

# MORETON BAY BOAT CLUB

## Sailing Section



## SAGS and WAGS Sailing Instructions

Moreton Bay Boat Club Ltd. A.C.N. 009 922 132

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## **1. Event description:**

Saturday Afternoon Good Sailing (SAGS) and Wednesday Afternoon Good Sailing (WAGS) events are social boat races sailed as 'pursuit' races with a handicap start. Each boat is allocated a start time before the event, based on past performance.

The aim is to have all boats finish close together then socialise as a group at the Moreton Bay Boat Club lounge afterwards where results are announced and presentations made.

Members are encouraged to bring guests and enjoy the facilities and company at the Moreton Bay Boat Club after these events.

Prior to each event, the Event Coordination Officer (ECO) is generally at the MBBC to greet guests and visitors and assist in the allocation of guests and visitors to participating boats.

## **2. Who can enter**

### **2.1. MBBC Members**

All full members with compliant boats on the MBBC Sailing Section register are eligible to enter.

Regular crew members are required to be at least a social member of the MBBC and a member of the MBBC Sailing Section.

### **2.2. Visiting boats and crew:**

Visiting boats are welcome to participate in a maximum of two (2) SAGS or WAGS events (consecutive or otherwise), in any given year.

The SAGS ECO and WAGS ECO will subsequently confer to determine the boat's initial start times for the respective events. The allocated initial SAGS and WAGS start times may be different.

After two events, the boat's owner or skipper is required to become a full MBBC member before entering a third and ongoing SAGS or WAGS events. Intended regular crew are required to become at least MBBC social members.

### **2.3. Visiting members of the public**

Interested visitors to the MBBC are invited to join the event by guest crewing on member's boats. They should arrive (and sign in) at the MBBC on Saturdays or Wednesdays about noon and get directions at the reception desk. The Event Control Officer (ECO) will allocate them to a boat where possible. Refer also to section 8 item 7 regarding guest crew safety.

### **3. Course to be sailed**

The SAGS and WAGS utilise four (4) courses as described in Section 4. The course to be sailed for each individual event is selected from those courses based on the time of the month and weather conditions.

The choice of the course to be sailed is based on the following guidelines.

#### **3.1. SAGS**

The 1<sup>st</sup> SAGS in each month will use the Bribie south cardinal 'out & back' course.

The remaining SAGS in each month will use the Garnet Rock 'out & back' course.

If weather conditions are such that the conditions along the Redcliffe peninsula foreshore are untenable for smaller boats, the event on that day will use one of the Deception Bay courses.

#### **3.2. WAGS**

The 1<sup>st</sup> WAGS in each month will use the Garnet Rock 'out & back' course unless conditions are untenable for smaller boats in which case the course will revert to one of the Deception Bay courses..

The remaining WAGS in each month will use one of the Deception Bay courses. The choice between the port or starboard course is based on wind direction (refer Section 4.2).

#### **3.3. Confirmation of the course to be sailed**

Confirmation of the course to be sailed on any Saturday or Wednesday is advised to competitors at the MBBC prior to the event and also transmitted via VHF77 by earlier starting boats.

