THE MANLY COURSE BOOK 2022/23

FOR DIVISION YACHT AND CATAMARAN BAY RACING



Administered by the Royal Queensland Yacht Squadron (RQYS) 578 Royal Esplanade, MANLY, Queensland 4179 (07) 3396 8666 | sailing@rqys.com.au



DESIGNATED MARKS USED FOR RACING

| Description | Approximate | Position |
|--|--|--|
| Start/Finish – Inside Waterloo Bay East of the Manly Boat | Harbour Leads | |
| Crawford James Pattison Beacon (Nth Cardinal) | 27°24.9S | 153°13.6E |
| Yellow Buoy SE of Cleveland Point | 27°30.9S | 153°18.2E |
| Douglas Light | 27°29.5S | 153°22.8E |
| Eric Early Beacon | 27°37.4S | 153°24.2E |
| Empire Point Beacon | 27°29.2S | 153°16.6E |
| Goat Island Beacon FI Yellow 2s | 27°31.1S | 153°23.1E |
| Laid Mark East of Green Island | 27°25.6S | 153°14.9E |
| Red Beacon NE of Green Island | 27°24.8S | 153°14.6E |
| Green Beacon (FI G 2.5s) W Horseshoe Bay | 27°31.3S | 153°21.2E |
| Hope Banks Beacon | 27°26.0S | 153°17.4E |
| FI Y 4s Eastern End Horseshoe Bay | 27°30.3S | 153°22.4E |
| Hanlon Light | 27°28.2S | 153°21.0E |
| Huybers Beacon | 27°26.9S | 153°14.7E |
| <u> </u> | 27°18.8S | 153°14.9E |
| · · · | 27°26.4S | 153°14.5E |
| | and a nominated dist | ance OR at a |
| - | | |
| Green Beacon off Maroom Bank | 27°27.03S | 153°19.5E |
| Merv Hazell Beacon | 27°33.6S | 153°24.1E |
| East Cardinal Beacon off Mud Island | 27°20.2S | 153°16.7E |
| Mud Island Green | 27°20.5S | 153°13.6E |
| Mud Island Southern Green | 27°21.4S | 153°15.4E |
| 2 x West Cardinal Beacons off Mud Island | 27°19.9S | 153°14.0E |
| Myora Light | 27°28.4S | 153°24.3E |
| Norman J Wright Beacon (West Cardinal) | 27°25.1S | 153°13.2E |
| Green Beacon (FI G 4s) Naval Reserve Banks | 27°27.6S | 153°20.5E |
| Outer Measured Mile | 27°15.0S | 153°15.1E |
| Green Beacon West of Peel Island | 27°30.26S | 153°19.4E |
| Green Beacon (FI G 2.5s) North of Potts Point | | 153°21.8E |
| Sand Hills Yellow | | 153°22.9E |
| North Cardinal Beacon St Helena Island | | 153°14.2E |
| | | 153°15.2E |
| , | · | |
| South Cardinal Beacon St Helena Island | 27°24 4S | 153°14 4F |
| South Cardinal Beacon St Helena Island Green Beacon (QG) S-W Rocks | 27°24.4S 27°31.3S | 153°14.4E 153°20.6E |
| | Start/Finish – Inside Waterloo Bay East of the Manly Boat Crawford James Pattison Beacon (Nth Cardinal) Yellow Buoy SE of Cleveland Point Douglas Light Eric Early Beacon Empire Point Beacon Goat Island Beacon FI Yellow 2s Laid Mark East of Green Island Red Beacon NE of Green Island Green Beacon (FI G 2.5s) W Horseshoe Bay Hope Banks Beacon FI Y 4s Eastern End Horseshoe Bay Hanlon Light Huybers Beacon Jeay's Reef Buoy - North Cardinal Beacon Lockyer Light South Cardinal Beacon Bay Laid Mark, located on a bearing from the Start Boat a GPS position Communicated by the RC from the Start Boat Green Beacon off Maroom Bank Merv Hazell Beacon East Cardinal Beacon off Mud Island Mud Island Green Mud Island Southern Green 2 x West Cardinal Beacons off Mud Island Myora Light Norman J Wright Beacon (West Cardinal) Green Beacon (FI G 4s) Naval Reserve Banks Outer Measured Mile Green Beacon (FI G 2.5s) North of Potts Point Sand Hills Yellow | Start/Finish – Inside Waterloo Bay East of the Manly Boat Harbour Leads Crawford James Pattison Beacon (Nth Cardinal) 27°24.9S Yellow Buoy SE of Cleveland Point 27°30.9S Douglas Light 27°29.5S Eric Early Beacon 27°37.4S Empire Point Beacon 27°27.4S Empire Point Beacon Fl Yellow 2s Goat Island Beacon Fl Yellow 2s Laid Mark East of Green Island 27°25.6S Red Beacon NE of Green Island 27°24.8S Green Beacon (FI G 2.5s) W Horseshoe Bay 27°31.3S Hope Banks Beacon 27°26.0S Fl Y 4s Eastern End Horseshoe Bay 27°30.3S Hanlon Light 27°28.2S Huybers Beacon 27°26.9S Jeay's Reef Buoy - North Cardinal Beacon 27°26.4S Bay Laid Mark, located on a bearing from the Start Boat and a nominated dist GPS position Communicated by the RC from the Start Boat Green Beacon off Maroom Bank 27°27.03S Mery Hazell Beacon 27°20.5S Mud Island Green 27°20.5S Mud Island Green 27°20.5S Mud Island Southern Green 27°21.4S 2 x West Cardinal Beacon off Mud Island 27°22.2S Myora Light Norman J Wright Beacon (West Cardinal) 27°27.6S Outer Measured Mile 27°27.6S Outer Measured Mile 27°30.26S Green Beacon (FI G 4s) Naval Reserve Banks 27°27.6S Outer Measured Mile 27°30.26S Green Beacon (FI G 2.5s) North of Potts Point 27°34.3S Sand Hills Yellow 27°16.86S |

