



Multihull Yacht Club Queensland Inc.

Sailing Instructions for the Brisbane to Gladstone Multihull Yacht Race 2019

**The Multihull Yacht Club Queensland Brisbane to Gladstone
Multihull Yacht Race 2019**

Sailing Instructions

Race Start 1130 hours, 19 April 2019



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Sailing Instructions

1. Racing Rules

The race will be conducted in accordance with the **Australian Sailing 2017-2020 Racing Rules of Sailing (RRS)** modified in accordance with rule 86 as follows.

- RRS 50.2 shall be amended to allow fixed and retractable spinnaker poles for fixing the tack of an asymmetrical spinnaker, screecher, code zero and similar extras.
- RRS 52 is amended to permit the use of electric or hydraulic winches.

Other applicable rules/documents are as follows.

- The Multihull Yacht Club Queensland (MYCQ) Offshore Multihull Rule (OMR) for yachts sailing in the racing division nominated under the OMR system.
- The Notice of Race (NOR).
- The Sailing Instructions(SIs).
- The Gladstone Ports Corporation, Ports Notices and Rules.
- The Australian Maritime Safety Authority, Uniform Shipping Laws Code 2008, Section 16 Collision Regulations.
- The Queensland Government Transport Operations (Marine Safety) Regulation 2016.

Copies of these documents should be kept aboard either in printed or electronic form.

2. Eligibility and Safety

2.1 Fundamental 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.

2.2 Additional Safety Requirements

All skippers and crew members shall be a member of a sailing or yacht club and have a current Australian Sailing number. For crew who are not members of a club, they can join the MYCQ for a very modest fee, by using the membership form on the MYCQ website <http://mycq.org.au/clubmembership-application> form.

This race is open to multihull yachts over 6m in length, that are seaworthy, adequately crewed and comply with the current **Australian Sailing 2017-2020 Special Regulations, Category 3** with the following additional requirements.



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- Add clause **3.01.4(c)** For Multihulls, the scantlings shall be strong enough to bear the stresses induced by the sea and wind in severe conditions, whether the boat is upright or inverted. Hulls shall be sufficiently watertight and sufficiently buoyant so the craft will remain afloat with one hull flooded.
- Clause **3.20.2** shall be modified to read, Multihulls shall have the provision to pump out all watertight compartments **with a volume exceeding 0.3 cubic m**, except those filled with impermeable buoyancy.
- Clause **3.24.5** refers to the **minimum** amount of fuel carried for propulsion engines which for this race **shall be** in accordance with the recommendation for **Category 2 races as per 3.24.5 (c), namely Litres = LWL (metres) / 0.2.**
- Add clause **3.25.1 (d)** A **satellite phone** shall be carried and must be turned on for the duration of the race, with the battery sufficiently charged at all times, so the phone can be used effectively when required.
- Add clause **3.25.4 (e)** All boats shall be fitted with a **VHF speaker** facing towards the cockpit crew in the normal sailing position.
- Comply with **4.08 Foghorn**, as per Category 2 requirements.
- Comply with **4.11.2 Handheld GPS**. A second handheld water resistant GPS, as required for Category 2, shall be carried.
- Add clause **4.20 Grab Bag** For multihulls a grab bag shall be provided to contain any appropriate and specified portable safety equipment that is readily accessible from a normal or inverted position without requiring the full immersion of a crew member to access it. The grab bag should float, and shall be at least partially brightly coloured, be fitted with a lanyard and clip, and be marked with the name of the yacht, registration number and club. The bag shall contain the portable safety equipment required, including but not limited to, medical kit, personal medicines required by crew members, spare glasses as required by crew members, sunscreen, GPS capable EPIRB, VHF handheld radio, magnetic compass, waterproof flashlight, flares and a daylight signalling mirror. Water in resealable containers shall also be similarly accessible. However, these requirements are not additional to the safety equipment required but refer only to where they shall be stored and accessible.
- Comply with **5.05 Personal Locator Beacon** as per the Category 2 requirements.

2.3 Clarification of the Special Regulations

It is important to clarify some of the safety requirements in the Special Regulations but nothing contained here is intended to reduce the requirements of the Special Regulations or the above additional clauses. **The following are minimum requirements but they are simply clarifications and not additional to the Special Regulations.** However, they are included



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because they are often misinterpreted or not appreciated because they are contained in various parts of the regulations.

-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 (of the material specified), including transverse lifelines on a catamaran fore and aft. To be clear this means that the entire yacht should be surrounded by lifelines to comply. Item 3.12.4 also clearly defines the requirements for lifelines on a trimaran. Without compliant lifelines, competitors shall wear a PFD while on deck and in the cockpit (i.e. anywhere outside the cabin or cabins for the entire race as per 5.01.1(j)).

-3.12.1 also 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.

-Item 3.24 of the Special Regulations defines the requirements for adequate propulsion engines. Owners/skippers need to satisfy themselves that their yachts can achieve the standard required and handle the possible conditions experienced. They may be required to prove they comply with the minimum requirements. As a **guide only** a deemed to comply solution for outboard motors 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.

-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. Note: the **minimum** requirement for this race which shall apply (as indicated above) is the Category 2 recommendation, namely Litres = LWL in metres / 0.2.

