

 CLUB
MARINE
Brisbane to Keppel
TROPICAL YACHT RACE



5th Club Marine Brisbane to Keppel Tropical Yacht Race

Friday 5th August 2011

NOTICE OF RACE

Organised & Hosted By
Royal Queensland Yacht Squadron Ltd.



INVITATION

Royal Queensland Yacht Squadron invites owners and charterers of all eligible monohull yachts to enter the Club Marine Brisbane to Keppel Tropical Yacht Race starting at 1200 hours on Friday 5th August 2011.

1. ORGANISING AUTHORITY

The Organising Authority is The Royal Queensland Yacht Squadron (RQYS).

2. RULES AND REGULATIONS

2.1 General

The race will be governed by the rules as defined in the 2009- 2012 ISAF Racing Rules of Sailing (RRS), the Prescriptions and Special Regulations of Yachting Australia (YA), the 2011 IRC Rules Parts 1, 2 and 3, all as modified by the sailing instructions.

2.2 Special Regulations

Boats shall comply with YA Special Regulations Part 1, Category 2. Boats that do not present a YA Special Regulations Equipment Compliance form before the close of entries will be subject to a Category 2 spot inspection by the organizing authority prior to 1700hrs Sunday 1st August 2011.

2.3 Alterations to the Rules

The following alterations have been made to the rules:

2.3.1 IRC rule 27.4.1: The maximum total number of crew that may sail onboard a boat will not exceed the Crew Number printed on the boats IRC certificate plus one.

2.3.1 IRC Rule 26.1.5(e): A spare mainsail may be carried in the race as a bona fide replacement for a mainsail damaged during the race.

2.3.2 IRC Rule 26.6.2.2: A boat may carry one more spinnaker than shown on her current IRC certificate without an increase of rating.

2.3.3 RRS 50.2 & 50.3: Fixed and retractable spinnaker poles not attached to the foremost mast shall be permitted for the purpose of setting asymmetrical spinnakers.

2.3.4 RRS 51: A boat with movable ballast or variable ballast (within the meaning of those terms in the special regulations) may move that ballast for the purpose of changing trim or stability.

2.3.5 RRS 52: Is amended to permit powered winches for boats over 14.0m LOA for boats racing in non-IRC Categories.

2.4 Sailing Instructions

2.4.1 Sailing Instructions will be available from The Royal Queensland Yacht Squadron from 0900 hrs Friday 29th July 2011. Sailing Instructions not collected prior to Wednesday 3rd August will be distributed at the compulsory briefing at 1800 hrs on Thursday 4th August 2011.

2.4.2 Sailing Instructions may also be published on the event website.

3. ELIGIBILITY OF BOATS

3.1 Requirements For All Boats

3.1.1 Be single hulled and self-righting;

3.1.2 Be built in accordance with the Special Regulations Part 1, section 3.03.1;

3.1.3 Have a waterline length not less 7.5 metres;

3.1.4 Comply with the Yachting Australia Special Regulations for Category 2 events;

3.1.5 Comply with Appendix A & B of this Notice of Race;

3.1.6 Be on the register of a Yacht Club affiliated with its National Authority.

3.2 Insurance

The owner or charter of a boat entered in the race or series shall hold a marine legal liability insurance policy with respect to the boat, current when racing and not racing, with an adequate sum insured of not less than AUD\$10 million (or its equivalent in another currency). The policy shall state that the boat is covered for race in which it is participating or that it is covered for races of a length greater than the length of the race in which it is participating. The policy shall be in effect throughout the race of the 2011 Brisbane to Keppel Tropical Yacht Race.

3.3 IRC Boats

A boat may only enter in the IRC Category if the boat has a current, valid IRC certificate, issued by RORC or a certificate based on information provided by an RORC approved measurer.

- 3.4 **PHS Boats**
PHS boats will be less than 30.0 m LOA and will be handicapped by the RQYS Handicap Committee.
- 3.5 **One Design Boats**
One Design boats shall have a current Class One Design Certificate.

