



MULTIHULL YACHT CLUB QUEENSLAND

2018 Sailing Instructions for MYCQ Races



2018 MYCQ Sailing Instructions

Race Committee	Chairperson of Sailing Committee MYCQ – Bruce Dickson Commodore MYCQ – Bruce Wieland Schedule Coordinator & Safety Officer-Tony Eppell	
Sailing Committee	Bruce Dickson Geoff Cruse Peter Hackett	Christopher Wren Tony Eppell
Rating / Boat Measurers	Geoff Cruse Peter Hackett	Alastair Noble Richard Jenkins
Race Officers	Start Boat / support boat crews TBA	
Protest Committee	Nominees from the Sailing and Safety Committee and others as required TBA	
MYCQ Address	Trafalgar Street, Manly (Sharing the Darling Point Sailing Squadron club rooms)	
Postal Address	PO Box 178, Wynnum, QLD, 4178	
Email	Refer to the MYCQ website	
Australian Sailing, National Equipment Auditors	Bruce Wieland, Jim Fern, Tony Eppell, Geoff Berg, Lyle Stanaway, Christopher Wren	

1. ELIGIBILITY AND ENTRY

The MYCQ races are available to all multihulls over 6m in length that comply with the safety requirements.

2. RACES & FEES

The MYCQ races are scheduled on the website and include Manly Combined Clubs races, QCYC races, St Helena Cup races (WMYC), RQYS and joint RQYS/MYCQ races. These races comprise the 4 series.

The Club Championship will be the best 3 series of the 4 series and the best 5 races to count of each series. This provides flexibility and the potential to drop races or just not sail a series.

Nomination fees are as per the MYCQ website (i.e. a \$100.00 fee) for the season applies (similar to the Manly Combined Clubs fees) and shall be paid in advance.



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Season entry fees may be paid prior to the end of the Summer Series (i.e. 15 April 2018) but must be paid in advance for the race(s) to be counted towards the series and championship. Nomination fees of \$15 per race may be paid in lieu of the season entry and they will be accrued for each race entered and billed at the end of the season but must be paid before the end of year results are published for the results to count towards each series and the championship.

Race fees have been set at a modest level to attract a good fleet of boats but to help cover costs.

3. COURSES

The courses are available on the MYCQ website but for special events, such as the Great Bay Race, Manly to Mooloolaba and the Brisbane to Gladstone Multihull Yacht Race, they will also be published with Special Sailing Instructions.

The start/finish buoys will be pink MYCQ inflatable buoys. In the absence of a start/finish boat an alternative start/finish arrangement shall be nominated on the course diagram or in the special conditions for the race.

All navigation marks must be observed to complete a course.

The courses will comprise Manly Combined Clubs courses, RQYS, QCYC courses, the St Helena Cup courses, special events courses (i.e. Great Bay Race, Manly to Mooloolaba, Mooloolaba to Manly and the Brisbane to Gladstone Multihull Yacht Race) as published on the MYCQ website and AMC courses contained in the Sailing Instructions for this event on the MYCQ website.

4. SERIES & RESULTS

There is an Ocean Series, Summer Series, Winter Series and Spring Series. The Club Championship comprises the best 3 of 4 series for any yacht, with the best 5 race results of the series to count on a PCF basis. Where less than 5 races are sailed in any series, 4 races will count or all races are to count if only 3 races are sailed. Three races shall constitute a series.

5. NOTICES TO COMPETITORS

Notices to competitors will be posted on the MYCQ website and may be emailed to skippers nominated for the event.

Note: race competitors shall nominate prior to the race, either by nominating for the season or for individual races. Competitors shall notify of their intent to race in an event by email to bcdickson@optusnet.com.au or text or phone on 0423 602 214 by 2100 hours on the Wednesday before the event or may be taken by radio prior to the race in extreme circumstances.



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6. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the MYCQ website.

Changes may also be made to the Sailing Instructions prior to the first warning signal by displaying code flag L on the race committee vessel and/or advising of the change by VHF Radio Channel 72.

7. SIGNALS MADE ASHORE

No signals will be made ashore.

8. CALENDAR OF MYCQ HOSTED EVENTS

The calendar of events shall be as per the MYCQ website




9. DIVISIONS

There will be the following divisions.

Division 1: Racing Division competing on a PCF and an OMR basis, for those yachts with a current OMR.

