



OFFICIAL REGULATIONS

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1. Definition of Event

Australian Offshore Challenge events are designed as long distance, city-to-city, navigational rallies specifically for standard production powerboats. Each event's duration is more than 5 days (excluding pre-event activities) and covers a total distance of more than 500 nautical miles.

The course is divided into legs of one or more competitive stages each. A leg is one day's duration. Legs will commence at or after sunrise and will be of such distance and duration that the competing crews maintaining the course schedule will complete each leg in daylight hours.

In 2011, the Gold Coast to Whitsundays Rally edition of the Australian Offshore Challenge will start from Horizon Shores Marina on the Gold Coast, Queensland and follow a course northward via Fraser Island, through the islands and passages of the Capricorn Coast before navigating the Whitsundays Group and on to the finish at Abel Point Marina in Airlie Beach.

2. Rules of Conduct

The Australian Offshore Challenge is conducted under the power boating regulations of Maritime Safety Queensland, The International Regulations for Preventing Collisions at Sea (SOLAS 1974) and these Official Regulations, together with any Bulletins and Course Instructions that may be issued by the organisers, all of which carry the same force as these regulations.

The regulations include those set down by the Great Barrier Reef Marine Park Authority (GBRMPA) for passage within the permitted zones of the Great Barrier Reef Marine Park. The regulations of all applicable local ports, channels and parks authorities along the course route also form part of the Rules of Conduct of the rally.

3. Promoter

The event promoter is:

Geographica Corporation Pty Ltd

ABN: 38 115 444 301

Box 7447, St. Kilda Road Post Office, Melbourne, Vic 8004

4. Secretariat

The official postal address is:

The Event Secretary
Australian Offshore Challenge
c/- Geographica Corporation Pty Ltd
Box 7447, St Kilda Road Post Office
Melbourne, Vic. 8004

The organisers accept no responsibility for any correspondence sent to any other address.

Telephone: (03) 9867 6666
E-mail: info@offshorechallenge.com.au
Website: www.offshorechallenge.com.au

5. Organising Committee

An organising committee (“the Organisers”) will be appointed in the lead up to the event. The committee will comprise key officials whose names, positions and contact details will be provided to entrants in a Bulletin prior to the running of the event.

6. Program of Event

Saturday 1 st May, 2011	Entries open
Friday 29 th July, 2011	Entries close
Thursday 25 th August, 2011	Meridien Horizon Shores Marina <ul style="list-style-type: none">- Pre-event documentation and scrutineering- Competitors briefing
Friday 26th August, 2011	START – Meridien Horizon Shores to Mooloolaba
Saturday 27 th August	Mooloolaba to Hervey Bay
Sunday 28 th August	Hervey Bay to Lady Musgrave Island
Monday 29 th August	Lady Musgrave Island to Yeppoon
Tuesday 30 th August	Recreational day – Gt Keppel Island
Wednesday 31 st August	Yeppoon to Percy Isles
Thursday 1 st September	Percy Isles to McKay
Friday 2 nd September	McKay to Hook Island
Saturday 3rd September	Hook Island to Airlie Beach FINISH – Meridien Abel Point Marina <ul style="list-style-type: none">- Announcement of final results- Awards Presentation Function

7. Entry Details

7.1 Open and Close of Entries

Entries open with the publication of the Official Regulations and close at 1700 hours on Friday 29th July 2011. A **Pre-Registration Fee** of \$100 will secure a place in the event and may be paid at any time prior to lodging the Entry Form.

7.2 Entry Form

The Entry Form may be downloaded from the event web site or obtained by contacting the event office.

The Entrant, the Skipper and all participating Crew Members must sign the Entry Form

Entry fees are payable in full with lodgement of the Entry Form.

7.3 Crew Details

Adjustments to crew numbers and names may be made at any time up to the close of entries. Contact the event office to advise any changes to crew composition.

All crew members will be required to sign-on at the start of the event. Any crew members who join after the start must also sign-on before that day's competition.

It is the skippers responsibility to advise event HQ each day of any changes to crew numbers or names.

7.4 Bound by Regulations

By signing the Entry Form, the entrant and all crew members agree to be bound by these regulations and all rules pertaining to the event, including any bulletins that may subsequently be issued.

