

Mackay Yacht Club

**SAILING INSTRUCTIONS
SEASON 2009**

1. RULES

The Mackay Yacht Club Inc. Sailing Program will be governed by ISAF Racing Rules of Sailing (RRS) AYF 2009 - 2012, except the changes made by these sailing instructions:-

- a. Skippers attention is drawn to Fundamental Rule 4. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.
- b. Minimum crew requirements for Inshore Races is two competent persons (Skipper +1) and minimum for Offshore Races is 3 competent persons.
- c. Rule 50.3 (a) the use of Bowsprits is permitted.
- d. Skippers are to police the rule of 3 races for crew who are not members, after which they must become full members of the club.
- e. Owners, Skippers, and Principal Helmsmen must be financial members of Mackay Yacht Club; with a three race dispensation to visiting yachts whose Skipper is a financial member of another affiliated club.
- f. All yachts must have adequate auxiliary power for motoring, and engines must be left fitted in a position for immediate use in the event of an emergency.
- g. In conditions of extremely light winds, if there is a chance of the current carrying a yacht onto a reef, Slade Rock, the harbour wall or a permanent navigation mark, that yacht may use its motor to get clear as per rule 42.3 (h). Any yacht utilizing this provision must notify the fleet of their actions at the time by radio.
- h. For Offshore Races, a crew list must be submitted on the appropriate club form prior to the start of the race, as notified in the Amended Sailing Instructions for that race. Late changes only may be notified by radio to the starter prior to the start.
- i. After sunset revert to international rule for prevention of collision at sea.

2. ENTRIES

Eligible boats may be entered by nominating with the Mackay Yacht Club Inc.

Eligibility requirements for boats are:

- a. For Racing - Current Season Club Safety Certificate, AYF Category 5 for Inshore Races and Category 4 for Offshore Races;
- b. For Cruising events - Qld Dept of Transport Safety Requirements for Pleasure Craft, and VHF radio.
- c. Confirmation of Third Party Public Liability;
- d. Payment of race entry fee;
- e. A copy of Mackay Yacht Club Inc. Sailing Instructions 2009;
- f. A radio check on Channel 72 prior to Starting.
- g. Entry Fees are:

All individual races or cruising events -	\$ 5.00 per race
Season nomination - All Inshore (30 races) -	\$130
Season Nomination - All Inshore, Offshore & Cruises	\$150

The committee has the right to reject any entry. Entry forms and fees must be lodged at the club before the start. Late entries to notify the Officer/s of the Day of his/her intentions to race before the start. Payment of late entry to be made at the earliest opportunity before posting of race results.

3. NOTICE TO COMPETITORS

Notices to competitors will be issued by both of the following methods:-

- a. Posted on the official notice board in the club.
- b. Sent out by e-mail to all recipients on the MYC sailing group list.

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

4. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted at least one hour before the commencement of racing. Courses indicated in the unique Sailing Instructions for individual Long Inshore and Offshore races, including shortening of courses for these races, will take precedence over any of the course advice and shortened course advice for the Short Inshore races set out in the general Mackay Yacht Club Sailing Instructions.

5. SIGNALS MADE ASHORE

Signals made ashore will be displayed at the start line, relayed via radio Ch 72 and may be displayed at the MYC Clubhouse.

6. STRONG WIND WARNING and DANGEROUS CONDITIONS

If a strong wind/gale/cyclone warning, issued from the Bureau of Meteorology, Phone No. 1300 360 426, and/or www.bom.qld.gov.au is current two (2) hours before the start, the race shall be postponed or abandoned.

If dangerous conditions are deemed to exist, due to conditions such as residual sea state, current conditions, and/or flood debris, the Officer of the Day will consult with the Rear Commodore, or in his absence another member of the Sailing Committee, over postponement or abandonment, even if a Strong Wind Warning is not current.

7. SCHEDULE OF RACES

Yachting Division - As per Racing Calendar 2009

8. CLASS FLAGS

Class flag for Inshore and Offshore Division Code Flag E.

9. RACING AREA

Racing area extends from Sarina (South) to Bowen (North).

10. THE COURSES

See Addendum 2 & 3 for Short Inshore courses. Please note:-

- a. Written course takes precedence over course graphics.
- b. Shortened Course for Short Inshore Races will be designated by underlining and Asterisk* of last mark.
- c. Shortened Courses for long Inshore and Offshore races will be as printed in the Sailing Instructions for the particular race.
- d. Signals: A numeral pennant indicating the course number will be flown before the Warning Signal for courses 1-10, 12-16. If code flag "R" is also flown the course designated will be sailed in the reverse direction as set out in addendum 3. For numbered courses only the course will be announced over the radio (Ch 72), 10 minutes before the start. For Olympic Courses, a red flag designates a port course and a green flag a starboard course.
- e. Olympic Courses: Buoys in the order of BCA, BA, BCA, beat to finish (i.e. triangle, windward, triangle, windward to finish). See Fig. 1.

