



# Sailing Instructions

## Hervey Bay Boat Club

### 45<sup>th</sup> Annual Bay to Bay Trailable Yacht Race

### Saturday 2<sup>nd</sup> May and Sunday 3<sup>rd</sup> May 2026

*Tin Can Bay to Hervey Bay Queensland Australia*  
*Conducted by the Hervey Bay Sailing Club*  
*On the country and waters of the Butchulla people*



Supported by naming rights

sponsor *Hervey Bay Boat Club*, major sponsors *Harken Australia* and *North Sails* and minor sponsors in the souvenir program, Australian Sailing, Queensland Sailing, Tin Can Bay Yacht Club and Hervey Bay Boat Club Yacht Squadron, QF17 Tin Can Bay, QF21 Sandy Straits and MRQ Hervey Bay, Queensland Government, Fraser Coast Regional Council, Gympie Regional Council, community boat owners, others.

*Please support our kindred clubs, rescue organizations and sponsors*

*View previous race images by Julesmagic.com*

## 1 RULES

1.1 Refer to **Notice of Race** (NoR) 2.

### 1.2 Australian Sailing (AS) Prescriptions:

- a. **These AS prescriptions will not apply** RRS 26 No handicap starts, RRS 88.2 (No AS prescription altered), RRS 91 (No international juries appointed), RRS Appendix G Identification on sails (boats are identified by a HBSC race number **NoR 7**).
- b. **These AS prescriptions apply** 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 65 Damages, **Appendix J** 1.1 notice of race information, **Appendix J** 2.1 sailing instructions apply.

1.3 **Other documents** include the Check List and Further Information [www.herveybaysailingclub.org.au](http://www.herveybaysailingclub.org.au).

1.4 **Changed racing rules** – refer to **NoR** 2.3 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 37 Search and Rescue Instructions **SI** 2 f.
- f. RRS 42.3 (h) & (i) & 44.1, 44.2 & 44.3 are changed by **SI** 14;
- g. RRS 61 & 62 are changed by **SI** 16;
- h. **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 1 May 2026** on [www.herveybaysailingclub.org.au](http://www.herveybaysailingclub.org.au);
- b. **Tin Can Bay** Saturday – the official event notice board at the TCBYC from 0800 - 0930hrs, 8:00 - 9:30am perhaps in the Race souvenir bag, from Race Control VHF77 from about 0945hrs, 9:45am;
- c. **Leg 1** from Race Control VHF 77 1000 – 1600hrs 10:00am – 4:00pm;
- d. **Garry's Anchorage** from Race Control VHF 77 – Saturday from the finishing time of the last yacht until 1800hrs, 6:00pm - Sunday from 0600hrs, 6:00am;
- e. **Leg 2** from Race Control VHF 77 700 - 1700hrs 7:00am – 5:00pm
- f. **Hervey Bay** – Sunday - south of the fuel pontoon immediately adjacent to the public boat ramps from the finish time of the first yacht until two hours after the finish time of the last yacht, Urangan Ramp VHF 77.
- g. **After that** in the Board Room of the Hervey Bay Boat Club at the Boat Harbour.
- h. **During the racing** - from at least 0945 - 1800hrs 9:45am – 6:00pm Saturday and 0600 - 1700 hrs 6:00am – 5:00pm on Sunday (listen out for hours of communication changes each day) - **Contact between** the race committee and competitors will be by Race Control VHF 77 or mobile 0427 628 511. **Due to the nature of the event** passage race, boats spread over long distances along the

course **all participating boats** including official and support vessels **must monitor** Race Control communications on VHF 77 **at all times** for search and rescue and other instructions. **Code Flag V** will not be displayed. **All** boats are reminded of the '**Buddy System**' said in **SI 18.1** and **NoR 1.4**

- i. **Boats must monitor** Race Control VHF 77 at all times;
- j. **A notice about** boats signed off, boats yet to sign off and the safe passage or otherwise to the Bay to Bay fleet will be given about the time the last boats are passing a mark, signing off on the water on Saturday Leg 1 and Sunday Leg 2, **Participants must advise Race Control** of any information they may have about boats notified as not signed on, not started, not passing a mark, not finished, not signed off;
- k. **Receiving Notices from** Race Control to Competitors and **keeping Race Control informed of** the safe passage or otherwise of every boat is the responsibility of participants.

