

MORETON BAY BOAT CLUB

Sailing Section



SAGS, WAGS & TWI

Handbook

&

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. For new boats, 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.

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, within the COVID-19 restrictions applying at the time.

SAGS and WAGS are held every Saturday and every Wednesday respectively. TWI events may be held at various times throughout the year.

2. Event management:

➤ Prior to the event

The Event Coordination Officer (ECO) is generally at the MBBC¹ to lay out the start time sheet for the day, the participant attendance sheet and the guest crew declaration and details sheet. Guest crew must read and sign that sheet. Participating skippers present should 'log on' by ticking the appropriate participation box and enter the number of persons on board (including guests). Participating skippers not present must 'log on' with the ECO via VHF77 and advise the number of persons on board as soon as practicable. Log on **to race control (ECO) must happen every race BEFORE you start the race.** This can be done by radio log in OR at the clubhouse pre-race. All skippers and crew must sign on with the Sailing Section Safety QR code. The code can be found at <https://mbbc.org.au/sporting/sailing/safety-login/>. This safety requirement is to ensure we know who is sailing on any given day and to have off water contact details for each sailor.

¹ If the ECO is unable to attend, they must arrange an alternate ECO for that day. If the ECO is unable to arrange an alternate ECO (through sickness or other unforeseen circumstance), the president or another sailing committee member will act as ECO or appoint an ECO for that day's racing.



The ECO also greets guests and visitors and assist in the allocation of guests and visitors to participating boats. If the ECO is not present, that allocation will be undertaken by a MBBC Sailing committee member or one of the participating skippers.

➤ During the event

All event management on the water is via VHF77, therefore all skippers must ensure their boat always has effective VHF communication prior to, during and after the event until berthed. Skippers are reminded that monitoring VHF16 is strongly encouraged, dual watch being best practice.

The responsibilities and obligations of skippers and crew are described throughout this document. The ECO becomes "race control" for the duration of the event and ensures all participants are informed and acknowledge any information given.

In exceptional conditions, the ECO may recommend that all participants consider wearing lifejackets and/or harnesses and tethers. Skippers are reminded that crew safety is their responsibility, and that safety should be the primary consideration for participation. Skippers are expected to take all necessary actions to operate their vessel safely.

Participating skippers are encouraged to communicate to others any circumstance relevant to safe passage of other boats. Examples are:

- A boat's intended action at a mark.
- Sizeable debris or foreign obstructions in the water on legs of the course (e.g. logs, semi-submerged crab pot marker etc.).
- Another boat seemingly close to rocky outcrops.

➤ After the event

Skippers responsibilities

LOG OFF BY RADIO MUST HAPPEN AT THE END OF EVERY RACE.

This is to ensure we know you have finished and no one is left out on the water or needs to be reported missing. Withdrawal from the race is considered your log off but you still must radio your retirement to ECO. Skippers will be contacted if they do not log off to check safety of crew. If the Skipper cannot be contacted, concern for welfare will be reported to the police.

ECO responsibilities

At the conclusion of the event, the ECO marks up the day's start time sheet to indicate the participating boats, the number of crew and the 1st, 2nd and 3rd placings. The ECO also ensures the prizes for the day are



obtained and displayed; and organizes a photographer for prize winner photos.

When the ECO believes all participants that intend to return to the MBBC have done so, generally between 4:15-4:30, the ECO organises and runs the Presentation, welcomes back all participants and guests, and acknowledges the event's sponsor for the day. The sponsor will be invited (if available) to present the prizes, an MBBC Board member, or Sailing Section President. The ECO then announces:

- The number of participating boats.
- The names of participating boats.
- The total number of persons on board participating boats.
- Visiting yachts and guest crew.
- Prize winners in reverse order (with prizes presented and pauses for photos)
- Any other information relevant to skippers and crew, such as upcoming events and sailing section meetings, or other announcements as needed.

➤ Prior to the next event

The ECO copies the attendance sheet and forwards a copy to the SAGS/WAGS winning skipper. Photos of the prize winners are also sent to the ECO .

The ECO uses the attendance sheet for start times adjustment.

The winning skipper uses the marked up sheet to assist authoring the day's race report (a winning skipper's obligation – to be provided to the ECO within two days of the race).

After working on the new start times sheet and the race report from the winning skipper, the ECO emails the report, the photos and the new start times to MBBC Sailing members. Those broadcasts may not necessarily be coincidental.

The ECO also places a copy of the winner sheet with photographs and the new start time sheet in the captive frames in the MBBC Bilge Bar.

➤ Summer/Winter Start Times

SAGS start times are altered twice a year in October and April to accommodate the Summer/Winter conditions i.e., in October, start times are pushed back later by 30 minutes and returned again in April.



3. Who can enter?

3.1. MBBC Members

All full members with compliant boats on the MBBC Sailing Section Boat 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 of a minimum of \$10m.
- Skippers are strongly encouraged to undertake a self-audit to Australian Sailing Category 6 to help ensure boats are safe to race. An external audit is preferred and can be arranged on request.

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.

3.2. 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 of a minimum of \$10m, and a completed boat details form.

Visiting skippers and crew are required to comply with the MBCSS COVID safe plan, including logon to the electronic crew register and keeping an independent record of crew for 56 days.

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.



3.3. Visiting members of the public

Interested visitors to the MBBC are invited to join the event by guest crewing on boats participating on the day. They should arrive (and sign in) at the MBBC on Saturdays or Wednesdays by 11:30 am and get directions at the reception desk. The Event Control Officer (ECO) will allocate them to a boat where possible. Refer also to Section 10 item 13 regarding guest crew safety.

3.4. 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.

4. Course to be sailed

The SAGS and WAGS utilise eight (8) courses as described in this Section and indicated diagrammatically in Section 5.

The course to be sailed for each individual event is selected from those courses based on the day, time of the month and weather conditions.

TWI events are run over a single shorter course also described in Section 5.

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

4.1. 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.

Any fifth Saturday in a month, the course will be DB-RP.

If weather conditions are such that the sea state along the Redcliffe Peninsula foreshore may be untenable for smaller boats, the event on that day may use one of the Deception Bay courses at the discretion of the ECO (usually after discussion with participating skippers).

4.2. WAGS

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



The 3rd WAGS in each month will use the Bribie south cardinal 'out & back' course.

The remaining WAGS in each month will use one of the Deception Bay courses at the discretion of the ECO (usually after discussion with participating skippers). However, if conditions are untenable for smaller boats around Reef Point, the course may revert to one of the Deception Bay courses.