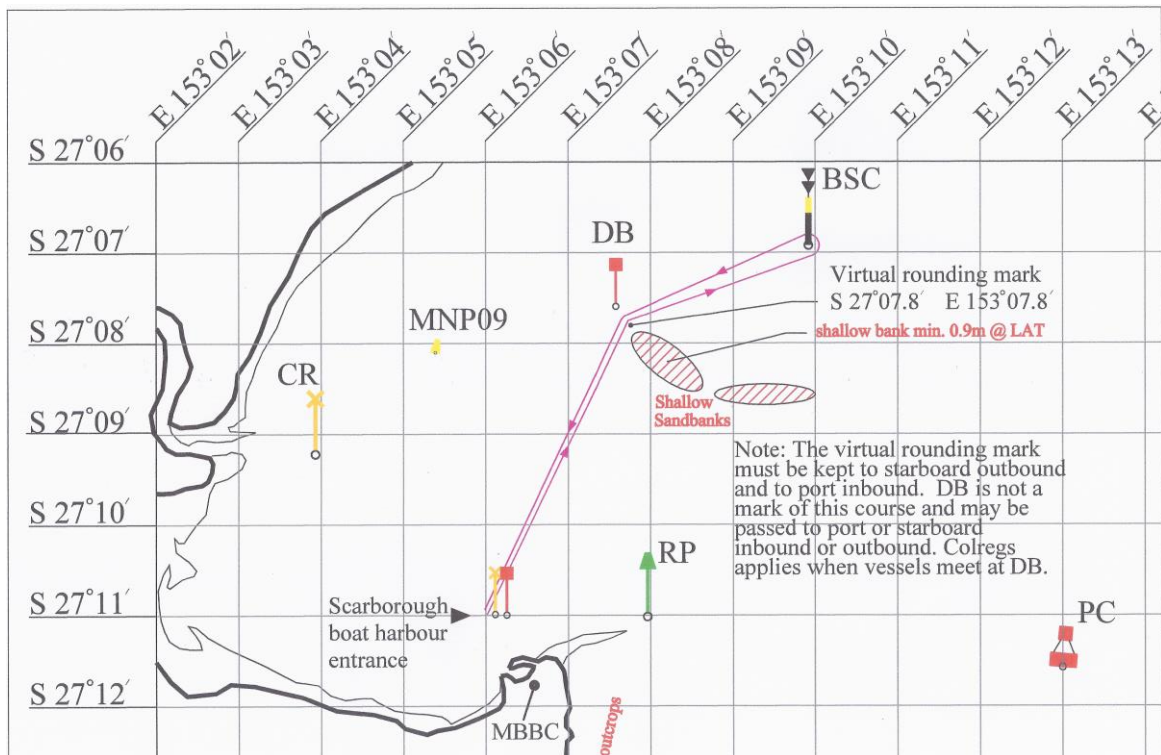
Boats unsure of the course to be sailed should call MBBC 'race control' prior to their start time.

In the case where an early starting boat has no notification of which Deception Bay course to sail, that boat should choose the course direction by referencing the Deception Bay Course Guide in Section 4.