### 3 CHANGES TO SAILING INSTRUCTIONS

**Changes to the Sailing Instructions (SI)** 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 1 May 2026.
- b. Perhaps **an information sheet** in the souvenir program bag.
- c. **Saturday** On the event notice board Tin Can Bay Yacht Club before 0915hrs, 9:15am and **from about** 0945hrs, 9:45am Race Control VHF 77.
- d. **Leg 2 Sunday** Race Control VHF 77 at about 1800 hrs, 6:00pm on Saturday and 0600hrs, 6:00am Sunday.
- e. Attention will be drawn by flying Code Flag L with a sound signal at the Race Headquarters TCBYC Saturday, Race Control Boat at Garrys.

### 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 Refer to **NoR 8** for the Pre-Race, Race and Post Race Schedule
- 5.2 **Start warning signals:**
  - a. The first start warning signal for **Leg 1** not before 1055hrs on Saturday.
  - b. The first start warning signal for **Leg 2** not before 0725hrs unless advised as per **SI 3 (d)**.

### 6 DIVISION FLAGS – (Start Warning Signal And Other Purposes)

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

### 7 RACING AREA

The racing area is described in the **NoR 1**, **NoR 16** and water resistant map.

### 8 THE COURSE

- 8.1 The Course Sketch Map shows **the location of** on the water Sign On and Off, 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 from north east of Snapper Creek to about between Fig Tree Creek and S37 south of Garrys Anchorage;
  - b. **Leg 2** on Sunday is approximately 50km (28nm) through the Great Sandy Strait and Hervey Bay from north west of Dream Island and north of S29 to north east of the Urangan Boat Harbour in the vicinity of the Red Beacon QR (EU2).
- 8.2 **The course may be changed by** relocating the start line or by shortening course.

### 9 MARKS OF THE COURSE

- 9.1 **Marks of the course will generally be** Queensland Government navigation marks shown on the sketch course map **NoR 16 with the exception of** the start and finish boats, described in **SI 9.5**, **Saturday Leg 1** Mark B Gate and Mark C (to the north west of Snout Point North Rear Lead) and **Sunday Leg 2** Mark B Gate (to the West of Mark B), Mark D (to the north west of the Red Beacon at the entrance to Wanggoolba Creek) and Mark D gate (to the East of Mark D) **which will be Course Mark Boats displaying** a yellow pennant and a board (black letter on white background) indicating

their mark. Not all navigation marks need be observed to correctly sail the course, only those shown as marks of the course. However safe navigation of the course is the responsibility of each boat.

- 9.2 **Marks of the course may be attended by** mark rounding recording boats (flying a white pennant and displaying the relevant letter board). Patrol boats (flying a white pennant without a letter board) may assist in identifying race numbers of boats at marks. **Mark rounding recording boats and Patrol boats flying a white pennant are not marks of the course. Normally race numbers will not be recorded at** Sunday marks A, E, F, H and I. **Where a Course Mark** (navigation mark or mark boat) **is not in its normal position** boats must make all reasonable attempts to sail the course as close as reasonably possible to that shown on the Course Sketch Map.

**If you think your Race Number may not have been recorded** at a rounding, Gate, finish mark, sign on, sign off boat, you must report the incident to Race Control VHF 77 your Race Number and time of passing. **You must maintain radio silence** during start sequences.

9.3 **Leg 1 course marks will be:**

(Do not pass between Mark Rounding Recording boats and a navigation mark.)

- a. **Start boats** committee and pin end, pass between the start boats (do not pass between a start boat and its inflatable distance buoy if used);
- b. **Mark A** Green Buoy T1 leave on your port side;
- c. **Mark B** Red Buoy S38 leave on your starboard side and pass between S38 and a Mark B Gate boat to the south west of Mark B (do not pass between the gate boat and its inflatable distance buoy if used or between S38 and its buoy rounding marker );
- d. **Mark C** (course mark boat to the north west of the Snout Point Rear Lead) leave on your port side (do not pass between the mark boat and its inflatable distance buoy if used);
- e. **Finish boats** committee and pin end, pass between the finish boats (do not pass between a finish boat and its inflatable distance buoy if used).

9.4 **Leg 2 course marks will be:**

- a. **Start boats** committee and pin end, pass between boats (do not pass between a start boat and its inflatable distance buoy if used);
- b. **Mark A** Red Beacon S26 leave on your starboard side;
- c. **Mark B** Red buoy S24 leave on your starboard side and pass between S24 and a Mark B Gate boat to the west of Mark B (do not pass between the gate boat and its inflatable distance buoy if used);
- d. **Mark C** green beacon S23 leave on your port side;
- e. **Mark D** leave on you port side and pass between Mark D and Mark D Gate boat to the east of Mark D (do not pass between the mark or gate boat and its inflatable distance buoy if used);
- f. **Mark E** Green Beacon S13 leave on your port side;
- g. **Mark F** Green Buoy S11 leave on your port side;
- h. **Mark G** Green Buoy S7 leave on your port side;
- i. **Mark H** Green Beacon S5 leave on your port side;
- j. **Mark I** North Cardinal Beacon BWN leave on your port side;
- k. **Finish boats** committee and pin end (do not pass between a finish boat and its inflatable distance buoy 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 flags and the pin end boat flying a yellow pennant.

