



NOTICE OF RACE

1ST
AUGUST
2024

AUSTRALIA'S
NEWEST
OCEAN RACE





GOLD COAST MACKAY YACHT RACE 2024



The Gold Coast Mackay Yacht Race 2024 will be conducted on the Tasman & Coral Sea's along the Queensland coast line from Surfers Paradise to Mackay.

Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Race (NoR).

The race is organised and conducted by the Southport Yacht Club ("SYC" or the "Organising Authority").

1. THE RACE

- 1.1. The race is a 520 nautical mile passage race.
- 1.2. The start of the race will be in the ocean waters at Surfers Paradise Queensland and the finish will be at Mackay, Queensland. Details of the course will be included in the Sailing Instructions.
- 1.3. The warning signal for the race will be signalled at 1250 hours (Australian Eastern Standard Time) on 1st August 2024, with the starting signal at 1300 hours.

2. RULES

2.1. General

The race will be governed by the rules, as defined in the current Racing Rules of Sailing ("RRS") of World Sailing, including;

- (a) the current IRC Rules Parts A, B and C;
- (b) the current ORC Rating System Rules;
- (c) the prescriptions and special regulations of Australian Sailing (AS).
- (d) The International Regulations for the Prevention of Collisions at Sea (IRPCAS) will apply when a boat sailing under RRS meets a vessel that is not.

2.2. Amendments

Amendments to this NoR will be published on the Official Notice Board. A notice of an amendment will also be sent to boats that have commenced the entry process.

2.3. Official Notice Board

Prior to the starting signal the Official Notice Board is located on the ground floor of SYC in the Fo'c'sle Room. Notices posted on the Official Notice Board may also be published on the race website.

2.4. Sailing Instructions

The Sailing Instructions will be issued at, and may be available prior to, the race briefing. The Sailing Instructions will also be published on the race website.

2.5. National Jury

The Organising Authority will appoint a National Jury for the race in accordance with RRS70.5(b). Arbitration in accordance with RRS Appendix T may be offered for protests involving an alleged breach of RRS Part 2.



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3. ELIGIBILITY

A boat must satisfy the following requirements in order to have its entry accepted:

3.1. Boat:

A boat shall:

- (a) be single hulled;
- (b) have a:
 - (i) Hull length (as defined in the Equipment Rules of Sailing of World Sailing and referred to IRC as “LH” and ORC / IMS as “LOA”) of not more than 30.48 metres if entered as a fully crewed boat (NoR 3.4.1) and not more than 19.90 metres if entered as a two-handed boat (NoR 3.4.2); and
 - (ii) Hull length of not less than 9.00 metres for all boats; and
 - (iii) Waterline Length (as defined in the Equipment Rules of Sailing of World Sailing) not less than 7.3 metres for all boats.
- (c) comply with AS Special Regulations Part 1 for Race Category 2.

The Organising Authority highlights the following AS Special Regulations:

- (i) A boat must satisfy the stability criteria of the AS Special Regulations Part 1 Appendix B (extracts of which are included in Appendix B of this NoR);
- (ii) A boat must be built in accordance with the AS Special Regulations Part 1, Section 3.03.

The Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied with regard to verification of stability, verification of construction and keel inspections, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.

3.2. Insurance

The owner or charterer of a boat shall hold a marine legal liability insurance policy with respect to the boat current when racing, with a sum insured of not less than A\$10 million (or such higher amount as the owner/charterer considers appropriate having regard to the size and type of boat, the number of crew and the conditions it may encounter during the race, or its equivalent in another currency). The insurance policy shall state that the boat is covered for the race or that it is covered for yacht races of a length greater than 520 nautical miles.