8. Entry Fees

8.1 Standard Entry Fees

The Entry Fee is made up of a boat fee of **\$2,900** plus a crew fee of **\$500** per crew member, including the skipper. All fees are in Australian dollars and include GST.

8.2 Service Crew Registration

Service crews are not compulsory, but where they form part of an entrant's team, they must be registered with the event organisers in order to be covered by the event insurance. A service crew registration fee of **\$330** applies.

Registration of service crews includes names and addresses of personnel, service vehicle and/or boat registration numbers. Refer section 22 for details of servicing and service crews.

8.3 Early Entry Discount

An Early Entry Discount of **\$500** is available to entrants who lodge their Entry Form and fees by close of business, Tuesday 31st May, 2011.

8.4 Calculation of Entry Fee

Use the following table to calculate your total entry fee:

Boat Entry Fee	\$ 2,900.00
Plus Crew Fees of \$500 per crew member (including skipper)	\$
Plus Service Crew Registration: \$330. (if applicable)	\$
Less Early Entry Discount: \$500. (if applicable)	\$
Less Pre-Registration fee: \$100. (if pre-paid – see para 7.1)	\$
Total Entry Fee	\$

8.3 The Entry Fee Package

Refer to “Guide to the Event” for details of inclusions in the Entry Fee Package.

9. Refunds

9.1 Withdrawal by an Entrant

All withdrawals must be in writing and addressed to the Event Secretary.

The Refunds applicable to all Entry Fees paid are:

- If withdrawn prior to 28th July 2011 – 100% of the amount paid less \$250 administration fee.
- If withdrawn on or after 29th July 2011 – no refund.

A full refund of the \$100 Pre-Registration Fee will be paid for any entry withdrawn at any time prior to lodgement of an Entry Form, after which the above refund policy will apply.

Any monies payable as Refunds will be paid within 21 days of receipt of the entrant’s written notice of withdrawal.

10. Cancellation of Event

If, for any reason whatsoever, the event is cancelled by the organisers or does not take place, all entry and other fees will be refunded in full. The entrant and all crew members acknowledge that:

- upon the refund of entry fees the promoter and organisers of the event shall be discharged from any further liability to the entrant and/or crew members for any expenses or damages arising in any way from their entering the event; and
- except as may be provided by legislation, the promoter and organisers shall not be liable to them for any direct, indirect or consequential loss, expense or damage arising from their entering the event.

11. Amendment to Regulations

The organisers reserve the right to amend the current regulations at any time up to and during the running of the event. Amendments will be issued in numbered bulletins, which are the official written communication between the organiser and competitors, and are an integral part of these Official Regulations of the event. Bulletins will be numbered and dated. Competitors will be required to confirm receipt of all bulletins, in writing. All bulletins issued prior to the event will be re-issued at pre-event documentation where their receipt must be signed for.

During the event, bulletins will be posted by the Event Secretary in the Event Headquarters and on the official notice board, and will be directly communicated to all participants via daily briefings.

The official notice board will be located at the pre-event headquarters, at the administrative headquarters at each overnight stop, and at the finish headquarters. Official documents issued during the event will be posted on the official notice board and it is the competitor’s responsibility to check the board daily for any information that may be issued.

12. Eligibility

12.1 Crews

Competing crews for Classes 1B to 6A must consist of a minimum of **two** (2) persons and a maximum of **six** (6) persons.

For Class 1A (Personal Water Craft), the crews must consist of a minimum of one (1) and a maximum of two (2) persons.

No age restrictions apply to any crew member, but it is the skipper's responsibility to ensure that crew members are capable of performing any duties required of them. Parental written permission is required for crew members under 18 years of age.

