



BRISBANE TO KEPPEL TROPICAL YACHT RACE

20 JUNE 2024 | START 11AM

Go Tropbo

SAILING INSTRUCTIONS

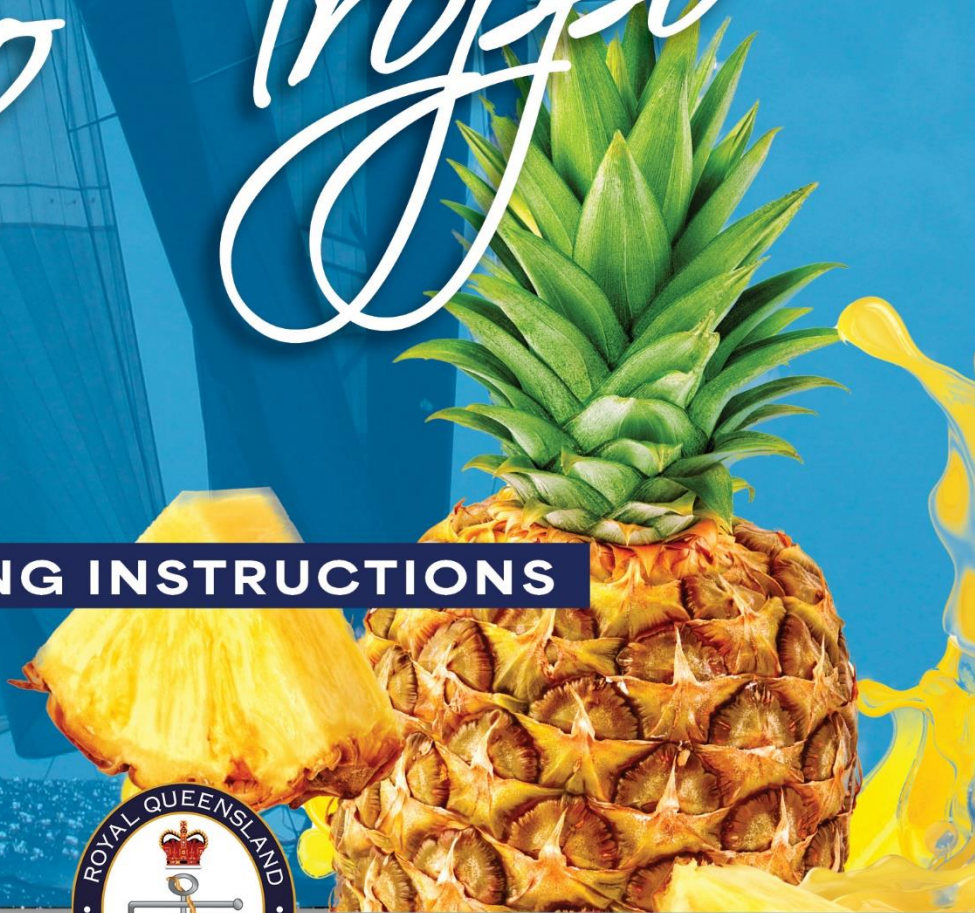


TABLE OF CONTENTS

1.	RULES	3
1.1	General	3
1.2	Special Regulations	4
1.3	Alterations to the Rules	4
2.	CHARTS	5
3.	SIGNALS MADE ASHORE & REGATTA OFFICE	5
4.	NOTICES TO COMPETITORS & CHANGES TO THE SAILING INSTRUCTIONS	6
5.	SCHEDULE	6
6.	Categories	6
7.	SCORING AND HANDICAPS	7
7.1	IRC Category	7
7.2	ORCI Category	7
7.3	PHS Categories	7
7.4	OMR Category	7
8.	COMMUNICATIONS	7
9.	THE START	8
10.	BOATS STARTING LATE	9
11.	COURSE AND MARKS	9
11.1	Environmental Exclusion Zone	9
11.2	Course	10
11.3	TEMPORARY DISCONTINUANCE FROM RACING (Amends RRS 41 and 45)	10
12.	FINISHING LINE	11
13.	TIME LIMIT	11
14.	ALTERNATIVE PENALTIES	11
15.	PROTESTS	11
16.	ARBITRATION	12
17.	DECLARATION FORMS	12
18.	TROPHIES AND PRESENTATION	13
19.	USE OF IMAGES and RECORDINGS	13

SI Attachment A – Communications Instructions – Page 13.

SI Attachment B – RRS Appendix RV – Page 20.

SI Attachment C – Finish Declaration – Page 22.

