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*Please support our kindred clubs, rescue organizations and sponsors acknowledged here, and in the program*

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## 1 RULES

- 1.1 Refer to the 41<sup>st</sup> Annual Bay to Bay NoR 2.1 for the rules and 2.2 for the legislation that govern the event.
- 1.2 Australian Sailing (AS) Prescriptions:
  - a. The following AS prescriptions will not apply RSS 26 No handicap starts, RRS70.5(a), RRS 70.5(b) (Right of appeal not denied), RRS 86 (No proposed rules being tested), RRS 88.2 (No AS prescription altered), RRS 91 (No international juries appointed), RSS Appendix G Identification on sails (boats are identified by a HBSC race number NoR).
  - b. The AS prescriptions to RRS 1.2 Life-Saving Equipment and Personal Floatation Devices, RRS 6 World Sailing Regulations, RRS 46 Person in Charge, RRS 48 Limitations of Equipment and Crew, RRS 67 Damages, Appendix, J1.1 notice of race information, Appendix J2.1 sailing instructions apply.
  - a. Other documents that govern or assist with the Bay to Bay will include the Check List and Further Information available from the Bay to Bay download area of the website [www.herveybaysailingclub.org.au](http://www.herveybaysailingclub.org.au).
- 1.3 Changed racing rules – refer to Notice of Race Clause 1.3 and rules below:
  - a. **RRS 26 Starting Races** is changed by SI 11;
  - b. **RRS 31 Touching a Mark** is changed by SI 14;
  - c. **RRS 32.2 (a) & 32.2 (b)** are changed by SI 12
  - d. **RRS 35 Time limits** and A4 & A5 are SI 11 & 15;
  - e. **RRS 42.3 (h) & (i) & 44.1, 44.2 & 44.3** are changed by SI 14;
  - f. **RRS 61 & 62** are changed by SI 16;
  - g. **Race Signals Postponement Signals** – signals made ashore are changed by SI 4.

## 2 NOTICES TO COMPETITORS

Notices to competitors will be posted as required at the following places in the following ways:

- a. Prior to 27 April 2022 on the HBSC website [www.herveybaysailingclub.org.au](http://www.herveybaysailingclub.org.au).
- b. Tin Can Bay (race headquarters) – Saturday – perhaps a Information sheet in the souvenir bag, on the official event notice board at the Tin Can Bay Yacht Club HBSC marques and Junior Sailing Shed east of the launching ramps from 0800 hrs until 1000 hrs, an enclosure in the Race souvenir bag, VHF radio broadcast about 10:00am on VHF 77 radio from call sign Race Control from about 10:00hrs.
- c. Garry's Anchorage (race headquarters) by VHF 77 radio call sign Race Control – Saturday from the finishing time of the first yacht until about 1800 hrs - Sunday from about 0600 hrs
- d. Hervey Bay – Sunday - south of the fuel pontoon immediately adjacent to the public boat ramps from the finish time of the first yacht until about two hours after the finishing time of the last yacht. Radio call sign Urangan Ramp on VHF 77. An acknowledgement of the participation of the Bay to Bay fleet and support boats and support persons and the conclusion of the event will be given approximately 15 minutes after the last boat finishes on Saturday Leg 1 and Sunday Leg 2.
- e. After that in the foyer of the Hervey Bay Boat Club at the Boat Harbour.
- f. During the race - Saturday & Sunday - Contact between the race committee and competitors will be by VHF 77 radio call sign Race Control or mobile 0427 628 511.

- g. Boats must monitor VHF 77 for notices from about 1000 hrs until about 1800 hrs or later in the case of unusual circumstances on Saturday and from 0600 hrs until about 1600 hrs on Sunday.
- h. All entrants are offered the above opportunities to receive notices however the race committee will not be liable for any consequences suffered as a result of boats not receiving such notices.

