



MORETON BAY BOAT CLUB

Sailing Section



SAGS and WAGS

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) 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. 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.

SAGS and WAGS are held every Saturday and every Wednesday respectively.

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 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 via VHF77 every race BEFORE you start the race.** This is to ensure we know which boats and the total number of crew are on the water. It is a safety requirement.

In addition, all participants, skippers, crew and guests must complete the individual log on via the Safety QR code. This can be done from the following link

<https://checkin.briskcloudware.com/checkinportal?fh19kkn102&venue=true>, or the QR code:

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 has effective VHF communication at all times prior to, during and after the event until berthed. Skippers are reminded that monitoring VHF16 is also required, 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.



You must ensure you receive an acknowledgement of log off from the 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, and the coveted fourth placing. 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.



➤ Summer/Winter Start Times

SAGS and WAGS start times are altered twice a year in October and April to accommodate the Summer/Winter conditions. For example, in October, start times are pushed back later by 30 minutes and returned again in April. The amount of time change may differ from 30 minutes due to accumulated creep since the last alternation. The aim is to have the earliest starting boat starting around 1:00 pm.

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 to MBBCS a completed Sailing Section application form.
- Submitted to MBBCS a completed boat details form. This must be resubmitted if any of the boat details are changed.
- Submitted to MBBCS annually 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 Special Regulations 2024 Category 6 or higher to help ensure boats are safe to race. An external audit is preferred and can be arranged on request.

Boats must be longer than 6 metres hull length. Boats may not be "off-the-beach" type boats. All boats are to have a motor mounted in its operating position. Outboard motors may be tilted out of the water but must be mounted in position.

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. 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 safety plan, including logon to the QR code electronic crew register (refer section 2 above).

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 or WAGS 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. These guest crew must also complete the QR code sign on.

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. These visiting crew must also complete the QR code sign on.

4. Course to be sailed

The SAGS and WAGS utilise a number of 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.

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. This is a "Rum Race" and has its own start time sheet.

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

The third SAGS in each month may use a DB 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).

Note: Championship races are conducted on Saturdays, either the second or third Saturday of the month. On those days, the ECO will choose a suitable SAGS course that minimises the potential of boats from the two fleets converging in opposite directions, either at a turning mark or the finish line. Such a course may be different from the "regular" pattern above.

4.2. WAGS

The 1st WAGS in each month will use the DB-RP course. This is a "Rum Race" and has its own start time sheet.

The 2nd WAGS in each month will use the Bribie south cardinal 'out & back' course.

The 3rd WAGS in each month will use one of the Deception Bay courses at the discretion of the ECO (usually after discussion with participating skippers).

The 4th 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

Any fifth Wednesday in a month, the course will be decided by the ECO.

4.3. 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.

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

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 and WAGS courses are:

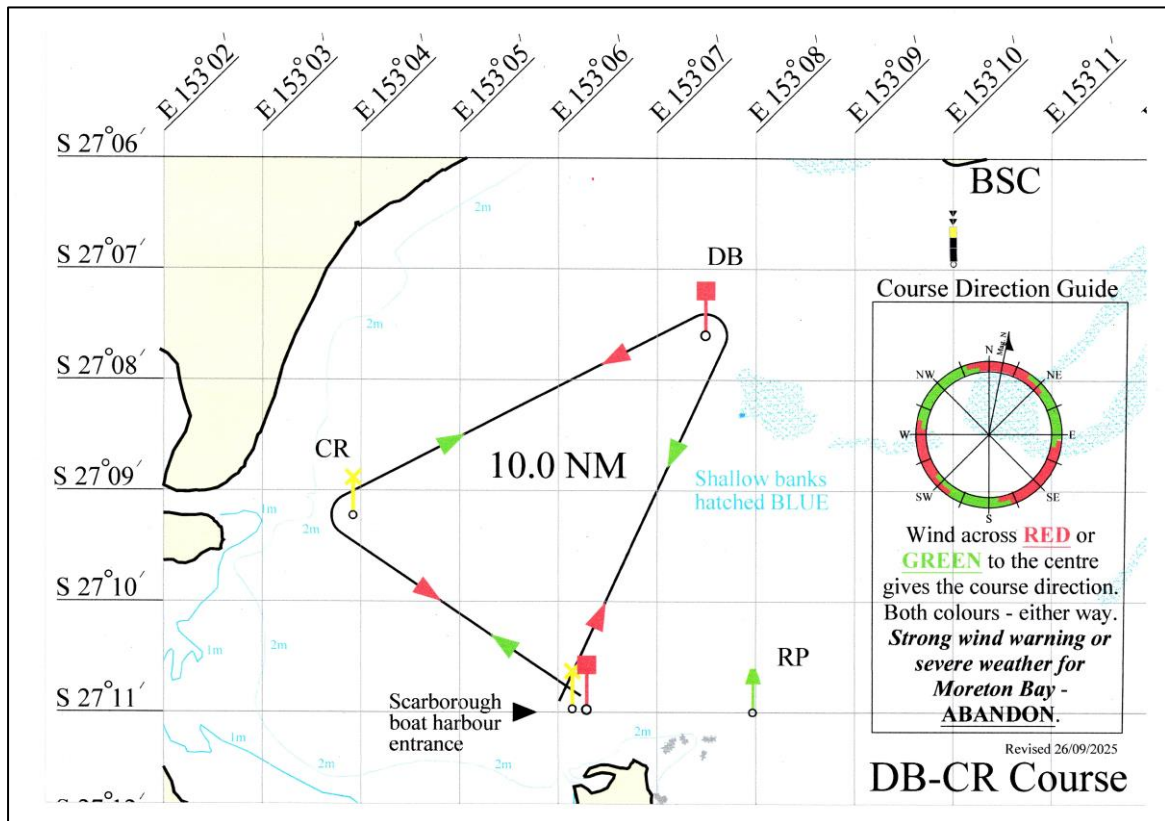
Scarborough special yellow beacon		27° 11.0' S	153° 06.2' E
Caboolture River yellow beacon	CR	27° 09.3' S	153° 03.9' E
Deception Bay red beacon	DB	27° 07.6' S	153° 07.7' E
Reef Point green beacon	RP	27° 11.0' S	153° 08.0' E
Garnet Rock green buoy*	GR	27° 14.5' S	153° 07.4' E
Bribie Is. south cardinal	BSC	27° 06.9' S	153° 09.9' E
		S 153° 05.5' E	

Note: Coordinates are approximate.

*** Note: The actual rock is approximately 115m SW of the mark.**
However, deeper draft boats should keep closer to the mark than 115m because other rocks lie to within approximately 50m of the mark.

