

GREENWICH FLYING SQUADRON



P.O. Box 5092, GREENWICH NSW 2065
Clubhouse: Bay Street Wharf, GREENWICH
Phone and Fax: 9436 1901







www.gfs.org.au

Sailing Instructions – Keelboats

2014– 2015 Sailing Season

Saturday Point Score
Saturday Down Harbour Series
Saturday Summer Handicap Series
Twilight Racing

DIVISION START FLAGS







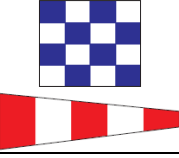



Start Flags						
Twilight Series Division Flags	Blue	Green	White	Orange (ex Red)	Yellow	Black
Saturday Mixed Divisions	Division 1	Division 2		Not Used	Not Used	Not Used
Down Harbour Series	Blue (Division 1)	Not Used	White (Division 2)	Red (Division 3)	Not Used	Not Used

GFS RACE SIGNALS

The meanings of visual and sound signals used by GFS are stated below.

An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed.

A dot (•) means a sound, a long dash (—) means a long sound, * means no sound.

GFS Sailing Instruction	Code Flags and Pennants	Appearance	Meaning	Possible sound signal
8	Q		Start is from the club launch	*
11	I		Preparatory signal – Rule 30.1 applies	↑ • ↓ —
12	AP		Delayed start	↑ •• ↓ •
13	X		Individual recall	↑ •
13	First substitute		General recall	↑ •• ↓ •
14	S		Shortened course	↑ ••
15	N and AP		Racing cancelled	↑ •••
16	N above A		Racing abandoned	↑ •••
20			Finish Line	*
22	Red Flag Or B		Protest flag	Must hail “protest”

Definition: The “*Club*” means **Greenwich Flying Squadron Inc. (GFS)**, its appointed officers and committees.

1. Eligibility to Race.

- a. All races are open to yachts on the register of a recognised club in terms of Part 6 of the Racing Rules of Sailing. A member of the recognized club or GFS member must be on board during all races.
- b. All yachts competing in GFS races must have current marine insurance which includes racing cover appropriate to the event. Written Proof of Insurance (POI) must be supplied and to do this a certificate of currency from the insurer showing either comprehensive insurance with racing cover or third party property insurance with racing cover is required listing a minimum of \$10,000,000 third party liability. If the policy is changed or renewed during the season it is the owner’s responsibility to lodge a new Proof of Insurance with the Club prior to racing in the first event after the expiry of the old policy.
- c. All yachts competing in GFS races are required to have lodged a current season audited **Special Regulations Equipment Compliance Form to a minimum YA Special Regulations: Part 1 – Category 7 – Short races in sheltered waters, in daylight hours and with effective rescue capability**, with the Club or hold and produce a current audited Special Regulations Equipment Compliance Form from another club. **RRS Rule 78.2** will apply to a yacht unable to deliver this form by the required time.
- d. A yacht competing in the Saturday, Down Harbour, Twilight and Winter Series must have a minimum of two persons on board (e.g. the skipper and one crew member).
- e. The Club reserves the right to reject any entry without stating the reason at any time up to an event’s preparatory signal (**RRS Rule 76**) or, similarly, suspend any entry.
- f. Casual entries **may** be accepted by the race committee. Proof of Insurance, Yachting Australia membership and Current Safety Audit must be provided. A race fee applies.
- g. Any yacht not complying with the relevant conditions above is ineligible to race and will not be awarded points and will be considered to be a non starter.

2. Indemnity.

All those taking part in any Club events do so at their own risk and responsibility. Participants are also advised that although the Club is covered by third party liability insurance, this cover **DOES NOT** extend to participants. Participants must make their own private insurance arrangements (see 1(a) above). The Club is not responsible for the seaworthiness of a yacht whose entry is accepted or for the sufficiency or adequacy of its equipment. The Club is NOT responsible for damage caused during, or as a result of participating in club events. The Club reserves the right to refuse any entry.

Attention is drawn to ISAF Fundamental Rule 4, (Decision to Race) which States: “The responsibility for a boat’s decision to *participate* in a race or to *continue racing* is hers alone”.

This RISK WARNING is issued by the Club and the NSW Maritime Authority, pursuant to the Civil Liability Act 2002 to all persons wishing to participate in the sailing activities conducted by the Club. Participants are warned that, regardless of the precautions, which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to risk of property damage, physical harm and possible death.

As an indication, these risks may include, but are not limited to:

- The extremes of weather and sea conditions;
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels;
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning;
- The possibility that participants may be injured by equipment on the vessel;
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available;
- Exposure to the elements for extended periods.

The Club expressly and unreservedly indemnifies NSW Roads and Maritime from all liability associated with GFS events.

The Club and NSW Roads and Maritime Services also warn participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress. Participants are warned to consider the above risks and all other risks before deciding to participate in any sailing event with the Club.

