

SAILING INSTRUCTIONS

for the

2022 CITY WINERY BRISBANE TO GLADSTONE MULTIHULL YACHT RACE



RACE START: *EASTER FRIDAY 15TH APRIL 2022*
RACE ORGANISER: *MULTIHULL YACHT CLUB QUEENSLAND*

**CITY
WINERY**
B R I S B A N E



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2022 CITY WINERY BRISBANE TO GLADSTONE MULTIHULL YACHT RACE

The Multihull Yacht Club Queensland (MYCQ) invites all eligible Off-shore Multihulls to compete in the City Winery Brisbane to Gladstone Multihull Yacht Race which has become the most prestigious multihull event in the country, sailing in the beautiful waters of Moreton Bay, past Maroochydore and Noosa with the backdrop of the Glasshouse Mountains, along the shore of Fraser Island, to the southern tip of the Great Barrier Reef, past Lady Musgrave Island to be welcomed at the finish line in Gladstone by the Multihull Yacht Club Queensland (MYCQ), Port Curtis Sailing Club and the City of Gladstone.

The race will start at **1115 hours on Friday 15th April 2022** and the presentation in Gladstone will be on **Sunday 17th April 2022**.

The start off the Shorncliffe Pier is integral with the Bluewater Festival, allowing thousands of people packed onto the pier and along the foreshore to experience the start of the multihull race at close quarters, see the boats race south to the Fisheries marker in Bramble Bay and sail past the Pier again around the start buoy and then along the coast to Scarborough, before heading towards Bribie Island and then onwards out to sea. The full Bluewater Festival crowd can experience the speed and excitement of these boats and hear the experts describe what is happening on the water, adding to the excitement of the on-shore activities. This allows family and friends of competitors, as well as the broader public, to be virtually on board at the start, meet the competitors at the finish and be involved in the celebrations in Gladstone.

The race has the coordinated support of the Bluewater Festival, the Gladstone Regional Council, Port Curtis Sailing Club and is run in collaboration with the Queensland Cruising Yacht Club who are responsible for the parallel monohull event that starts further off the coast.

The event is open to all multihulls that comply with the safety requirements defined in these sailing instructions.

1 Rules

The race shall be conducted in accordance with:

- The Australian Sailing 2021-2024 Blue Book Racing Rules of Sailing (RRS); and
- The Australian Sailing 2021-2024 Blue eBook Special Regulations – Part 1 for Racing Boats.

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Other applicable governing documents are:

- Offshore Multihull Rating (OMR) Preamble;
- The Notice of Race (NOR);
- These Sailing Instructions (SI's);
- The Gladstone Ports Corporation, Ports Notices and Rules;
- International Regulations for Preventing Collisions at Sea (IRPCAS). For all competing yachts the IRPCAS apply at all times with respect to any other non competing sailing, power or commercial vessels. Between sunset and sunrise, when a boat cannot determine with certainty what tack another sailing vessel is on, she shall keep clear of that boat.

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

2 Changes to RRS

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

- RRS 41(c) is amended a boat may obtain assistance during the race in the form of any readily available commercial meteorological or hydrographical information regardless of cost.
- RRS 52 is amended to permit the use of electric or hydraulic winches.
- RRS 55.2 shall be amended to allow fixed and retractable spinnaker poles mounted on the bow(s) or front beam(s) for fixing the tack of an asymmetrical spinnaker, screecher, code zero and similar extras.

3 Safety Requirements

All persons competing in this event do so at their own risk and, in entering, acknowledge that they indemnify the MYCQ, its office bearers and volunteers against any claim whatsoever. The decision to race, or continue racing, is entirely the responsibility of the skipper and crew.

All skippers and crew members shall be a member of a sailing or yacht club and have a current Australian Sailing number. For crew who are not members of a club, they can join the MYCQ for a very modest fee, by using the membership form on the MYCQ website (www.mycq.org.au).

Safety is the responsibility of the skipper / owner and crew. The decision to race and continue to race, rests solely with them.

Skippers/owners are totally responsible for the seaworthiness of their yachts and for the adequate training of their crew in race and emergency procedures.

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

This race is open to multihull yachts over six metres in length, that are seaworthy, adequately crewed and that comply with The Australian Sailing 2021-2024 Blue eBook Special Regulations – Part 1 for Racing Boats Category 3.

The following additional requirements over and above the Category 3 Special regulations also must be complied with:

- Add clause **3.01.4 (c)** “The scantlings of the boat shall be strong enough to bear the stresses induced by the sea and wind in severe conditions that could be met for the duration of the race whether the boat is upright or inverted. Hulls shall be sufficiently watertight and sufficiently buoyant such that the craft will remain afloat with one hull flooded”.
- Clause **3.20.2** shall be modified to read: “Multihulls shall have the provision to pump out all watertight compartments with a volume exceeding 0.3 cubic metres except those filled with impermeable buoyancy.”
- Clause **3.24.5** refers to the **minimum** amount of fuel carried for propulsion engines which for this race shall be in accordance with the recommendation for Category 2 races as per **3.24.5 (c)**, namely Litres = LWL (metres) / 0.2
- Add clause **3.25.1 (c)** “A satellite phone shall be carried as per **3.25.1 (a) (ii)** and must be turned on for the duration of the race, with the battery sufficiently charged at all times, so the phone can be used effectively when required.”
- Add a clause **3.25.4 (e)** “All boats shall be fitted with an external VHF speaker facing towards the cockpit crew when in normal sailing position.”

- Comply with **4.08 Foghorn**, as per Category 2 requirements.
- Comply with **4.11.2 Handheld GPS**. A second handheld water-resistant GPS shall be carried.
- Comply with clause **4.20 Grab Bag** (except for the reference to life rafts), that requires for a grab bag to be provided containing any appropriate and specified portable safety equipment that is readily accessible from a normal or inverted position without requiring the full immersion of a crew member to access it. The grab bag shall float, and shall be at least partially brightly coloured, be fitted with a lanyard and clip, and be marked with the name of the yacht and the registration number.
- Comply with **5.05 Personal Locator Beacon** as per the Category 2 requirements **except that the PLB does not need to be GPS capable**, including training the crew in the use of this equipment before the race.
- All entrants shall have a YellowBrick tracker supplied by MYCQ included as part of the nomination fee. The tracker shall be turned on and tested prior to the race and must remain on for the duration of the race. If a yacht withdraws from the race the tracker shall be left on until the yacht is safely in a harbour. The YellowBrick tracker is the primary tool for keeping track of all yachts while racing. The trackers will be provided to each skipper at the briefing and to avoid running down the battery, **it is important to keep them in sight of the sky at all times from then on.**

Competitors shall submit a current Australian Sailing Special Regulations Equipment Audit Form for Category 3 or higher, completed by an accredited Australian Sailing Auditor. To be current the form must be dated 1 July 2021 or later. (Note: the AS auditor does not need to specialise in multihulls as the majority of the requirements are generic).