10 **AREAS THAT ARE OBSTRUCTIONS, HAVE DANGEROUS WIND AND SEA STATES**

The Course Sketch Map is a **guide only** to the location of Course Marks and some obstructions, narrow channels. **Boats must use a proper, up to date chart to safely navigate their passage.**

**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 other boats, navigation marks, jetties (abandoned, in use), wrecks, floating or submerged debris, sand, mud, shelly shoals (constantly moving over time), narrow, shallow channels **particularly** but not limited to **Sunday** about the Sherridan Flats **between** Mark A, Mark B and Mark C, **generally** along the Tin Can Inlet and K'gari (Fraser Island), mangrove outcrops, wrecks, rocky shores and coral reefs **particularly but not limited to**, on the **Saturday leg** south and north of Fig Tree Creek, on the **Sunday leg** north of Mark C submerged wreck western sand bank, from Mark E past and along the eastern side of Duck Island, Picnic Island, Big Woody and the western side of Little Woody, then from south of and around Mark I Big Woody across to the finish and then from the finish between a Yellow buoy and a Marine Park buoy across to and past Round Island (stay well clear to the west but no so far west as to get involved with sand banks), through the boat harbour entrance.

**There are also areas of rough and potentially dangerous** weather, wind, sea state etc. especially where tide is flowing against the wind, there is a lot of S or SW in the wind **including but not limited to on Saturday**, from about south of and past Mark A, Mark B, Mark C and perhaps to the finish and on **Sunday** from about south of Mark B towards Mark C and from about Mark D to the Urangan Boat Harbour. **There are openings to** open water on **Saturday at** the Wide Bay Bar to the east of Mark A and on **Sunday** to the north of Marks G, H and I.

**This list** of obstructions and dangerous weather, wind and sea state **is not exhaustive and there will be other hazards** that you may encounter, need to avoid, control and reduce risk to an acceptable non disabling level that may not be mentioned, may not be known prior to these SIs, the NoR, the event.

## 11 THE START

- 11.1 **The Divisions are normally started in this order** depicted by these warning signals at 10 minute intervals:

<b>DIVISION 4</b>	Type 1 Monohulls – 4?? race numbers	WHITE FLAG
<b>DIVISION 3</b>	Type 1 Monohulls – 3?? race numbers	YELLOW FLAG
<b>DIVISION 2</b>	Type 1 Monohulls – 2?? race numbers	ORANGE FLAG
<b>DIVISION 1</b>	Type 2 Monohulls – 1?? race numbers	BLUE FLAG
<b>DIVISION 5</b>	Type 3 Multihulls - 5 ??race numbers	GREEN FLAG

**The starting order and starting intervals may be varied** at the digression of the race committee.

Division 1 may be started first, Divisions 4, 3 & 2 starts maybe combined in various ways, small slow Type 3 Division 5 multihulls may be directed to start with Type 1 Division 4 monohulls.

**It is your responsibility to watch out for and obey the starting signals** (individual boat instructions) for your division and stay clear of other divisions preparing to start [DP].

- 11.2 **Starting signals:**

**Division warning signal** - displayed at five (5) minutes before the start;

**Preparatory signal** P (I, Z, U or black flag (may be used) - displayed at four (4) minutes before the start;

**Preparatory signal flag** – lowered at one (1) minute before the start;

**Division warning signal** - lowered at the start;

- 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 (generally but not always on the starboard end) and the mast / staff displaying a yellow pennant on the pin end boat. **Inflatable starting line limit buoys** may be laid near the start boats. Any boat passing between a limit buoy and a start boat will be disqualified.

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

- Saturday** north east of Norman Point in the Tin Can Inlet.
- 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 boat and listen out for information on VHF 77.

- 11.4 **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]
- 11.5 **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 start line. **Code Flag X will be lowered** 4 minutes after the OCS start or earlier if all OCS boats have returned to start correctly.
- 11.6 **General recalls RRS 29.2** General Recall **applies to the Division start** just signalled and **starts for any succeeding Divisions** will follow that recalled Division start.