-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.**

-As per 5.01.1 (g) With or without compliant lifelines, a PFD shall be worn by each member of the crew when on deck between the hours of sunset and sunrise and at other hazardous times as defined in the Regulations. **To be clear, the deck shall include the cockpit** and hence PFDs shall be worn in all areas outside the cabin(s) during these times. Similarly, PLBs shall be worn at all times that a PFD is required, while working on deck and in the cockpit. It is good practice to wear a PLB at all times, even when below deck, for the entire race. Additionally, while not a requirement, we recommend all crew wear PFDs and PLBs from at least the time they pass NW4 until they pass Lady Elliot Island, when outside the cabin(s). This suggestion is to ensure the crew



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are fully prepared for nightfall and that they take precautions in the least protected waters of the race.

In addition, all boats should have reliable instruments with a Man Overboard (MOB) button that can be activated, if such an incident occurs and shall have compliant lifebuoys readily accessible for deployment from the helm. Skippers are advised to read the section of the Special Regulations re the deployment of lifebuoys etc as they should only be used when the MOB is within sight. 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. Skippers should also ensure the crew wear personal MOB devices such as AIS equipped PFDs (in addition to the mandatory PLBs) when they are available. While not a requirement, when available, these devices should be worn at all times.

As a Category 3 event, with additional safety requirements as defined above, the carrying of a life raft is optional.

2.4 Safety Audit Forms and Crisis Plan

Competitors shall complete the **Australian Sailing 2017-2021 Special Regulations Equipment Audit Form**. To be current the form must be dated 1 July 2018 or later. A copy of this form shall be kept on board during the race. Notwithstanding compliance with the safety requirements and completion of the necessary documentation, safety is the sole responsibility of the skipper and crew as per the RRS and all those taking part in the race do so entirely at their own risk.

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.

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

While outside the course area, MSQ require vessels proceeding to the start or returning from the event, to 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.

Safety equipment audits may be carried out by Australian Sailing accredited auditors. Our intention is to hold random inspections over a day or two prior to the event and all competitors will be notified accordingly. Entrants should complete the audit form and submit it via the MYCQ website.

If there is any discrepancy between MYCQ documents, then the Crisis Plan shall take precedence, followed by the Sailing Instructions and then Notice of Race. Any contrary information



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provided at the briefing shall be confirmed in writing. Verbal instructions may be given on and during the race to countermand the written instructions but any changes will be clearly referenced.

All yachts shall have on board a copy of the Crisis Management Plan, available from the MYCQ website at www.mycq.org.au

3. Responsibility for Safety

Safety is the responsibility of the skipper/owner and crew. The decision to race and continue to race, rests solely with them. In addition, skippers/owners shall ensure they comply with the safety requirements defined in the Sailing Instructions and the Notice of Race. They shall also ensure all equipment is within the required dates, has been checked and is in good working order.

Skippers/owners are totally responsible for the seaworthiness of their yachts and for the adequate training of their crew in race and emergency procedures. The MYCQ, officers, members, volunteers and committees are not responsible for the safety of any yacht or crew member.

We strongly recommend that MOB training take place at night with waves and that the item to be recovered has some weight to simulate, as close as possible, a person. Recovery in these conditions is very different from daytime.

All boats shall provide assistance to another yacht or boat in peril, whenever possible. Yachts doing so, that are able to re-join the race, may claim a time allowance or apply in writing to the protests committee for redress.

4. Aquatic Event Permit and Radio Communication

All participating yachts must comply with the requirements of the Aquatic Event Permit issued by Maritime Safety Queensland. This document, when received, will be displayed on the notice board in MYCQ/DPSS Clubhouse and on the website www.mycq.org.au.

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 or other penalty at the discretion of the race committee or protest committee.

The race officials shall communicate with boats on VHF Channel 73.

Specific requirements for all competitors are summarized below for each stage of the race.

4.1 Radio procedures at the Start

Competitors shall log on by contacting the committee vessel on VHF 73 at 1110 hours on Friday 19 April 2019, declaring their intention to start and the total number of crew on board.



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4.2 Communications with Authorities and with the OOD when off Double Island Point

(a) Radio communication protocols as stated in these Sailing Instructions shall be strictly adhered to for this race.

(b) Maritime Safety Queensland, Vessel Traffic Services (**VTS**) is responsible for the safe and efficient movement of vessels in Queensland. They are primarily concerned with the movement of large vessels, particularly in restricted waters. In relation to the Brisbane to Gladstone race they are concerned about the movement of the fleet to ensure no craft is endangered. The two centres of importance to this race are the Brisbane and Gladstone ports and related channels.

The first yacht shall notify the VTS on VHF Channel 12 when the fleet is approaching the Main Channel (approximately one nautical mile from M9) and when the last yacht has cleared the Fairway Beacon, the last yacht shall radio VTS on VHF 12.

(c) All participants shall **monitor VHF 12 between 'M9' and the Fairway Beacon** for possible communication with large vessels. NOTE: Ships in this area are negotiating restricted channels and all competitors shall give way and allow adequate room for manoeuvring.

Often ships have restricted visibility due to the superstructure and any yacht within 3 NM can be difficult for ships, particularly with stern bridges, to see. Ships cannot stop quickly and therefore caution is essential to ensure all vessels are safe. Yachts shall give way to large vessels and err on the side of caution to avoid these deceptively fast-moving ships using the shipping channels.

(d) **When off Double Island Point, all multihull yachts shall contact the Officer of the Day by radio on VHF 73 or satellite phone, to notify of their intent to complete the race or withdraw from the race.**

(e) **When entering Gladstone Harbour, approaching mark 'S2' all yachts shall call Gladstone VTS on VHF 13 to identify the yacht, advise of entry to Gladstone Harbour and obtain shipping movements. Yachts shall maintain a listening watch on VHF 13 whilst in the harbour and approaching the finish except for (f) and (j) below.**

NOTE: Ships in the harbour and approach channels are operating in restricted waters and have the right of way over yachts.