3.3. Divisions & Handicaps

- (a) A boat shall enter one of the following Divisions:

Division	Handicap Categories		
Fully Crewed Division	IRC	ORC	PHS
Cruising Division			PHS
Double Handed Division	IRC	ORC	PHS
50% Crewed Division	IRC	ORC	PHS

- (b) The Organising Authority may alter, amalgamate or divide any Division as required.
- (c) The composition and allocation of boats into Divisions shall not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).
- (d) Each Division and each Handicap Category is subject to a minimum of five (5) entries.
- (e) IRC & ORC rating class results will be scored by the application of a boat's TCC printed on each boat's IRC certificate and/or the Time-On-Time (ToT) All Purpose rating as printed on each boat's ORC certificate. The ratings shall be the multiplier of elapsed time with the lowest corrected time being the winner and so forth.
- (f) Performance Handicap System (PHS) time correction factors will be issued by SYC Handicap Committee and will not be grounds for redress (alters RRS 60.1 & 62).



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(g) Boats may only be scored in the IRC Handicap Category if the boat has a current and valid Endorsed IRC certificate, issued by RORC or UNCL based on information provided by an RORC/UNCL approved measurer.

(h) Boats may only be scored in the ORC Category if the boat has a current and valid Endorsed ORC certificate.

(i) Cruising Division boats must be of a type and with a fit-out consistent with one normally considered to be a cruiser or cruiser/racer. Any Cruising Division boat who uses her engine whilst racing will have additional time correcting multipliers added in accordance with the Sailing Instructions.

3.4. Crew

3.4.1 Fully Crewed & Cruising Division boats:

(a) A boat shall have a minimum of 5 crew.

(b) The majority of the crew must be a minimum age of 18 years. Crew aged under 18 years must provide evidence to the Race Committee demonstrating past sailing experience and a completed Parental Consent Form. The Race Committee may, in its absolute discretion, refuse to allow any crew member aged under 18 years of age to participate in the race.

(c) At least 50% of the crew shall have completed a Category 2 race or a passage that the Race Committee deems equivalent.

(d) At least 30% of the crew shall hold a current certificate demonstrating that they have completed an AS Safety and Sea Survival Course or an equivalent as noted on the following webpage:

<https://www.sailingresources.org.au/training/ssr-rpl/>

(e) At least two crew members shall:

(i) be a practising medical practitioner; or

(ii) hold a current Provide First Aid Certificate; or

(iii) hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.4.1(e)(ii).

(f) At least two crew members shall hold a Short-Range Marine Radio Operators Certificate of Proficiency (SROCP) issued by a relevant authority, or a higher qualification. It is recommended that at least two crew members hold a Long-Range Marine Radio Operators Certificate of Proficiency (LROCP).

(g) It is recommended that the skipper or 2IC have a recognised AS certificate (or equivalent) of at least an Offshore Skipper certification.

3.4.2 Double Handed Division boats:

(a) A boat shall have 2 crew.

(b) The minimum age of all crew is 18.

(c) At least one crew member shall have competed in a Category 4 or higher two-handed division or race in the last three years.

(d) Both crew members shall have completed a Category 2 race or a passage that the Race Committee deems equivalent (fully crewed or two-handed).

(e) Both crew members shall have completed a minimum 100nm two-handed race or passage (including overnight experience) together in the boat entered.

(f) Both crew members shall hold a current certificate demonstrating that they have completed an AS Safety and Sea Survival Course or a course noted on the following webpage:

<https://www.sailingresources.org.au/training/ssr-rpl/>

(g) Both crew members shall:

(i) be a practising medical practitioner; or

(ii) hold a current Provide First Aid Certificate; or



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hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.4.2(g)(ii).

(h) Both crew members shall hold a Short-Range Marine Radio Operators Certificate of Proficiency (SROCP) issued by a relevant authority, or a higher qualification. It is recommended both crew members hold a Long-Range Marine Radio Operators Certificate of Proficiency (LROCP).

(i) It is recommended that the skipper or 2IC have a recognised AS certificate (or equivalent) of at least an Offshore Skipper certification.

3.4.3 50% Crewed Division boats

(a) A boat shall have a minimum of 3 crew and a maximum crew of 50% as listed on her IRC Certificate (rounded up to the nearest person, ie crew of 7 = 4).

(b) The majority of the crew must be a minimum age of 18 years. Crew aged under 18 years must provide evidence to the Race Committee demonstrating past sailing experience and a completed Parental Consent Form. The Race Committee may, in its absolute discretion, refuse to allow any crew member aged under 18 years of age to participate in the race.

