

27th Annual Bay to Bay Trailable Yacht Race

Queensland Labour Day Long Weekend Saturday 5th & Sunday 6th May 2007

1 SCHEDULE

1.1 Entry Deadlines

Normal Entry - Completed Entry Form with \$75.00 entry fee if post marked or otherwise received not later than midnight on Friday the 20th April 2007.

Late Entry - Completed Entry Form with \$120.00 entry fee if post marked or otherwise received not later than midnight on Friday the 27th April 2007.

No entries will be accepted after midnight on Friday the 27th April 2007.

Yacht details may not be altered after midnight on Friday the 27th April 2007.

Refer to Clause 2.3 below for penalties that will be applied in the event of incorrect yacht details supplied on the entry form.

1.2 Lodgement of Entries and Enquiries

Entries

Please complete the attached "Entry Form" and return with payment by mail to:

The Bay To Bay Secretary
Hervey Bay Sailing Club
P.O. Box 406
Hervey Bay Q. 4655.

Please check all sections of your entry have been completed including signatures to declarations, acknowledgments, indemnities, entry fee, bus fares and temporary membership fees of HBSC if not a member of an affiliated Club or Association.

Incomplete entries will not be accepted and will be returned for completion.

Entries will be acknowledged upon receipt.

Enquiries:

Refer to the cover for enquiry telephone numbers and HBSC website.

Please mail written enquiries to the above address.

1.3 Race Numbers, Race Ratings and Sailing Instructions

A list of entrants with their Race Numbers and Provisional Race Ratings will be forwarded with the Sailing Instructions to each entrant by Friday the 27th April 2007 and where possible updates will be posted on the HBSC website on the cover sheet as entries are received.

Preliminary Bay to Bay CBH ratings will be posted on the HBSC website at the time of publication of this Notice of Race.

CBH and PBH ratings will be posted on the HBSC web site by Friday 27th of April 2007.

Disputes on type, division, class and race rating must be made in writing accompanied by a fee of \$10.00 (refundable at the discretion of the Race Committee) to the Bay to Bay Secretary by the Monday 30th April 2007.

Final CBH ratings and PBH ratings will be posted on the HBSC website by Wednesday 2nd May 2007 and made available with the souvenir program at registration on Saturday morning.

See Clause 5 below for further information in regards to Divisions, Classes and Race Ratings.

Last year's entrants will be allocated last year's race number if their entry is received by Friday 20th April 2007

Each owner must supply their own race number to comply with Clause 6 below.

1.4 Rigging, Parking and Accommodation

Tin Can Bay (Norman Point) and Hervey Bay (Urangan) have public boat ramps and unsecured car parks – boats may be left unrigged/rigged overnight but cannot be used for overnight accommodation in these car parks.

Caravan park, cabin, motel accommodation and safer secure car parking are available (early bookings will be essential)

1.5 Overnight Mooring

Boats moored in the Tin Can Bay Boat Harbour and the Urangan Boat Harbour will attract a daily mooring fee. Boats moored outside of the Tin Can Bay and Urangan Boat Harbours may be moored free of charge.

Marina berths are available at Tin Can Bay and Urangan (early bookings are essential)

1.6 Bus Transport

Buses will leave from in front of the Hervey Bay Volunteer Rescue building at the Urangan Boat Harbour at:

1830hrs and 1930hrs on Friday the 4th of May 2007
0730hrs on Saturday the 5th May 2007

The bus cost will be \$20.00 per head

PLEASE INDICATE THE BUS REQUIREMENTS OF YOURSELF AND YOUR CREW
INCLUDE YOUR FARES ON THE ENTRY FORM

If bookings are not made, seat availability cannot be guaranteed.

1.7 Provisioning Fuel and Food

Catering at Garry's anchorage is a basic sausage sizzle and bar during sign off on the Saturday afternoon/evening.

It is expected a water taxi service will finish by 2100hrs with competitors retiring to their boats for private parties.

Breakfast is not provided on Sunday.