Skippers are reminded that regardless of whether or not an audit form is correctly completed, approved by an auditor and accepted by the race office – the sole responsibility for whether a vessel complies with the required safety regulations is up to the skipper and crew and they need to satisfy themselves of this and be able to similarly satisfy any other inspection, before, during or after the race.

Random safety equipment audits may be carried out by Australian Sailing accredited auditors prior to the race and competitors will be notified as required.

All skippers of any vessel participating in this race, must submit a copy of a current valid Certificate of Currency with respect to the third-party property and third-party personal injury insurance for the vessel.

The race organizers reserve the right to reject or rescind any yacht's entry at their discretion.

4 Safety Recommendations

MYCQ make the following safety recommendations and clarifications to assist in the interpretation of the Special Regulations. These are in no way meant to dilute or reduce the requirements of the regulations.

- The grab bag referred to in Section 3 above should contain any portable safety equipment required, including but not limited to, medical kit, personal medicines required by crew members, spare glasses as required by crew members, sunscreen, GPS capable EPIRB, VHF handheld radio, magnetic compass, waterproof flashlight, flares and a daylight signalling mirror. Water in resealable containers shall also be similarly accessible.
- The person in charge should assess the boat, the race conditions expected and the health of their crew to determine if the training described in clause **4.07.6** is warranted for their vessel.
- The training described in **Clause 6.01.1** for Category 1 and 2 events is highly valuable and recommended where crew experience in these areas may be limited. Australian Sailing and MYCQ recommend that all crew members undertake this or similar courses.

The special regulations regarding lifelines, lifejackets and harnesses are often misinterpreted or not appreciated, and there have been some recent rule changes in this area that require particular note and hence the following points are stressed:

- As per **3.12.2 (b)**, Where lifelines are not fitted to a multihull at all, or when on areas of deck that are not protected by an effective lifeline system, crew shall be required to **wear a harness and be attached to the boat** between the hours of sunset and sunrise.
- As per **3.12.2 (c)** Where lifelines are not fitted to a multihull at all, or when on areas of deck that are not protected by an effective lifeline system, crew are strongly recommended to **wear a harness and be attached to the boat** at times such as, but not limited to:
 - (i) When alone on deck
 - (ii) When the true wind speed is 25 knots or above
 - (iii) When visibility is less than 1 nautical mile
- As per **5.01.1 (g)** A **lifejacket** shall be worn by each member of the crew when on deck between the hours of sunset and sunrise.
- As per **5.01.1 (h)** It is strongly recommended that a **lifejacket** be worn by each member of the crew at times such as, but not limited to:
 - (i) When alone on deck
 - (ii) When the true wind speed is 25 knots or above
 - (iii) When visibility is less than 1 nautical mile.

It is the MYCQ recommendation and clarification that a **lifejacket with integrated harness and tether, and also with a PLB attached**, be worn at these times **whenever outside the cabin** to comply with both 3.12.2 and 5.01.1. The skipper should develop a plan for the vessel and communicate the requirements to the crew.

All boats should have reliable instruments with a Man Overboard (MOB) button that can be activated, if such an incident occurs and shall have compliant lifebuoys readily accessible for

deployment from the helm. Skippers are advised to read the section of the Special Regulations re the deployment of lifebuoys etc as they should only be used when the MOB is within sight.

It is prudent to ensure that there are multiple devices recording the boat's track. The intent is that in the event of large seas, where the electronics and instruments may stop working due to inundation by a wave, there is a back-up recording of the track. At night, in large seas, having a way of accurately tracking back to a MOB can save a life.

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

5 Aquatic Event Permit and Other Requirements

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

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

All yachts should carry a copy of the MYCQ Crisis Management Plan (downloadable from the website www.mycq.org.au). All participants should be familiar with and comply with the MYCQ COVID-19 Safety Plan

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

6 Documentation

The following documents must be lodged with the Race Committee prior to the closing dates listed below.

- | | |
|--|---|
| • Entry Form with Entry Fees by | Friday 25th March 2022 |
| • Crew Entry Forms | Friday 8th April 2022 |
| • AS Special Regulations Audit Form (Cat 3 or above) | Friday 8th April 2022 |
| • Gladstone Marina Mooring Permit | Friday 8th April 2022 |
| • Insurance Certificate of Currency | Friday 8th April 2022 |
| • Indemnity Form and OMR Crew Weights | Wednesday 13th April 2022 |
| • Changes to crew list | at least 2 hrs prior to start |

7 Race Briefing

There is a compulsory skippers briefing on Wednesday 13th April 2022. The skipper and at least one crew member **must** attend the briefing. All crew, partners, MYCQ members and friends are recommended to attend as this is designed to also be a social evening. Food will be available, a Calcutta Sweepstake will be held with boats bought and bets laid on placegetters and the bar will be open. Race and club merchandise may also be available for sale. This is a great opportunity to meet and socialise with fellow competitors and MYCQ members and officials. The evening commences at 1900 and the venue is the MYCQ / DPSS clubhouse on the northern arm of the Manly Harbour.

The YellowBrick trackers and the official version of the Sailing Instructions will be distributed to competitors at the briefing.

8 Divisions

There will be one division for racing yachts, with racing under the Offshore Multihull Rating (OMR) and also a Performance Correction Factor (PCF).

9 Promotion Material

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

10 Handicaps

Multihull ratings will be based on the current valid OMR ratings on the MYCQ website.

The PCF (performance handicap) will be determined at the sole discretion of the Race Committee based on previous performance or the performance of similar boats.

11 Notices to Competitors

Notices to competitors will be posted on the MYCQ website and following the briefing will also be emailed to all competitors.

12 Registering as a Starter

Competitors shall log on by contacting the committee vessel on VHF 73 between 1030 hours and 1045 hours on Friday 15th April 2022, identifying the vessel, declaring their intention to start and the total number of crew on board.

13 The Start

The race will be started in accordance with Rule 26 of the RRS.

- The Race Warning Signal shall be given not before 1110 on Friday 15th April 2022
- The Race Start Signal shall be given not before 1115 on Friday 15th April 2022
- The start line arrangement will be as per the sketches shown in the attachments.

Rule 30.1, the “I” flag rule, shall apply, however only the eastern extension of the line will be available for use. Any vessel that is on the course side of the line during the last minute before the starting signal must keep clear of all other starters and then sail across the eastern extension to the start line, outside the start vessel before returning to the prestart area and starting the race. Any vessel not restarting in accordance with 30.1 if required will be deemed to have not started the race.