1. RULES

1.1 GENERAL

- 1.1.1 At any time before the warning signal, the Race Committee (RC) may be required to cancel or modify the event in response to QLD Government directions.
- 1.1.2 The race shall be governed by the current (refers to as at 1 July 2024) versions of:
- a. The rules, as defined in the current Racing Rules of Sailing (RRS) of World Sailing (WS).
 - b. The International Regulations for the Prevention of Collisions at Sea (IRPCS).
 - c. The Transport Operations (Marine Safety) Act 1994 (QLD) and subordinate regulation.
 - d. The IRC 2023 Rule Parts A, B and C shall apply.
 - e. The current ORCi Rating System Rules.
 - f. The current OMR Rating System Rules.
 - g. The prescriptions and special regulations of Australian Sailing Part 1(Special Regulations).
 - h. When there is a conflict between the Notice of Race, Sailing Instructions and other Race Documents, including the RRS, the Sailing Instructions will take precedence.
- 1.1.3 Nothing in the Notice of Race or Sailing Instructions relieves a boat of her responsibility under civil law to comply with IRPCS or local regulations.
- 1.1.4 Between sunset and sunrise, RRS APPENDIX RV, attached at Appendix B, will apply. This changes the definitions of Keep Clear, Mark—Room, Room, and Zone. A new definition of **Overtaking** is added.
- 1.1.5 Under WS Appendix 1 Regulation 20.3.1 (d) (i), Yachts shall display the supplied series sponsor's advertising on the forward sides of the hull. If provided by the organisers, a sponsor's race pennant shall be flown from the backstay of each competing yacht from the Warning Signal until the presentation of prizes.
- 1.1.6 Those taking part in the 2024 Brisbane to Keppel Tropical Yacht Race (B2K) do so at their own risk and responsibility. The Royal Queensland Yacht Squadron Ltd. (RQYS) and the Race Sponsors are not responsible for the seaworthiness of a yacht whose entry is accepted, or the sufficiency or adequacy of its equipment. RQYS and the sponsors are not responsible for any damage or injury, either ashore or at sea, to persons or yachts which might result from participating in this race. Attention is drawn to the RRS Fundamental Rule 3.
- 1.1.7 After starting and before passing the Northwest Fairway mark, a boat in accordance with RRS 42.3(i), may use her engine whilst racing:
- (a) to avoid interfering with commercial traffic or aircraft operations.
 - (b) if she has run aground.
 - (c) to avoid running aground.
 - (d) to avoid a collision.

- 1.1.8 The engine use must be logged, and a declaration made at the regatta office as soon as possible after finishing.
- 1.1.9 The race committee will decide what action will be taken. Breaches of this rule may only be protested by the race committee. This alters RRS 60.1 and 60.3
- 1.1.10 It is recommended that whilst within Moreton Bay if mercantile shipping is observed within the shipping channel that may impact their sailing area, Skippers have their engine started and ready for operation.
- 1.1.11 All Skippers are reminded of their responsibility under rule 9(b) of the IRPCS, (b) "A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway." Competitors shall keep clear of, and give way to, all Commercial vessels greater than 20 meters once north of Mud Island and until north of the pilot boarding area abeam of Point Cartwright, this area is deemed to be 'Narrow Channels' by Maritime Safety Queensland.

1.2 SPECIAL REGULATIONS

- 1.2.1 Boats shall comply with AS Special Regulations Part 1, Category 3 plus, including any variations detailed in the Notice of Race.
- 1.2.2 SR 5.01.1(h) is amended to read: "A lifejacket shall be worn by each member of the crew at times such as, but not limited to:
- When alone on deck.
 - On deck and when the true wind speed is 25 knots or above.
 - On deck and when visibility is less than 1 nautical mile.

1.3 ALTERATIONS TO THE RULES

The following alterations have been made to the rules:

- 1.3.1 IRC Rule 8.2.1 (c) For boats holding two IRC Certificates, if a certificate declaration is not received by the rating deadline date, a boat will be scored using the higher rating of the two certificates that a boat holds.
- 1.3.2 IRC Rule 21.1.5(e): A spare mainsail may be carried in the race as a bona fide replacement for a mainsail damaged during the race.
- 1.3.3 IRC Rule 21.6.1: A boat may carry one more spinnaker than shown on her current IRC certificate without an increase in its rating.

- 1.3.4 ORC Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race, and a boat that is also entered in the IRC Handicap Category may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under the Australian Sailing prescription to IRC Rules 11.2 and 21.6.1.
- 1.3.5 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 changing trim or stability.
- 1.3.6 RRS 52 is amended to permit powered winches for boats racing in non-IRC Categories.
- 1.3.7 RRS 52 is amended to allow self-steering equipment to be used by boats in the Two-Handed division. Self-steering equipment is limited to the rotation only of the boat's stern rudder (s).
- 1.3.8 Add the following to RRS 41:
- (e) *Whilst racing, a boat may retrieve data from any page of the race website, details of which are provided in the Sailing Instructions, even if that page is not publicly available. During the race, a boat shall not contact, or be in contact with, any person or private entity using any medium to receive private meteorological forecasts, tactical advice or information customised for a particular boat or group of boats. A boat may, however, obtain assistance in the form of any readily available commercial meteorological or hydrographical information, regardless of cost.*
 - (f) *A boat may receive assistance in ensuring that satellite or cellular communication systems on board are able to transmit and receive data.*

2. CHARTS

- 2.1 A boat shall carry on board fully amended paper charts or Electronic Chart System (ECS) "charts" covering the racing area (refer to AS Special Regulation 4.10).
- 2.2 If paper charts are used for navigation, the following charts shall be carried: AUS 815, AUS 816, AUS 247, AUS 235, AUS 236, AUS 818, and AUS 819.