4. **ELIGIBILITY OF CREW**

For Brisbane to Keppel Tropical Yacht Race:

- 4.1 All crew members must comply with YA rule 55.
- 4.2 The minimum number of crew on any yacht shall be 4.
- 4.3 The minimum age of majority of the crew shall be eighteen (18) years of age.
- 4.4 At least 50% of the crew including the skipper & or sailing master shall have completed a category 1 or 2 race or an equivalent passage.
- 4.5 At least two crew members on the boat shall have a Senior First Aid Certificate or equivalent or higher qualification.
- 4.6 At least two members of the crew on the boat shall have a Restricted Operators Certificate of Proficiency in Radio Telephony issued by a relevant authority, or equivalent or higher qualification.
- 4.7 At least 30% of the total crew (rounded up) of each boat must have a valid YA Safety and Sea Survival Certificate as per Special Regulations Part 1, Section 6.

5. **ENTRIES**

- 5.1 Entries shall be received on the forms supplied by the Organising Authority.
- 5.2 As required by this Notice of Race (NOR) or the Yachting Australia Special Regulations (YA SR), boats entering shall attach a valid:
 - 5.2.1 Verification of stability (satisfy compliance with YA SR Appendix D & NOR Appendix A);
 - 5.2.2 An audited Special Regulations Form for Category 2 or notification of availability for spot inspection (NOR 2.2).
 - 5.2.3 Life Raft Inspection Certificate(s);
 - 5.2.4 Radio Inspection Certificates (NOR Appendix B);
 - 5.2.5 406 Mhz EPIRB registration certificate in the boats name (to satisfy compliance with YA SR 4.18.4 iv);
 - 5.2.6 Measurement and Rating Certificates, as required (NOR 3.3);
 - 5.2.7 Colour photograph of the boat under sail, suitable for search and rescue purposes. This may be a digital photograph of a size not less than 6cm by 6cm with a resolution not less than 300 dpi.
 - 5.2.8 A brief history of the boat for publicity purposes.
 - 5.2.9 Crew list in the form supplied by the Organising Authority (NOR 4) including registered Personal Locator Beacons (PLB) Hex numbers for each crew member;
 - 5.2.10 Declaration of Crew Experience in the form supplied by the Organising Authority (NOR 4.4);
 - 5.2.11 Yachting Australia Safety at Sea Survival Course Certificates (NOR 4.7);
 - 5.2.12 Senior First Aid Certificates (NOR 4.5);
 - 5.2.13 Radio Operators Certificate of Proficiency in Radio Telephony or higher qualification (NOR 4.6).
- 5.3 A completed Entry Form and Declaration and Indemnity, plus the additional items specified above shall be received by the Organising Authority by **1700hrs Friday 22nd July 2011**.
- 5.4 Boats competing in the 2011 Audi Sydney to Gold Coast race may request that documentation lodged and accepted with Cruising Yacht Club of Australia for that race be forwarded on to RQYS. Any changes to the documentation from 2011 Audi Sydney to Gold Coast Race to be lodged in accordance with NOR 5.3.
- 5.5 Corrections to the items specified in NOR 5.2 shall be received by the Organising Authority by **1700hrs on Friday 29th July 2011**.
- 5.6 **Privacy Note:** Personal information about crew members is obtained in the crew lists. That information is obtained for use in search and rescue situations. The information will be given to search and rescue authorities and organisations, the water police, volunteer coastal stations and media representatives, and may be passed on by them to other organisations. A condition of entry is

that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the Organising Authority.

- 5.7 The Race Committee reserves the right to reject or cancel any entry at its discretion (RRS 76.1).
 5.8 The Race Committee will publish a final list of entries for the Brisbane to Keppel Tropical Yacht Race 2011 by 1200 hrs Wednesday 27th July 2011. Protests concerning eligibility shall be received no later than 1700 hrs Wednesday 3rd August 2011.

6. FEES

- 6.1 Entries received prior to Friday 22nd July 2011 the fee shall be AU\$595
 6.2 Handicap category entry fee shall be AU\$40 each
 6.2 Entries may be received after Friday 22nd July 2011 at the discretion of the Race Committee with an additional fee of AU\$100.
 6.3 Entries cancelled 11 days prior to the race start will receive a 50% refund of fees paid upon written request to the Race Committee.
 6.4 Entries cancelled within 10 days of the race start will forfeit all entry fees paid.