The Club does not monitor any radio frequencies during GFS races. Please plan what you and your crew would do in an emergency and identify suitable evacuation sites for any injured person. **See Page 19.**

3. **Rules.**

All references made to the racing rules shall be interpreted as a reference to 'the current **ISAF Racing Rules of Sailing RRS** and the prescriptions and the special regulations of the AYF'.

Attention is drawn to ISAF Fundamental Rule 1 (Safety), Rule 2 (Fair Sailing) and Rule 3 (Acceptance of the Rules). It is expected that all competitors in GFS events adhere to the principles set out in these rules.

It is the responsibility of each skipper to be aware of any changes and addendums made to these rules. See – www.sailing.org.

All Club races will be sailed under the ISAF rules as stated above, except where modified by these sailing instructions.

Flags and Pennants: in these sailing instructions, Code Flags and Numeral Pennants mentioned shall be those listed on Page 2.

Definitions: shall be described in the **Racing Rules of Sailing**.

4. **Changes to Sailing Instructions.**

Changes to these Sailing Instructions will be posted on the Club internet site (www.gfs.org.au) and/or email to club members who have paid racing fees..

5. **Schedule of Races.**

Races will be held according to the current GFS Season Program.

6. **Divisions and Classes.**

Yacht divisions and classes are defined by coloured flags which are used as their starting signal. These are listed in order of starting.

<u>Saturday</u>	<u>Down Harbour</u>	<u>Twilight</u>
Blue - Division 1	Blue - Division 1	Yellow
Green/White - Division 2	White - Division 2	Orange (Red)
	Red Division 3	White
		Green
		Blue
		Black

The number of Divisions to be sailed, and the yachts competing in each, will be communicated to members who have paid racing fees prior to the commencement of the relevant series.

7. **Marks.**

Marks are set at locations shown on the GFS course map. These marks, if buoys, are distinguished by a brightly coloured flag, flown immediately above the Club burgee.

Inflatable cylindrical or tetrahedral buoys may replace the buoys described above. These will be clearly marked GFS.

The marks, if buoys, in Down Harbour courses are yellow cylindrical can (YA) buoys.

All marks are to be rounded to starboard except when denoted by (P) in which case they will be rounded to port.

When Islands are listed as marks in GFS Courses **RRS, Rule 19 applies**.

8. Start Line.

The Start Line may be set from either the Clubhouse or the Club launch. **Code flag 'Q'** will be flown at the Clubhouse to signify that the start will be from the Club launch.

The Start Line will be set between a Club mark and the flag mast of either the Club launch or the Clubhouse.

If the club mark is missing, when starting from the Clubhouse, the start line will be set between the flag mast at the Clubhouse and the flag mast on the Sea Scouts shed on the Hunters Hill shore.

When starting, boats must pass between the Clubhouse or launch and the Club mark. If a clearance mark is laid at the Clubhouse end of the start line, boats must pass between the clearance buoy and the Club mark. If laid, the clearance mark does not indicate the position of the start line.

Yachts in subsequent starts must remain well away from the vicinity of the start line until the previous Division clears the start line after their starting signal. See SI 11 (b),(c).

9. Courses and Course Signals.

Courses will only be issued to members who have paid racing fees prior to the commencement of the sailing season.

The letter 'A' following the course number shall indicate the alternative course. When displayed, boats are to proceed directly to the finish after rounding the mark so designated on the course sheet.

The course to be sailed can be changed by the starter up to the warning signal of each separate Division. This may result in different divisions sailing different courses.

The course to be sailed will be indicated by a course number displayed on the Clubhouse or on the transom of the Club launch.

Course Signals.

Twilight Courses – Clubhouse start

The course number for **Red Division will be displayed on a red board**, the course for **Green Division, Yellow Division, White Division and Blue Division on a white board** and the course for **Black Division will be on a black board**.

Saturday Courses – Launch (Code Flag 'Q') The course number for Division 1 and Division 2 will be displayed on a red board with white numerals.

Division 1 will always sail the blue (B) course. For Division 2, a Green Flag at the start will indicate the **GREEN (G)** course is to be sailed and a White Flag the **WHITE (W)** course is to be sailed.

Saturday Courses – Clubhouse start, Courses 30 to 64.

The course number for Division 1 will be on a blue board. The Division 2 course will be on a white board

Down Harbour Courses – Clubhouse start

The course number for Division 1 (Blue) will be displayed on a blue board, for Division 2 (White) a white board and Division 3 (Red), a red board.

10. Starting Procedure.

All starts rely on flag movements. Sound signals may or may not occur.

i. Down Harbour Point Score Series – Scratch Start.