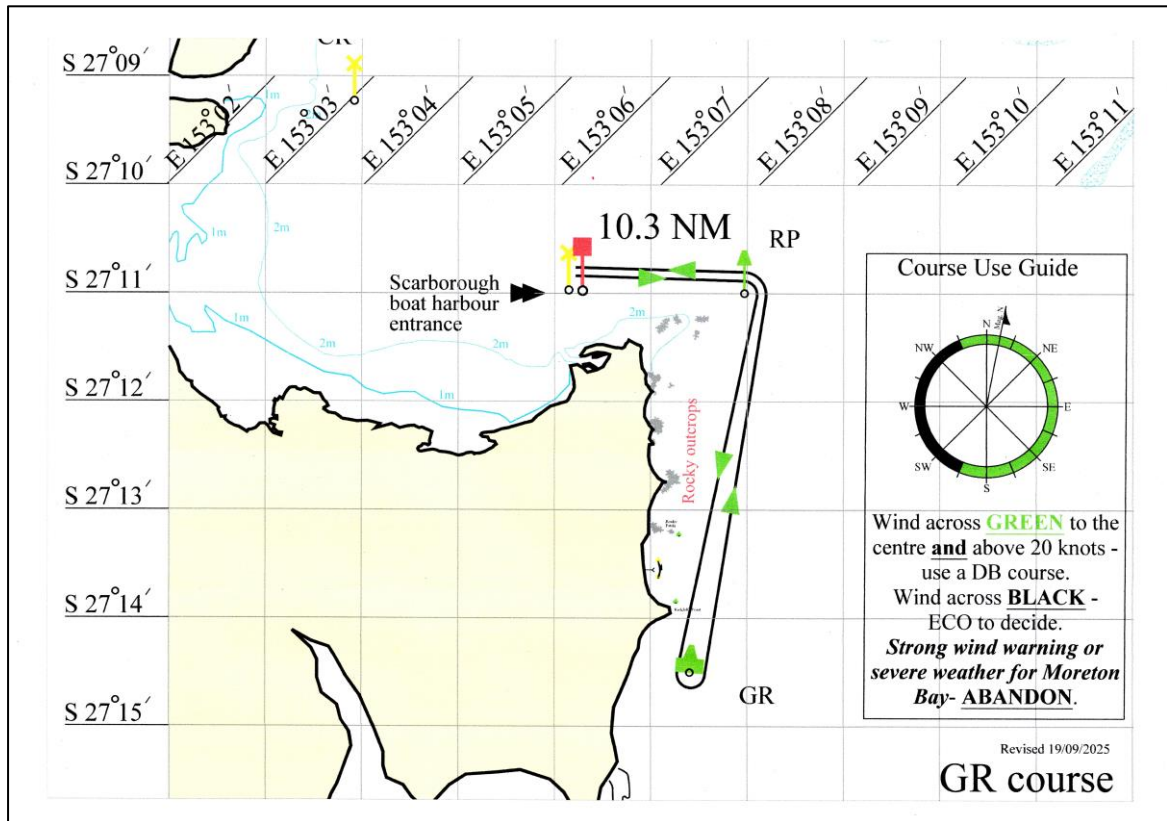
5.2. Course diagrams

1. DECEPTION BAY TRIANGLE COURSES

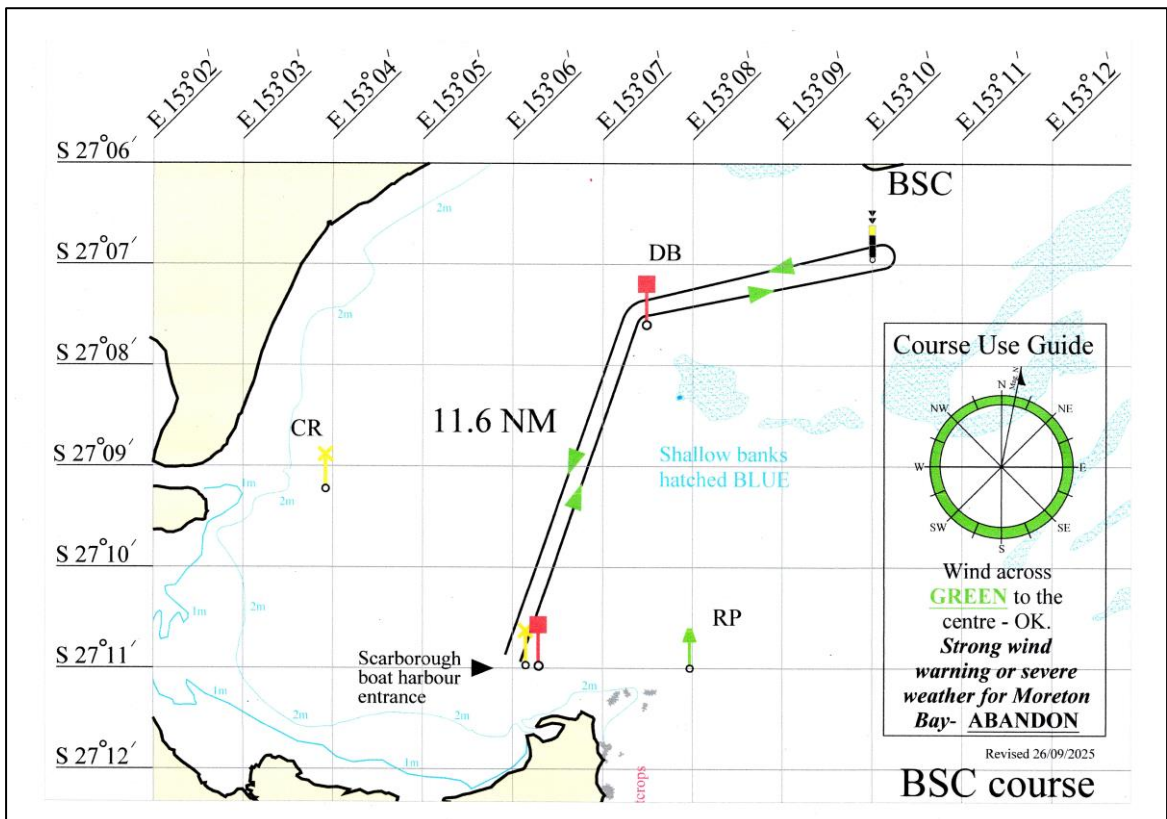




2. GARNET ROCK COURSE

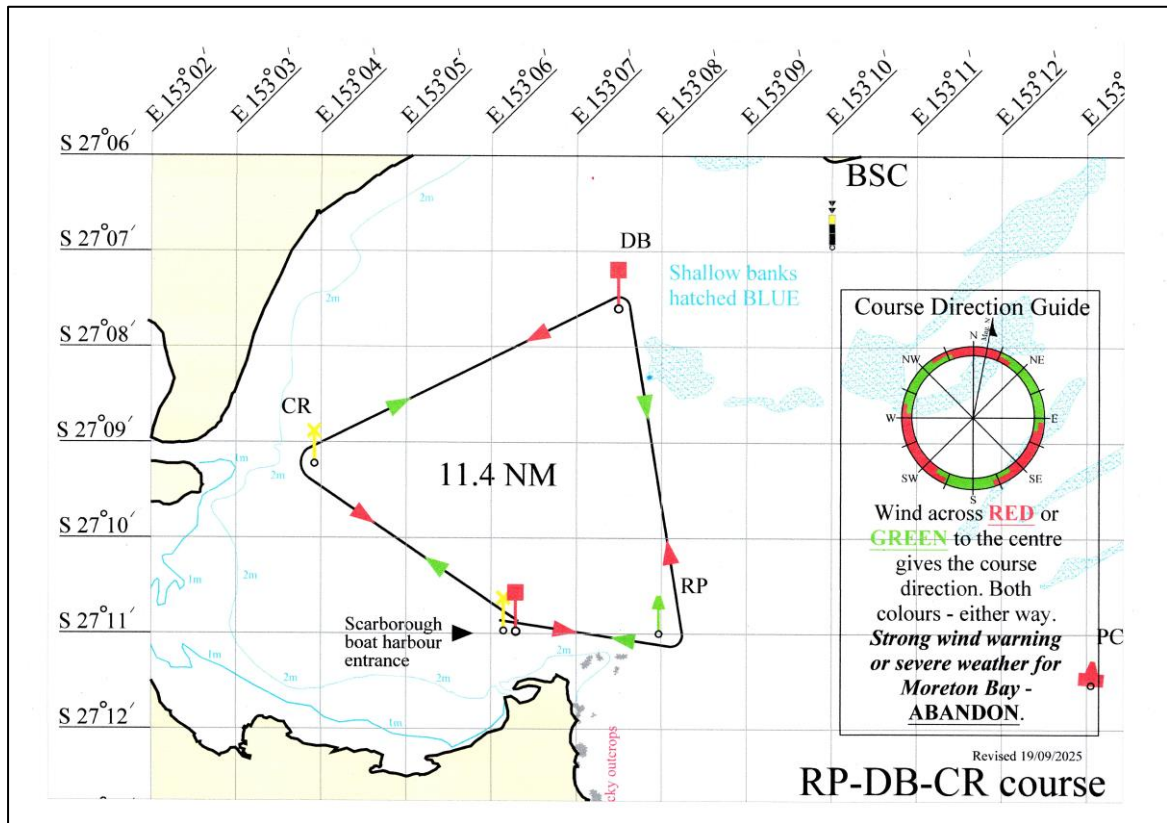


3. BRIBIE SOUTH CARDINAL COURSE

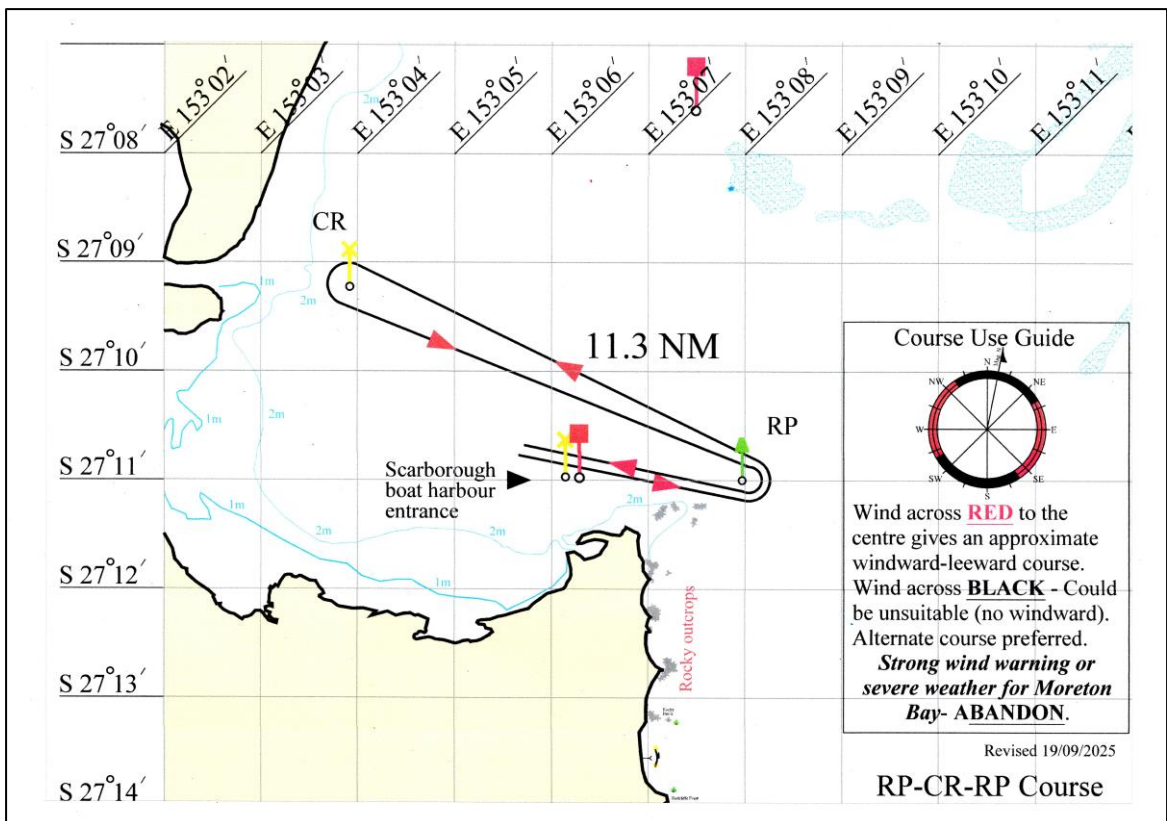




4. DECEPTION BAY-REEF POINT COURSE



5. RP-CR-RP COURSE

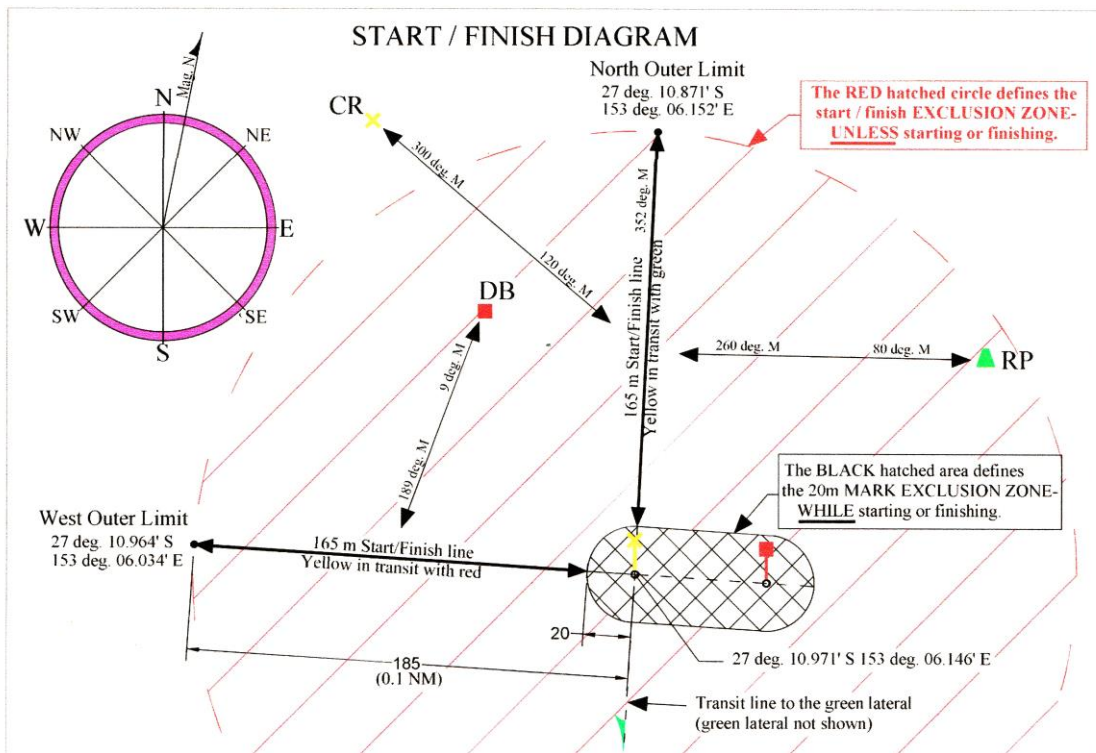


5.3. Deception Bay courses direction guide

The direction of the course to be sailed will generally be decided by the ECO and confirmed by the first boat starting. The diagrams included in the course diagrams above are guides to assist in choosing the course direction.

In each diagram, if the wind direction is across green in the compass rose, a starboard course should be sailed. If it is across red, a port course should be sailed. Where the red and green taper into each other, either course can be sailed with preference being to the predominant colour.

5.4. SAGS & WAGS Start-Finish Diagram



5.5. "Spirited" Rule

If the forecast wind is for 15 knots or more with a northerly component, an alternative course to scheduled Garnet Rock course to be sailed in SAGS and WAGS. (decision GM Nov 2025)



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 start and finish:

7.1. Start times:

Start times are available from;

- emails to members
- confirm with ECO inside MBBC
- members are encouraged to determine their own start time prior to signing on, from either of the sources above.

7.2. Pre-start logon

Boats entering are required to "log on via the mandatory VHF77 "log on" prior to starting, providing boat name and number of persons on board. In addition, all participants (skippers, crew and guests) are obliged to "log on" via the MBBS Sailing safety QR code (below). Participating boats must also "log off" via VHF77 after finishing.