Any fifth Saturday in a month, the course will be DB-RP.

4.3. TWI

Twilight events use a separate Deception Bay course utilizing the Reef Point green lateral and the Marine Park yellow buoy – "Beachmere Yellow" BMY .

4.4. 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 5.3. Early starting boats making this decision must advise the ECO (race control) via VHF77 as soon as practicable. The ECO must then confirm the course direction to all other participating boats also via VHF77.

The ECO or early starters may confer with counterparts in the Newport Cruising Yacht Club fleet, to help mitigate the potential risks arising from conflicting courses.

5. SAGS and WAGS Courses:

5.1. Marks of the courses

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

Scarborough special yellow beacon		27° 11.0' S	153° 06.2' E
Caboolture River yellow beacon	CR	27° 09.3' S	153° 03.9' E
Deception Bay red beacon	DB	27° 07.6' S	153° 07.7' E
Reef Point green beacon	RP	27° 11.0' S	153° 08.0' E
Garnet Rock green buoy*	GR	27° 14.5' S	153° 07.4' E
Bribie Is. south cardinal	BSC	27° 06.9' S	153° 09.9' E



Beachmere yellow buoy BMY 27° 08.1' S 153 ° 05.4' E

Godwin Beach yellow buoy GBY 27° 06.6' S 153 ° 07.3' E

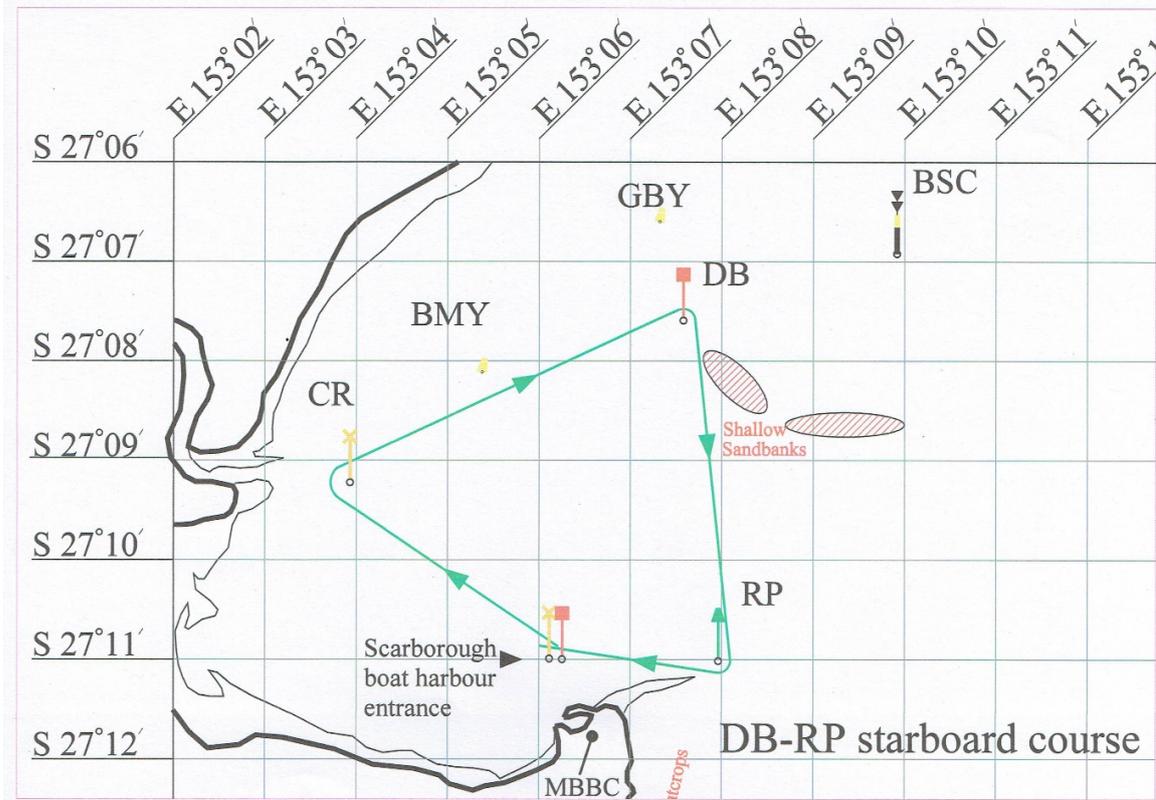
Note: Coordinates are approximate.