While the race is scheduled for Saturday and Sunday bad weather conditions may prevent boats from returning to harbour on Sunday and boats may need to hove to in protected anchorage for additional nights for safety. Please ensure your yacht is provisioned accordingly.

You may have to motor to alternative start lines, motor from alternative shortened course finish lines and between start lines, finish lines, launching area, retrieval area and anchorages in various conditions including bad weather and events of boat, rig and sail failure against strong tides and headwinds.

Please ensure your boat is powered and fuelled appropriately for such circumstances.

1.8 Toilet Facilities

Toilet facilities on Garrys will be limited and competitors are expected to use on board toilet facilities. Queensland Transport Marine Pollution Regulations for the Great Sandy Strait must be complied with. (discharge of raw sewage is not permitted in the Great Sandy Strait) refer www.msq.qld.gov.au.

1.9 Registration Sign On

All skippers must confirm their intention to race by "signing on" at the race headquarters at Tin Can Bay Yacht Club between 0730hrs and 1015hrs on the Saturday the 5th May 2007.

There will be no "sign on" on Sunday.

1.10 Competitors Meeting

A competitors meeting will be held in the vicinity of the Tin Can Bay Yacht Club at 0930hrs on Saturday the 5th May 2007.

1.11 Starting Times and Start Line Locations

The first start of the first leg will be 1100hrs on Saturday north east of Norman Point in the Tin Can Bay Inlet. The first start of the second leg will be 0730hrs on Sunday north west of Dream Island in the Great Sandy Strait.

Further details on starting including alternate starting lines will be provided in the Sailing Instructions.

1.12 Finishing Time Limits and Finishing Line Locations

The finish time limit of the first leg will be 1630hrs on Saturday north west of Fig Tree Creek
The finish time limit of the second leg on Sunday will be 1600hrs on Sunday north west of Datum Point Woody Island.

Once the time limit has expired (or it is deemed unlikely that they will finish within the time limit) all competitors are advised to head directly to a safe anchorage and advise Race Control of their intentions.

In the case of a shortened course with the finish line located down the course the time limit will be made earlier so as to assist boats to return to Garrys Anchorage or the Urangan Boat Harbour before dark.

1.13 Sign Off

The skipper or crew member from each boat must “sign off” within 1 hour of finishing each leg at the Race Headquarters at Garrys Anchorage on Saturday and Urangan Boat Harbour on Sunday. Failure to “sign off” without advising the Race Committee of inability to do so before 1 hour after the last boat finishes will result in disqualification.

Skippers, who do not sign off and/or do not advise race officials of alternative sailing plan or who cannot be confirmed as sailing safely into Garrys Anchorage or Urangan Boat Harbour or other destination will be notified to Water Police as missing which will result in costs associated with search and rescue operations and bring the event into disrepute with maritime safety regulatory authorities.

1.14 Results and Trophies

Results will be posted on a notice board and trophies will be presented at the Hervey Bay Boat Club at the Urangan Boat Harbour after the racing at 2000hrs on Sunday.

Results will be posted on the Hervey Bay Sailing Club website refer to cover sheet and forwarded to every competitor after the race results have been finalized.

2 RULES

2.1 International Sailing Federation Racing Rules, YA Special Regulations Part 1 and Notice of Race and Sailing Instructions

The race will be governed by the current rules defined in The Racing Rules of Sailing 2005-2008, the YA Special Regulations Part 1 1st July 2005, this Notice of Race and the Sailing Instructions. All boats must comply with the requirements of the YA Special Regulations Part 1 for Racing Boats Category 5 Race with limited rescue availability.

Hervey Bay Sailing Club Race Officers may carry out random safety checks.

2.2 Queensland Transport Operations Marine Safety and Marine Pollution Regulations

All boats must comply with the requirements of all relevant government authorities including Queensland Transport Operations Marine Safety Regulations for smooth and partially smooth waters and Queensland Transport Marine Pollution Regulations for the Great Sandy Strait (discharge of raw sewage is not permitted in the Great Sandy Strait) refer www.msq.qld.gov.au.

The Queensland Boating and Fisheries Patrol and Water Police enforce Marine Safety and Pollution Regulations and may conduct random safety checks at their discretion.