Rules 30.2, the “Z” Flag Rule, 30.3, the ‘U’ Flag Rule and 30.4, the “Black Flag” Rule **shall not apply**.

The start line shall be between the main mast on the Committee Vessel flying an MYCQ burgee and stationed at the port end of the line and the flagpole flying an MYCQ burgee on the seaward end of the Shorncliffe Pier.

There will be a clearance/limit mark (barging buoy) off the Committee Vessel and there will be a limit mark at the starboard end of the line to allow vessels an escape route between the pier and the start line. Hence **vessels starting the race must pass between the port and the starboard limit buoys, on a transit between the flagpole on the end of the pier and the main mast of the committee vessel.** The limit marks may not necessarily be on the transit of the start line. The start limit marks will be pink inflatable MYCQ buoys.

There will be anchored marshal boats flying pink MYCQ banners marking the exclusion zone for spectator craft.

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

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

14 Recalls

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

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

15 The Course

The course is as follows. The coordinates given are approximate only and should not be used for navigation purposes. Navigators should check the location of marks and should exercise caution if using GPS Systems.

The coordinates for the start may change on the day, subject to wind conditions, but the start will be to the east of the end of the Shorncliffe Pier.

Mark	Pass To	Approximate Latitude (S)	Approximate Longitude (E)
From The Start		27° 19.12' S	153° 05.43' E
Fisheries Beacon	Port	27° 19.39' S	153° 06.43' E
Start Committee Boat Limit Mark (Pink Buoy)	Starboard	27° 19.12' S	153° 05.43' E
Otter Rock Buoy (G FL G 2.5s)	Port	27° 16.55' S	153° 06.79' E
Garnett Rock (G FL G 6s)	Port	27° 14.48' S	153° 07.43' E
Mark A Orange Buoy (Exclusion Zone)	Starboard	27° 13.10' S	153° 08.40' E
Multihull Turning Mark (Yellow conical with pink cover)	Starboard	27° 12.90' S	153° 08.00' E
Mark C Orange Buoy (Exclusion Zone)	Starboard	27° 13.10' S	153° 08.60' E
M8 Beacon (R BN FL R 2.5s)	Port	27° 12.11' S	153° 17.21' E
South Cardinal (old M9, Q6+L FL 15s)	Port	27° 09.49' S	153° 20.16' E
East Spitfire Channel Green Lateral Beacon (M1, G FL QG)	Port	27° 03.47' S	153° 17.88' E
* West Spitfire Channel Yellow Beacon (S1 Y BN FL Y 1.5s)	Starboard	27° 02.88' S	153° 15.99' E
* Green Lateral Buoy (G FL G 2.5s)	Starboard	27.02.90' S	153.16.30' E
NW 12 West Cardinal (YBY BN Q 9 W 15s)	Starboard	27° 02.26' S	153° 15.47' E
NW 3 Green Beacon (G FL G 2.5s)	Starboard	26° 57.82' S	153° 13.36' E
NW 4 Red Beacon (R FL R 4s)	Starboard	26° 51.47' S	153° 09.31' E
Red White NW Fairway Beacon Safe Water Mark (ISO W 4s)	Port	26° 48.73' S	153° 10.62' E
Breaksea Spit Light North Cardinal (BY Q W 8M RACON)	Port	24° 21.22' S	153° 08.98' E
Lady Elliot Island - Coral Island (FL W 7. 5s RN)	Port	24° 06.87' S	152° 42.70' E
Gladstone Harbour S2 Red Beacon (FL R 2s)	Port	23° 54.04' S	151° 30.55' E
S 10 Red Buoy (FL R 4s)	Port	23° 55.68' S	151° 28.82' E
S 12 Red Beacon (FL R 4s)	Starboard	23° 55.85' S	151° 27.97' E
S 14 Red Beacon (FL R 4s)	Starboard	23° 55.91' S	151° 27.42' E
S16 Red Beacon (FL R 4s)	Starboard	23° 55.95' S	151° 26.67' E
G2 Yellow Beacon (FL Y 4s)	Starboard	23°53.32' S	151°21.96' E
A8 Red Buoy (FL R 4s)	Port	23°49.77' S	151°15.29' E
To The Finish			

* At the west end of the spitfire channel, both the green and yellow beacons should be taken to starboard.

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

Marshall boats, anchored to assist with spectator control, are not marks of the course.

Multihull yachts in the race must keep to the west of the monohull start line area until north of the start line.

There is no time limit and the race distance is approximately 310 nautical miles.

16 Communication Requirements while Racing

Except in an emergency, or to comply with a requirement of these sailing instructions, a boat shall neither make nor receive communications while racing that are not available to all boats.

The race officials shall communicate with boats on VHF Channel 73. There are several specific communication requirements while racing.

1. Pre start log on with Start Boat VHF 73 1030 – 1045.
2. Brisbane VTS is to be notified on VHF Channel 12 by the lead yacht when the fleet is approaching the Main Channel (approximately one mile from M9) and by the last yacht when they have cleared the Fairway Beacon.
3. All participants are to monitor VHF Channel 12 between M9 and the Fairway Beacon for possible communication with large traffic.
4. When abeam Double Island Point, all multihull yachts shall contact the Officer of the Day by text message to 0409 490 595 from their mobile or satellite phone, to notify of their intent to either continue the race or withdraw from the race.
5. When approaching mark “S2” and prior to entering Gladstone Harbor all yachts shall call Gladstone VTS on VHF 13 to identify the yacht, advise of entry to Gladstone Harbor and obtain shipping movements. Yachts shall maintain a listening watch on VHF 13 whilst in the harbor and approaching the finish except for (e) below.
6. At mark “G2” all competing yachts shall call VMR Gladstone on Ch 73 and advise their ETA at the finish, if no contact is made on Ch 73 try Ch 82. Return to listening watch on Ch 13.
7. At mark “A5” (approx. 1nm from the finish) call Gladstone VTS on Ch 13 and advise that you are passing A5 and leave their log.
8. Approaching finish – identify vessel finishing to B2G Finish on VHF 73
9. After finishing – Gladstone Marina on VHF 82 for berth allocation.

All competing yachts are to keep well clear of all commercial shipping whilst navigating in the Gladstone Harbor Shipping Channels. Yachts are also advised that there can be a lot of construction craft operating in Gladstone harbor.

All competing vessels and support vessels are recommended to have a radar reflector in place on entering Gladstone Harbor Limits.

All yachts shall report wind strength and wave heights to the Race Committee when wind strength exceeds 40 kts True. Contact may be made by radio channel 73 or by mobile or satellite phone on the contact numbers in the attachments to these sailing instructions. The reporting vessel should also convey the message to the race fleet using channel 16, broadcast as a general message to the Brisbane to Gladstone Multihull Fleet, which should take the form:

“SECURITE, SECURITE, SECURITE, to all yachts competing in the Brisbane to Gladstone Multihull Yacht Race, this is (yacht name), be informed that I am experiencing true wind exceeding 40knots, my position is (give Latitude and Longitude).”