| Course Number | Course Marks (Rounding Side) | | | | | |
|------------------|---|--|--|--|--|--|
| 1A | Start – LLS (P) - HBI (P) – SHR (P) – HBI (P) – SHR (P) – SHS (S) – CJP (P) - NJW (P) - Finish | | | | | |
| 1B | Start – LLS (P) - HBI (P) – SHR (P) – SHS (S) – CJP (P) - NJW (P) - Finish | | | | | |
| 1C | Start – LLS (P) - HBI (P) – GIR (P) – CJP (P) - NJW (P) - Finish | | | | | |
| 2A | Start - LLS (P) - HBI (P) - GILM (P) - HBI (P) - SHR (P) - SHS (S) - CJP (P) - NJW (P) - Finish | | | | | |
| 2B | Start - LLS (P) – HBI (P) – GILM (P) – HBI (P) – GIR (P) – CJP (P) – NJW (P) - Finish | | | | | |
| 2C | Start - LLS (P) – HBI (P) – GIR (P) – CJP (P) – NJW (P) - Finish | | | | | |
| 3A | Start - LLS (P) – HBI (S) – CY (P) – HBI (P) – LLS (S) – Finish | | | | | |
| 4A | Start - LLS (P) – MBG (S) – LLS (S) – Finish | | | | | |
| 4B | Start - LLS (P) – HBI (S) – LLS (S) – Finish | | | | | |
| 5A | Start - HYR (S) – EP (P) – HBI (P) – EP (P) – HBI (P) – LLS (S) - Finish | | | | | |
| 5B | Start - HYR (S) – EP (P) – HBI (P) – LLS (S) - Finish | | | | | |
| 5C | Start - HYR (S) – EP (P) – HYR (P) - Finish | | | | | |
| 6A | Start - NJW (S) - CJP (S) - SHS (P)/GIR (S) - LM1 (P) - SHS (S)/GIR (P) - CJP (P) - NJW (P) - Finish | | | | | |
| 6B | Start - NJW (S) - CJP (S) - SHS (P)/GIR (S) - LM2 (P) - SHS (S)/GIR (P) - CJP (P) - NJW (P) - Finish | | | | | |
| 6C | Start - NJW (S) - CJP (S) - SHS (P)/GIR (S) - LM3 (P) - SHS (S)/GIR (P) - CJP (P) - NJW (P) - Finish | | | | | |
| 7A | Start - HYR (S) – PIG (S) – CY (S) HYR (P) – Finish | | | | | |
| 7B | Start - HYR (S) – PIG (S) – HYR (P) – Finish | | | | | |
| 7C | Start - HYR (S) – EP (P) – HYR (P) – Finish | | | | | |
| 9 | Reserved for Future Use Reserved for Future Use | | | | | |
| | Reserved for Future Use | | | | | |
| 10 | Start - NJW (S) - CJP (S) - GIR (S) - HBI (S) - HL (S) - HBY (P) - HBG (S) - SWR (S) - HYR (P) - Finish | | | | | |
| 11A 11B | Start - NJW (S) – CJP (S) – GIR (S) – HBI (S) – HE (S) – HBY (P) – HBG (S) – SWR (S) – HYR (P) – FINISN Start - NJW (S) – CJP (S) – GIR (S) – HBI (S) – MBG (S) – HYR (P) – Finish | | | | | |
| 11C | Start - NJW (S) - CJP (S) - GIR (S) - HBI (S) - MBG (S) - HYR (P) - FINISh Start - NJW (S) - CJP (S) - GIR (S) - HBI (S) - LLS (S) - Finish | | | | | |
| 12A | Start - HYR (S) – HBY (P) – HBG (S) – SWR (S) – HINISH | | | | | |
| 12A | Start - HYR (S) - HE (S) - HBG (S) - SWR (S) - HYR (P) - FINISh Start - HYR (S) - MBG (S) - EP (S) - HYR (P) - Finish | | | | | |
| 12C | Start - HYR (S) - MBG (S) - HYR (P) - Finish | | | | | |
| 13A | Start - HYR (S) - PIG (S) - SHR (S) - HBI (S) - GIR (P) - CJP (P) - NJW (P) - Finish | | | | | |
| 13B | Start - HYR (S) – PIG (S) – GIR (P) – CJP (P) – NJW (P) – Finish | | | | | |
| 13C | Start - HYR (S) – EP (P) – GIR (P) – CJP (P) – NJW (P) – Finish | | | | | |
| 14A | Start - LLS (P) – HBI (P) – MIE (P) – CY (P) – HBI (P) – LLS (S) – Finish | | | | | |
| 14B | Start - LLS (P) – HBI (P) – MIE (P) – EP (P) – HBI (P) – LLS (S) – Finish | | | | | |
| 14C | Start - LLS (P) – HBI (P) – MIE (P) – LLS (S) – Finish | | | | | |
| 15A | Start – NJW (S) – CJP (S) – GIR (S) – HBI (P) – MIWG (S) – JRB (S) – MIE (S) – HBI (S) – LLS (S) — Finish | | | | | |
| 15B | Start – NJW (S) – CJP (S) – GIR (S) – HBI (P) – MISG (P) – LLS (S) — Finish | | | | | |
| 15C | Start – NJW (S) – CJP (S) – GIR (S) – HBI (P) – SHR (P) – LLS (S) — Finish | | | | | |
| 16A | Start - NJW (S) - CJP (S) - SHS (P) - SAY (P) - MIE (P) - HBI (S) - LLS (S) - Finish | | | | | |
| 17A | Start - NJW (S) - CJP (S) - SHS (P) - SAY (P) - SHS (S) - CJP (P) - NJW (P) - Finish | | | | | |
| 18A | Start - NJW(S) - CJP(S) - GIR(S) - HBI(S) - LLS(S) - Finish | | | | | |
| 19 | Reserved for Future Use | | | | | |

