



GOOD FRIDAY
29TH MARCH 2024

SAILING INSTRUCTIONS

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1 RULES

1.1 The event is governed by the rules as defined in:

- a. the Racing Rules of Sailing 2021- 2024(RRS);
- b. the IRC 2022 Rules Parts 1, 2 and 3 as amended;
- c. the IMS rule and the ORC Rating System 2022 rules as amended;
- d. the AMS_SMS Rules Book Edition 15 – 2023 – 24 as amended
- e. the current Offshore Multihull Rating (OMR) specification 2023 rules as amended
- f. the rules and regulations of each One Design Class for which there is an eligible boat entered in the race;
- g. the Prescriptions, Special Regulations and amendments of Australian Sailing (Special Regulations Part 1);
- h. applicable Special Regulations Category 3 as amended by the NOR and the Sailing Instructions
- i. the Gladstone Ports Corporation, Ports Notices and Rules, including Small Vessel Reporting Requirements when entering the Port of Gladstone.
- j. International Regulations for Preventing Collisions at Sea (IRPCAS)
- k. For all competing yachts.
 - i. [DP] The IRPCS apply at all times to B2G racing yachts with respect to all other non-competing sailing, power boats and commercial shipping.
 - ii. Between sunset and sunrise, when a boat cannot determine with certainty what tack the other boat is on, she shall keep clear of that boat.
 - iii. All skippers are reminded of their responsibility under IRPCAS rule 9(b).
 - iv. Shipping movements for Port of Brisbane on Good Friday will be provided at the briefing.
 - v. **All commercial shipping has right of way. If you are at risk of interfering with the movements of any large ship, start your engine and motor to safe waters. Take note of your time when motoring and request redress if appropriate. A vessel need not be able to manoeuvre under sail alone to avoid a close quarters situation, they are obligated to use their engine to prevent a collision without penalty.**

- All vessels must keep well clear of big ships and other large vessels.
- You must not cross:
 - : a channel if you're going to get in the way of a large vessel
 - : in front of a large vessel, unless well clear
 - : too close behind a large vessel.

- l. For all cruising category yachts.
 - i. [DP] The rules of RRS Part 2 shall be replaced with the IRPCAS for Cruising Category boats at all times whilst operating under power.
- m. RRS will be changed as follows: RRS 41:
 - i. Whilst racing a boat may retrieve data from the standings pages of the Race website and/or the text based feeds provided at <http://yb.tl/brisglad2024> if these pages are not publicly available.
 - ii. During the race a boat shall not contact, or be in contact with, any person or private entity using any medium to receive metrological or hydrographical information, however a boat may obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost. Amends RRS 41(c) and NOR 1.5.
 - iii. RRS 42:

A boat in the Cruising Category may, from one hour after its starting signal, use its engine for propulsion. They must finish the Race under sail only. Engine hours and miles covered under engine must be logged.
 - iv. RRS 51:

Only those boats whose Rating Certificate(s) or PHRF handicap have been computed taking into consideration variable ballast are allowed to move this and only this ballast. All other moveable ballast shall be properly stowed. Amends NOR 1.5(d).
 - v. RRS 52 is deleted.
 - vi. RRS 60.1 and 60.2
Boats must be fitted with AIS with the ability to send and receive, which shall be always active in both modes. This instruction may only be protested by the race committee. This alters RRS 60.1 and 60.2
 - vii. IRC rules will be changed as follows: IRC

Rule 21.1.5:

A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

IRC Rule 11.2 & 21.6.1:

In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more spinnaker than shown on the boat's IRC Certificate without an increase of rating.

viii. IRC Rule 22.4.2:

The maximum number of crew that may sail aboard a boat shall be the Crew Number printed on her certificate plus one. There is no crew weight limit.

ix. ORCi Rules will be changed as follows: Rule 206.1:

A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

In accordance with a prescription by Australian Sailing, a boat in the ORCi Handicap Category may carry one more spinnaker than shown on the boat's ORCi Certificate without an increase of rating.

x. Sail inventory

A boat is permitted to carry on board a spare mainsail which may be used only as a bona fide replacement for a mainsail that is damaged in the race, and not for the purpose of improved performance (such as for varying weather conditions or points of sailing). A boat that uses that replacement mainsail shall lodge a declaration declaring the reason for its use in accordance with SI 19.2(e) and may be required to make the damaged mainsail available for inspection by the Race Committee **(amends IRC Rule 21.1.5(e) and ORC Rule 206.1)**.

xi. Australian Sailing Special Regulations are changed as follows:

The Special Regulations are amended as per the Notice of Race plus, SR 5.01.1(h) is amended to read: "A lifejacket shall be worn by each member of the crew at times such as, but not limited to:

When alone on deck

On deck and when the true wind speed is 25 knots or above

On deck and when visibility is less than 1 nautical mile

2 COMMUNICATIONS WITH COMPETITORS

2.1 Prior to the Race Briefing:

- a. Notices to competitors will be sent via SailSys email, posted on the Race Website and may be published on the QCYC and MYCQ websites and the Competitors Facebook Group.

2.2 Following the briefing:

- a. Notices will be sent via SailSys email, posted on the Notice Boards located at the Administration Office, Queensland Cruising Yacht Club and Race Control Centre, Gladstone Marina Complex, on the QCYC and MYCQ websites and may be published on the Competitors Facebook Group.

3 FLAGS AND DECALS ON BOATS

3.1 Backstay Flags

A Backstay Flag, provided to each boat at the race briefing, shall be flown on the backstay or port/starboard mizzen shroud of each boat from the time the boat approaches the Race Zone until the boat finishes the race.

4 TRACKING UNITS

During the Race Briefing, boats will be provided with a tracking unit which shall be carried and operated as per NOR 8.3. The trackers will be supplied switched on. DO NOT TURN THEM OFF. Between the Race Briefing and the Race Start, ensure the tracker is stored with a clear view of the sky to prevent early battery discharge caused by the tracker continually searching for satellites to lock on to.

The tracker comes in a soft case which should be attached to the push pit or similar rail using the Velcro straps. A cable tie should be used for extra security.

Refer to NOR 8.3 for further information.

5 SCHEDULE OF EVENTS

5.1 Pre-race inspections

All boats are required to undergo a pre-race inspection to obtain a current Australian Sailing Special Regulations Equipment Audit form for an appropriate category.

It is the boats responsibility to ensure they have completed their pre-race inspection,

including additional items listed in the Notice of Race.

Yachts that have not completed their pre-race inspection will not be allowed to race.

Pre-race inspections can be arranged through an accredited Australian Sailing National Equipment Auditor (<https://www.sailingresources.org.au/safety/equipment-auditing/>).

For those who have been unable to arrange an inspection otherwise, arrangements are in place with the following National Equipment Auditors who will be available on Tuesday 19th March and Wednesday 20th March 2024. Yachts wishing to book are to contact the inspectors direct to arrange suitable times according to the schedule below.

Contact details for the inspections are:

Chris Morgan – 0418 767 591 and John Hoysted – 0497 744 059

A member of the crew must be present.

Inspection windows will be as follows:

Tuesday:

Manly 11am - 1pm Chris Morgan

QCYC 1pm - 4pm John Hoysted

Wednesday:

Scarborough/Newport 11am – 12pm John Hoysted

Rivergate 11am – 12pm Chris Morgan

Manly 1pm - 4pm Chris Morgan

QCYC 1pm - 4pm John Hoysted

On request by the Race Committee, boats shall also be made available for spot inspections to audit safety regulation compliance. Spot checks may be carried out at any time in the 24-hour period prior to the warning signal or after a boat finishes.