Division 2: Cruising Division with or without extras such as spinnakers and screechers. This is the first year that we are actively seeking to involve cruising boats to enter this series of events as we believe that cruising boat skippers would like the opportunity to sail and learn from others in a mixed fleet of yachts. However, we also envisage that the Seawinds or other class may wish to race together and with more than 5 nominations, we will provide separate races accordingly. Of course, there are high performing Seawinds with skippers/owners who may prefer to nominate for the Racing Division.

10. DIVISION FLAGS

Date	Scoring	Flag
Division 1 Racing	PCF and/or OMR	Numeral Pennant 1 
Division 2 Cruising	PCF	Numeral Pennant 2 
Additional Divisions (if required)	PCF	Numeral Pennant 3 



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11. RACING AREA

The racing areas will be generally east of Green Island, north to and around Mud Island and south to and around Peel Island.

Races will be started in the area to the west of Green Island except for the MCC/RQYS windward/returns, triangles which shall be started east of Green Island, the Manly to Mooloolaba race which shall start adjacent the southern cardinal off St Helena Island and the Great Bay Race which shall start in Waterloo Bay.

12. STARTS

Races will be started by using rule 26 with the warning signal made five (5) minutes before the starting signal. The start signal of one division will be the warning signal for the next division.

Generally, starts will be at 1030 hours, unless other times are nominated in the Special SIs for the race.

The starting line will be between a staff displaying an orange flag on the start vessel at the starboard end of the line and a pink MYCQ inflatable buoy at the port end of the line, unless an alternative arrangement is specified to nominees via special instructions.

Boats shall keep clear of the starting area during the starting sequence for other divisions and shall not pass through the line unless starting.

A boat starting later than fifteen (15) minutes after her starting signal or time will be scored Did Not Start without a hearing. This changes RRS A4, page 56 and 57.

No part of a boat's hull, crew or equipment shall be on the course side of the triangle formed by the two ends of the starting line and the first mark, during the one minute before the starting signal. Should a boat infringe this rule, the race committee may attempt to broadcast a boat's name and number, on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a), page 37.

13. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position and modify competitors via VHF Channel 72.

14. THE FINISH

The finishing line will be between a staff displaying an orange flag on the finishing boat at the starboard end of the line and a pink MYCQ inflatable mark at the port end. Boats shall clear the finish line before changing course and shall not pass through the line unless finishing.



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When there is no race committee vessel on station, the alternate finish line will be an extension of the eastern most Port and Starboard Lateral Beacons to Manly Boat Harbour channel. Yachts shall pass to the south and within 150m of the port beacon. In this case, skippers are required to take careful note of the finishing time and complete a declaration form and email it to the Chairperson of the Sailing Committee at bcdickson@optusnet.com.au. Finish declaration forms shall be lodged within 24 hours following the completion of the race and shall include the name of the yacht and skipper and finishing time to Eastern Standard Time. If available, the name of the boats immediately in front & behind the declaring boat shall be listed on the declaration. Note: the finish for the Great Bay Race, the Manly to Mooloolaba race and the Ocean Races are different from this clause but the declaration arrangements are the same.

15. TIME LIMITS

The time limit for the first boat to finish shall be five hours after the starting signal of the race, or by 1600, whichever is earlier. Boats failing to finish within six hours of the starting signal, or by 1700, whichever is earlier, will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5. Note: this does not apply to the Great Bay Race, Manly to Mooloolaba, Mooloolaba to Manly or the Ocean Series races.

16. PROTESTS AND REQUESTS FOR REDRESS

Protest forms are available on the MYCQ website. Protests and requests for redress or reopening a hearing shall be delivered to bcdickson@optusnet.com.au within the appropriate time limits nominated below.

For each division, the protest time limit is 4 hours after the last boat has finished the last race of the day or the race committee or race officials signal no more racing that day, whichever is later.

Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).

Breaches of SI 12.4, 12.5, 18 and 22 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

A request for reopening a hearing shall be delivered no later than 24 hours after the requesting party was informed of the decision.



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17. SCORING

The High Point Scoring System will apply.

Three (3) races are required to be completed to constitute a series.

If only three races are sailed, all results will count towards the series score. When four (4) races have been completed by any competitor, the series' results will be based on the best three (3) results for all competitors. When five (5) races have been completed by any competitor, the series' results will be based on the best four (4) results for all competitors. When six (6) races or more have been completed by any competitor, the series' results will be based on the best five (5) results for all competitors.

18. SAFETY REGULATIONS

All skippers shall SIGN ON with the start boat by radio prior to the first warning signal each day via VHF Channel 72. Skippers shall nominate their boat, sail number and number of crew and crew weight if racing under OMR. Skippers failing to sign on shall have their boats scored DNC, without a hearing. This changes RRS 63.1, A4 and A5.