	PT Down Harbour (1315hrs)	Club Pennant raised Sound signal	
PT + 5 min	Division One class warning signal	Blue Pennant raised Sound signal	
PT + 6 min	Division One preparatory signal	Code Flag 'I' raised Sound signal	
PT + 9 min	Division One 1 minute signal	Code Flag 'I' lowered Long Sound signal	
PT + 10min	Division One Start signal	Blue Pennant lowered Sound signal	\$
PT + 11 min	Division Two warning signal Division Two preparatory signal	White Pennant raised Code Flag 'I' raised Sound signal	
PT + 14 min	Division Two 1 minute signal	Code Flag 'I' lowered Long Sound signal	
PT + 15 min	Division Two Start signal	White Pennant lowered Sound signal	\$\$
PT + 16 min	Division Three warning signal Division Three preparatory signal	Red Pennant raised Code Flag 'I' raised Sound signal	
PT + 19 min	Division Three 1 minute signal	Code Flag 'I' lowered Long Sound signal	
PT + 20 min	Division Three Start signal	Red Pennant lowered Sound signal	\$\$\$

The starting sequence will finish at –

\$\$\$ for a three division start (Blue, White and Red)
\$\$ for a two division start (Blue and White)
\$ for a one division start (Blue Pennant).

ii. Saturday Point Score Series – Scratch Start.

PT (1315hrs)		Club Pennant raised Sound signal
PT + 5 min	Division One warning signal	Blue Pennant raised Sound signal
PT + 6 min	Division One preparatory signal	Code Flag 'I' raised Sound signal
PT + 9 min	Division One 1 minute signal	Code Flag 'I' lowered Long Sound signal
PT + 10 min	Division One Start signal	Blue Pennant lowered Sound signal
PT + 11 min	Division Two warning signal Division Two preparatory signal	Green or White Pennant raised Code Flag 'I' raised Sound signal
PT + 14 min	Division Two 1 minute signal	Code Flag 'I' lowered Long Sound signal
PT + 15min	Division Two Start signal	Green or White Pennant lowered Sound signal

For Division 2, a Green Flag will indicate the Green (G) course and a White flag the White (W) course.

iii. Saturday Series – Handicap start

PT 1315 hrs		Club Pennant raised Sound Signal	
PT + 5 min	Warning Signal	Blue Pennant Raised Sound Signal	
PT + 6 min	Preparatory signal	Code Flag 'I' raised Sound Signal	
PT + 9 min	Etchells Class 1 minute signal	Code Flag 'I' lowered Long Sound Signal	
PT + 10min	1 minute HC Preparatory Signal	# 0 displayed	There will be NO further sound signals
PT + 11 min	Start 1 minute handicap yachts	# 1 displayed	
Then at 1 minute intervals until all competitors have started	Each yacht's Preparatory Signal will be the appearance of the number preceding the yacht's handicap		
	Each yacht's Start Signal will be the appearance of the number corresponding to the yacht's handicap		

Handicaps will be published on the GFS website and/or communicated by email prior to the next race.

iv. Twilight Point Score – Scratch Start.

PT (1735hrs)		Club Pennant raised Sound Signal
PT + 5 min	Yellow Division Warning Signal	Yellow Pennant raised Sound Signal
PT + 6 min	Yellow Division preparatory signal	Code Flag 'I' raised
PT + 9 min	Yellow Division 1 minute signal	Code Flag 'I' lowered
PT + 10 min (5.45 pm)	Yellow Division Start signal	Yellow Pennant lowered Sound Signal
	Red Division Warning Signal	Red Pennant raised
PT + 11 min	Red Division preparatory signal	Code Flag 'I' raised
PT + 14 min	Red Division 1 minute signal	Code Flag 'I' lowered
PT + 15min (5.50 pm)	Red Division Start signal	Red Pennant lowered Sound Signal
	White Division Warning signal	White Pennant raised
PT + 16 min	White Division Preparatory Signal	Code Flag 'I' raised
PT + 19 min	White Division 1 minute signal	Code Flag 'I' lowered
PT + 20 min (5.55 pm)	White Division Start signal	White pennant lowered Sound Signal
	Green Division Warning Signal	Green Pennant raised
PT + 21 min	Green Division Preparatory Signal	Code Flag 'I' raised
PT + 24 min	Green Division 1 minute signal	Code Flag 'I' lowered
PT + 25 min (6.00 pm)	Green Division Start Signal	Green Pennant lowered Sound signal
	Blue Division Warning Signal	Blue Pennant raised
PT + 26 min	Blue Division Preparatory Signal	Code Flag 'I' raised
PT + 29 min	Blue Division 1 minute signal	Code Flag 'I' lowered
PT + 30 min (6.05 pm)	Blue Division Start Signal	Blue Pennant lowered Sound Signal
	Black Division Warning Signal	Black Pennant raised
PT + 31 min	Black Division Preparatory Signal	Code Flag 'I' raised
PT + 24 min	Black Division 1 minute signal	Code Flag 'I' lowered
PT + 35 min (6.10 pm)	Black Division Start Signal	Black Pennant lowered Sound Signal

Note: To minimize noise in the vicinity of the club, Sound signals will only occur at the start of the flag sequence and thereafter at the warning signal / start signal for each division.