5.2 Compulsory Race Briefing

The compulsory Race Briefing will be held at 8.30pm sharp on Wednesday 27th March at Queensland Cruising Yacht Club, Sinbad St, Shorncliffe QLD 4017.

In order to be eligible to start the race, at least two crew members of each boat are required to attend the briefing in person, or one in person and the second via Live Stream, and one attendee shall be the Owner or Person-in-Charge.

The Race Briefing may be Live Streamed on the Race Facebook page, <https://www.facebook.com/brisbanetogladstone>, for the benefit of crew members.

Queensland Cruising Yacht Club will be open from 5.30pm. All skippers and crews, along with partners, are welcome for pre-briefing drinks and finger food prior to the briefing.

5.3 Race start

Friday 29th March 2024 at 1100 hours (See SI 9)

5.4 Presentation

Sunday 31st March 2024 at 1500 Hrs at the Port Curtis Sailing Club or to be advised once all boats have finished.

6 THE COURSE

The Course is as laid out in Appendix D.

7 MARKS

7.1 Marks – Redcliffe Turning Mark

Refer to Appendix C.

The turning mark is a bright green 2m high conical buoy.

8 OBSTRUCTIONS

1.2 Spectator Exclusion Zone (Refer Appendix A, B & C)

[NP] The designated spectator areas defined by orange and yellow marks and Official Boats shown in Appendices A, B & C define the limits for spectator craft prohibiting them from entering the racing area, defined by a straight line between adjacent marks.

[NP] Competing boats who sail outside these limitations may do so, but spectator boats within this area will not be considered to be an obstruction as defined in RRS Definitions.

9 THE START

9.1 Reporting at start

- [DP] Boats intending to start shall Log On for the race with Marine Rescue Brisbane on VHF 73 between 0930 and 1030 on the morning of the Race and provide the number of persons on board. Boats providing a number of persons on board that differs from their entry may be subject to protest.
- [DP] Boats shall report to the race officials on the Committee Start Vessel (Gladstone Ports Corporation signage) at the eastern end of the start line, with a heavy weather jib and storm trisail or mainsail reefed to reduce the luff by 40%, set until acknowledged by race

officials on VHF 72. **Note:** Best Dressed Crew award will be judged by the guests on the Start Vessel at this time.

- c. [DP] As an alternative to reporting to the race officials on the Committee Start Vessel, boats may demonstrate compliance by sending a photograph, taken not more than one week prior to the race, to the Race Office before 1700 hours on Thursday 28th March. Photos should be emailed to raceentries@qcyc.com.au

9.2 Start Line - Refer Appendix B

- a. The start line will be located in the vicinity of 27° 18.00S and 153° 07.30E approximately 1.6nm northeast of the Fisheries Beacon (yellow special beacon).
- b. The start line shall be between the Committee Start Vessel located at the Starboard (eastern) end of the starting line, displaying an orange flag, and an orange buoy located at approximately S27° 17.95, E153° 07.00.
- c. An inner distance mark may be laid at the eastern end of the starting line, and a Committee Vessel may be stationed at the western end of the start line outside of the orange inflatable buoy. Yachts shall not pass between either Committee Vessels and the nearby marks except when restarting in accordance with S10.
- d. A PINK distance Buoy will be laid approximately two thirds of the starting line from the Committee Start Vessel. Multihull yachts shall leave that buoy to STARBOARD when starting. Monohull yachts shall leave that buoy to PORT when starting.
- e. The "I Flag Rule" (RRS 30.1) will apply to the full length of the starting line.

9.3 Start Signals

- a. The race is scheduled to start at 1100 hours on 29th March 2024
- b. Visual signals will be made from the Committee Start Vessel at the eastern end of the Start Line.
- c. The Advance Signal will be displayed not before 1050 hours.
- d. The Class Flag for all Categories is a yellow flag with 'QCYC' in blue letters.

9.4 The start signals will be as follows (amends RRS 26):

Advance Signal: Ten minutes before the

start a green flag will be displayed and a sound signal will be made.

Warning Signal: Five minutes before the start, the green flag will be dropped, the Class Flag will be displayed, and a sound signal may be made.

Preparatory Signal: Four minutes before the start, International Code Flag "I" will be displayed and a sound signal may be made.

One Minute Signal: One minute before the start, International Code Flag "I" will be removed and a sound signal may be made.

Starting Signal: At the start, the Class Flag will be removed and a sound signal may be made.

Visual Signals take precedence over sound signals.

All times are Australian Eastern Standard Time

The race will not start whilst an official Gale Warning (or stronger) is current for any part of the course and may be postponed or abandoned.

10 RECALLS

- 10.1 Individual recalls will be signalled in accordance with RRS 29.1 from the Committee Start Vessel. A sound signal may be made (amends RRS 29.1).
- 10.2 A boat subject to recall will restart in accordance with RRS 30.1.
- 10.3 A boat subject to recall may be identified by a Race Officer and notified on VHF 72, transmitted approximately five minutes after the start signal.

11 THE FINISH

11.1 Finish line - Refer to Appendix E.

The finish line shall be an imaginary line extended through two vertical red strip lights mounted on triangle shapes in the direction of Navigational Beacon A7, Fl.Y.4s, marking the Starboard end of the line. The red strip lights are located on Patsy Lee fishing platform located on the Eastern mouth of Auckland Creek (23 ° 49.899 S – 151 ° 15.234 E. Boats shall leave Navigational Beacon A8, Fl.R.4s & WRG to port.

11.2 Yachts approaching the finish line shall call 'Finish Line' on VHF 73 and identify the yacht.

[DP] If finishing during the hours of darkness, yachts should also illuminate their Hull Identification or Sail Number on the port

side.

- 11.3** [DP] If the finish line is not manned, yachts shall record their own finish time and advise the Race Control Centre immediately after berthing.

After finishing, yachts are to contact Gladstone Marina on VHF 82 for berthing allocation.

12 PENALTY SYSTEM

12.1 Rule Infringements

(Amends RRS 44, 63.1 and 64).

A scoring or time penalty in lieu of disqualification for an infringement of a rule or sailing instruction, in accordance with SI 12 may be applied.

12.2 APPLICATION OF PENALTIES

(Amends RRS 44.3 (c))

- a. Before passing NW Fairway or before sunset, whichever comes first:
 - i. For an infringement of RRS Part 2 that occurs after the Preparatory Signal and prior to the boat passing the NW Fairway or prior to sunset on Good Friday, whichever comes first, the Two Turn Penalty under RRS 44.2 shall apply.
 - ii. A boat that is found to be on course side at its starting signal and fails to return and start shall receive a scoring penalty of 30%.
- b. After passing NW Fairway or after sunset, whichever comes first:
 - i. After a boat has passed the NW Fairway or after sunset on Good Friday, the Scoring Penalties of RRS 44.3c shall apply for an infringement of the rules applicable at the time of the incident (RRS Part 2 or RRS 28, Collision Regulations, these Sailing Instructions).

- 1.2** All penalties, unless otherwise specified, shall be computed as a percentage of the number of entries to the nearest whole number (rounding .5 upwards) in each Category or Division.