3. SIGNALS MADE ASHORE & REGATTA OFFICE

- 3.1 Signals made ashore shall be displayed on the flagstaff located near the RQYS Fuel Dock before the start; and from then on, signals made ashore shall be displayed on the flagstaff located near the Keppel Bay Marina Building.

4. NOTICES TO COMPETITORS & CHANGES TO THE SAILING INSTRUCTIONS

- 4.1 Any notices or changes to the Sailing Instructions shall be displayed on the Official Notice Board by 0900 hrs on the day such notice shall take effect.
- 4.2 The Official Notice Board is located online at this weblink: <https://www.rqys.com.au/brisbane-to-keppel/>
- 4.3 Notices may also be communicated via WhatsApp (<https://chat.whatsapp.com/FXVTUzlvX0MCb12owKff6B>).

5. SCHEDULE

- 5.1 The schedule will be:

All entries & documentation finalised	Thursday, 13 June 2024 at 1700 hrs.
Rating Certificate Declaration Deadline for IRC boats holding two IRC certificates.	Monday, 17 June 2024 at 1700 hrs.
Mandatory Race Briefing	Wednesday, 19 June 2024 at 1800 hrs. at RQYS.
Race Start	Thursday, 20 June 2024 at 1100 hrs. (See SI 9)
Presentation of Trophies	To be advised to competitors via WhatsApp from Race Control.

6. CATEGORIES

- 6.1 There will be seven (7) scoring Categories; monohull crewed IRC, ORCi, PHS. Monohull two handed IRC, ORCi, and PHS. OMR multihull.
- 6.2 Subject to entries, further Divisions may be added or deleted within the above Categories. The composition of Divisions will not form the basis of any protest or redress. This alters RRS 60.1. and 62.1a.
- 6.3 The Divisional and Handicap Allocations will be available at the mandatory race briefing (SI 5 – Schedule).

7. SCORING AND HANDICAPS

7.1 IRC CATEGORY

Results will be decided by the application of the Time Corrector (TCC) as shown on the IRC Certificate as a multiplier of elapsed time. The boat with the lowest corrected time (after the application of scoring penalties, if any) will be scored first.

7.2 ORCI CATEGORY

Results will be decided by the application of a boats Time Corrector (TCC) as shown on the IRC Certificate as a multiplier of elapsed time. The boat with the lowest corrected time (after the application of scoring penalties, if any) will be scored first.

7.3 PHS CATEGORIES

Results will be decided by the application of a boats Time Correction Factor (TCF) as a multiplier of elapsed times. The starting TCF shall be determined by the Race Committee and shall not be subject to protest or request for redress (amends RRS 60.1 and 62.1a).

7.4 OMR CATEGORY

Results will be decided by the application of a boats Time Correction Factor (TCF) as a multiplier of elapsed times as shown on the OMR Certificate. The boat with the lowest corrected time (after the application of scoring penalties, if any) will be scored first.

8. COMMUNICATIONS

- 8.1 Satellite telephones (satphones) will be used by boats as the primary means of position reporting and communication.
- 8.2 Communications Instructions at Appendix A form part of the SI.
- 8.3 Boats shall report their position to Race Control at any time outside the mandatory position reporting schedule when requested by Race Control.
- 8.4 All boats shall carry a tracking device supplied by the organising authority. A boat on which the tracking unit fails or ceases to operate will be required to provide additional position reports by satphone in accordance with Appendix A. The organising authority may also place a camera onboard any boat for media purposes. Failure to carry and operate a tracking device or to carry a camera when required will lead to the rejection of an application for entry, the cancellation of an entry, or the disqualification of the boat from the race (refer to RRS 76.1).

