



# **NEWPORT CRUISING YACHT CLUB**

**WAGS, SAGS and CAS**

**SAILING MANUAL**

<http://newportcruisingyachtclub.com.au>

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## 1. Preamble

### 1.1 Fair Sailing:

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

All our events promote we sail as a group of well-intentioned sailors out to enjoy their sailing.

*“A boat and her owner shall compete in compliance with the recognised principles of sportsmanship and fair play”.*

Quoted from the RRS blue book. While RRS is not applicable to these events the sentiment is.

Participating boats should compete both vigorously and fairly. Our events are a competitive test of sailing ability and an opportunity for members to gain further experience and to practice (and teach) their sailing skills. Not competing to a best effort detracts from the event for all participants.

NCYC is a social sailing club, members are expected to conduct themselves in a cordial manner to other members and to all users of the waterways.

### 1.2 Event Format:

Pursuit events are conducted on the basis of a staggered start with self-adjusting time handicaps. The aim is to have all boats complete the course within a relatively short time span. This facilitates the participants being able to socialise as a group at the NCYC clubhouse.

### 1.3 Sail Configuration.

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 vessel. Sails of the “Code” genre or the like are “extras”.

Use of spinnakers and other extras does not comply with most insurance companies definition of social racing. If we were to use extras all competing boats would be required to take out additional “Racing Insurance” cover.

### 1.4 RUMS and CAS.

The monthly RUMS and occasional Cruising at Sunset events each have their own start times and adhere to these rules.

## 2. Safety

### 2.1 Conduct.

Newport cruising Yacht Club promotes the safety of its members both on and off the water at any of the events we facilitate in the operation of the club.

We require:

All participating vessels and their crew must comply with the Transport Operations (Marine Safety) Act 2004 and the associated regulation. This includes the International Regulations for Prevent of Collisions at Sea (known as the [COLREGS](#)).

All participants should be familiar with the NCYC emergency plan accessible from the web site.

The NCYC emergency plan cites the Redcliffe Coast Guard as the local volunteer rescue organisation. 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 participants may be accepted at the skipper's discretion provided vessels and crew safety is not compromised.

The preferred communication channel for Redcliffe Coast Guard is VHF 73.

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.

### 2.2 Safety equipment.

All vessels must comply with Marine Safety Queensland safety requirements for the type and size of vessel sailed in partially smooth waters.

### 2.3 Assistance to stricken vessels/persons.

A vessel should render assistance to any person or stricken vessel provided those actions does not compromise the safety of the assisting vessel or crew.

### 2.4 Logging On.

Participation in each event requires a "logon" to notify the event coordinator.

Logon is accomplished by:

Online (club members only):

Visit [www.newportcruisingyachtclub.com.au](http://www.newportcruisingyachtclub.com.au)

Click the "members page" icon and select the appropriate link and complete the simple logon form.

VHF Radio:

On channel 77 identify your boat to the NCYC coordinator.

State your intention to logon and the number of persons on board.

See also section 3.4 Identification of crew.

## **2.5 Logging Off.**

After finishing, either by completing the event or withdrawing, all skippers are required to log off on the same web page used for logging on. The logon/logoff page will also facilitate skippers nominating their position. It is a given that some skippers may not know their finish place so finishing order will be verified by event coordinator, consulting with skippers after the event.

## **2.6 Single-Handed sailing.**

Single-handed participation is permitted provided that other participants are notified by one of:

Online - Inserting 1 in the POB field of the logon form.  
VHF channel 77 notifying the event coordinator.

Single-handed sailors are requested to keep their auxiliary engines running until after the start. This is suggested as a safety measure for propulsion, in close quarters, if required to avoid an incident. This may not be practical on some vessels or may result in a safety issue after the start. Skippers discretion is expected in this cases.

Note the conditions in Para 2.9.

## **2.7 Radio Watch.**

Appropriate radio watch is a requirement during each event. Event communication on channel 77 and dual watch on channel 16 if the equipment permits.

Note: Late finishers should maintain a watch commensurate with the conditions of visibility.

## **2.8 Marks of the course.**

Maritime Safety Queensland requires that all boats maintain a safe distance from navigation marks. Where NCYC course have rounding marks of the course in proximity to a navigation mark, vessels are required to keep 20m off.

## **2.9 Auxiliary Power**

Engines may be run until crossing the start line provided, they are not used to gain advantage. Engines, if running, should not be in gear immediately prior to the start. NCYC encourages the development of boat handling skills in closer quarters, but safety and safe operation should be paramount.