13 APPLICATION OF PENALTIES

- 13.1** Placings will be awarded after the imposition of penalties or granting or redress.
- 13.2** The imposition of penalties will affect the placing of other boats, which shall be advanced to fill all preceding places vacated by penalised boats, subject to tied, elapsed or line honours results. If

two or more boats share the same placing after the application of penalties, the boat(s) with the least or no penalty shall be placed above the boat(s) with the greatest penalty.

- 13.3** For the calculation of penalties and results, the number of entries in each Handicap Category and Division shall be in accordance with the List of Entries as posted at the time of the Race Briefing.

14 PROTESTS AND REQUESTS FOR REDRESS

14.1 National Jury

The Organising Authority has appointed a National Jury in accordance with RRS 70.5 and the Australian Sailing prescriptions thereto. Amends RRS 61 and 62).

- 14.2** Protests shall be in accordance with RRS 61.

- 14.3** Protests concerning eligibility of a boat shall be delivered to the Race Committee within two hours of the conclusion of the Race Briefing.

- 14.4** Protests or requests for redress arising from the Race shall be delivered by hand to Race Control Centre within three hours of the finishing time of the protesting boat. If the office is closed at the expiry of that time, the protest or request for redress shall be delivered by hand by 0900hrs on the following morning.

- 14.5** RRS Appendix T (Arbitration) applies.

- 14.6** The National Jury shall not be entitled to abandon the Race as a consideration for redress (amends RRS 64.2)

15 TIME LIMITS

- 15.1** A boat shall not start later than one hour after the starting signal.

- 15.2** There shall be no finish time limit.

16 HANDICAP CATEGORIES, DIVISIONS AND SCORING

16.1 Categories and Divisions

The race will be conducted in IRC, IRC Short Handed, ORCi, AMS, OMR, PHRF, PHRF Short Handed and Cruising Handicap Categories. The SailSys handicapping system will be used for PHRF. See Appendix F for the Cruising Division result calculation method. The composition and allocation of boats into Divisions in a Handicap Category will be

determined in accordance with NOR 15.1 and/or by the Race Committee and shall not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a)).

16.2 Scoring

Scoring will be calculated as defined in NOR 16.

16.3 Rule A5.3 applies.

17 CHARTS

It is recommended, however not required, that the following paper charts be carried:

- AUS 815,
- AUS 816,
- AUS 818,
- AUS 819,
- AUS 246,
- AUS 245,
- AUS 235.

This is a minimal chart list; skippers may wish to add more to the list.

18 WITHDRAWALS

18.1 Any yacht withdrawing from the race is required to notify the Race Control Centre as soon as possible with its position, reason for retirement and proposed destination. They should contact the Race Control Centre again once the yacht has reached its destination.

18.2 Should the yacht not be able to contact the Race Control Centre, they should contact the Radio Relay Vessel and ask them to relay a message if they have a HF radio. Yachts using a Satellite phone should contact Race Control on 0498 256 428

18.3 On arrival at safe port or haven, the skipper shall complete a Retirement Form and email it to the Race Control Centre, raceentries@qcyc.com.au A copy of the Retirement Form is included at the end of the SI's.

19 DECLARATIONS

19.1 All boats shall lodge a declaration at the Race Control Centre within three hours of their finish time confirming their compliance or non-compliance with the SI's, NOR and the RRS. A copy of the Declaration Form is included at the end of the SI's.

19.2 The following circumstances shall be noted:

- a. an infringement occurs, however minor, of

any rule, regulation, sailing instruction or radio instruction; or

- b. the boat has taken a One Turn or Two Turns Penalty; or
- c. the boat acknowledges a Scoring Penalty in accordance with RRS
- d. 44.3; or
- e. the boat records its own finish time under SI 11.4; or
- f. the boat uses a bona fide replacement for a damaged mainsail under SI 8; or
- g. the boat has taken the benefit of Temporary Discontinuance from Racing; or
- h. the boat fails to report in at a position sked;
- i. compliance with the SI's, RRS and Col Regs.
- j. if possible, the yachts finishing immediately in front and behind.

19.3 The Race Committee may protest a boat from information in that boat's declaration. There is a time limit of two hours after the declaration is received for the Race Committee to lodge a protest.

19.4 Skippers are asked to nominate, with reasons, their most valuable crew member under 25 years old on their declaration for consideration for the Ian 'Stripey' Grant Memorial Award.

20 RESULTS

20.1 Progressive Positions

During the race, progressive positions may be published by the Race Committee and on the Race Website. Any progressive results that are published will have no bearing on, nor affect, the final results and will not form the basis of a protest or constitute grounds for redress (amends RRS 60.1 and 62.1(a)).

20.2 Provisional and Final Results

Provisional or final results will be provided following the conclusion of the Presentation of Trophies. Further, they will be posted to the Race Website as soon as practical following the conclusion of the Presentation of Trophies.

21 TROPHIES

The Trophies to be awarded are laid out in Appendix G.

The line honours trophies for monohull and multihull yachts will be presented to the respective boats on arrival at O'Connell Wharf in Gladstone.

The formal Presentation of Trophies will be held on Easter Sunday 31st March 2024 at the Port Curtis Sailing Club or as advised. Should weather conditions require it, there may be an additional Presentation of Trophies at a later time to be determined.

22 RISK STATEMENT

All those taking part in the race do so at their own risk and responsibility. The Organising Authority, the sponsors and their respective officers, employees, volunteers and members accept no liability for any injury, loss or damage that may be suffered by any competitor.

Specific attention is drawn to RRS Fundamental Rule 3 - Decision to Race, which states "The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone".

23 INSURANCE

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

24 COMMUNICATION CHECK

- 24.1 Each boat must complete a communication check via either Satellite Phone or HF Radio depending on which method they intend to complete Skeds on.
- 24.2 The period within which this check can be made is Monday 18th March until Wednesday 27th March.
- 24.3 Boats using HF Radio must call RCC Australia/VIC on (02) 6151 6688 to arrange a test. The test will then be carried out on the stated Sked channels.
- 24.4 Boats using Satellite Phone must send a SMS text message, including the boat name, to the Sked phone number 0498 256 428 and must ensure they receive a response. Responses may take several hours at certain times of the day.
- 24.5 Boats using Satellite Phone must ensure they have sufficient credit to maintain contact in an emergency situation.

25 COMMUNICATION CHECK

- 25.1 Refer SI 9.1 for Log-on Instructions
- 25.2 All yachts whilst on the race course shall monitor VHF16 at all times except as otherwise required by these SI's.

25.3 Transiting Moreton Bay

All yachts are to monitor VHF Channel 12 while transiting Moreton Bay outbound between M8 and until they are north of Point Cartwright so that they can be communicated with by commercial traffic.

25.4 Bad Weather

A yacht shall report wind strength and wave height to Race Officials when the wind strength exceeds 40 knots True, unless otherwise instructed.

25.5 Entering Gladstone Harbour (S2)

Approaching 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 line.

25.6 Passing G1

At G1, yachts shall call VMR Gladstone on VHF 73 and advise their ETA at the Finish Line. This call will also be monitored by the Finish Line crew.

Yachts shall also call Gladstone VTS on VHF 13 and advise they are passing G1.

25.7 At A5 (approx. 1nm from the finish)

Yachts shall call Gladstone VTS on VHF 13 and advise they are passing A5.

26 HF RADIO SKEDS

26.1 The yacht "South Passage" will act as Radio Relay Vessel (RRV) and conduct HF radio skeds for position reports during the race.