7. CATEGORIES

- 7.1 There are two categories being:
 7.1.1 IRC
 7.1.2 PHS (Performance Handicap System)
 7.2 Yachts may enter any category for which they qualify.
 7.3 A boat electing to race in more than one handicap category shall pay the additional handicap entry fee.
 7.4 Divisions may be formed in each of the above categories, subject to the number of entries.
 7.5 The organising authority may alter, amalgamate or divide any category and may add categories as required. The organising authority may cancel any category if fewer than five entries have been received by the closing date. In this event, boats that have entered will have the option of transferring to another category (if eligible) or having their entry fee refunded.

8. SCHEDULE OF EVENTS

Date	Event	Venue	Time
Friday 22 nd July 2011	Close of Entries	RQYS	1700 hrs
Thursday 4 th August 2011	Mandatory Briefing	RQYS	1830 hrs
Friday 5 th August 2011	Race start	Moreton Bay	1200 hrs
Monday 8 th August 2011	Presentation of Trophies	Race HQ	1000 hrs

9. THE COURSE AND CHARTS

- 9.1 The course to sail will be:
 Start in Moreton Bay - proceed via the North West Channel to Keppel Bay leaving Fraser Island to port, Breaksea Spit mark to port, Lady Elliott Island to starboard, Polmaise Reef to starboard, Great Keppel Island to starboard thence to the finish at Keppel Bay. The finishing line will be offshore from Rosslyn Bay. Further course details will be included in the Sailing Instructions.
 The race is a distance of approximately 343 nautical miles.
 9.2 The following paper charts shall be carried on board:
 Queensland Transport, Moreton Bay - Manly to Mooloolaba.
 AUS 365, AUS 366, AUS 246, AUS 247, AUS 235, AUS 236, AUS 818 and AUS 819

10. SCORING AND HANDICAPS

- 10.1 **IRC Category**
 Results will be decided by the application of the Time Corrector (TCC) as shown on the IRC Certificate.
 10.2 **PHS Category**
 Results will be decided by the application of Time Correction Factor (TCF) as a multiplier of elapsed times. The TCF shall be determined by the Race Committee and shall not be subject to protest or request for redress (amends RRS 60.1 and 62).

11. PENALTIES

- 11.1 A boat that fails to return and start when signaled in accordance with RRS 29.1 shall receive a 30-minute elapsed time penalty. This alters RRS Appendix A 4.2
- 11.2 RRS 44.1 (720 degrees turns penalty) shall apply until clearing the NW Fairway Buoy.
- 11.3 After yachts are clear of NW Fairway Buoy RRS 44.3 shall apply.

12. ADVERTISING

Boats may be required to display the event sponsors name or logo in accordance with ISAF Regulation 20.3(d) as directed by the Race Committee.

13. RACE BRIEFINGS

A mandatory Race and Weather Briefing shall be held at RQYS at 1830 hrs Thursday 4th August 2011. At least two members of the crew of each boat are required to attend this briefing including the nominated person in charge. Failure to attend may result in a protest by the Race Committee.

14. PRIZES AND TROPHIES

- 14.1 Prizes shall be awarded to 1st, 2nd and 3rd in each Category for the race, subject to a minimum of five (5) entries received.
- 14.2 A Line Honours prize will be awarded.
- 14.3 Other Prizes and Trophies may be awarded at the discretion of the Race Committee.

15. MOORING ARRANGMENTS

- 15.1 Royal Queensland Yacht Squadron: Berthage for competing boats may be available at RQYS from 1200 hrs Thursday 4th August 2011 until the start of the race, at no charge. It is a condition of entry that yachts shall moor in accordance with the directions of the Marina Manager (ph. 07 3393 3554). Boats requiring berthing prior to 1200 hrs Thursday 4th August 2011 will be charged Normal berthing rates.
- 15.2 Rivergate Marina: It is possible that not all boats will be able to be accommodated at RQYS marina due to draft restrictions and boats may be redirected to Rivergate Marina, Brisbane River. Additional charges will apply for all berths at Rivergate Marina.
- 15.3 Boats requiring berthage must indicate their arrival date on the entry form.
- 15.4 A boat shall not discharge treated or untreated sewerage within a harbour, marina, or marine park.
- 15.5 A boat anchoring shall comply with the rules and regulations of the Queensland Parks and Wildlife, ensuring the boat is safely anchored at all times.