## **3. Eligibility**

### **3.1 Eligible Vessels**

The events are open to any yacht meeting the following conditions:

1. Compliance with Marine Safety Queensland safety requirements for the type and size of vessel sailed in partially smooth waters.
2. Public liability insurance of \$10,000,000.
3. A Certificate of Currency for insurance should be forwarded to our registrar at [membershipncyc@gmail.com](mailto:membershipncyc@gmail.com)

### **3.2 Continuing participation.**

Vessels must meet the above requirements before entering any event. Conditions for continuing participation:

1. The vessel must be listed on the NCYC Yacht register and at least one person on board during the event must be a full member of NCYC.
2. First two events entered are to be considered handicap establishment events and vessels are not eligible for prizes.
3. Regular crew are encouraged to apply for crew membership of NCYC.
4. The above conditions must be met prior to entering a 3<sup>rd</sup> event in any sailing season.

### **3.3 Non-members and visiting yachts**

Non-members and visiting yachts are welcome to participate in a maximum of two events (consecutive or otherwise), provided they comply with clause 3.1. Such participating vessels are deemed to be establishing a handicap and are therefore not eligible to receive prizes. Continued participation is subject to clause 3.2.

### **3.4 Identification of crew.**

In keeping with our duty of care to all participants, NCYC requires identification and emergency contact details for all crew on each boat. The event login system can register all crew.

For those unable to use the internet for this purpose, please communicate contact details of all crew to the race coordinator by email or text before the event. Include : name, age, sex, birthdate and emergency contact details.

Skippers and crew will be covered by personal injury insurance provided by Australian Sailing, when all aboard are appropriately identified.

The insurance provided by Australian Sailing is independent of the level of insurance cover you have for your boat. To be eligible for the insurance cover AS requires crew details to be entered into their database. This will be achieved via the logon process on our website.

### **3.5 Casual Crew.**

Casual crew, when declared by a skipper, will automatically have temporary membership (as crew) in NCYC. Crew wishing to continue participating, will be expected to join NCYC as members in the “crew” class.

## **4. SAGS / WAGS Course of the day.**

### **4.1 Course Selection**

The choice of course on any given day is determined by the wind direction and strength forecast. Other factors may influence the choice of course such as wind strength, sea state and external factors such as other activities occurring in our home waters.

The forecast to be used will be that supplied by the weather bureau web site at:

<http://www.bom.gov.au/qld/forecasts/moreton-bay.shtml>

Early selection of the course may be notified on the website. The selected course will be available on the login page on the day of the event. The event coordinator may change the course. Such late change will be communicated via VHF CH 77 prior to the first boat starting. Skippers may verify the course by VHF channel 77.

NCYC has developed an evolving set of courses. See appendix 1 for a full list of current courses and the course names. Note that you should consult the web site for the latest edition of courses and for the course selection for any given event.

### **4.4 Course Start Line.**

The start line for courses beginning on a northerly bearing is a 100m long imaginary line being the west transit of the outermost green and red lateral marks of the Newport leads. This is designated as a West Start Line on the course maps.

The start line for East-West bearing is a 100m imaginary line being the north transit of the outermost green lateral mark and the green lateral mark immediately to the south, of the Newport leads. This is designated as a North Start Line on the course maps.

#### 4.5 Course Finish Line.

The finish line for all courses ending on a southerly bearing is a 100m long imaginary line being the west transit of the outermost green and red lateral marks of the Newport leads. This is designed as a West Finish Line on the course maps.

The finish line for all course ending on an East or West bearing is a 100m imaginary line being the north transit of the outermost green lateral mark and the green lateral mark immediately to the south, of the Newport leads. This is designated as a North Finish Line on course maps.

For some events, a buoy may be set to denote the end of the finish line. When such a buoy is placed, it will mark the end of the finish line regardless of the accuracy of placement. In such cases the finish line will be a straight line between the outer green Newport lead and the placed buoy.

If there is any doubt about a vessel's finish position, the skippers involved should resolve their placing. If such a resolution is not possible, the prizes and penalties will be shared.

NOTE: A buoy set as a turning mark adjacent to the start/finish line may not mark the finish line. Check course details of the day for clarification.

## 5. General Event Rules

### 5.1 Event Governing Rules.

The Racing Rules of Sailing published by Yachting Australia (blue book) do not apply to these social sailing events. However, the International Regulations for the Prevention of Collision at Sea ([COLREGS](#)) are statutory and remain in force at all times. There is a link to these Regulations on our website.

### 5.2 Breaches.

Differences of opinion arising from on-water activity during an 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 (ARC) is available to follow up on serious incidents where safety may have been an issue. The ARC does not apportion responsibility but may give general advice if requested.