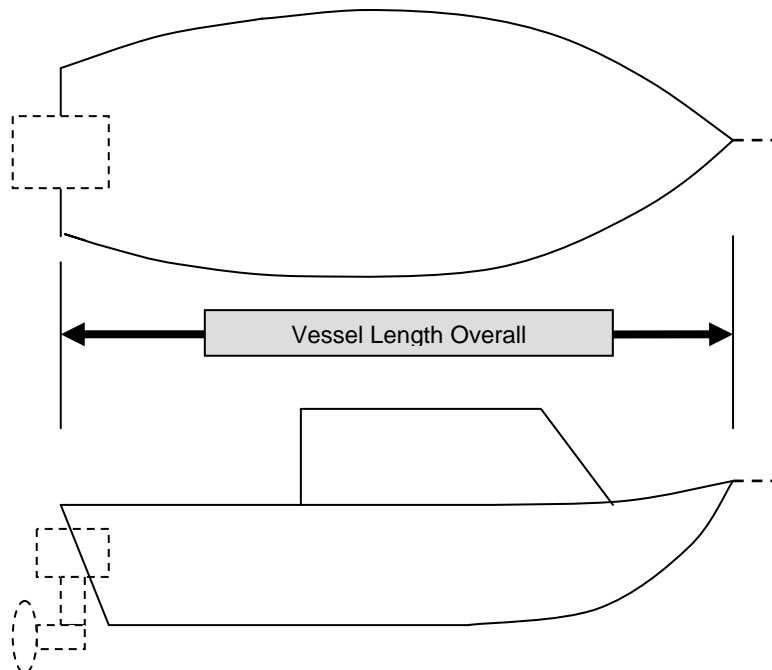
Each skipper must hold a current and valid power boat operators license, as issued by his or her home state. Each crew member who may take the helm at any time during the event must also hold a power boat operators license.

12.2 Power Boats

The event is open to engine-driven boats of any design, construction material and configuration within the following length specifications:

- Minimum length overall: 5.0 metres (for coastal navigation rallies)
- Maximum length overall: 25.0 metres

Length overall is the length of the main body of the hull and excludes any extra projections such as outboard motors, swimming platforms, bowsprits, fittings or attachments, as illustrated in the following diagram.



12.3 PWC's and RIB's

PWC's (Jetskis) of any size, configuration and HP may enter and will compete in a class separate from power boats (Class 1A). Rigid Inflatable Boats and Pontoon Boats of any length over 5.0 metres will compete in Class 1B.

12.4 Classes and Categories

For the purpose of determining awards and prizes, competitor's boats will be grouped in the following classes:

Class	Category	LOA metres	Total HP (at Prop) (all engines)
1	A	All sizes	Personal Water Craft
1	B	5.0 m and above	RIB's and Pontoon Boats only
2	A	6.0 – 7.5 m	< 250
2	B	6.0 – 7.5 m	> 250
3	A	7.51 – 9 m	< 300
3	B	7.51 – 9 m	> 300
4	A	9.1 – 12 m	< 600
4	B	9.1 – 12 m	> 600
5	A	12 m and above	< 750
5	B	12 m and above	> 750
6	A	Boats – eligible, but not otherwise classified – (NOC)	open

In cases where there are fewer than three entrants in a class, these entrants will compete for outright positions only. Alternatively, the organisers may amalgamate one or more classes in order to enhance the spirit of competition.

13. Compulsory Equipment

13.1 Compulsory Safety Equipment - Regulations

All competing boats must carry the minimum safety equipment (for their vessel type and length) as specified by marine safety authorities (Queensland). Competitors are directed to the published literature from Maritime Safety Queensland for details of this equipment. An extract of this information is contained here in Appendix 1.

13.2 Compulsory Safety Equipment – The Event

In addition to the compulsory safety equipment specified by the marine safety authorities, the organisers require that all competing boats also carry certain additional safety equipment and materials. These requirements are also shown in Appendix 1.

14. Radios and Radio Communications

The Marine Safety Board of Australia recommends that recreational water craft use two-way marine radios of either 27 MHz or VHF.

Competitors in the event will be required to use a VHF radio transceiver for communication with event officials. The working frequency, radio protocols and required usage and information will be provided to competitors throughout the event.

Channel 16 will be used as the general distress/urgency/safety channel as is standard practice in marine VHF radio communications.

In addition to a console-mounted VHF radio with external aerial, it is recommended that each entrant also carries a hand-held VHF radio.

Competitors are reminded that at least one person in the crew should hold a Marine Radio Operators Certificate of Proficiency.