2.3 Racing Rule Changes

The racing rules will be modified in accordance with rule 86 as follows:

Rule 77 Identification on Sails is replaced with Clause 6 in this notice of race.

Rule 26 Starting Races shall be altered by the Sailing Instructions.

Rule 35 Time limits are 1630hrs Saturday and 1600hrs Sunday. Only boats that finish within the time limit will be given a finish time for that leg of the course.

Rule 78 A boats owner and any other person in charge shall ensure that the boat is maintained to comply with the Yacht Details on her entry form or otherwise incur a correction by back calculation to their CBH and PBH ratings with a further 5% penalty on total elapsed time or disqualification at the discretion of the Race Committee.

YA Special Regulations Part 1 1.03.1 Definitions Trailable Boat is modified by Clause 3 Eligibility and Entry below.

2.4 Class Rules

Properly constituted Class Rules will apply to measurement and sailing configuration for boats entered as class boats without modifications to class rules on the entry form.

Boats that do not comply with Class Rules will be classified as Modified Class Boats and One of A Kind boats.

All boats must be maintained to comply with the sailing configuration and measurements supplied in the Yacht Details on the entry form.

The Sailing Instructions may modify the sailing configuration as the Race Committee considers necessary for any reason directly affecting the safety and fairness of the competition including directions by the Queensland Boating and Fisheries Patrol or Water Police. (e.g. sail plan restrictions appropriate for prevailing conditions)

2.5 Race Category

The race is classified **Category 5 (YA Special Regulations) with limited rescue availability**, in protected waters, in daylight hours or in sheltered waters at night (racing will only be conducted in daylight hours however boats will need to anchor over night and may due to unforeseen circumstances need to travel to safer anchorage or harbours after dark or stay out for additional nights in some exceptional circumstances including bad weather).

The race traverses waters classified both smooth waters and partially smooth waters by Marine Safety Queensland legislation and classified Protected Waters by YA Special Regulations Part 1.

Competitors are warned the waters can be dangerous and anything but smooth, partially smooth or protected in some weather conditions.

3 ELIGIBILITY & ENTRY

Entries will only be accepted for boats that satisfy the eligibility requirements of one of the boat types below.

Refer to Clause 11 below for scoring, trophies and results.

3.1 Type Eligibility

3.1.1 Type 1 Trailable Monohull Boats:

Trailable boats having a cabin of solid construction enclosing at least two functional berths. The cabin shall have a minimum head room measured vertically and continuously over the total area of one square metre of the cabin sole with hatches and pop tops etc closed off:

- for craft less than 5.5m LOA – 0.9m
- for craft 5.5m LOA or longer – 1.05m

Hiking devices other than “toe straps” are not permitted.

The maximum towing & sailing beam shall be 2.5m.

Type 2 Sports Trailable Monohull Boats:

Trailable boats that do not necessarily conform to the requirements for Type 1 trailable boats or have a Class Based Bay to Bay Race Rating above the maximum for Type 1 boats. Typically Elliot 6.5, Elliott 7, Elliot 7.8, GM8, Thompson 8, JS30, Stealth 7.8 and the like are raced as Type 2 Sports Monohulls.

There shall be a cockpit and provision for the stowage of sails, equipment and crew effects below deck.

The maximum towing and sailing beam shall be 2.5m, hiking devices other than “toe straps” are not permitted and the area from not more than 100mm forward of the centre board to the bow shall be decked in at a height not less than the gunwales.

3.1.2 Type 3 Open Trailable Monohull Boats

Trailable boats that do not necessarily conform to the requirements of Type 1 or Type 2.

The stability may be increased by the use of wings to increase the sailing beam by using devices other than toe straps, the area from not more than 100mm forward of the centre board to the bow shall be decked in at a height not less than the gunwales).

Typically Bethwaite 8, Boatspeed 23, Knuckle 6, 8M Sports, Duncanson Sports, Sports Boat, Boatspeed 23M and Ultimate 30 and the like are raced as Type 3 Open Trailable Monohulls.