26.2 The radio skeds are conducted on 4483khz and 6516khz

26.3 The primary and secondary frequency differ for each sked. Refer to 26.4

26.4 HF Radio Sked Times

Date	Sked Time (AEST)	Report Position as at	Primary Channel
29 Mar	16:00	15:30	6516
30 Mar	00:00	23.30	4483
	08:00	07:30	4483
	16:00	15:30	6516
31 Mar	00:00	23.30	4483
	08:00	07:30	4483
	16:00	15:30	6516
1 April	00:00	23.30	4483
	08:00	07:30	4483
	16:00	15:30	6516

And so on until all boats have finished.

26.5 HF Radio Sked Procedure

The position report routine will be as follows:

- Each boat is called in alphabetical order (excluding any preceding sponsor name).
- The boat shall give its position as Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at the Report Position time (not at the time of the sked).
- If the position is copied, the boat name and its position will be repeated and then the next boat called.
- If the RRV does not repeat the position, they will declare "nothing heard" or if the repeated position is incorrect, the boat affected should declare "negative" and repeat the position.
- When all boats have been called, boats with outstanding position reports will be called again by the RRV in alphabetical order; boats able to relay positions for other boats should

do so at this time.

- If at the completion of the sked in accordance with (e) above there are still position reports missing, RRV will attempt to contact those vessels on the secondary channel for that sked for a period of 10 minutes.

26.6 HF Radio Difficulties

Should a boat experience HF radio difficulty, every effort shall be made to contact Race Control by telephone (see Important Contacts) or another boat on VHF 16 to report the boat's position. Thereafter, a private sked, prior to each of the standard Skeds, should be established on VHF 16 between the two boats, to allow the on-going relaying of position.

27 YACHTS USING SATELLITE PHONES

27.1 Yachts using Satellite Phones for the purposes of Skeds will text their vessel name and position to Race Control 0498 256 428 at the times listed in 27.2.

Texts received will be acknowledged by Race Control. If weather warnings for the race area are in place, brief details may be sent with the acknowledgment. Boats must ensure they are receiving the acknowledgments.

27.2 Sat Phone Sked Times

Date	Sked Time (AEST)
29 Mar	15:30
	23.30
30 Mar	07:30
	15:30
	23.30
31 Mar	07:30
	15:30
	23.30
1 April	07:30
	15:30
	23.30

And so on until all boats have finished.

28 RETIRED BOATS

Retired boats should continue with the skeds until they confirm with Race Control their arrival at a safe port or Haven.

29 MISSED SKEDS

Yachts missing consecutive or non-consecutive skeds will receive a scoring penalty as below:

Position report missed	Penalty imposed
2 nd position report missed	10 minutes added to elapsed time
Each successive position report missed	20 minutes added to elapsed time

If a vessel fails to communicate either directly or indirectly via relay for two consecutive skeds, then:

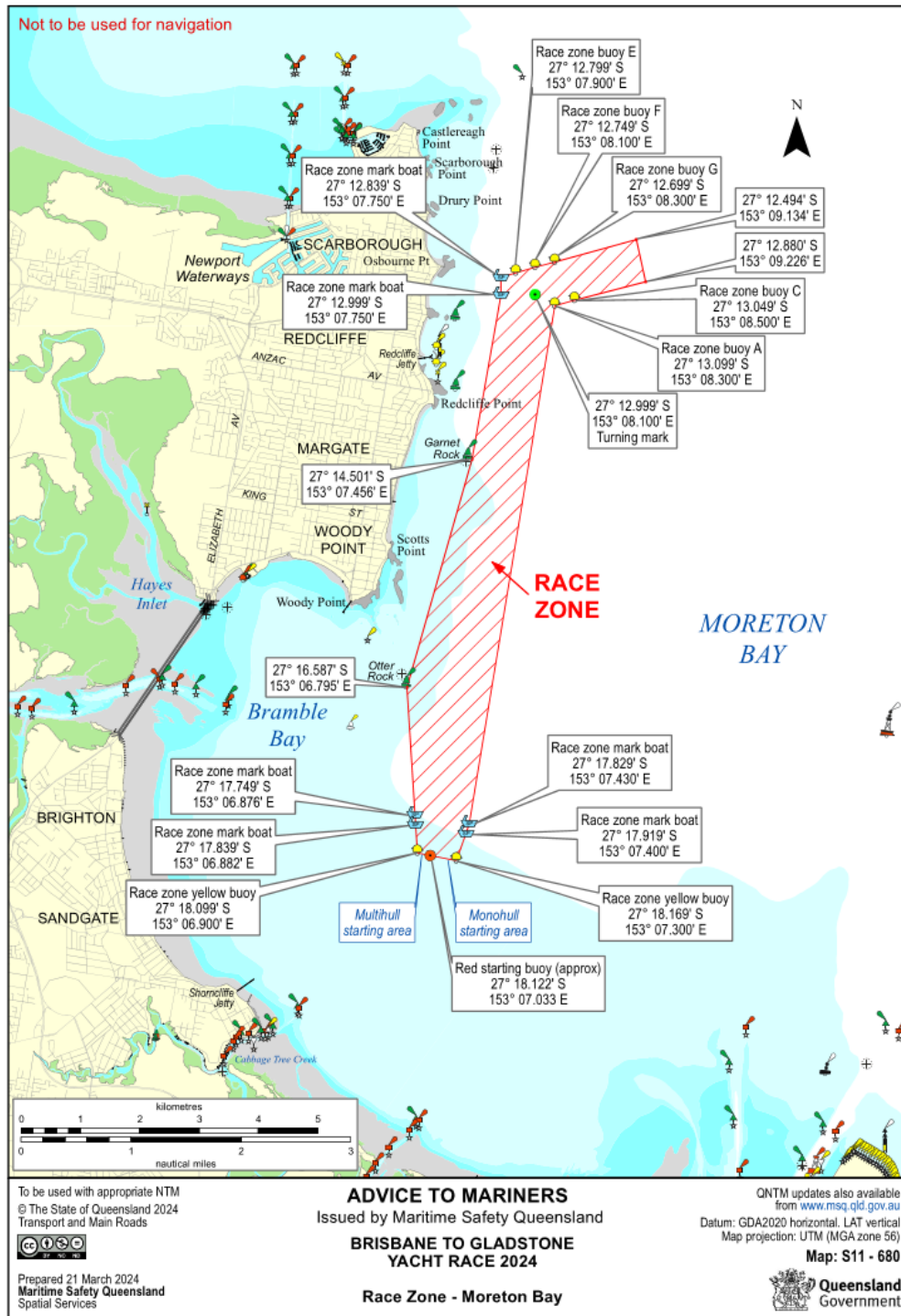
- a. At the end of the second missed sked all vessels will be asked if they can confirm the position of the vessel.
- b. If no yacht can confirm their position, RRV will ask all yachts to stand by whilst they call Race Control.
- c. Race Control may ask RRV to contact the yacht closest to that vessel based on tracker position OR if the tracker is not working, the yacht closest to the calculated present position of the vessel who has missed the skeds, and ask them to try to contact the vessel on VHF16 and report back within 10 minutes.
- d. If there is no response via VHF16 and the tracker is inoperative then the vessel will be deemed as being missing. Another competitor may be asked to suspend their race to search for the missing vessel. Yachts missing two consecutive skeds may be subject to a Search and Rescue event for which it will be required to pay costs. In this regard, yachts that can hear another competitor attempting unsuccessfully to

contact RRV are required to relay the Competitor's position to RRV.