9. THE START

- 9.1 The Starting Area will be approximately two (2) nautical miles east of Lockyer Beacon in the vicinity of position 27 23.90' S, 153 17.30' E.
- 9.2 The Starting Line will be between the main mast flying an orange flag on the committee vessel, "Vic Frizzell", (a 10.5 metre Steber Motor Cruiser) at the starboard end and an yellow buoy at the port end. An inner limit buoy may be laid near the committee boat approximately on the starting line. If laid, yachts shall not pass between this buoy and the committee boat at any time. A breach of this Sailing Instruction is open to protest by the Race Committee only; this alters RRS 60.1 and 60.3.
- 9.3 The warning signal will not be made before 1055 hrs. Thursday, 20 June 2024.
- 9.4 The Class Flag for the 2024 B2K will be Black Flag defaced with the logo of the Yacht sales Co.
- 9.5 A boat that fails to return and start when signaled in accordance with RRS 29.1 will receive a 30-minute elapsed time penalty. This alters RRS Appendix A5.
- 9.6 Yachts intending to start shall report to the Race Committee vessel via VHF Ch 72, from when boats arrive in the starting area, up to no later than 1045 hrs.
- 9.7 Competing boats shall advise their Sail Number, Boat Name and the number of persons on board (POB) to the Race Committee vessel on VHF Ch 72 until acknowledged by race officials aboard the Race Committee vessel.
- 9.8 Competing boats shall have their heavy weather jib, and trysail or reefed mainsail set until acknowledged by the race officials, no later than 1045 hrs. on 20 June 2024. Alternatively, a boat may take a photograph that proves compliance and proves the photo was taken within the week leading up to the race e.g. timestamp needs to be shown, and send it to Race Control mobile phone number +61 404 900 546 or Race Control email sailing@rqys.com.au before 1000 hrs. on Monday, 17 June 2024. Boats that have not sent a photo to the Race Committee before the warning signal, of the trysail and storm jib set, must sail past the Race Committee vessel with these sails set and receive an acknowledgement via radio VHF Ch 72, that the set sails have been sighted. Breaches of this instruction may only be protested by the race committee. This alters rules 60.1 and 60.2.
- 9.9 The Race Committee may broadcast names/sail numbers of OCS boats, and/or other information of interest to competitors on VHF Ch 72. Any failure of, or defect in, such a broadcast will not be grounds for redress. This alters RRS 60.1 and 62.

10. BOATS STARTING LATE

- 10.1 Boats that start more than one (1) hour after the starting signal will be scored “Did Not Start” unless the Race Committee deems otherwise. This alters RRS A5.
- 10.2 A boat that is starting late may use its engine to get to the starting area. Any such boat must cease to use its engine four (4) minutes before starting. A boat shall report such circumstances in the Declaration Form (SI 18.2) and be lodged with the Race Committee after finishing the race. The Race Committee will decide whether the boat shall be scored as a starter. This alters RRS 42.

11. COURSE AND MARKS

11.1 ENVIRONMENTAL EXCLUSION ZONE

Due to the increasing population of migrating marine mammals and scientific knowledge of their migratory patterns it has become apparent that the nautical area East of Caloundra and North to Breaksea Spit is a convergence area/point for the migrating mammals. To minimize risks of encounters with migrating marine mammals an Environmental Exclusion Zone (EEZ) has been established for the 2024 B2K yacht race.

11.1.1 Unless in an emergency, boats shall remain East of the EEZ bounded by:

11.1.2

MARK (approximate position)	DESCRIPTION
NW Fairway Mark	26 48.73' S, 153 10.62' E
WP 1	26 47.781'S 153 12.540 E
East Cardinal Mark	26 39.25'S 153 12.94' E
Special Purpose Buoy Chardons Reef	26 22.67'S 153 14.30'E
Special Purpose Buoy	25 53.09'S 153 21.94'E
Special Purpose Buoy	25 41.23'S 153 22.64'E
Special Purpose Buoy	24 58.02'S 153 32.67'E
Special Purpose Buoy	24 37.88'S 153 24.35'E
WP 2	24 21.91'S 153 15.46'E
Lady Elliott Island	24 06.80' S, 152 43.07' E
Burnett Heads	24 45.94'S 152 24.7'E

11.1.3 Breaches of this SI may only be protested by the race committee. This alters rules 60.1 and 60.2.

11.2 COURSE

MARK	DESCRIPTION	REQUIRED SIDE
Start	27 23.90' S, 153 17.30' E	See SI 9.1 & 9.2
Port Lateral Beacon M8	27 12.16' S, 153 17.19' E	Starboard
South Cardinal Mark M9	27 09.49' S, 153 20.16' E	Port
East Cardinal Mark M7	27 08.32' S, 153 20. 85' E	Port
Starboard Lateral Beacon M3	27 05.64' S, 153 18.62' E	Port
Starboard Lateral Beacon M1	27 03.42' S, 153 17.86' E	Port
West Cardinal NW12	27 02.25' S, 153 15.47' E	Starboard
Starboard Lateral Beacon NW3 (passing mark)	26 57.82' S, 153 13.36' E	Starboard
NW4 Port Lateral Beacon	26 51.47' S, 153 09.30' E	Starboard
NW2 General Warning Mark (Yellow Special Mark)	26 49.83' S, 153 08.97' E	Starboard
NW Fairway Mark	26 48.73' S, 153 10.62' E	Port
EEZ	See SI 11.1	Port
Lady Elliott Island (passing)	24 06.8' S, 152 42.70' E	Port
Polmaise Reef (passing)	23 34.0' S, 151 39.60' E	Starboard
Finish	See SI 12	

11.3 TEMPORARY DISCONTINUANCE FROM RACING (AMENDS RRS 41 AND 45)

- 11.3.1 A boat after starting may use its motor to assist with anchoring or berthing when: (a) taking shelter from extreme weather, or (b) disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced), or (c) attempting repairs wholly on board, or (d) when avoiding commercial marine, aviation traffic, or any vessel with an inability to manoeuvre.