A skipper of a boat that retires from a race, shall notify the race committee as soon as practical.

A boat will be considered to have Signed Off when they cross the finish line. No declaration is needed, other than required in the case of 14.2 in these Sailing Instructions.

Competitors shall comply with the following Policies

- (a) Remain within the 6-knot speed within and approaching Manly Harbour.
- (b) Unless in use, boats shall NOT carry anchors protruding beyond the bow whilst racing.
- (c) Monitor VHF 72 at all times during the race and during the pre-start period.
- (d) Do not fly any spinnakers or other extras within Manly Harbour.
- (e) **All crew shall be a member of Australian Sailing by belonging to an affiliated sailing or yacht club such as the MYCQ.** This membership provides sailors with insurance to and from events and while racing in events, as well as making available the resources of Australian Sailing and the various safety courses they offer.
- (f) Comply with these SIs and in particular the Racing Rules in section 25.



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Failure to comply will incur a penalty as decided by the race committee or protest committee.

Competitors shall comply with the **Australian Sailing Special Regulations 2017-2020** and the following additional requirements and clarifications.

-Multihulls shall comply with 3.12.4 of the Special Regulations re lifelines. In particular, item 3.12.4 (d) requires lifelines to be continuous, including transverse lifelines on a catamaran fore and aft. Item 3.12.4 also clearly defines the requirements for lifelines on a trimaran. Without compliant lifelines, competitors shall wear PFDs while on deck and in the cockpit for the entire race as per 5.01.1(j).

-As per 5.01.1 (g) With compliant lifelines, a PFD shall be worn by each member of the crew when on deck between the hours of sunset and sunrise. To be clear, the deck shall include the cockpit and hence PFDs are required in all areas outside the cabin(s) during these times.

-In 4.03 of the Special Regulations, there is some ambiguity re the requirement for clipping onto jackstays when in the cockpit. There is clearly a requirement for clipping on when required (i.e. between the hours of sunset and sunrise), while in the cockpit, prior to going up on deck but any cockpit, shall be treated as a deck and crew shall be clipped on while working in the open part of the cockpit and on deck. In any parts of the deck or cockpit that require crew to work for long periods, such as helmspersons, they shall clip on as required by the Special Regulations. **Note: The Special Regulations define the deck as any part of the boat from which the sails and boat can be handled.**

-Item 3.24.5 of the Special Regulations describes the minimum amount of fuel required and apart from specifying the number of litres in (c), requires boats have sufficient fuel to meet the conditions and to motor for 8 hours.

In addition, all boats should have reliable instruments with a MOB button that can be activated if such an incident occurs and shall have compliant lifebuoys readily accessible for deployment from the helm. It is also prudent to ensure that there are multiple devices recording the boat's track. The intent is that in the event of large seas, where the electrics and instruments may stop working due to inundation by a wave, there is a back-up recording of the track. At night, in large seas, having a way of accurately tracking back to a MOB can save a life.

19. REPLACEMENT OF CREW AND EQUIPMENT

Boats intending to race with a sail number other than that stipulated on their entry shall notify the Chairperson of the Race Committee by email bcdickson@optusnet.com.au. Failure to comply will result in the boat being scored DNC for all races on that day. This changes RRS 63.1, A4 and A5.



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Substitution of damaged or lost equipment or changes to yachts will be allowed, provided modifications comply with the safety requirements and racing rules as per these SIs, do not alter the OMR (when racing under that rule) or have the potential to significantly enhance performance. Skippers shall notify the race committee in writing by contacting the Chairperson of the Race Committee by email on bcdickson@optusnet.com.au. Requests for substitution shall be made to the race committee at the first reasonable opportunity and no later than 2100 hours on evening prior to the next days racing. Changes requiring re-measurement or weighing for OMR shall require skippers to email the Measurement Coordinator, Geoff Cruse at geoffcruse@optusnet.com.au as soon as possible when the changes are complete. Notification of changes involving re-measuring may take more time than is available between races, so early notification is paramount.

Replacement, change or addition of crew will be permitted. Replacement crew shall be nominated, along with their name, AS Number and weight for the particular race. Changes of crew shall be emailed to the Chairperson of the Race Committee bcdickson@optusnet.com.au as soon as possible and preferably no later than 21000 hours on the evening prior to the nominated day of racing. Crew changes may also be made via VHF when logging on, with their AS number and weight confirmed by email. To have a change to the OMR rating competitors shall notify pha70516@bigpond.net.au a minimum of seven days prior to a race in which they are intended to take effect.

20. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the Sailing Instructions. On the water, a boat can be instructed by a member of the race committee, by an equipment auditor or rating/measurer and shall proceed immediately to a designated area for inspection.

For Division 1 and 2 boats racing under the OMR rating rule will comply with all special regulations associated with OMR with specific adherence to the following.

- a) Boats that do not have a current approved weight, shall be made available for weighing on proscribed weighing days when the MYCQ's one point certified weighing cell will be used. Weighing of boats and inspection of equipment for sign-off of the OMR Inventory, shall be at the cost of the crane hire, divided between the boats being weighed. Note: Yachts that have been weighed by an approved method in accordance with the OMR Preamble and have not been changed in any way since weighing, will not require reweighing for 4 years as per the OMR preamble. For large boats that require weighing on a three point system, it would be prudent for the owners to make arrangements to have them weighed during maintenance which requires them to be taken out of the water,



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even if out of the OMR sequence, as this will save the owner the cost of crane or lift fees.

- b) All skippers shall declare that they have adequate permanent propulsion engines, with an adequate supply of fuel, that complies with the Special Regulations, clauses 3.24, page 38, 39 and 40. This is a fundamental safety issue that will be checked.
- c) The clauses in (b) above of the Special Regulations provide a performance requirement and skippers may be asked to provide proof (either by demonstration or video evidence) that the boat engines are adequate. Alternatively, as a guide, a deemed to comply solution that will be acceptable, is a motor which in $HP = \text{boat displacement} \times 0.005$. For example a boat and crew weighing 1500kg $\times 0.005 = 7.5HP$ or an 8HP motor.
- d) Anchors shall comply with 4.05 of the Special Regulations and be assembled for use and secured in place while racing. Skippers shall copy and complete the table in 4.05 to indicate how they conform with the regulations. This may be checked by a AS approved equipment auditor. Anchors may be stored below decks, provided they are assembled with chain and rope attached.

21. OFFICIAL BOATS

Official boats will fly the MYCQ pennant.

Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. Support boats breaking this rule, may incur a penalty for any boat to which they are associated as per the NOR.

22. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones. Failure to comply with this may result in DSQ of the boat concerned at the discretion of the race committee or protest committee.

The race officials shall communicate with boats on VHF Channel 72.

22. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS Fundamental Rule 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after races.



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23. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10,000,000 AUD per incident or the equivalent.

Each competitor shall be required to produce a copy of their valid Insurance certificate upon nominating for the event by emailing bcdickson@optusnet.com.au.

24. RESULTS

Results will be posted on the MYCQ website within 72 hours of each race or group of races www.mycq.net.au.

25. RULES

All MYCQ races will be governed by the following.

The **Australian Sailing 2017-2020 Blue e-Book, Racing Rules of Sailing (RRS)**.

The **Australian Sailing 2017-2020 Blue e-Book Special Regulations, Part 1, Category 5 generally or when nominated 5N or 3 for particular races**. Note: races such as the Brisbane to Gladstone Multihull Yacht Race has separate Sailing Instructions with additional safety requirements to Category 3.

These **Sailing Instructions (SIs)**.

The Queensland Government, Transport Operations (Marine Safety) Regulations 2016 and associated regulations and updates.

The **Australian Maritime Safety Authority, Uniform Shipping Laws Code 2008, Section 16 Collision Regulations**.

The MYCQ Offshore Multihull Rule (**OMR**) as applicable to boats with a current rating.

A performance handicap (PCF) applied to all boats nominated strictly at the discretion of the Race Committee but based on previous results and/or results of similar boats. Boats which have not raced before with the MYCQ will have a performance rating applied which could be significantly changed after the first race they have entered. Boats entering their first race may have an adjustment made to the handicap prior to posting of the results, solely at the discretion of the race committee.

Rule 50.2 of the RRS is amended to allow fixed and retractable spinnaker poles to set spinnakers, screechers, code zeros and similar extras.

Rule 52 of the RRS is amended to allow the use of electric or hydraulic winches.

All skippers shall supply the Chairperson of the Sailing Committee, via email at bcdickson@optusnet.com.au, a valid Australian Sailing Equipment Audit Form 2017 - 2021 Category 5 form or higher as required by each race (Higher category forms



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will be accepted). Note: these forms apply to financial years and must be updated each year after 30 June and before the next race.

Rule 44.1 of the RRS is changed to replace the two-turns penalty by a one-turn penalty.