### 5.3 Communication.

Operational radio communication facilities are mandatory for all participating vessels. The designated event channel is 77. Skippers should maintain dual watch on channel 16 if their equipment permits.

### 5.4 Manoeuvring.

These events are pursuit events in which the 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 the [COLREGS](#).



Skippers and crew in NCYC events sail a variety of vessel 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 encouraged to communicate by suitable means. VHF 77 is preferable for advising intentions.

Any action taken by a skipper pursuant to the COLREGS should be made early and be obvious to other vessels.

### **5.5 Accident and Incidents**

Reportable marine incidents are defined in the MSQ web site at:

<https://www.msq.qld.gov.au/Safety/Marine-incidents>

Skippers are reminded that all such incidents must be reported to MSQ within 48 hours. MSQ have made it clear that where NCYC is aware of an incident we are obliged to ensure it is reported.

### **5.6 Use of Auxiliary Power.**

Starting an engine as a precautionary measure is encouraged where a skipper may have concerns. If engine propulsion is used a vessel will not be eligible for a prize, but will not be further penalised.

### **5.7 Strengthening winds during the event.**

Suitable life vests are recommended if predicted winds for an event exceed 20kn. Participants should wear suitable life vests when sustained winds exceed 20 knots during an event.

### **5.8 Abandoning an Event.**

The event shall be abandoned when a gale force warning is current and involves Moreton Bay. If a strong wind warning is current, skippers may sail at their discretion taking into account the capabilities of both vessel and crew. The event 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 conditions 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 those who may need to travel, or to rig trailer yachts, the forecast available at, or closest to 11:00am on event day will be used to make any decision to abandon a WAGS, SAGS or CAS event. When a decision to abandon an event has been made it will not be subsequently revised.

An event will be considered abandoned if there are fewer than 4 vessels starting, or if less than 4 vessels finish before the designated finish time. No prizes or time adjustments will be awarded.

Notwithstanding the above, the decision to abandon is at the discretion of the designated race coordinator of the day.

### **5.9 Vessel starting.**

All vessels should keep clear of the start area until the vessel's designated start time to allow all prior starters a clear passage.

Participants must start on or after the designated start time.

If an early start is nominated by a skipper, say a back-marker, or a skipper with pressing commitments, the vessel will not be eligible for a prize but will be deemed to have competed.

Vessels starting early and not informing the event coordinator will not be eligible for a prize or time adjustment.

### **5.10 Event Finish.**

Official designated finish time for WAGS and SAGS events is 17:00.

Placed vessels are given a time penalty (see section 6). To be eligible for a place a vessel must finish before the designated finish time.

Also see Section 5.8 - Abandoning an event.

Unplaced boats, completing a substantial part of the course (or becalmed) will receive the same positive time adjustment as if they had competed the course.

After crossing the finish line Vessels should clear the finishing area before turning into the wind and dropping sails to allow clear passage for following vessels.

Skippers should ensure logoff procedures are followed as soon as practicable after completing an event.

### **5.11 Shortened courses.**

If conditions on the course require, the race coordinator may shorten or alter the course after the event starts. Any alteration to the course should consider the position of all participating vessels.

In series events, shortened courses will still be considered part of the series for points score and time adjustments where appropriate.

### **5.12 Entry Fee.**

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

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

### **5.13 RaceQs.**

NCYC encourages adopting the raceQs app for smartphones. This app provides tracking data for each vessel. The web site associated with the app is able to generate digital “video” of each event. Skippers are encouraged to install this app on their smartphones and activate it for each event. Contact event coordinators for assistance installing and using the app. You can download the app from the [RaceQs website](#).

PLEASE NOTE: The raceQS app is intended for members’ information and entertainment PURPOSES. It may not be used to determine race results.

### **5.14 WAGS/SAGS Series points.**

From January 2021 NCYC is trialling a series system for the sailing season. There will be 4 series each of WAGS and SAGS. The handicap time adjustment will remain unchanged. The scoring system for series point will be a “Modified High Score” system. Each competing vessel will be allocated points in each event for their finish position. Points awarded will be based on a descending scale with the winner receiving maximum points, i.e. number of starting participants. For example in a 8 boat event, if 5 boats finish, then the points awarded would be 8,7,6,5,4 and then 1 point each for non-finishers. This will overlaid on the time penalty system, which will remain in force (see section 6).

### **5.15 After the Event.**

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

Members are encouraged to bring guests and socialise at the 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 will be programmed on the calendar at times where arrangements can be made, 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 from time to time.