(f) **At mark 'G2' all competing yachts shall call the Volunteer Marine Rescue/State Emergency Service (VMR/SES Gladstone) on VHF 73 and advise their ETA at the finish.** If no contact is made on VHF 73, try calling on VHF 82, then return to listening watch on VHF 13.

(g) **At mark 'A5' (approx. 1NM from the finish) call Gladstone VTS on VHF 13 and advise that you are passing 'A5'.**

(h) All competing yachts shall keep well clear of all commercial shipping whilst navigating in the Gladstone Harbour Shipping Channels. Competitors shall not sail across the bow of oncoming



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shipping as ships within the harbour have limited room to manoeuvre and have trouble slowing or stopping. They also need to maintain visual surveillance of other craft in the area.

(i) All competing yachts are advised that there can be a lot of construction craft operating in Gladstone harbour. These craft have been requested to keep clear of race yachts but they may have limited manoeuvrability and caution will be required. **The construction craft monitor VHF 15.**

(j) All competing yachts are advised that dredges may be operating in channels marked by virtual buoys and are not necessarily following visually marked channels. Yachts shall allow adequate room for dredges to operate and manoeuvre.

(k) **All competing yachts shall maintain a listening watch on VHF 13 after passing 'S1' and 'S2' beacons (Gladstone Harbour) until crossing the finish line which is situated off 'A7' Beacon** (refer to item 18). Competitors shall observe all Navigation Marks, except Shipping Channel Marks, unless specifically mentioned in these Sailing Instructions.

(l) All competing vessels and support vessels are recommended to have a radar reflector in place on entering Gladstone Harbour Limits.

(m) **After finishing, call the Marina Office on VHF 82 for your berth allocation.**

NOTE: There are other references to required communications in item 14, 15 and 19 as relevant to particular parts of the race. Item 14 refers to recalls via VHF 73. Item 15 refers to the Yellowbrick trackers, satellite phone requirements, radio monitoring and weather reporting in extreme conditions. Item 19 refers to the ETA as per item 4. (f) above. Therefore, all the radio communications requirements are summarised in order of use here in item 4.

5. Documentation

The documentation required is defined in the Notice of Race and summarized below.

-Yacht Entry Form and payment of fees by Friday 22 March 2019.

-Indemnity Form by Friday 22 March 2019.

-Insurance Certificate of Currency by Friday 22 March 2019.

-Crew Entry Form by 22 March 2019.

-AS Special Regulations Equipment Audit Form by Friday 5 April 2019.

-Gladstone Marina Mooring Form by Friday 5 April 2019.

-Gladstone Marina Credit Card Authority by Friday 5 April 2019.

-Safety Equipment Audit inspection booking by Friday 5 April 2019.

-Briefing and collection of Yellowbrick Trackers is compulsory on Wednesday 17 April 2019.

-Changes to crew or their details by at least two hours prior to the race.

-Declaration within three hours of completion of the race.



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6. Compulsory Briefing

The briefing will be held in the Darling Point Sailing Squadron (DPSS)/MYCQ club at Trafalgar Street, on the northern arm of Manly Harbour (just past the Volunteer Coast Guard building).

At least the skipper and one crew member, preferably the navigator, shall attend but all crew and supporters are welcome as, apart from being informative, it is an entertaining evening.

The **Yellowbrick Trackers** and the final version of the Sailing Instructions will be handed out to competitors at the briefing. All competitors shall complete at the briefing, a Safety Form confirming they comply with the additional Safety Requirements to Category 3 and provide the number for their satellite phone and any other contact details or safety information.

7. Divisions

There will be two divisions, one for racing and one for cruising yachts racing under the following rating and handicap systems.

(a) Racing Division yachts may compete under the OMR (i.e. for those boats with a current OMR) and/or a performance rating system (PRS).

(b) Cruising Division yachts can compete on a performance rating basis (PRS).

A Cruising Division is part of the Brisbane to Gladstone Multihull Yacht Race and would suit boats such as Seawind Catamarans that want to race together but do not necessarily want to compete against the high-performance racing boats.

A division requires a minimum of three yachts. If less than 3 yachts nominate for a particular division they will be amalgamated with another division.

8. Promotional Material

Competitors, when racing, shall fly or display any promotional material that may be required by the MYCQ Sailing and Safety Committee. This will include the carrying of tracking devices, bow numbers and could include boom stickers and the placement of cameras aboard for recording the race.

9. Ratings and Handicaps

The ratings will be based on the current OMR ratings on the MYCQ website.

The performance handicap will be determined at the sole discretion of the Race Committee based on previous performance or the performance of similar boats and may also take into consideration crew experience not normally aboard that particular boat.

10. Notices to Competitors



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Notices to competitors will be posted on the MYCQ website and following the briefing will also be emailed to all competitors. However, it is to sole responsibility of the competitors to inform themselves.

11. Registering as a Starter

Competitors shall log on by contacting the committee vessel on VHF 73 at 1110 hours on Friday 19 April 2019, declaring their intention to start and the total number of crew on board.

Failure to log on will result in a DNS, as logging on serves as a radio check and confirmation of the number of starters, both important to ensuring the safety of the fleet.

12. Marks

Laid marks will be the inflatable pink MYCQ buoys, except for the turning mark as noted below.

Other marks of the course are navigation marks as identified in these Sailing Instructions and on the course diagrams.

