



# **NEWPORT CRUISING YACHT CLUB**

**Formerly MBYC**

## **WAGS, SAGS and CAS**

## **SAILING MANUAL**

**NEWPORT CRUISING YACHT CLUB**  
**Sailing Manual**

## **Contents**

- 1 Preamble
- 2 Eligibility
  - 2.1 Non-members and visiting yachts
  - 2.2 Members and continuing participation
- 3 SAGS / WAGS Course for the day
- 4 SAGS / WAGS Courses
  - 4.1 Port Course
  - 4.2 Starboard Course
- 5 SAGS, WAGS and CAS Starting and Finishing
  - 5.1 The Start
  - 5.2 The Finish
- 6 General Event Rules
- 7 Start Times
- 8 Start Time Adjustments
- 9 Prizes
- 10 Marks of the Course
- 11 Safety Requirements

This Manual supersedes all previous editions and rulings

# NEWPORT CRUISING YACHT CLUB

## Sailing Manual

### 1 Preamble

**Saturday Afternoon Good Sailing (SAGS)** and **Wednesday Afternoon Good Sailing (WAGS)** events are pursuit racing events sailed in Deception Bay.

Spinnakers and other "extras" are not allowed. This does not exclude sail changes or the use of inner staysails, foresails or mizzens in the case of cutter, schooner or ketch rigs. For these events ***'extras' are defined as sails not permanently attached to a stay or spar on the centreline of the boat. Sails of the 'Code' genre or the like are 'extras'.***

These pursuit events are conducted on the basis of a handicap start. The aim is to have all boats finishing within a relatively short time span. This facilitates the participants being able to socialise as a group at the Compass Marinas NCYC Clubhouse after each event.

SAGS are held every Saturday throughout the year. The first event in each month is a Rum Race sponsored by **YACHT DOMAIN**.

WAGS are held every Wednesday.

All participants receive either a positive or a negative time adjustment after each event thereby ensuring a gradual distribution of prizes over time. This is a prescribed adjustment that penalises placegetters and rewards all participants. Consequently, a boat in cruising mode is not penalised unnecessarily.

The requirement for logging on by radio apply for these events and appropriate radio watch is a requirement during each event. Single handed sailing is permitted provided at least one other participating boat is made aware by hail or radio.

Members are encouraged to bring guests and socialise at the Compass Marinas NCYC Clubhouse after these events. Alcohol is not supplied but BYO is acceptable. Non-alcoholic beverages are available for purchase.

A variation of these events is **Cruising At Sunset (CAS)**, which adheres to the rules as laid out in this manual. The CAS events are programmed on the calendar at intervals approximating bi-monthly, nominally on a Friday afternoon. The intention is for participants to be in the final stage of sailing a course as the sun sets, with the crews meeting for dinner afterwards. Members and their guests who have not participated in the cruise are very welcome and encouraged to join the crews for dinner. The courses and supplementary instructions for the CAS events may be found on the NCYC website.

# NEWPORT CRUISING YACHT CLUB

## Sailing Manual

## 2 Eligibility

### 2.1 Non-members and visiting yachts

Non-members and visiting yachts are welcome to participate in a maximum of two (2) events (consecutive or otherwise). Such participants are deemed to be establishing a handicap and are therefore not eligible to receive prizes. Continued participation is subject to cl. 2.2.

### 2.2 Members and continuing participation

The events are open to any yacht complying with the following:-

- compliance with Marine Safety Queensland safety requirements for the type and size of vessel sailed in partially smooth waters;
- The yacht must be listed on the NCYC Yacht Register and at least one person on board during the event must be a full member of the NCYC.
- The above conditions must be met prior to the 3<sup>rd</sup> entered event in any sailing season. (Refer to section 7. **Entry Fee.**)

## 3 SAGS / WAGS Course for the day

The choice of the course to be sailed is determined by the wind direction quadrant at the Redcliffe Jetty approximately 10 minutes before the first boat is due to start. [Willy Weather Link](#)

See Figure 1

### **Course Selection and Layout Diagram**

Wind over **Red Sector - Port Course** (red arrow)

Wind over **Green Sector - Starboard Course** (green arrow)