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

17 Estimated Time of Arrival (ETA)

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

18 The Finish

The Finishing Line is an imaginary line extending between two vertical red strip lights mounted on triangle shapes on the Patsy Lee fishing platform located on the Eastern mouth of Auckland Creek (23°49.899 S – 151°15.234 E) and marking the port end of the line and the navigational beacon A7 Fl.Y.4s (23°49.5513 S – 151°15.338 E) marking the starboard end of the line.

The Navigational Beacon A8 must be taken to Port as a mark of the course.

Yachts approaching the finish line shall call ‘Finish Line’ on VHF 73 and identify the yacht. If finishing during the hours of darkness, yachts should also illuminate their sail number on the port side or any other identifying features. If the finish line is not manned, yachts shall record their own finish time and advise the Multihull Race Office immediately after berthing. Competitors are also requested to identify the vessel immediately in front of them and behind them (if possible) and note these names on the Race Declaration form.

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

Within 3 hours of crossing the finish line the skipper of each yacht, shall lodge a Race Declaration with MYCQ Race Control on the form supplied and return the YellowBrick Tracker.

19 Penalties

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

20 Protests

A competitor may lodge a protest in accordance with the RRS, Part 5, in writing within three hours of the protesting yachts finishing time.

21 Presentation and Trophies

Trophies and / or prizes will be awarded for the following:

- Line Honours,
- 1st, 2nd and 3rd on OMR,
- 1st, 2nd and 3rd on PCF,
- The last boat to finish (wooden spoon)
- Most Valuable Crew member, and
- Nearest ETA.

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

The trophy presentation will be held at the Port Curtis Sailing Club at or around 1300 hours on Sunday 17th April 2022. The celebrations in Gladstone are relaxed with a great sense of camaraderie, with well lubricated stories of the race and what happened or might have been. MYCQ provides a drinks tab to ensure that the event is as social as possible. Competitors and crews are urged to support this function and to support the sponsors who have generously provided funds and trophies.

22 Attachments

The following attachments form part of the Sailing Instructions

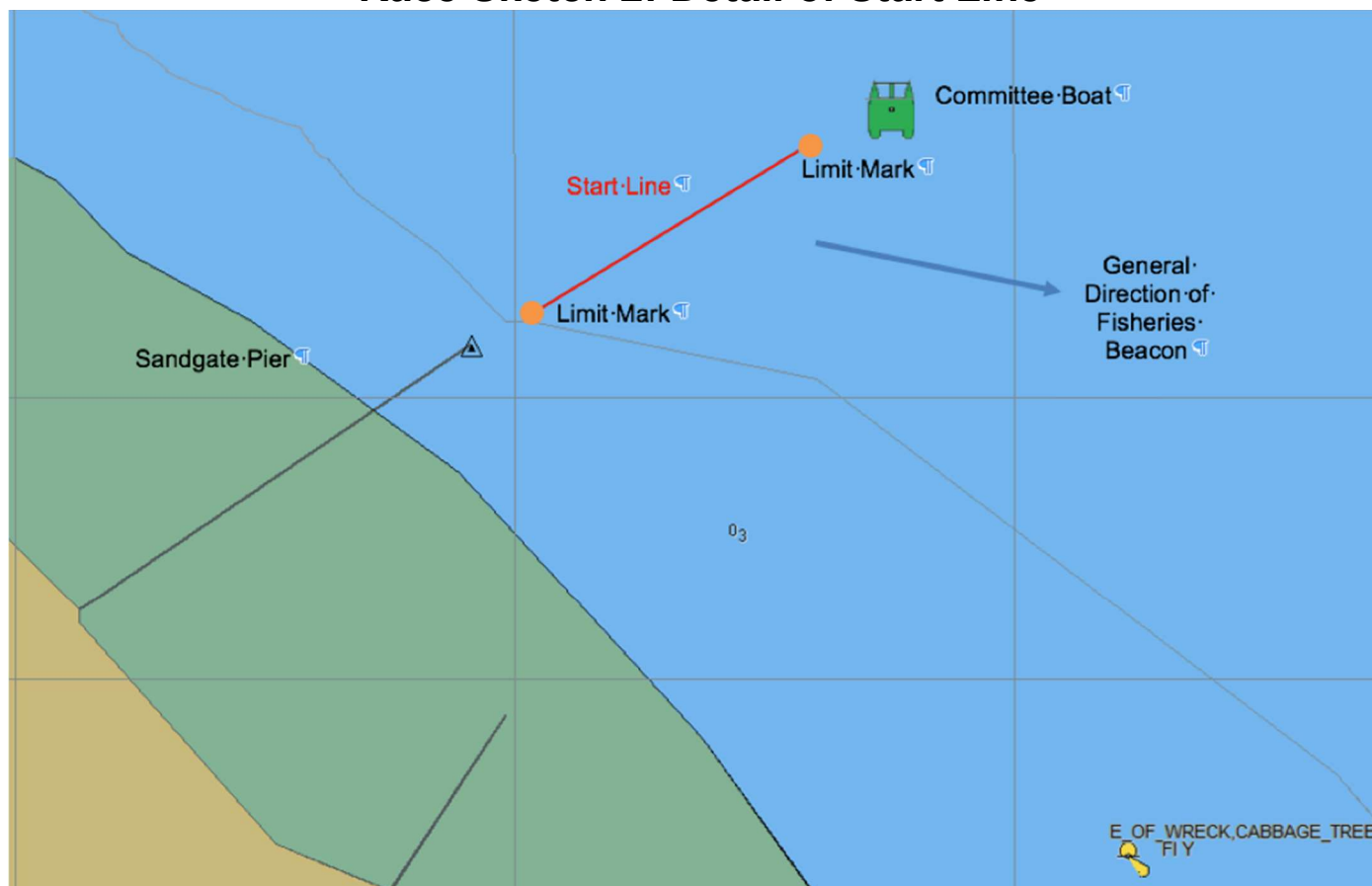
- a) Race sketches. These sketches are intended as guides only and are not to be used for navigation.
- b) Contact Information
- c) Competitor List
- d) Declaration Form