13. The Start

(a) The race will be started in accordance with Rule 26 of the RRS, 2017-2020.

(b) Rule 30.1, the "I" flag rule shall apply, regardless of whether the start boat displays the "I" flag, requiring yachts that are on the starting side of the line prior to the start, to sail around the ends of the start line, keeping clear of other starting boats, and restart.

(c) Rule 30.2 'Z' Flag Rule shall apply if a yacht fails to restart in accordance with 30.1.

(d) Rule 30.3, the 'U' Flag Rule and 30.4, the Black Flag Rule shall not apply.

(e) The race warning signal shall be given at 1125 hours on Friday 19 April 2019 and the start will be at 1130 hours.

(f) The start line shall be between the main mast on the Committee Vessel flying the MYCQ burgee and stationed at the port end of the line and a transit to the end of the Sandgate Pier. There shall be a clearance/limit mark (barging buoy) off the Committee Vessel and there will a limit mark at the starboard end of the line to allow vessels an escape route between the pier and the start line. Hence vessels starting the race must pass between the committee vessel barging buoy and the starboard limit buoy, on a transit between the end of the pier and the main mast of the committee vessel. The start limit mark will be a pink inflatable MYCQ buoy. Note: should the starboard limit mark drift off the start line the transit between the main mast of the Committee Vessel and the transit to the centre of the end of the Pier takes preference and is the start line.



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The limit mark at the port end of the line (i.e. the barging buoy) shall be the second mark of the course (i.e. after Fisheries) and shall be taken to starboard.

(g) There will be four anchored marshal boats flying a pink MYCQ banner marking the exclusion zone for spectator craft.

(h) The class flag for all competitors shall be Code Flag Q, a yellow square flag.

(i) Should the number of cruising boats entering the race warrant a separate start, they will start second and the start signal for the racing fleet shall be their 5 minute signal, with a start at 1135 hours. This will be clarified at the briefing once the number of starters is known and a discrete flag will be assigned to the cruising fleet.

(j) Be aware that the mono-hull fleet will be starting on a different start line some three nautical miles offshore of the multihull start line at 1100 hours. Sound signals from their start may be able to be heard, so attention should be paid to the flags on the Multihull Committee Vessel.

14. Recalls

Individual recalls shall be in accordance with Rule 29.1 and, if possible, the offending yacht may be contacted by radio on VHF 73.

General recalls shall be in accordance with Rule 29.2 and, if possible, an announcement will be made by the MYCQ Committee boat on VHF 73. In these circumstances, the race will be restarted in accordance with this Rule, with a 5 minute warning signal.

15. Communications (refer to Item 4 of these SIs for the required radio procedures)

(a) Position reporting for the 2019 race will be carried out primarily by Yellowbrick Trackers. These satellite trackers must be checked regularly by competitors to ensure that they are working correctly. The trackers report the position of the competitors at 15 minute intervals and MYCQ will have a link to the trackers on the website.

(b) Gladstone race control will compile the position information from the Yellowbrick Trackers, to record the actual positions and handicap positions on OMR and PHS from tracker data at least at 6 hourly intervals, starting from 1800 hours on Friday 19 April 2019, until all yachts have completed the race. This information will be posted on the website. The actual position of all yachts will be shown on the Yellowbrick Tracker page on the MYCQ website for the duration of the race. Actual finish times may be withheld from the website until the presentation. Note: For some devices, particularly iOS (Apple), it may be necessary to download the Yellowbrick Application from the Yellowbrick website, to use the tracker to check the position of the competitors.

(c) It is mandatory under the 2013-2017 Racing Rules of Sailing (and the RRS of the International Sailing Federation) for yachts to carry properly functioning VHF Radios. Radios shall be used for position reports as required and other safety requirements. **All vessels shall carry a satellite**



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phone which shall be turned on for the duration of the race, and therefore there must be the means to ensure that the battery remains sufficiently charged to enable the phone to be used whenever and however it may be required.

(d) **Details of the mandatory radio reporting are defined in item 4 of these SIs**, titled the Aquatic Event Permit and Radio Communication.

(e) Pre-race radio checks may be carried out during the week prior to the start. Entrants may be contacted individually to arrange a time. At the appointed time, the yacht will be contacted on VHF Channel 81 to assess signal strength (transmit and receive). If the signal strength is deemed to be inadequate, then the onus is on the owner/skipper of that yacht to correct the fault prior to the start of the race.

(f) **All competing yachts must monitor VHF 16** when not required to use another channel by these Sailing Instructions. VHF 16 has coverage for the entire course and is only to be used in an emergency. **Where radios have a dual monitoring facility, channel 16 and 12 or 80 from Brisbane to Double Island Point or 16, 13 or 82 after passing Lady Elliot Island should be monitored.**

(g) All competitors shall report the wind strength and wave heights to MYCQ Race Control when the wind strength exceeds 40 knots true. Contact may be made by radio channel 73 when within range or mobile phone if in range. The Race Officer phone number will be provided in an Appendix and confirmed at the briefing. The reporting vessel should also convey the message to the race fleet using channel 16, broadcast as a general message to the Brisbane to Gladstone Multihull Fleet, which should be in the internationally recognized radio form, as follows.

‘SECURITÉ, SECURITÉ, SECURITÉ, to all yachts competing in the Brisbane to Gladstone Multihull Yacht Race, this is (yacht name), be informed that I am experiencing a true wind exceeding 40 knots, my position is (give latitude and longitude).’

