



MULTIHULL YACHT CLUB QUEENSLAND

Bay and Island Series

Last Saturday in each month commencing at 1200 hours.



1. Documents

These Sailing Instructions should be read in conjunction with the MYCQ General Sailing Instructions for MYCQ Races which describes COVID-19 requirements, and has information about eligibility requirements, races and fees, series results, notices to competitor arrangements (i.e. via website and electronically), changes to instructions, divisions, starts, changes to the next leg of the course, the finish, time limits, protests, scoring, safety regulations, equipment and measurement checks, official boats, radio communication, disclaimer and liability, results, rules, **clearance of navigation marks**, proof of insurance, reporting of marine incidents and nominating for events.

Where there are discrepancies between these Sailing Instructions and the MYCQ General Sailing Instructions for MYCQ Races, these SIs shall take precedence.

As a guide only, the course descriptions have the approximate locations for the main marks of the course. It is the competitors' responsibility to verify the location of all marks.

2. COVID-19

All members and crew are required to adhere to the MYCQ COVID-19 Safety Plan. (refer to the Safety Plan and the MYCQ Sailing Instructions).

3. Nominations

To be considered for the MYCQ Club Championships and to obtain a result for this series, skippers shall nominate for the series via the link on the MYCQ programme and pay the nomination fee.

Should changes be made to the crew after nomination, skippers shall email Richard Jenkins at rbjenk@gmail.com with contact details for each crew member together with their AS number and the total crew weight if sailing under OMR. Emergency changes to the crew shall be forwarded not less than 2 hours prior to the event.

4. Radio Procedures

Skippers shall sign on with the OOD by VHF radio Channel 72, 15 minutes before the start of the race.

Skippers retiring from the event shall notify the OOD by radio.



5. Object

Unless otherwise advised the object is to circumnavigate Peel Island (Course A) or Mud Island (Course B) in either direction observing all navigation marks, unless advised differently by the designation of one of the other courses described below.

The start time is to allow yachts to complete the course by 1700 hours and no result will be recorded for yachts finishing after 1800 hours.

6. The Start and Finish

The start and finish shall be between Lockyer Light (approximately 27°26.42' S, 153°14.46' E) and Huybers Light (approximately 27°26.88' S, 153°14.72' E) or a transit of 157° to Huyers Light.

The starting time shall be 1200 hours. All divisions shall start together.

There will be no start boat and skippers are required to ensure they start between the two marks with no part of the yacht on the course side of the marks prior to the start time, i.e. a yacht shall have started when bearing to the Huybers Light of 157°).

An Officer of the Day (OOD) shall be appointed to count down the start, announcing the five minute warning by radio, the minute warning by radio and the start by radio.

The 'I' Flag Rule shall not apply, as to sail around the ends of the start line is dangerous in these waters. Accordingly, early starters may return to the start line and restart by 'dipping' but must ensure they do not interfere with any other boat that is starting and that all parts of their yacht are entirely behind the start line before restarting.

Skipper shall record their finish time to the nearest second, noting the yacht in front and the yacht behind if relevant or known and email to Richard Jenkins at rbjenk@gmail.com. Submission of a finish time shall be deemed to be completion of the course in accordance with the Sailing Instructions and RRS.

7. The Course

It is imperative to leave all navigation marks with clear water around them. MSQ require a 20m exclusion zone around Jeays Reef Buoy, Hope Banks Beacon, Norman J Wright Beacon, Crawford James Pattison Beacon, Red Beacon NE Green Island and the South Cardinal Beacon St Helena Island.

7.1 Course A (Peel Island)

After the start, round Peel Island in either direction and start and finish as defined above.

For reference, assuming a starboard (i.e. clockwise) rounding of Peel Island, sail to Hanlon Light (approximately 27° 28.17' S, 153° 21.04" E) and take to starboard, the next red mark



to the east of Peel Island (i.e. Merv McDonald Red approximately 27°29.16' S, 153°22.50' E) to starboard, the red (approximately 27°29.74" S, 153°22.73' E) to starboard *, take to port the Yellow marking the sand bank to the south of Peel Island (approximately 23°30.33' S, 153°22.52' E) **, take to starboard the green lateral beacon to the south of Peel Island (approximately 27°31.17' S, 153°21.26' E), take to starboard the green lateral beacon to the south west of Peel Island (approximately 27°31.22' S, 153°20.59' E) and then to the finish, observing all navigation marks.