30 TRANSMISSION RESTRICTIONS

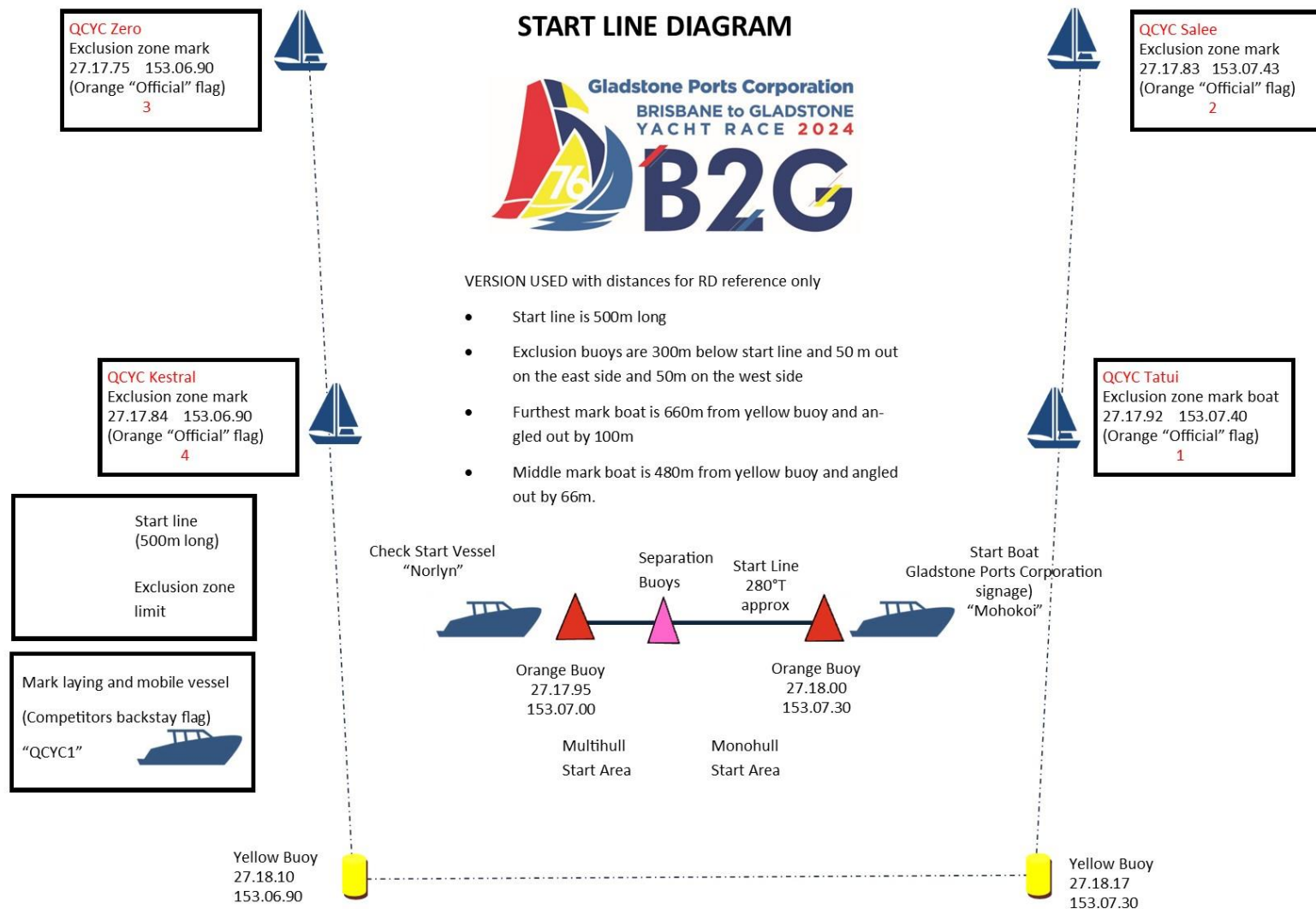
- 30.1** A boat is not permitted to request or provide information in relation to weather conditions or information in relation to the race or other competitors, except where requested by the Organising Authority
- 30.2** No restriction is placed on the receiving of weather information broadcast by Government or commercial stations.
- 30.3** A boat may broadcast a commentary, and in that event, unless otherwise stated, the following rules shall apply:
- a. no reference shall be made during such a commentary to:
 - i. weather conditions being experienced by the boat, other than in general terms.
 - ii. boats in distress or emergency
 - iii. wreckage sightings.
 - b. all information given shall be accurate (i.e. no deliberately false sightings or positions may be reported);
 - c. no information is to be given which may assist any other boat to ascertain or improve its position; and
 - d. the skipper of the boat from which a commentary is broadcast shall be responsible for the detail and retain the text of the broadcast, and the boat may be protested should it be considered that the terms of this rule have been breached.
- 1.2** Authority given to any boat under this SI 30 may be cancelled by the Race Committee at any of the position reporting skeds in which the boat in question participates or should participate, without reasons being given. A cancellation so issued will apply to the boat to which it is directed whether or not the transmission is received and shall have immediate effect.