Course Book Supplementary Sailing Instructions:

- **1 –** The Use of an "X" Mark (a mark set at 90 degrees to the Start Line, usually upwind) is indicated by the flying of a Green or Red flag on the Start Boat, this flag indicates the rounding of the "X" Mark and shall be inserted in the Course Mark list in between the Start and the first mark of the course.
- 2 All Starts are assumed to be inside Waterloo Bay. Where the RC wishes to run a Start East of Green Island the Race Committee may advance the course up to the point at which the Start Line leaves Waterloo Bay by flying an L flag and indicating the next mark on a board on the back of the boat. In this instance the RC need only signal the course and the next mark of the course, all previous marks are to be disregarded. [E.g. Course 11 would become Start NJW (S) CJP (S) GIR (S) HBI (S) HL (S) HBY (P) HBG (S) SWR (S) HYR (P) Finish]
- **3 –** Where Course Book SI's 1 and 2 are to operate together the Board need only indicate the next Fixed or Laid Mark, the X mark being indicated by the flying of Green or Red flags.
- **4 –** Where the Race Committee wish to run these courses as a "Reverse" they shall indicated the course number followed by a prominent R and indicate as such on Radio. The course shall observe all marks in the opposite order and with the opposing rounding.

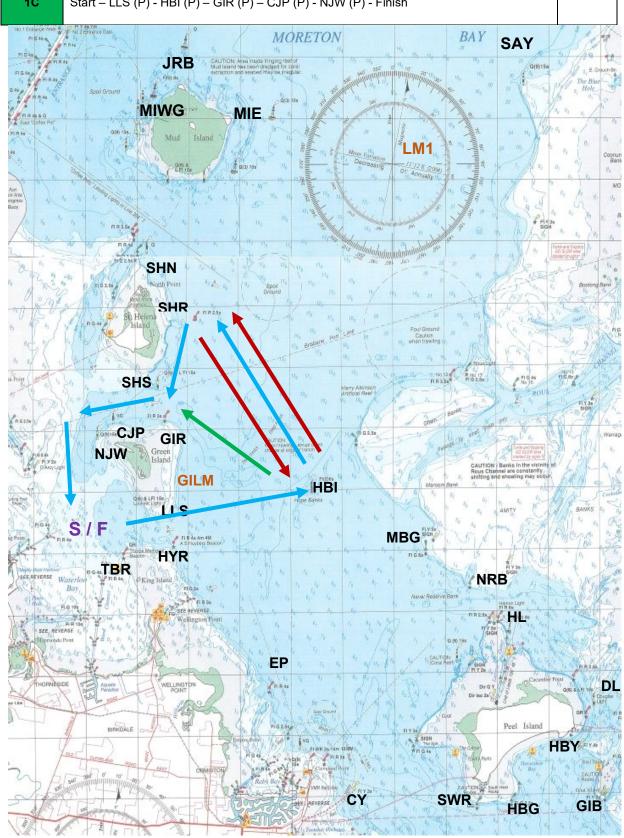
EXAMPLE Course 1: Start – NJW (S) – CJP (S) – SHS (P) – SHR (S) – HBI (S) – SHR (S) – HBI (S) – LLS (S) – Finish.