3.1.3 Type 4 Trailable Multihull Boats

Trailable Multihull Boats

3.1.4 Additional Qualifications

All boats shall be:

1. strongly built, watertight, capable of withstanding solid water, properly rigged, fully seaworthy and meet the standards of the YA Special Regulations and the requirements of Queensland Transport Marine Safety Queensland, Queensland Boating and Fisheries Patrol and Queensland Water Police
2. crewed by a minimum of two persons one of whom is aged at least 18 years and capable of accepting the responsibilities of the owner and all of whom are fit to face the conditions of the race
3. greater than 4.8m in length
4. transported on the road without special permit and on the same trailer used to launch and retrieve it without the assistance of external equipment or detachment from the towing vehicle
5. all monohulls shall be ballasted boats designed and built to resist capsizes
6. rigged and sailed according to the boats details declared on the entry form (responsibility of the owner and any other person in charge)

3.2 Entries

Refer to Clauses 1.1 and 1.2 above.

3.2.1 Restrictions on entries

1. The race committee reserves the right to refuse to accept an entry if in its opinion the entry will affect the safety, fairness or spirit of the competition
2. The entries may be required to be restricted to a maximum of 250 in which case entries above 250 will be limited on the order of receipt

4 OWNERS SAFETY RESPONSIBILITIES

Specific attention is drawn to the following:

4.1 Maritime Safety Queensland:

All boat owners and operators are responsible for safety. The “general safety obligation“ is a maritime principle based on achieving the highest level of safety by ensuring your boat is safe, properly equipped and crewed and operated in a safe manner.

4.2 YA Special Regulations Part 1 for Racing Boats

Rule 1.02 Owner’s Responsibility

- 1.02.1 The safety of a boat and her crew is the sole and inescapable responsibility of the owner or the owner’s representative who shall do their best to ensure the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face all possible conditions of the race including bad weather and calm weather. The skipper and crew must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. The skipper and crew shall ensure that all the safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. Attention is drawn to Clause 2.04 that specifies the crew experience required for some races.
- 1.02.2 Neither the establishment of these Special Regulations, their use by race organisers, nor the inspection of a boat under these Regulations in any way limits or reduces the complete and unlimited responsibility of the owner or the owner’s representative.
- 1.02.3 The responsibility of a boat’s decision to participate in a race or to continue racing is hers alone - RRS Fundamental Rule 4. *(For the purposes of this rule the boat shall be deemed to include the Skipper and Crew of the boat)*

Special attention is drawn to the following

YA Special Regulations Rule 3 in regards to Structural Features, Stability, Fixed Equipment including resistance to capsize, strength of construction, buoyancy, watertight integrity, stability and flotation means of exit and hatches, position of movable keel and centreboard, engine and fuel, emergency drinking water, compass, marine radio

YA Special Regulations Rule 4 in regards to fire extinguishers, anchors, flashlight, flares, first aid kit, lifebuoy, heaving line, retrieval of crew from water, distress sheet.

YA Special Regulations Rule 5 in regards to personal flotation devices.

5 DIVISIONS, CLASSES AND RACE RATING

5.1 Divisions

Boats will be grouped into Divisions for the purposes of starting.

Slower Division 5 multihulls with CBH ratings similar to Division 3 and Division 4 monohulls will be started with those Divisions at the discretion of the race committee.

5.1.1 Approximate Anticipated Division Groupings

Division 1: Type 2 Monohull Boats and Type 3 Monohull Boats

Division 2: Type 1 Monohull Boats

Division 3: Type 1 Monohull Boats and Type 4-B Multihull Boats (typically Haines Hunter Tramps, Seawind 25s)

Division 4: Type 1 Monohull Boats and Type 4-C Multihull Boats (typically Jarcats)

Division 5: Type 4-A Multihull Boats

Note the placement of Type 1 Monohulls into Divisions 2, 3 & 4 will be similar to previous years with the Class Based Bay to Bay Race Ratings cut offs to be advised on the HBSC website and with boat numbers, CBH & PBH ratings and sailing instructions.

5.1.2 Final Division Groupings

The race committee reserves the right to place boats into the division/class groupings it sees fit.