Standard Course 1 - using Caboolture River and Deception Bay Red Beacons

**NEWPORT CRUISING YACHT CLUB**  
Sailing Manual

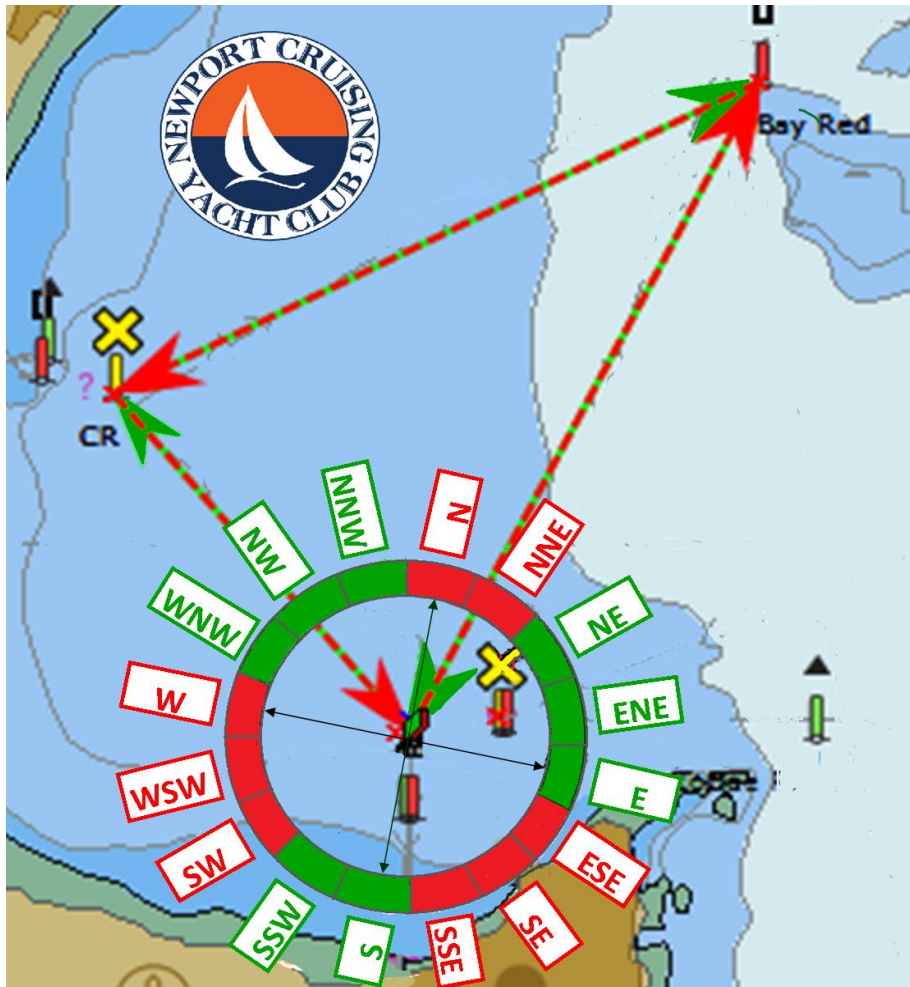


Figure 1

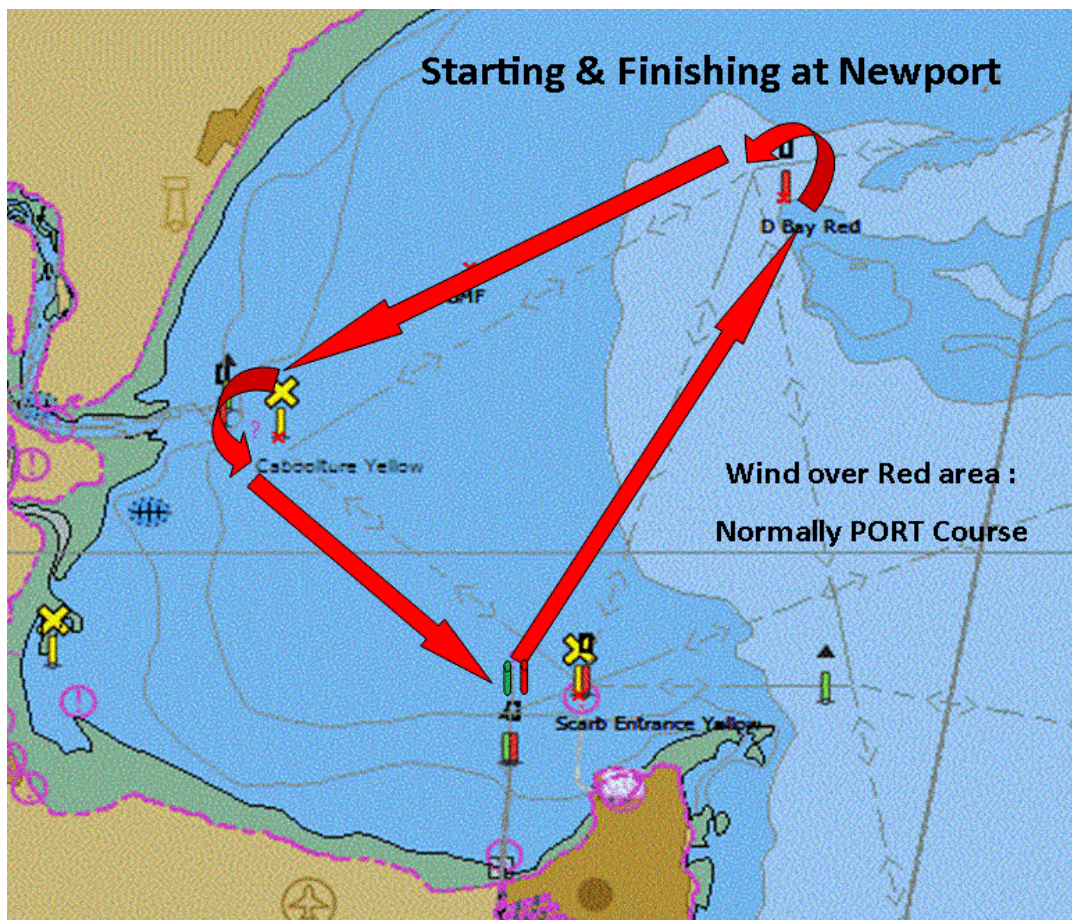
## 4 SAGS / WAGS Courses

### 4.1 Port Course

- Start (see fig. 5)
- Deception Bay red beacon to port
- Caboolture River yellow fisheries beacon to port
- Finish (see fig. 4)