**** Note: The actual rock is approximately 115m SW of the mark."***



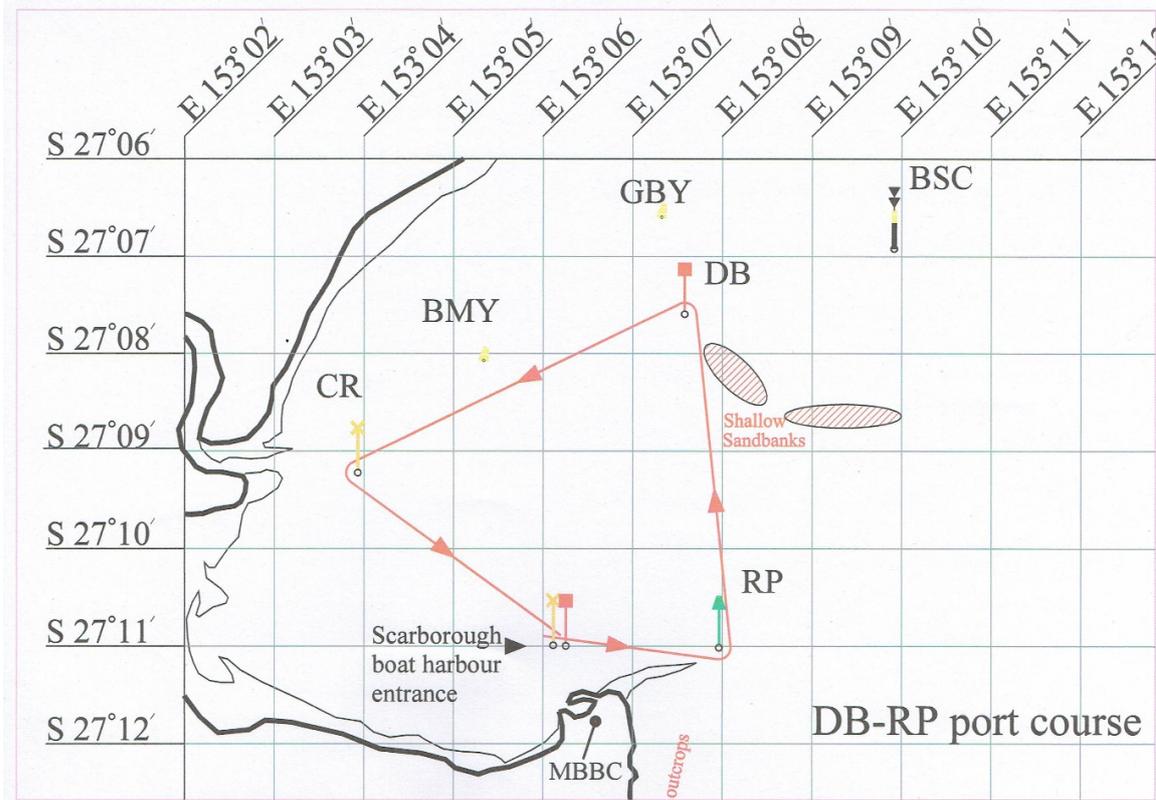
5.2. Course diagrams

1. DECEPTION BAY – REEF POINT STARBOARD COURSE



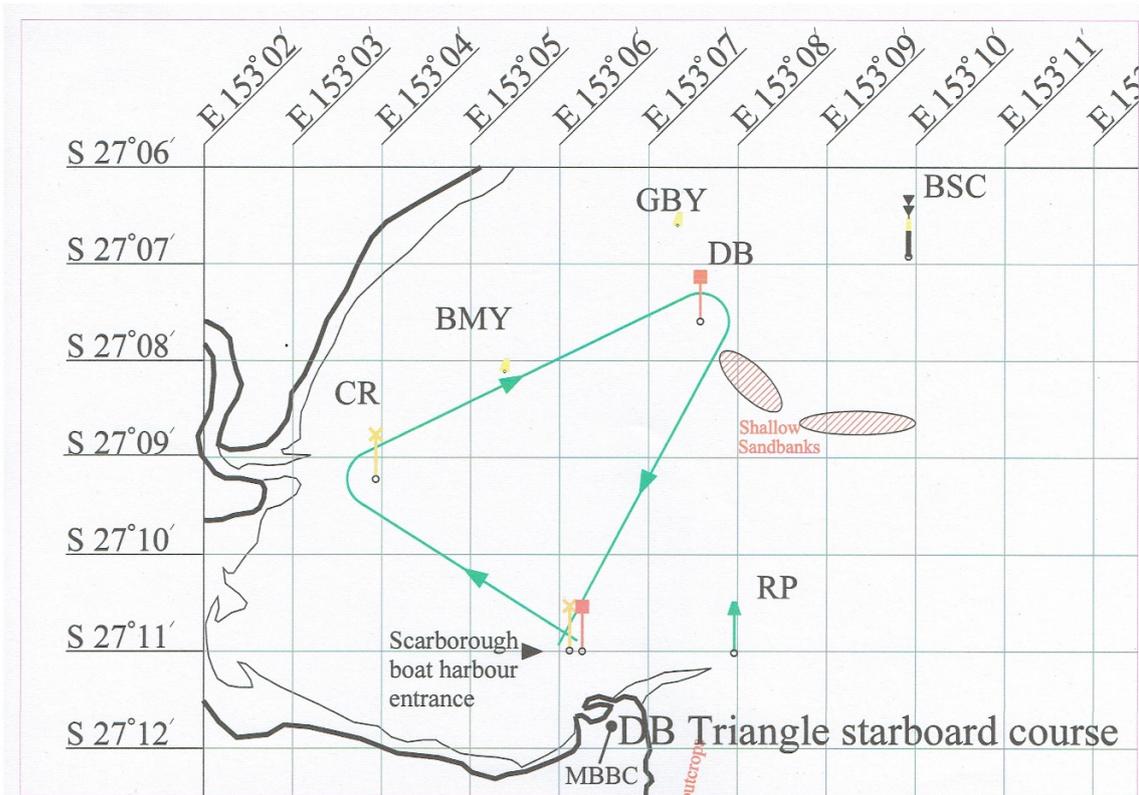
START – CABOOLTURE RIVER YELLOW – DECEPTION BAY RED REEF POINT GREEN FINISH