## 4. SAGS and WAGS Courses:

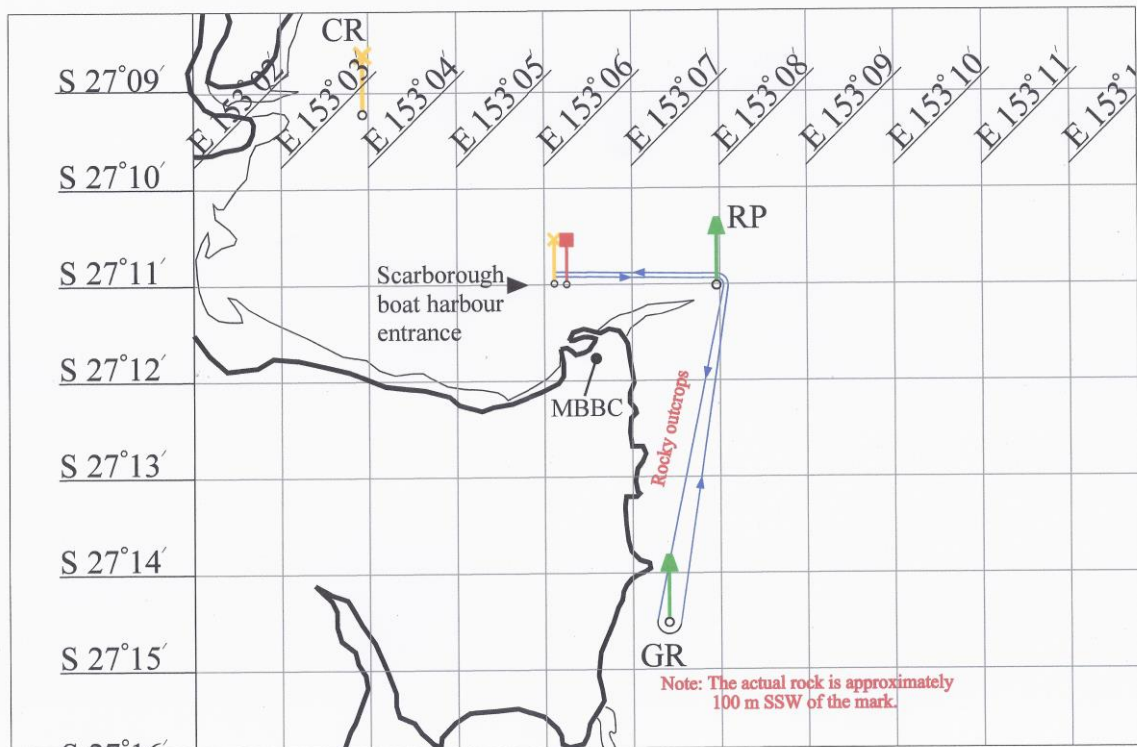
### 4.1. Course diagrams

#### BRIBIE SOUTH CARDINAL COURSE



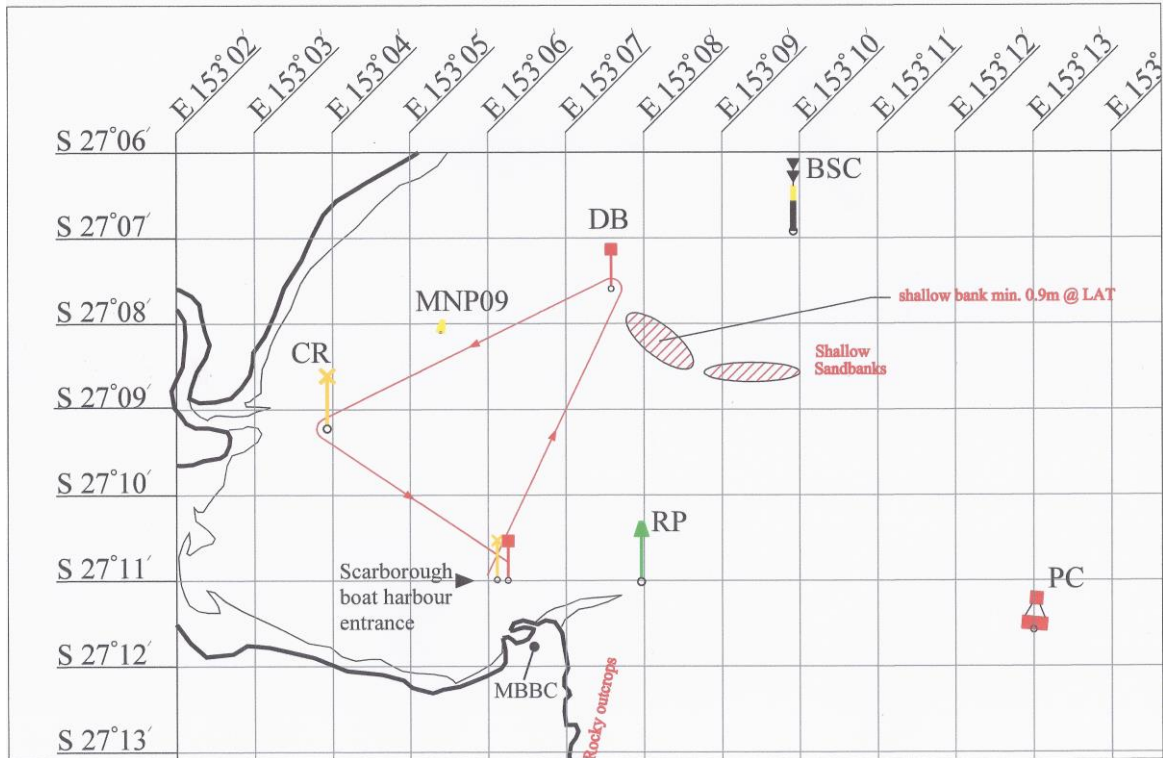
**START – VIRTUAL MARK – BRIBIE SOUTH CARDINAL – VIRTUAL MARK – FINISH**

#### GARNET ROCK COURSE



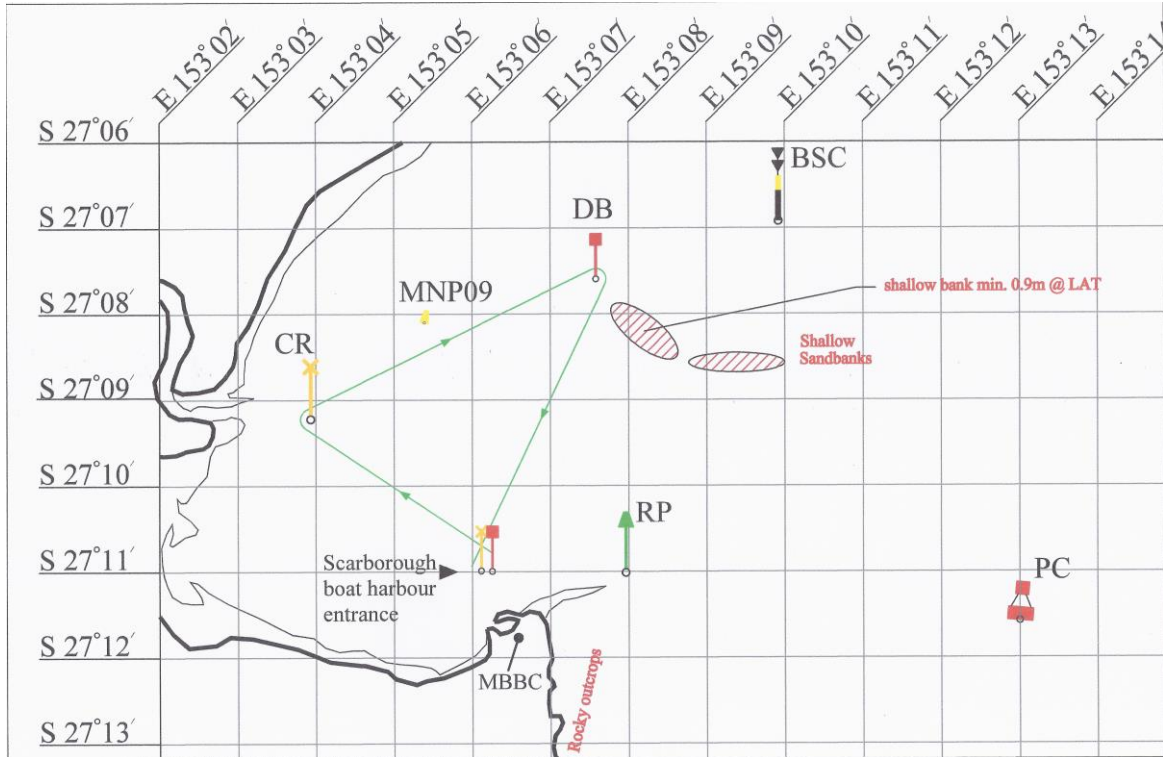
**START – REEF POINT – GARNET ROCK – REEF POINT – FINISH**

### DECEPTION BAY PORT COURSE



**START - DECEPTION BAY RED - CABOOLTURE RIVER YELLOW - FINISH**

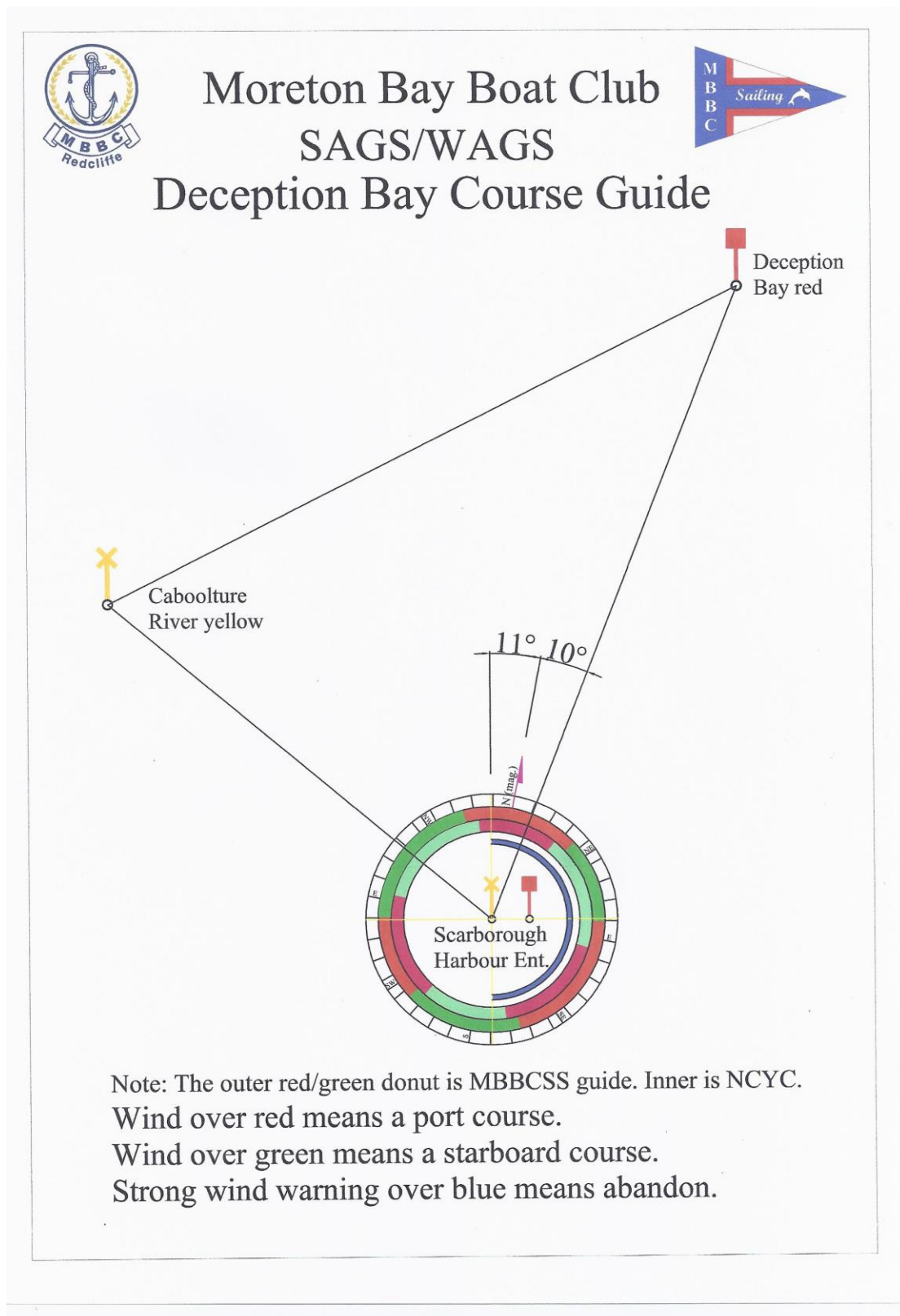
### DECEPTION BAY STARBOARD COURSE



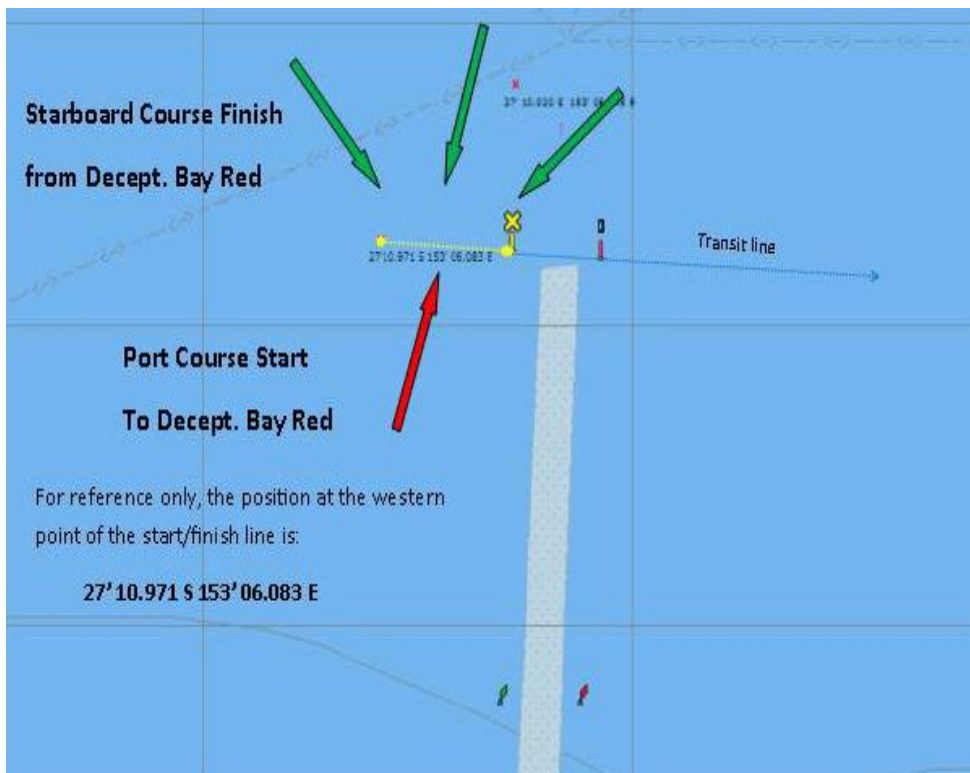
**START - DECEPTION BAY RED - CABOOLTURE RIVER YELLOW - FINISH**

#### 4.2. Deception Bay courses direction guide

The direction of the course to be sailed will generally be decided by the first boat starting and confirmed by the ECO. The diagram below is a guide to assist in choosing the course direction.