### 3 CHANGES TO SAILING INSTRUCTIONS

Changes to the Sailing Instructions shall be posted in the following ways:

- a. On the HBSC website [www.herveybaysailingclub.org.au](http://www.herveybaysailingclub.org.au) by way of a Revision of the Sailing Instructions prior to 27 April 2022.
- b. Perhaps on an information sheet in the souvenir bag.
- c. On the event notice board Tin Can Bay Yacht Club before 0930 hrs Saturday and from about 1000hrs by VHF 77 radio from call sign Race Control.
- d. Changes to the schedule of Leg 2 Sunday will be posted by VHF 77 radio from call sign Race Control at about 1800 hrs on Saturday and 0630 hrs Sunday.
- e. Attention will be drawn to such postings by flying Code Flag L at the Race Headquarters Tin Can Bay Yacht Club Saturday morning, on the water at Garrys Anchorage Saturday late afternoon, evening and Sunday early morning. A sound signal will be made at the time of posting.

### 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the Tin Can Bay Yacht Club mast.
- 4.2 AP displayed ashore when the flag AP is displayed ashore the '1 minute' is replaced by 60 minutes. This changes Race Signals 'Postponement Signals'.

### 5 SCHEDULE

- 5.1 Pre-race: Refer to NoR Rule 8 Schedule  
**Note: there will not be a** Competitors meeting at the TCBYC on Saturday morning. Competitors are advised to listen in to VHF77 from 1000hrs.
- 5.2 Race – first warning signals:
  - a. The first start warning signal for Leg 1 will not before 1055hrs on Saturday 30<sup>th</sup> April 2022.
  - b. The first start warning signal for Leg 2 will not before 0725hrs Sunday 1<sup>st</sup> May 2022.
- 5.3 Post Race – Refer to NoR Rule 8 Schedule.

### 6 DIVISION FLAGS

Division 1 (Sports Boats with race numbers starting with 1	– Blue symbol / flag.
Division 2 (Trailable Yachts) with race numbers starting with 2	– Orange symbol / flag.
Division 3 (Trailable Yachts) with race numbers starting with 3	– Yellow symbol / flag.
Division 4 (Trailable Yachts) with race numbers starting with 4	– White symbol / flag.
Division 5 (multihulls) with race numbers starting with 5	– Green symbol / flag.

### 7 RACING AREA

The racing area is in the Tin Can Inlet, Wide Bay Harbour, Great Sandy Strait and Hervey Bay between north of Snapper Creek in the Tin Can Inlet to near the Urangan Boat Harbour in Hervey Bay as shown on the sketch chart in the NoR and waterproof map in the souvenir bag at registration.

### 8 THE COURSE

- 8.1 The sketch chart shows the location of start lines, finish lines, rounding marks, gates and the side on which each mark is to be left:
  - a. Leg 1 on Saturday is approximately 34km (19nm) through the Tin Can Inlet, Wide Bay Harbour and the Great Sandy Strait between north east of Snapper Creek to about Fig Tree Creek Fraser Island south of Garrys Anchorage.
  - b. Leg 2 on Sunday is approximately 50km (28nm) through the Great Sandy Strait and Hervey Bay between about north west of Dream Island to about north east of the Urangan Boat Harbour.
- 8.2 The course may be changed by relocating the start line or by shortening course.

### 9 MARKS

- 9.1 Rounding marks will generally be lateral navigation marks (many beacons have been replaced by buoys over the last year) with the exception of the Saturday Leg 1 Mark B gate mark (to the west of Mark B) and Mark C and Sunday Leg 2 Mark D and Mark D gate (to the East of Mark D) which will be boats displaying a yellow flag and a letter board (black Letter on white background) indicating their respective mark.
- 9.2 Rounding marks may be attended by course mark boats (flying a yellow flag and displaying the relevant letter board) from which mark roundings will be recorded. Patrol boats (flying a white flag) may assist in identifying

race numbers of boats rounding marks. Except in the case of exceptional circumstances Race numbers will not be recorded at Sunday marks A, E, H and I and some of the other Marks may fail to have Mark Boats in attendance. If you are not sure that your race number has been recorded when rounding a mark or finishing (too far away or blanketed by other boats) you must report your mark rounding Race Number and Time to Race Control on VHF 77.

