

MORETON BAY BOAT CLUB

Sailing Section



SAGS, WAGS & TWI 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), Wednesday Afternoon Good Sailing (WAGS) and Twilight (TWI) 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.

SAGS and WAGS are held every Saturday and every Wednesday respectively. TWI events are held bi-monthly on the 2nd Friday in alternate months.

2. Who can enter

2.1. MBBC Members

All full members with compliant boats on the MBBC Sailing Section register are eligible to enter. To be on that register, boat owners must have:

- Submitted a completed Sailing Section application form.
- Submitted a completed boat details form. This must be resubmitted if any of the boat details are changed.
- Submitted an insurance 'certificate of currency' (or equivalent) confirming 3rd party cover up to \$10m.

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

Full members responsible for participating boats must ensure regular crew sailing on those boats have filled out and signed the regular crew register for each sailing season or when a new crew joins the boat.

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 (TWI events are 'members only'). However, prior to participating, the owner/skipper must submit an insurance 'certificate of currency' (or equivalent) confirming 3rd party cover up to \$10m.

The SAGS ECO and WAGS ECO will 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/or ongoing SAGS, WAGS or TWI 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 9 item 10 regarding guest crew safety.

2.4. Visiting crew and guests

All visiting crew and guests sailing on boats must each read and acknowledge (by signature) the MBBC Sailing Section disclaimer sheet prior to each time they sail. That sheet is placed within the Bilge Bar prior to each event.

3. Course to be sailed

The SAGS and WAGS utilise six (6) courses as described in Section 4. The course to be sailed for each individual event is selected from those courses based on the day, time of the month, time of year and weather conditions.

TWI events are run over a single shorter course also described in Section 4.

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

3.1. SAGS

The 1st 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. The Deception Bay red beacon courses are used in autumn, winter and spring, the Godwin Beach Pole courses are used in summer.

3.2. WAGS

The 1st 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).

The Deception Bay red beacon courses are used in autumn, winter and spring, the Godwin Beach Pole courses are used in summer.

3.3. TWI

Twilight events use a separate Deception Bay course utilizing the Reef Point green lateral and the Marine Park yellow buoy MNP09.

3.4. 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 4.2.

4. SAGS and WAGS Courses:

4.1. Marks of the courses

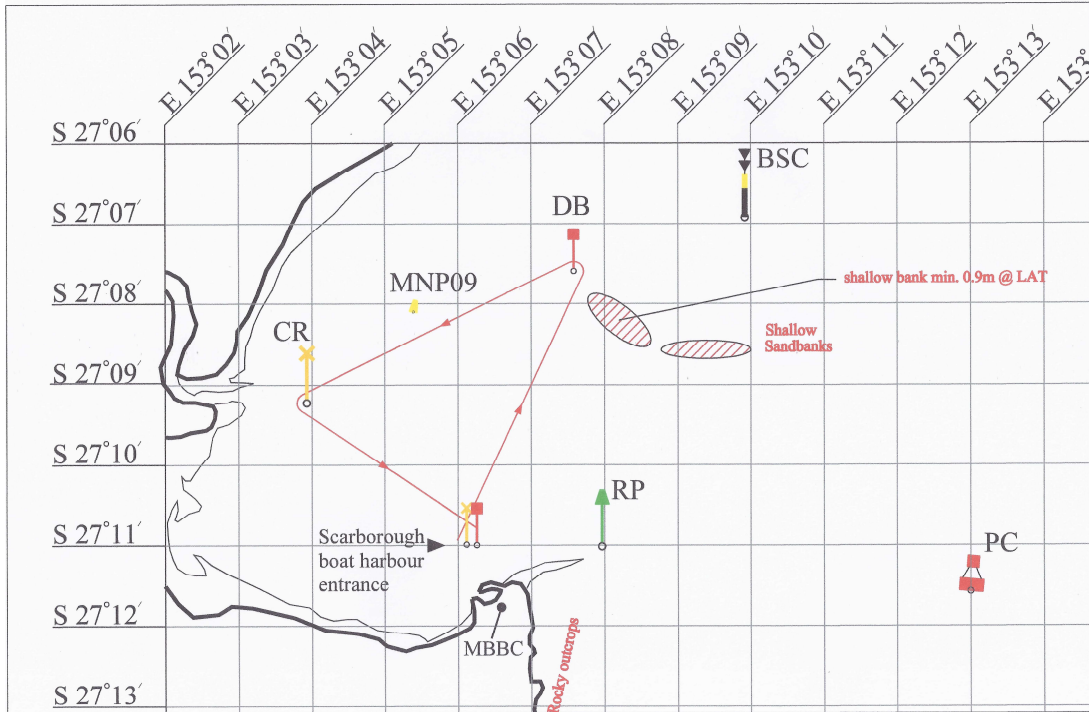
The marks used for the SAGS, WAGS and TWI courses are:

Special yellow mark	27° 11.0' S 153° 06.2' E
Caboolture River yellow beacon	27° 09.3' S 153° 03.9' E
Deception Bay red beacon	27° 07.6' S 153° 07.7' E
Reef Point green beacon	27° 11.0' S 153° 08.0' E
Garnet Rock green buoy	27° 14.5' S 153° 07.4' E
Bribie Is. South cardinal	27° 06.9' S 153° 09.9' E
MNP09 yellow buoy	27° 08.1' S 153° 05.4' E
Godwin Beach pole	27° 06.6' S 153° 07.3' E

Note: Coordinates are approximate.

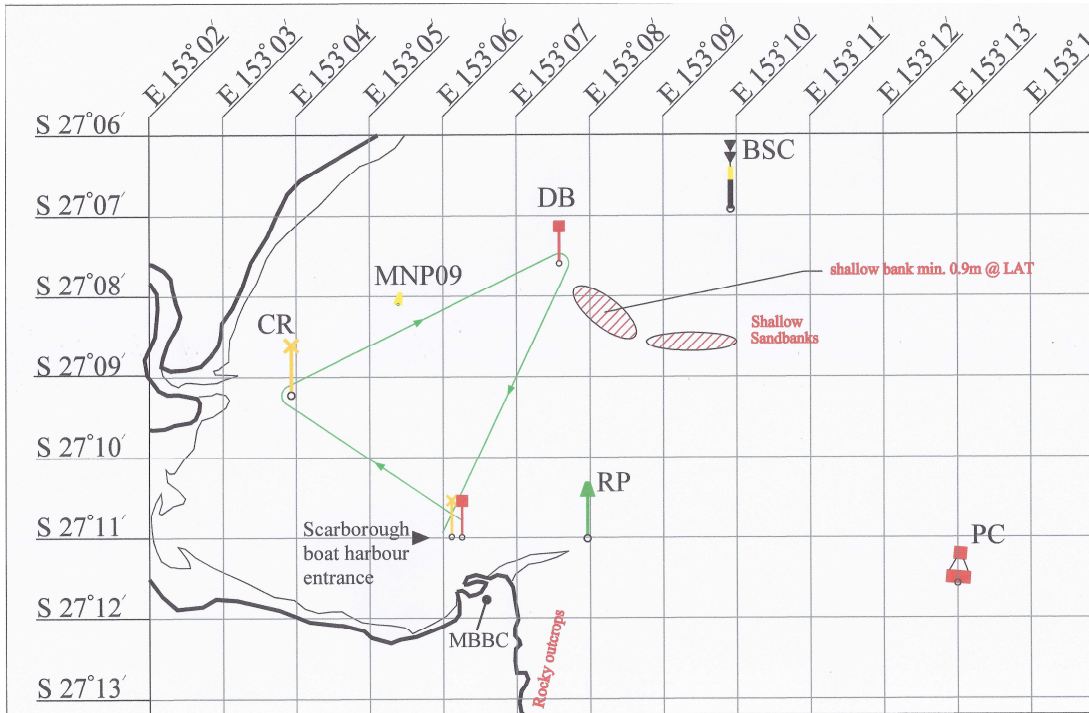
4.2. Course diagrams

DECEPTION BAY PORT COURSE (autumn, winter, spring)