## 12 CANCELLATION, ABANDONMENT or CHANGE OF COURSE

**According to** the impact of prevailing weather, tide, wind, sea state conditions on the ability of boats to complete a Leg of the course safely or within the Time Limit the race or a Leg of the course **may be cancelled** (notification by Start Committee boat flags, website, 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 up the course by** the start committee boat flying the HBSC pendant and displaying Code Flag N (abandonment) and Code Flag L (follow me). **Boats must** promptly follow the committee boat to a more favourable start line location.
- 12.2 **The finish line location may be shifted down the course 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 **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. **Boats finishing must** pass between the finish committee boat and the rounding mark.

**Except where possible** a finishing line pin end boat 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 flag staff on the pin end boat flag staff displaying a yellow pennant and **boats finishing** 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 displaying a yellow pennant 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, staff 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 but **will normally on the starboard end Saturday and port end Sunday.**

**Inflatable finish line limit buoys** may be laid near the finish boats. Any boat passing between a finish boat and a limit buoy will be disqualified.

**On Saturday** the finish line will normally be approximately North West of Fig Tree Creek towards the western side of the channel in the vicinity of 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 QR (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 **SI 12.2** above.

- 13.2 **Yachts adversely affecting** the finish of other boats by not clearing the finish area and may be disqualified. [DP]
- 13.3 **If the finish committee boat is absent** when a boat reaches the finish line location, that boat must report her finish time, her estimated position and her position in relation to nearby boats, to Race Control VHF77 immediately and take instructions from Race Control.

### 14 PENALTY SYSTEM

**RRS 42.3 (h) & (i) is changed to permit** propulsion using an engine or any other method, where adverse conditions of light wind and or a strong overpowering tide make it otherwise impossible to **avoid contact with** a Course Official boat, other vessel, lateral navigation aid or other 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. The unmistakable goal** of this is for all Bay to Bay boats to safely sail the course and to reach safe anchorage or safe landfall by sun set.

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

**RRS 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 use of a motor.

**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, neglecting 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 FINISHING TIMES**

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. This Changes RRS 35. Boats that are unlikely to finish within the above time limits are expected to start their motors and pass through the finish line under motor by 1645hrs Saturday 16:15hrs Sunday. The unmistakable goal of this is to avoid the dangers and delays caused by stragglers and out of time boats on the course after sunset.**

**In the case of a shortened course** the time limits for that Leg may be reduced (Notified by Race Control on VHF77) **to assist boats** to finish and reach safe anchorage or harbour before sunset.

## **16 PROTESTS AND REQUESTS FOR REDRESS**

- 16.1 **Protest, request for redress forms will be available at** the race headquarters at the registration desk at the Tin Can Bay Yacht Club on Saturday morning before 0930hrs, from the 'sign off boat' on Saturday afternoon in the southern entrance to Garrys Anchorage, the ramp crew 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, mobile 0427 628 511 of an intention to protest, request redress is 30 minutes after the 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 Race Control should be notified of a completed form**, the completed form with a fee of \$25 must be delivered to one of the race headquarters mentioned above within 60 minutes of notifying Race Control VHF 77.
- 16.3 **Parties to a protest, request for redress will be notified no later than 60 minutes after the time limits above to inform competitors of** hearings to which they are parties or named as witnesses. **Hearings will be held** in the boardroom of the Hervey Bay Boat Club Sunday afternoon, evening beginning at the time advised by Race Control.
- 16.4 **Notices of protests by** the race committee, technical committee or protest committee will be posted to inform boats affected 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 a fundamental concern** for the race committee and all Bay to Bay competing boats. **You are reminded of** the Basic (fundamental) Principles Sportsmanship and the rules **NoR 2.1a. A Check List** will be 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** will be provided to each boat **to assist in** your understanding of your requirements and obligations. **Every** boat and official and support vessel **must adopt** the 'Buddy System' said in **SI 2.f and NoR 1.4 (iv)**.
- 18.2 **Attention is drawn to the NoR 1, 2, 4 and the fact that** the NoR, SIs, Racing Rules of Sailing and the Special Regulations of AS **do not replace, but rather supplement**, the requirements of government legislation and publications.
- 18.3 **On the water sign on and sign off** will be conducted from a race official boat flying a white pennant. **Boats must take all reasonable steps to pass close enough to** the Sign On/Sign Off boat to enable an observable positive confirmation sign on / off dip of a flag, nod, thumbs up from the sign on / off boat as they pass. Boats that don't experience the said confirmation or do not pass the sign on / off boat (Urangan Boat Harbour outer finger Sunday) must sign on / off by positive communication to the sign on / off boat or Urangan Boat Harbour finger must advise Race Control on VHF 77. **Boats are requested to maintain VHF 77 sign on/sign off radio silence from** when an impending starting sequence is announced on VHF 77. The on the water sign on / off **locations are shown on the NoR 16 Course Sketch Map** and those locations and times (unless advised otherwise by Race Control VHF 77 will be:

### **Saturday Leg 1:**

- a. **On the water 'sign on'** in the vicinity of the Red Beacon as you leave Snapper Creek between 0945 - 1045hrs, 9:45 – 10:45am.