Course Variants (A, B and C):

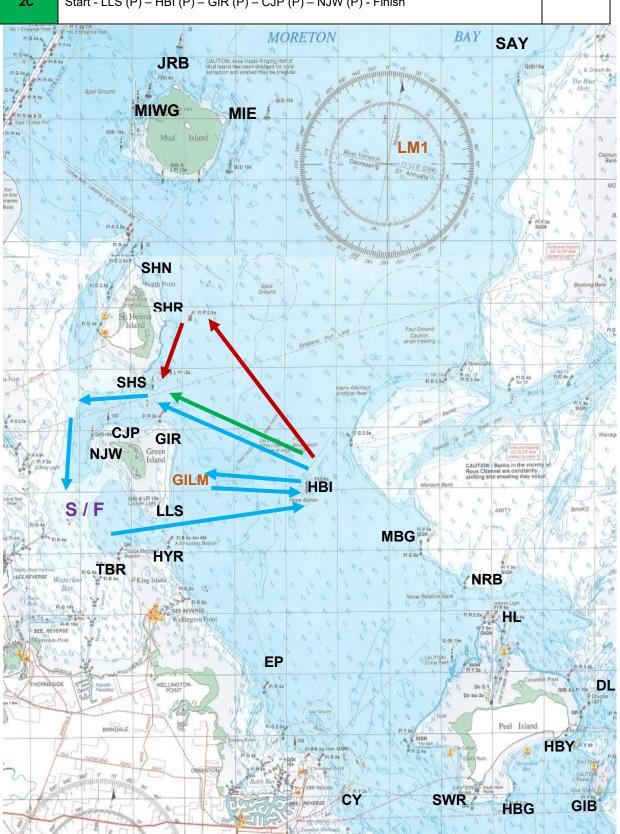
Standard Course Variant Colors: A Variant - RED | B Variant - BLUE | C Variant - Green

Course arrows only display a different color when differentiating from course variant B (blue).

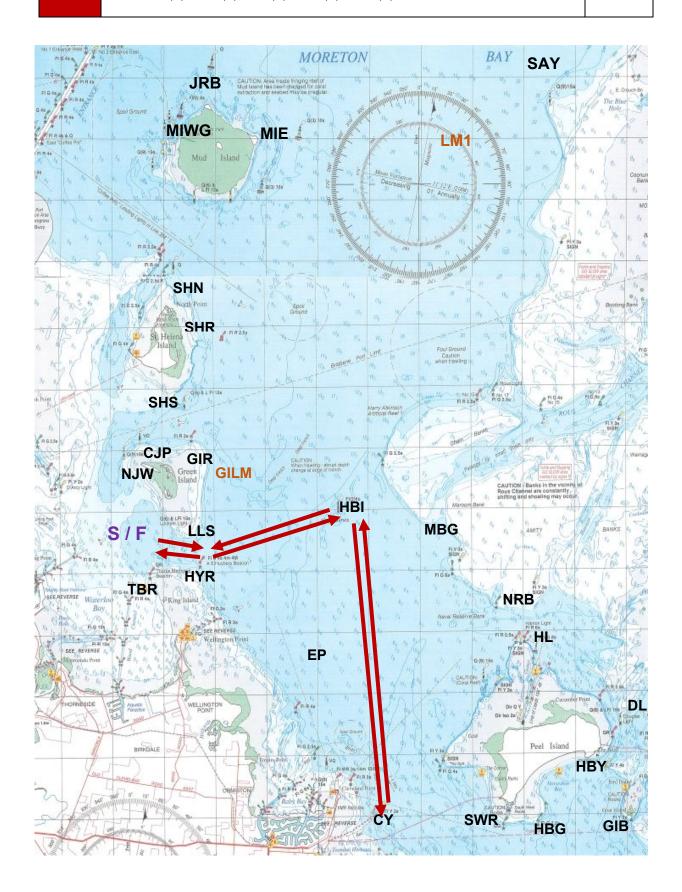
| 1A | Start – LLS (P) - HBI (P) – SHR (P) – HBI (P) – SHR (P) – SHS (S) – CJP (P) - NJW (P) - Finish | 18.1 |
|----|--|------|
| 1B | Start – LLS (P) - HBI (P) – SHR (P) – SHS (S) – CJP (P) - NJW (P) - Finish | |
| 1C | Start – LLS (P) - HBI (P) – GIR (P) – CJP (P) - NJW (P) - Finish | |



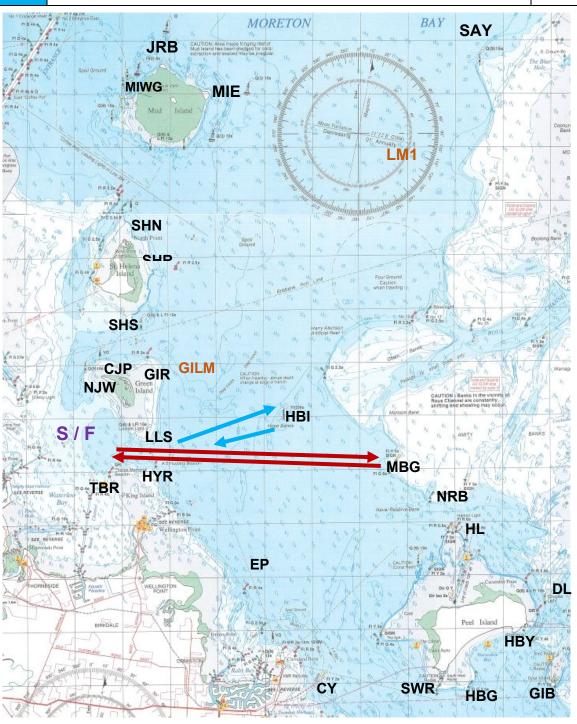
| 2A | Start - LLS (P) – HBI (P) – GILM (P) – HBI (P) – SHR (P) - SHS (S) – CJP (P) – NJW (P) - Finish | |
|----|---|--|
| 2B | Start - LLS (P) – HBI (P) – GILM (P) – HBI (P) – GIR (P) – CJP (P) – NJW (P) - Finish | |
| 2C | Start - LLS (P) – HBI (P) – GIR (P) – CJP (P) – NJW (P) - Finish | |