Attachments

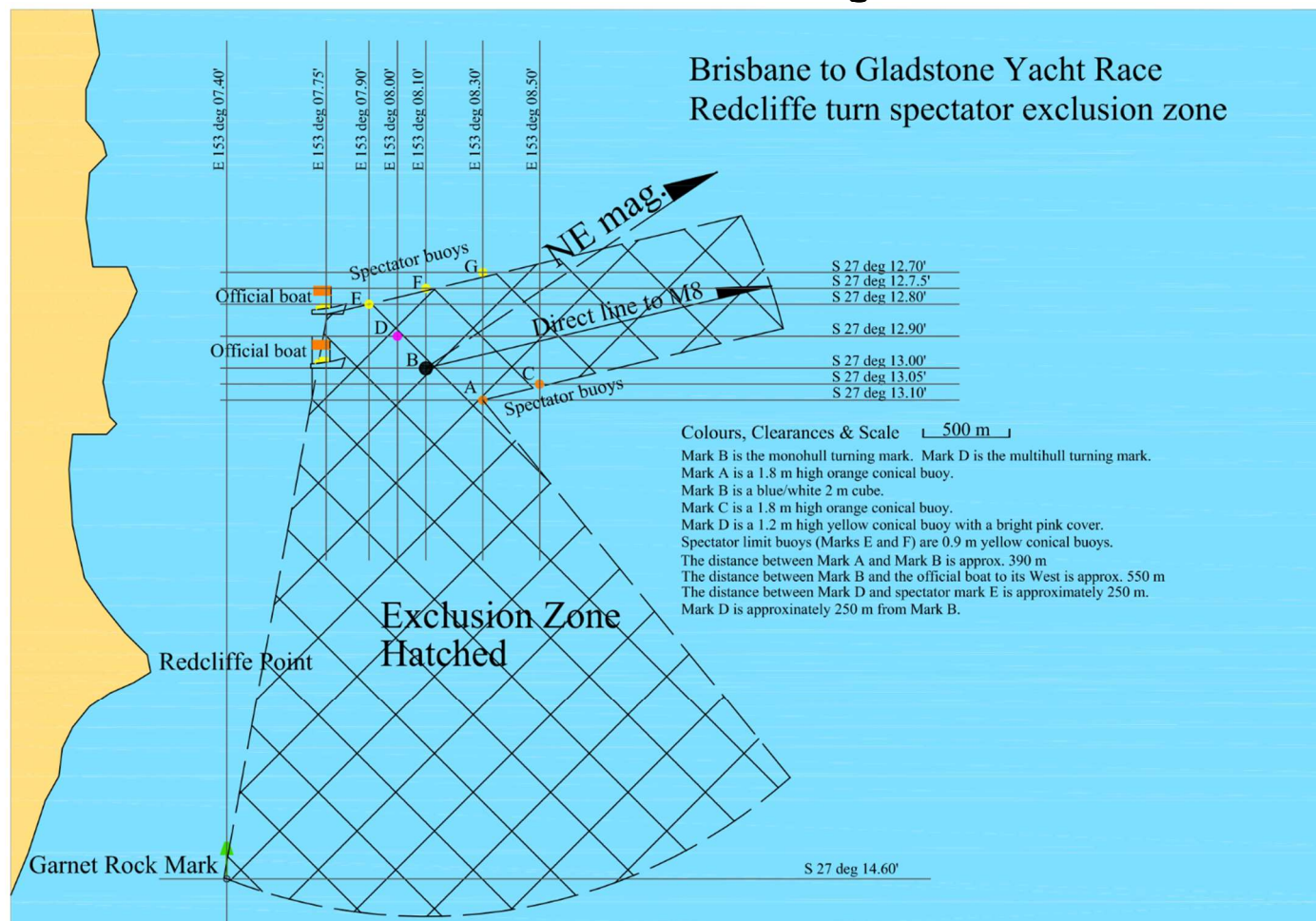
Race Sketch 1: General Overview of Start Area