2. DECEPTION BAY – REEF POINT PORT COURSE



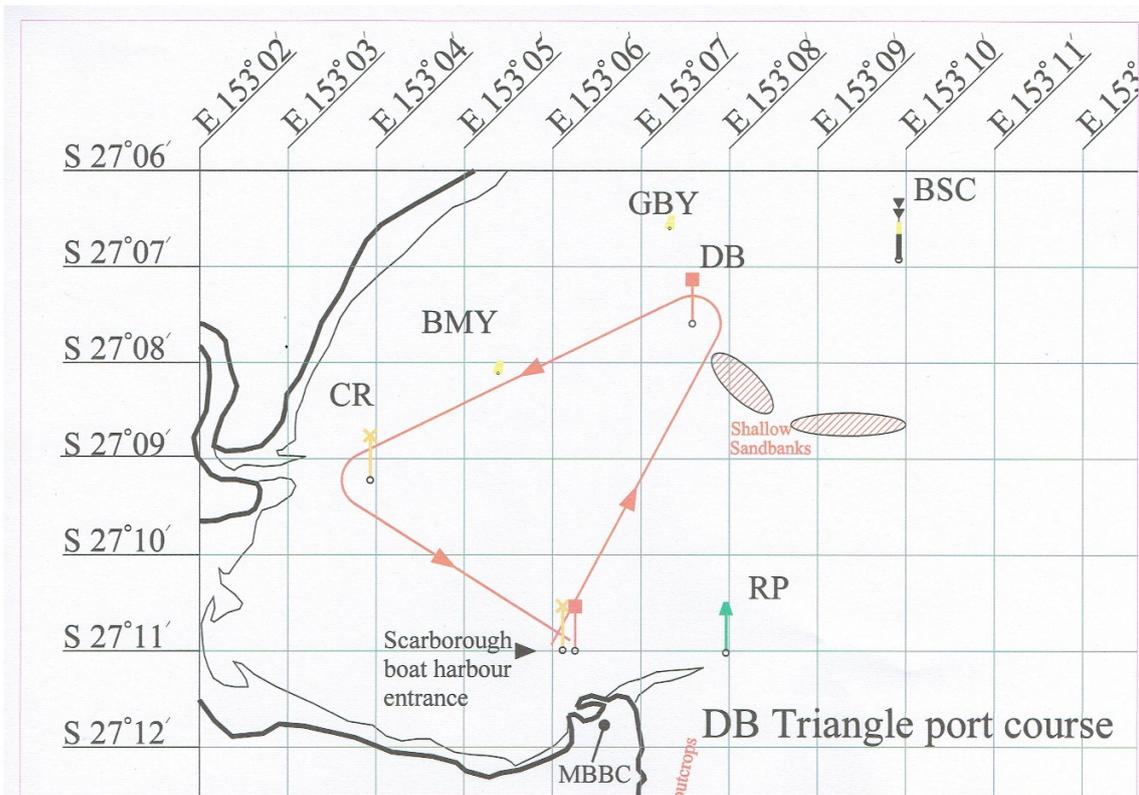


START -REEF POINT GREEN DECEPTION BAY RED CABOOLTURE RIVER YELLOW FINISH
3. DECEPTION BAY TRIANGLE STARBOARD COURSE



START -CABOOLTURE RIVER YELLOW - DECEPTION BAY RED FINISH

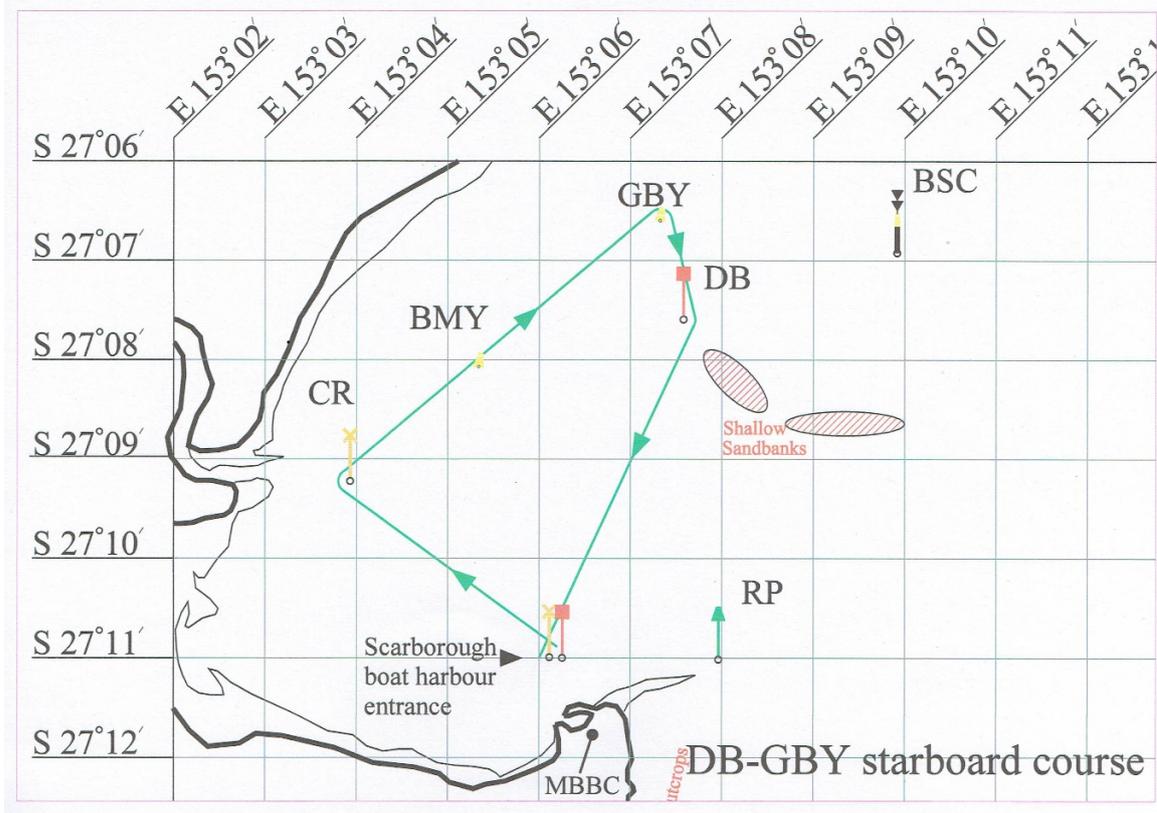
4. DECEPTION BAY TRIANGLE PORT COURSE