5.2 Classes

Standard Class boats and Modified Class and One of A Kind Boats shall be grouped into groups of 5 or more for the purpose of scoring CBH and PBH class based results.

5.3 Race Rating

A boat's Class Based Bay to Bay Race Rating will be based Class Basic Handicap systems obtained from relevant Trailable Yacht Authorities and further handicapping in YA Addendum C using previous Bay to Bay Race times and other performance information considered relevant by the Race Committee.

Where a boat does not have an established Class Basic Handicap the Race Committee will establish an appropriate One of A Kind Class Based Bay to Bay Race Rating for such boats.

A Personal Based Bay to Bay Race Rating for every boat will be obtained from relevant Trailable Yacht Authorities and further handicapping in YA Addendum C using previous Bay to Bay Race times and other performance information considered relevant by the Race Committee.

The Race Committee reserves the right to alter a boat's Class Based Race Rating and Personal Based Race Rating after leg 1 and the early stages of leg 2 when a significant discrepancy between its race performance and its CBH and/or PBH rating is deemed to result from yacht details not being correctly declared on the entry form or the Race Committee incorrectly interpreting the yacht details declared on the entry form.

Refer to Clause 1.3 above for division, class, CBH and PBH rating publication details.

5.4 Division, Class and Race Rating Disputes

Refer to clause 1.3

Final decisions on disputes will be made by the Race Committee as required.

6 RACE NUMBER AND IDENTIFICATION

All boats must carry and display on both sides of the boat, above the gunwale and preferably aft of the mast at all times from the time of launching at Tin Can Bay until after sign off at Urangan.

The number must be supplied by the owner and must consist of 300mm high and 40mm thick black numerals on a white background, on material of rigid construction.

PAPER, CARDBOARD, SOFT PLASTIC NUMBERS ETC. ARE NOT ACCEPTABLE.

Offenders of this rule who persist after a warning will be disqualified.

7 MEASUREMENT

Measurements will be taken by appointed measurers or class representatives when required.

8 ADVERTISING

The event is classified Category C in accordance with ISAF Advertising Code Regulation 20 and the prescriptions of the YA. All yachts may be required to display event sponsorship as directed in the Sailing Instructions. The Race Committee reserves the right to refuse an entry which displays names or logos in conflict with race sponsors or for other unforeseen conflicts of interest.

9 SAILING INSTRUCTIONS

Sailing instructions accompanied by the yacht's race rating and race number will be forwarded to each entrant on or about the 30th April, 2007. A souvenir program with sailing instructions will also be provided at the registration desk on Saturday.

10 PENALTIES FOR BREAKING ISF RULES

Rules 44.1 Taking a Penalty, 44.2 Two Turns Penalty and 44.4 Limits on Penalties apply.

11 SCORING, TROPHIES & RESULTS

11.1 Scoring

Results will be calculated by applying Class Based and Personal Based Bay to Bay Race Ratings to total elapsed times of race leg 1 Saturday and race leg 2 Sunday.

11.2 Trophies

Trophies will be awarded for the following Boat Type and Classes Groups with the number of place trophies awarded determined by the number of boats competing in each Boat Type group and each Class group.

11.2.1 Elapsed Time Trophies

Overall elapsed time Type 1 Trailable Monohull Boats
Overall elapsed time Type 2 Sports Trailable Monohull Boats
Overall elapsed time Type 3 Open Trailable Monohull Boats
Overall elapsed time Type 4 Multihull Trailable Boats

11.2.2 Corrected Time Trophies

Overall Class Based Handicap corrected time Type 1 Trailable Monohull Boats
Overall Class Based Handicap corrected time Type 2 Sports Trailable Monohull Boats
Overall Class Based Handicap corrected time Type 3 Open Trailable Monohull Boats
Overall Class Based Handicap corrected time Type 4 Multihull Trailable Boats
Overall Class Based Handicap corrected time Class (minimum of 5 boats required to form a class)

Where possible overall Personal Based Handicap corrected time trophies may be awarded on Class based groups. Where there are insufficient numbers to form a class the yachts may be grouped in appropriate numbers by CBH ratings for the purpose of awarding PBH based trophies

11.2.3 Other Trophies

Various random place trophies may be awarded on the basis of participation in the racing and the trophy presentation function. Various safety trophies may be awarded on the basis on demonstrated smart boating safety. Attendees of the trophy presentation will be entered into lucky competitor entrant draws.

