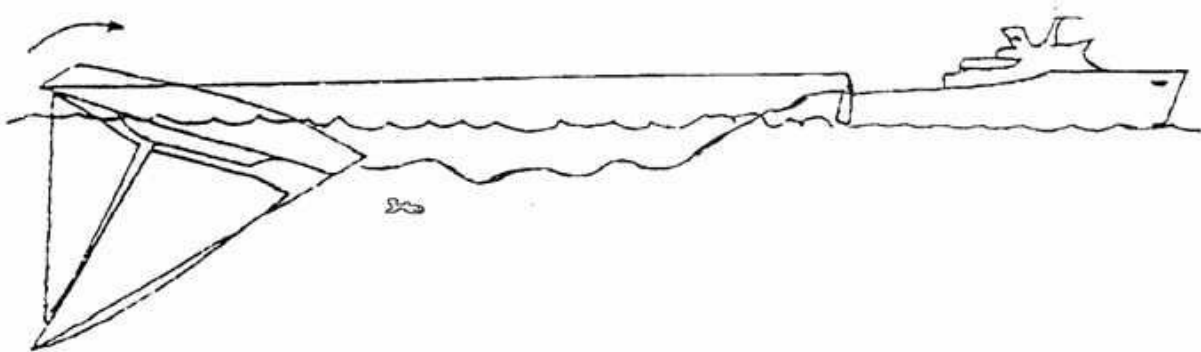
ALIGNMENT AND COMMENCEMENT OF TOWING



TRIMARAN - attach central stern line to main hull.

CATAMARAN - attach central stern line to rear beam or short bridle from each hull.

CHANGE OF TOW LINES FROM STERN TO BOW - Release central line tension and transfer load to the 2 lines attached to the BOWS. Ensure these lines are clear and not trapped under the hulls.



Completely ease or release central line once pull is transferred to bow lines,
otherwise righting action will be prevented.

APPENDIX 2 – Crisis Team Contacts for Moreton Bay Area (2016 Season)

Commodore	Bruce Wieland		0438 176 704	<i>Shanda</i>
Vice Commodore	Mike Hodges	07 32785154	0411 888 850	<i>Renaissance</i>
Rear Commodore	Alasdair Noble		0409 490 595	<i>McMoggy</i>
Safety Officer	Officer of the Day			<i>“Multihull OOD”</i>

For full details of Crisis Procedure documentation,
please see the MYCQ Website at www.mycq.org.au