(c) At least 50% of the crew shall have completed a Category 2 race or a passage that the Race Committee deems equivalent.

(d) At least 30% of the crew shall hold a current certificate demonstrating that they have completed an AS Safety and Sea Survival Course or an equivalent as noted on the following webpage:

<https://www.sailingresources.org.au/training/ssr-rpl/>

(e) At least two crew members shall:

(i) be a practising medical practitioner; or

(ii) hold a current Provide First Aid Certificate; or

(iii) hold a First Aid qualification that the Race Committee considers is equivalent at least to NoR 3.4.1(e)(ii).

(f) At least two crew members shall hold a Short-Range Marine Radio Operators Certificate of Proficiency (SROCP) issued by a relevant authority, or a higher qualification. It is recommended that at least two crew members hold a Long-Range Marine Radio Operators Certificate of Proficiency (LROCP).

(g) It is recommended that the skipper or 2IC have a recognised AS certificate (or equivalent) of at least an Offshore Skipper certification.

3.5. Documentation and Fees

(a) Initial Documentation - by 1700 hours on 10 July 2024

A boat shall complete the entry form (including the Conditions of Entry) through the online entry system - <https://southportyachtclub.com.au/regattas/>.

If the current versions of the following are not already held by the Organising Authority, the following documentation shall be submitted:

(i) verification of stability (refer NoR 3.1(c)(i) and Appendix B)

(ii) verification of hull construction standards (refer NoR 3.1(c)(ii));

(iii) current keel inspection certificate (refer Special Regulations 3.02.4 to 3.02.6);

(iv) declaration of Crew Experience (through the Crew List in the online entry) (refer NoR 3.4);

(v) for a two-handed boat (3.4.2), the two-handed crew experience declaration as supplied by the Organising Authority; and

(vi) a colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This shall be a digital photo with a resolution not less than 1200x800 pixels.



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(vii) The boat is responsible to ensure that the initial documentation is received by the Organising Authority.

(b) Final Documentation - by 1700 hours on 17 July 2024 -

NO ENTRIES WILL BE ACCEPTED AFTER THIS DATE

A boat shall then ensure that the Organising Authority receives the following by 1700 hours on 17 July 2024:

- (i) audited AS Special Regulations Equipment Audit Form for Category 2 or higher category which is valid until 31 August 2024.
- (ii) inflatable lifejacket service certificates (AS Special Regulations 5.01.5 as supplemented by NoR 7.3(f));
- (iii) Life Raft Inspection Certificate(s) (AS Special Regulations 4.19.4(b));
- (iv) SYC Radio Inspection Certificate (AS Special Regulation 3.25.3 as supplemented by NoR 7.3(c));
- (v) 406 EPIRB proof of registration (AS Special Regulations 4.18);
- (vi) Class, Measurement and Rating Certificates, as required (NoR 3.3);
- (vii) Certificate of Currency of Insurance, in English, with details of the cover and the insurer (NoR 3.2);
- (viii) AS Safety and Sea Survival Course Certificates or acceptable equivalent (NoR 3.4);
- (ix) Medical Qualifications / First Aid Certificates (NoR 3.4);
- (x) Short-Range Marine Radio Operators Certificates of Proficiency (SROCP) in Radio Telephony or acceptable higher qualification (NoR 3.4);
- (xi) crew list to be completed through the online entry;
- (xii) AIS MOB Declaration, as supplied by the Organising Authority;
- (xiii) Disclaimer and Acknowledgment of Rights Form, signed by each crew member or, if the crew member is under the age of 18, the Disclaimer and Acknowledgement of Rights Form for minors, signed by the Parent/Guardian of the crew member (NoR 13). In each case the form is to be as supplied by the Organising Authority.
- (xiv) The boat is responsible to ensure that the final documentation is received by the Organising Authority.

(c) Entry Fees-

A boat shall pay the following fees by 1700 hours on 17 July 2024:

All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).

- A surcharge will be applied when using a credit card.