- 11.3.2 For the purpose of SI 11.1, mechanical propulsion may be used only to assist with berthing or anchoring. Crew intending to continue to race may go ashore solely for the purpose of making fast and thereafter shall immediately re-embark. No outside assistance shall be accepted by the boat or the crew other than as provided in RRS 41.
- 11.3.3 A boat complying with RRS 1.1 (except as to its own crew), which sustains damage or depletes its stores, may accept outside assistance to make good the damage, equipment or stores provided that such assistance shall not be provided over a cumulative period exceeding 24 hours in total.
- 11.3.4 For the purpose of this SI, a boat's elapsed time shall continue to accrue, except that the time taken under Sailing Instruction 12.3 may be included for the purposes of RRS 62.

12. FINISHING LINE

- 12.1 The finish line shall be in an area off Keppel Bay Marina, Keppel Bay.
- 12.2 The finish line shall bear 030°M from the Red Beacon (FL R 2S) on the Eastern Breakwater on the entrance to Keppel Bay Marina.
- 12.3 An outer distance mark may be laid approximately 1.5nm on the extension of this line and shall be left to Starboard. Vessels shall finish within 1.5nm of the Red Beacon.
- 12.4 Boats must declare their own finish time, when the Red Beacon is bearing 210°M, to the Race Committee at +61 404 900 546 per SI 17.1 or sailing@rqys.com.au, as per SI 17.2.
- 12.5 Please note Appendix A8.1 with respect to boats approaching the finish line.

13. TIME LIMIT

- 13.1 There will be no time limit.

14. ALTERNATIVE PENALTIES

- 14.1 RRS 44.1 (Two-Turns Penalty) shall apply until clearing the NW Fairway Buoy.
- 14.2 After yachts are clear of NW Fairway Buoy RRS 44.3 will apply.
- 14.3 A yacht that concedes a scoring penalty is required to complete a declaration as per Sailing Instruction 18.2.

15. PROTESTS

- 15.1 Protests and requests for redress shall be lodged with Race Control +61 404 900 546 or sailing@rqys.com.au within two (2) hours of the finish time of the protesting yacht. The format for lodgment is to be either by email with the attached completed Protest form or by text with a photograph of the completed Protest form.

- 15.2 Notification of the details of protest hearings will be posted on the Online Notice Board at <https://www.rqys.com.au/brisbane-to-keppel/> to inform competitors of the time and location of a hearing in which they are parties to a protest or named as a witness. These notices are deemed to fulfil the requirements of RRS 63.2.
- 15.3 The Protest Committee reserves the right to conduct hearings via electronic means (Zoom or equivalent). Hearings conducted electronically are deemed to fulfil the requirements of RRS 63.1.
- 15.4 In accordance with RRS 64.1(a) in determining penalties, the Protest Committee may:
- a. disqualify the yacht, or
 - b. impose a scoring penalty as per RRS 44.3(c), or
 - c. make any other arrangement.
- 15.5 The scoring penalty RRS 44.3 (c) is altered as follows. Delete the last sentence and insert: “All other yachts affected, including any yacht with the same score, shall be moved up one place.”

16. ARBITRATION

- 16.1 Arbitration will be used in accordance with RRS Appendix T.
- 16.2 The Arbitrator may be a member of the Protest Committee that hears the protest, or maybe permitted to observe the testimony given to the Protest Committee and offer testimony. This changes rule 63.3(a).

17. DECLARATION FORMS

- 17.1 All competing boats shall lodge an electronic Finish Declaration stating their boat name and finishing time via SMS message to the Race Committee as per SI 17.4.
- 17.2 Declarations on the prescribed form at Appendix C, are required to be lodged only when a breach of the rules occurs during the race or where specifically required by the Race Committee. In electing not to lodge a Declaration, the skipper of each yacht acknowledges that the yacht complied fully with the rules throughout the race.
- 17.3 Skippers are advised that failure to report at any mandatory reporting schedule will require a Declaration to be lodged stating the reasons for failing to report and details of efforts made to relay her position. This instruction may only be protested by the race committee. This alters rules 60.1 and 60.2.
- 17.4 A photo of the completed declarations (including finish declarations) shall be lodged to the Race Control via SMS to +61 404 900 546 within two (2) hours of the yacht finishing.

18. TROPHIES AND PRESENTATION

- 18.1 The following trophies or prizes will be awarded:
- a. 1st, 2nd and 3rd for each category, subject to a minimum of five (5) entries in a category.
 - b. Line Honours.
 - c. Navigators Prize (Paul Florian Trophy, based on the boat whose finish time is closest to their estimated finish time that is provided to Race Control by text when a boat crosses the Tropic of Capricorn (23 26' 22"S).
 - d. Other prizes may be awarded at the discretion of the Race Committee.
- 18.2 The presentation of trophies and prizes time is to be advised and will be based on the finishing times of competing boats. There may be separate presentations for different categories. All Presentation arrangements will be communicated via SMS from Race Control.