(h) A competitor who retires from the race shall inform the Race Committee by VHF, satellite phone or mobile phone as soon as practical. However, they shall continue with all required communications, including the Yellowbrick Tracker, until safely in port and officially signed off.

(i) Except in an emergency, a competitor shall neither make radio transmissions, or receive radio communications not available to other yachts. This applies to all means of communication.

NOTE: Also refer to items 4, 14 and 19 for other communications required as relevant to specific parts of the race.

16. The Course

Navigators should check the location of marks and should exercise caution if using GPS Systems.

The following coordinates are approximate only.



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The course is as follows but the locations given are approximate only and should not be used for navigation purposes. The Notice to Mariners on the Maritime Safety Queensland website should be consulted by competitors to ensure the information regarding marks and obstructions is current. In addition, the coordinates for the start may change, subject to the wind condition but the start will be to the west of the end of the Shorncliffe Jetty.

Mark	Leave to	Approx. Location S	Approx. Location E
From the start	Approx. position	27° 19.10' S	153° 05.20' E
Fisheries Beacon	Port	27° 19.40' S	153° 06.43' E
Start Committee Boat limit mark	Starboard	27° 19.10' S	153° 05.20' E
Otter Rock (G FL G 2.5s)	Port	27° 16.59' S	153° 06.79' E
Garnett Rock (G FL G 6s)	Port	27° 14.50' S	153° 07.41' E
Mark A Orange Buoy (Exclusion Zone)	Starboard	27° 13.10' S	153° 08.40' E
Multihull Turning Mark (Yellow conical c/ pink cover)	Starboard	27° 12.90' S	153° 08.00' E
Mark C Orange Buoy (Exclusion Zone)	Starboard	27° 13.10' S	153° 08.60' E
M 8 Beacon (R BN FL R 2.5s)	Port	27° 12.11' S	153° 17.21' E
South Cardinal (old M9, Q6+L FL 15s)	Port	27° 09.50' S	153° 20.16' E
Due East end Spitfire Channel (new) Beacon (M1, G FL QG)	Port	27° 03.47' S	153° 17.88' E



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West end Spitfire Channel Beacon (S1 Yellow BN FL Y 1.5s) and Lateral Buoy (G FL G 2.5s) Lateral Buoy (G FL G 2.5s)	Starboard	27° 02.88' S	153° 15.99' E
	Starboard	27.02.62' S	153.15.84' E
	Starboard	27°02.91' S	153°16.30' E
NW 12 West Cardinal (Q 9 15s)	Starboard	27° 02.27' S	153° 15.46' E
NW 3 Green Beacon (G FL G 2.5s)	Starboard	26° 57.82' S	153° 13.37' E
NW 4 Red Beacon (R FL R 4s)	Starboard	26° 51.48' S	153° 09.29' E
NW Fairway Beacon Safe Water Mark (ISO W 4s)	Port	26° 48.73' S	153° 10.62' E
Breaksea Spit Light North Cardinal (BY Q W 8M RACON) white quick flashing light	Port	24° 21.11' S	153° 08.86' E
Lady Elliot Island - Coral Island (FL 7. 5s)	Port	24° 06.00' S	152° 43.50' E
S2 Red Beacon (FL R 2s)	Port	23° 54.05' S	151° 30.56' E
S 10 Red Beacon (FL R 4s)	Port	23° 55.68' S	151° 28.81' E
S 12 Red Beacon (FL R 4s)	Starboard	23° 55.85' S	151° 27.98' E
S 14 Red Beacon (FL R 4s)	Starboard	23° 55.92' S	151° 27.42' E
S16 Red Beacon (FL R 4s)	Starboard	23° 55.95' S	151° 26.67' E
G2 Yellow Beacon (Q & FL Y 4s)	Starboard	23°53.32' S	151°21.96' E



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A8 Red Buoy (FL R 4s)	Port	23°49.77' S	151°15.29' E
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To the Finish (refer to these Sailing Instructions, 18 below).

NOTE: ALL MARKS WILL BE CHECKED AGAINST THE MSQ COORDINANTS PRIOR TO THE EVENT AND RE-ISSUED BUT SHOULD STILL ONLY BE CONSIDERED APPROXIMATE. IT IS THE COMPETITORS' RESPONSIBILITY TO ENSURE THE MARKS ARE CORRECT.

AT THE WEST END OF THE SPITFIRE CHANNEL, THE INTENTION IS THAT ALL THREE MARKS BE TAKEN TO STARBOARD.

The Mono-hull Course

(a) The mono-hulls may follow a similar course to multihulls but there are differences between the fleets, such as the start line and the mono-hulls leave the Western Spitfire Beacon to port. There could well be other differences, so do not be confused by them.

(b) Marshal boats, anchored to assist with spectator control, are not marks of the course.

(c) The Multihull start line is similar to 2017 and 2018 but is different from previous years, with the Multihulls sailing SE from the start line and after rounding the Fisheries Beacon to port, travelling back to the Start Committee Boat limit mark (barging Buoy) before sailing generally to the north.

17. Time Limit

The Brisbane to Gladstone race is approximately 310 NM and there is no time limit.

18. The Finish

(a) The Finishing Line is an imaginary line between A7 beacon (FL Y 4s, 23° 49.513 S 151°15.338 E) to Starboard and two red vertical strip lights located on the land (at approximately 23°49.850 S 151°15.000 E) to Port. Yachts shall cross this line leaving the limit mark, a yellow buoy (Fl.Y.3s) to Port. This yellow buoy is at approximately positioned at 23°49.750 S 151°15.100 E.