## **6. Start Times – Adjustment.**

The start times for each event series are separately maintained. So vessels may have markedly different start times for SAG and WAGS.  
 Note that the time adjustment system may be changed in respect of time penalties and adjustments. Any change to the system will be notified to members prior to an event series starting.

The revised start times are calculated after each event and the revised times will be available on the web site soon after. A list of all registered boats with start times and handicaps is available on the web site at

[NCYC Members Page](#)

The NCYC handicapper may adjust a vessel's start time at his or her sole discretion where circumstances indicate a change is merited.

**6.1 Penalty time adjustment.**

All placed vessels will receive a time penalty similar to the table in figure 6. The adjustments may alter from time to time to suit the needs of NCYC committee. Any change to the method or value of adjustments will be notified to take effect at the start of a sailing season.

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

**FIGURE 6**

**6.2 forward Time adjustment.**

All unplaced vessels in an event will receive a forward time adjustment. The value of the adjustment will be the total of time penalties awarded to placed vessels divided by the number of participating but unplaced vessels.

The sum of penalties and forward adjustments will be close to zero. This will eliminate any tendency for a general "creep" to all start times.

**6.3 Time adjustment examples.**

Example 1: 11 starters.  
 3 places with a total time penalty adjustment of (5+3+1)+9 minutes.

8 (11-3) unplaced vessels each receive 9 minutes (540 seconds) divided by 8) each unplaced vessel receives a new start time 1 minute 8 seconds earlier.

Example 2: 21 starters.

3 places with a total time penalty adjustment of (5+3+1) 9 minutes.

18 (21-3) unplaced vessels each receive 30 seconds forward adjustment .  
(9 minutes (540 seconds) divided by 18 = 30).

Each unplaced vessel receives a new start time 30 seconds earlier.

## 6.4 Prizes

Prizes will be awarded to vessels placed in an event according to the following as shown in figure 6:

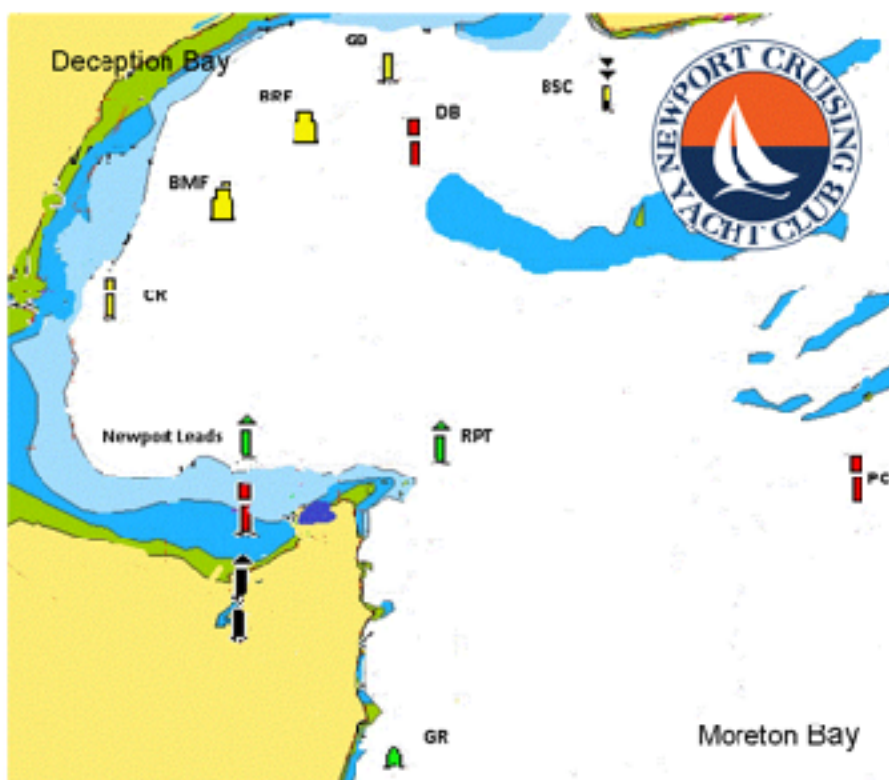
<b>Number of starters</b>	<b>Place getters.</b>
<b>4 or 5</b>	<b>1<sup>st</sup> place only</b>
<b>6 or 7</b>	<b>1<sup>st</sup> and 2<sup>nd</sup> place</b>
<b>8 or more</b>	<b>1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> places</b>

## APPENDIX 1 – Course Definitions.

As of writing there are 35 different courses NCYC could use in our events. A full list of current courses is available on the [NCYC website](#). The event coordinator will assign the course for each event and this information will be available on the logon page.

