



# **MULTIHULL YACHT CLUB QUEENSLAND**

## **2019 Sailing Instructions for MYCQ Races**



## 2019 MYCQ Sailing Instructions

Race Committee	Chairperson of Sailing Committee MYCQ Commodore MYCQ Schedule Coordinator & Safety Officer Handicap /Results/Entrants Officer	
Sailing Committee	Bruce Wieland Mike Hodges Geoff Cruse Peter Hackett Tony Epell	
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 Epell, 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 some of the Manly Combined Clubs races, QCYC races, St Helena Cup races (WMYC), joint RQYS/MYCQ races and the Moreton Bay Multihull Regatta. These races comprise the 4 series.

The Club Championship will be the best 2 series of the 4 series as defined in the programme and specific SIs. This provides flexibility and the potential to drop races or just not sail a series.



## 2019 MYCQ Sailing Instructions

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. Season entry fees may be paid prior to the end of the Summer Series. 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. To be considered for the MYCQ Championships nomination fees must be paid for each race to MYCQ even if nomination fees have been paid to another club for the specific event.

Race fees have been set at a modest level to attract a good fleet of boats but to help cover the MYCQ 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. For races organized and run by other clubs, the courses will be published by those clubs.

For MYCQ races 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.

### 4. SERIES & RESULTS

There is an Ocean Series, Summer Series, Winter Series and Spring Series. The Club Championship comprises the best 2 of 4 series for any yacht, with the best race results of the series to count on a PCF basis. MYCQ will determine the number of races to count. Where more than 5 races are sailed, the best 4 races shall count, if 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 the Handicap/Results/Entrants Officer on the Wednesday before the event or may be taken by radio prior to the race in extreme circumstances.

### 6. CHANGES TO SAILING INSTRUCTIONS

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

Revision D 2019



## 2019 MYCQ Sailing Instructions

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. We are actively seeking to encourage 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 3 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 

### 11. RACING AREA



## 2019 MYCQ Sailing Instructions

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 and 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.

### 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.

The 'I' Flag Rule shall apply. Accordingly, 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, it shall restart by passing around the ends of the start line in accordance with the 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



## 2019 MYCQ Sailing Instructions

end. Boats shall clear the finish line before changing course and shall not pass through the line unless finishing.

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 Handicap/Results/Entrants Officer. 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 1530, whichever is earlier. Boats failing to finish within six hours of the starting signal, or by 1630, 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 emailed to the Handicap/Results/Entrants Officer 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 emailed to inform boats under RRS 61.1(b).

Breaches of SI 12, 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.



## 2019 MYCQ Sailing Instructions

### 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 four (4) results for all competitors.

### 18. SAFETY REGULATIONS

#### 18.1 Fundamental, Navigation and Reporting Requirements

All persons competing in this event do so at their own risk and in entering, acknowledge that they indemnify the MYCQ, its office bearers and volunteers against any claim whatsoever. The decision to race, or continue racing, is entirely the responsibility of the skipper and crew.

#### **MSQ specifically requires the following.**

All skippers of any vessel participating in a race, must maintain on board and produce upon demand by the Race Committee, a copy of a current valid Certificate of Currency with respect to the third-party property and third-party personal injury insurance for the vessel.

All marine incidents must be reported to the Race Committee in addition to regulatory requirements to report marine incidents to Maritime Safety Queensland.

All vessels shall keep a 20m exclusion zone around Jay's Reef Buoy, Hope Banks Beacon, Norman J Wright Beacon, Crawford James Pattison Beacon, Red Beacon NE Green Island and the South Cardinal Beacon St Helena Island.

#### 18.2 Specific Requirements

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.

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



## 2019 MYCQ Sailing Instructions

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 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.

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

### 18.3 Sailing Regulations

Competitors shall comply with the **Australian Sailing Special Regulations 2017-2020** including the following 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.

-Item 3.24 of the Special Regulations defines the requirements for adequate propulsion engines. Owners/skippers may be required to prove they comply with the minimum requirements. As a guide a deemed to comply solution that will be acceptable, is a motor with a HP = boat displacement x 0.005. For example, a boat and crew weighing 1500kg x 0.005 =7.5 HP or an 8 HP motor.





## 2019 MYCQ Sailing Instructions

-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 4 hours for Category 5 and for 8 hours for Category 4 and above.

-For Category 3 & 4 races, 3.12.1 requires the crew of a multihull **without lifelines** to wear safety harnesses and be attached at all times when the crew member is outside the cabin or cabins. 4.03 of the Special Regulations, defines the requirements for clipping on points to ensure the crew can clip on before leaving the cabin(s). However, for boats with compliant lifelines, it is up to the discretion of the skipper to determine when tethers are required but we suggest that, as a minimum, similar procedures to wearing PFDs and PLBs should be followed and they be worn and used at night between the hours of sunset and sunrise and during hazardous times. A cockpit, even if well protected by high bulkheads and roof, shall be treated as a deck as per the definitions. In any parts of the deck or cockpit that require crew to work for long periods, such as helmspersons, they shall clip on using tethers 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.**

In addition, all boats for Category 3 events and above 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 electronics 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 Safety and Sailing Committee by emailing the Handicap/Results/Entrants Officer. Failure to comply will result in the boat being scored DNC for all races on that day.

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 Handicap/Results/Entrants Officer. Requests for substitution shall be made to the race committee at the first reasonable opportunity and no later



## 2019 MYCQ Sailing Instructions

than 2100 hours on evening prior to the next day's racing. Changes requiring re-measurement or weighing for OMR shall require skippers to email the Measurement Coordinator, Geoff Cruse at [geoffcruse@optusnet.com.au](mailto: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 Handicap/Results/Entrants Officer 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](mailto: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 prescribed 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, 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 may 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



## 2019 MYCQ Sailing Instructions

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 = boat displacement x 0.005. For example a boat and crew weighing 1500kg x 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 an 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.

### 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.

### 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.

**A decision to nominate and race by an owner/skipper is acknowledgement that all the safety rules, including insurances are in place for the yacht entered in the event.**



## 2019 MYCQ Sailing Instructions

Each competitor may be required to produce a copy of their valid Insurance certificate upon nominating for the event by emailing the Handicap/Results/Entrants Officer.

### 24. RESULTS

Results will be posted on the MYCQ website within 72 hours of each race or group of races [www.mycq.net.au](http://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.

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

### 26. CLEARANCE TO NAVIGATION MARKS



## 2019 MYCQ Sailing Instructions

Vessels must observe a 20 metre exclusion zone around each of the following Aids to Navigation: Jay's Reef Buoy, Hope Banks Beacon, Norman J Wright Beacon, Crawford James Pattison Beacon, Red Beacon NE Green Island and South Cardinal Beacon off St Helena Island.

### **27. PROOF OF INSURANCE**

All skippers of any vessel participating in a race to which this Authority applies, must maintain on board and produce upon demand by the Race Committee, a copy of a current valid Certificate of Currency with respect to the third-party property and third-party personal injury insurance for the vessel.

### **28. REPORTING OF MARINE INCIDENTS**

All marine incidents must be reported to the Race Committee in addition to regulatory requirements to report marine incidents to Maritime Safety Queensland.

### **29. NOMINATING FOR EVENTS**

All skippers shall supply the Handicap/Results/Entrants Officer, via email, a valid Australian Sailing Equipment Audit Form 2017 - 2021 Category 5 form or higher, as required by each race (Higher category forms will be accepted). Note: these forms apply to financial years and must be updated each year after 30 June and before the next race.

## NOTES



## 2019 MYCQ Sailing Instructions