

1. RULES

The Mackay Sailing Club Inc. Sailing Program will be governed by the rules as defined in The Racing Rules of Sailing (RRS), the prescriptions of Australian Sailing (AS), the Mackay Sailing Club Notice of Race Season 2020, (except as any of these are changed by these sailing instructions), and these Sailing Instructions.

- a. Minimum crew requirement for Inshore Races is two competent persons (Skipper +1) and minimum for Offshore Races is three competent persons (Skipper +2).
- b. Skippers are reminded of their obligations under RRS 46, 55 and 75. In addition to AS prescriptions, MSC club rules require that any crew member who sails in more than 3 races in any one sailing season shall be a full member of MSC. Boats failing to comply may be excluded from results without a hearing. This changes RRS 63.1
- c. Boat Owner, Skippers and Principal Helmsman shall be financial members of Mackay Sailing Club; with a three race dispensation to visiting boats whose skipper is a financial member of another affiliated club.
- d. All boats shall have adequate auxiliary power for motoring, and engines must be left fitted in a position for immediate use in the event of an emergency.
- e. In conditions of extremely light winds, if there is a chance of the current carrying a boat onto a reef, Slade Rock, the harbour wall or a permanent navigation mark, that boat may use its motor to get clear in accordance with RRS 42.3 (h). Any boat utilising this provision shall immediately notify OOD of their actions by VHF radio.
- f. For Offshore Races, a crew list shall be submitted on the appropriate club form (available from MSC website) prior to the start of the race, as detailed in the Supplementary Sailing Instructions for that race. Late changes only may be notified by radio to Race Control prior to the start.
- g. Between the hours of Sunset to Sunrise, rules of RRS part 2 will be replaced by the International Rules for Prevention of Collision at Sea.

2. ELIGIBILITY AND ENTRIES

- a. Eligible boats may be entered by
 - i. Confirming verbal registration via VHF radio (Channel 72) to Race Control prior to the warning signal for the race, (refer also clauses 8a, 8b and 8c below) and
 - ii. Completion of crew list to OOD after racing, including race entry fees as detailed in clause 3a below.
- b. Boats failing to comply with entry requirements will be scored DNC without a hearing (this changes RRS 63.1).
- c. Eligibility requirements for boats are:
 - i. For Racing events - Current Season Club Safety Certificate, YA Category 5 for Inshore Races and Category 4 for Offshore Races;
 - ii. For Cruising events – Qld Dept of Transport Safety Requirements for Pleasure Craft, and VHF radio;
 - iii. Confirmation of Third Party Public Liability;
 - iv. Payment of race entry fee (refer below);
 - v. A copy of Mackay Sailing Club Inc. Sailing Instructions 2020;
 - vi. A radio check on Channel 72 prior to Starting.
- d. The Rear Commodore has the right to reject any entry.

3. FEES

a. Payment of Fees:

A yearly fee of \$250 per boat or a \$25 per day race fee, to be paid in full by direct deposit to the MSC bank account (Reference if yearly or day race fee)

Direct Deposit:

- AUSWIDE BANK
- BSB: 645 646
- Account: 106238124
- Account Name: Mackay Sailing Club

b. Protest Fee \$50.00

4. NOTICES TO COMPETITORS

a. Notices to competitors will be:

- i. Sent out by e-mail to all Skippers of MSC.
- ii. Posted on MSC website (<https://www.revolutionise.com.au/mackaysailing/home/>)

b. In the event of uncertainty due to weather or other causes, and any possible late decision being made, a skipper who does not have access to email should telephone the Rear Commodore or the duty boat for a verbal transcript of any relevant notice.

5. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions, including supplementary Sailing Instructions for specific races, will be posted at least two hours before the scheduled warning signal for the first race in which it will take effect. Change notices may also be published on the MSC Website.

6. STRONG WIND WARNING and DANGEROUS CONDITIONS

In the case of inclement weather, the Duty Boat skipper (O.O.D) will consult with the Rear Commodore, or in his absence, other members of the Sailing Committee, approximately 2 hours prior to the scheduled starting time for the first race of the day. Options to be reviewed include cancellation or postponement. Any decision to postpone made at that time will not preclude subsequent review, including postponement to another day.

7. SCORING

a. Low Point Scoring system of Appendix A will apply, modified as follows

A DNC boat (Does not come to Start Area) will receive series points of three more than the number of boats starting in the race. All other non-place getters, including DNS, DNF, OCS, RAF, DSQ, DNE, and DGM will receive series points of one more than the number of boats starting in the race.

b. Series results will be calculated as follows:

- i. Saturday Series – 7 races 1 drop
- ii. Sunday Sprint Series – 14 races 2 drops
- iii. The Aggregate Championship will be the aggregate points of all Saturday Inshore and Sunday Sprint races, with up to three (3) discards.
- iv. A boat's Series score will be the total of its race scores excluding its worst score.
- v. A boat's Aggregate Championship score will be the total of its race scores excluding its three worst scores.
- c. Club Champion – will be awarded to the winning boat of the Club Championship Series, as detailed in the Club Championship Series Sailing Instructions.
- d. Handicaps: Individual handicaps will be calculated and fixed and only changed under agreement of the Rear Commodore.

