



The Multihull Yacht Club Queensland Presents the:

NOTICE OF RACE

For the Multihull Brisbane to Gladstone Yacht Race 2021



Champagne sailing with the stunning Glasshouse Mountains in the background and the equally stunning *Top Gun* Crowther catamaran in the foreground during a prior Multihull Brisbane to Gladstone Yacht Race.

(Photo Courtesy: Julie Geldard VidPicPro).

The Multihull Yacht Club Queensland (MYCQ)

with the assistance of the Port Curtis Sailing Club, and with thanks to the event sponsors presents the Notice of Race for the

56th MULTIHULL BRISBANE TO GLADSTONE YACHT RACE 2nd APRIL 2021

1 Invitation

The Multihull Yacht Club Queensland (MYCQ) invites all eligible Off-shore Multihulls to compete in the Multihull Brisbane to Gladstone 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 back drop 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 **1130 hours on Friday 2 April 2021** and the presentation in Gladstone will be on **Sunday 4 April 2021**.

The start off the Shorncliffe Pier is integral with the Blue Water 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 Blue Water 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 below.

2 Divisions

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

- Racing Division yachts may compete under the OMR (i.e. for those boats with a current OMR) and/or a performance handicap system.
- Cruising Division yachts will compete on a performance handicap basis.

A Cruising Division has previously not been part of the Multihull Brisbane to Gladstone Yacht Race but would suit skippers of boats that do not have an OMR or are less performance oriented, who want to participate in the event and race against similar boats but not compete directly with the fastest entrants.

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

Consideration may be given to including a short handed division subject to interest of competitors – if this is of interest then please notify the race committee as soon as practical via the email mycqrace@mycq.org.au.

3 Parallel Leisurely Cruise Event

There will also be a separate more leisurely cruise event, timed to arrive in Gladstone before the racing yachts. If you would like to join in the festivities in Gladstone and want to cruise in the company of other boats, then this would be an ideal way to discover the area.

If you are interested in taking part in this event, please contact the MYCQ Cruise Captain (refer to the website mycq.org.au, tab 'Club' and go to 'Club Contacts' for the details of who to contact) before **Friday 12th March 2021**. There is no charge to take part in the separate cruise event.

4 Vessel Compliance

Multihull ratings will be based on the current OMR ratings on the MYCQ website. If owners / skippers have made any changes to their yachts and need remeasuring and weighing, the owner / skipper must arrange for measuring and weighing by contacting the Ratings Officer, who is responsible for the OMR data base or to the Measurement Coordinator, (refer to the website mycq.org.au, tab 'Club' and go to 'Club Contacts') by **Friday 12th March 2021**. All boats should be measured, weighed and

rated well before this date unless exemptions are granted. One or more nominated weighing and measuring days will likely occur prior to the event to assist competitors to achieve compliance.

Skippers/owners with boats with a current OMR that have been weighed within the last 4 years and have not been modified since weighing, do not need to have their boats reweighed. Due to COVID-19, the MYCQ will in 2021 accept boats that have been weighed within 5 years of the event.

The MYCQ policy is to make available the certified single point cell for weighing boats. The single point cell is suitable for weighing boats up to 10 tonne, although 8.5 tonne has proven to be a safe working load to date. Using a one-point lift is ideal, as it is the most accurate way of weighing boats and can be done by lifting them from the water but is subject to having a suitable crane and location for lifting a boat. For boats over 8.5 tonne, the certified MYCQ three-point cells shall be used for weighing. The three point and single point cells can be transported around Australia, provided the owners pay the cost of transporting them securely and make the transport arrangements. It is suggested that if owners are undertaking maintenance that requires slipping their boats, then they should arrange for the certified cells to be sent to their local approved measurer and have the boats weighed at that time, as this will save owners the cost of slipping and lifting their boats for the sole purpose of weighing them.

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

All boats will be required to have safety audits undertaken by accredited Australian Sailing auditors. The audits shall be current for the financial year in which the race is scheduled. (Note: the accredited AS auditors need not specialise in multihulls as most of the requirements are generic).

5 Registration and Documentation

Skippers and crew shall comply with the following dates. The entry is relatively simple to complete as all of the forms will be available on the MYCQ website at mycq.org.au

- **Early bird discounted** Entry Form and payment of fees by **Friday 5th March 2021**.
Early bird entry fee will be \$400 or \$300 for MYCQ members.
- Entry Form and payment of fees by **Friday 12th March 2021**.
Normal entry fee will be \$450 or \$350 for MYCQ members.
- Insurance Certificate of Currency by **Friday 26th March 2021**.
- Crew Entry Form by **Friday 26th March 2021**.

- AS Special Regulations Equipment Audit Form by **Friday 26th March 2021**.
- Gladstone Marina Mooring Form by **Friday 26th March 2021**.
- Indemnity form and OMR crew weights by the briefing on **Wednesday 31st March 2021**.

Emergency changes to crew or their details should be lodged by at least two hours prior to the race.

The competitors declaration should be lodged within three hours of completion of the race.