APPENDIX A – SPECTATOR EXCLUSION ZONE OVERVIEW



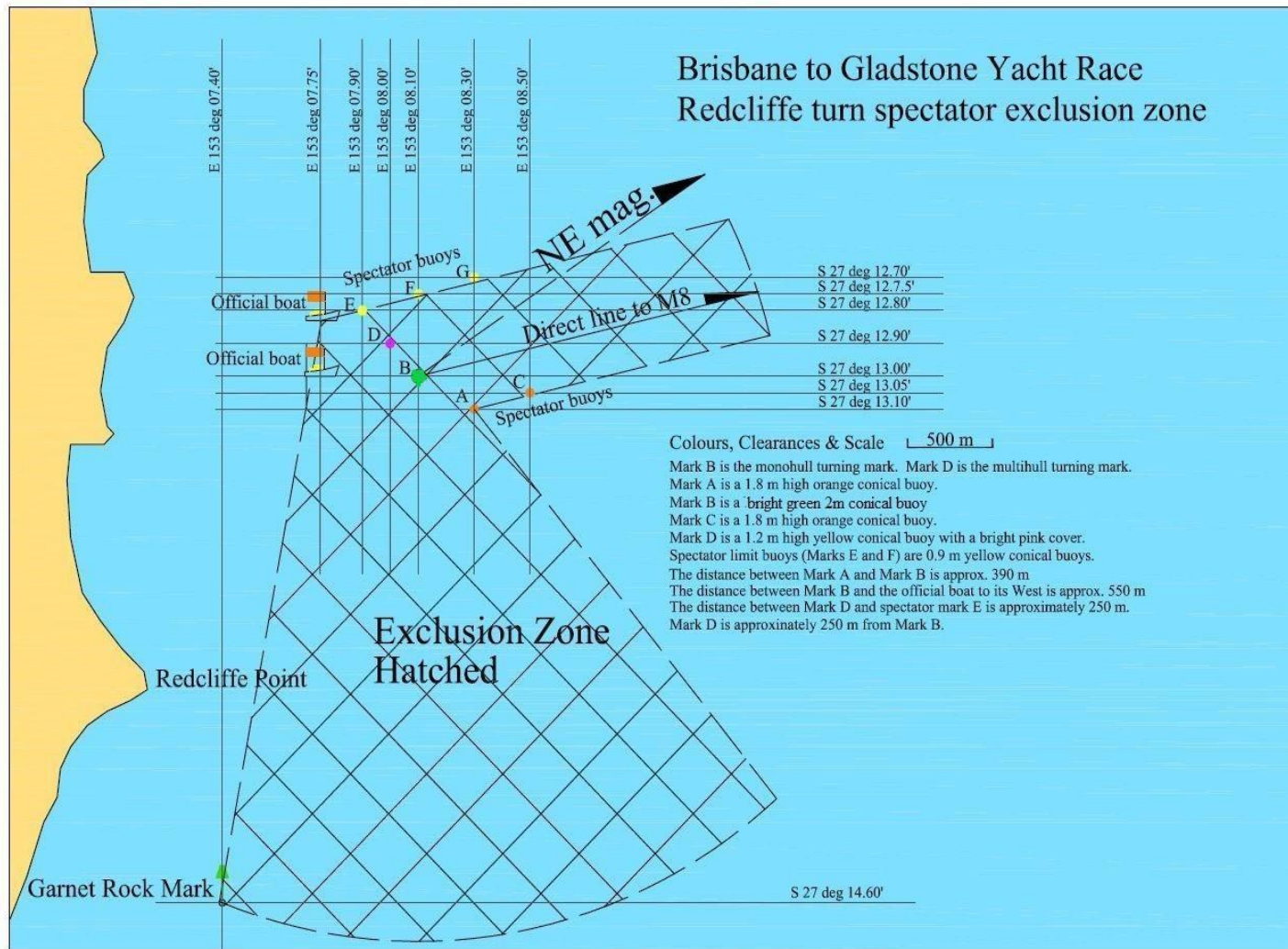
2 APPENDIX B – START LINE

Redcliffe Exclusion Vessels : MBBC Felice and MBBC Double D and RQ Balamara



3 APPENDIX C – TURNING MARK

Please be aware the Pink Rounding Mark D will NOT be laid.



4 APPENDIX D – THE COURSE

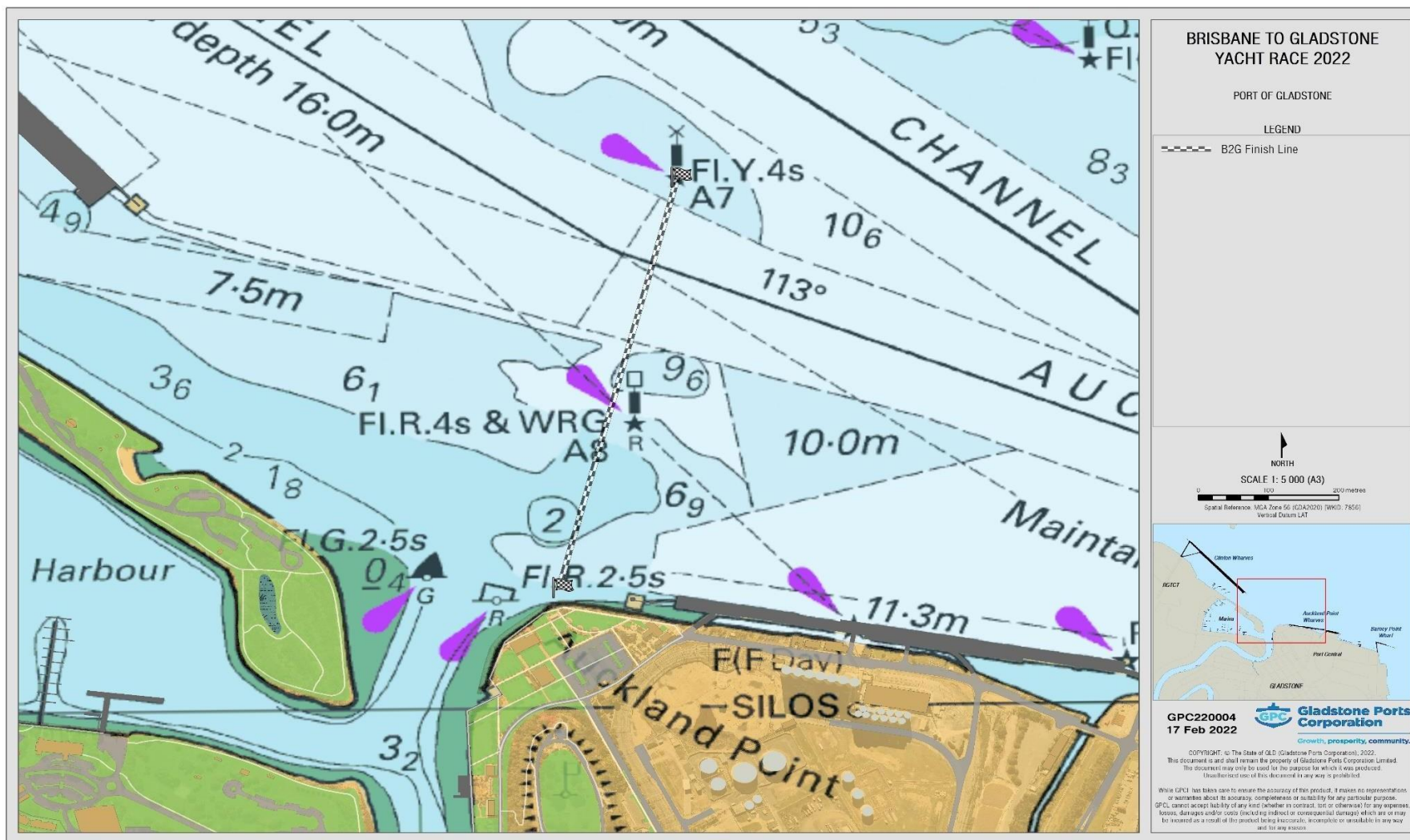
From the start - Course Mark	Leave to:
Otter Rock – Starboard Lateral Beacon	Leave to Port
Garnett Rock – Starboard Lateral Buoy	Leave to Port
Mark A - Exclusion Zone Buoy	Leave to Starboard
Mark B – Redcliffe Turning Mark	Leave to Starboard
Mark E - Exclusion Zone Buoy	Leave to Port
Mark F - Exclusion Zone Buoy	Leave to Port
Mark G - Exclusion Zone Buoy	Leave to Port
Mark C - Exclusion Zone Buoy	Leave to Starboard
M8	Leave to Port
M9	Leave to Port
EK1	Leave to Port
M3	Leave to Port
M1 Beacon Green (Eastern Spitfire Channel)	Leave to Port
S1 Beacon Yellow (Western Spitfire Channel)	Leave to Port
NW12	Leave to Starboard
NW3	Leave to Starboard
NW4	Leave to Starboard
NW Fairway	Leave to Port
Fraser Island	Leave to Port
Breaksea Spit Light	Leave to Port
Lady Elliot Island	Leave to Port
S2	Leave to Port
S10	Leave to Port
S12	Leave to Starboard
S14	Leave to Starboard
S16	Leave to Starboard
G2	Leave to Starboard
A8	Leave to Port
To the finish	Refer SI 11 & Appendix E