15. Competition Numbers and Signs

15.1 Competition Numbers

Competition numbers and event identification signs will be issued at documentation and scrutineering. These numbers and signs must be affixed to the boat as described in the instruction sheet accompanying the numbers. Numbers and signs must be displayed at all times between the Official Start and the Official Finish.

Where a competitor withdraws permanently from the event during its running, then it is the skipper's responsibility to remove the competition numbers.

15.2 Promoters Advertising Signs

The organisers may also supply event sponsors advertising and identification signs to be affixed to competing boats. These will also be supplied (with fixing instructions) at documentation and scrutineering.

Signs, decals and numbers supplied by the organisers must not be cut or modified in any way.

A failure to display any event signs or sponsor's advertising signs as instructed on the boat will render the entrant liable to a 50% increase in the entry fee.

15.3 Competitor's Sponsors Signs

Competitors may display any additional sponsors or other signs or advertising material on their boats subject to the following requirements:

- The location of additional signs must not conflict with the location instructions of the organiser's signs, including the competition numbers.
- Lettering of all signs must be carried out in a neat, regular and professional manner. The Chief Scrutineer may order the removal of any sign or part of a sign which, in his opinion, does not comply with the requirements of this paragraph.
- The Chief Scrutineer will be the final judge as to the suitability of any sign and may direct the removal of any sign at any time prior to or during the event.

16. Documentation

Skippers and crew members must present the following when signing on at documentation:

- Boat registration certificate (or copy of)
- Power Boat Operators Licence (skipper and all crew members who will take the helm during the event)

Documentation will take place at a location to be advised.

At documentation, crews will be issued with their course instructions which will include marine charts of the event course. All other documents and materials, including merchandise packs and vessel signs and competition numbers will also be issued at documentation.

On completion of documentation, skippers will be advised of their scrutineering arrangements. Scrutineering of a boat will not commence until all documentation procedures have been completed.

17. Scrutineering

Pre-event scrutineering will be carried out at Horizon Shores Marina, Cabbage Tree Point Road, Woongoolba on Thursday 25th August, 2011.

All competing boats must be presented to, and must pass, scrutineering in order to be allowed to start.

All boats must be presented to scrutineering in a 'ready-to-start' condition, with event signage placed in position and all compulsory safety equipment on board and properly stowed.

Scrutineering will cover a basic inspection of the vessel's seaworthiness, plus an item-by-item inspection of the Compulsory Safety Equipment.

The Chief Scrutineer will be the final judge as to whether a boat passes scrutineering. The Rally Director will take the advice of the Chief Scrutineer in determining the acceptance of a boat as being ready-to-start.

A failure to pass scrutineering will require the crew to rectify the 'failed item(s)' and re-present the boat for a second inspection. It is the skipper's responsibility to make the boat available for a re-present inspection at a time when the Chief Scrutineer is available to carry out the second (or subsequent) inspection. Exclusion of a boat which ultimately fails scrutineering will not entitle the entrant to any refund of any fees paid.

18. Briefings

18.1 Compulsory Pre-event Briefing

A crew briefing meeting will be held prior to the start at Horizon Shores Marina. Attendance by all competing crew members is compulsory.

Date: Thursday 26th August, 2011
Time: 1600 hours
Venue: Meridien Horizon Point Marina

Registered service crew personnel are expected to also attend the Pre-Event Briefing, if they are at the start location on the day.

18.2 Daily Briefings

The Event Director and/or Rally Director will conduct briefing meetings at the start of each day's leg or at other times. Skippers and navigators are required to attend in person. Failure of any crew member of a competing boat to attend a briefing may result in that boat being classified as Did Not Start (DNS) for that leg.

19. Skipper's Responsibility

The safety of the competing boat and her crew is the sole and inescapable responsibility of the skipper. It is the sole and exclusive responsibility of each skipper to decide whether to start, re-start or continue the rally. It is the skipper's responsibility to ensure that all laws and regulations in each port of call are complied with. Legal responsibility for any breach of these laws involving his or her boat or crew is, and remains that of the skipper. Neither the establishment of these Official Regulations, the Compulsory Safety Equipment requirements, nor the pre-event checking of the boat for safety equipment regulations or sea-worthiness limits or reduces the complete and absolute responsibility of the skipper for the safe and lawful conduct and movement of his or her boat.