NOTE. Due to tidal flows the limit mark may not be exactly on the Finish Line and indeed the mark could be substituted for a different colour. However, the intent is that yachts shall cross the finish and then proceed inshore towards the marina, then around a limit mark to keep the finish line clear for other boats.

(b) After finishing, yachts shall leave the Laid Yellow (or substituted other coloured) buoy to Port and proceed to the marina between this buoy and the marina breakwater to keep the Finishing Line clear.

(c) Competitors finishing at night shall illuminate their sail number to identify the yacht. Competitors are also requested to identify the vessel immediately in front of them and behind them (if possible) and note these names on the Race Declaration form.



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(d) **After finishing, call the Marina Office on VHF 82 for your berth allocation.**

(e) Within 3 hours of crossing the finish line the skipper of each yacht, shall lodge a Race Declaration with MYCQ Race Control on the form supplied and return the Yellowbrick Tracker to the Race Control desk in the Port Curtis Sailing Club but there may also be MYCQ officials to greet you on arrival and with whom you can lodge the declaration form and Yellowbrick tracker.

It is the Skippers responsibility to ensure correct lodgement and return of the tracker, failure to do so may result in disqualification.

19. Estimated Time of Arrival (ETA)

Competitors shall notify VMR/SES Gladstone on VHF Channel 73 when abeam of G2 (Gatcombe Head) and navigators shall supply their ETA at the finish line. Please ensure that your ETA is repeated back to you by the officials and you also record this time on your Race Declaration Form in the space provided.

20. Penalties

As per the RRS Rule 44.1 and 44.2 a two-turns penalty shall apply and a one-turn penalty shall apply for breaking Rule 31 (touching a mark). If appropriate, the Race Committee may invoke time penalties.

21. Protests

A competitor may lodge a protest in accordance with the RRS, Part 5, in writing within 3 hours of finishing the race.

22. Trophies

Trophies will be awarded for the following:

- line honours;
- 1st, 2nd and 3rd on OMR;
- 1st, 2nd and 3rd on the Performance Rating System (PRS);
- the last boat to finish (the wooden spoon);
- the most valuable crew member, and
- nearest to the ETA.

There is also a special monetary prize from D+K Ethical Clothing, for any yacht breaking the race record.

23. Presentation

The trophy presentation will be held at the Port Curtis Sailing Club at **1300 hours on Sunday 21 April 2019**. The celebrations in Gladstone are relaxed with a great sense of camaraderie, with well lubricated stories of the race and what happened or might have been. To kick start things the MYCQ will provide free drinks to competitors to a value of \$1000, so don't be late!



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24. Associated Documents

The following attachments form part of the Sailing Instructions, some of which will be re-issued at the briefing.

Appendix A: Contacts

Appendix B: Competitor List.

Appendix C: Declaration Form.

Appendix D: Course sketches and diagrams that are intended as guides only and are not to be used for navigation. The written course description will take precedence over these diagrams.



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Appendix A: Contacts

A1: Brisbane to Gladstone Race Committee

Race Director: Richard Jenkins

Officer of the Day: Bruce Wieland

Gladstone Race Office: Bruce Wieland

Committee/Start Boat: Richard Jenkins (skipper of the Committee Boat, Kestrel)

Officer of the Day: Call MYCQ Race Control on VHF Channel 73.

A2: Queensland Police Service

Officer in Charge (OIC), Water Police Queensland, phone in business hours 07 3895 0333.

FOR EMERGENCY DIAL 000.

A3: Australian Maritime Safety Authority (AMSA), search and rescue, 24/7

CENTRAL CONTACT CENTRE, phone 1800 641 792 or call 000.

A4: Maritime Safety Queensland, Marine Operations Bases

Brisbane: after hours incidents **07 3305 1700.**

Sunshine Coast: after hours incidents **07 33051700.**

Bundaberg: after hours incidents **07 4971 5200.**

Hervey Bay: after hours incidents **07 4971 5200.**

Gladstone: after hours incidents **07 4971 5200.**

A5: Port Authorities Vessel Tracking System

Port of Brisbane Vessel Tracking System (VTS) - VHF Channel 12.

Port of Gladstone Vessel Tracking System (VTS) - VHF Channel 13.

The VTS is the principal point of contact within the relevant pilotage areas and all competitors shall register with the relevant VTS as required by these Sailing Instructions and Port Procedures. The VTS



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control rooms monitor VHF radio 24 hours a day and should be notified of any damage to aids either caused or observed by a competitor in the race.

A6: Volunteer Marine Rescue (VMR)/Coast Guard Stations/State Emergency Service (SES)

NOTE: ALL VMR/COAST GUARD STATIONS MONITOR **VHF Channel 16**.

Brisbane: Call Sign VMR402, VHF 16, 63, 67, 73, 21 and 81.

Redcliffe: VHF 16, 67, 73 and 81.

Bribie Island: VHF 16, 21, 67, 73 and 81.

Caloundra: Call sign Coast Guard Caloundra, VHF 16 and 73.

Mooloolaba Coast Guard: Call sign Coast Guard Mooloolaba, **24 hour monitoring** on VHF 16, 21, 67, 73 and 80.

Noosa: Call sign Coast Guard Noosa, VHF 16, 80 and 22.

Tin Can Bay: Call sign VMR417, VHF 16, 67, 80 and 82.

Sandy Straights: Call sign VMR421, VHF 16, 80 and 82.

Hervey Bay: Call Sign VMR 466, VHF 16, 67, 22 and 73.