16. DISCLAIMER

The Organising Authority, the Race Committee, the Regatta sponsors and their respective representatives, officers, members and volunteers accept no liability whatsoever for any loss of life, property, personal injury or damage caused by or arising out of the 2011 Brisbane to Keppel Tropical Yacht Race. Participants compete entirely at their own risk.

17. CONDITIONS OF ENTRY

By submitting an entry, the owner/charterer agrees to be bound by all the rules and conditions of the races.

By submitting an entry, the owner/charterer acknowledges and accepts:

- 17.1 He/she and the crew are familiar with and understand the Racing Rules of Sailing 2009 -2012 and the Yachting Australia Special Regulations;
- 17.2 He/she and the crew are familiar with and understand RRS 4 "Decision to Race," Addendum A (Safety Equipment) and rule 1.02 "Owners Responsibility" of the Special Regulations;
- 17.3 Attention has been drawn to the ISAF Fundamental Rule 4 "Decision to Race" which states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone";
- 17.4 The entry of the boat and crew is agreed to and accepted by The Royal Queensland Yacht Squadron on the basis that the owner/charterer, his/her skipper and crew are individually aware of and conversant with the risks involved in the sport of ocean racing and that the participation in this event is entirely at the risk of the owner/competitor and his/her skipper and crew;
- 17.5 The owner/charterer warrants the suitability of his/her boat for the races;

- 17.6 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/charterer who must ensure that the boat is fully found, thoroughly seaworthy, and managed by a crew of sufficient number and experience who are physically fit. The owner/charterer must be satisfied as to the soundness of the hull, spars, rigging sails and all gear. He/she must ensure that all safety equipment is properly maintained, stowed and in date and that the crew know where it is kept and how it is to be used.
 - 17.7 Neither The Royal Queensland Yacht Squadron NOR its officers, employees NOR agents shall be responsible or liable for any loss, damage death or personal injury however caused to the owner/charterer, his/her skipper or crew or their property as a result of their taking part in the 2011 Brisbane to Keppel Tropical Yacht Race and its related activities, including pre-start and post finish operations and shore activities;
 - 17.8 Neither The Royal Queensland Yacht Squadron NOR its officers, employees or agents shall be liable for any costs or expenses that may be incurred as a result of special assistance at sea being arranged for any reason whatsoever;
 - 17.9 Neither the existence of these conditions, and their use by the race organisers, or the inspection of the boat pursuant to these conditions in any way limits the absolute responsibility of the owner/charter and crew;
 - 17.10 The crew has been advised by the owner/charterer to satisfy themselves as to the experience of the skipper and the adequacy of the boat, all safely equipment and insurance arrangements.
-

Royal Queensland Yacht Squadron Limited

ABN: 25 053 989 272

Street Address: 578 Royal Esplanade, Manly, Q 4179

Postal Address: PO Box 5021 Manly, Q 4179

Phone: +61 7 3396 8666

Fax: +61 7 3393 4100

Website: www.rqys.com.au

Event Website: www.brisbanetokeppel.com

APPENDIX A – Stability Requirements

A determination by the Organising Authority as to the suitability of supplied documentation in demonstrating a boat's compliance with the stability requirements is final.

Boats with movable or variable ballast

A boat with movable or variable ballast shall provide evidence that it achieves not less than a Knockdown Recovery Factor of 0.9 under International Standard ISO 12217-2, calculated in accordance with ISO 12217-2 paragraph 6.4.4 with the lesser of FKR90 and FKR-90 used. (Special Regulation Appendix B 7.2.2 shall apply)

All boats – resistance to capsize

A boat shall provide evidence as follows to demonstrate that it achieves not less than:

- the Minimum Stability Index for Race Category 2 events for the configuration in which the boat proposes to race (IMS Reg 201 refers); or
- an IRC SSS Base Value of 28 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217-2 Design Category A with a STIX or IRC STIX of not less than 35 and an AVS not less than 130 – (0.002 times the boat's Minimum Sailing Weight in kilograms).