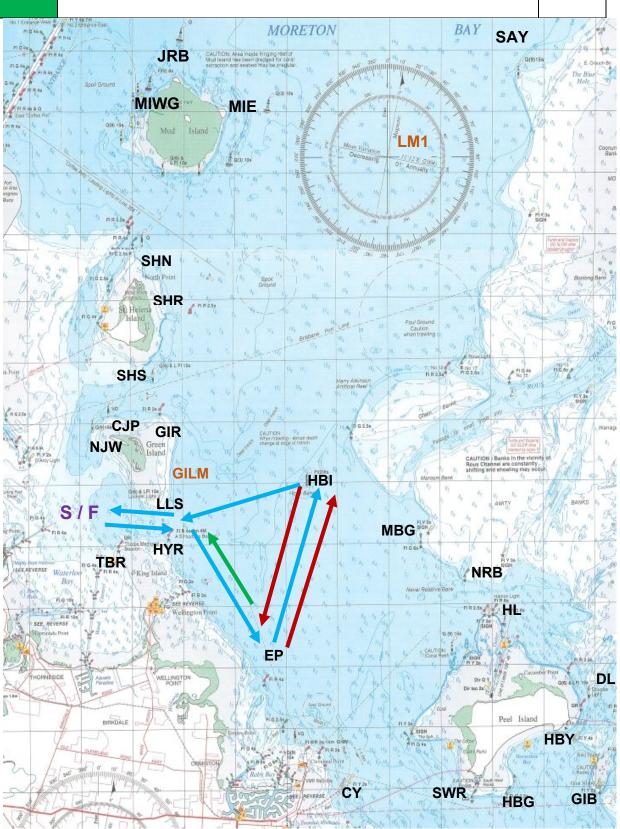
16.8



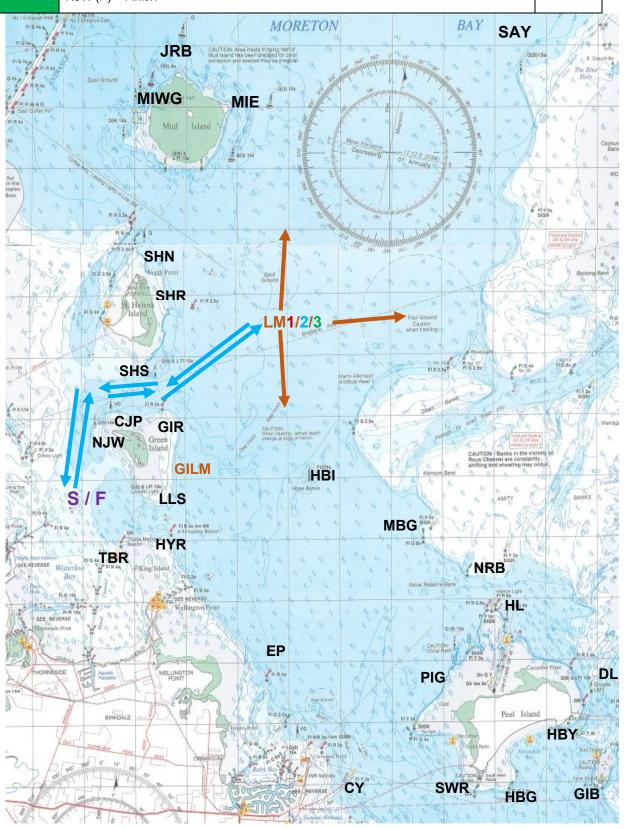
| 4A | Start - LLS (P) – MBG (S) – LLS (S) – Finish | 11.6 |
|----|--|------|
| 4B | Start - LLS (P) – HBI (S) – LLS (S) – Finish | |



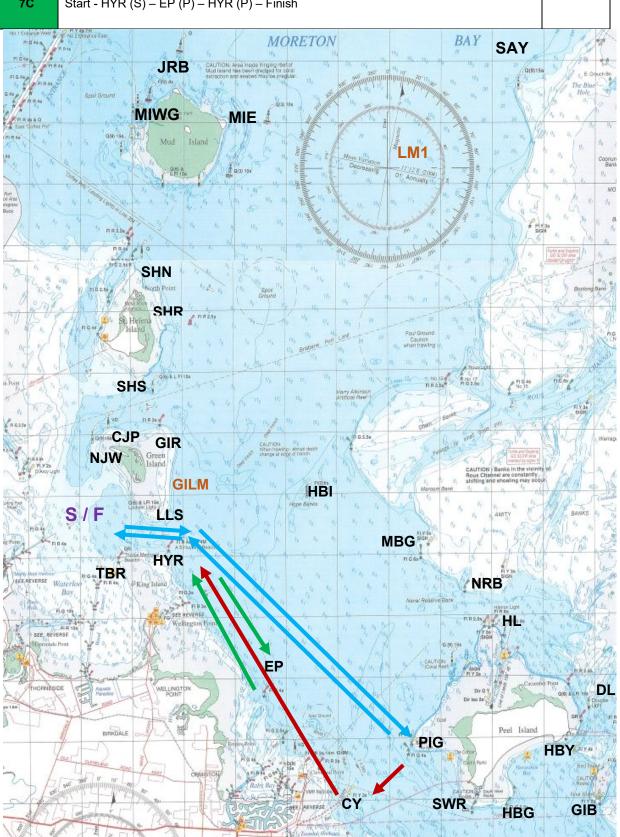
| 5A | Start - HYR (S) – EP (P) – HBI (P) – EP (P) – HBI (P) – LLS (S) - Finish | 17.8 |
|----|--|------|
| 5B | Start - HYR (S) – EP (P) – HBI (P) – LLS (S) - Finish | |
| 5C | Start - HYR (S) – EP (P) – HYR (P) - Finish | |