Note:

	Amount
(i) Entry Fee (determined by when payment is received) "Early Bird" Entry Fee applies for payment received by 10 th May 2024 - Entry Fee applies for payment made after 10 th May 2024	A\$550.00 A\$795.00
(ii) PLUS the fee per crew member	A\$45.00
(iii) PLUS an additional fee may be charged to boats that have not complied with the documentation and fee requirements by 17 July 2024	A\$400.00



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(d) A boat that withdraws prior to 1700 hours on 17 July 2024 that has paid the fees (3.5(c)) will be eligible for a full refund. A boat that withdraws between 18 July 2024 and 27 July 2024 that has paid the fees will be eligible for a refund, less an administrative fee of A\$400.00. Any withdrawal after this date will not be eligible for a refund.

(e) The Organising Authority may accept a request for an existing entry to replace the boat entered after the entry deadline (NoR 3.5 (b)) in the instance that the entered boat cannot be raced due to unintentional damage that cannot practically be repaired prior to the race, or otherwise due to circumstances beyond the control of the person or entity who entered the race. In deciding whether or not to accept such a request, the Organising Authority may require additional information or actions from the entry (such as a report from a Naval Architect). If such a request is accepted, deadlines detailed in the Notice of Race may be amended for the particular request. The Organising Authority has an absolute discretion to accept such a request and the decision of the Organising Authority in this regard is final and binding and will not be grounds for a request for redress or protest (amends RRS 60.1 and 62.1(a)).

In accordance with RRS 76.1, the entry of a boat that does not comply with the conditions of this Notice of Race will be rejected or cancelled.

3.6. Briefings

A boat shall satisfy the following briefing requirements:

(a) Compulsory Race Briefing

A compulsory race briefing will be held on 30 July 2024 at 1800 hours at the SYC and also online by webinar (link to be provided).

Two crew members, who are any of the Owner (if the Owner is a member of the crew), Skipper, Second in Command (2IC) or Navigator, shall attend at the SYC or register and view the whole of the race briefing online. Any crew members who attends the briefing via webinar shall lodge the race briefing declaration confirming attendance by 1700 hours on 31 July 2024.

(b) Compulsory Weather Briefing

A compulsory weather briefing will be held on 1 August 2024 at 0800 hours at the SYC and also online by webinar (link to be provided).

At least one crew member of a boat intending to compete in the race shall attend at the SYC or register and view the whole of the weather briefing online. It is mandatory that one of the Skipper or the Navigator attend. Any crew member who attends the briefing via Webinar shall lodge the weather briefing declaration, confirming attendance by 1100 hours on 1 August 2024.

4. CHANGES TO SUPPLIED DOCUMENTATION

4.1. The Race Committee will not accept a change to a boat's IRC certificate or a change in declaration for a primary or secondary IRC Certificate after 1900 hours on 24 July 2024 except as a result of a rating protest or to correct a rating office error.

4.2. A boat shall promptly inform the Race Committee of any change to documentation required in NoR 3.5(a) and (b).

4.3. The Race Committee may accept changes to documentation required in NoR 3.5(a) and (b) after the required lodgement date, subject to any conditions that the Race Committee may impose.

4.4. A boat's crew list may be changed after 17 July 2024 to correct errors or to amend for late crew changes but shall not be changed later than three hours prior to the starting signal. After any change to a crew list, the boat shall still satisfy the general requirements of paragraph 3.4.



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5. DETERMINATION OF ELIGIBILITY

A decision of the Organising Authority or the Race Committee as to any matter under NoR 3, including as to whether a boat and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).

6. SCORING

6.1. All scoring

(a) Scoring penalties will be applied when determining a score. A boat subject to a scoring penalty is not eligible for a race record.

(b) Time penalties will be applied when determining a score, elapsed time or race record.

(c) Redress will be applied when determining a score, elapsed time or race record.

6.2. Overall Winner

The overall winner of the Gold Coast Mackay Yacht Race 2024 will be the boat that has the lowest IRC corrected elapsed time in any Division.

6.3. Line Honours results

Subject to NoR 6.1, the boat with the lowest elapsed time shall be scored first in the Line Honours Category and other boats shall be ranked accordingly. A Cruising Division boat will not be eligible for line honours if they have used their engine during the race.