11.2.4 Results

See Clause 1.8 above.
Meals may be available from the Hervey Bay Boat Club's bistro.

12 DISCLAIMER OF LIABILITY

Competitors participate in the Bay to Bay Trailable Yacht Race entirely at their own risk. See Rule 4, "Decision to Race" and YA Special Regulations Rule 1.02 Owners Responsibility. The Hervey Bay Sailing Club will not accept any liability for material damage or personal injury or death sustained in conjunction or prior to, during, or after the event.

13 INSURANCE

Third party personal and property liability insurance coverage is recommended for this race.

27th Bay to Bay Entry Form

For mailing and inquiry details: See Clause 1.2 above

Your yacht class entry in line 2.1 below will be either:

1. The class name followed by STD for boats complying with class rules – write STD in the class boxes in lines 2.7 to 2.14 below and leave details blank
2. The class name followed by MOD for modified class boats – advise class modifications by writing MOD in the applicable class boxes 2.7 to 2.14 below and provide class modification details in the associated boxes write STD in the class box on lines where class details are standard
3. OAK for One of A Kind boats – write OAK in the class boxes in lines 2.7 to 2.14 and provide details
4. Note yacht detail changes from previous years in the appropriate box

Please complete every section, sign declarations, acknowledgements, indemnities and include payment and bus passenger details

1 CONTACT DETAILS

1.1.	Owner/Skipper				
1.2.	Address – Street Number & Street				
1.3.	Address – Suburb/Town/City/State				
1.4.	Address - Post Code				
1.5.	Phone	Home	Work	Mobile	Email
1.6.	Contact afternoon/night after race		Phone: Address:		

2 YACHT DETAILS (if standard class tick class box otherwise fill in details for each line)

2.1.	Yacht's Name:		Yacht Class (e.g. RL24SK STD): (e.g. RL24SK MOD) (OAK One of A Kind)			
2.2.	Yachting Association Affiliated Club/Association Membership: (See Section 6 for Temporary HBSC Membership)					
2.3.	Last Years Bay To Bay Race Number:					
2.4.	Sail Number/Insignia/Colour	Main:	Spinnaker:			
2.5.	Colour	Hull:	Deck:	Cabin:		
2.6.	Rating	State	State CBH	Club CBH	Event/PBH	
2.7.	Class	Mass Kgs	Length Over All mm	Length of Waterline mm	Towing Beam mm	Sailing Beam mm
2.8.	Class	Keel Skeg/Shoal /Centreplate:		Keel Drop/Swing (include shape):	Keel Mass Kgs:	
2.9.	Class	Mast Length Mm:	Rig Configuration (i.e. Mast Head Or Fractional Rig): If Not Masthead Spinnaker Provide Details, Eg $\frac{3}{4}$			
2.10	Class	Fore Triangle Height mm:	Fore Triangle Base mm:			
2.11	Class	Largest Genoa/Headsail Luff mm:	Largest Genoa/Headsail Foot mm:	Largest Genoa/Headsail Longest Perpendicular of – Luff to Clew at right angle to Luff mm:	Largest Genoa/Headsail Maximum Area Sq m:	
2.12	Class	Mainsail Luff mm:	Mainsail Foot mm:	Mainsail Battens e.g. standard class or fully battened:	Max.Area Sq m:	
2.13	Class	Spinnaker Luff mm:	Spinnaker Max. Width mm:	Spinnaker Pole Length mm:	Maximum Area Sq m: Spinnaker cut: e.g. Asymmetrical State if no spinnaker	
2.14	Class	Number of functional berths:	Vertical head room continuously over one square metre of cabin sole with hatches and pop tops closed mm:			
2.15	Hiking Equipment other than “toe straps” – Trapezes, Wings and/or Other Leverage Devices:					

3 DECLARATION

I declare that I have read, understand and agree to be bound by the all the rules that govern the event and I acknowledge that Rule 4 “Decision to Race” places the sole responsibility for deciding to participate in a race or continue racing is the Owner or Owner’s Representative alone, the YA Special Regulations Rule 1.02 and the Queensland Transport Maritime Safety places certain inescapable obligations and responsibilities on the owner which I have read in Clauses 2, 3 and 4 above and which I will honour.