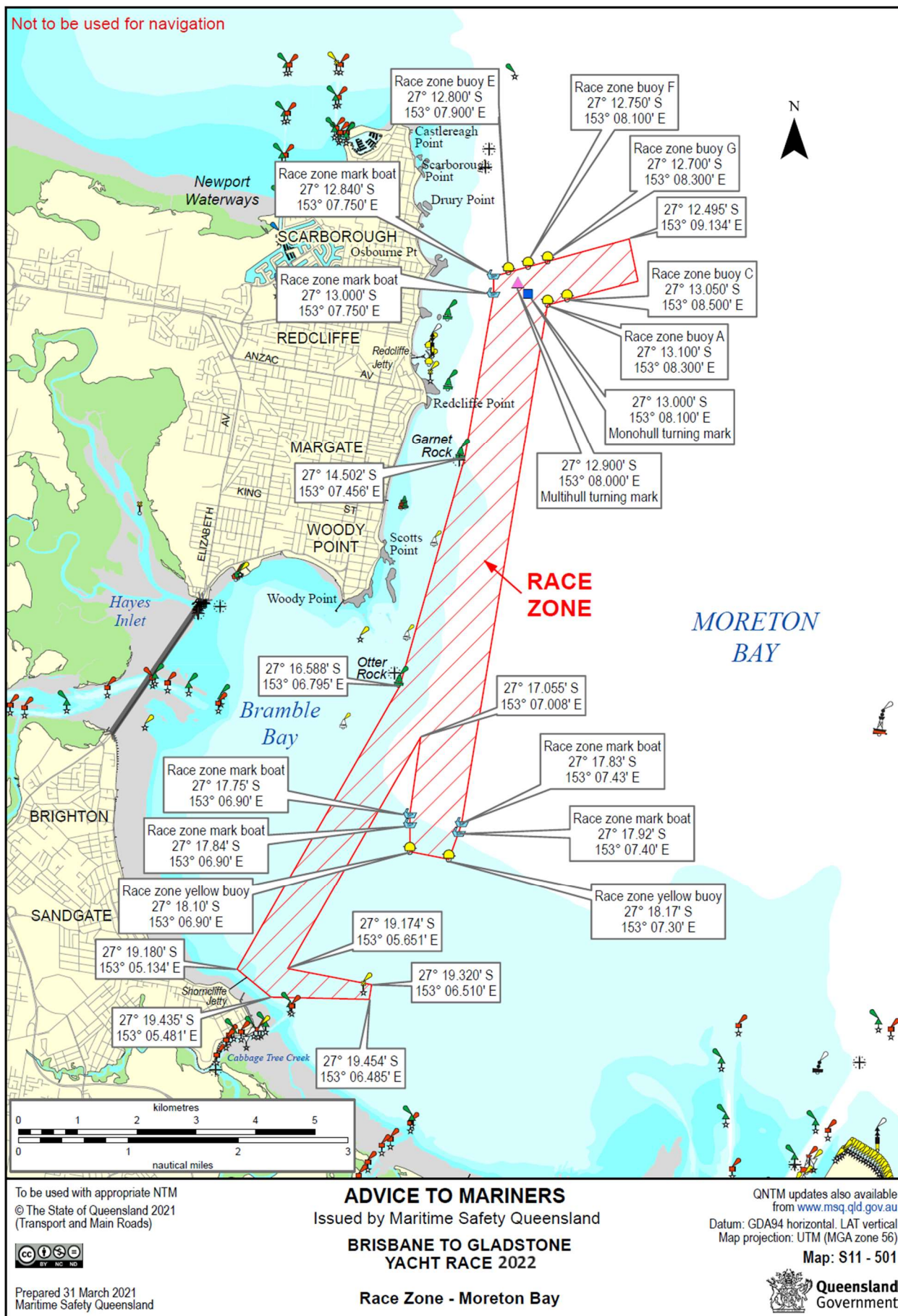
Race Sketch 2: Detail of Start Line



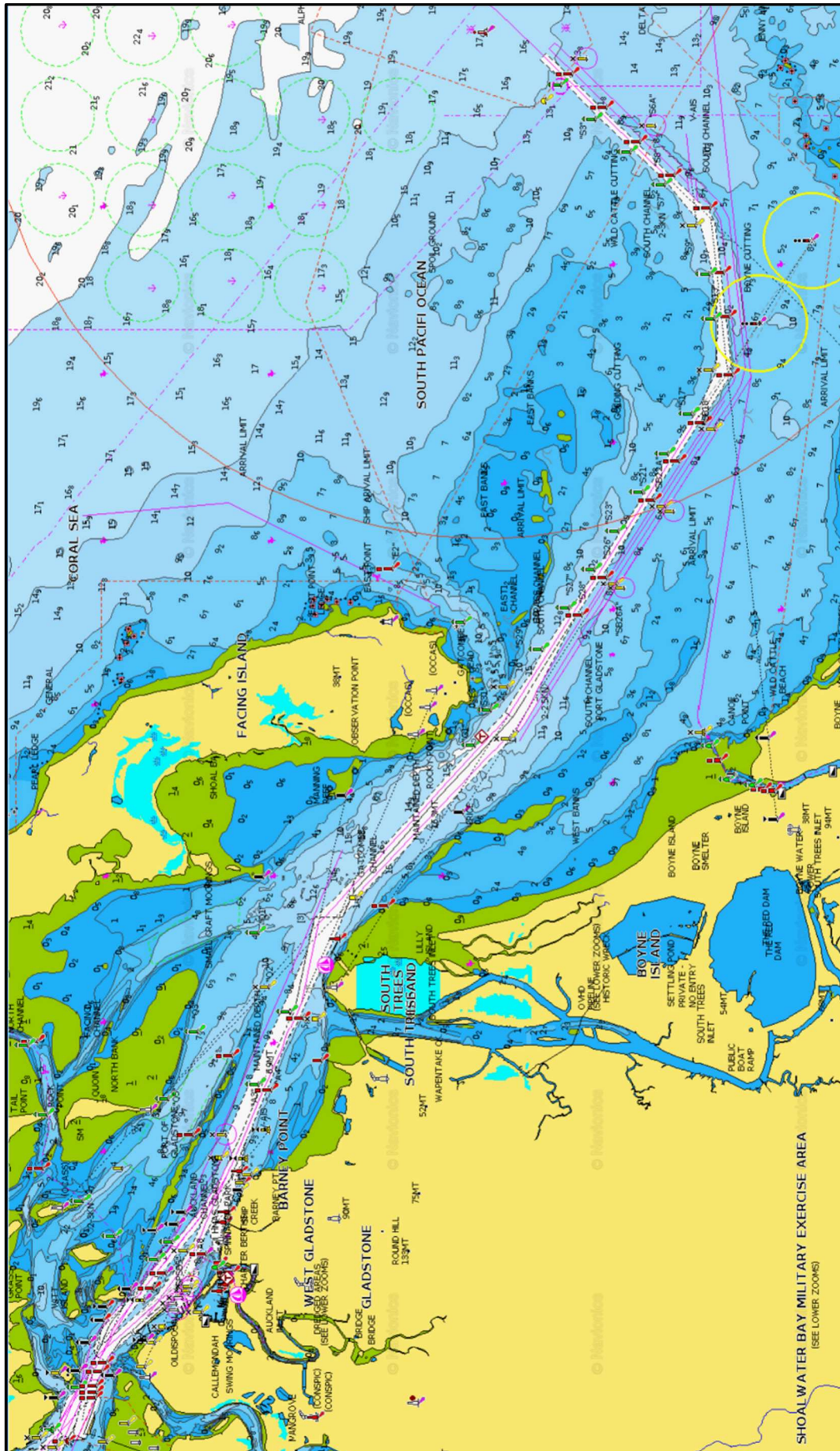
Race Sketch 3: Redcliffe Turning Mark Detail



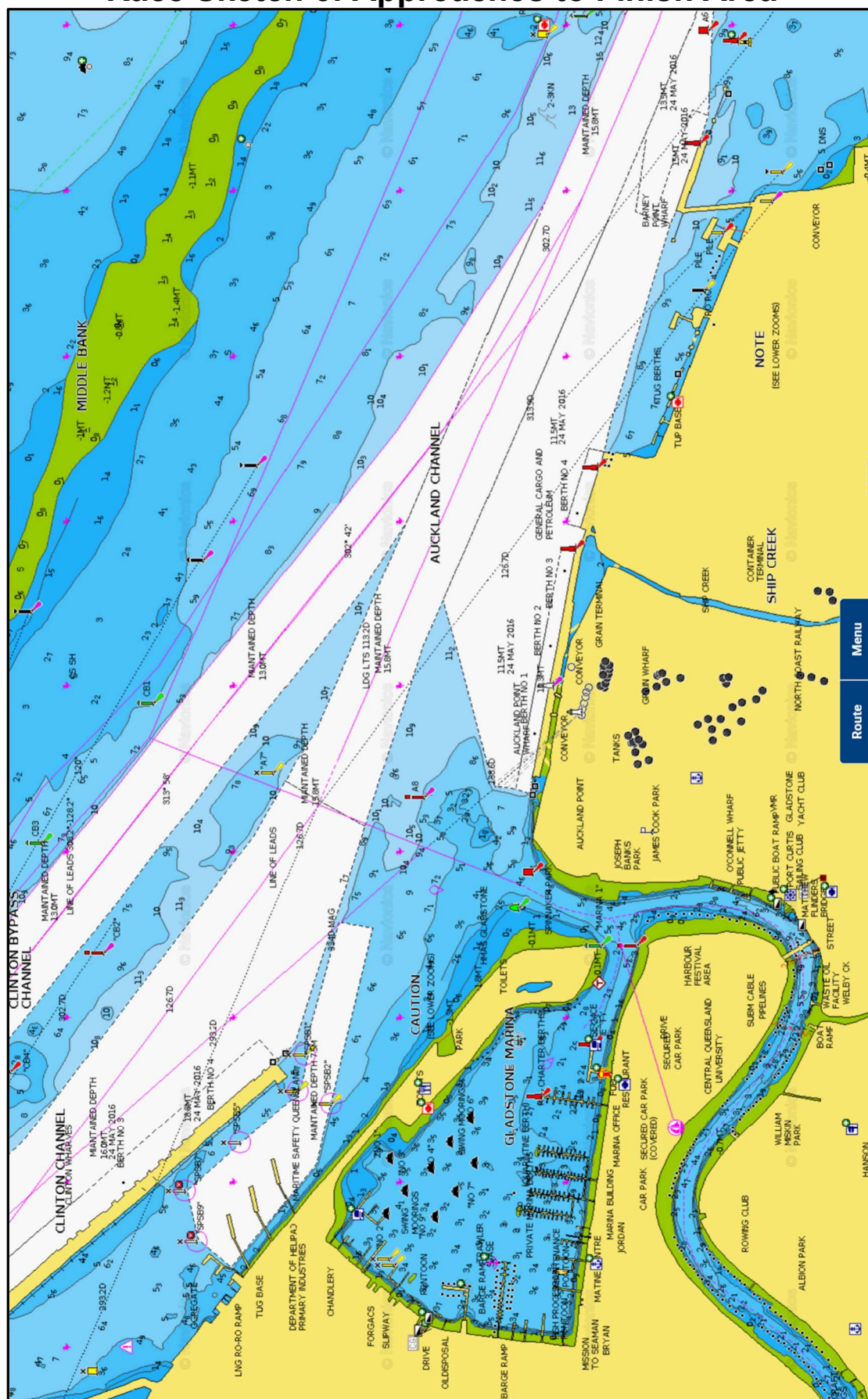
Race Sketch 4: Advice to Mariners – Start Area Exclusion Zone