v. West Harbour Winter Series

Starting procedure is according to RRS 26

Warning and Start Times

Division	Warning Signal	Start Time
Division 1 (Yellow)	1255	1300
Division 2 (Blue)	1300	1305
Division 3 (Black)	1305	1310
Division 4 (Green)	1310	1315

Separate Sailing Instructions will be released prior to the commencement of the 2015 WHW Series

11. Starting Rules.

- a RRS. Rule 30.1 applies at the start.
- b Yachts are required to keep clear of the starting line before their warning signal.
- c Yachts sailing in the starting area prior to their One Minute Signal must keep clear of all yachts sailing after their One Minute Signal. Yachts not complying may be protested by other competitors or disqualified by the starter.
- d
 - i. If a Club Buoy and/or Clearance Mark have been laid, no yacht shall cross the starting line from the direction of the first mark after its preparatory signal.
 - ii. No 'dip starts' are permitted - Code Flag 'I'.
 - iii. Yachts may pass either end of the club mark, launch or clearance buoy (if laid) to re-start.
- e The starter will remain on station for 15 minutes after the last start. No yacht will be recorded as a starter after that time.
- f The procedure for Handicap Starts outlined in SI 11 (c) [iii and v] modifies rule 12(c).
- g In all starts yachts are to keep behind the marks (if laid) which define an exclusion zone until their One Minute Signal.
- h If no club buoy or launch is used at the start a yacht must return completely to the pre-start side of the transit line before re starting. This modifies SI 11(d, ii).

12. Delayed Start.

In the event of a delayed start, the Answering Pennant (**AP**) will be raised accompanied by two sound signals. When the start is imminent the Answering Pennant will be lowered accompanied by one sound signal. One minute thereafter the normal starting procedure will commence. This may also include a new course number.

13. Recalls.

- a **Individual RRS Rule 29.1 will apply.**
Code Flag 'X' will be displayed accompanied by one sound signal. The offending yacht may be advised by hail; however the onus is on the offending yacht to return and restart.
- b **General RRS Rule 29.2 will apply as modified.**
First Substitute will be raised accompanied by two sound signals. Four minutes later the First Substitute will be lowered accompanied by one sound signal. One minute later the Class Flag and Preparatory Signal (for the Twilight Point score races) and the Class Flag (for the Saturday and Winter races) will be raised accompanied by one sound signal. Thereafter the starting procedures return to normal.

If a second general recall occurs the recalled division will then start 10 minutes after the last division start. The Preparatory Signal (Twilight races) or the Class Flag (Saturday & Winter races) will be raised five minutes after the last division starts.

14. Shortened Course.

Code Flag 'S' displayed at a rounding mark indicates that the course has been shortened. All yachts after rounding the mark shall proceed directly to the finishing line. If a Division Flag is also displayed with Code Flag 'S', the course is shortened for boats in that division only.

15. Cancellation of Race.

If conditions are such that the starter decides to cancel the race, Code Flag 'N' and the Answering Pennant 'AP' will be displayed accompanied by three sound signals.

16. Abandonment of Race.

- a If necessary a race will be abandoned by flying Code Flag 'N' above Code Flag 'A' from the launch or clubhouse mast accompanied by three long sound signals.
- b When an 'Ocean Storm', 'Tsunami' or 'Land Gale' warning is current for the Sydney area racing will be abandoned.
- c Where wind speeds in excess of 30 knots are consistently recorded at Sydney Airport, or at their discretion, the starter will abandon racing for the day.

17. Races Cancelled or Abandoned.

Races cancelled or abandoned will not be re-sailed. Yachts competing in a race abandoned after the start will be awarded 4 points.

18. Time Limits.

Saturday Point Score	4 hours elapsed time
Down Harbour Series	5 hours elapsed time
Twilight Series	8.15 pm
Winter Series	4 hours elapsed time

Should no yacht in a given division complete the course or shortened course within the time limit the race will not be considered to be abandoned for that division. All yachts competing in that race shall be awarded 4 points which count in both Series and Overall results.

19. Alternative Penalties.

Rule 44.1 and 44.2 apply except as modified. The Two Turns Penalty will apply to all yachts breaking a rule of Part 2 of the Racing Rules of Sailing **and a One Turn Penalty will apply to all yachts breaking Rule 31 of the Racing Rules of Sailing.**

20. Finish Line.

When finishing, boats must pass between the Club mark and the **Blue** Flag on the Clubhouse mast or on the **Blue** Flag on the club launch. The Clearance mark does not apply at the finish.

Where the finish is from the Club launch the line will be set at an appropriate position relative to the last mark passed.

When a finish buoy has been set a yacht must not re-cross the finish line after it has finished (pass around the buoy end of the line). Also see SI 26(b).