**NEWPORT CRUISING YACHT CLUB**  
Sailing Manual

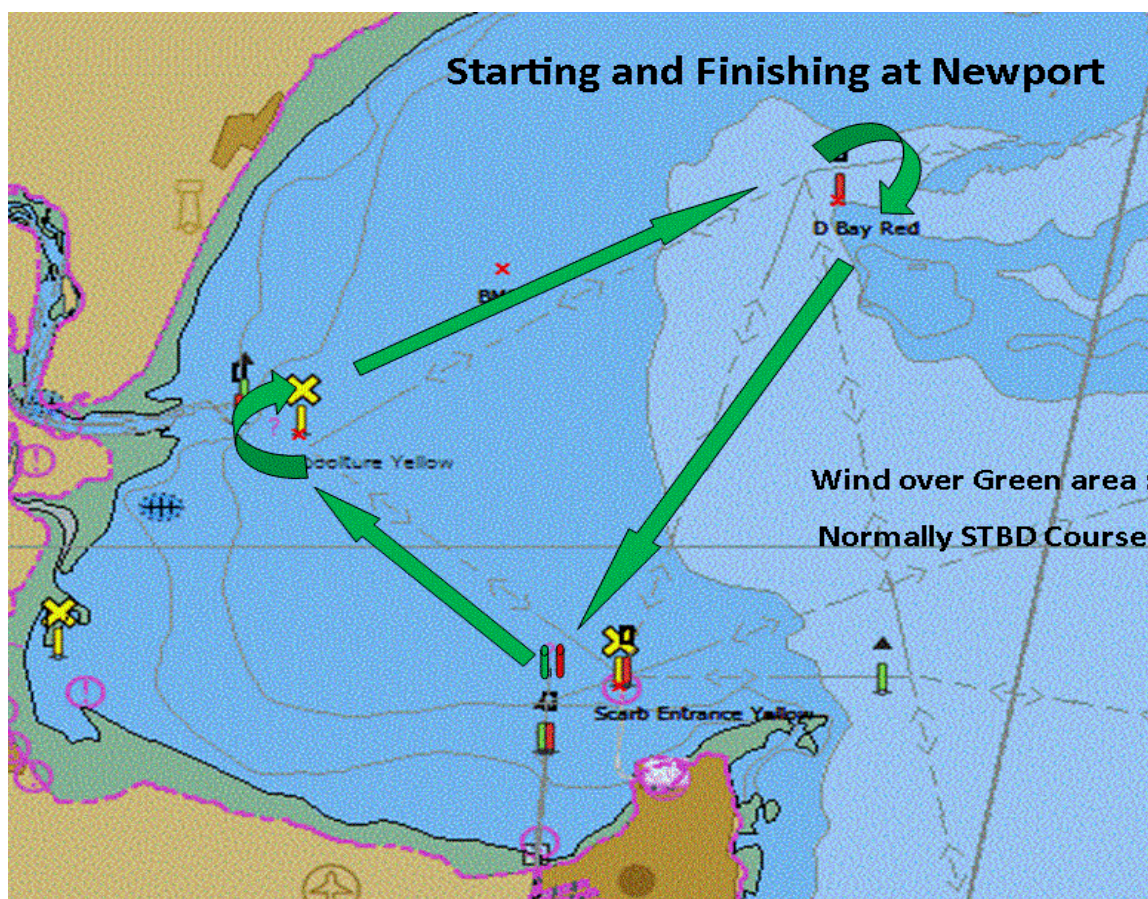
Figure 2 Port Course





**NEWPORT CRUISING YACHT CLUB**  
Sailing Manual

Figure 3 Starboard Course



**4.2 Starboard Course**

- Start (see fig. 4)
- Caboolture River yellow fisheries beacon to starboard
- Deception Bay red beacon to starboard
- Finish (see fig. 5)

**5 SAGS, WAGS and CAS Starting and Finishing**

Please be considerate of boats starting before you and stay clear of the area in the vicinity of the start line so that you do not impede other boats manoeuvring to start (Figure 4 &

## NEWPORT CRUISING YACHT CLUB

### Sailing Manual

5). This includes the area after the start line. After crossing the finish line **please clear the finishing area before turning into wind** and dropping sails to allow other competitors to complete their race unhindered and in a safe manner.

#### 5.1 The Start

Engines may be run until crossing the start line provided they are not used to gain an advantage. **This is not to be considered the norm.** It is to avoid congestion in the vicinity of the start line when very light conditions prevail.

The **Port Course** start line is a 100m long imaginary line being the west transit of the outermost green lateral mark and red lateral mark at the entrance to the **Newport Leads**.

The **Starboard Course** start is a 100m long imaginary line being the north transit of the outermost green lateral mark and the green lateral mark immediately to the south of the entrance to the **Newport Leads**.

#### 5.2 The Finish

The **Port Course** finish line is the same as the starboard course start line.

The **Starboard Course** finish line is the same as the port course start line.

**Note: Participants will need to be within the 100m limit.** A GPS position is entered on the diagram for guidance. The transit of the Newport green lateral marks in line with Scarborough outer leads is also acceptable and preferred as it is comfortably within the 100 metre point.