6.4. IRC Results

(a) Subject to NoR 6.1, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.5. PHS Results

(a) Subject to NoR 6.1, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.6. Scoring Penalties

Scoring penalties will be applied as set out in the Sailing Instructions and may be applied at the discretion of the National Jury for other breaches of the rules or by the Race Committee in circumstances set out in the Sailing Instructions.

7. CHANGES TO RATING SYSTEM RULES AND RRS AND ADDITIONS TO AS SPECIAL REGULATIONS

7.1. Changes to the IRC Rules

(a) IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

(b) IRC Rules 11.2 & 21.6.1: In accordance with a prescription by AS, a boat in an IRC Handicap Category may carry one more spinnaker than shown on the boat's IRC Certificate without an increase of rating.

(c) IRC Rule 15.1 is deleted. Refer NoR 7.3 (d).

(d) IRC Rule 15.2 (d) is amended to: A fully crewed boat (NoR 3.4.1) shall not use stored power for steering.

7.2. Changes to the ORC Rules

(a) ORC Rule 204(c) is modified to allow the use of an auto-pilot for boats entered in the Double Handed Division.

7.3. Changes to the Racing Rules of Sailing

(a) Add the following to RRS 41-



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(b) Whilst racing, a boat may retrieve data from any page of the race website, details of which are provided in the Sailing Instructions, even if that page is not publicly available. During the race, a boat shall not contact, or be in contact with, any person or private entity using any medium to receive private meteorological forecasts, tactical advice or information customised for a particular boat or group of boats. A boat may, however, obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost.

(c) A boat may receive assistance in ensuring that satellite or cellular communication systems on board are able to transmit and receive data.

(d) RRS 42: A boat in the Cruising Division may from one hour after its starting signal use its engine for propulsion. Use of engine must cease prior to finishing. Engine hours and miles covered under engine must be logged and declared to the Race Committee in accordance with the Sailing Instructions.

(e) RRS 51: Only those boats whose Rating Certificate(s) 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.

(f) RRS 52: RRS 52 is changed for fully crewed boats (NoR 3.4.1) to: The rotation of a boat's rudder shall be adjusted and operated only by the power provided by the crew.

RRS 52 does not apply to boats entered in the Double Handed division.

(g) RRS 61.3: There is no time limit on protests by the Race Committee or the National Jury.

(h) RRS 64.2: The National Jury may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule.

(h) RRS 78.2: A valid rating system or class certificate shall be produced by the due date specified (NoR 3.5(b)).

(i) RRS Appendix G: An Australian boat chartered or borrowed by an international entrant may carry on the mainsail the national letters of the country represented but may have local sail numbers on other sails.

The Race Committee may include other changes to the RRS in the Sailing Instructions.

7.4. Additions to AS Special Regulations

Below are additional requirements to the AS Special Regulations:

(a) Special Regulation 3.24.5(c): The minimum amount of engine fuel that shall be carried at the start of the race shall be at least Litres = LWL(metres)/0.2

(b) Special Regulation 3.25.1: Boats are not required to carry a HF transceiver. A boat shall carry a satellite phone on board (refer AS Special Regulation 3.25.1 (a)(ii)). A boat shall be recorded as having sent a text message from the boat satphone to Race Control on +61 400 558 917 between 24 and 30 July 2024: "This is boat name xxxxx GCMYR 2024". Boats not recorded as having sent such a text will not be eligible to start the race.

(c) Special Regulation 3.29.1: An AIS Transponder shall be carried and be switched on, such that it is receiving and transmitting at regular intervals (no less than 5 minutes) for the duration of the race. The failure of any station to receive a signal from a boat's AIS Transponder shall not be subject to protest or grounds for redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).

(d) Special Regulation 5.01.1(h): A lifejacket shall be worn by each member of the crew at, but not limited to, these times:

1. When on deck between the hours of sunset and sunrise
2. When alone on deck
3. When on deck when the true wind speed is 25 knots or above
4. When on deck when visibility is less than 1 nautical mile.