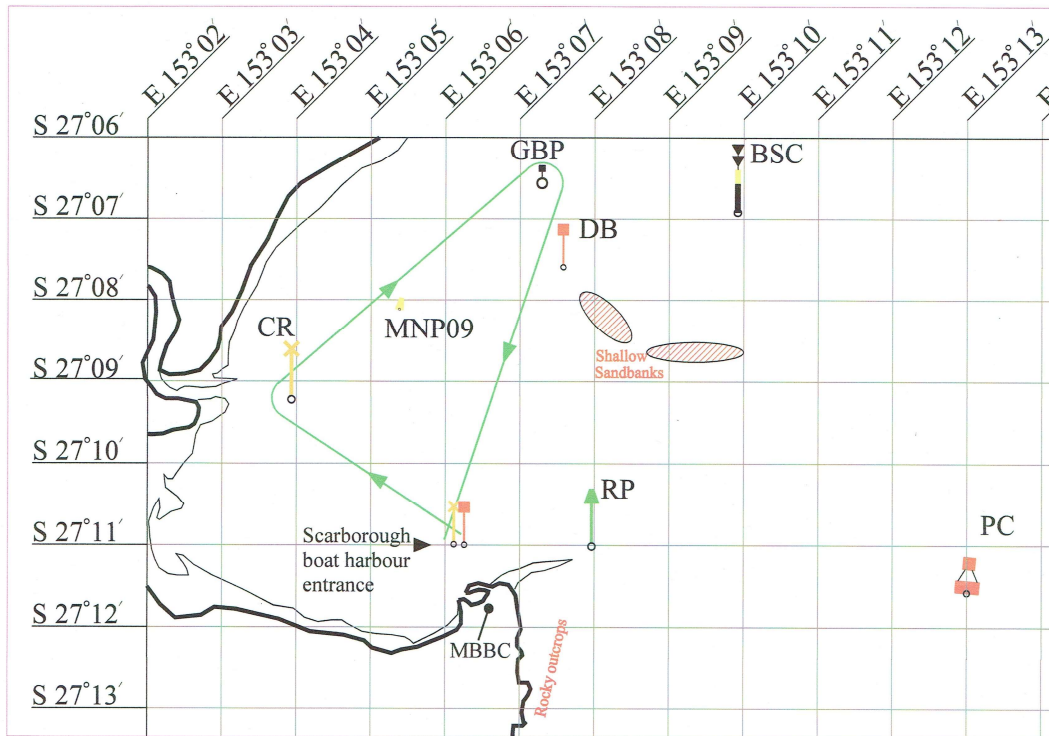
START - DECEPTION BAY RED - CABOOLTURE RIVER YELLOW - FINISH

DECEPTION BAY STARBOARD COURSE (autumn, winter, spring)



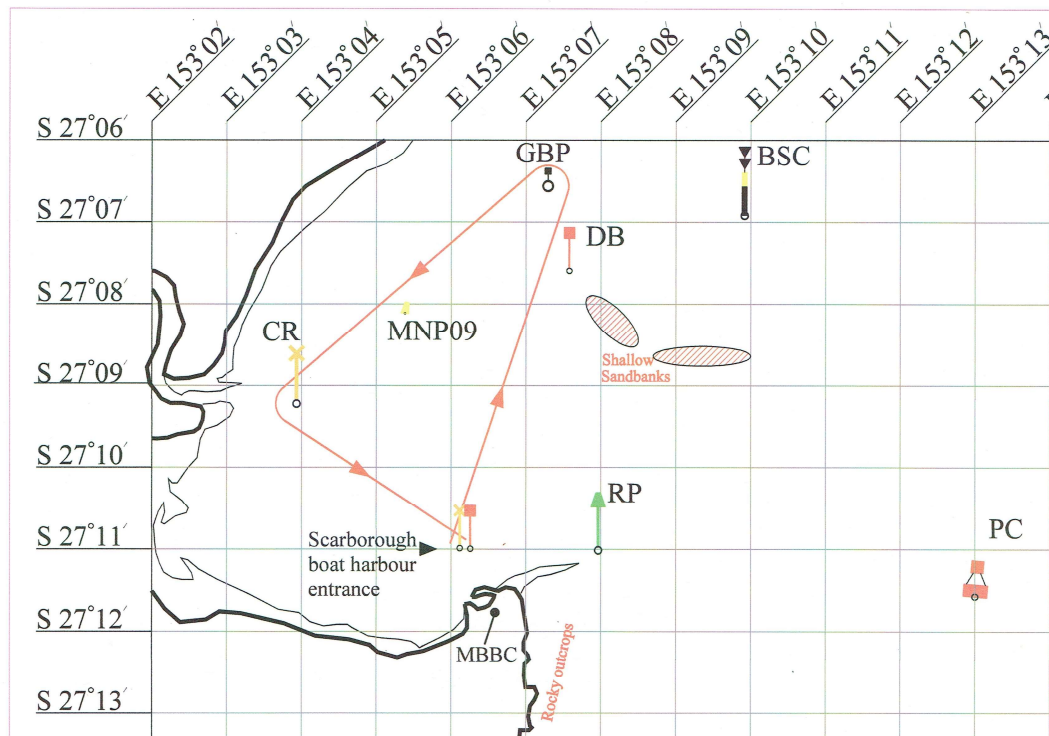
START - DECEPTION BAY RED - CABOOLTURE RIVER YELLOW - FINISH

DECEPTION BAY STARBOARD COURSE
(summer)