If skippers choose a port (i.e. anticlockwise) rounding of Peel Island, the side with which they take the marks adjacent the island, shall be reversed (i.e. port with the Yellow south of Peel to starboard).

* NOTE: the channel to the east of Peel Island is narrow and there are shallow banks and reefs on each side.

** NOTE: the sand banks move in the vicinity of this mark and it is prudent to keep well away from it, keeping it to port at all times.

7.2 Course B (Mud Island)

After the start, sail to the east of St Helena Island and leave the red (approximately, 27°23.22' S, 153°15.17' E) to the east of St Helena Island, to port and then sail around Mud Island in either direction.

Assuming a starboard rounding (i.e. clockwise) of Mud Island, sail between St Helena Island and Mud Island observing all navigation marks and leaving Mud Island to starboard. For reference, the next observable mark is the yellow to the north east of St Helena Island (approximately 27°22.30' S, 153°14.76' E) take to port, then the green to the south west of Mud Island (approximately 27°20.52' S, 153°13.60' E) take to starboard, the Cardinal off Mud Island (approximately 27°19.90' S, 153°13.95' E) take to starboard, Jeays Reef Buoy (approximately 27°18.85' S, 153°14.92' E)* to starboard, the BYB buoy to the east of Mud Island (approximately 27°20.02' S, 153°16.62' E) to starboard and then leaving Mud Island, St Helena Island and Green Island to starboard and proceed to the finish.

*NOTE: between the Cardinal Buoy to the east of Mud Island and also Jeays Reef Buoy are shallow waters and reefs that are a danger to yachts.

If skippers choose a port rounding, the side with which they take the marks adjacent the island, shall be reversed (i.e. port).

7.3 Course C (special event long course)

With start and finish as defined above round Mud Island to starboard (i.e. clockwise) and after taking Jeays Reef Buoy to starboard sail to the east towards Moreton Island to the Yellow Special Purpose Marker at approximately 27°16.87' S, 153°22.90' E. Take this yellow marker to starboard and proceed to the finish observing all navigation marks.



7.4 Course D (special purpose course)

With start and finish as defined above, sail to the east towards Moreton Island to the Yellow Special Purpose Marker at approximately 27°16.87' S, 153°22.90' E. Take this yellow marker to starboard and proceed to Hope Banks Beacon at approximately 27°26.05 S, 153°17.43' E and then to the finish observing all navigation marks.

7.5 Shortened Course

In the event that the course needs to be shortened, the OOD will notify the fleet by VHF radio accordingly. The course may be shortened at any navigation mark and if so skippers shall record their time when abeam of the mark and within 100m of it. The decision to shorten the course shall be made prior to the first yacht rounding the mark selected.

8. Time Limit

The time limit shall be 6 hours (i.e. a finish time of 1800 hours).

Yachts finishing after these time shall be recorded as DNF, unless notified otherwise by the OOD.