- b. **On water 'sign off'** in the southern entrance to Garrys Anchorage as you enter the anchorage near the first Red Beacon from about 30 minutes after the finish of the first boat to when all boats signed off or about 1700hrs, 5:00pm.

#### **Sunday Leg 2:**

- a. **On the water 'sign on'** in the northern entrance to Garrys Anchorage near the last Red Beacon as you leave the Anchorage from 0630 - 0800hrs 6:30 – 8:00am or until all boats have signed on.
- b. **On the water 'sign off'** from the outer finger in the Urangan Boat Harbour from about 30 minutes after the finish of the first yacht to about 1645hrs 4:45pm.

**NOTE Boats are not permitted to** pull up or tie at the Urangan Boat Harbour outer finger where the sign off is located.

- 18.4 **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 significant, endangering damage, crew health issues or other endangering sailing conditions or circumstance or cannot continue to race or proceed to safe harbour **or you know of another boat** in such circumstances **you must positively advise Race Control** by VHF 77 or mobile phone 0427 628 511 at the first reasonable opportunity.
- 18.5 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 your race number, position on the course and time. **Positively means** a confirmation from the receiver of a communication.
- 18.6 **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**

Requests for substitution of crew or damaged or lost equipment 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. **You are again reminded of the basic, fundamental principles in NoR 2.1a.**

#### **21 EVENT ADVERTISING**

**NoR 3.**

#### **22 OFFICIAL BOATS**

While every boat in the event is charged with their own responsibilities **course official boats are** the eyes and ears for the supervision, monitoring of the safe, orderly progress of boats, **you must assist them** in every way possible.

- a. **Course official boats** are described in **SI 9, 11, 12. The primary role of** course mark boats is to keep a running record at their station of weather, tide and sea state conditions, Race Numbers of boats passing, the first and last boat of each Division, a running tally of boats rounded, a running tally of boats not yet rounded, record and advise Race Control VHF 77 (all boat can hear) of any change in weather, tide, sea state at their station, the Race Number (with a note) of any boats that are motoring or otherwise retired, pass the wrong side of a mark or have not rounded a mark in a timely fashion.
- b. **Course patrol boats** – flying a white pennant will be stationed **on the course side of the start line** (to assist the starter with boats started, start line infringements, **on the finished side of the finish line** (to assist the finisher with boats finished, finish line infringements, retirements), **at the Saturday sign on, sign off, Sunday sign on** to assist Race Control with boats on the water (Sunday sign off is on the outer finger inside the Urangan Boat Harbour).

**The primary role of course boats not recording race numbers** is to attempt to provide first response help to any person or vessel in danger, advise Race Control VHF 77 (all boats can hear) , a marine rescue organization, 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 finish line infringements.
- d. **Race Control boat** – flying a white pennant and provide an on course race headquarters.
- e. **Rescue organization boats** from the Tin Can Bay Coast Guard, Sandy Strait Coast Guard and Volunteer Marine Rescue Hervey Bay – assist with the supervision of the fleet and perform rescue operations.

## 23 SUPPORT BOATS

**Competitor support boats must** (except in case of boats in danger or retired) 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, oil disposal station, sewage pump out facilities at the Urangan Boat Harbour. **There is no trash collection bin, oil disposal station, sewage pump out facilities along the course or at Garrys Anchorage. Trash or sewage must not be** discharged anywhere along the course and boats that do may be disqualified [DP].

## 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, charging capability **to be able to** contact or be contacted by other participants, Race Control, Patrol Boats, Mark Boats, QF17 Tin Can Bay, QF21 Sandy Straits, MRQ 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. **QF17 Tin Can Bay** - VHF 82/77 – call sign QF17 Tin Can Bay
- f. **QF21 Sandy Straits** - VHF 82/77 – call sign QF21 Sandy Straits
- g. **MRQ Hervey Bay** - VHF 73/77 – call sign MRQ Hervey Bay
- 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.

## 27 DISCLAIMER OF LIABILITY AND INSURANCE

Refer to the **NoR** 1, 2, 4.3, 13 & 14.

## 28 FURTHER INFORMATION

Refer to **NoR** 15.