



# **MULTIHULL YACHT CLUB QUEENSLAND**

## **2021 Sailing Instructions for MYCQ Races**



## **1. MYCQ ADDRESS**

Street Address: Trafalgar Street, Manly (Sharing the Darling Point Sailing Squadron club).

Postal Address: PO Box 178, Wynnum, QLD, 4178

Email: Refer to the MYCQ website

## **2. RACE COMMITTEE**

Vice Commodore MYCQ - Chairperson

Schedule and Ratings Coordinator

Safety Officer

## **3. SAILING COMMITTEE**

Alasdair Noble

Richard Jenkins

Two others to be nominated.

## **4. RATING / BOAT MEASURERS**

Geoff Cruse

Alasdair Noble

Peter Hackett

Richard Jenkins

Race Officers

## **5. OFFICER OF THE DAY/RACE OFFICERS/START BOAT CREW**

The Officer of the Day (OOD) is nominated for each event via the Sailing Instructions for that event and conformed by radio on the day of the race.

## **6. PROTEST COMMITTEE**

Nominees from the Sailing and Safety Committee and others as required and advised.

## **7. AUSTRALIAN SAILING, NATIONAL/CLUB EQUIPMENT AUDITORS**

Audits must be undertaken after 30 June 2021 by a Australian Sailing National or Club Equipment Auditor. Refer to the MYCQ website for a list of auditors but qualified auditors from other clubs may be used to undertake an acceptable audit.

## **8. COVID-19**



All members are required to abide by the State Government requirements and the MYCQ COVID-19 Safety Plan which above all else requires:

- no-one to sail or attend any meeting or event if they are unwell and, in particular, have flu or COVID symptoms;**
- skippers of any boat taking part in the race must ensure their boats are cleaned before and after a race and that they have washing facilities and/or hand sanitiser available;**
- skippers to provide the names and contact details of all crew members to the OOD;**
- skippers to report in writing to the MYCQ COVID Officer any crew member who becomes ill within 14 days of being on a boat and to notify all other crew members;**
- everyone to maintain social distancing whenever possible, even when aboard boats;**
- anyone participating in a MYCQ event shall agree to 14 days isolation should anyone of the crew or anyone with whom they have come into contact becomes ill; and**
- shall notify the skipper if they become ill or are suspected of having or diagnosed as having COVID-19.**

It is important to review the above requirements with each member of the crew to ensure they fully understand their responsibilities.

This is not an exhaustive list of the requirements and all participants should be familiar and comply with the MYCQ COVID-19 Safety Plan.

## **9. ELIGIBILITY AND ENTRY**

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

## **10. RACES & FEES**

The MYCQ races are scheduled on the website and include, the Bay Series including the Westerly Trophy, the Fairway Challenge, some QCYC races (i.e. Surf to City, Bribie Cup and Coolaroo Trophy), St Helena Cup races (WMYC), the Mooloolaba Weekend, the Great Bay Race and the MYCQ/RQYS MBM Regatta.

MYCQ nomination fees are \$10.00 per yacht per race entered (except for the Brisbane to Gladstone) to be paid prior to the race.

To be considered for the MYCQ Championships, nomination fees must be paid for each race to MYCQ before the event, even if nomination fees have been paid to another club for the specific event. Nominations can be made by the link on the MYCQ programme on the web site.

Race fees have been set at a modest level, to attract a good fleet of boats and to contribute towards the MYCQ costs.

## **11. COURSES**



The courses are defined in the SIs for each event, such as the Westerly Trophy, Great Bay Race, Manly to Mooloolaba and return, the Bay Series and the Brisbane to Gladstone Multihull Yacht Race.

For races organised and run by other clubs, the courses will be published by those clubs. These races include the Surf to City run by QCYC, the MBMR run by RQYS, the Bribie Cup and Coolaroo Trophy run in parallel to the QCYC regatta which includes their Bribie Cup and Inter-club Challenge, and the St Helena Cup run by the Wynnum Manly Sailing Club. For MYCQ points towards the club championship skippers must nominate with the club operating the event and pay an entry fee of \$10.00 per race to MYCQ which goes towards the cost of trophies.

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 or as an instruction from the Officer of the Day.

All navigation marks must be observed to complete a course.

## **12. SERIES & RESULTS**

The Club Championship comprises the best race results on a performance handicap basis, as determined by the MYCQ.

A decision will be made about the series composition, once the year's race programme is determined, given the uncertainty posed by COVID-19 restrictions. However, the Committee will try to arrange for a result which allows one, two or three race results to be dropped. A decision will be made regarding the scoring before the results are known or totalled.