- 9.3 Leg 1 course marks will be:
- Start committee boat and pin end boat, pass between boats observing inflatable distance marks if used;
  - Mark A Green Buoy T1 leave on your port side;
  - Mark B Red Buoy S38 leave on your starboard side and pass between S38 and a gate boat (to the west of Mark B);
  - Mark C (a marker boat) leave on your port side;
  - Finish committee boat and pin end boat, pass between boats observing inflatable distance marks if used.
- 9.4 Leg 2:
- Start committee boat and pin end boat, pass between boats observing inflatable distance marks if used;
  - Mark A Red Beacon S26 leave on your starboard side;
  - Mark B Red buoy S24 leave on your starboard side;
  - Mark C green beacon S23 leave on your port side;
  - Mark D (a marker boat) leave Mark D on you port side and pass between Mark D and the gate boat (to the east of Mark D);
  - Mark E Green Beacon S13 leave on your port side;
  - Mark F Green Buoy S11 leave on your port side;
  - Mark G Green Buoy S7 leave on your port side;
  - Mark H Green Beacon S5 leave on your port side;
  - Mark I North Cardinal Beacon BWN leave on your port side;
  - Finish committee boat and pin end boat, pass between boats observing inflatable distance marks if used.
- 9.5 Starting and finishing marks will be boats identified by the committee boat – flying a burgundy HBSC pennant and the starting / finish symbols /flags and the pin end boat flying a yellow pennant. The finish symbols / flags will be a blue flag and code flag S if shortened course with division flags if the finish line does not apply to all divisions.

## 10 AREAS THAT ARE OBSTRUCTIONS

The sketch map provided is a rough guide only and should not be relied on for navigation.

There are many areas of obstructions (that are hazards to your safe navigation and the safety of boat and crews) along the course in the form of floating or submerged debris (particularly with recent flood events), sand, mud, shelly shoals (constantly moving over time, particularly across the Sherridan Flats between Mark B and Mark C Sunday and along the Tin Can Inlet and Fraser Island), mangrove outcrops, some rocks, wrecks, rocky shores and coral reefs particularly on the second leg of the course especially from Mark F past the Duck Island, Picnic Island, Little Woody and Big Woody, across to Round Island and into the Urangan Boat Harbour.

There is also areas of rough and potentially dangerous weather and sea state especially in the case of tide flowing against the wind and particularly but not limited to if there is a lot of S and SW in the wind direction including but not limited to from about south of and past Mark A, to and past Mark B Saturday, from about Mark B towards Mark C and from about Mark D to the Urangan Boat Harbour Sunday and openings to open water including the Wide Bay Bar (to the Pacific Ocean) some considerable distance to the east of Saturday Mark A and Hervey Bay (to Hervey Bay and the Coral Sea) immediately to the north of Sunday Marks G, H and I.

This list of obstructions and dangerous weather and sea state is not exhaustive and there will be other obstructions and dangers that you may encounter and need to avoid that may not be mentioned above and may not be known.

While only those navigation marks that are depicted as course marks need to be observed in respect to sailing the course each boat must use a current navigation chart to safely avoid obstructions mentioned or not.

## 11 THE START

11.1 The race legs will be started as follows:

The boat types are started in Divisions in the order, warning symbols / flags and intervals listed below.

DIVISION 4 10 minute interval	Type 1 Monohulls – 4?? race numbers	WHITE SYMBOL / FLAG
DIVISION 3 10 minute interval	Type 1 Monohulls – 3?? race numbers	YELLOW SYMBOL / FLAG
DIVISION 2 10 minute interval	Type 1 Monohulls – 2?? race numbers	ORANGE SYMBOL / FLAG

DIVISION 1                      Type 2 Monohulls – 1?? race numbers    BLUE SYMBOL / FLAG

10 minute interval

DIVISION 5                      Type 3 Multihulls - 5 race numbers        GREEN SYMBOL / FLAG

The starting order and starting intervals may be varied at the discretion of the race committee. Divisions 4, 3 & 2 starts maybe combined as one start. It is your responsibility to watch out for and obey the starting signals. Small slow Type 3 Division 5 multihulls may be directed to start with Type 1 Division 4 monohulls.

11.2 The race will be started using the following signals:

Warning - At five (5) minutes before the start – The Division Warning Signal will be displayed;

Preparatory - At four (4) minutes before the start – The Preparatory Signal either Code Flag P, I, Z, Z with I, U or black flag will be displayed;

One minute - At one (1) minute the Preparatory Signal lowered;

At the start – The Division Warning Signal lowered;

11.3 The starting line will be in an imaginary line between the mast / staff displaying the burgundy HBSC pennant on the start committee boat and the mast / staff displaying a yellow pennant on the pin end boat. The committee boat may be located at either the starboard or port end of the line.