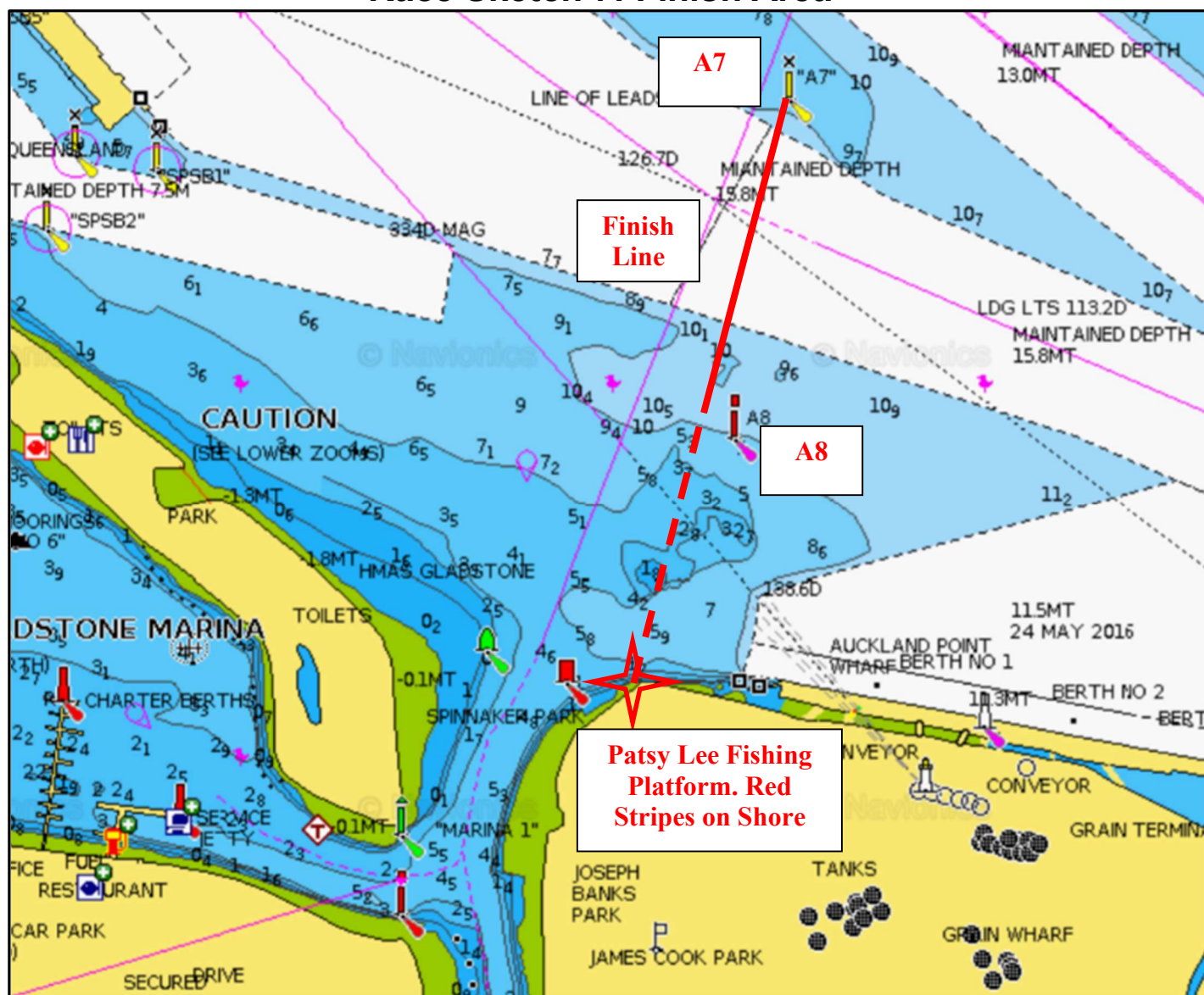
Race Sketch 5: Port of Gladstone



Race Sketch 6: Approaches to Finish Area



Race Sketch 7: Finish Area



The finish line is an imaginary line extending between:

Two vertical red strip lights mounted on triangle shapes on the Patsy Lee fishing platform located on the Eastern mouth of Auckland Creek
($23^{\circ}49.899$ S – $151^{\circ}15.234$ E),

Marking the Port end of the line and:

The Navigational Beacon **A7** Fl.Y.4s ($23^{\circ}49.513$ S - $151^{\circ}15.338$ E)

Marking the Starboard end of the line.

The Navigational Beacon **A8** (Fl.R.4s) must be taken to Port as a mark of the course.