19. USE OF IMAGES AND RECORDINGS

- 19.1 By entering the event a boat gives the OA the right to use images and recordings of a boat and its crew for any reasonable purpose including publicity and safety before, during and after the event.

SI APPENDIX A – COMMUNICATIONS INSTRUCTIONS

A1. Satellite Telephone Communications

A1.1 The primary means of communication between boats, Race Control, and emergency services will be Satellite Telephone (Satphone). Boats will make routine position reports to Race Control by text by Satphone as detailed at A6. Race Control telephone numbers for position reporting and routine contact are:

A1.1.1 **Primary Number: +61 404 900 546.**

A1.1.2 **Alternate 1** (Mark Gallagher - Race Director): **+61 418 180 097.**

A1.1.3 **Alternate 2** (Mark Dingley - Asst. Race Director): **+61 424 101 732.**

Outside of scheduled reporting times boats shall maintain a regular check on their satphone for incoming messages and missed calls.

A2. VHF Radio Communications & Monitoring

A2.1 All vessels shall maintain a listening watch on VHF Ch 12 (Brisbane Harbour Control) once abeam of Mud Island until clear of the NW Fairway Safe Water Mark (26 48.7S, 153 10.4E).

A2.2 The first boat to cross the Main Channel shipping channel shall advise “Brisbane VTS” on VHF Ch 12, and the last boat to pass the NW Fairway Buoy shall advise “Brisbane VTS” on VHF Ch 12.

A.2.3 All vessels shall maintain a listening watch on VHF Ch 14 when in or near Gladstone pilotage area shipping channels.

A2.3.1 Maritime Safety Queensland (MSQ) have required all competitors be warned about navigating within Designated Shipping Areas (DSAs) of the Great Barrier Reef. Participating Yachts can expect interaction with large commercial vessels in these areas. Great Barrier Reef and Torres Strait Vessel Traffic Service (Reef VTS) monitor VHF Channel 14 in the Southern Part of the reef.

A2.4 At all other times, boats shall maintain a 24-hour listening watch on VHF Ch 16.

A3. HF Radio Communications

A3.1 For boats fitted with HF radio, Charleville Radio (CR) provides a 24/7 monitoring service for the Australian Maritime Safety Authority/Joint Rescue Coordination Centre (AMSA/JRCC). In an emergency, if Satphone communications cannot be established CR can assist boats in distress by relaying traffic to the appropriate authorities.

A3.2 CR monitors 4125kHz, 6215kHz, 8291kHz, 12290kHz, and 16420kHz.

A4. Relay Vessels

A4.1 Designated Radio Relay Vessels from within the fleet of competing boats shall act as a relay vessel for any yacht whose Satphone communications fail. Relay vessels will be designated at the Race Briefing on 19 June 2024.

A5. Race Frequencies

A5.1 Boats shall maintain a 24-hour listening watch for the duration of their race on VHF Channel 16. Except at those other times detailed in A2.

A6. Routine Position Reports (SCHEDS)

A6.1 Routine position reports are mandatory for all boats twice daily, at 0800 hrs. AEST and 2000 hrs. AEST.

A6.2 Boats will contact Race Control by text in the twenty (20) minutes before each SCHED. time and give their position at that time. The format shall be BOAT NAME, LAT, and LONG in Degrees and Whole minutes. Race Control will transmit an acknowledgment of receipt message, 'ACK' to each boat.

A6.3 Boats that fail to comply with the position and listening safety schedules shall explain the circumstances on the yacht's Declaration Form and may be subject to protest.

A6.4 If a boat's Satphone communication fails, it shall attempt to relay its position via another competitor, mobile phone, VMR/Coastguard station, or CR.

A7. Fraser Island & Polmaise Reef

A7.1 Boats shall text "Race Control" on +61 404 900 546. to report "abeam southern Fraser Island" when passing abeam the southern point of Fraser Island and "abeam Polmaise" when passing abeam Polmaise Reef. Boats failing to make these calls may be subject to protest by the Race Committee.

A8. Arrival Keppel Bay

A8.1 Boats shall call “Keppel Bay Race Control” when approaching the finish line on VHF Ch 72 to alert the finish team of their impending finish.

A9. Distress Traffic

A9.1 A yacht in distress shall:

A9.1.1 Follow the Radio Telephone distress procedure laid down in the Handbook for Radio Telephone Ship Station Operators.

A9.1.2 Contact Emergency services on 000 or 112 (Satphone) to seek assistance.

A9.1.3 Advise RC by Satphone text or voice call that an emergency has been declared.

A9.2 VMR Gladstone and Gladstone Harbour Control maintain a 24-hour listening watch on VHF channel 16 & 82 & telephone (07 4972 3333).

A9.3 All boats shall maintain a 24-hour listening watch on VHF Channel 16 for the duration of the race.

A10. Unscheduled Traffic

A10.1 For any unscheduled traffic, boats should call Race Control by Satphone to mobile phone +61 404 900 546, or alternately the RD or ARD.