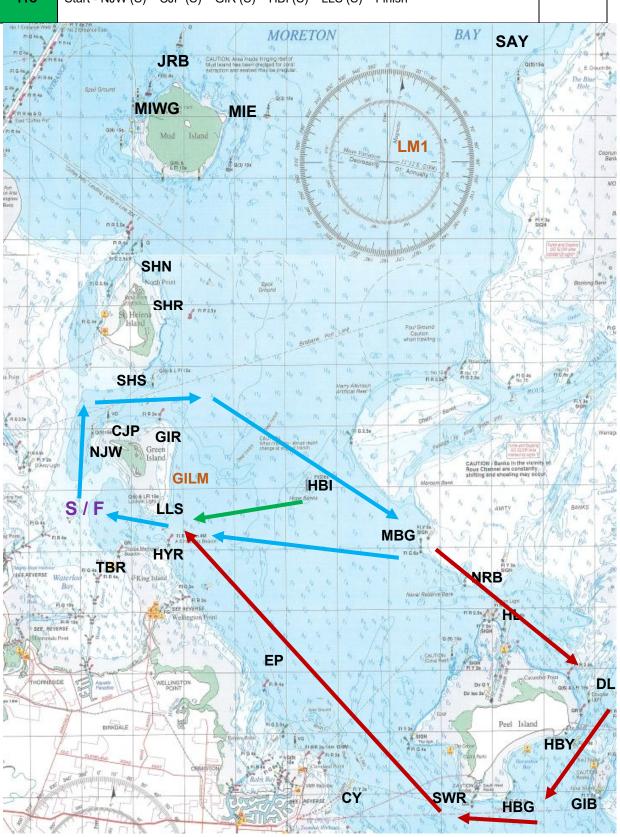
| 6A | Start - NJW (S) – CJP (S) – SHS (P)/GIR (S) – LM1 (P) – SHS (S)/GIR (P) – CJP (P) – NJW (P) – Finish | |
|----|--|--|
| 6B | Start - NJW (S) - CJP (S) - SHS (P)/GIR (S) - LM2 (P) - SHS (S)/GIR (P) - CJP (P) - NJW (P) - Finish | |
| 6C | | |



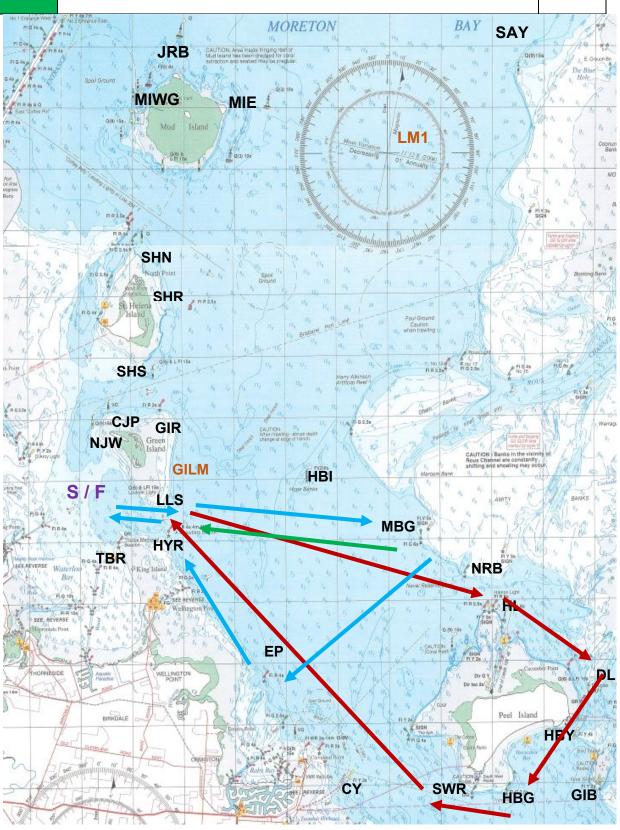
| 7A | Start - HYR (S) - PIG (S) - CY (S) HYR (P) - Finish | |
|----|---|--|
| 7B | Start - HYR (S) – PIG (S) – HYR (P) – Finish | |
| 7C | Start - HYR (S) – EP (P) – HYR (P) – Finish | |