Bundaberg: Call Sign VMR 488, VHF 16, 67, 22, 80 and 81.

Round Hill: Call Sign VMR 477, VHF 16, 81 and 82.

Gladstone: Call Sign VMR 445, VHF 16 and 82. Note: Together with Gladstone Harbour Control, a **24 hour watch** is maintained on 16 and 82.

Appendix B: Competitor List

The multihull yachts that have nominated for the Brisbane to Gladstone Yacht Race will be added to the MYCQ website prior to the race.

Appendix C: 2019 Declaration Form

Name of Yacht: _____



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Name of Skipper: _____

I declare that we have sailed this race fairly, complying with the AYF Racing Rules 2017 – 2020 and the Sailing Instructions.

My ETA at finish line, given by radio, from **Mark G2** (Gatcombe Head) was _____

My finishing time was _____

The yacht ahead of me was _____

The yacht behind me was _____

I did / did not (please circle) use my engines for propulsion while racing.

I nominate crew member (name) _____ for consideration as the **Most Valuable Crew** for the following reason.

Signed: _____

Print Name: _____

NOTE: The Trackers carried in this race must be returned with this declaration.

Please give details on the back of this form of any memorable stories – i.e. candidates for biggest fish caught, any memorable moments in the race, mistakes or miracles that should be shared!

Appendix D: Course sketches and diagrams that are intended as guides only and are not to be used for navigation.

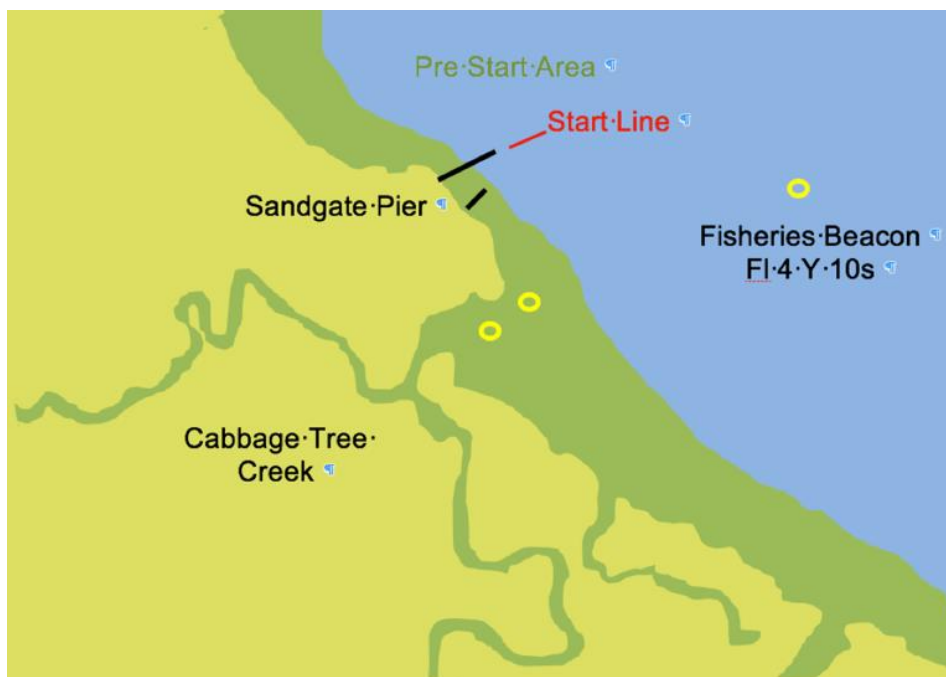
The written course description will take precedence over these diagrams.



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Race Sketch 1: General Overview of Start Area