There are three possible series, comprising the following.

- The Ocean Series including the Fairway Challenge, the Surf to City (outside), the Manly to Mooloolaba and return race, and the Brisbane to Gladstone (which counts as x 2 results), resulting in six possible results with two drops (i.e. 4 results to count).
- The Bay Series (comprising the Peel/Mud Island races) which comprises five possible results with up to one drop (i.e. the best 4 results to count for the Club Championship and up to 7 to count for the Bay Series Trophy).
- The special events including the Bribie Cup, the Coolaroo Trophy, the Westerly Trophy (a nominated race on the 28/08/21 of the Bay Series races), a long Bay Race held on 29/05/21 and the Great Bay Race, comprising possible results with one drop (i.e. 4 results to count).

Accordingly, there are three possible events but since not everyone can not sail in the Ocean Series, our intent is for any two to count towards the Club Championship. However,



the make-up of the championship may be subject to change, if the series cannot be completed due to programme changes.

The Club Championship shall be awarded to the skipper and boat with the highest score awarded on a Performance Handicap basis.

Subject to participation, there will be trophies for the Bay Series, the Fairway Challenge, the Surf to City, the Manly to Mooloolaba Weekend, the Brisbane to Gladstone, the Bribie Cup and Coolaroo races run in parallel with the QCYC races, the Westerly Trophy and the Great Bay Race.

### **13. NOTICES TO COMPETITORS**

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

Race competitors shall nominate prior to a race, providing crew names and contact details and pay the nomination fee to the MYCQ. It is a Government requirement to provide all crew names and contact details in accordance with the COVID-19 Safety Plan, a club safety requirement and an Australian Sailing insurance requirement. This shall be done via the revSPORT link on the MYCQ programme which can be accessed by simply clicking on the event.

Any changes to the crew due to last minute emergencies shall be sent via email a minimum of 2 hours prior to the event, to Richard Jenkins at [rjenk@gmail.com](mailto:rjenk@gmail.com), together with the crew weight if competing under the OMR.

### **14. 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, when possible, code flag L on the race committee vessel and/or advising of the change by VHF Radio Channel 72.

### **15. SIGNALS MADE ASHORE**

No signals will be made ashore.

### **16. CALENDAR OF MYCQ HOSTED EVENTS**

The calendar of events shall be as per the MYCQ website.




### **17. 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 in a mixed fleet of yachts. Should any particular vessel type or class wish a separate division to be formed, then this may be done as long as there are at least three nominations. There will typically only be one start time for each race regardless of the number of divisions unless the fleet size is expected to be larger than usual.

Division	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, 

## 18. RACING AREA

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

## 19. STARTS

Races with a start boat 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. The 'I' flag rule shall apply when there is a start boat on station. When starting between navigation marks without a start boat, the 'I' flag rule (i.e. commonly known as the 'around the ends' rule) **shall not** apply.

Generally, starts will be at 1300 and 0900 hours for the longer special purpose races, unless other times are nominated in the Special SIs for the race.

The starting line when there is a starting boat 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 nominated.



When there is not a starting boat, starts will be as nominated in the SIs for that race, or advised via the website, email or via VHF 72.

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 sixty (60) minutes after her starting signal or time will be scored Did Not Start (DNS) without a hearing.

When there is a start boat on station, 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 a late broadcast, will not be grounds for a request for redress.

If there is not a start boat and the start is between navigation marks, the 'I' Flag Rule **shall not** apply. Accordingly, early starters may return to the start line and restart by 'dipping'. Early starters shall ensure they do not interfere with any other boat that is starting and that all parts of their yacht are entirely behind the start line before restarting.

## **20. 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, or finish the race at a nominated mark and notify competitors via VHF Channel 72.

The event SIs may also have a shortened course included and describe the basis on which it may be adopted.

## **21. THE FINISH**

The finishing line will be between a staff displaying a **blue** 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.

When there is no race committee vessel on station, the alternate finish line will be as per the race specific SIs or if not specified, 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, Richard Jenkins at [rbjenk@gmail.com](mailto:rbjenk@gmail.com).

Finish declaration forms shall be lodged within 3 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.

The declaration form may be replaced by an email containing the required information. Submission of a declaration form or email shall only be made if a skipper has obeyed all the required rules and completed the required course.

## **22. TIME LIMITS**

The time limit, for the first boat to finish shall be five hours after the starting signal of the race, unless otherwise specified in the SIs. Boats failing to finish within the time limit, will be scored Did Not Finish (DNF) without a hearing.