11. THE MARKS

- a. Laid Marks: When a mark is laid it shall usually be a yellow inflated cylinder approximately 1.5 m high and .7m in diameter. A replacement mark may be used, as notified by the Sailing Committee and/or Starter prior to the start.
- b. Slade Rock Red Navigation Buoy.
- c. East Cardinal Mark: The black and yellow east cardinal buoy located off the eastern extremity of Slade Island.
- d. Inshore Mark D: A laid mark 0.3NM approx. NW of Mackay Harbour entrance.
- e. Inshore Mark G: A laid mark approximately 0.6NM SSE of Mackay Harbour entrance.
- f. Round Top Island
- g. Mark L: Leeward Buoy
- h. Mark W: Windward Buoy

12. THE START

- a. Yacht Division. Races will be started using Rule 26. Handicap Starting will only be used for Cruising Events. Short & Long Inshore races are to start at 0900 Hrs
- b. The starting line will be:
 - i. Mackay Harbour : At the entrance, between the signal masts carrying the Club flag on Bagley Point, and white beacon on Forgan Smith Point crossed from West to East.
 - ii. From The Committee Vessel: In the vicinity of the area bounded by Mackay Harbour, Dangerous Reef buoy and the East Cardinal Mark at Slade Island. Between the signal mast of the Committee Boat flying the Club Flag and a laid mark, crossed so as to leave the Committee Boat to starboard. 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 committee starting 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 adjacent breakwater point.

- iv. Inner Limit Mark (barging buoy) Yachts must not pass between this inner limit mark and its nearest end of the starting line.
- c. Late Starts A boat shall not start later than 30 (thirty) minutes after its starting signal.
- d. Minimum Entry A minimum of three competing yachts are required for a race.
- e. Two Race Days When more than one race is scheduled for the same day, the second race will start approximately 30 minutes after the last boat finishes the previous race. The officer of day shall notify competitors of the starting time on VHF Channel 72.
- f. Competitors are reminded of the Mackay Port Authority Exclusion Zone. See Fig 3.

13. CHANGE OF COURSE AFTER THE START

As per Rule 32. The course may also be changed by notification to competitors on VHF Channel 72. Either the Starter or OOD will request acknowledgement from each competitor.

14. THE FINISH

The finish lines will be:

- a. Mackay Harbour: As for the starting line, but crossed from East to West.
- b. Alternate Finishing Lines If a shipping movement is likely to occur during the expected time of some of the yachts finishing a race, the OOD will use his/her discretion and nominate one of the Alternate Finish Line listed below, for the entire fleet. The use of an Alternate Finish line will be notified by Radio Ch 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 Inshore D) This alternate finish line will be between the Finisher's position on the south breakwater, and buoy Inshore D, with yachts 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 will be used for courses where the last mark of the course is either East Cardinal buoy, or Slade Rock buoy.
 - ii. FGP (Finisher – Buoy Inshore G to Port) **NB - The nomination of this alternate finish line will also alter the course by converting the last mark of the course Inshore G into a Finishing Mark to be taken to Port.** This alternate finish line will be between the Finisher's position on the south breakwater adjacent to Inshore G, and Buoy Inshore G taken to Port. The finisher will call the finish over the radio. This will be used for any course where Inshore G had previously been the last mark of the course.

- iii. FGS (Finisher – Buoy Inshore G to Starboard) This alternate finish line will be between the Finisher's position on the south breakwater adjacent to Inshore G, and Buoy Inshore G taken to Starboard. The finisher will call the finish over the radio. This will be used for any course where Round Top Island is the last mark of the course.
- c. From The Committee Vessel: Between the signal mast of the Committee Boat flying the club flag and laid mark, crossed from the direction of the previous mark.

15. TIME LIMIT

This changes Rule 35. For races in the inshore series and non-point score races the time limit shall be 1800hrs. Yachts finishing after the time limit shall be deemed "Did Not Finish".

16. PROTESTS

- a. Protests shall be written on forms available at the race office and delivered there within one (1) hour after the time of the last boat's finish. Protests shall be accompanied by a fee of twenty dollars (\$20.00). Successful protestor's fee will be refunded.
- b. Protest Hearing Participants shall be advised of the time and place of the hearing as soon as possible.

17. SCORING & HANDICAPS

- a. Low Point Scoring system shall be used, as per ISAF Racing Rules of Sailing (RRS) AYF 2009 - 2012, Appendix A, with the following variations for Mackay Yacht Club:-
 - i. A DNC yacht (Does not come to Start Area) will receive series points of two more than the number of boats starting in the race. All other non place getters, including DNF, RAF, DSQ, DNE, and DGM will receive series points of one more than the number of boats starting in the race.
- b. Aggregate Points Series. There will be four point scores for the season:-
 - i. Short Inshore Series 18 races for Short Inshore Point Score Trophy (4 discards, with only 2 allowable for each half year)
 - ii. Long Inshore Series 6 races, for Long Inshore Point Score Trophy (1 discard).
 - iii. Offshore Series 4 races for Offshore Point Score Trophy, (1 discard). Some of these are combined with cruise events to Scawfell or similar, with combined 'time over + time back' being race elapsed time.
 - iv. Overall Championship being the aggregate points of the Short Inshore Series + Long Inshore Series will be awarded for the First Half Year Trophy, Second Half Year Trophy, and Overall Championship Trophy.
- c. Handicaps: The performance based Sail100 system shall be used as fully detailed in Addendum 1 to these Sailing Instructions. All races shall be arbitrarily handicapped by determining a basic TCF which will then be adjusted according to performance. The foregoing determinations shall be made by the Race Committee or its nominee and shall not be subject to protest or dispute