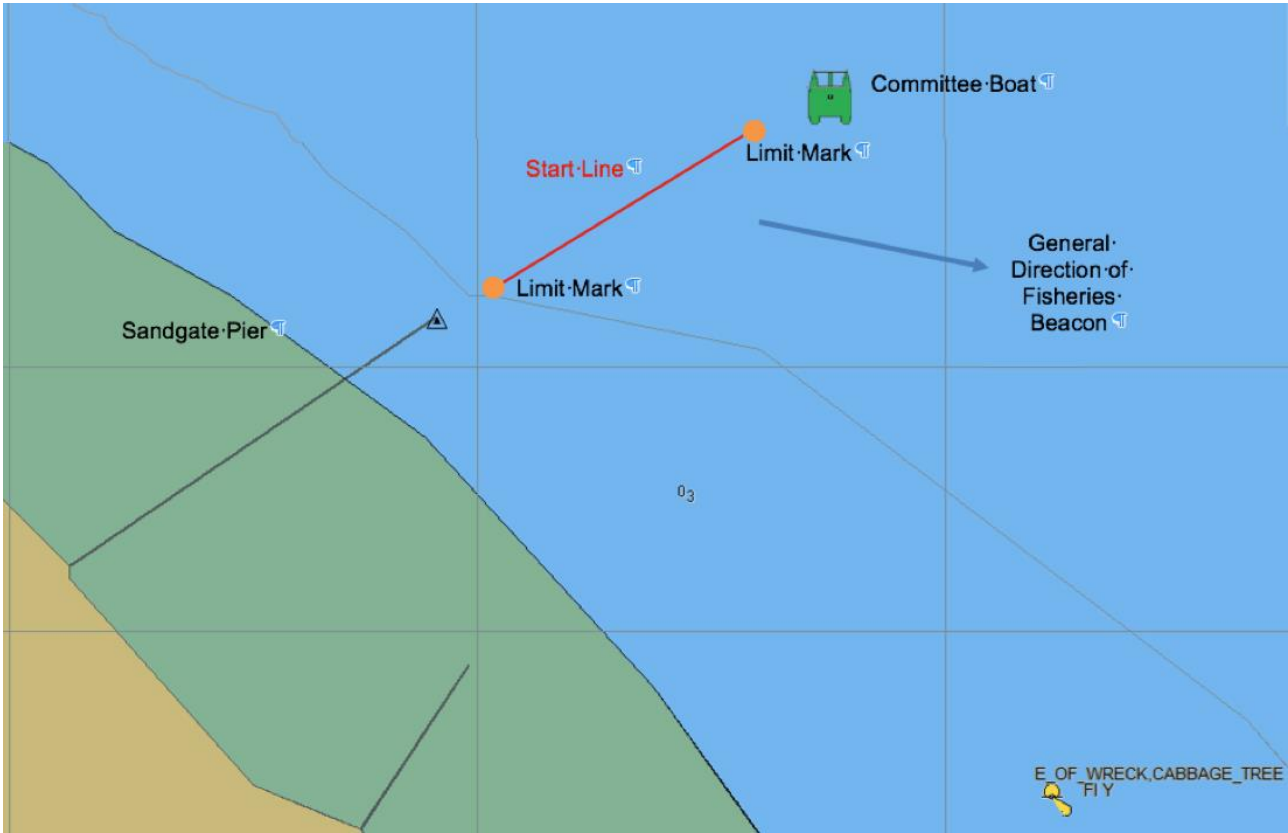


Race Sketch 2: Detail of Start Line



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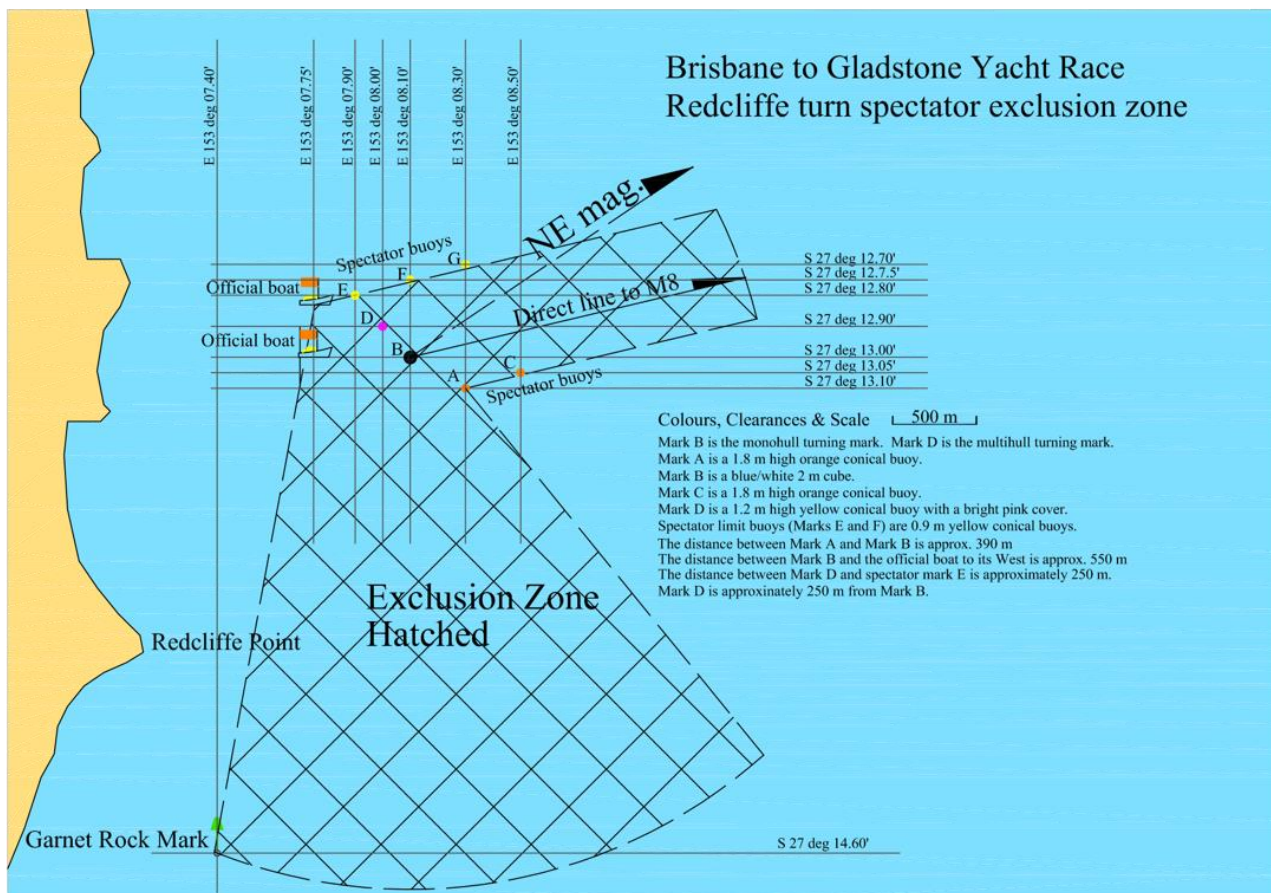




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Race Sketch 3: Redcliffe Turning Mark Detail (Note: The Multihull Turning Mark is D a high yellow conical buoy with a pink cover)



Race Sketch 4: Notice to Mariners Showing Start Area Exclusion Zone



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