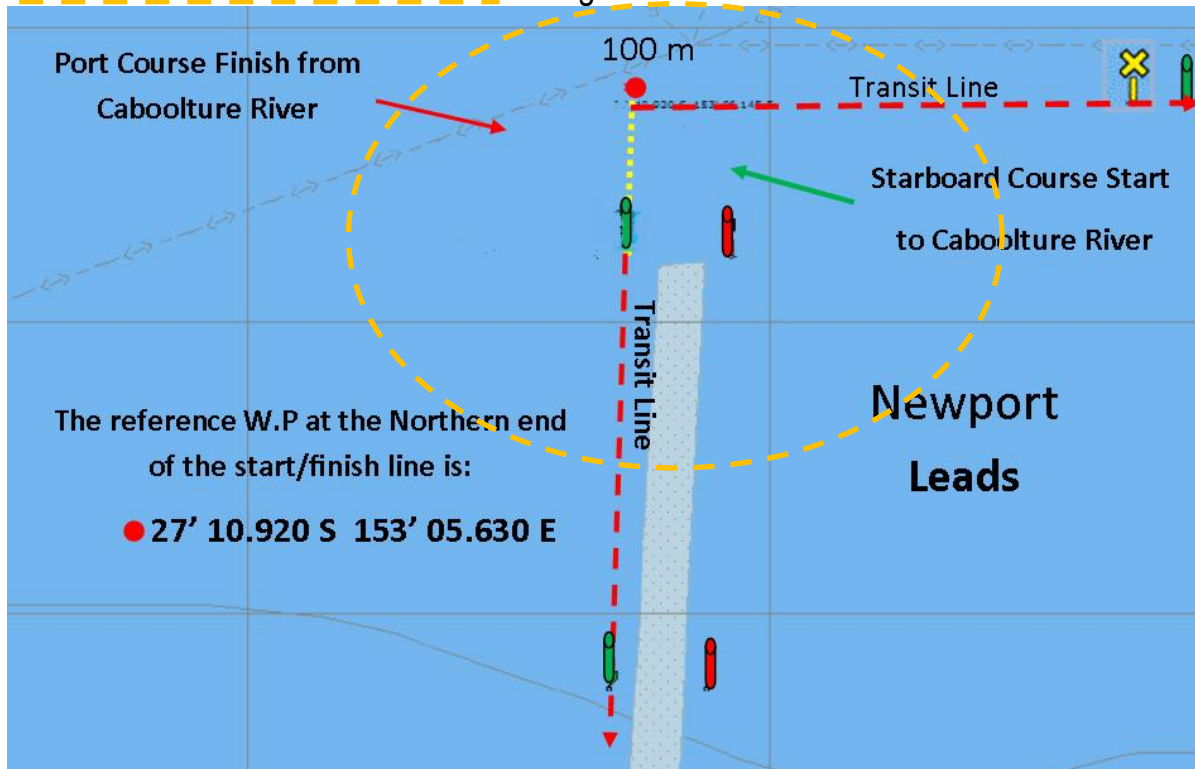
If there is any doubt about your finish position, the skippers involved need to resolve their places. If unable to reach a resolution the prizes and penalties will be shared.