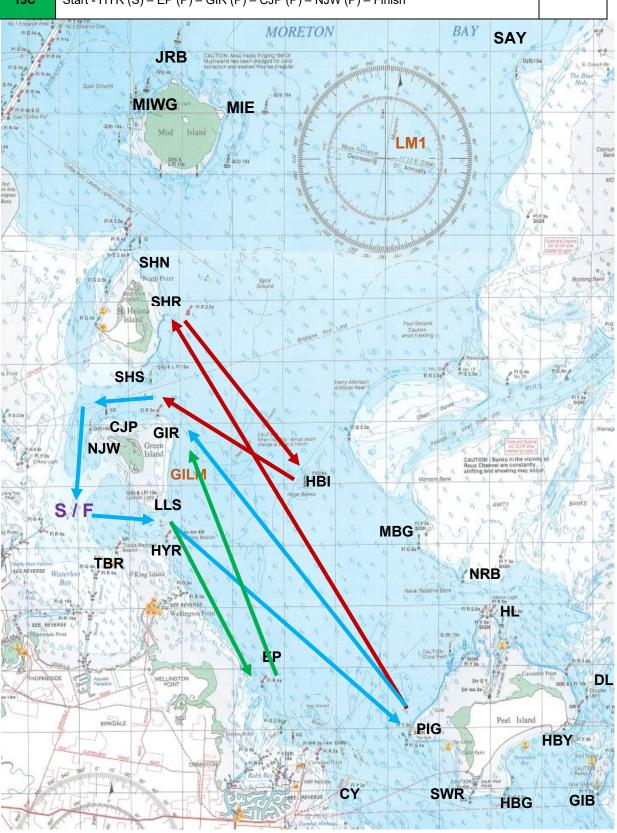
| 11A | Start - NJW (S) - CJP (S) - GIR (S) - HBI (S) - HL (S) - HBY (P) - HBG (S) - SWR (S) - HYR (P) - Finish | 23.5 |
|-----|---|------|
| 11B | Start - NJW (S) - CJP (S) - GIR (S) - HBI (S) - MBG (S) - HYR (P) - Finish | |
| 11C | Start - NJW (S) - CJP (S) - GIR (S) - HBI (S) - LLS (S) - Finish | |



| 12A | Start - HYR (S) - HL (S) - HBY (P) - HBG (S) - SWR (S) - HYR (P) - Finish | 20.5 |
|-----|---|------|
| 12B | Start - HYR (S) - MBG (S) - EP (S) - HYR (P) - Finish | |
| 12C | Start - HYR (S) – MBG (S) – HYR (P) – Finish | |

