



# Multihull Yacht Club Queensland Inc.

Notice of Race for the Brisbane to Gladstone Multihull Yacht Race 2020

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## NOTICE OF RACE

**The 56th Brisbane to Gladstone Multihull Yacht Race, starting on Friday 10 April 2020.**

### 1. Introduction

The Multihull Yacht Club of Queensland (MYCQ) invites all Off-shore Multihulls to compete in the 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 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 10 April 2020** and the presentation in Gladstone will be on Sunday 12 April 2020.

The start at 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 out to sea around Bribie Island and beyond. Being part of the Festival allows people to experience the speed and excitement of these boats, hear the experts describe what is happening on the water, adding to the excitement of the on-shore activities. This allows the supporters of competitors 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 that is responsible for the parallel monohull event that starts further off the coast. The Gladstone Regional Council has teamed up with the Brisbane City Council to support and promote the event. We expect that the start of the race will be live streamed and competitors will be welcomed in Gladstone with a diversity of events.

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.



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-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 can compete on a performance handicap basis.

A Cruising Division has previously not been part of the Brisbane to Gladstone Multihull Yacht Race but would suit boats such as Seawind Catamarans that want to race together but do not want to compete against the OMR racing boats.

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.

### **3. The 2020 Parallel Leisurely Cruise Event (held every two years)**

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 on this event, please the MYCQ Cruise Captain (refer to the website [mycq.org.au](http://mycq.org.au), tab 'Club' and go to 'Club Contacts' for the details of who to contact) before the Thursday 19 March 2020. There is no charge to take part in the separate cruise event.

### **3. Ratings, Handicaps and Category 3 Audits**

The 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](http://mycq.org.au), tab 'Club' and go to 'Club Contacts') by **Friday 13 March 2020**. Our preference is that all boats are measured, weighed and rated well before this date. However, should that not be possible, our intention is to undertake any OMR measurements and weighing required on the one day prior to the event. The date to suit competitors and measurers will be determined based on the number of boats requiring reweighing.

**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.**

The MYCQ policy is to make available their certified single point cell 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. These cells will be transported around Australia at cost. We suggest that if owners are undertaking maintenance that require slipping their boats, then they should arrange for the certified cells to be sent to their local



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approved measurer and have the boats weighed, even if weighing them is premature, 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 audits undertaken by accredited Australian Sailing auditors. The audits shall be current for the financial year in which the race is scheduled.** This will reduce the need for all boats to be checked in the week prior to the event. (Note: the accredited AS auditors need not specialise in multihulls as many of the requirements are generic).

## 4. Registration and Documentation

Skippers and crew shall comply with the following dates. The entry is relatively simple to complete as all the forms will be available on the MYCQ website at [mycq.org.au](http://mycq.org.au).

-Yacht Entry Form and payment of fees by **Friday 13 March 2020**. (Note an early bird discount will be given to nominations received at least a week prior to this date, i.e. **Friday 6 March 2020**).

-Indemnity Form by **Friday 13 March 2020**.

-Insurance Certificate of Currency by **Friday 13 March 2020**.

-Crew Entry Form by **Thursday 2 April 2020**.

-AS Special Regulations Equipment Audit Form by **Thursday 2 April 2020**.

-Gladstone Marina Mooring Form by **Thursday 2 April 2020**.

-Briefing which is compulsory on **Wednesday 8 April 2020**.

-Changes to crew or their details by at least two hours prior to the race.

-Declaration within three hours of completion of the race.

## 5. Entry Fee

Early Bird Entry Fee (paid before **Friday 6 March 2020**) will be \$300 or \$200 for MYCQ Members. Entry Fee after this date will be \$400 or \$300 for MYCQ members.

Entries close on **Thursday 2 April 2020**.

## 6. Briefing

A briefing will be held at **1900 hours on Wednesday 8 April 2020** 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, plus there will be a Calcutta on the expected results of the various boats.



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## 7. Presentation

The trophy presentation will be held at the **Port Curtis Sailing Club at 1300 hours on Sunday 12 April 2020**. 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 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 moorings for competitors may be made available at Gladstone Marina until Tuesday morning 14 April 2020.

## 9. Eligibility & Safety

**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.
- 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.

More detail about the safety requirements and the responsibilities of skippers will be contained in the Sailing Instructions.

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



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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 the 7 April and the 9 April 2020 by Australian Sailing accredited auditors. Our intention is to hold inspections over a day or two prior to the event and all competitors will be notified accordingly. Entrants should complete the audit form on the MYCQ website by the 2 April 2020. 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 2017-2020 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.

### 11. Sailing Instructions

The intent is that the Sailing Instructions will be posted on the MYCQ website by the end of March 2020 or as determined by the Safety and Sailing Committee and made available, with any updates, to all competitors at the briefing. Competitors shall take particular note of the safety requirements which are explained in greater detail and any points of clarification to the safety regulations.

**We 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.**