9. Recording Finish Times and Declaration

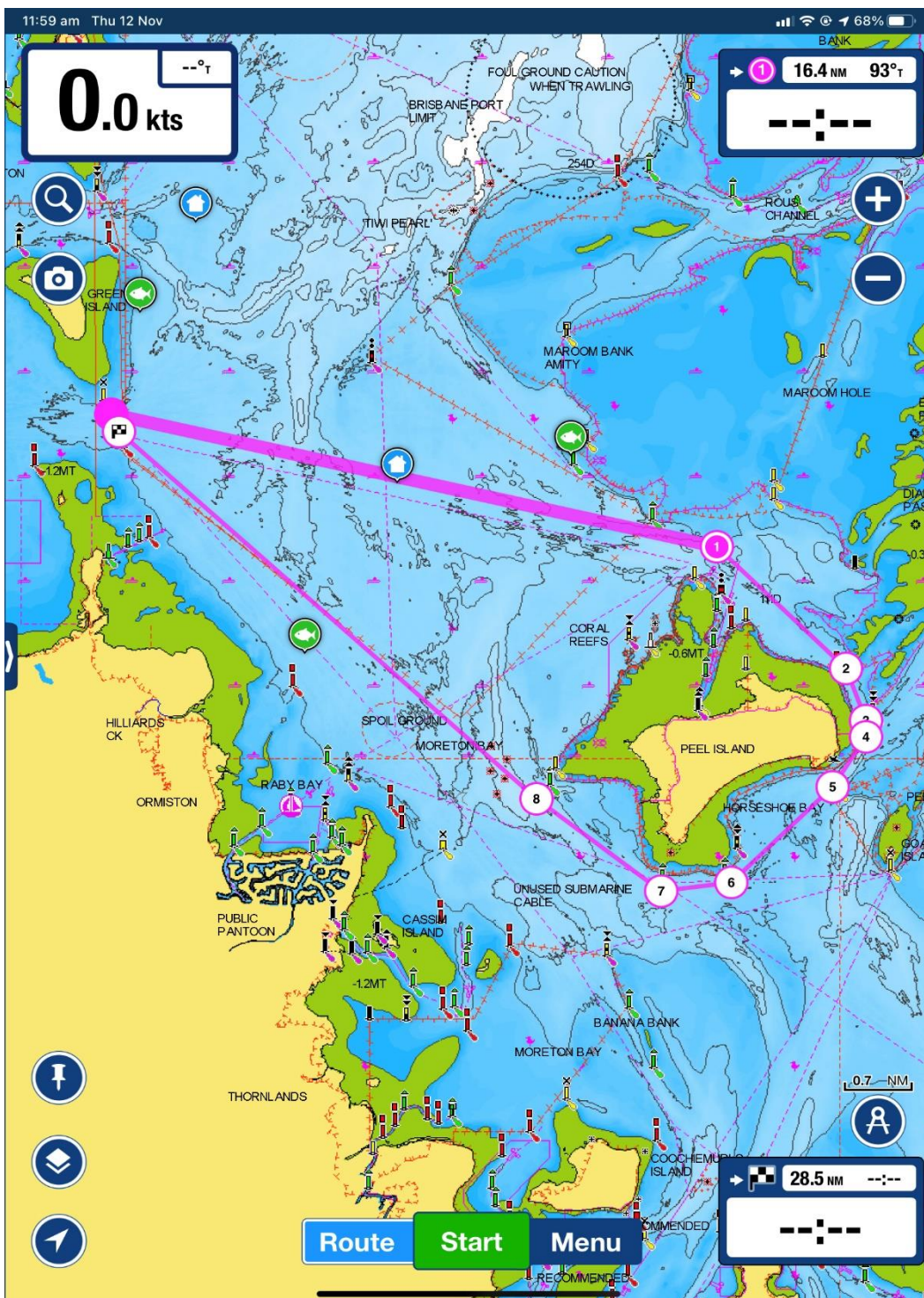
Skippers shall record their finishing time to the nearest second, and indicate the boat in front and behind (if possible) and email to Richard Jenkins at rbjenk@gmail.com.

Yachts that send their finishing times shall be deemed to have completed the course in accordance with these instructions, comply with the COVID-19 Safety Plan, the Australian Sailing Racing Rules of Sailing and conform with the current Australian Sailing Special Regulations. Skippers are responsible for complying with these requirements.



Peel Island, MYCQ Course A.

The following is a copy from Navionics and is an approximate illustration of Course A Peel Island in a clockwise direction. Note: skippers may choose to take Peel Island to starboard or port. (i.e. clockwise or anti-clockwise)





Mud Island, MYCQ Course B.

The following is a copy from Navionics and is an approximate illustration of Course B Mud Island in a clockwise direction. Note: skippers may choose to take Mud Island to starboard or port. (i.e. clockwise or anti-clockwise)





Special purpose long course, MYCQ Course C

The following is a copy from Navionics and is an approximate illustration of Course C.