Inflatable starting line limit marks may be laid at or near the committee boat and the pin end boat, in which case boats shall pass between the limit marks any boat passing between a limit mark and the committee boat or pin end boat will be disqualified.

The normal location of the start lines shown on the sketch chart are:

- a. On Saturday north east of Norman Point in the Tin Can Inlet.
- b. On Sunday north west of Dream Island in the Great Sandy Strait.

The location of the start lines may be changed and boats must watch for signals on the committee boats and listen out for information on VHF 77.

11.4 Boats in the starting area whose division warning signal has not been made shall avoid the starting area during the starting sequence of other divisions. [DP]

11.5 Boats that do not start within 30 minutes after the last division's starting signal may be scored Did Not Start without a hearing. [DP]

11.6 Individual recalls RRS 29.1 Individual Recall Code Flag "X" applies and boats must comply with RRS 29.1 and RRS 30 Starting Penalties. OCS boats that use their engines to return to the pre-start side of the start line in light winds and strong tides must return across the extensions of the line. Code Flag X will be lowered 4 minutes after the start OCS start or earlier if all OCS return to start correctly.

11.7 General recalls RRS 29.2 General Recall applies to the Division start just signalled and starts for any succeeding Divisions will follow the new start.

## **12 CANCELLATION, ABANDONMENT or CHANGE OF COURSE**

According to impacts of prevailing weather, tide, wind, sea state conditions on the safety of boats or the ability of boats to complete a Leg of the course within the Time Limit or safely then the race or a Leg may be cancelled (notification by email, SMS or phone), abandoned (RRS Abandonment Signals) or the course changed in any of the following ways.

12.1 The start line location may be shifted by the start committee boat flying the HBSC pendant and displaying Code Flag N (abandonment) and Code Flag L (follow me) and boats must promptly follow the committee boat up the course to a more favourable start line location.

12.2 The finish line location may be shifted by shortening course according to RRS 32.2

The course may be shortened according to RRS 32.2(a) at a rounding mark in which case boat the finish line will be between the staff on the finish committee boat displaying a burgundy HBSC pennant, Blue finish flag and code flag S and the rounding mark and boats finishing must pass between the finish committee boat and the rounding mark.

Except where possible a finishing line Mark Boat (pin end displaying a yellow pennant) will be located near the shortened course rounding mark to assist in recording race numbers finishing and the safe unimpeded navigation and passage of commercial and recreation boats past lateral navigation marks. In such cases the finish line will be between the flag staff displaying the finish signals on the finish committee boat and the pin end boat and boats must pass between the finish committee boat and the finish pin end boat to finish. This changes RRS 32.2(a)

Or

The course may be shortened according to RRS 32.2 (b) in which case the finish line will be between the flag staff displaying the finish signals on the finish committee boat and the flag staff on pin end boat and boats finishing must pass between the finish committee boat and the finish pin end boat.

### **13 THE FINISH**

13.1 The finishing line shall be an imaginary line between the mast displaying the burgundy HBSC pennant and the Blue Flag on the finish committee boat and the mast displaying a Yellow pennant on the pin end boat. Boats will finish by passing between the committee boat and the pin end boat. SI 12.2 may change this.

The finish committee boat may be on the starboard or port end of the finish line.

An inflatable finishing limit mark may be laid at or near the committee boat and / or the pin end boat in which case yachts shall pass between the inflatable marks. The use of a limit mark does not alter the finish line defined above.

On Saturday the finish line will normally be approximately North West of Fig Tree Creek towards the western side of the channel near the Green Lateral Beacon S37 (south of Garrys Anchorage) as shown on the sketch chart.

On Sunday the finish line will normally be approximately in the vicinity of Red Beacon EU2 North West of Datum Point on Big Woody Island as shown on the sketch chart.

In the case of a shortened course the finishing line and location will be as per Clause 12.2 above.

13.2 Yachts not clearing the finish area quickly and adversely affect the finish of other boats may be disqualified. [DP]

13.3 If the finish committee boat is absent when a boat reaches the finish line location, she must report her finish time, her estimated position and her position in relation to nearby boats, to Race Control on VHF77 immediately and take instructions from Race Control.

### **14 PENALTY SYSTEM**

The following rules are changed.