- d. Race results shall be decided by the multiplication of elapsed times by TCF (Time Correction Factor). Provisional placings shall be awarded on the basis of ascending order of corrected times. Final placings shall be awarded after any alteration to provisional placings by the application of penalties or redress.
- e. All performance enhancing improvements, (including new for old replacements sails and or rigging) must be made in writing to the handicapper/sailing committee no less than 7 days prior to next race entry. Arbitrary adjustments may be made.
- f. Substitute Helmsman The sailing committee must be notified if a new helmsman who is not a regular member of the crew is to steer a yacht.

18. RADIO COMMUNICATIONS

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

19. YACHTS RETIRING

Yachts retiring shall notify the Officer of the Day/Committee vessel/Club.

20. RESULTS , PRIZES , AND PRESENTATIONS

Prizes will be awarded at the discretion of the sailing committee. Unless otherwise notified, results will be announced and appropriate presentations will take place at the clubhouse approximately 1 hour after the last boat finishes.

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ADDENDUM 1 -

HANDICAP SYSTEM USED BY MACKAY YACHT CLUB

1. OBJECTIVES OF THE HANDICAP COMMITTEE

- a. To foster competitive sailing.
- b. To maintain a Handicap System which shall endeavour that, at the conclusion of a race, all corrected times are in close proximity.
- c. Provide each yacht has a handicap such that:
 - i. Given conditions to its liking, and
 - ii. reasonably intelligent sailing by its crew, to their standard, and
 - iii. reasonable luckthe yacht can win the race.
- d. To put newcomers to the fleet on a fair handicap as quickly as possible.

2. THE HANDICAPPING SYSTEM

- a. The handicap allows for the yacht; the sails and equipment; and the skipper and crews experience and skills.
- b. Sail100 software will be used to calculate all race results; the handicaps for the next race; and recording Series Points. Mackay Yacht Club has the parameters of Sail100 set so the following occurs:-
 - i. After each race, each yachts performance is analysed to produce an "Echo handicap" which is the handicap that would have caused a perfect tie of all yachts in the race had they sailed to their times with their Echo handicap.
 - ii. In normal circumstances, the new handicap for the next race is the average of the previous three echo handicaps, with a limit of +/- 5%. This may limit your downward movement on a bad day to -5%, but will prevent you from being penalised more than 5% on a day when you win by a very large margin, especially on days when some boats are becalmed.
 - iii. No other penalties or bonuses are automatically applied by Sail100.
- c. Handicap Creep If required, the committee will opt to utilise the factor in Sail100 which prevents creep. After recalculation, the sum total off all handicaps for the boats on the day should not change.
- d. Arbitrary Adjustments If required, Arbitrary Adjustments will be made by the handicap committee to achieve fair racing. This usually occurs only with new boats to the fleet after their first race or two, to maintain the objectives of the handicapping system; but may be applied at any time at the committee's discretion without the yacht having recourse to protest.

- e. New yachts. Owners of yachts new to the club must register their yachts in the Club's Yacht Register and notify the Handicapper of their intention to race so a handicap may be set. Where possible, advice on participation in other clubs or events should also be supplied.
 - f. Poor performance from extraneous factors Yachts will not be given the normal handicap reduction following a race when the poor placing of the yacht is due extraneous factors such as very late start, lack of realistic crew effort, or time delays due to course errors or stopping for repairs. The yacht's placing will stand in the point score table. However, in the handicap recalculation, the echo handicap for that yacht will be deleted, and their existing handicap substituted by Sail100. This will negate the abnormal performance without any penalty or other correction being applied. The handicap will remain unchanged for the next race, then averaging resume with the abnormal result being ignored.
 - g. Fair sailing & Extraneous factors In the interest of fair sailing, there is an onus of responsibility on the skipper to declare to the Sailing Committee immediately after finishing a race that the poor placing of a yacht is the consequence of a factor such that there is no justification for a handicap adjustment based on that race. However, the sailing committee reserves the right to apply this factor when recalculating handicaps if it considers the circumstances justified.
3. The Sailing Committee reserves the right to penalise skippers/yachts who fail to notify the handicap committee of major changes to a yacht which would enhance its performance.
 4. The starting handicaps for 2009 are calculated from the average of the last five echo handicaps from 2008, with echo substitutes used where the committee considered appropriate. These starting handicaps will be posted on the club notice board and advised by email before the commencement of the season.