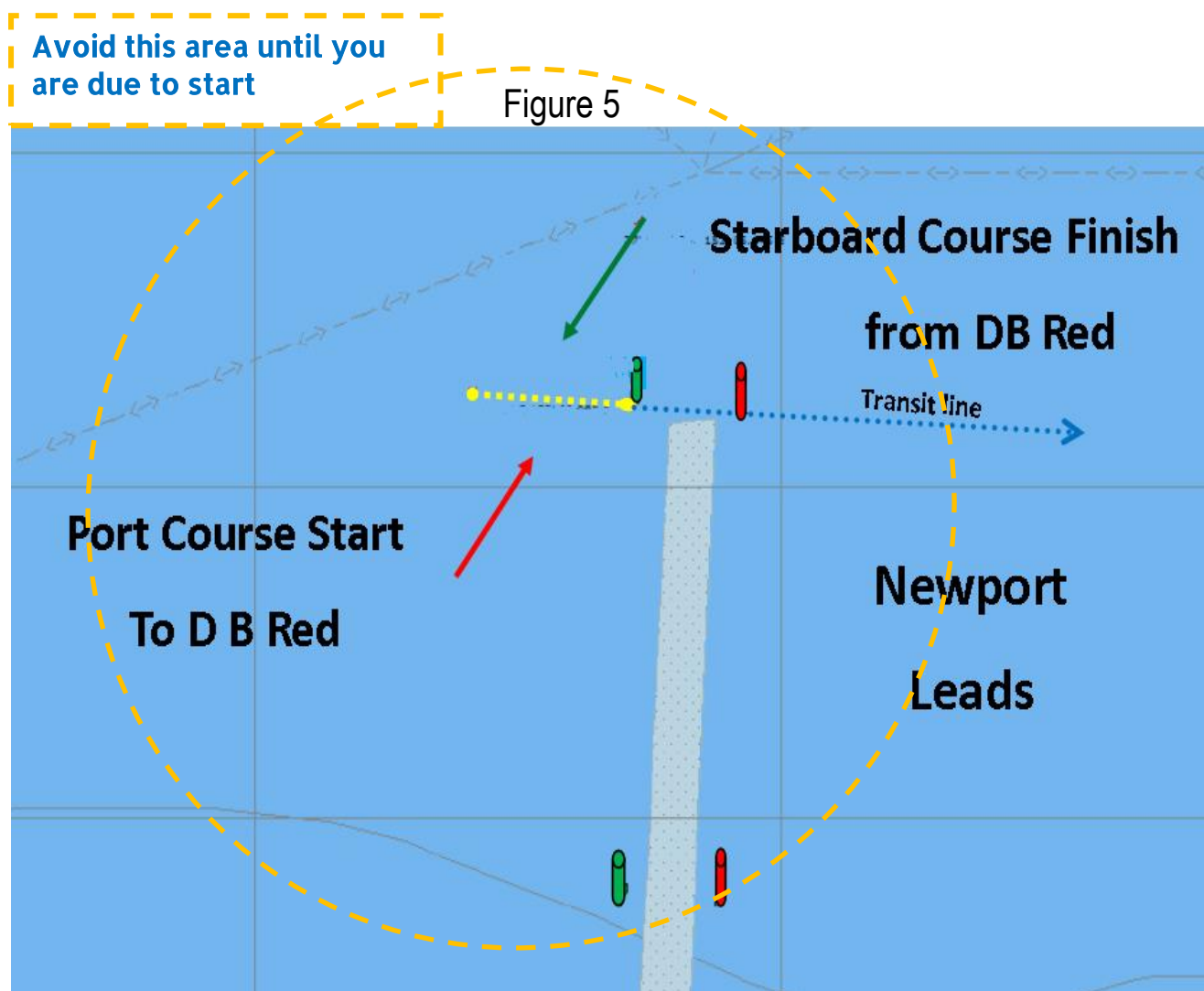


**NEWPORT CRUISING YACHT CLUB**  
Sailing Manual

**Avoid this area until you  
are due to start**

Figure 4





## 6 General Event Rules

The Racing Rules of Sailing published by Yachting Australia do not apply to these social racing events. However, the International Rules for the Prevention of Collision at Sea (COLREGS) are statutory and remain in force at all times. There is a link to these Rules on our web site.

Differences of opinion arising from on-water activity during a race event should be resolved in a cordial manner at the clubhouse after the event. NCYC is not empowered to "rule" on any breach of the COLREGS however the Activity Review Sub-Committee is available to follow up on serious incidents where safety may have been an issue or to give general advice if requested.

## NEWPORT CRUISING YACHT CLUB

### Sailing Manual

These events are “pursuit” events during which overtaking is the fundamental objective. This requires special attention to Rule 2, Rule 13, Rule 5 (*Look-out*) and Rule 7 (*Risk of collision*) of COLREGS. If in doubt assume a risk exists and take early preventive action (Rule 7 (a)).

Skippers and crew in these events sail a variety of yacht types and possess varying levels of sailing experience. That being the case, some will be quite comfortable sailing in close quarters, while others may not. Skippers are required to give ample room when boats pass or converge. If close quarter sailing is anticipated, crews are required to make contact by any means suitable. VHF 77 is preferable for advising intentions if time permits.

Starting an engine as a precautionary measure is encouraged. If engine propulsion be used, that boat will not be eligible for a prize but will not be further penalised.