### 4.3. Deception Bay courses start and finish diagrams





## 5. Shortening the course

The SAGS and WAGS handicapping system is 'time on distance'. Boats receive their handicap (the varying start times) prior to the event. Therefore, shortening the course will adversely affect later starters. However, in very light breezes, the ECO may confer with participants to gain a consensus allowing shortening the course.

For the Deception Bay courses, shortening may be at the first mark or at the MNP09 yellow marker buoy situated at S 27° 08.1' E 153° 05.4'.

Shortening of the Bribie south cardinal course will be at the virtual mark at S 27° 7.8' E 153° 7.8'.

## 6. WAGS start and finish:

### 6.1. Start times:

Start times are available from;

- the club website - <http://mbbc.org.au/sporting/sailing/social-sailing/>
- emails to members
- notices within the Bilge Bar area.

### 6.2. Pre-start logon

It is the responsibility of each skipper to ensure they are logged-on. The ECO will take logins at the MBBC before the event until the ECO leaves to sail.

Boats unable to logon at the club must do so via VHF 77 prior to starting.

A competing boat usually takes VHF 77 logons. This may be difficult in adverse weather conditions. If in doubt about the boat's logon status, the ECO should be consulted at the MBBC after the event.

### 6.3. The start

Competitors must:

- Avoid the immediate start area until they are due to start.
- Cross the start line on or after their allocated start time.
- Shut down engines prior to starting such that no engine acquired momentum results in a starting advantage. If engines are used after the start the boat will be deemed to have not competed in the sailing event.

Note: Participants will need to judge the 100m limit shown on the diagrams. As a guide, the yellow special mark and the adjacent red lateral are approximately 40m apart.

#### **6.4. The finish**

After crossing the finish line, clear the finishing area before dropping sails to allow other competitors to finish safely.

- Each boat is to note the boat finishing immediately before and after (where possible) and advise the ECO at the MBBC if asked.
- In the event of a tie, the prizes and penalties will be shared.
- The final placing's are determined by the ECO. There is no protest process.

#### **6.5. Time limit**

The event time limit will be 5:00pm.

Any vessel not able to finish prior to the time limit must contact the ECO and report their position and ETA. Failure to do so may result in the activation of the MBBC Sailing Section Emergency Plan.

Boats not finishing by the time limit will be deemed a valid competitor and will receive the time credit for participating.