Description & Approximate Position for some Marks of the Course.			
From the start	Refer Appendix B		
Otter Rock Buoy	Starboard Lateral Buoy Fl G 2.5s	27 16.5880 S	153 06.7869 E
Garnett Rock Buoy	Starboard Lateral Buoy	27 14.505 S	153 07.408 E
Marks A to G	Refer Appendix C		
M8	Port Lateral Bcn Fl R 2.5s	27 12.1108 S	153 17.2136 E
M9	South Cardinal Q(6)+L Fl. 15s	27 09.5006 S	153 20.1587 E
EK1	Starboard Lateral Mark QG	27 08.5435 S	153 19.4281 E
M3	Starboard Lateral Bcn Fl G 2.5s	27 05.6399 S	153 18.5977 E
M1 Beacon Green (Eastern Spitfire Channel)	Starboard Lateral Bcn Fl QG	27 03.4715 S	153 17.8813 E
S1 Beacon Yellow (Western Spitfire Channel)	Yellow Fl Y 1.5s	27.02.8780 S	153.15.9910 E
NW12	West Cardinal Q (9) 15s	27 02.2666 S	153 15.4629 E
NW3	Starboard Lateral Beacon Fl G	26 57.8227 S	153 13.3695 E
NW4	Port Lateral Bcn Fl R 4s	26 51.4809 S	153 09.2913 E
NW Fairway	Safe Water Mark ISO 4s	26 48.7276 S	153 10.6226 E
Breaksea Spit Light	North Cardinal	24 21.1070 S	153 08.8640 E
Lady Elliot Island	Hard Coral	24 06.00 S	152 43.50 E
S2	Port Lateral Bcn Fl R 2s	23 54.0458 S	151 30.5620 E
S10	Port Lateral Buoy Fl R 4s	23 55.6796 S	151 28.8095 E
S12	Port Lateral Bcn Fl R 4s	23 55.8476 S	151 27.9761 E
S14	Port Lateral Bcn Fl R 4s	23 55.9158S	151 27.4175 E
S16	Port Lateral Bcn Fl R 4s	23.55.9547	151.26.6688 E
G2	Q & Fl Y 4s	23 53.3220 S	151 21.9591 E
A8	Port Lateral Buoy Fl R 4s	23 49.7685 S	151 15.2922 E
A7	Channel Beacon Fl Y 4s	23 49.5128 S	151 15.3383 E

NOTE:

The description and positions are for assistance in chart identification only and are not intended for navigation or any other use.

5 APPENDIX E – THE FINISH



6 APPENDIX F – CRUISING DIVISION RESULTS CALCULATION

Results for the Cruising Division are calculated in the following manner:

1. Each yacht is given a 'Performance Handicap' (PH) based on the yacht sailing the entire course.
2. If a yacht sails the entire course, their 'Corrected Time' (CT) will be their 'Elapsed Time' (ET) multiplied by their PH.
3. If a yacht uses their motor at any time during the race the following calculations are performed:
 - a. The yachts total period of time motoring and the distance they covered is calculated for the period before passing S2 and for the period after passing S2.
 - b. These two periods are subtracted from the ET to give a 'Total Sailing Time' (TST)
 - c. The 'Average Sailing Speed' (ASS) and the 'Average Motor Speed' (AMS) before S2 are then calculated.
 - d. AMS is then divided by ASS to provide a 'Motor Speed Corrector' (MSC). This multiplier has a lower limit of 1.1 and an upper limit of 1.5
 - e. The motoring time before S2 is multiplied by the MSC.
 - f. The motoring time after S2 is multiplied by 2.
 - g. The two corrected motoring times are added to the TST to give a Modified Elapsed Time (MET)
 - h. The MET is multiplied by the yachts PH to produce their CT
4. Once all CT times have been calculated the winner is the yacht with the lowest CT

7 APPENDIX G – TROPHY LIST

IRC OVERALL

- 1st (Winner of the Courier Mail Cup and Adina watches for the Skipper and each crew member) 2nd (Winner of the Citizens of Sandgate Trophy) and 3rd

IRC DIVISIONS ONE, TWO and THREE

- 1st 2nd and 3rd for all divisions

IRC TWO HANDED DIVISION

- 1st 2nd and 3rd

LINE HONOURS

- First monohull boat to cross the line (Winner of the Citizens of Gladstone Trophy, Hoana Trophy and Adina watch to the Skipper)
- First multihull boat to cross the line
- First boat between 37 feet and 46 feet to cross the line
- First boat under 37 feet to cross the line (note – boat length will be determined based on the information provided on a boat's entry form)
- First two handed yacht to cross the line

ORCi OVERALL

- 1st place (Winner of the Thomas Borthwick & Sons Trophy), 2nd and 3rd

ORCi DIVISIONS ONE and TWO

- 1st 2nd and 3rd for all divisions

AMS OVERALL

- 1st place (Winner of the Jim Sue Trophy), 2nd and 3rd

AMS DIVISION ONE AND TWO

- 1st 2nd and 3rd for each division

OMR OVERALL

- 1st place (Winner of the MYCQ Trophy), 2nd and 3rd

PHRF OVERALL including MODERN, VINTAGE & VETERAN and TWO HANDED

- 1st Winner of the Peter Holm Trophy and \$5,000 cash prize as part of the Peter Holm Deed of Gift
- 2nd place overall
- 3rd place overall

PHRF MODERN DIVISION ONE AND TWO

- 1st, 2nd and 3rd

PHRF VINTAGE & VETERAN DIVISION

- 1st (Winner of the Ivan Holm Memorial Trophy) 2nd and 3rd

PHRF TWO HANDED DIVISION

- 1st 2nd and 3rd

CRUISING DIVISION

- 1st (Winner of the Founders Trophy), 2nd and 3rd

TEAMS TROPHY

- 1st (Winners of the Federation Cup)

OTHER AWARDS AND TROPHIES

- Four Cities Cup – Presented to the owner of the yacht with the best combined performance from the Brisbane to Gladstone and immediate past Sydney to Hobart. Results are calculated using a balancing formula based on the primary handicap category for each race.



- Gladstone Ports Corporation prizes - One extra free week's berthing at Gladstone Marina for the first three place getters in the Cruising division.
- Starter Trophy - Best outfitted and presented crew at the start.
- Livingston Cup - First yacht to round Lady Elliott Island
- Endurance Award - Last yacht to finish on elapsed time.
- Noel Patrick Memorial Trophy for Best placed Gladstone yacht in either PHRF, ORCi, IRC or AMS
- Allison Hunter Perpetual Trophy for Best placed QCYC yacht in either PHRF, ORCi or IRC or AMS
- Ian Stripey Grant Memorial Award – most valuable youth crew member.
- The VMR Gladstone Jim Purcell Memorial Trophy – Navigator's Award for closest ETA given from G1