Contact Information

Brisbane to Gladstone Race Committee

When in VHF range – call “MYCQ Race Control” on VHF Channel 73

Title	Name	Mobile Phone Number
Race Director	Alasdair Noble	0409 490 595
Officer of the Day	Alasdair Noble	0409 490 595
Gladstone Race Office	Bruce Wieland	0438 176 704
Start Vessel Skipper	Jeff Dodd	0415 926 021

Queensland Police Service

Title	Business Hours Phone Number	Radio
Officer in Charge Water Police Qld	3895 0333 Emergency 000	Call Water Police Ch 16

AMSA and AusSAR’s Rescue Coordination Centre (RCC Australia)

Title	Business Hours Phone Number
Duty Officer AusSAR Australia	1800 641 792

Maritime Safety Qld Marine Operations Bases

Brisbane	Pinkenba 4008	3305 1700
Bundaberg	46 Quay St, Bundaberg 4670	4971 5200
Gladstone	21 Yaroon St, Gladstone 4680	4971 5200

Vessel Tracking System

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

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

The relevant VTS stations are the principal point of contact for vessel tracking within the pilotage areas, and vessels should register with the relevant VTS as required in the Port Procedures and the Sailing Instructions.

The VTS control rooms monitors VHF radio 24 hours per day and should be notified of any damage to aids of shipping either caused by or observed by a race entrant.

VMR / Coastguard

Note: All VMR / Coastguard facilities monitor VHF Channel 16

Name	Operating Hours	VHF Channels	Phone Number
VMR Brisbane	0600-2200	16,67,73, 81	3396 5911
Redcliffe Coastguard	0600-2100	16,21,67,73,81	3203 5522
Bribie Island VMR	0600 – 1800	16,21,67,73,81	3408 7596
Caloundra Coastguard	0700 – 1700	16,21,67,80,73	5491 3533
Mooloolaba Coastguard	0600-2200	16,21,22,67,73,80,81	5444 3222
Noosa Coastguard	24hrs	16,80,22	5474 3695
Tin Can Bay Coastguard	0600-1700	16,80,82	5486 4290
Sandy Straits Coastguard	0700-1800	16,80,73,82	4129 8141
Hervey Bay VMR	0600-1800	16,73,22	4128 9666
Bundaberg VMR	0700-1800	16,22,67,80, 81	4159 4349
Round Hill VMR	As required	16,81,82,67	4974 9383
Gladstone VMR	0800-1800	16,67,82	4972 3333

Competitor List

The 2022 City Winery Brisbane to Gladstone Multihull Yacht Race sees a very high quality fleet of seven vessels ranging from comfortable performance bridgedeck catamarans to purpose built ocean racing trimarans all capable of sailing at speeds of around 20 knots. Given the right weather conditions several of these boats have the potential to beat the race record and Rex is likely to see speeds in excess of 30 knots. Watch the excitement unfold on the water or on the race trackers with this handy fleet guide.

Boat Name: Renaissance

Design: Schionning Waterline
Owner/Skipper: Michael Hayes
Length/Beam: 15m / 8m
Cat/Tri: Catamaran
Sail No./ Club: M1480 / MYCQ
Description: Renaissance has been a regular entry in the race winning on OMR in 2007 and 2008 and PHS in 2011. With a new owner it is great to see the return of this vessel in 2022.



Boat Name: Rex

Design: VPLP ORMA 60
Owner/Skipper: Dale Mitchell
Length/Beam: 18m / 18m
Cat/Tri: Trimaran
Sail Number: W60 / Whitsunday SC
Description: Previously based in NZ and called Team Vodafone, this is the fastest ocean going yacht in the southern Hemisphere. In 2016 it set the Auckland to Fiji passage record. It has beaten the current race record holder MOD Beau Geste and so is hoping to beat their record. The owner used to own "Morticia" which was a Seacart 30 and was usually the smallest yacht in fleet.



Boat Name: RoAmance

Design: Chamberlin 14
Owner/Skipper: Gordon Beath
Length/Beam: 14m / 7.5m
Cat/Tri: Catamaran
Sail No./ Club: 9
Description: RoAmance won the 2019 Lock Crowther Ocean Race on PHS and has a good chance to do the same in this year's B2G. Her handicap should have her crossing the line between Storm Bay and Tantrum.



Boat Name: Rogntudjuuu

Design: Crowther Southern Ocean 50
Owner/Skipper: Ken Trevellien
Length/Beam: 17m / 10m
Cat/Tri: Catamaran
Sail No./ Club: M411
Description: In 2001 Rogntudjuuu set a new B2G Race record (20hrs 25m 2s). Since its 2007 capsize it has had major modifications & will be looking to cut 5hrs off that time and beat the race record set by Beau Geste in 2019.



Boat Name: Rushour

Design: DC50
Owner/Skipper: Drew Carruthers
Length/Beam: 15.4m / 7.6m
Cat/Tri: Catamaran
Sail No./Club: 8 / MYCQ
Description: In 2019 Rushour won the Brisbane to Gladstone on OMR and PHC with the fastest OMR corrected time ever. In 2018 she won the Groupama race. They will be looking to see what it can do against the big ORMA 60.



Boat Name: Storm Bay

Design: Chamberlin Cruising 14
Owner/Skipper: Marc Gerard
Length/Beam: 14m / 7.4m
Cat/Tri: Catamaran
Sail No: C2
Description: This is her 3rd B2G and so knows what to expect and will be looking to cross the line ahead of RoAmance and Tantrum. Her biggest success was in 2013 when she won the Tasmanian Three Peaks Race. This race is a combination of offshore sailing and endurance mountain running. In 2018 she also finished 2nd in the Cruising Division at HIRW.



Boat Name: Tantrum

Design: Bat Kare
Krysalid 42
Owner/Skipper: David Netherton
Length/Beam: 12.8m / 10m
Cat/Tri: Trimaran
Sail No./ Club: 06 / Mooloolaba
Description: Originally from Europe, she competed in the single-handed Route du Rhum regatta across the Atlantic but had to retire due to a broken auto-pilot. Then she was brought to SE Asia where she was the winner of the '2018 Bintam Trophy' and holds the 'Around Bintam Record'. Tantrum has a big reputation, and it will be interesting to see how she goes against this very competitive fleet..



2022 BRISBANE TO GLADSTONE MULTIHULL YACHT RACE DECLARATION FORM

Please Detach and Return Within Three Hours of Finishing

Name of Yacht: _____

Name of Skipper: _____

I declare that I have sailed this race fairly, complying with the Racing Rules of Sailing and the Sailing Instructions.

My ETA, given by radio, from **Mark G1** was _____

My Actual Finishing time was _____

The multihull ahead of me was _____

The multihull behind me was _____

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

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

Signed: _____ Print Name: _____

NOTE:- If Trackers have been carried in this race they must be returned with this declaration.

Give Details on the Back of this form of any Honourable Mention Stories – i.e. candidates for Biggest Fish Caught, any Memorable Moments in the Race, Mistakes or Miracles that should be shared!