RRS Rule 42.3 (h) & (i) to permit propulsion using an engine or any other method, where adverse conditions of light wind and a strong overpowering tide make it otherwise impossible to avoid contact with a Course Official boat, other vessel or object, promptly and safely help a person or other vessel in danger, avoid or get clear of grounding or collisions, return to the correct side of a mark, the pre start or pre finish side of a start or finish line (only around the extensions of such lines), to pass through the finish line in a timely manner (preferably within 30 minutes of the time limit) and enter Garrys Anchorage (Saturday), the Urangan Boat Harbour (Sunday) or some other safe anchorage or landfall before the setting of the sun.

RRS Rule 44.1 Taking a Penalty and RRS 44.2 One Turn and Two Turns Penalty apply.

RRS Rule 44.3 except in the case of rendering assistance (where redress for lost time may be given) the Scoring Penalty for using a motor or any other method shall be 10% to the elapsed time of the Leg for each time an engine or other method is used.

Boats that collide with a race official boat may incur disqualification without a hearing Discretionary Penalty [DP].

Boats must abide by the Basic Principles of Sportsmanship and the Rules which includes competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce (in particular for themselves) when a boat breaks a rule and is not exonerated it will promptly take an appropriate penalty, which may be to retire.

Boats must promptly advise Race Control VHF 77 of the use of a motor, an infringement and the penalty they elect to take, neglect to do so may incur an additional [DP] of 10% applied to the elapsed time of the Leg on which an incident occurs.

Breaches of Queensland Government Regulations and permits may incur disqualification without a hearing [DP].

### **15 TIME LIMIT AND SCORES**

The time limit for Leg 1 Saturday is 1600hrs and for Leg 2 Sunday is 1530hrs. On any leg if one boat finishes within the time limit of that leg boats that finish within 30 minutes of the time limit will be given their finish time for that leg. Boats that are unlikely to finish within the above time limits are expected to start their motors and pass through the finish line within 30 minutes after the time limit to avoid the dangers and delays caused by stragglers. Such boats will be given a finish time equal to the time limit plus 30 minutes without a hearing.

In the case of a shortened course the time limit for that Leg may be reduced to assist boats to reach safe anchorage or harbour before last light.

## 16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the race headquarters at the registration desk at the Tin Can Bay Yacht Club on Saturday morning before 1000hrs, from the 'sign off boat' on Saturday afternoon in the southern entrance to Garrys Anchorage, at the southern most public ramp in the Urangan Boat Harbour and thereafter at the Hervey Boat Club boardroom.
- 16.2 The protest time limit to notify Race Control VHF 77 of an intention to protest is 30 minutes after time of the incident. Thereafter a protest form must be obtained from one of the race headquarters mentioned above within in 60 minutes of finishing and thereafter a completed protest form with a protest fee of \$25 must be delivered to one of the race headquarters mentioned above within 60 minutes.
- 16.3 Parties to a protest will be notified no later than 60 minutes after the protest time limits above to inform competitors of hearings to which they are parties or named as witnesses.
- Hearings will be held in the protest room, located at the boardroom of the Hervey Bay Boat Club beginning at the time advised.
- 16.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.5 On the Sunday a request for redress based on a Race Committee or Protest Committee decision shall be delivered no later than 30 minutes after the decision was posted.

## 17 SCORING

Scoring will be as per NoR 12.

**Fairness in scoring is another fundamental concern** for the race committee and all Bay to Bay competing boats. A Check List has been provided to each boat to assist in your understanding of your requirements and obligations.

## 18 SAFETY

- 18.1 **Safety is the fundamental concern** for the race committee and all Bay to Bay competing boats and support boats. A Check List has been provided to each boat to assist in your understanding of your requirements and obligations.