20. Berthing

Berthing arrangements for all ports will be advised in a Bulletin or at the start of each day's leg.

Berthing arrangements for Horizon Shores Marina will be advised well in advance of the start date. Berthing arrangements for Abel Point Marina will be advised at the start of the final day.

Berthing fees for start and finish locations only are included in the Entry Fee. Berthing at overnight stopovers may consist of rafting up or at swing anchors or mooring at jetties, depending on facilities available at each location.

21. Insurance

The entry fee includes insurance cover for public liability. Details of the event insurance may be obtained from the organisers.

It is recommended that all crew members be covered by an Ambulance Fund.

Insurance cover for the entrant's boat is recommended, but not compulsory. The choice to take out boat insurance is the responsibility of the entrant, and the event organiser takes no responsibility, should the entrant choose not to obtain such insurance.

However, all entrants must have at least third party insurance to cover any claims arising from damage caused to another party either during the event or while in port before or after the event.

22. Servicing

22.1 Registration of Service Crews

Although not compulsory, entrants may utilise a land-based service crew to provide support and assistance to their team. If a service crew is to be used, it must be registered with the event organisers. Registration will provide insurance cover and other benefits as detailed in the "Guide to the Event". Each member of the registered service crew must sign in at documentation on Thursday 25th February. See section 8.2 for further details.

22.2 Nominated Servicing Locations

Servicing of competing boats may only be carried out at nominated service locations.

Nominated service points include all overnight harbour locations and may also include other landfall locations, as specified in the Course Instructions. Registered service crews will be provided with location details for each day's servicing in a set of instructions

22.3 Servicing Assistance

Servicing may be carried out by either:

- the on-board crew of competing boats;
- any land-based service crew of competing boats; or
- third party service providers, who are not officially part of the event, but whose services may be hired by crew members at service locations.

Registered service crews may tow or carry a small boat or PWC to facilitate servicing in harbour, but are expressly prohibited from providing at-sea servicing to a competitor during any competitive stage.

Casual assistance by officials of the event may be given to competitors, but not on either a regular or pre-arranged basis. Supply or carriage of spare parts, equipment or fuel for competitors by event officials is prohibited, with the exception of the official refuel vehicles or event escort craft (refer paragraph 23). Breaches of the servicing rules will lead to penalties.

23. Refuelling

23.1 Refuel Locations

The Course Instructions will include details of refuelling which shall take place only at refuel zones and/or service locations nominated by the organisers. Commercial fuels, including ULP and diesel, will be available at the refuel zones listed by the organisers.

In some cases, where a refuel zone is away from towns or other normal refuelling facilities, the organisers will arrange, in advance, for refuelling facilities to be available to competitors. For this purpose, competitors will be asked prior to the event to nominate their required fuel type.

Competitors may carry additional fuel on board their boats as long as the fuel is in approved containers and stowed in a safe manner. A 'safe manner' includes the use of jerry cans or fuel bladders.

Competitors may, by prior arrangement, request that the event escort vessels carry spare fuel or equipment on behalf of the competitor, where such assistance is in the interest of safety. The Event Director must approve all such arrangements.

23.2 Refuel Distance

The maximum distance between refuel locations will be advised to all competitors in a Bulletin prior to the event.

24. The Competition – Running Details

24.1 Starting Order and Timing

The start order for the first leg shall be determined by a ballot of entries within each class.

For the second and subsequent legs, the start order will be in order of classification of the previous leg.

Generally, the start order for each leg (after the first) will be in reverse order of pre-set average speeds, so that boats with the slowest average speeds start first. This rule is designed to ensure that the whole field does not become too strung out over a large distance making support and emergency assistance more difficult.

24.2 Late Start / Non Starters / Withdrawals

Competitors intending to start a leg late must notify the organisers before the start of their intention to start late.

Competitors starting more than sixty minutes after their due start time (except in exceptional circumstances) will be classified as DNS for that leg. Competitors that are classed as DNS for three or more legs will not be included in the overall results.