8. SCHEDULE OF RACES

- a. The schedule of events is available to download from the MSC Website <https://www.revolutionise.com.au/mackaysailing/home/>
- b. The scheduled first warning signal for Sunday & Long Inshore racing will be at 0950 Hrs. For short inshore races & Saturday races with only 1 race scheduled for the day, the scheduled warning signal will be at 1250 Hrs.
- c. For days with two Short Inshore Races, the start time for a second race is not less than 15 minutes and no more than 30 minutes after the last boat finishes the first race. The scheduled time for the second or subsequent warning signal will be advised by the ODD.

9. CLASS FLAGS

Class flag for Inshore and Offshore Division is Code Flag E.

10. RACING AREA

Racing area will generally be to the east of Mackay harbour, and extends from Sarina (South) to Bowen (North).

11. THE COURSES

Unless advised otherwise, inshore courses will be as detailed in Addendum 2 of these Sailing Instructions. Separate Supplementary Sailing Instructions will be issued for Long Inshore, Offshore and special races, which will include details of the course for that race.

Note:-

- a. Shortened Course for Short Inshore Races will be designated by underlining and Asterisk* of the last mark.
- b. Shortened Courses for Long Inshore, Offshore and special races will be as printed in the Supplementary Sailing Instructions for the particular race.
- c. No later than the warning signal, a numeral pennant, (together with code flags if required) will be displayed on the signal mast to indicate the course number. Code flag "R" displayed with the course number designates that the course will be sailed in the reverse direction as set out in addendum 2. Code flag "S" displayed with the course number designates that the shortened course will be used as set out in addendum 2. Course details will be announced over the radio (Channel 72), approximately 10 minutes prior to the scheduled warning signal.

12. THE MARKS

- a. Laid Marks: When a mark is laid it shall generally be a yellow inflated cylinder approximately 1.5 m high and 0.7 m in diameter, or a white buoy displaying a pale green flag. A replacement mark may be used, as notified by the Rear Commodore or OOD prior to the start.
- b. Slade Rock Red Navigation Buoy.
- c. Dangerous Reef Navigation Buoy.
- d. East Cardinal Mark: The black and yellow east cardinal buoy located off the eastern extremity of Slade Island.
- e. Mark D: If laid, will be a white buoy with a green flag, located approx. 0.3 nautical mile NW of Mackay Harbour entrance.
- f. Mark G: A yellow conical mark approximately 0.6 nautical mile SSE of Mackay Harbour entrance.
- g. Round Top Island.
- h. Mark L: Leeward Buoy.
- i. Mark W: Windward Buoy.
- j. Mark A: Slade Point – Approx location 21° 05.60 E 149° 14.59 S.
- k. Mark B: Mackay Material Relocation Ground – Approx location 21° 04.93 E 149° 16.10 S.
- l. Mark C: Slade Islet – Approx location 21° 05.60 E 149° 16.10 S.

13. OBSTRUCTIONS

The following area is designated as obstruction:

- a. To the west of Flat Top Island, between the island and the mainland. Boats are not permitted to sail a course through this area.

14. THE START

- a. Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal. Procedures for Handicap Starting will be detailed in Supplementary Sailing Instructions where applicable.
- b. The starting line will be:
 - i. Mackay Harbour: At the entrance, between the signal mast carrying the Club flag on Bagley Point, and white beacon on Forgan Smith Point crossed from West to East. Should the signal mast not be present, the starting line will be between the white beacon on Bagley Point and the white beacon on Forgan Smith Point.
 - ii. Outside Start: In the vicinity of the area bounded by Mackay Harbour, Slade Rock Red Navigational buoy, Dangerous Reef buoy and the East Cardinal Mark at Slade Island. Between the signal mast of the Start Boat flying the Club Burgee and a laid mark, crossed so as to leave the Start Boat to starboard. Details will be provided to boats should there be an outside start. This will be announced at the Skippers' briefing (if scheduled), or by notice to skippers prior to the race and also by radio on the day of the race.
 - iii. Alternate Start Line: The designated Start Boat will be positioned at the harbour entrance adjacent to either Forgan Smith Point or Bagley Point and the start line will be an imaginary line between the starting signal on the vessel and the white beacon on the opposite breakwater point.
 - iv. Inner Limit Mark (barging buoy): If laid, boats shall not pass between this inner limit mark and its nearest end of the starting line.

- c. Late Starts: A boat starting later than 10 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4.
- d. Minimum Entry: A minimum of three competing boats are required for a race.
- e. Competitors are reminded of the Mackay Port Authority Exclusion Zone. See Fig 3.

15. CHANGE OF COURSE AFTER THE START

In addition to RRS 32, the course may also be changed by notification to competitors on VHF Channel 72. The OOD may request acknowledgement from each competitor.