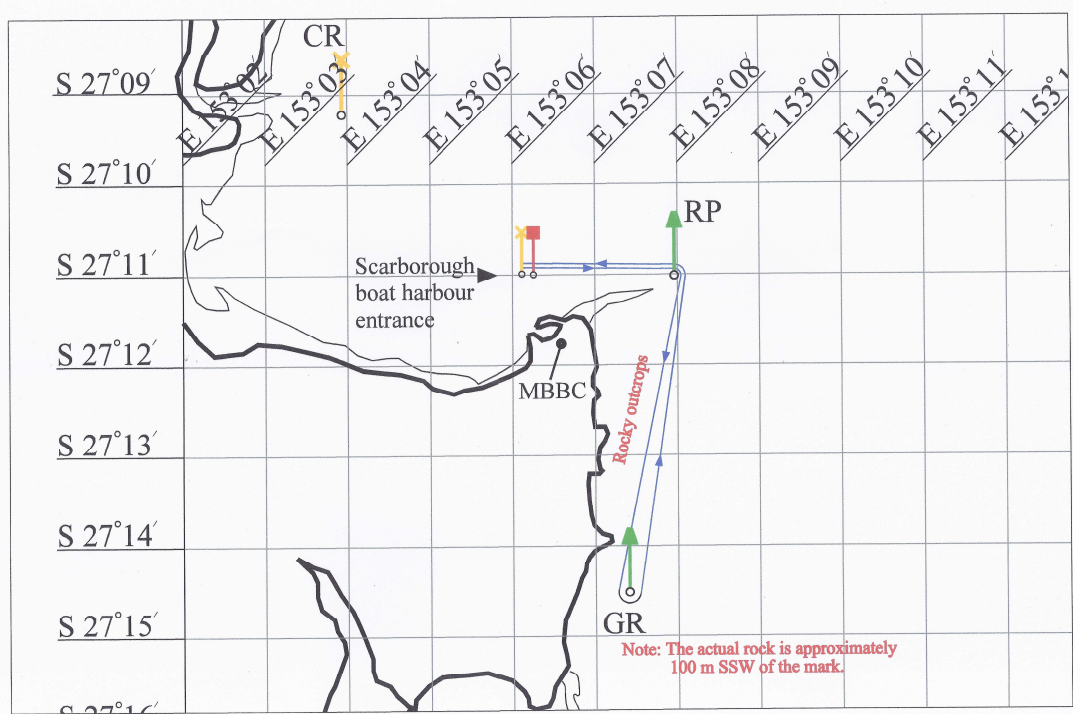
START –CABOOLTURE RIVER YELLOW - GODWIN BEACH POLE FINISH

DECEPTION BAY PORT COURSE
(summer)