Boat holding current, valid IMS Rating Certificate

A boat with a current, valid IMS Rating Certificate shall supply that certificate, including the measurement inventory.

Boat holding current, valid IRC Certificate

A boat with a current, valid IRC Certificate, based on 'Independent Measurement' by an RORC approved measurer, shall supply that certificate. An entrant of such a boat should be familiar with pages 57 to 59 of the RORC IRC Yearbook 2010.

Boat previously holding valid IMS Rating Certificate

A boat without a current, valid IMS Rating Certificate but with a previously valid (but not current) IMS Rating Certificate shall supply its most recent previously valid (but not current) certificate, including the measurement inventory, with a stability index with a satisfactory margin to the Minimum Stability Index for Race Category 2 events for the configuration in which the boat proposes to race, accompanied by a completed Stability Declaration supplied by the Organising Authority. (Refer to Special Regulations Appendix B 3.3 for specific requirements)

Boat previously holding valid IRC Certificate

A boat that does not hold a current, valid IRC Certificate but with a previously valid (but not current) IRC Certificate, based on 'Independent Measurement' by an RORC approved measurer, shall supply its most recent previously valid (but not current) certificate with a SSS Base Value with a satisfactory margin to 28 for the configuration in which the boat proposes to race, accompanied by a completed Stability Declaration supplied by the Organising Authority.

Boat achieving ISO 12217-2 Design Category A

A boat with a current, valid certificate demonstrating that it achieves International Standard ISO 12217-2 Design Category A shall supply that certificate. An entrant of such a boat should note that ISO 12217-2 is a general guide to suitability of the boat for competition, and be familiar with pages 57 to 59 of the RORC IRC Yearbook 2010

Boat without an IMS Rating Certificate, IRC Certificate or Design Category A certificate

A boat that does not hold a current, valid IMS Rating Certificate, IRC Certificate or certificate as to ISO Design Category A may submit other stability data for consideration by the Organising Authority, to enable a comparison with information normally required for eligibility in Race Category 2 events.

Acceptance of a boat's stability may be facilitated if the following is supplied:

- a declaration from the boat's designer comprising a free-trimming GZ curve, IMS righting moment and freeboard measurements;

- an inclination test from a qualified IMS measurer or other person acceptable to the Organising Authority showing the measured RM and freeboards;
- a completed stability data declaration, completed by the boat's designer or a recognised naval architect (a form of declaration may be obtained from the Organising Authority);
- a current international Classification Society Class Certificate, if one is held.

All boats

Other than in the case of a boat that submits a current, valid IMS Rating Certificate, IRC Certificate or certificate as to ISO Design Category A, the Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.

APPENDIX B - Additional Requirements

General

The following requirements add to the requirements of Yachting Australia Special Regulations Part 1 for Category 2 Races.

International entrants will be provided with a copy of the Yachting Australia prescriptions and regulations on request. These regulations vary in some minor respects from the ORC special regulations.

RADIOS

Boats are required to have a permanently installed VHF radio in accordance with YA SR Part 1 3.25.2.

Additionally all boats shall carry a permanently installed HF radio in accordance with YA SR Part 1 3.25.1 and 3.25.2 or a serviceable satellite telephone.

Boats shall be capable of transmitting/receiving, as a minimum, on the following frequencies:-

VHF Channels: 16, 21, 22, 67, 80, 81, 82

If HF radio installed:-

HF frequencies: 2182, 2524, 4125, 4483, 6215

Pre-race radio check

Yachts shall be required to carry out a mandatory radio check on HF Channel 2524 and VHF Channel 16 with VRM Southport to verify strength of transmission prior to 1000hrs Wednesday 3rd August 2011.

Radio Inspection Certificate

Boats shall provide a Radio Installation Inspection Certificate with the entry form where the Organising Authority does not already hold a current certificate. The Radio Installation Inspection Certificate is to be completed by an accredited radio technician to verify the adequacy of the installation and operation of the radios.

Operation

Boats shall maintain a 24-hour listening watch for the duration of their race on VHF Channel 16.

For radio communications, a boat's name may be limited to not more than two words. The Race Committee may alter names where appropriate.