**Attention is drawn** to the Australian Sailing (AS) Special Regulations (SR) 2021 Section 1 and the Racing Rules of Sailing (RRS) 2021-2024 **RRS 1 Safety 1.1 Helping Those in Danger** A boat, competitor or support person shall give all possible help to any person or vessel in danger **Every boat is expected to adopt a buddy system where** they look out for the wellbeing and safety of fellow competitors and support boats both a running system for boats around them during the race and a system of accounting for acquaintances before, during and after the race with an obligation to advise Race Control VHF 77 of any person or boat potentially in danger or known not to have reached safe harbour (Garrys or Urangan Boat Harbour) in a timely manner, **RRS 1.2 Life Saving Equipment and Personal Flotation Devices** A boat (racing or support boat) shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, **Each competitor** (or support boat person) **is individually responsible for** wearing a personal flotation device adequate for the conditions **RRS 3 Decision to Race** The responsibility for a boat's (including a support boat) decision to participate in a race or continue racing is theirs alone, **AS prescription to RRS 48** Limitations on Equipment and Crew ... a boat shall carry also, equipment specified in and otherwise comply with the Special Regulations of AS set out in Part 1 noting at 1.02.2 these Special Regulations do not replace, but rather supplement, the requirements of governmental authority (Queensland Recreation Boating and Fishing Guide), the Racing Rules of Sailing and the rules of class associations and rating systems.

- 18.2 **On the water sign on and sign offs** will be conducted from a race official boat flying a white pennant. Boats that do not observe a confirmation sign on / off dip of a flag from the sign on / off boat as they pass the sign on / off boat or have not passed the sign on boat must sign on / off by positive communication to the sign on / off boat (Urangan Boat Harbour outer finger Sunday) on VHF 77 call sign 'sign on' or 'sign off'. The on the water sign on / off locations and times will be as follows:

### Saturday Leg 1:

- On the water **'sign on' in the vicinity of** the Red Beacon as you leave Snapper Creek between 1000hrs and 1100hrs.
- On water **'sign off' in the southern entrance to Garrys Anchorage** as you enter the anchorage near the first Red Beacon from the finish of the first boat to 1700hrs.

### Sunday Leg 2:

- On the water **'sign on' in the northern entrance to Garrys Anchorage** near the last Red Beacon as you leave the Anchorage from 0630hrs until about 0730 hrs.

- b. **On the water ‘sign off’** from the outer finger in the Urangan Boat Harbour from the finish of the first yacht to about 630hrs depending on how the leg unfolds. NOTE At the Urangan Boat Harbour boats are not permitted to pull up or tie at the outer finger sign off.
- 18.3 **If you have registered for a leg of the course and** you do not start, retire, do not finish, do not anchor in Garrys Anchorage Saturday or moor in or retrieve your boat from the Urangan Boat Harbour Sunday or otherwise suffer endangering damage, crew health issues or other endangering sailing conditions or circumstance or cannot continue to race or proceed to safe harbour **you must positively advise Race Control** by VHF 77 or mobile phone 0427 628 511 at the first reasonable opportunity. Either on your own or via someone close by.
- 18.4 **If for any reason you suspect or know** your race number has not been positively recorded at any sign on / off, mark rounding or finish you must positively advise Race Control on VHF 77 or mobile phone 0427 628 511 at the first reasonable opportunity. Positively means a confirmation from the receiver of a communication.
- 18.5 **Any boat that cannot be accounted for by** the above processes will be advised to a volunteer marine rescue organization as a missing, potentially in danger boat and persons and subsequently to the Queensland Water Police and the Australian Maritime Safety Authority.

## 19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Substitution of crew or damaged or lost equipment will not be allowed without prior approval by the race committee.
- 19.2 Requests for substitution shall be made to the race committee at the first reasonable opportunity by contacting Race Control by either VHF 77 or mobile phone 0427 628 511.

## 20 EQUIPMENT AND MEASUREMENT CHECKS

On the water, a boat may be inspected by a member of the race committee or the technical committee. Ashore a boat may be required to be inspected or measured at a time and place advised by mobile phone, VHF 77 or in person by Race Control or a member of the race committee.

## 21 EVENT ADVERTISING

Boats shall display advertising supplied by the organizing authority in the form of a sticker on the hull or equipment.

## 22 OFFICIAL BOATS

Bay to Bay participants must accept, respect and assist the following official boats in the performance of their important roles. While every boat in the event is charged They are the eyes and ears for the supervision, monitoring of the progress of boats in the event and it is your cooperation with them that will