A11. Boats Withdrawing

A11.1 Any boat that withdraws from the race shall continue to give its position and destination at scheduled times until its safe arrival in port.

A12. Battery Charging

A12.1 As reporting of positions is mandatory, boats must maintain their batteries fully charged. It is recommended practice that batteries are charged before the position schedules.

A13. Radio Restrictions

A13.1 Competing boats are not permitted to request, and boats working private schedules with other stations are prohibited from passing information concerning weather conditions, the positions of other boats, or other race information, except where requested by Race Control, in emergencies, or pre-arranged private schedules. No restriction is placed on the receiving of weather information broadcasted by Government or Commercial Stations.

Infringements are not subject to protest or requests for redress by boats. This alters RRS 60.1 and 60.3.

A14. Boats Not Reporting

A14.1 If for any reason a boat does not report their position at a scheduled position report time, they are required to report their position to Race Control ASAP. In the event of a Satphone failure, a boat is required to establish contact with Race Control via:

A14.1.1 Mobile phone if in range.

A14.1.2 Using VHF radio to relay their position to another boat for relay to Race Control.

A14.1.3 Via a VMR/Coast Guard station if in VHF range.

A14.1.4 If fitted by HF Radio via CR.

A14.2 If boats cannot make contact with Race Control they are required to use whatever means possible to contact a land-based location and advise their position.

A14.3 Boats failing to comply may be subject to a report to the Protest Committee under RRS 60.2

A15. Contacts

Race Control

- Phone: +61 404 900 546.
- Email: sailing@rqys.com.au

Emergency Services

- Dial 000, or 112
- Brisbane Water Police 07 3895 0333 WaterPoliceBrisbane@police.qld.gov.au
- Sunshine Coast WP 07 5475 2599 WaterPoliceSunshineCoast@police.qld.gov.au
- Hervey Bay Water Police 07 41253900 WaterPoliceHerveyBay@police.qld.gov.au

- Gladstone Water Police 07 49713300 WaterPolice.gladstone@police.qld.gov.au
- Yeppoon Water Police 07 4933 7990 WaterPoliceYeppoon@police.qld.gov.au

Useful Phone Numbers

- **Race Control - +61 404 900 546.**
- **Race Director** - Mark Gallagher: +61 418 180 097.
- **Assistant Race Director** – Mark Dingley: +61 424 101 732.
- Charleville Radio +612 6279 5774.
- Joint Rescue Coordination Centre (JRCC) +61 2 6230 6811.
- Austin Sims - RQYS Race Office +61 07 3396 8666 Ext 6

VMR Contact Details

The VMR contact details are supplied for information only. VMR call-out procedure requires authorisation by the QLD Water Police who will be notified of any emergency by Emergency Services. Primary frequencies in **RED**. Repeater stations in **BLUE**.

STATION C/S	HOURS OF OPERATION	27 MHz	VH F	Phone (+61 7)	A/H EMERG
MR POINT DANGER	24/7	88, 90	16, 67, 22, 73	5536 9333	(NSW)
VMR CURRUMBIN	0500-1230 DAILY	88, 91	16, 67, 73, 82	5534 1000	0408 443 389
VMR SOUTHPORT	24/7	-	73, 82	5591 1300	-
CG SOUTHPORT	0600-1800 M-F 1800-1800 F-SU (PH)	88, 91	16, 67, 21, 22, 73, 81, 82	5531 1321	-
SEAWAY TOWER	0515-2100 M-SA 0515-1800 SU (PH)	88, 91	16, 67, 73, 82	5591 2948	NO RESCUE VESSELS
VMR JACOBS WELL	24/7	88, 91	16, 67, 73, 82	5546 1100	-
VMR NTH STRADBROKE	0800-1600 W/E (PH)	88, 90	16, 67, 80, 81, 82	3409 9338	3409 9338

CG REDLAND BAY	0600-1700 W/E (PH)	88, 90	16, 67, 13, 21, 63, 73, 81, 82	3206 7777	3206 7777
VMR VICTORIA POINT	0700-1700 W/E (PH)	88, 90	73, 81, 82	3207 8717	0407 029 704
VMR RABY BAY	0600-1800 W/E (PH)	88, 90	73, 81	3821 2244	0427 372 830
VZ4RQ Marine Radio Moreton Bay	0700-2000 M-F 0600-2000 S-Su	88, 90	16, 67, 21, 73, 81, 82, 90	3396 2778	NO RESCU E VESSE LS
CG BRISBANE	0600-2100 SAT 0600-1800 SUN (PH)	88, 90, 91	16, 67, 21, 73, 81	3396 5911	0404 466 000
VMR BRISBANE	0600-1700 W/E (PH)	88, 91	16, 67, 21, 73, 81	3269 8888	0428 022 881
CG REDCLIFFE	0600-1800 M-F 0400-2000 W/E (PH)	88, 90, 91	16, 67, 21, 22, 63, 73, 80, 81	3203 5522	3203 5522
VMR BRIBIE ISLAND	0500-1800 DAILY	88, 90	16, 67, 21, 73, 81	3408 7596	0417 610 806
CG CALOUNDRA	0530-1200 M-F 0530-1700 W/E (PH)	88, 91	16, 67, 73	5491 3533	0439 913 533
CG MOOLOOLABA	24/7	88, 90	16, 67, 21, 73, 80	5444 3222	-
CG NOOSA	24/7	88, 91	16, 67, 22, 80	5474 3695	-
CG TIN CAN BAY	0600-1800 DAILY	88, 90	16, 67, 80, 82	5486 4568	-