START -DECEPTION BAY RED CABOOLTURE RIVER YELLOW - FINISH

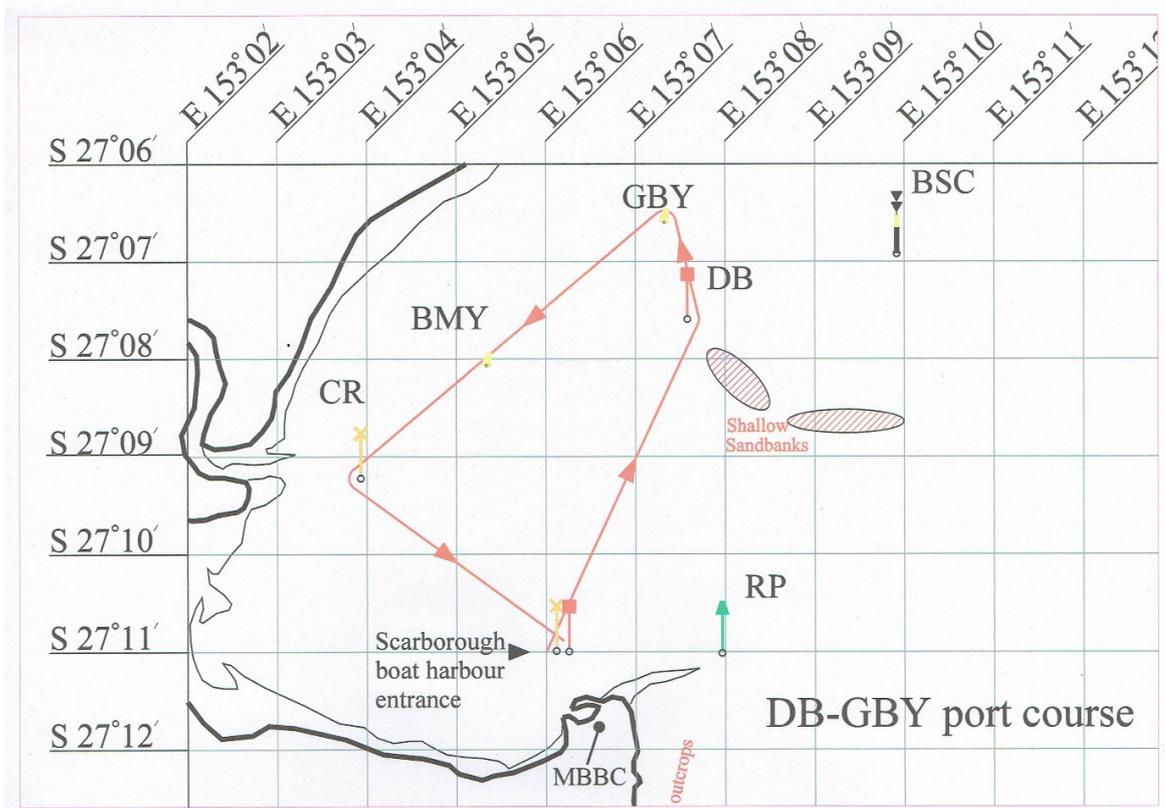


5. DECEPTION BAY GODWIN BEACH STARBOARD COURSE



START – CABOOLTURE RIVER YELLOW – GODWIN BEACH – DECEPTION BAY RED – FINISH

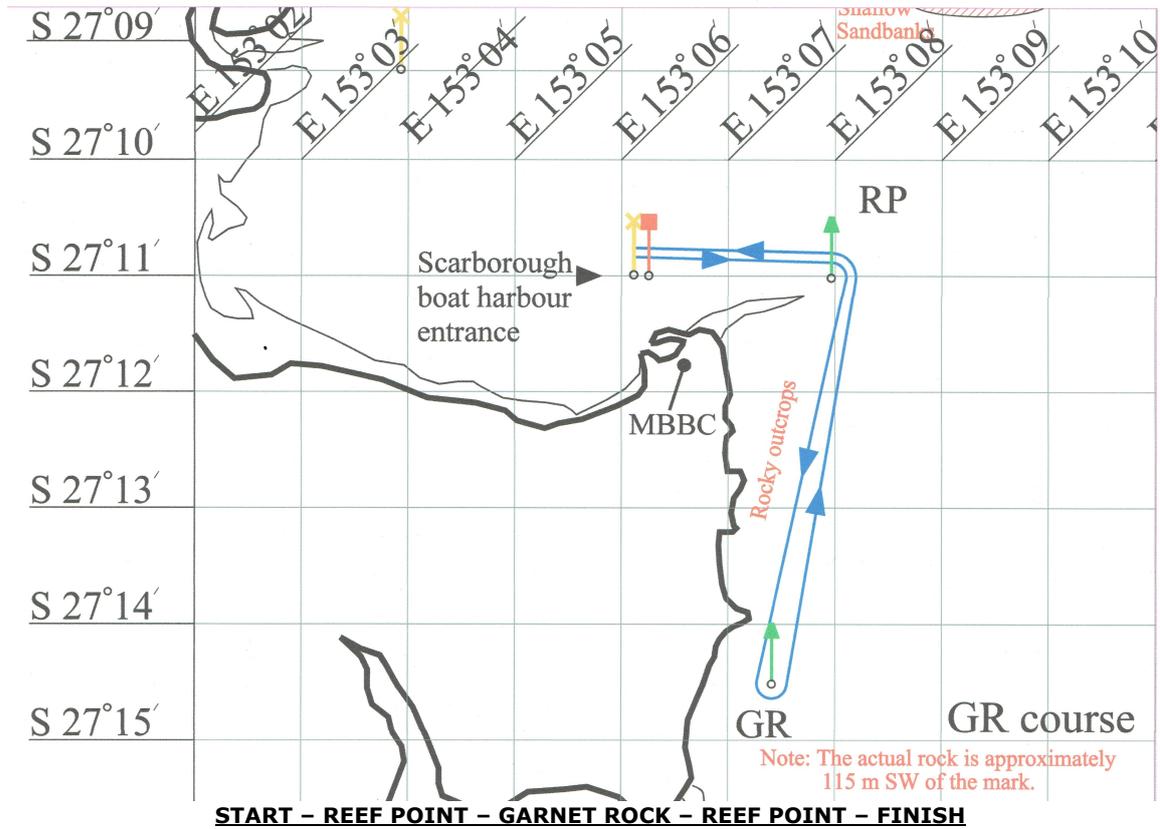
6. DECEPTION BAY GODWIN BEACH PORT COURSE