In Twilight Races, a finish line may be set from the club launch. Code Flag 'S' will be flown from the club launch and the line set between the launch and either the green navigation buoy at Greenwich Point OR the green navigation buoy at Balls Head OR the ferry wharf at Longnose Point OR the flag mast at Hunters Hill Sailing Club OR the flag mast at Balmain Sailing Club depending on the last leg of the course sailed.

Note: RRS. Rule 31 applies at the finish.

21. Scoring.

Yachts of members who have paid racing fees, provided Proof of Insurance and have lodged a Special Regulations Equipment Form with the Club will be awarded points in Club events. Visiting boats whose owners have paid the prescribed fee for the race will be awarded positions in the race but will not be awarded points in the Club point score - see **Sailing Instruction 4**. The position gained by such a yacht will not be taken into account when allocating points or adjusting handicaps.

Races to Count.

The races to count for each point score shall be determined as follows. If,

- between 1 and 5 races are sailed count all races
- 6 or 7 races are sailed count all but the worst 1 result
- between 8 and 11 races are sailed count all but the worst 2 results
- between 12 and 17 races are sailed count all but the worst 3 results
- 18 or more races are sailed count all but the worst 4 results

Club Point Score

Points shall be scored and any ties resolved in accordance with a **RRS Appendix A -Scoring. The Low Point Scoring System** will apply, except that:

- a. Each yacht will receive points equal to its finishing position.
- b. All yachts which start and do not finish will be awarded equal points as if the yacht finished one place after the last placed boat for that division on corrected time except in the case where all boats in a division do not finish, as in Sailing Instructions 18 & 19, all boats in that division will be awarded **4** points each.
- c. For the Saturdays and Winter series all boats on the register that do not start will be awarded points equal to the greatest recorded fleet size of the first four races in a series plus 10. For the Twilight series all boats that do not start will be awarded points equal to the greatest combined recorded fleet size of the first four races divided by the number of divisions, plus 10.
- d. Yachts disqualified following a protest hearing or otherwise shall incur points as for (b) above plus 1 point.
- e. Results published by the Sailing Secretary can only be corrected within three (3) weeks from the date of posting.
- f. The Sailing Secretary may award average points to yachts participating in State or National Titles, which clash with a GFS Point Score Race. Points will be based on the yacht's average performance in all other Point Score races for the current series. Advice in writing to the Sailing Secretary will be required before the event.

Overall Point Scores

The Overall Point Score for Saturday, Down Harbour and Twilight Series seasons is the combined results of the Spring and Autumn Series, after dropping the worst results in accordance with the Races to Count above.

The J24 Twilight Trophy Series is for the best placed yacht in the J24 class in the Twilight Spring, Summer and Autumn Series.

The Cav 28 Trophy Series is for the best placed yacht in the Cavalier 28 class in the Twilight Spring and Autumn Series.

The Mick York series is for the best weighted handicap result in the combined divisions in a Series of six races within the normal Saturday Series.

22. Protests.

A **Red Flag** or **Code Flag B** will be recognised as a protest flag.

The starter must be notified of the protest on completion of the race in which the protest occurred.

All protests shall be made in writing, addressed to the Protest Convener **and lodged at the club** within two hours of the finish of the last boat in that division on the day of the event in which the protest arises.

For Twilight events the deadline will be one hour after the scheduled time limit of the event.

All the provisions of **RRS - Part 5** must be followed. Protest hearings will be held within one week, whenever possible, at the Clubhouse.

Protest hearings will not be adjourned on the grounds of non-attendance of protester, protestee or witness. The committee may uphold or reject a protest on grounds of non-attendance.

Where places as shown on the Race Result Sheet are subject to adjustment as a result of a protest, the Protest Convener will notify any such change to the affected yacht or yachts.

23. Handicap System.

Handicaps are determined at the beginning of each season using previous results and individual assessment. During the season handicaps can be adjusted by the Sailing Secretary or their delegate to correct inequitable situations.

GFS uses *Top Yacht Software*© to determine handicap results. For detailed information visit - <http://topyachtsoftware.com/>.

The automatic handicap system applies to all boats eligible to race on the Club register. Non-starters may be penalised for each race missed in each partial season point score at the discretion of the Sailing Secretary.

Yachts new to the Club will be assigned an AHC of 1.000 for their first three races.

Race results will be posted on the race information notice board after each race and listed on the GFS internet site (www.gfs.org.au). Any inquires regarding handicaps or results must be made to the Sailing Secretary or Twilight Captain.

24. Rostered Duty Officer.

(i) **For Saturday racing (If required)**, a yacht's crew (minimum 2 people and preferably three, including the owner) will be rostered to perform start duty. The yacht of the rostered duty officer is considered a starter and the following conditions apply:

- a Points (for the Etchells class - scratch and handicap) will be awarded to the rostered member's yacht based on its average performance in the relevant series. Alternatively, if advantageous DNF points as per Sailing Instruction 22 (b) will be awarded.
- b The rostered member's yacht will not be raced.
- c If the rostered member is unavoidably absent they can be represented by an experienced crew member.
- d A rostered member can change dates by arrangement with another rostered member, provided the Sailing Secretary is notified prior to the race.
- e Part owners of a yacht will be rostered as one with any partner representing the owners.
- f The penalty for non-attendance is that points equal to DSQ points will be awarded and these will be carried in the yacht's point score for that series.
- g If the rostered duty officer fails to attend, racing for the day will be abandoned. Code Flag 'N' flown above Code Flag 'A' will be flown at the clubhouse.