CG SANDY STRAITS	0700-1800 DAILY	88, 90	16, 67, 80, 82	4129 8141	-
VMR HERVEY BAY	24/7	88, 91	16, 67, 22, 73	4128 9666	0428 760 710
VMR BUNDABERG	0600-1800 DAILY	-	16, 67, 22, 80, 81	4159 4349	-
VMR ROUND HILL	24/7	88, 91	16, 67, 81, 82	4974 9383	-
VMR GLADSTONE	24/7	-	16, 67, 80, 82	4972 3333	-
CG KEPPEL SANDS	0600-1800 TUE- THU	-	16, 67, 21, 22	4934 4906	0472 826 312
CG YEPPOON	0600-1800 FR- MO 0900-TU- TH	-	16, 67, 21, 22	4933 6600	0419 794 812
CG ROCKHAMPTON	STBY 24/7	-	16, 67, 22, 81	4921 2266	0428 580 646
CG THIRSTY SOUND	0630-2130 DAILY	-	16, 67, 81, 83	4937 3155	4937 3067
VMR MACKAY	0800-1800 DAILY	-	16, 67, 21, 80	4955 5448	4955 5448
VMR MIDGE POINT	NO ACTIVE RADIO WATCH	-	21	0408 946 940	0408 946 940
VMR WHITSUNDAY	24/7	-	16, 67, 81, 82	4946 7207	0410 013 881

Information is provided in good faith and its use is at Masters discretion.

APPENDIX RV

REDUCED VISIBILITY RACING RULES

When so stated in the notice of race, the race shall be sailed under the 2021-2024 Racing Rules of Sailing as changed by this appendix.

The preamble to Part 2 of the Racing Rules of Sailing allows the rules of Part 2 to be replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS). This appendix is designed to be a replacement for the IRPCAS in overnight or long distance races. It is recommended that the organizing authority (OA) apply this appendix in the same way it would apply the IRPCAS, for example, between sunset and sunrise.

When invoked, this appendix shall be used in its entirety, with no changes to these rules. See rule 86.1. However, the OA may request permission from World Sailing to change

- (a) the 40 metre distance in the definitions **Keep Clear**, **Mark-Room** and **Room**,*
- (b) the 200 metre distance in the definition **Zone**, and*
- (c) the 80 metre distance in rule 17.2.*

The request shall include the reasons and the expected types and sizes of the entries. The revised Appendix RV and the permission from World Sailing for the changes shall be posted on the official notice board.

Version 1.1, January 2021.

RV1 Changes to the Definitions

RV1.1 The definition *Keep Clear* is changed to:

Keep Clear A boat *keeps clear* of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

RV1.2 The definition *Mark-Room* is changed to:

Mark-Room *Room* for a boat to leave a *mark* on the required side with no less than 40 metres between the boats. Also,

APPENDIX RV REDUCED VISIBILITY RACING RULES

- (a) *room* to sail to the *mark* when her *proper course* is to sail close to it, and
- (b) *room* to round or pass the *mark* as necessary to *sail the course* without touching the *mark*.

RV1.3 Add new definition *Overtaking*:

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

RV1.4 The definition *Room* is changed to:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.

RV1.5 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of 200 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

RV2 Changes to the Rules of Part 2

RV2.1 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

- 17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.
- 17.2 When boats on the same *tack* are within 80 metres of each other, a boat being *overtaken* shall sail her *proper course* until the *overtaking* boat becomes *overlapped* with her.
- 17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

Note: Approved as an appendix to be placed on the World Sailing website. This appendix may be changed with the approval of the World Sailing Racing Rules Committee.

SI APPENDIX C – FINISH DECLARATION

2024 B2K Yacht Race Finish Declaration

Name of Yacht:

Name Skipper/Sailing Master:

I declare that I have sailed this race complying with Australian Sailing (AS) 2021-2024 Racing Rules of Sailing (RRS), the AS Special Regulations, Notice of Race, and Sailing Instructions for this race.

My Finishing time was

The yacht ahead of me was

The yacht behind me was

(Delete or tick the following as appropriate)

A. I used my engines for propulsion whilst racing (give details)

.....
.....

B. I reported my position as required by the Sailing Instructions

.....

C. I completed penalty turns for infringements of the Racing Rules of Sailing:

.....
.....
.....

Signed

Print Name