16. THE FINISH

The finish line will be:

- a. Mackay Harbour: At the harbour, between the signal masts carrying the Club flag on Bagley Point, and white beacon on Forgan Smith Point crossed from East to West. Should the finish be unmanned, the finish line will be a transit line of the street lights along the Forgan Smith Point Road, leaving Bagley Point to Port.
- b. Alternate Finish Lines: If a shipping movement is likely to occur during the expected time of some of the boats finishing a race or if there is another reason for making the Mackay Harbour unfavourable, the OOD may nominate one of the alternate finish lines listed below, for the entire fleet. The use of an Alternate Finish line will be notified by Radio Channel 72, either before the start with the course number or during the race as a Change Of Course after the Start, as appropriate to the circumstances. The alternate finish Lines are:-
 - i. FD (Finisher – Buoy D). This alternate finish line will be between the Finisher's position on the south breakwater, and buoy D, with boats passing on the northern side of the northern breakwater, and not entering the harbour to finish. The finisher will call the finish over the radio. This would normally be used for courses where the last mark of the course is either East Cardinal buoy, or Slade Rock buoy.
 - ii. FGP (Finisher – Buoy G to Port). NB – The nomination of this alternate finish line will also alter the course by converting the last mark of the course G into a Finishing Mark to be taken to Port. This alternate finish line will be a transit of the Breakwater Bar and Restaurant building and lamppost on the south breakwater adjacent to Buoy G, with Buoy G left to Port. The finisher will call the finish over the radio. This would normally be used for any course where G had previously been the last mark of the course.
 - iii. FGS (Finisher – Buoy G to Starboard). This alternate finish line will be a transit of the Breakwater Bar and Restaurant building and lamppost on the south breakwater adjacent to Buoy G with Buoy G left to Starboard. The finisher will call the finish over the radio. This would normally be used for any course where Round Top Island is the last mark of the course.
 - iv. Boat Finish. This is between the signal mast of the Boat flying the club flag and a laid mark, crossed from the direction of the previous mark.
- c. If the OOD is absent when a boat finishes, the skipper should record its finish time and position in relation to nearby boats. Details shall be advised to the OOD at the first reasonable opportunity.

17. TIME LIMIT

Unless noted otherwise in event specific sailing instructions, the time limit for races will be as follows:

- a. For all races other than offshore races, the absolute time limit for each racing day will be 1800 Hrs. Boats still racing at this time will be scored “Did Not Finish” (DNF) without a hearing. This changes RRS 35 and Appendix A 4.1.
- b. The time limits for the first boat (monohull or multihull) in each division will be as follows:

Short Inshore Races (Course 3, 3R, or any shortened course)	3 Hrs
Normal Inshore Races (Any unshortened course except 3 & 3R)	4 Hrs
Long Inshore Races	8 Hrs

- c. For short and normal inshore races, boats failing to finish within 90 minutes after the first monohull boat finishes will be scored DNF. This changes RRS 35 and A4

18. PROTESTS

- a. A boat intending to protest shall inform the other boat and OOD at the first reasonable opportunity. The boat shall hail ‘Protest’ and conspicuously display a red flag until she is no longer racing.
- b. The Rear Commodore shall be informed of the protest at latest 1 hour after the last boat finishes and the protest shall be delivered by email on the prescribed form downloaded from the website under “Yachting Division”. The form shall be completed and emailed to the Club Secretary mackaysailingsecretary@gmail.com by 10 am on the following day. This changes RRS 61.3.
- c. A non-refundable fee is payable for each protest. Refer to clause 3b.
- d. Protest Hearing: Participants shall be advised of the time and place of the hearing as soon as possible.

19. RADIO COMMUNICATIONS

Communications will be on VHF Channel 72 for all races. VHF Radio must be audible whilst racing. Channel 21 will be the alternative channel if needed. All boats intending to compete in a race must call the OOD at least ten minutes before the start stating the intention to race and number of people on board. Boats must not call the starter during the 10 minutes prior to the start.

20. BOATS RETIRING

Boats retiring shall notify the OOD as soon as possible.

21. RESULTS, PRIZES, AND PRESENTATIONS

Prizes will be awarded at the discretion of the Rear Commodore. Results will also be published on the MSC website (<https://www.revolutionise.com.au/mackaysailing/home/>).

22. TWO RACE DAYS – LUNCH TIME BERTHING

The OOD will check with the Marina Office on the day of the race to gain permission to use vacant mega berths on C and D arms of the Marina for temporary mooring between races. The available berths will be notified by the OOD on Channel 72. Boats must only use the nominated berths.

23. DISCLAIMER OF LIABILITY

Competitors participate in races entirely at their own risk and are responsible for the seaworthiness of a boat whose entry is accepted and for the sufficiency and adequacy of its equipment. Neither the Mackay Sailing Club Inc., their servants nor volunteers shall accept liability or responsibility whatsoever for death or any personal or material damage sustained by participants before, during or after the regatta See RRS 4, Decision to Race.