Signed

Date

I declare that the above yacht complies with YA Special Safety Regulations Part 1 2005 for a Category 5 race, is equipped with the safety equipment as specified by the Queensland Transport Maritime Safety and Pollution Regulations and is provisioned with food, water, shelter, sewage disposal, auxiliary motor and fuel for conditions that may be experienced during the event.

Signed

Date

I declare the yacht details supplied above to be correct, I have declared any variations to the yacht that would affect the performance and CBH and PBH ratings and I will ensure the boat complies with all applicable class rules and the yacht details supplied above during the 27th Bay to Bay Trailable Yacht Race.

Signed

Date

4 ACKNOWLEDGEMENTS

I acknowledge that despite classifications of smooth, partially smooth and protected waters certain weather conditions including strong wind, driving rain, hail, lightning (to date it has not snowed) and sea conditions of strong tides, large, steep and confused waves can present dangerous conditions that will threaten the life and safety of crews and boats particularly if they are not properly prepared and fit for all conditions that might be faced during the event while racing, moving to and from the course and at anchorage.

Signed

Date

I acknowledge that sailing can be a dangerous sport and all those taking part in HBSC races do so at their own risk and responsibility. I agree the HBSC is not responsible for the seaworthiness of a boat whose entry is accepted or for the sufficiency or adequacy of the boat, its equipment, crew and support personnel. My attention is drawn to the ISAF Part 1 – Fundamental Rules 1 Safety, 2 Fair Sailing, 3 Acceptance of the Rules, 4 Decision to Race and 5 Drugs and YA Special Safety Regulations Clause 1.02 Owner’s Responsibility and the Maritime Safety Queensland “general safety obligation”, licensing and registration requirements, boat care and maintenance, trip preparation, safety equipment and crewing.

Signed

Date

I acknowledge the event is Category 5 with limited rescue availability and that the crew and the boat will have to rely on the resources of the crew for their immediate and long term safety before, during and after the event.

Signed

Date

I acknowledge that boats have sunk, capsized, been dismantled, suffered damage to hull, spars, fixtures and fittings, rigging and sails, lost persons overboard or suffered physical injury, sunburn, heat stroke, heat exhaustion, cold, hypothermia, anxiety and mental trauma to crew members, friends and family and faced the risk of serious injury and possible loss of life in previous Bay to Bay Trailable Yacht Races and may do so again this year.

Signed

Date

I acknowledge that it is the sole and inescapable responsibility of me and the crew whether to start and/or continue in the 27th Bay to Bay Trailer Yacht Race in spite of any decisions taken by the Race Committee.

Signed

Date

5 INDEMNITIES

I agree to indemnify all persons and organisations involved in the running of the 27th Bay to Bay Race from any claim with respect to any personal injury or death and any damage or loss of equipment or boat. I understand that any boat inspections are only carried out as a guide to Owners and Race Organising Authorities and that an inspector cannot limit or reduce the unlimited responsibility of the Owner or Owner’s Representative as defined in Clause 1.02.1, 1.02.2 and 1.02.3.

Signed

Date

6 FEES & BUS PASSENGER NUMBERS

Cheques to be made payable to the “Hervey Bay Sailing Club” or Direct Debit can be arranged by the Bay to Bay Secretary.

6.1 Entry Fee (Normal \$75)	\$
6.2 Entry Fee (After 14/4/06 \$120)	\$
6.3 Bus Fares - No. of Pass. Fri Sat @ \$20.00 each	\$
6.4 Temp membership of HBSC \$55 (YQ affiliation if required)	\$
TOTAL	\$