### **7. General event rules**

- The event will be abandoned if there are less than three (3) boats starting. No prizes or time adjustments will be given.
- The event will be abandoned if a gale warning is current for Moreton Bay or if a strong wind warning is current for Moreton Bay and there is an easterly component (e.g. NE, E, SE).
- Spinnakers and other extras are permitted provided it is safe to do so.
- Single handed sailing is permitted provided that:
  - the ECO has been advised at log-on.
  - An auto-pilot is used when the helm is unattended.
  - A tethered harness is utilised as a minimum.
- It is an ACMA requirement that persons operating/supervising radio apparatus hold a MROCP (Marine Radio Operators Certificate of Proficiency) or its equivalent.
- The forecast at, or closest to 11.00 am on the day of the event is the cut-off time for the decision to abandon any SAGS or WAGS event.

## 8. Safety requirements:

Maritime Safety Queensland has determined that these events are not likely to have an effect on shipping and therefore do not require an Aquatic Event Authority. That determination is based on the Moreton Bay Boat Club Sailing Section and participating skippers fully complying with certain conditions. These conditions are summarized as:

1. All participants must make themselves familiar with the Moreton Bay Boat Club Sailing Section Emergency Plan.
2. All participating vessels and operators of such vessels must comply with the Transport Operations (Marine Safety) Act 2004 and the associated Regulations., including COLREGS.
3. Skippers and crew participating in these events sail a variety of boat types and possess varying levels of skill and experience. Skippers are required to ensure there is ample room when boats pass or converge. If close quarter sailing is anticipated, crews are requested to make pre-emptive boat to boat contact by any practicable means (preferably via VHF77).
4. Auto Pilots must be disengaged and the vessel helmed manually when sailing within three boat lengths of another vessel.
5. All vessels are reminded to maintain radio silence 3 minutes before and 3 minutes after the half hour for emergency calls.
6. Listening watch on VHF 77 must be maintained prior to and during the event.
7. Operational radio communication facilities are mandatory for each participating boat and the mandatory event log-on process followed.
8. Boat representatives need to be aware that sailing is considered by authorities to be a dangerous sporting activity and the safety of guest crews must be considered based on the type of boat, weather conditions and the guest's capabilities. Refer also section 11 – Disclaimer of liability.

## 9. Start time adjustments:

All participating boats that complete or substantially complete the course (e.g. becalmed) will have their start time adjusted by one minute earlier. Place getters will additionally have time added to their start times in accordance with the following table. Penalties only apply to boats awarded prizes.

No. of BOATS	PLACE	PENALTY (Mins)
<b>3 or 4</b>	No placings	No penalties *
<b>5 or more</b>	1st	6
	2nd	4
	3rd	2

*\* If only 3 or 4 boats participate, the time adjustment for those boats will be two minutes earlier.*

## 10. Boats representing the MBBC on SAGS/WAGS days

If a boat that regularly sails in SAGS or WAGS events misses a race due to representing the MBBC in any event being held by another sailing club situated outside the MBBC racing area, that boat will receive a one minute adjustment as if it had participated in the SAGS or WAGS event.

## 11. Prizes:

Prizes will be awarded when five or more boats sail.

Prizes may vary depending on sponsorship at the time.

## 12. Disclaimer of liability

Competitors participate in the events entirely at their own risk. The MBBC and its volunteers will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the events.

The boat's decision to enter will be considered as testament that:

- the boat complies with the race entry eligibility requirements within these Sailing Instructions;
- the skipper and crew have the necessary knowledge and skills to safely participate in and complete the race
- the participants indemnify the MBBC, its agents and volunteers from any responsibility for any matter relating to the boat's participation in the race.

This consideration is made in relation to the application of the Civil Liability Act 2003 to dangerous recreational activities.

## 13. Emergency contact details

### **FOR SAFETY ASSISTANCE:**

Redcliffe Coast Guard & Marine Rescue Bribie Island both monitor VHF 73 and relay channel VHF 21.

### **CALL SIGNS:**

"*Coast Guard Redcliffe*" (or VMR 403) generally operates 24/7.

"*Marine Rescue Bribie*" (or VMR 445) 5:00am to 6:00pm 7 days per week.

### **AFTER HOURS ASSISTANCE:**

- Redcliffe Coast Guard VHF 16, VHF 73 or 3203 5522
- Marine Rescue Bribie VHF 16, VHF 73 or 3408 7596

### **EMERGENCY:**

- Dial 000
- Dial 112 if 000 does not respond.

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