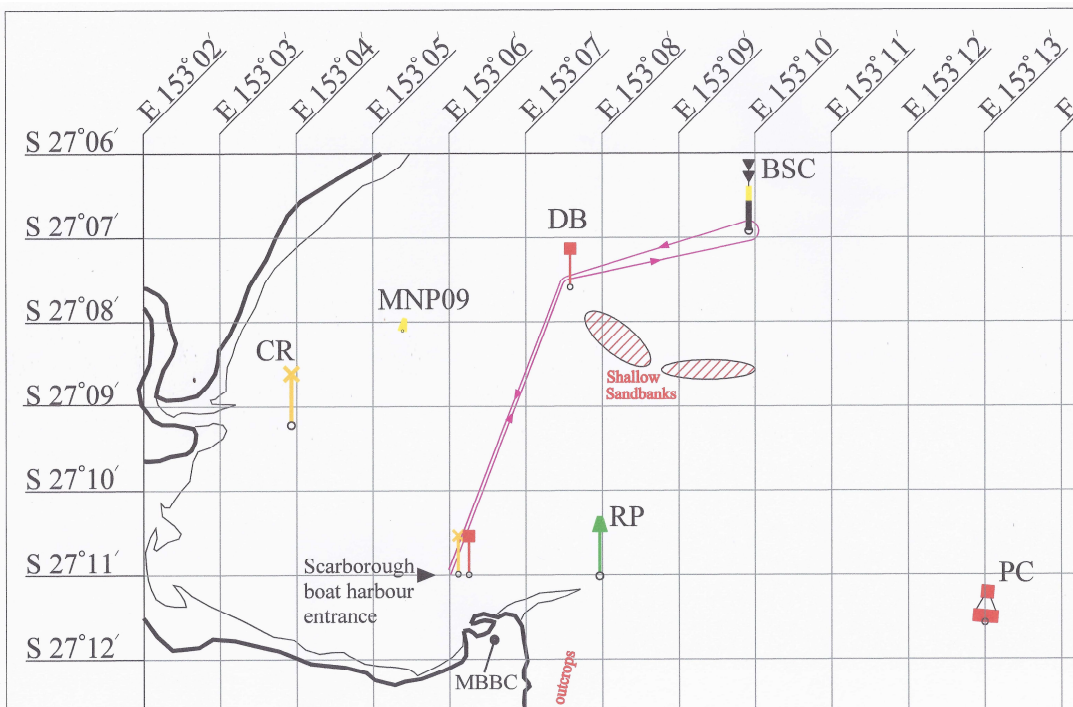
START –GODWIN BEACH POLE CABOOLTURE RIVER YELLOW FINISH

GARNET ROCK COURSE



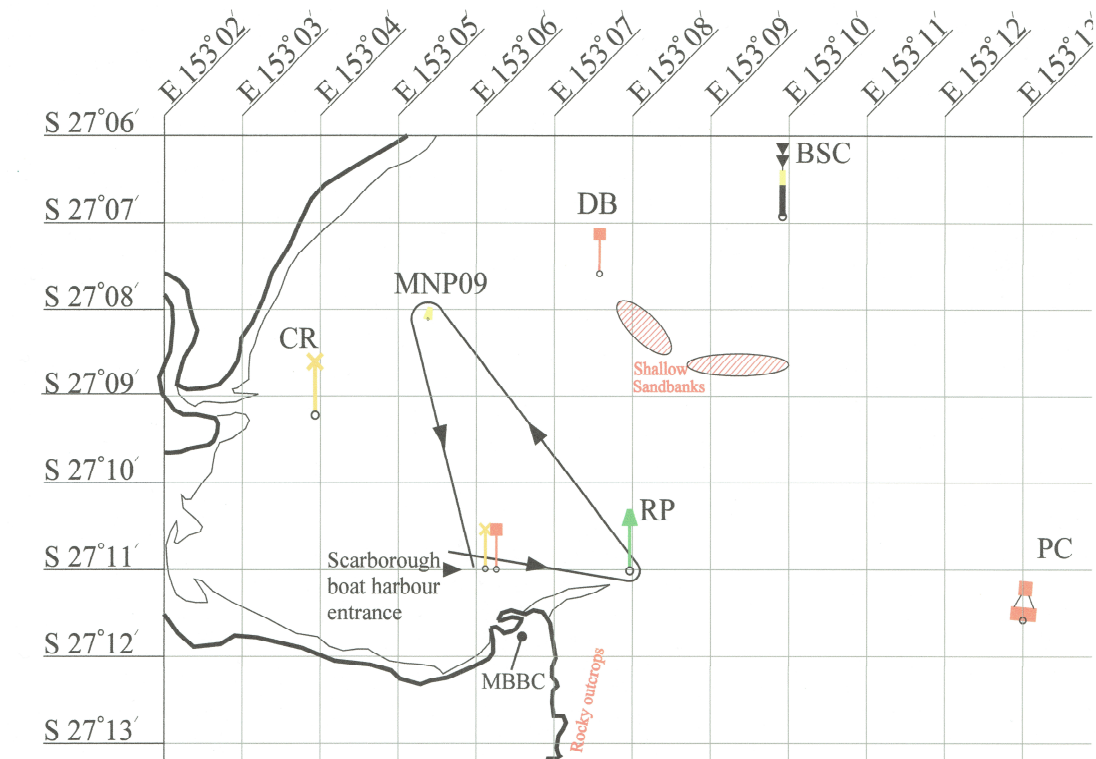
START – REEF POINT – GARNET ROCK – REEF POINT – FINISH