(ii) **For Twilight racing**, two crews will be rostered each week to assist. The yacht of each rostered duty officer is considered a starter and the following conditions apply:

- a At least three crew persons are required from each rostered yacht to complete the duty.
- b The rostered members' yachts **can** be raced on the night of the duty.
- c Each twilight race night, 2 duty shifts will operate. The first crew rostered must report immediately following their finish in the race.
- d A rostered member can change dates by arrangement with another rostered member, provided the Social Secretary is notified prior to the race.
- e The penalty for non-attendance is that points equal to DSQ points will be awarded and these must be carried in the yacht's point score for that series.

25. Special Regulations.

- a Commercial Shipping. Competing yachts must not interfere with the commercial shipping of the port. **Yachts are specifically warned to keep clear of ferries. See page 18.**
- b Yachts which have finished must keep clear of the Finish Line area and yachts still racing.

A yacht must not obstruct the starter's view of the finish line or distract the starter whilst yachts which are finishing are being recorded.
- c A yacht approaching the starting line under power or tow must stop the motor or cast off the tow-line at least two (2) minutes before their Starting Signal, or make a 360 degree turn under sail before starting to race.
- d The Club Racing Pennant must be clearly displayed whilst racing. Visitors may use their own club flag. In addition, all yachts competing in the Down Harbour Series must carry a Fluorescent Yellow Pennant, of size 600mm x 70mm, from the backstay or, if no backstay, a position from which the pennant is obvious.
- e In Saturday racing, MPS spinnakers are allowable, i.e. a spinnaker may be set without a pole. No spinnakers or MPS sails are allowed in Twilight racing.
- f Identification.
 - (i) Sails; Mainsails, spinnakers and overlapping headsails must bear the **same** number.
 - (ii) Hulls: All yachts are required to have displayed in a contrasting colour and in letters and numbers at least 50mm in size, on both sides of the hull or on their transom, the name of the yacht, sail number and Club of registration (e.g. GFS).
- g The Sailing Secretary, or their delegate (if racing), may communicate with the starter during a race to advise on course changes if necessary.
- h All yachts must have their centerboard or swing-keel locked down at all times when racing.
- i If a yacht retires from a race please inform the **duty crew** either by hail or by phone call to the Club – 9436 1901.
- j Retractable spinnaker poles and other outriggers are allowed when these are part of the design of the yacht. This changes RRS Rule 50.3(a).
- k. Safety equipment spot checks may be held during the season. If indicated by the presence of the club launch at the finish of the race, immediately a yacht finishes it is to display the nominated piece of safety equipment to the duty crew in the club launch moored beyond the finish line. Failure to display the item will result in the forfeit of all points from this race and previous races in the series. The club launch will not display a **blue** flag and is not part of the finish line.
- l. Bow mounted anchors that extend beyond the gunwale or extended gunwale are not permitted in GFS races. Anchors should be stowed in lockers or below decks where they can be deployed immediately.
- m. It is a NSW Maritime requirement that navigation lights must be displayed between sunset and sunrise and during times of restricted visibility.

25. Special Regulations (continued).

n. Prohibited Areas

- (i) All areas enclosed by **private moorings** are prohibited areas for all Club courses. Yachts racing in GFS events are not permitted to sail between moorings and between moorings and the adjoining shore.

Each area is considered to be an obstruction, not surrounded by navigable water, and not a mark of the course. RRS Rule 19 applies.

Blue Police buoys are considered to be private moorings.

(ii) **Spectacle and Snapper Islands**

- a. Sailing between the naval barges and their moorings/piles and between the barges or their moorings/piles and the shore at Spectacle Island is prohibited. RRS Rule 19 applies.
- b. The area between the Western tip of Spectacle Island and the first of the naval moorings/piles to the North East is also a prohibited area. RRS Rule 19 applies.
- c. It is not permissible to sail through the area between Spectacle and Snapper Islands. This area is also considered to be an obstruction, not surrounded by navigable water, not a mark of the course. RRS Rule 19 applies.
- d. **See (vi) a.**

(iii) **Shark Island**

The area between Shark Island and the Shark Island YA buoy is a prohibited area for all Club races. RRS Rule 19 applies.

(iv) **Snails Bay**

The dolphins at Snails Bay are not considered to be private moorings. It is permissible to sail between the dolphins, between the dolphins and the private moorings in Snails Bay and the dolphins and the shore.