Competitors who make a landfall location other than their port of destination must advise the Rally Director (by radio) immediately and state their intention to either withdraw or to continue with the leg stages.

24.3 The Course – Changes and Alterations

The course must be completed in accordance with the Course Instructions, except as may be directed by the Rally Director.

The Rally Director reserves the right to alter, postpone or abandon a section should, in the opinion of expert advice, the course or any part of it becomes un-navigable or too hazardous.

Any alterations to the Course Instructions or the event schedule shall be in writing. At no time shall verbal advice take precedence.

If the event is terminated when partly run, placings shall be determined and the relevant awards made to those competitors who completed the course in accordance with the regulations up to the preceding time control.

24.4 Course Instructions

The course will be advised to all competitors in a series of Course Instruction booklets issued at the start of each day. The Course Instructions contains specific details of the course to be followed within each leg, including location of all control points, distances between control points, navigation advice and navigation charts to be used. The Course Instructions will also include the weather forecast for the day ahead.

Failure to complete the course to the satisfaction of the organisers will incur penalties as shown in paragraph 27.

24.5 Rally Log Book

Each competitor will be issued with a Rally Log Book. The log book is used by the event officials to record the competitor's due start and finish times and the nominated Target Times for each stage.

The log book is to be handed to the event official at event HQ at the start of each day for recording Target Times (refer paragraph 24.8). Each competitor is responsible for their own log book. A lost log book will lead to a DNS for that leg.

Competitors may use their log book to enter their Target Times and actual start and finish times when advised of them by the timing marshals. Competitors will also use their log books to enter information at a Passage Control (refer paragraph 24.10).

24.6 Course Format

The event is run as a navigational rally and the primary emphasis is on coastal navigation using charts (including electronic charts) and Course Instructions provided.

Within each Leg, competitive stages will be run in an Average Speed format. Other stage formats are Convoy (paragraph 24.12) and Recreational (paragraph 24.14).

24.7 Average Speed Stages

Average Speed Stages require the competitor to cover the stage distance at an average speed and to arrive at the stage finish at a pre-set Target Time. Each crew sets its own target time for each stage according to how they interpret the day ahead. That is, the forecast weather and sea conditions, their boat's expected performance and their experience from the previous day's competition.

24.8 Recording Target Times

At the commencement of each day, each crew's navigator is to enter his or her team's target time in the Target Time Register located at event HQ.

Each crew's nominated Target Time for each stage becomes the time they must achieve for that stage. Points are lost (calculated in hours, minutes and seconds) for arriving faster or slower than their nominated target time will take them.

Once a crew's target time has been entered in the Target Time Register, they will be given their due start time and their due finish time for that day's stage or stages. Due start times will be allocated according the number of boats in each class and each boat's previous day's times.

24.9 Timing and Control Procedures

During the event there are four types of controls points:

1. **Leg Start** controls at the overnight harbour.
2. **Stage Start** controls at commencement of each competitive stage.
3. **Stage Finish** controls at the end of each competitive stage.
4. **Leg Finish** controls at the entrance to the overnight harbour.

The location of each Stage Control Point is indicated by a red and yellow banner sign (2m x 1m).

At the commencement of each leg, competitors are to report to the Leg Start control at their due start time. From there they will be despatched to the Stage Start control for the commencement of the competitive stages.

Control officials will record the **actual** start and finish times for each competitor in the Master Timing Record book. Competitors will be advised of their actual start and finish times by radio (where possible) and at event HQ at the end of each stage. Competitors may enter their actual start and finish times in their log book when advised by the control marshal.

Competitors must approach each Stage Start and Stage Finish control point from the direction indicated in the Course Instructions. Entering from a wrong direction (ie. > 30°) will be recorded in the Master Timing Record book and penalties will apply.

24.10 Passage Controls

On selected stages, the Course Instructions will specify a Passage Control. This is a particular way-point where competitors will be required to pass through and record a number or letter

displayed on the red/yellow checkpoint banner or other piece of information as specified in the Course Instructions.

This number, letter or other information must be entered by the competitor in the Rally Log Book in the space indicated.

Passage Controls only apply to Average Speed Stages.