BRIBIE SOUTH CARDINAL COURSE



START – Deception Bay red – BSC – Deception Bay red – FINISH

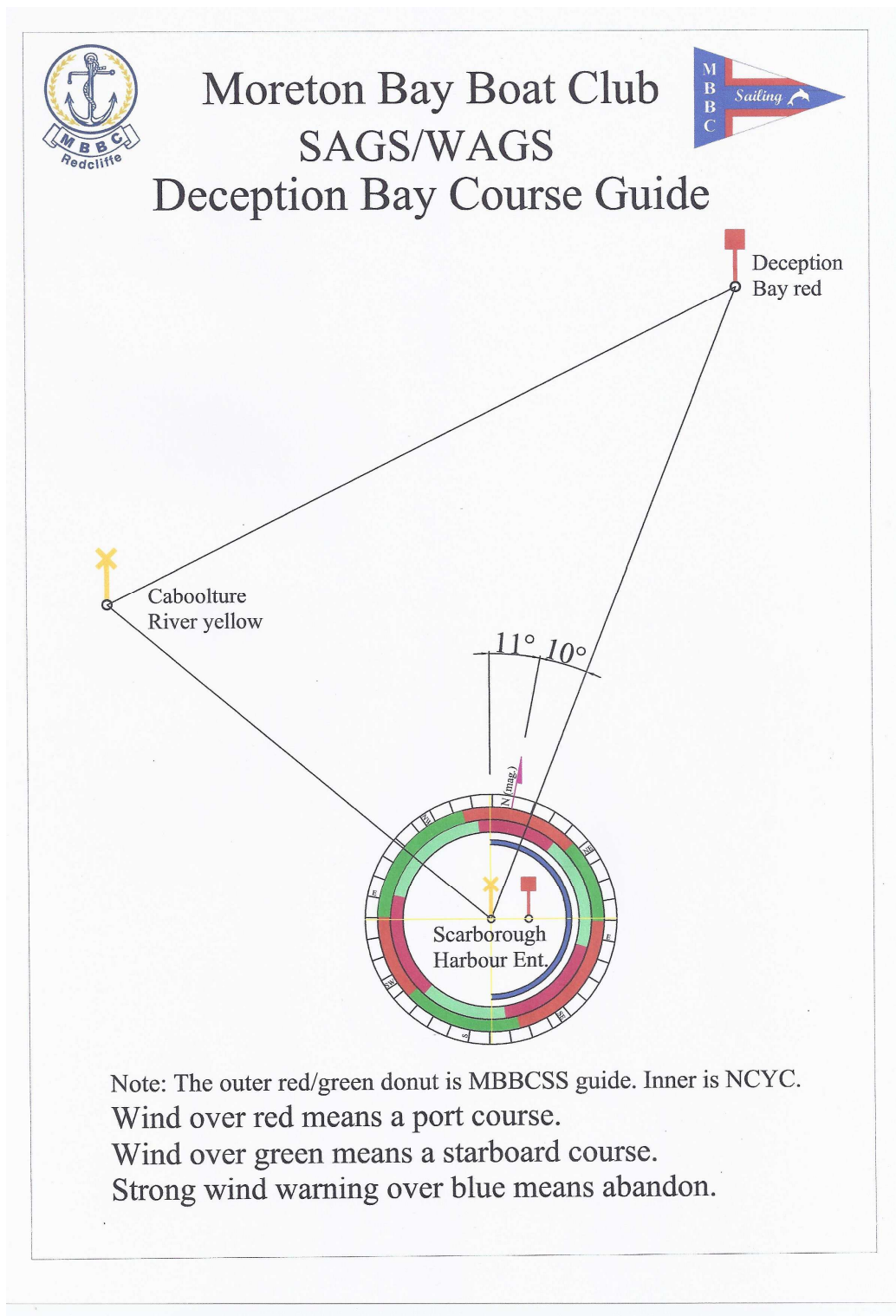
TWILIGHT COURSE



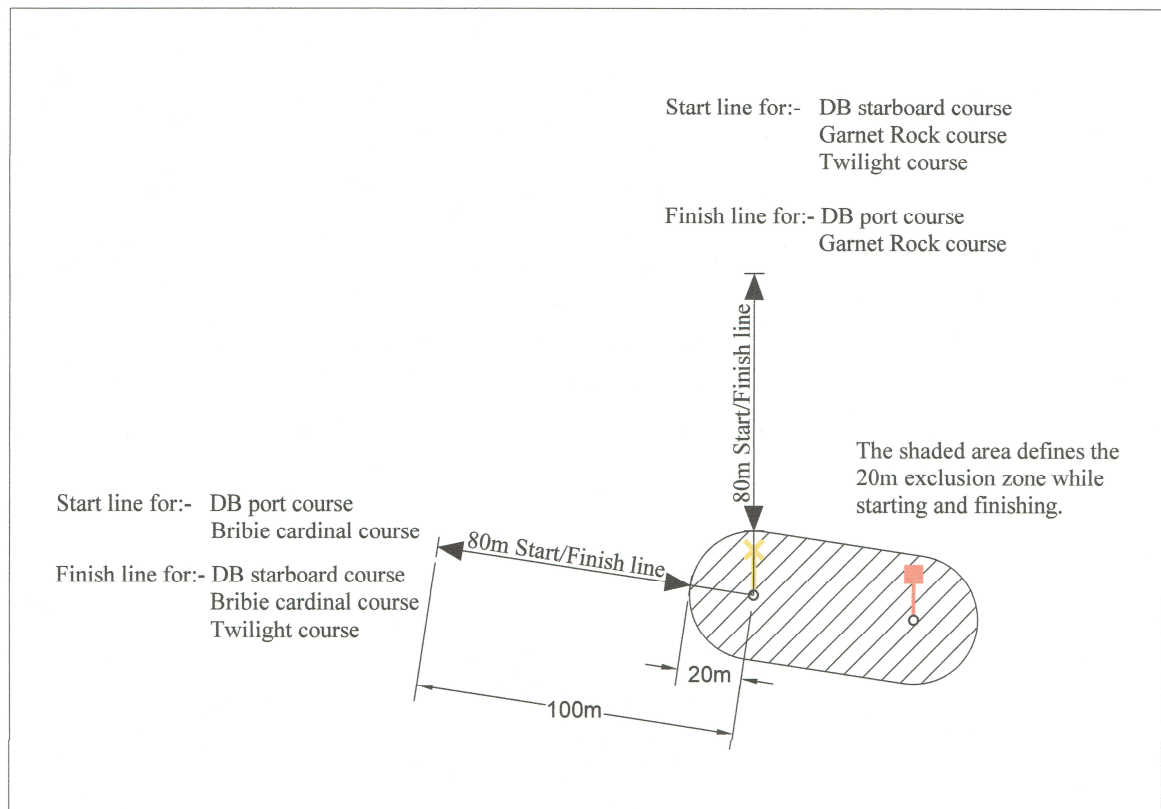
START – REEF POINT GREEN – MNP09 – FINISH

4.3. 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.



4.4. SAGS, WAGS & TWI start-finish diagram



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.

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

Shortening the Garnet Rock course will be at the Garnet Rock buoy or at the Reef Point beacon when returning from Garnet Rock in which case these marks become finishing marks.

Shortening the Bribie south cardinal course will be at the Deception Bay red beacon.

In any case, shortening of any course must not occur until the last boat to start has sailed at least 1 hour after starting.

6. SAGS,WAGS & TWI 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 MBBC Bilge Bar area.
- Twilight race times are the start times for the following SAGS event plus 3 hours (e.g. a SAGS start time of 1:30pm becomes a TWI start time of 4:30pm).

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 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 requested.
- 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 for SAGS and WAGS is 5:00pm. The time limit for TWI events is 6:30pm.

Any boat 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 but satisfying the substantial completion criteria will be deemed a valid competitor and will receive the time credit for participating.