Operational radio communication facilities are mandatory for each participating yacht. The designated communication channel is VHF 77. For safety assistance, Redcliffe Coast Guard and VMR Bribie Island use VHF 73 and relay channel VHF 21.

The event **shall be abandoned** when a gale force warning is current and involves Moreton Bay. If a strong wind warning is current, the skipper may sail at his or her discretion taking in to account the capabilities of his or her vessel and crew. The events **should** be abandoned in any case where conditions are deteriorating and becoming potentially unsafe.

The decision to abandon is based either on the weather forecast prior to the event or the deteriorating condition during the event. The Bureau of Meteorology (BOM) issues a report for Moreton Bay as well as a specific Wind Warning for Coastal Waters and Moreton Bay. To check if there is a current wind warning for Moreton Bay, access the BOM web page <http://www.bom.gov.au/qld/forecasts/moreton-bay.shtml>

To be fair to all who may need time to travel to the bay or rig trailer yachts, the forecast at, or closest to 11.00 am is the cut-off time for the decision to abandon any SAGS or WAGS event.

Subsequent decisions are based on information available at the time.

On completion of the event, participants are encouraged to meet at the Compass Marinas NCYC clubhouse for presentation of prizes and crew interaction, where the highlights of the day may be revisited.

The annual NCYC membership fee includes the entry fees for SAGS, WAGS and CAS

This annual fee must be paid prior to participation in a 3<sup>rd</sup> event.