- a. **Course mark boats** – flying a yellow pennant and displaying a Mark letter board may be anchored near a mark of the course (in the case of Saturday Mark B Gate and Mark C and Sunday Mark D and Mark D Gate official boats will be the Mark).  
**Mark boats’ primary role is** to keep a running record at their Mark of weather, tide and sea state conditions, Race Numbers of boats rounding, first and last boat of each Division rounded, running tally of boats rounded, a running tally of boats not yet rounded, record and advise Race Control VHF 77 of any change in weather, tide, sea state at their Mark, the Race Number (with a note) of any boats that are motoring or may have retired, or has not rounded a mark in a timely fashion (even if they pass the wrong side of a mark)  
Mark A, E, F, H or I on Sunday will not normally have a course mark boat.
- b. **Course patrol boats** – flying a white pennant will be stationed along the course as the fleet progresses. **Patrol boats’ primary role is to provide first response help** to any person or vessel in danger, **advise Race Control VHF 77 of** any person or vessel in danger or not proceeding to sail normally along the course (broken gear, motoring, not observing marks, retiring from the course, **transport of first aiders**, advise race control and rescue organization boats of boats, sailing or motoring back or to an alternate destination requiring assistance, **perform the on the water ‘sign on / off’, assist Start, Mark and Finish boats** record race numbers of boats.
- c. Start and finish line committee and Pin End boats – display start signals and record start line infringements, display finish signals and record race numbers finish times and record finish line infringements.
- d. **Race Control boat** – display a white pennant and provide an on course race headquarters while each leg is being sailed.
- e. **Rescue organization boats** from the Tin Can Bay Coast Guard, Sandy Strait Coast Guard and Volunteer Marine Rescue Hervey Bay – supervise the fleet and perform rescue operations.

## 23 SUPPORT BOATS



Support boats will stay clear of boats that are racing from the time of the preparatory signal until boats have cleared the finish line or boats have retired or the race committee signals a postponement, general recall or abandonment.

## **24 TRASH DISPOSAL**

All boats must carry sufficient storage for trash or sewage generated during the race and transfer such trash or sewage to a support boat after each leg or to trash bins or sewage pump out facilities at the Urangan Boat Harbour. There are no trash collection bins or sewage pump out facilities along the course or at Garrys Anchorage. Trash or sewage must not be discharged anywhere along the course.

## **25 RADIO COMMUNICATION**

Each boat shall carry sufficient VHF radio and mobile phone communication resources for the duration of the Bay to Bay and extra days in the case of unforeseen weather or gear failure including sufficient battery capacity to contact or be contacted by Race Control, Patrol Boats, Mark Boats, Tin Can Bay Coast Guard, Sandy Straits Coast Guard, Volunteer Marine Rescue Hervey Bay or the Australian Maritime Safety Authority on the following call signs and frequencies:

- a. Race Committee - VHF 77 - call sign Race Control
- b. Patrol Boat 1,2,3, etc - VHF 77 - call sign Patrol Boat 1 or 2 or 3 etc.
- c. Mark Boat A, B, C etc. - VHF 77 – call sign Mark Boat A or B or C etc.
- d. Sign on / off Crew - VHF 77 – call sign ‘Sign on’ or ‘Sign off’
- e. Coast Guard Tin Can Bay - VHF 82/77 – call sign VMR417 or Coast Guard Tin Can Bay
- f. Coast Guard Sandy Straits - VHF 82/77 – call sign VMR421 or Coast Guard Sandy Straits
- g. Volunteer Marine Rescue Hervey Bay - VHF 73/77 – call sign VMR466
- h. Australian Maritime Safety Authority – EPIRB

Except in the case of an emergency or a retirement a boat that is racing shall not make to or receive voice or data transmission communication that is not available to all boats.

## **26 PRIZES**

Prizes will be given as per the NoR 12.

In the interest of inclusiveness first time Bay to Bay entries will be given an arbitrary PBH. If a first time arbitrary PBH is found to be unfair to long term Bay to Bay entrants then such an arbitrary PBH ratings will be corrected to be equal to the 41<sup>st</sup> Back Calculated PBH + 1.5%. before final results and trophy winners are published.

## **27 DISCLAIMER OF LIABILITY AND INSURANCE**

Competitors participate in the Bay to Bay entirely at their own risk. See RRS 3, Decision to Race and AS Special Regulations Rule 1.02 Responsibility of person in charge, 2.02 General requirements. The HBSC will not accept any liability for material damage or loss or personal injury or death sustained in conjunction with, prior to or after the Bay to Bay.

Refer to the NoR 13 & 14 and Check List.

## **28 FURTHER INFORMATION**

Refer to NoR 15 and Check List