7. Simplified Collision Regulation highlights

7.1. Responsibilities

Both Commonwealth and State marine related legislation (the Law) require skippers to be familiar with the collision regulations. These regulations are detailed in **MARINE ORDERS Part 30 Prevention of collisions** which invokes the **International Regulations for Preventing Collisions at Sea 1972 (COLREGs)**. Being familiar means "read and understand".

Implicit in the legislation is the requirement for regular active crew to also be familiar with the COLREGs.

The following sections are simple explanations of COLREG aspects most commonly applicable to the SAGS, WAGS and Twilights.

7.2. "Stand-on" vessel

A "stand on" vessel is the vessel that must maintain course and speed (if possible) when meeting another vessel (the "give-way" vessel) and collision is possible. That is to enable the "give-way" vessel to take appropriate "early and substantial" avoiding action. However, at the last moment, the "stand-on" vessel must also take all necessary action to avoid a collision.

7.3. Crossing vessels

- On different tacks:- The vessel on port tack is the "give-way" vessel. The vessel on starboard tack is the "stand-on" vessel.
- On the same tack:- The windward vessel is the "give-way" vessel and the leeward vessel is the "stand-on" vessel. The "stand-on" vessel cannot take the "give-way" vessel up to windward to prevent being overtaken or to maintain clear air. This differs from the RRS.