24.11 Official Time

Timing will be carried out using the official timepieces issued to control official by the organisers. The time pieces will be set to Australian Eastern Standard Time (AEST). AEST can be obtained by telephoning 1194.

All official reference to time during the event will be in 24 hour format.

24.12 Convoy Stages

Selected open water stages may be designated Convoy Stages. A Convoy Stage replaces the Average Speed Stage format and competition points do not apply to that stage.

Where a stage is designated a Convoy Stage, all competitors within each class leave the start together as a convoy, travelling in sight of each other. The Convoy format is designed to ensure the safe passage of the event fleet where weather or sea conditions render independent travel undesirable. Under convoy conditions, the overall speed within each group is determined by the speed of the slowest boat.

Convoy stages do not form part of the pre-arranged competition and will only be used when conditions on the day deem it to be in the interests of safety.

24.13 Non-Competitive Sections

Where a section is required for refuelling or other non-competitive purposes, this will be advised in the Course Instructions. Non-competitive sections are not timed for results purposes and speed restrictions apply. The speed restrictions are as shown in the Course Instructions for that section.

24.14 Recreational Stages

Non-competitive sections may also be used for recreational purposes, where no competition takes place. When used, recreational stages will permit competitors to engage in recreational or non-competitive activities along the Course. Details will be provided in the Course Instructions and in a bulletin prior to the start.

24.15 Entering and Leaving Harbour

Speed restrictions apply to entering and leaving harbours. Generally, these will be a maximum of 5 knots, unless local conditions dictate otherwise. Penalties apply for exceeding speed limits in harbours and at overnight stops or other places where congestion occurs. Speed restriction zones are shown in the Course Instructions for each leg.

24.16 Distress Assistance

Any competing boat that goes to the assistance of another boat in distress will have a redress of time calculated and applied to their results. In the event of this occurring, crews should keep an accurate log of times, distances, courses and speeds to enable a fair redress to be calculated. It is the intention of the organisers that no competing boat should be penalised for helping another boat in distress.

25. Scoring

25.1 Average Speed Stages

Each competitor is required to set their course, calculate their speed required to cover the distance according to prevailing sea conditions, and their arrival at the next checkpoint as close as possible to their own nominated Target Time for each stage.

Points (calculated in hours, minutes and seconds) are lost for arriving at the finish checkpoint **before** or **after** the Target Time.

Entries from the Master Timing Record book will be matched with the Target Times Register to score each competitor's stage and overall scores.

26. Protests

Any protest must be made in writing and handed to a member of the Organising Committee at the event headquarters within two hours of finishing the leg to which the protest applies. Each protest must be accompanied by a lodgement fee of \$100.00 cash which shall be forfeited if the protest is lost.

The protest shall be heard by the Protest Committee within 24 hours of the protest being lodged. The Protest Committee will be made up of members of the organising committee. The decision, which shall be final, will be posted on the official notice board.

27. Penalties

The following penalties will apply, except where exceptional circumstances exist.

Item	Offence or Breach of Rules	Time Penalty	Exclusion	Penalty at Director's Discretion
27.1	Failure to attend scrutineering		Exclusion	
27.2	Failure to carry compulsory safety equipment			Up to exclusion
27.3	Servicing outside a nominated servicing location	1 hour		
27.4	Failure to complete the designated course			Up to exclusion
27.5	Missing or incomplete rally log book			Up to exclusion
27.6	Unauthorised entry in a rally log book		Exclusion	
27.7	Entering a finish checkpoint from a wrong direction	30 minutes		
27.8	Exceeding speed limit in a speed restriction zone	1 hour		
27.9	Consumption of intoxicating liquor during competition section			Up to exclusion
27.10	Wilful interference with a course or control marker		Exclusion	
27.11	Unsporting behaviour, or behaviour likely to bring disrepute to the event			Up to exclusion

28. Judges of Fact

All officials and time keepers are judges of fact in regard to following the prescribed course, the direction of travel, time of arrival and direction of entry into control points. Their decisions relating to matters of fact are not subject to protest.

The Chief Scrutineer is a judge of fact in relation to the seaworthiness of a competing vessel and its compliance with the requirements to carry prescribed safety equipment.