6 Briefing

A briefing will be held at **1900 hours on Wednesday 31st March 2021** at the MYCQ clubhouse in Trafalgar Street on the northern arm of Manly Harbour. The Yellowbrick Trackers and Sailing Instructions will be issued at the briefing and the additional safety requirements declaration must be completed by all skippers, who must also provide their satellite telephone number.

It is compulsory for the skipper and at least one crew member to attend the briefing.

The briefing sessions are important but also a lot of fun and the bar will be open, food will be available for purchase and there will be a Calcutta on the expected results of the various boats. This is a great social event and a good way to meet your fellow competitors so it is encouraged that all crew and supporters attend.

7 Presentation

The trophy presentation will be held at the **Port Curtis Sailing Club at 1300 hours on Sunday 4th April 2021**. Any change to these arrangements will be advised at the briefing. The celebrations in Gladstone are relaxed with a great sense of camaraderie, with well lubricated stories of the race and what happened or what might have been. To kick start things the MYCQ will provide free drinks to competitors to a value of \$1000.

8 Berthing in Gladstone

Free berthing for competitors may be made available at Gladstone Marina until Tuesday morning 6th April 2021.

9 Eligibility and Safety Requirements

More detailed safety instructions will be included in the Sailing Instructions.

All 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.

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

- A satellite phone shall be carried with a means of ensuring that it remains fully charged and ready for use for the duration of the race.
- All boats shall be fitted with a VHF speaker facing towards the cockpit crew in the normal sailing position.
- A Foghorn, as per Category 2 requirements, shall be carried.
- A Handheld GPS as required for Category 2, shall be carried.
- Personal Locator Beacons are required, as per the Category 2 requirements.
- At least one crew member shall hold a current Senior First Aid (Apply and Provide First Aid) Certificate or equivalent, or be a practicing medical practitioner as per Cat 2 requirements.
- At least 30% of the crew, including the skipper, shall have undertaken training in both theoretical and practical Australian Sailing, Safety and Sea Survival Course (SSSC) as per Cat 2 requirements.
- Skippers shall undertake routine training on board, particularly in relation to man overboard recovery.

In addition, the following shall apply:

- The Gladstone Ports Corporation, Ports Notices and Rules;
- The Australian Maritime Safety Authority, Uniform Shipping Laws Code 2008, Collision Regulations; and
- The Queensland Government Transport Operations (Marine Safety) Regulation 2016.

Competitors shall complete the Australian Sailing 2017-2021 Special Regulations Equipment Audit Form and this will be carefully checked for compliance. While this form may be completed by a skipper, skippers shall arrange for an AS National Equipment Auditor to check for compliance and countersign the form. Notwithstanding compliance with the safety requirements and completion of

the necessary documentation, safety is the sole responsibility of the skipper and crew as per the RRS and all those taking part in the race do so entirely at their own risk.

Random safety equipment audits may be carried out between 30th March and 2nd April 2021 by Australian Sailing accredited auditors and competitors may be contacted accordingly. Entrants should complete the audit form, and have this audited by an accredited AS National Auditor, by the 26th March 2021. Any questions regarding safety issues may be directed to the MYCQ Sailing and Safety Committee (refer to the MYCQ website).

10 Rules

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

Other applicable rules are as follows.

- The Multihull Yacht Club Queensland (MYCQ) Offshore Multihull Rule (OMR) for yachts sailing in the racing division nominated under the OMR system.
- This Notice of Race (NOR).
- The Sailing Instructions(SIs).
- The Gladstone Ports Corporation, Ports Notices and Rules.
- The MYCQ Crisis Plan.
- The MYCQ COVID Safety Plan.

11 Sailing Instructions

The Sailing Instructions will be posted on the MYCQ website prior to the race and a final copy will be delivered to competitors at the race briefing. Competitors shall take particular note of the safety requirements which are explained in greater detail along with any points of clarification to the safety regulations.

MYCQ want to work with entrants to make compliance as simple as possible, for all competitors to understand their responsibilities and to ensure the safety of all competitors.

Competitors can simplify the procedure for entering the race by ensuring the boat's OMR is current and that they have an audited Category 3 Safety Form that lists the additional requirements and each additional item is signed by the auditor.

12 Responsibility

All those taking part in the races do so entirely at their own risk and their own responsibility. The MYCQ, its members & race organizers are not responsible for the seaworthiness of any yacht whose entry is accepted, or for the adequacy of its equipment or crew. By paying the required fee an entrant acknowledges that they release the MYCQ, associated Yacht Clubs, their members & Race Organizers from all liability whatsoever. The race organizers reserve the right to reject or rescind any yacht's entry for any reason.

Competitors are particularly referred to the fundamental rules in Part 1 of the Special Regulations.

1.02 Owner's Responsibility

1.02.1 The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He shall ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.

1.02.2 The establishment of these Special Regulations, their use by race organisers, and the inspection of a boat under these regulations does not in any way limit or reduce the complete and unlimited responsibility of the person in charge.

1.02.3 The responsibility for a boat's decision to participate in a cruising event or race, or to continue racing is hers alone - RRS Fundamental Rule 4.

13 Correspondence

Any correspondence or queries should be addressed to the MYCQ Racing Committee via the email address: mycqrace@mycq.org.au