7.4. Overtaking

You are the overtaking vessel (and “give-way” vessel) if you are “coming up with” i.e. faster and on a possible collision course in the broad wake (135° arc) of the other (“stand-on”) vessel. You remain the “give-way” vessel until you are “well passed and clear”. This rule applies to all vessels including sail overtaking power.

7.5. Safe distance

“Safe distance” means sufficient sea room to allow the “stand-on” vessel safe passage, allowing for “not in command” situations e.g. loss of control due to mechanical failure or human error, including steering loss, round up etc.

8. 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.
- In the interest of safety and fairness to smaller boats in the fleet, these events are cancelled if, prior to the event, the following two (2) criteria are satisfied.

1. Up to and including 11am, the Bureau of Meteorology has posted a “strong wind warning” for Moreton Bay.
2. There is an easterly component in the predicted wind direction.

If **both** the above criteria are true, the event is automatically cancelled.

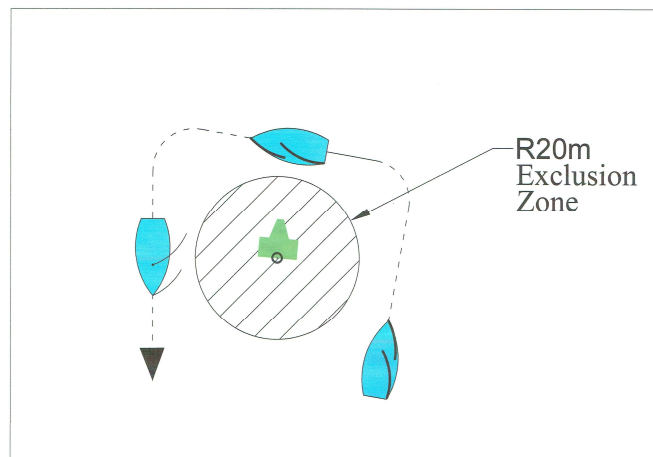
- Spinnakers and other extras are permitted provided it is safe to do so.
- Single handed sailing is permitted provided that:
 - the ECO has been advised at log-on.
 - An auto-pilot is used when the helm is unattended.
 - A tethered harness is utilised as a minimum.
- It is an ACMA requirement that persons operating/supervising radio apparatus hold a MROCP (Marine Radio Operators Certificate of Proficiency) or its equivalent.

9. Safety requirements:

Maritime Safety Queensland has determined that these events are not likely to have an adverse 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. The courses use fixed navigation marks (beacons and buoys). Due to the potential for boats to be in close proximity while rounding those marks thereby increasing risk of collision between boats or collision with marks, an imaginary exclusion zone of 20m radius must be recognised at each such mark.

The diagram below represents the rounding of the Garnet Rock buoy in a south-easterly breeze. Note that turning the mark with a single action is likely to place the boat within the exclusion zone.



5. When 'out and back' courses are sailed, boats sailing in opposite directions should make every effort to pass 'port to port'. This is particularly applicable to the Garnet Rock and Bribie south cardinal courses.

6. Auto Pilots must be disengaged and the boat helmed manually when sailing in close proximity to another boat.
7. All boats are reminded to maintain radio silence 3 minutes before and 3 minutes after the half hour for emergency calls.
8. Listening watch on VHF 77 must be maintained prior to and during the event.
9. Operational and effective radio communication facilities are mandatory for each participating boat and the mandatory event log-on process must be followed.
10. 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.

10. 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)
3 or 4	No placings	No penalties *
5 or more	1st	6
	2nd	4
	3rd	2

** If only 3 or 4 boats participate, the time adjustment for those boats will be two (2) minutes earlier.*

NOTE:- To have "substantially completed the course", a boat must have completed at least 1 leg of the course or have been at least 1 hour on the water after starting. In conditions that may be untenable to smaller boats, those boats must have started and made a reasonable attempt to complete the course. In the case of unforeseen events (e.g. gear failure) it would be at the discretion of the ECO.

11. 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 1 minute adjustment as if it had participated in the SAGS or WAGS event.

Representation includes both participation in or assisting in the race management of the other club event.

12. Prizes:

Prizes will be awarded when five or more boats sail.

Prizes may vary depending on sponsorship at the time.

13. 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.

14. 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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