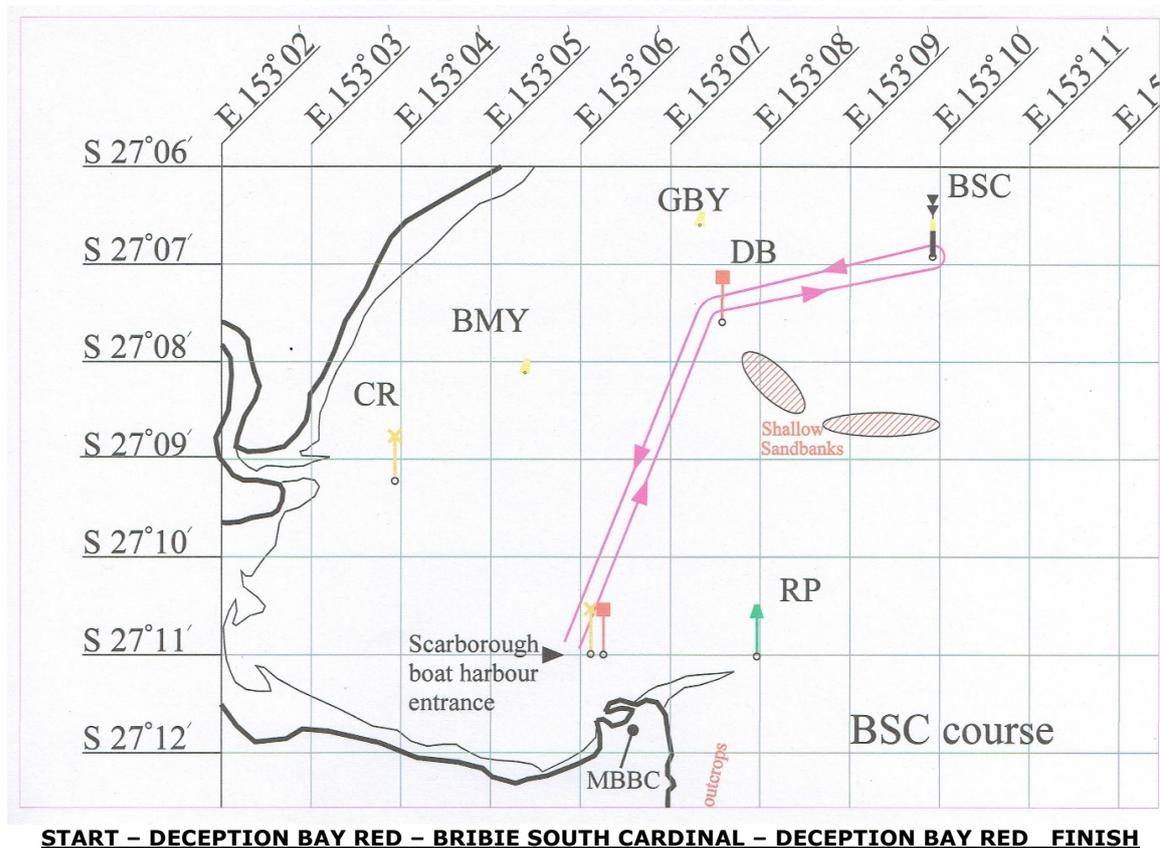
START – DECEPTION BAY RED – GODWIN BEACH – CABOOLTURE RIVER YELLOW – FINISH



7. GARNET ROCK COURSE

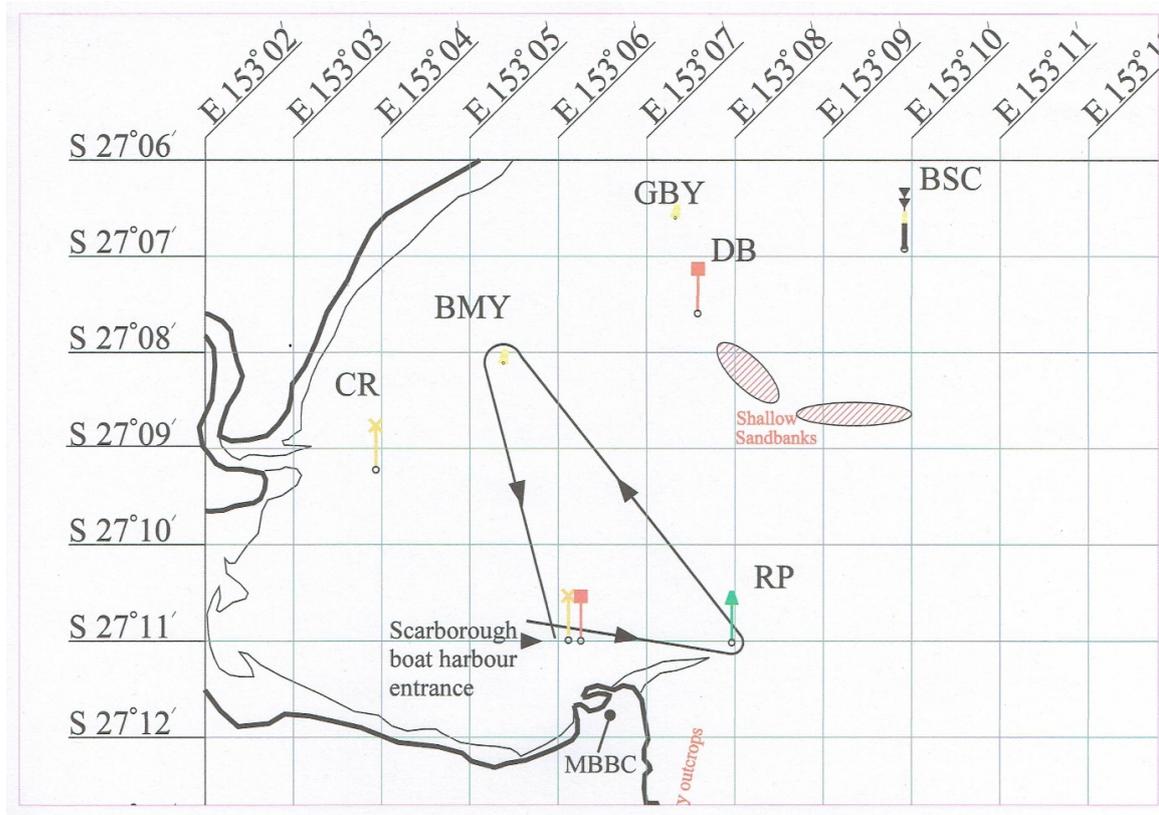


8. BRIBIE SOUTH CARDINAL COURSE





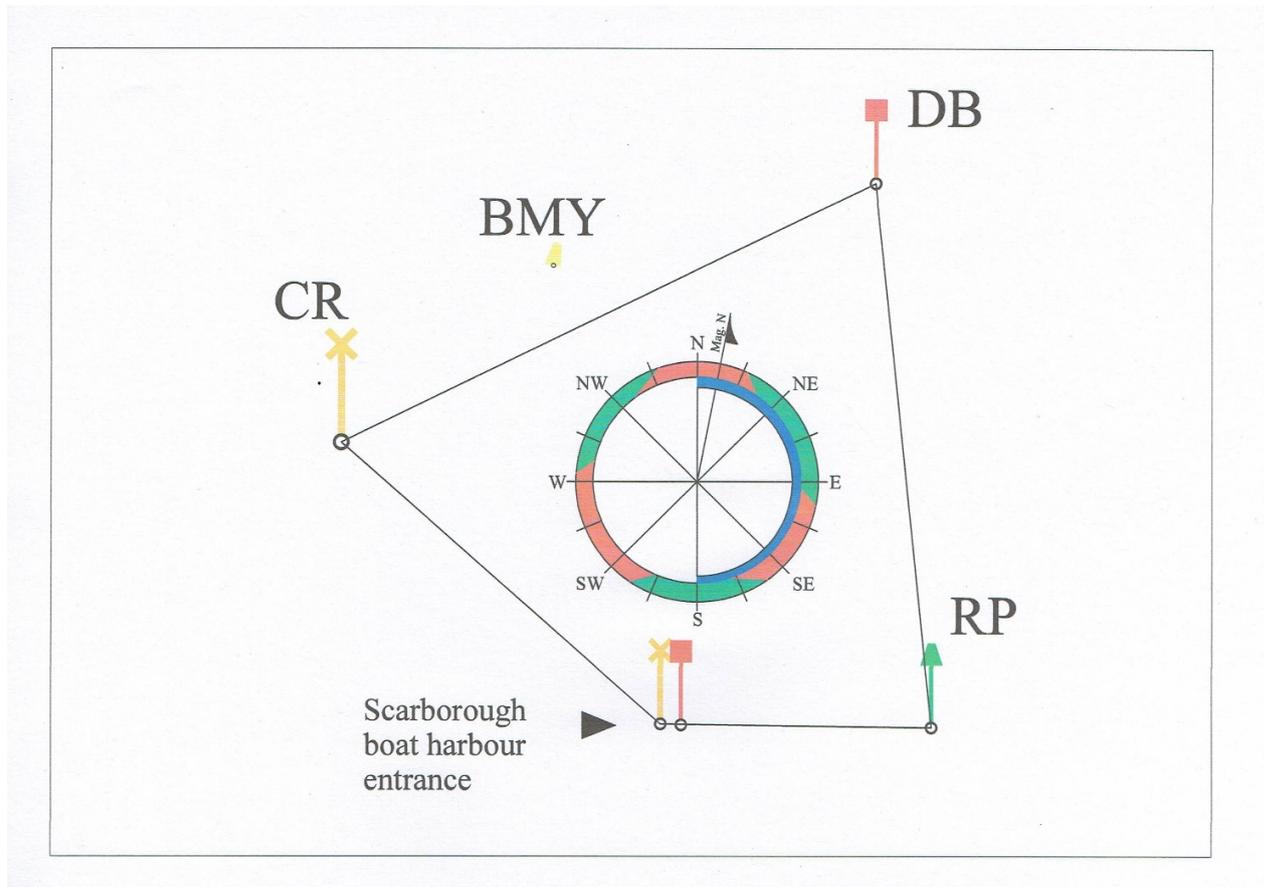
9. TWILIGHT COURSE



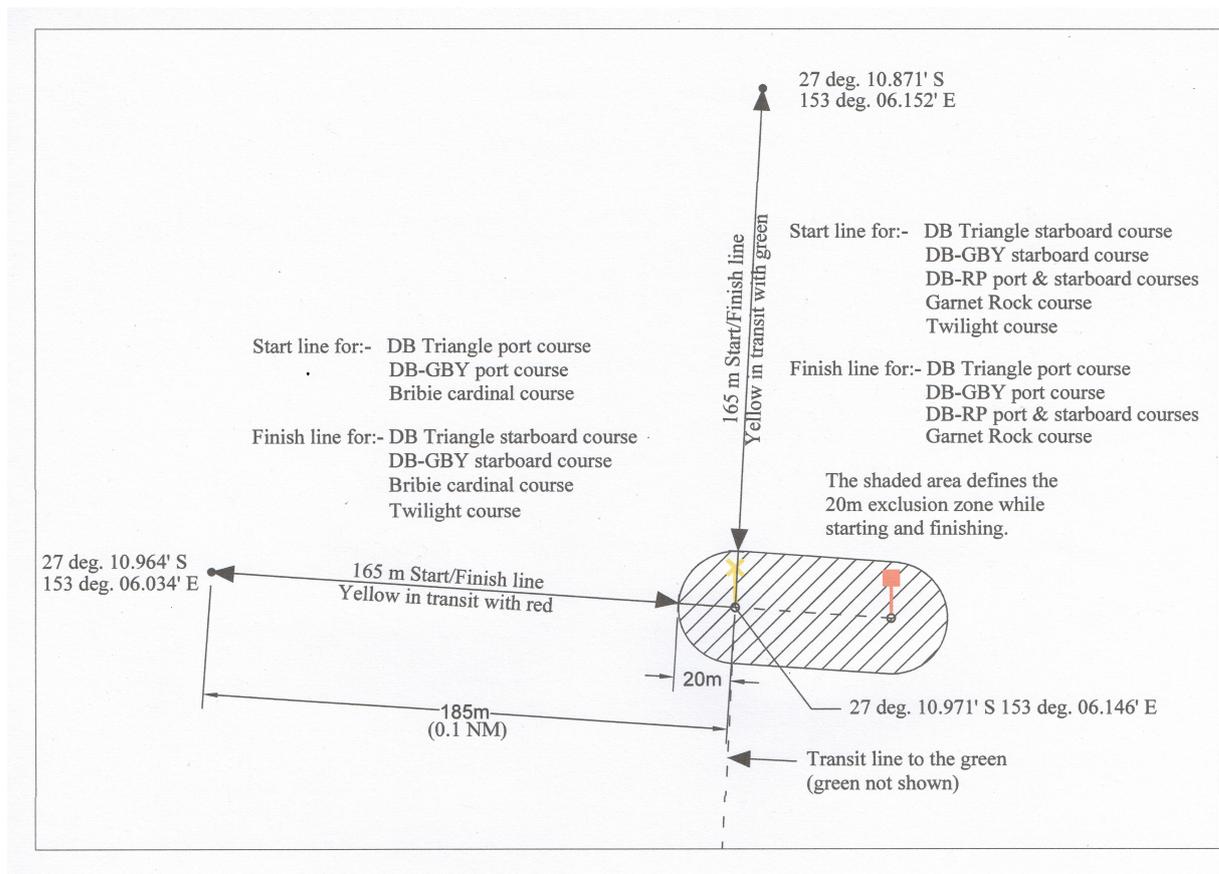
START - REEF POINT GREEN - BMY YELLOW - FINISH



DECEPTION BAY -REEF POINT COURSE DIRECTION GUIDE



5.4. SAGS, WAGS & TWI Start-Finish Diagram



6. 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 on shortening the course. The ECO then broadcasts the decision to participants. Participants must acknowledge receipt of the decision broadcast.

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

Shortening any of the courses may be at any of the marks of that course. Shortening a course may involve one of the following: -

- Deleting a mark in which case boats must round the mark at the end of the current leg of the course then proceed directly to the mark following the deleted mark (which may be the finish mark).
- Deleting the finish mark and using any appropriate mark of the course as the new finish mark. Boats will be finished when the chosen new finish mark is passed.



The race may be abandoned after the start in the event of unexpected severe weather, light weather preventing effective shortening of the course, or other causes. The ECO would be responsible for calling the abandonment and for advising participants by VHF. If a race is abandoned, participating boats which have satisfied the substantial completion criteria will be credited one minute to their start time.

7. SAGS, WAGS & TWI start and finish:

7.1. Start times:

Start times are available from;

- emails to members
- notices within the MBBC Bilge Bar area.
- Twilight race times are set in relation to official sunset times and the start times for the following SAGS event. For example, SAGS time plus 4 hours (e.g. a SAGS start time of 1:30pm becomes a TWI start time of 5:30pm). The difference may change by plus or minus 30 minutes during the year, as sunset varies.