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(e) Special Regulation 5.01.5: Each inflatable lifejacket shall be checked and serviced at the intervals as prescribed by the manufacturer by an authorised servicing agent and documented evidence of that servicing submitted as part of the entry documentation.

(f) A two-handed boat shall be fitted with an autopilot.

8. PAPER CHARTS/BOOKS

A boat shall carry the charts, in paper or electronic form, listed in Appendix A (refer AS Special Regulation 4.10).

9. MEASUREMENT AND INSPECTION

9.1. A boat shall permit a representative of the Race Committee to conduct spot inspections, if so requested by the Race Committee. Spot checks may be carried out prior to the warning signal or after a boat finishes or retires.

9.2. The Race Committee may require re-measurement of any boat. If this is done separately to a protest or redress hearing, then the costs of such re-measurement shall be the responsibility of the boat.

10. EVENT ADVERTISING

A boat shall display the sponsor's backstay flag from 0700 hours on 01 Aug 2024 until 1100 hours on 4 August 2024.

11. TRACKING DEVICES AND CAMERAS

11.1. A boat shall carry a tracking device if so required by the Organising Authority. The device will be supplied by the Organising Authority. Once supplied, the tracking device becomes the responsibility of the Owner. Loss, damage or failure to return the tracking device will incur a £650 charge (to be charged in AUD at the exchange rate at the time). A boat on which such unit fails or ceases to operate may be required to provide additional position reports by radio/satphone in accordance with the Sailing Instructions.

11.2. A boat shall carry a camera or telemetry equipment if so required by the Organising Authority. The camera or equipment will be supplied by the Organising Authority.

12. MEDIA RIGHTS AND RESTRICTIONS

12.1. The Organising Authority owns:

- all media rights to the Gold Coast Mackay Yacht Race 2024; and
- all rights in and to any visual and audio material and any data taken or collected by or on behalf of the Organising Authority, or provided to it, in connection with the race.

The Organising Authority may exercise and exploit those rights as it sees fit.

12.2. The owner or charterer of the boat and all crew members or, in the case of a crew member under the age of 18 years, a parent or guardian, shall grant the Organising Authority and any sponsors the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any medium, the names, images, data and biographical information of the crew and still and moving images and audio recordings of the boat and its crew prior to, during and after the race. The use of images and video and audio content of crew members under the age of 18 years is subject to the granting of permission to do so by a parent or guardian.

12.3. A boat shall not use any form of positioning or telemetry system, other than that supplied or authorised by the Organising Authority, to post or broadcast the boat's position or other boat data to any media organisation or on any internet site or social media.



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12.4. Crew members of a boat may speak to accredited members of any media organisation prior to, during and after the race, regarding the boat, the race and the prospects, performance or strategy of boats entered or participating in the race, subject to:

- (a) any comments not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers, employees, volunteers and members, the Race Committee, the National Jury, measurers, major sponsor or any other sponsor or supporter of the Organising Authority.
- (b) no reference being made during such a commentary to boats in distress or wreckage sightings; and
- (c) all information given being accurate (for example, no deliberately false sightings or positions may be reported).

12.5. A boat and its crew may publish on a live or delayed basis (including by streaming to an internet site or on social media) still and moving images and audio material taken on or from the boat subject to:

- (a) no such material being published in any medium during the period from 20 minutes prior to the warning signal to one hour after the starting signal;
- (b) no such material being published which contains images of or refers to a boat in distress or wreckage without the prior approval of the Organising Authority; and
- (c) copies of any recorded material, such as video or film tapes of any interviews and video footage obtained on the boat (whether or not transmitted from the boat), being provided to the Organising Authority by 13 August 2024 together with a perpetual licence to use and exhibit the material for any purpose anywhere in the world, unless otherwise agreed by the Organising Authority.

12.6. The approvals in NoR 12.4 and 12.5 may be revoked by the Organising Authority at any time with respect to any boat or any accredited media.

12.7. A boat may during its race use a drowe flown from and recovered by the boat in accordance with the Sailing Instructions.