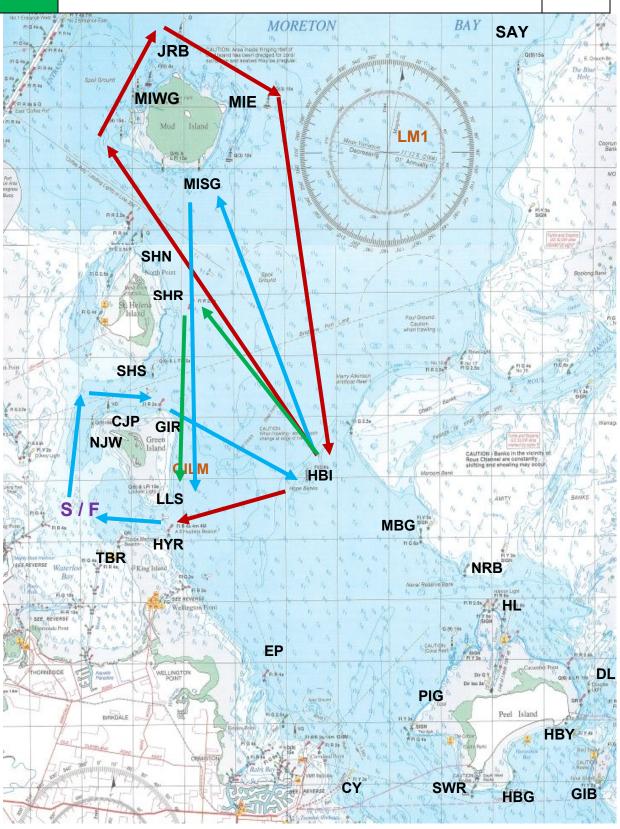


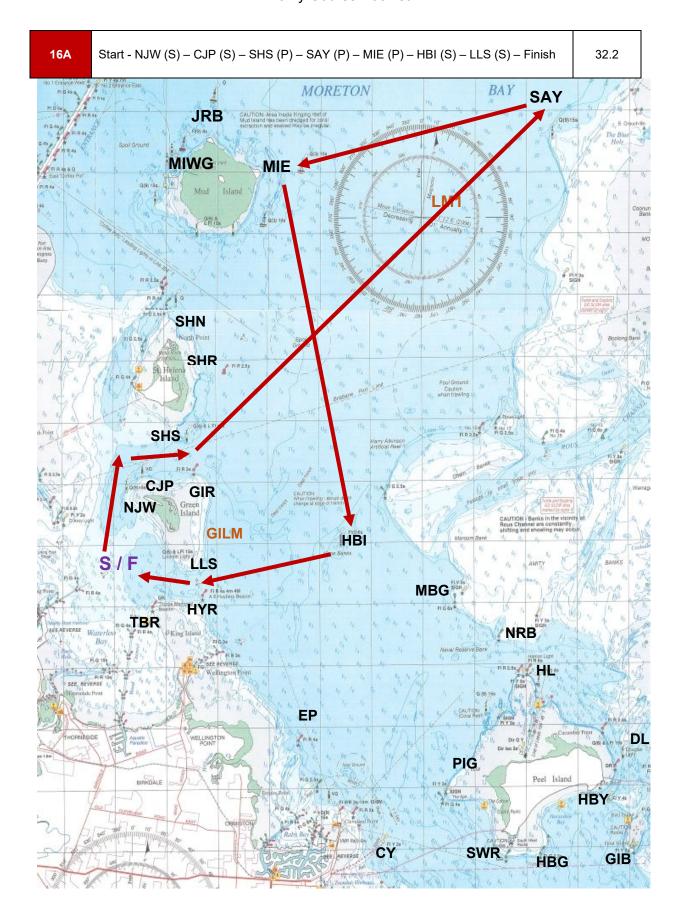
| 13A | $Start-HYR~(S)-PIG~(S)^*-SHR~(S)-HBI~(S)-GIR~(P)-CJP~(P)-NJW~(P)-Finish~\\ *When course~13~is~reversed,~the~PIG~rounding~shall~remain~as~a~STARBOARD~rounding.$ | 24.7 |
|-----|---|------|
| 13B | Start - HYR (S) – PIG (S)* – GIR (P) – CJP (P) – NJW (P) – Finish *When course 13 is reversed, the PIG rounding shall remain as a STARBOARD rounding. | |
| 13C | Start - HYR (S) – EP (P) – GIR (P) – CJP (P) – NJW (P) – Finish | |

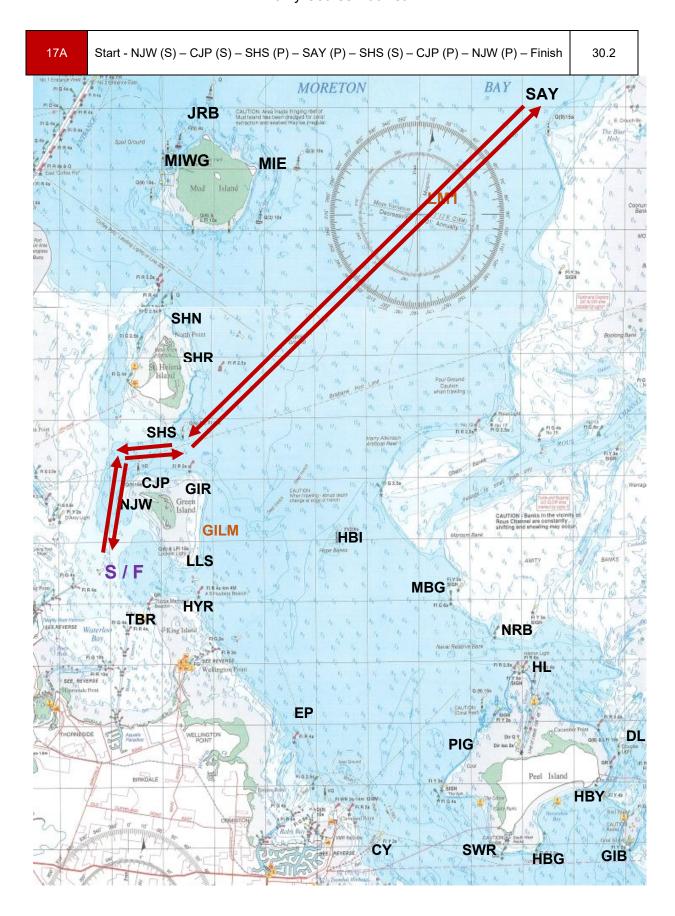


| 14A | Start - LLS (P) – HBI (P) – | MIE (P) – CY (P) |) – HBI (P) – LLS | (S) – Finis | h | | 29.3 | | |
|--|---|---|--|--|--|---|---|--|--|
| 14B | Start - LLS (P) - HBI (P) - MIE (P) - EP (P) - HBI (P) - LLS (S) - Finish | | | | | | | | |
| 14C | Start - LLS (P) - HBI (P) - | MIE (P) – LLS (S | S) – Finish | | | | | | |
| No 1 Graving Work | MORETON BAY SAY | | | | | | | | |
| 51 G 44 G 71 R 44 | Spal Ground : | CAUTION. Area inside fringing remot Aud latend has been checked for boral extraction and exected may be irregular | a summer | | 10 ₀ 10 ₀ 10 | (Q)9)150 | The Blue | | |
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| 5/6 | | | печенае СҮ | S | WR | HBG | GIB | | |

| 15A | Start – NJW (S) – CJP (S) – GIR (S) – HBI (P) – MIWG (S) – JRB (S) – MIE (S) – HBI (S) – LLS (S) — Finish | 26 |
|-----|---|----|
| 15B | Start – NJW (S) – CJP (S) – GIR (S) – HBI (P) – MISG (P) – LLS (S) — Finish | |
| 15C | Start – NJW (S) – CJP (S) – GIR (S) – HBI (P) – SHR (P) – LLS (S) — Finish | |







BORED IN A SOFT NORTH-EASTERLY HEADED TOWARDS THE SANDHILLS? DRAW YOUR OWN! WANT TO PAD OUT YOUR TIME PACKING A KITE? DRAW YOUR OWN!!!