7.2. Pre-start logon

It is the responsibility of each skipper to ensure they are logged-on (note also the COVID-19 requirements). 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. If the ECO is not on a boat, 'on water' logons will be taken by a volunteer participating skipper.

VHF 77 logons are usually taken by a boat competing. 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.

7.3. 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. The exception is where a safety situation arises during which engine propulsion is required.

Note: Participants will need to judge the 165m limit shown on the Start-Finish Diagram (clause 5.4) and the Mark Rounding Diagram (clause 10).



item 4.) As a guide, the yellow special mark and the adjacent red lateral are approximately 40m apart.

7.4. The finish

After crossing the finish line, clear the finishing area before dropping sails to allow other competitors to finish safely. Skippers must “log off” via VHF, for safety purposes.

- 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 placings are determined by the ECO.

7.5. 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, participation status and ETA ashore (at MBBC). Failure to do so may result in the activation of the MBBC Sailing 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.

8. Simplified Collision Regulation highlights

8.1. 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.

8.2. “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.

8.3. 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 Racing Rules of Sailing.

8.4. 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.

8.5. 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.

9. 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.
- The ECO has the authority to cancel the event if conditions present a hazard to competition.
- The ECO has authority to alter any published course to ensure safe competition
- In the interest of safety and fairness to smaller boats in the fleet, these events are abandoned 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 east or easterly component in the predicted strong wind direction, (*i.e.*, any wind direction from 0° True through to 180° True, *i.e.*, north east, east, south east, etc.) as determined from the Bureau of Meteorology graphic page MetEye between 11:00 and 17:00.



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

- 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.
 - Wearing and using a PFD and/or a tethered harness is strongly recommended.
- It is an Australian Communications and Media Authority requirement that persons operating/supervising radio apparatus hold a Marine Radio Operators Certificate of Proficiency or its equivalent. Skippers are expected to maintain VHF radio watch while on the water, on the event channel VHF77 and VHF16.
- As in formal competitive sailing, participants in SAGS, WAGS and TWI events are expected to compete "*in compliance with recognised principles of sportsmanship and fair play*". However, disputes may occur in which case that dispute will be decided by a dispute resolution committee comprising the ECO, the MBBC Sailing President, the Principal Race Officer and an invited participant skipper. Should any committee member be absent or unavailable, they may be replaced by another invited participant skipper.

10. Safety:

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 Moreton Bay Boat Club Sailing and participating skippers fully complying with certain conditions. Those conditions are summarized as:

1. All participants must make themselves familiar with the Moreton Bay Boat Club Sailing Emergency Plan (refer MBBC website)². This is emailed to all members after each revision and is with each ECO when they are at the MBBC on race days.
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. All participating boats must comply with the safety requirements mandated by the Transport Operations (Marine Safety) Regulation.

² <https://mbbc.org.au/wp-content/uploads/2020/01/MBBC-Sailing-Emergency-Plan-2019.pdf>



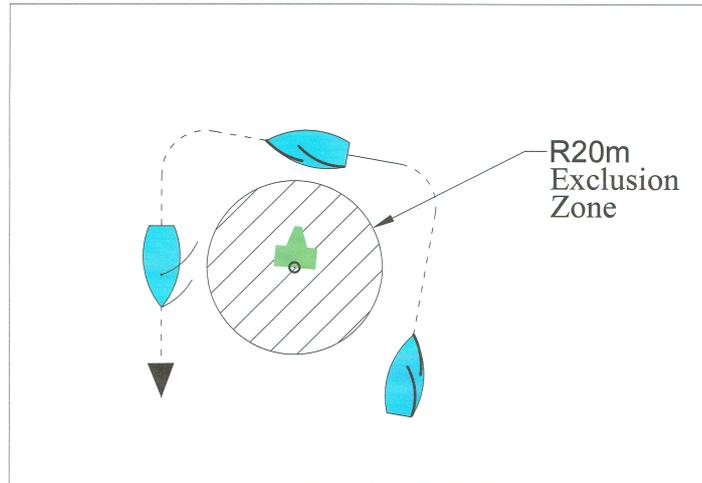
Maritime Safety Queensland resolves this down to a simple statement.

All owners and operators, masters and crew members must ensure the ship is:

- ***safe***
 - ***properly equipped and crewed***
 - ***operated in a safe manner.***
4. 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). Emergency communications are to be broadcast on VHF16 – best practice is dual watch on VHF16 and VHF77.
 5. The Redcliffe Peninsula eastern foreshore has occasional rocky outcrops. The extent of those outcrops is marked by green lateral beacons and buoys. Participants are advised to keep to the east of direct lines between those navigation marks.
 6. An isolated rock has been identified approximately 0.5 NM due west of the Reef Point beacon. Approximate location is 27° 10.98' S, 153° 07.29' E. Anecdotal evidence suggests it could be less than 2 m below the water surface at LAT. Boats with a draft exceeding 1.5 m are advised to avoid that area during low tides.
 7. 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.

Mark Rounding Diagram



8. 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. Participants must also be aware of boats participating in other events, particularly the NCYC, which may be rounding marks from a different direction. ColRegs apply, with safety paramount, along with courtesy and respect for other sailors.
9. Auto Pilots must be disengaged, and the boat helmed manually, when sailing in close proximity to another boat and when approaching and rounding marks of the course.
10. All boats are reminded to maintain radio silence 3 minutes before and 3 minutes after the half hour for emergency calls.
11. Listening watch on VHF 77 and VHF16 must be maintained prior to, during and after the event until berthed. A listening watch means that at least one member of the crew is able to hear and attend to the VHF radio at all times during the listening watch period.
12. Operational and effective radio communication facilities are mandatory for each participating boat and the mandatory event log-on and log-off processes must be followed.
13. 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 14 Disclaimer of liability.

11. 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.

12. 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 invitation 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 (e.g. Kingfisher Night Series).

13. Prizes:

Prizes are donated by sponsors who may change from time to time.

Prizes will be awarded when five or more boats sail.

Prizes may vary depending on sponsorship at the time.

14. 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 skipper is fully cognizant of the content of the SAGS, WAGS & TWI Handbook & Sailing Instructions (this document) and the boat complies with the race entry eligibility and safety requirements described in narrative and diagrammatic form;



- the skipper, crew and guests have the necessary knowledge and skills to safely participate in and complete the event;
- 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.

15. 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 (refer AFTER HOURS ASSISTANCE below).

"Marine Rescue Bribie" (or VMR 445) 7:00am to 5:00pm every weekend and on public holidays (refer AFTER HOURS ASSISTANCE below).

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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