## 7 Start Times

Start times are adjusted after each event and the revised times emailed to members with the Weekly Update. There are separate start time sheets for the WAGS, SAGS, CAS and separately

## NEWPORT CRUISING YACHT CLUB

### Sailing Manual

sponsored Rum SAGS. This information is also available from the club web site at [newportcruisingyachtclub.com.au](http://newportcruisingyachtclub.com.au)

Participants must start on or after their designated start time. If a boat starts before its designated time it will be deemed not to be competing and will not be eligible for a prize or start time adjustment.

Placed boats are penalised by a start time adjustment. : see paragraph 8

All participating yachts that complete a significant part of the course (or have been becalmed) and are not placed, will receive a start time adjustment. : see paragraph 8

Should a yacht start but consider weather conditions unsuitable to continue, the coordinator has the discretion to award a start time adjustment.

The official race will be abandoned if there are 3 or fewer boats starting. No prizes or time adjustments will be given.

## 8 Start Time Adjustments

### Positive time adjustments for place getters

	4	5	Number 6	Of Boats 7	In Race 8	9	10	11+
Place								
1	03:00	04:00	04:00	04:00	04:00	04:00	05:00	05:00
2	No place	No place	0030	01:00	01:00	02:00	02:00	03:00
3	No place	No place	No place	No place	00:30	00:30	01:00	01:00

### Negative time adjustment for non-place getters

The total of the positive time adjustments incurred by place getters is divided by the total number of yachts participating but not placed. This results in a time adjustment to be awarded as a negative time to each non-placed yacht. Place getter time adjustments are in whole minutes, whereas non-place getter time adjustments are in minutes and/ or seconds. The sum of all time adjustments is zero, which eliminates any tendency for a general 'creep' to all start times.

#### Example 1:

11 boats in a race results in a total place-getter time adjustment of +9 minutes. (5+3+1). The total number of non-place getters is 11 - 3 = 8.

## NEWPORT CRUISING YACHT CLUB

### Sailing Manual

The time adjustment to be applied to non-place yachts becomes the negative of 9 minutes (540 seconds) divided by 8 = -1 minute and 8 seconds. Therefore each non-placed yacht receives a new start time 1 minute and 8 seconds earlier.

#### Example 2:

21 boats in a race results in a total place-getter time adjustment of +9 minutes. The total number of non-placegetters is  $21 - 3 = 18$

The time adjustment to be applied to non-placed yachts becomes the negative of 9 minutes (540 seconds) divided by 18 = - 30 seconds. Therefore each non-placed yacht receives a new start time 30 seconds earlier.

## 9 Prizes

	Normal SAGS		Sponsored Rum SAGS
4 or 5 starters	1 <sup>st</sup> place only	\$15	700 ml rum
6 or 7 starters	1 <sup>st</sup> place	\$15	700 ml rum
	2 <sup>nd</sup> place	\$10	350 ml rum
8 or more starters	1 <sup>st</sup> place	\$15	1125 ml rum
	2 <sup>nd</sup> place	\$10	700 ml rum
	3 <sup>rd</sup> place	\$5	350 ml rum



## NEWPORT CRUISING YACHT CLUB

### Sailing Manual

## 10 Marks of the Course

All positions refer to WGS84 Map Datum.

Mark	Description	Position (approx.)
------	-------------	--------------------

**Start and Finish:** Refer figures 4 and 5

CR	Caboolture River yellow beacon	S 27°09.2'	E 153°03.90'
DB	Deception Bay red beacon	S 27°07.6'	E 153°07.65'
BMF	Beachmere Fisheries	S 27°08.7'	E 153°05.34'

## 11 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 NCYC and participating skippers fully complying with certain conditions. These conditions are summarized as:

1. All participants must make themselves familiar with the NCYC emergency plan accessible from our web-site.
2. The NCYC emergency plan cites the Redcliffe Coast Guard as the local volunteer rescue organization. Individual Skippers are responsible for determining whether, in any circumstance, the assistance of the Coast Guard is required and requested. Offers of assistance from other race participants may be accepted at the skipper's discretion provided vessels and crew safety is not compromised.
3. All participating vessels and operators of such vessels must comply with the Transport Operations (Marine Safety) Act 2004 and the associated Regulations. This includes the COLREGS.
4. The COLREGS apply equally to all mariners within or around the aquatic event area. This is particularly pertinent to boats at anchor, boats working and boats plying the Newport Waterways entrance and Scarborough Harbour entrance.

ooo000ooo