- (v) **Cardinal Marks** – A boat shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be continuing obstructions. Cardinal marks indicate the direction of safety.

(vi) **Lateral Marks (Channel Markers) and other markers.**

All navigation marks rank as obstructions and shall be passed on their designated side. The water between a navigation mark and the adjacent shore or hazard shall be considered a Continuing Obstruction. RRS Rule 19 applies.

- a. The area between the Beacon Buoy and Spectacle Island is a prohibited area for all Club races.
- b. The area between the **Goat Island and the Red Channel Marker** is a prohibited area for all Club races.
- c. **Garden Island.** Yachts shall not sail within the yellow markers in the vicinity of Garden Island. This area is prohibited and deemed to be a continuing obstruction.
- (vii) Bradleys Head Safe Water Mark, as imposed by Condition 100 of the GFS Aquatic Licence. All vessels navigating in the vicinity of the safe water mark, 350m from Bradleys Head, should pass to the North of the buoy when proceeding westward and should pass to the South of the buoy when proceeding eastward.

Yachts breaking Sailing Instruction 26(i) may retrace their course until outside the restricted area then do a Two Turns Penalty. If they fail to do this and are protested by another yacht they will be classed as DNF. They will be contacted and informed of this by either the Sailing Secretary or the Twilight Captain.

25. Special Regulations (continued).

- o. Any on-water incident between boats competing in GFS events should be reported to the Club Safety Officer gfsafetyofficer@gmail.com as soon as possible after the incident occurs even if it is considered minor.

In addition, The Maritime Safety Act 1998 requirements are to be followed in case of any incident resulting in significant damage to vessels or injury to persons during club events and is a requirement of the GFS Aquatic Licence from NSW Maritime. The relevant Sections of the Act are listed below.

An incident Report form is available on the club website. A copy of the Incident Report should be sent to the Club within seven days of the incident.

MARINE SAFETY ACT**Section 99 Duty to report marine accidents to Minister**

(1) When a marine accident occurs in connection with a vessel, the master of that vessel (and the owner of the vessel if aware of the accident) must send a report to the Minister containing particulars of the accident as soon as practicable by the quickest means available.

(2) A report is not required to be sent:

- (a) if a report of the marine accident has already been sent by the owner or master, or
- (b) in any other case prescribed by the regulations.

(3) After receiving a report of a marine accident, the Minister may require further information from the owner or master of a vessel involved in the accident to determine whether an investigation should be ordered into the marine accident.

Section 100 Marine accident particulars

The particulars of a marine accident required to be furnished or reported under this Division are as follows:

- (a) the time, place and nature of the marine accident,
- (b) the name and distinguishing number (if any) of each vessel involved in the marine accident,
- (c) the name and address of each person who was involved in or was a material witness to the marine accident,
- (d) any loss of life or the estimated extent of any injury or damage resulting from the marine accident.

POLICY FOR HANDLING INCIDENTS OCCURRING IN AQUATIC EVENTS

PRINCIPLES

1. Roads and Maritime Services will leave the investigation and management of incidents under an Aquatic Licence largely to participating Clubs or governing Bodies/Organisations. In general, all race participants competing under governing body regulations must be aware of the risks involved, and should (mostly) hold appropriate Third Party Public Liability insurance.
2. Roads and Maritime Services will generally intervene only where it is clear that the incident is significant, and action by the Club or Governing Body/Organisation appears to have been inappropriate or incomplete and /or there has been a significant disregard of the marine legislation.

POLICY FOR HANDLING INCIDENTS OCCURRING UNDER AQUATIC LICENCES INVOLVING SAIL, POWER AND PASSIVE (NOT DRIVEN BY EITHER MECHANICAL POWER OR SAIL) VESSELS.