Note: this does not apply to the Brisbane to Gladstone, Fairway Challenge, Surf to City, Great Bay Race, Manly to Mooloolaba, or Mooloolaba to Manly events all of which are subject to longer event time frames.

## **23. PROTESTS AND REQUESTS FOR REDRESS**

Protest forms are available in Appendix B. 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 skippers. Penalties 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.

## **24. 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 etc. Given the possible disruption to the season the MYCQ will, if necessary, determine the races to count for the Club Championship.





## 25. SAFETY REGULATIONS

### 25.1 Fundamental, Navigation and Reporting Requirements

All persons competing in MYCQ events 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 Jeay'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.**

### 25.2 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 'Did Not Start '(DNS), without a hearing. This changes RRS 63.1.

A skipper of a multihull yacht that retires from a race, shall notify the Officer of the Day (OOD) as soon as practical.

A multihull yacht will be considered to have Signed Off when they cross the finish line. No declaration is needed, other than required in the case of clause 21 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.** In addition, we recommend using motors and not flying any sails when entering 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 any special event SIs.**

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

### **25.3 Sailing Regulations**

Competitors shall comply with the current Australian Sailing Special Special Regulations and the Racing Rules of Sailing (2017-2020) up until 30 June 2021 and the Racing Rules of Sailing (2021-2024) after July 1 2021 including the following **clarifications**.

Note: there are some rule changes relating to lifelines, tethers and lifejackets for multihulls that are presented below that require particular note and also flag colours for the start and finish lines.

- As per 3.12.1, when the particular design of a multihull makes it impractical to precisely follow the Special Regulations regarding pulpits, stanchions and lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard.

- For Category 1, 2 and 3 races, **without** compliant lifelines, competitors shall wear lifejackets (to a minimum level 150), while on deck and in the cockpit for the entire race.

- For all category races, a lifejacket shall be worn by each member of the crew when on deck between the hours of sunset and sunrise.

- There are also circumstances when a lifejacket should be worn such as, when alone on deck, in winds above 25 knots and in times of poor visibility.

**To be clear, the deck shall include the cockpit and hence lifejackets are required or advised in all areas outside the cabin(s) during these times.**

- For Category 1, 2 and 3 races, the requirement for the crew to be attached via tethers at all times has been removed and it is now discretionary, except where lifelines are not fitted or where areas of the deck are not protected by lifelines, **the crew shall wear a harness and be attached to the boat by tethers, between the hours of sunset and sunrise.**

The crew **should** also wear harnesses and be attached to the boat when conditions require, such as when they are alone on deck, when the wind speed is above 25 knots or when there is poor visibility. Note: this is a change to Rule 3.12.1 (refer Appendix C). In addition to these requirements, the crew **shall** attach themselves to the boat with a tether at the discretion and direction of the skipper.

- With or without lifelines, it is good practice to clip on via tethers at night and when the other conditions listed above prevail.

- 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.



-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.

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 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. In addition, MOB devices, AIS or similar safety equipment is recommended for all off-shore racing.

## **26. 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 DNS/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 of any changes by contacting the OMR Schedule Coordinator. Requests for substitution shall be made to the race committee at the first reasonable opportunity and no later than 24 hours prior to the event. 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, contact details, AS Number and weight (if sailing under OMR) for the particular race. Changes of crew shall be emailed to the Handicap/OMR Schedule Coordinator at [rbjenk@gmail.com](mailto:rbjenk@gmail.com), as soon as possible and no later than 2 hours prior to the event/race.

To have a change to the OMR rating competitors shall notify Richard Jenkins at [rbjenk@gmail.com](mailto:rbjenk@gmail.com) a minimum of seven days prior to a race in which they are intended to take effect.

## **27. EQUIPMENT AND MEASUREMENT CHECKS**

A boat or the 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 Sailing



Committee, by an equipment auditor or rating/measurer and shall proceed immediately to a designated area for inspection.

All boats racing shall have an audit appropriate for the Category of race entered, undertaken by an Australian Sailing accredited auditor. To be valid the audit shall be undertaken on or after the 1 July for the financial year in which the race is sailed.

Due to COVID-19, the OMR rating held by a boat for 5 years in lieu of the usual 4 years.

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

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. 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 or video evidence) that the boat engines are adequate. Alternatively, as a guide, a deemed to comply solution that will be acceptable for outboard motors only, the 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 should 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.

## **28. 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.

## **29. RADIO COMMUNICATION**

Except in an emergency, the crew of 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 disqualification (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.