### A-1 WPL Way points, List of way points we use.

All of our course will use some of the waypoints show here.

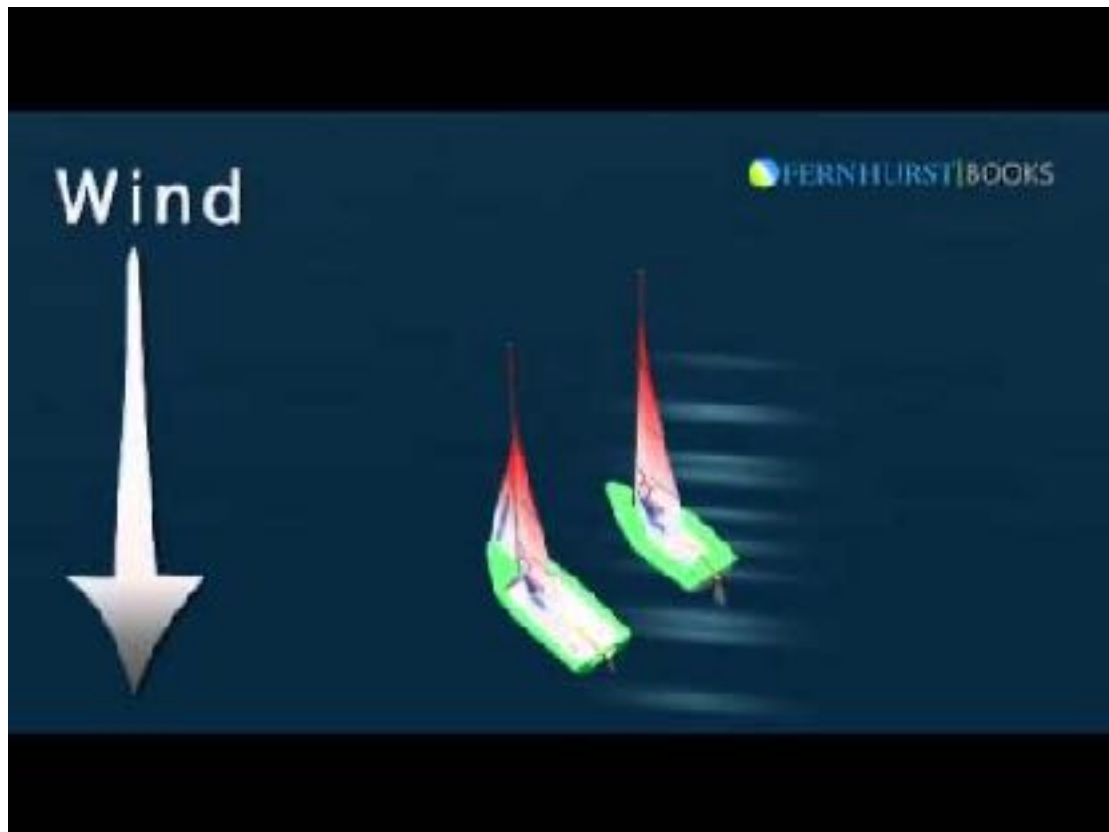


<b>BMF</b> Beachmere		<b>S 27°08.070</b>	<b>E 153°05.340</b>
<b>BRF</b> Bribie Fisheries		<b>S 27°07.330</b>	<b>E 153°06.290</b>
<b>BSC</b> Bribie Sth Cardinal		<b>S 27°06.950</b>	<b>E 153°09.950</b>
<b>CR</b> Caboolture River		<b>S 27°09.213</b>	<b>E 153°03.928</b>
<b>DB</b> Deception Bay Red		<b>S 27°07.600</b>	<b>E 153°07.550</b>
<b>GB</b> Godwin Beach		<b>S 27°06.580</b>	<b>E 153°07.340</b>
<b>GR</b> Garnet Rock		<b>S 27°14.500</b>	<b>E 153°07.450</b>
<b>PC</b> Pearl Channel		<b>S 27°11.591</b>	<b>E 153°13.000</b>
<b>RPT</b> Reef Point		<b>S 27°11.000</b>	<b>E 153°08.000</b>
<b>FINISH 100 metres</b>	<b>North</b>	<b>S 27°10.920</b>	<b>E 153°05.630</b>

## APPENDIX 2 – Video - Rules of the Road (on water).

Here is a link to a video explaining the rights of vessels in various circumstances where COLREGS apply.

The video is on youtube, you can view it by clicking on the image below.



Tim Hore, Learn To Sail - Chapter 4, Rules Of The Road