If in doubt about the boat's log on or log off 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 7.) The start line is therefore, between 20m from the yellow special mark and 185m from the yellow special mark. As a guide, the yellow special mark and the adjacent red lateral are approximately 60m 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 after finishing, 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.
- If a boat withdraws from the race they must advise the ECO of the withdrawal as soon as practicable. They must then keep clear of boats continuing in the race. For safety purposes it is best practice to ALSO advise the ECO when close to the finish area, indicating safe return.

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 7.) The finish line is therefore, between 20m from the yellow



special mark and 185m from the yellow special mark. As a guide, the yellow special mark and the adjacent red lateral are approximately 60m apart.

7.5. Time limit

The event time limit for SAGS and WAGS is 5:00pm.

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 and WAGS.

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. Note: any incident involving a collision or near collision implies both boats breached ColRegs.

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.
- Safety is the highest priority for skippers, the ECO, and the Club. The ECO has the full support of the Sailing Section Committee.
- The ECO has the authority to cancel the event if conditions present a hazard to competition. For example, but not limited to, if debris has been observed or reported in the area, if a severe thunderstorm warning has been issued, or if there is clear evidence of severe thunderstorms in the area. “Any thunderstorm can be associated with strong gusty winds caused by downdraughts within the storm. These downbursts can be relatively localised and as such not detected by our wind observation network.” A “Severe Thunderstorm” is defined as, among other characteristics, to produce wind gusts of 48 knots or greater. (Reference http://www.bom.gov.au/weather-services/severe-weather-knowledge-centre/WarningsInformation_SW_STSW.shtml)
- The ECO has authority to alter any published course to help ensure safe competition.
- In the interest of safety and fairness to smaller boats in the fleet, these events are abandoned if the Bureau of Meteorology has posted a “Strong Wind Warning” (or stronger) for Moreton Bay at their 4:45 am update.
Note that a “Strong Wind” is defined by the BOM as averaging from 26 up to 33 knots. Gusts could therefore be expected to be from 36 to 46 knots.
- Furthermore, if the wind is observed to be 25+ knots on the BOM website observation for Inner Beacon (-
<https://www.bom.gov.au/products/IDQ60901/IDQ60901.94590.sht>



ml), or indicated on the BOM Meteye website (<https://www.bom.gov.au/australia/meteye/>), the event will be abandoned.

- For winds observed to be 20-25 knots, the ECO has discretion to abandon the event if considered appropriate.
- If the wind is observed to be 20+knots, the race will be held within Deception Bay.
- 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 and WAGS 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 investigated under the Member Protection Policy by a dispute resolution committee comprising at least two of the ECO, the MBBC Sailing President, the Principal Race Officer or other Committee member. 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 (). This is emailed to all members after each revision and is with each ECO when they are at the MBBC on race days.



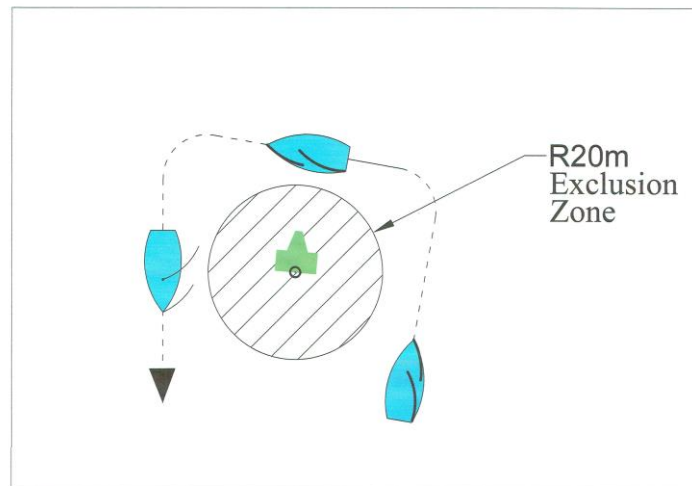
2. All participating vessels and operators of such vessels must comply with the Transport Operations (Marine Safety) Act 2004 and the associated Regulations., including COLREGS.
3. All participating boats must comply with the safety requirements mandated by the Transport Operations (Marine Safety) Regulation. 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. Refer clause 8.5 for a 'safe distance' definition. Refer also to clause 10.4. Crew must be ready and able to disengage the auto pilot and helm manually very quickly at all times.
10. All boats are reminded to maintain radio silence 3 minutes before and 3 minutes after the half hour for emergency calls. Note - this applies only to the emergency channels, CH 16 and Ch 67.
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.