8 APPENDIX I – VMR & COASTGUARD STATIONS

8.1 RCC Australia/VIC, Yacht “South Passage” (RRV) and VMR Gladstone HF Listening watch: 4125, 6215 and 8291khz

Note: All VMR / Coastguard facilities monitor VHF Channel 16

Name	Call Sign	Operating Hours	Channels	Phone Number
VMR Brisbane	Marine Rescue Brisbane	0600-1700 Weekends & Public Holidays	VHF 16,20,21,67,73,81	07 32698888
Redcliffe Coastguard QF 3	VMR403 Coast Guard Redcliffe	0600 to 2000 hrs Emergency no. 0732035522	VHF 16,20,21,73,81 HF 2182, 2524,4125,6215,8291	07 3203 5522
Bribie Island VMR	Marine Rescue Bribie	0500–1800 Available 24/7 phone 0734087596	VHF16, 21, 63, 67, 73, 81	07 3408 7596
Caloundra Coastguard QF4	VMR404	Radio 0700 – 1700 Base 0600-1700 W/E	VHF16,21,67,73	0418298744 07 5491 3533
Mooloolaba Coast Guard QF 6	VMR406	24 hrs	VHF16,67,73,80,81	5444 3222 5444 3846 0490117568
Coastguard Noosa	VMR405	24 hrs	VHF16, 22, 80 Night Watch VHF 16	07 5474 3695 Emergency 07 5449 7670
Tin Can Bay Coastguard	VMR417 Tin Can Bay	0600 – 1800 7 days	VHF 16,67, 80, 82	Radio Rm 07 5486 4290 0419687106
Sandy Straits Coastguard	VMR421	0700 – 1800 Ph 24 hrs	VHF 16, 67,80, 82	07 4129 8141
VMR Hervey Bay	VMR466	0600 - 1800	VHF 67(primary),16,22,67,73	07 4128 9666
VMR Bundaberg	VMR488	0600 -1800	VHF 16, 67, 22, 80, 81 HF 2524, 4125, 6215	07 4159 4349
Round Hill	VMR477	0630 - 1800	VHF 16, 81, 82 Night Watch VHF 16	07 4974 9383 0427 747477
Gladstone VMR	VMR 446 VMR Gladstone	24 hrs During Easter	VHF 16,73, 82, 80	07 4972 3333 0417 681 921 (24 hrs)

9 APPENDIX J - CRUISING DIVISION LOG

Yacht: _

Date & Time engine was started	Latitude	Longitude	Time engine was stopped	Latitude	Longitude	Distance covered (nm)	During this period of engine use, did you pass or were you already past S2	If YES, Time you passed S2	If YES, distance covered before S2 (nm)	If YES, distance covered after S2 (nm)
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			
							YES / NO			



I, (owner/rep) __ hereby declare that I was on board and in charge of the yacht _____

The yacht finished at: Date ____ Time __ Hrs ____ Mins ____ Secs ____

If observable, the yacht in front of me was: ____

And the yacht behind me was ____

Were all SIs and RRS complies with? YES / NO

If NO, please explain: ____

Did you partake and receive all position skeds? YES / NO

If NO, please explain: ____

Did you relay for any other yachts (position) during the race? YES / NO

If YES, who: ____

Reason: ____

If you were sailing short handed, did you use any form of auto pilot during the race? YES / NO / N/A Who is your nomination for your most valuable young sailor under 25?

Name: _

Reason: ____

Any other feedback for the Race Committee: ____

Signed _ Date ____



11 APPENDIX L - RETIREMENT FORM

I, (owner/rep) __ hereby declare that I was on board and in charge of the yacht _____

The yacht retired at:

Date __ Time Hrs ____ Mins __ Sec ____

Please provide an account of the circumstances relative to your retirement including approximate time, weather conditions and the reasons for retirement. Please describe any structural or mechanical failure, radio contacts made, any injuries and any other information you care to add such as assistance rendered by other vessels:

Who is your nomination for your most valuable young sailor under 25? Name:

Reason: _____

Any other feedback for the Race Committee: ____

Signed: Date & Time: ____

12 APPENDIX M – GLADSTONE PORT PROCEDURES AND INFORMATION FOR SHIPPING

[Gladstone Port Procedures and Information for Shipping \(Maritime Safety Queensland\)](http://msg.qld.gov.au)
(msg.qld.gov.au)

Rule:

3.17 Reporting Requirements – Small Vessels

This direction applies, until further notice, to the masters of all ships that are 10 metres or more in length that are:

- underway and entering, or about to enter

- at a berth, or at anchor in the Gladstone pilotage area and are about to be operated in, or leave the Gladstone pilotage area.
- For the purposes of this direction, the term 'Gladstone pilotage area' is defined in schedule 2 of the Transport Operations (Marine Safety) Regulation 2016 and is inclusive of all creeks, rivers and inlets contained within that area, (refer to Pilotage – Gladstone Port and Pilotage Areas).



The master of a vessel 10 metres in length or greater must report to 'Gladstone VTS' on VHF channel 13 and maintain a listening watch on that frequency when entering, leaving or moving within the Gladstone pilotage area. Sailing vessels are required to use the safe navigable waterway extending from the recommended small craft course for the South Channel and the Hard copies of this document are considered uncontrolled. Please refer to the Maritime Safety Queensland website for the latest version.

Port Procedures and Information for Shipping – Gladstone, November 2023. 40 waters to the south. After making the crossing of the shipping channel at aids to navigation G1 and G2, then proceed in a similar manner on the northern side of the recommended small craft course to travel to The Narrows or the North Channel, or until the crossing of the shipping channel towards the entrance of Auckland Inlet and the Gladstone Marina. (Small Craft Ship

Navigation Areas and Recommended Courses).

Reporting points for the area are:

The Narrows – when inbound and passing the starboard beacon at Laird Point at the entrance to Graham Creek.

North Entrance – when passing North Point inbound.

East Channel – when passing E2 buoy inbound.

Main (South) Channel – prior to entering channel.

Fishing vessels are to report when fishing or trawling in the following channels:

- South Channel
- Gatcombe Channel
- Auckland Channel
- Auckland Bypass Channel
- Clinton Channel
- Clinton Bypass Channel
- Targinie Channel

From 1 March 2022, the following four additional channels will be included to the above list:

- South Channel Bypass
- Gatcombe Bypass Channel
- South Trees Anchorages
- Jacobs Channel

It is an offence to fail to comply with the above direction without a reasonable excuse. Maximum penalty under TOMSA Part 7, Section 88 (1) and (2) is 200 penalty units. Failure to comply with the above direction may result in prosecution.

13 APPENDIX N - IMPORTANT CONTACTS

BRISBANE CONTACTS	GLADSTONE CONTACTS
<p>Queensland Cruising Yacht Club 69 Sinbad Street Shorncliffe QLD 4017 Phone: (07) 3269 4588</p> <p>Race Control Office QCYC (all race queries) Phone: 0498 256 428 Email: raceentries@qcy.com.au</p> <p>Hours: Until approx. 1900 on Good Friday</p>	<p>Race Control Office Gladstone Gladstone Marina Complex Phone: 0498 256 428 Email: raceentries@qcy.com.au VHF: 73 Hours: from approx. 1900 on Good Friday until end of Race.</p>
<p>Multihull Yacht Club of Queensland Trafalgar Street Manly QLD 4178 Phone: Alisdair Noble 0409 490 595</p>	<p>Multihull Yacht Club of Queensland Phone: Bruce Wieland 0438 176 704</p>
<p>Principal Race Officer Ross Chisholm Phone: 0429 584 787</p>	<p>Principal Race Officer Ross Chisholm Phone: 0429 584 787</p>
<p>QCYC Vice Commodore – Sailing Linda Honey 0428 882 876</p>	<p>QCYC Vice Commodore – Sailing Linda Honey 0428 882 876</p>
<p>Marine Rescue Brisbane VHF log on: 73</p>	<p>Gladstone VTS VHF: 13</p>
<p>Brisbane VTS VHS: 12</p>	<p>Finish Line VHF: 73</p>
	<p>Gladstone Marina VHF 82</p>

SKEDS	
<p>HF Radio Skeds “South Passage” (RRV) 4483 and 6516 khz</p>	<p>Satellite Phone Skeds Race Control 0498 256 428</p>