29. Consumption of Intoxicating Liquor

The consumption of intoxicating liquor by a crew member during the course of each day's competition is strictly prohibited. Offenders are liable to exclusion from the event.

30. Awards and Trophies

30.1 Classification and Results

Scored times are expressed in hours, minutes and seconds. The final results will be determined by adding the cumulative points lost times (in hours, minutes and seconds) for all stages. The competitor with the lowest number of accumulated points (including points incurred for any penalties where expressed in time) shall be declared the overall winner, the next lowest declared second, and so on. All class classifications will be determined on the same basis.

Provisional results will be posted on the official notice board on Saturday 3rd September 2011, at 1600 hours. If no protests are received, these will become the Final Results at 1800 hours.

Leg results will be posted on the official notice board at the conclusion of each day's competition. These results will remain provisional (subject to protest) for 24 hours (except on the last day) after which they will become final and will be used to compile the Final Results.

30.2 Unconditional Awards

Trophies will be awarded as follows:

First Outright Competitor

A trophy or plaque will be awarded to the Overall Winner of the navigational competition.

Finisher Awards

Each entrant who successfully completes the entire course will receive a Finisher's plaque.

Special Award

A "*Spirit of the Challenge*" award will be presented to the crew who, in the opinion of the organisers, best displayed the spirit of the Challenge throughout the event.

Further Awards, including special awards for commercial and manufacturer entries, will be notified in a Bulletin.

30.3 Conditional Awards

Additional awards, which may be conditional upon the display of signs and/or use of specified equipment, may be arranged by the organisers and will be notified in a bulletin.

Eligibility to qualify for such additional awards will be contingent upon competitors respecting the terms and conditions of the awards as laid down by the providers of such awards.

31. Guide to the Event

A Guide to the Event will be issued to all entrants prior to the start of the event. This guide will contain information which does not form part of the Official Regulations of the event. It is designed to be of assistance to competitors, but may not be used as a basis of protest.

32. Definitions

Abbreviations used in this document have the following definitions:

AEST	Australian Eastern Standard Time
DNF	Did Not Finish
DNS	Did Not Start
EPIRB	Emergency Position Indicating Radio Beacon
GPS	Global Positioning System
PFD	Personal Floatation Device
PWC	Personal Water Craft
RIB	Rigid Inflatable Boat

Appendix 1

COMPULSORY EQUIPMENT – Regulations

State boating regulations (Queensland) require that all boats carry the following minimum safety equipment when operating beyond partially smooth water.

Equipment item	Boats up to 8m LOA	Boats over 8 m LOA
Approved PFD Type 1 (for each crew member)	•	•
Bilge pump	• 45 litre/min	• 70 litre/min
Capacity Label	•	•
Bailing bucket with lanyard attached	•	• 2
Fire extinguisher(s)	•	• 2+
Waterproof torch	•	•
Anchor(s) & cable/rope (with 2 metres of chain)	• 1 anchor; 27 m cable	• 2 anchors; 37 m cable
Flares – handheld (red) 2	•	•
Flares – handheld (orange smoke) 2	•	•
Flares – parachute (2)	•	•
Marine compass	•	•
Life buoys/liferaft/dinghy		• (vessels over 12m only)
EPIRB – 406MHz	•	•
V sheet	•	•
Prescribed navigation lights – complying with International Regulations for Preventing Collisions at Sea	Refer Maritime Safety Queensland for details (www.msg.gov.au)	

General Requirements

All safety equipment that requires regular servicing must be in-date at the start of the event and remain in-date for the duration of the event.

All safety equipment carried must:

- be of type, size and capacity for the size of the vessel;
- function correctly;
- be easily accessible

Each crew member must be fully conversant with the operation of all safety equipment carried and know its stowage positions.

COMPULSORY EQUIPMENT –The Event

In addition to the compulsory equipment required under regulations, all participating vessels in the event must also carry the following equipment.

First Aid Kit – suitable for marine/boating use

Basic tool kit – containing tools applicable to the entrant's boat and engine

Drinking Water – minimum of 2 litres per person

Marine Compass

GPS – navigation device

Marine Radio – VHF transceiver, minimum 5 watt capacity

Charts – to be provided by event organisers and will be made available at pre-event documentation.