- 14. In stronger conditions skippers and crew are strongly recommended to wear Personal Flotation Devices and/or safety harnesses, especially when outside the cockpit.

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.

Members volunteering at the Sailing Section’s monthly raffle night will be granted for their boat a one minute credit off their next race (one of SAGS or WAGS) (ratified at GM Nov 2025).

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. (clarified at GM Nov 2025 – boat is representing MBBC)

Representation includes both participation in or assisting in the race management of the other club event (e.g. Kingfisher Night Series).

Boats competing in the MBBC Championship races are NOT eligible for a 1 minute adjustment. (ratified at GM Nov 2025)

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 and WAGS 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:

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

CALL SIGNS:

"*Marine Rescue/Coast Guard Redcliffe*" (or VMR 403) 4:00am to 6:00 Saturdays, generally operates approximately daylight hours (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:

- Marine Rescue 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.

FURTHER EMERGENCY AND SAFETY INFORMATION - refer to the Emergency Plan at <https://mbbc.org.au/wp-content/uploads/2023/07/MBBC-Sailing-Emergency-Plan-2023-R8.pdf>



16. Revisions Log

Rev 12 v3 – Extensive revision of Section 9 on choice of courses. Includes definitions from BOM on strong wind, severe thunderstorms, etc. Follows from discussions at General Meeting of 12 February 2024.

Rev 13 v1 – Amended course diagrams for decommissioned buoys and their replacement with "virtual marks" – Beachmere Virtual Mark and Godwin Beach Virtual Mark.

- Amended to clarify document requirements and eligibility criteria in Section 3.1.
- Amended WAGS sequence of courses to incorporate a WAGS Rum Race in Section 4.2.
- Assorted minor amendments for clarity.

Rev 13 v2 – Amended to remove courses with virtual marks.

- Updated course and start/finish diagrams
- Added new RP-CR-RP course
- Amended the sequence of WAGS races to incorporate the Rum race
- Clarified "effective radio watch"
- Removed twilight race references
- Repeated requirement for owners to submit documentation to the Sailing Section Committee annually (updates to ICE, insurance certificate of coverage...)

Rev 13 Sept 2025 –

- 2 Amended summer/winter adjustment explanation
- 2 – Log off – must receive acknowledgement from ECO
- 3.1 Added eligibility clause re off the beach boats
- 4.1 added comment about ECO choosing a course on championship race days to minimise risk of conflict
- Deleted the option for early starting boats to determine the course to be sailed
- Courses amended to delete the 'blue' zone for SWW
- 7.1 plea for skippers to find their own start time
- 7.4 withdrawal from race and notifications to ECO - clarification
- Simplification of strong wind warning ruling
- 9. Explicit mention of Member Protection policy for settling disputes, and composition of panel
- No 1 minute adjustment for championship race boats
- Strong recommendation to wear PFDs/harness when conditions warrant them

Rev 13, Oct 2025 -

- Removed reference to Gale Warning
- 8.5 – added Note regarding collision with both boats being required to take appropriate action
- 9 – replaced reference to BOM observations from Redcliffe to Inner Beacon plus Meteye
- 10.9 – added the requirement to be ready and able to disengage auto pilot very quickly



- *10.10 Clarified radio silence channels*
- *Deleted weblink to Emergency Plan – emailed periodically*

Nov 2025 -

Decisions made at General Meeting of November 2025

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