13. DISCLAIMER

13.1. All those taking part in the race do so at their own risk and responsibility. Crew members or, if the crew member is under the age of 18 years, a parent or guardian, shall acknowledge this, release the Organising Authority, major sponsor and any other sponsor of the Gold Coast Mackay Yacht Race 2024 and their respective officers, employees, volunteers and members, from all liability and grant the rights referred to in NoR 12.2 by signing a Disclaimer and Acknowledgment of Rights Form, as supplied by the Organising Authority.

13.2. 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".

14. PRIZES / TROPHIES

14.1. Trophies and prizes will be awarded as appropriate to the number of Divisions and Handicap Categories.

14.2. The trophy presentation will be held at the Mackay Boat Harbour Marina. The date and time of the presentation will be advised at the completion of the race.

15. FURTHER INFORMATION

Southport Yacht Club



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Race Website: www.southportyachtclub.com.au/regattas/gcmr2024

Sailing Office: Phone 0755 377 030 Email: sailing@sycgc.com.au

APPENDIX A - CHARTS

Charts

The following charts shall be carried on board (in paper or electronic form):

- AUS 814 – Point Danger to Cape Moreton
- AUS 815 – Cape Moreton to Double Island Point
- AUS 816 – North Spit to Breaksea Spit
- AUS 817 – Great Sandy Strait & Hervey Bay
- AUS 818 – Sandy Cape to Bustard Head
- AUS 819 – Bustard Head to North Reef
- AUS 820 – North Reef to Port Clinton
- AUS 822 – Port Clinton to Percy Isles
- AUS 823 – Percy Isles to Mackay
- AUS 250 – Hay Point & Mackay Harbour

A boat carrying electronic charts shall refer to AS Special Regulation 4.10.1(e).



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APPENDIX B – STABILITY REQUIREMENTS General

The requirements specified in this appendix apply to all boats intending to enter regardless of the handicap category in which they intend to enter.

Competitors found to be falsifying documentation, deliberately invalidating certificates or otherwise misleading the Race Committee with regard to stability of their boat are subject to action under RRS 69.1. If found guilty the penalty could include disqualification from the Gold Coast Mackay Yacht Race 2024. The incident would also be reported to AS.

A determination by the Organising Authority or the Race Committee as to the suitability of supplied documentation in demonstrating a boat's compliance with the stability requirements, as to whether there is a satisfactory margin as required by this appendix or as to a boat's compliance with the stability requirements is final and binding.

Non-Moveable Variable Ballast Boats

A boat shall provide evidence as follows to demonstrate that it achieves not less than:

- an ORC Stability Index of 110 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A except that the angle of vanishing stability (AVS) shall be a minimum of 115 (The Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied, at the cost of the entrant concerned. This may include having measurements redone and documentation reproduced by another Naval Architect).

Moveable Variable Ballast Boats

A boat shall provide evidence as follows to demonstrate that it achieves not less than:

- an ORC Stability Index of 110 and a Ballast Leeward Recovery Index of 0.9 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A and a Knockdown Recovery Factor of minimum 0.9 (The Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied, at the cost of the entrant concerned. This may include having measurements redone and documentation reproduced by another Naval Architect).

Further Requirements:

Boats holding a current, valid ORC Certificate

A boat with a current, valid ORC Certificate shall supply that certificate, including the Stability and Hydrostatics Datasheet, accompanied by a completed Stability Declaration as supplied by the Organising Authority.

Boats previously holding a valid ORC Certificate

A boat without a current valid ORC Certificate but with a previously valid (but not current) certificate shall supply its most recent previously valid (but not current) certificate, including the Stability and Hydrostatic Datasheet, accompanied by a completed Stability Declaration supplied by the Organising Authority.

Boat achieving ISO 12217-2 Design Category A In the calculation of the stability data:

- The hydrostatics and stability demonstrating the yacht's compliance with ISO Category A shall be derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source (ie an inclination test)
- Deck and other enclosed volume above the sheer line may be taken into account, in which case offsetting cockpit volume shall also be taken into account.
- Mass shall be taken as Minimum Operating Mass as defined by ISO 12217-2, paragraph 3.5.3
- A GZ curve shall be submitted as part of the ISO statement

All boats

Other than in the case of a boat that submits a current, valid ORC Certificate, the Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.