## **30. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See RRS Fundamental Rule 3, Decision to Race.

The Organising 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.

## **31. 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 may be required to produce a copy of their valid insurance certificate upon nominating for the event by emailing the Handicap/Results/Entrants Officer.

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.

## **32. ACKNOWLEDGEMENT OF SAFETY REQUIREMENTS AND INSURANCES**

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.

## **33. RESULTS**

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

## **34. RULES**



All MYCQ races will be governed by the following.

-The Racing Rules of Sailing (2017-2020) (RRS) up until 30 June 2021 and the Racing Rules of Sailing (2021-2024) after July 1 2021.

-The Australian Sailing e-Book Special Regulations, Part 1, Category 5 generally or when nominated 5N or 3 for particular races, as updated electronically on the Australian Sailing Resources Page. Several events, including the Brisbane to Gladstone Multihull Yacht Race, have separate Sailing Instructions with additional safety requirements to Category 3.

-These Sailing Instructions (SIs) and special SIs for particular events.

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

-The Australian Maritime Safety Authority, Uniform Shipping Laws Code 2008, 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 55.2 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.

### **35. CLEARANCE TO NAVIGATION MARKS**

Vessels must observe a 20 metre exclusion zone around each of the following Aids to Navigation: Jeay'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.

### **36. 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.



### **37. NOMINATING FOR EVENTS**

All skippers shall supply the Handicap/Results/Entrants Officer, via email, a valid current Australian Sailing Equipment Audit Form, Category 5 form or higher, as required by each race (higher category forms will be accepted i.e. Category 1, 2, 3 and 4 are acceptable for Category 5).

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

#### **Appendix A: Declaration**

1. Date:
2. Race/event:
3. Multihull yacht:
4. Sail Number:
5. Finish Time (AEST):
6. Multihull yacht immediately in front (if any):



7. Multihull Yacht immediately behind (if any):

8. Declaration: In submitting these details I confirm that I completed the required course in the above yacht, in accordance with the current Racing Rules of Sailing, the MYCQ COVID-19 Safety Plan and that my yacht conformed with the current Special Regulations.

9. Skipper: (print name and sign):

10. Skipper phone number:

11. Skipper email:

## **Appendix B: Protest Information Required**

1. Protest/ Request for Redress (strike out the one not applicable)

2. Date:

3. Race/event:

4. Multihull yacht (the protestor):

5. Sail Number:





6. Name of boat protested (the protestee):

7. Breach of rule alleged:

8. Has the protestee been notified:

9. Was a red protest flag flown, when and for how long:

10. Describe the incident (including a diagram if relevant):

11. Where and when the incident occurred:

12. The name of the protestor's representative, phone number and email (please print name and details in full).

Name:

Phone number:

Email:

If redress is requested submit the above details 1, 2, 3, 4, 9, 10 and 11.

Signed \_\_\_\_\_

Print Name: \_\_\_\_\_

**Appendix C: Draft Rule Change now incorporated in the Special Regulations.**



National Safety Committee



**AUSTRALIAN SAILING**  
CHANGES TO  
Australian Sailing  
2017-2021 Special Regulations

Issued on 30 November 2020 as Amendment no. 7  
Effective from 30 November 2020

**SPECIAL REGULATIONS**

**PART 2, SECTION 3 FIXED EQUIPMENT**

**Regulation 3.12.1**

Delete the text that has been ~~struck out~~ and insert the text that has been underlined.

- |        |   |         |
|--------|---|---------|
| 3.12.1 | When the particular design of a multihull makes it impractical to precisely follow Special Regulations regarding pulpits, stanchions and lifelines, the regulations for monohulls shall be followed as closely as possible with the aim of minimising the risk of people falling overboard.<br><del>Where lifelines are not fitted to a multihull or are not continuous, the crew shall wear safety harnesses which shall be attached at all times when the crew member is outside the cabin.</del> | 1 2 3 4 |
| (a)    | <u>Where lifelines are not fitted to a multihull at all, or when on areas of deck that are not protected by an effective lifeline system, crew shall be required to wear a harness and be attached to the boat between the hours of sunset and sunrise.</u>   | 1 2 3   |
| (b)    | <u>Where lifelines are not fitted to a multihull at all, or when on areas of deck that are not protected by an effective lifeline system, crew are strongly recommended to wear a harness and be attached to the boat at times such as, but not limited to:</u><br><u>(i) When alone on deck</u><br><u>(ii) When the true wind speed is 25 knots or above</u><br><u>(iii) When visibility is less than 1 nautical mile</u>  | 1 2 3   |

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