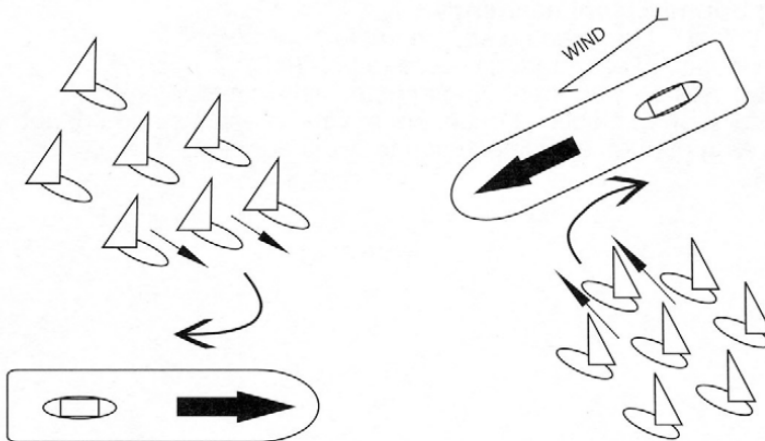
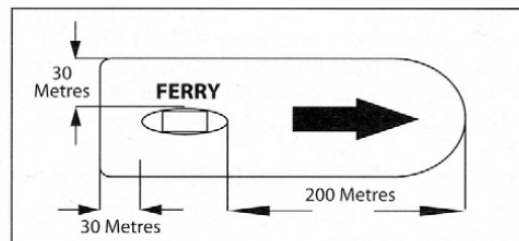
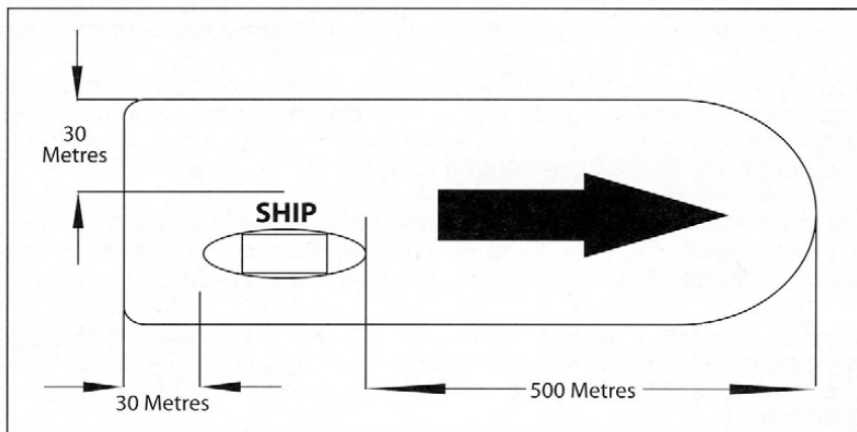
1. Roads and Maritime Services requires the organising Club to investigate incidents between vessels racing in licensed events on the basis of the applicable rules under which the vessels were competing or racing.
2. The Marine Legislation will always prevail where racing and non-racing vessels interact and when vessels competing in separate events are racing under different governing body regulations.
3. The Organiser (Club) of an approved aquatic activity must report all incidents involving a fatality, serious injury and/or significant damage where such is considered significant having regard to the types of vessels involved, to Roads and Maritime Services within 48 hours of occurrence. The Organiser must then report, in writing, the results of findings of an inquiry to Roads and Maritime Services within 28 days of the incident.
4. Roads and Maritime Services may investigate any marine incident particularly where an apparent breach of marine legislation has occurred.

Note:

1. *"Serious injury" is defined as requiring hospitalisation other than for treatment of minor injury or for observation only.*
2. *"Significant damage" is determined having regard to the types of vessels involved and would generally be in excess of a \$ value which is appropriate to the overall value of the vessel (eg \$500.00 quantum could be appropriate for small boats-Sabots, skiffs etc but is insignificant for a "Maxi"), or in excess of \$5,000.00 in all cases.*

SHIP AND FERRY ACTIVATED EXCLUSION ZONES

All competitors **must** maintain a minimum distance of **500 m** from the bow of any oil tanker or sea-going cruise ship and **200 m** from the bow of any other sea-going commercial vessel or ferry operating in accordance with an approved schedule and no less than **30 m** from the sides/stern of any ship or ferry underway.



**SHIP & FERRY ACTIVATED
EXCLUSION ZONE**

Safety and Emergency Plan for Competitors in GFS Events

Sailing is a sport which involves considerable risk. To minimise this risk participants in GFS events must be familiar and comply with rules detailed in –

- Racing Rules of Sailing
- YA Special Regulations
- Regulations for the Prevention of Collisions at Sea
- Maritime Services Act
- GFS Sailing Instructions
- Any other Regulations (eg Commercial Shipping) that apply to boating on Sydney Harbour

Before Racing

The Racing Rules of Sailing Part 1 – Fundamental Rules apply to both you and your crew racing with the club. Please be aware and make the crew aware of the implications of Rules 1 – 5 prior to racing.

All competing yachts must have completed a current Safety Compliance Audit (Category 7) and carry the equipment identified on the audit form at all times when racing. The form must be lodged at the club.

Your crew should know how to use the Life Saving Equipment (particularly PFDs) and where this equipment is stowed on your boat. Attention is drawn to YA Special Regulations Appendix B and the need to practise man overboard procedures with your crew regularly.

Competitors should be aware of the predicted weather conditions expected during racing - Sydney Boating Weather 1900 969 955 or <http://www.bom.gov.au/weather/nsw> or <http://www.seabreeze.com.au/graphs/nsw.asp>.

The club does not monitor radio frequencies during races.

Emergencies

The club itself is **UNABLE** to provide emergency assistance to boats in distress. The crew of any boat in distress, or the crew of another boat witnessing a boat in distress should contact emergency services on **000, 112 (mobile) or VHF Channel 16**.

Emergency Contact Details

- Emergency Services 000 or 112 (mobile) or VHF Ch16**
- Water Police (02) 9320 7499**
- Royal Volunteer Coastal Patrol (located at the Spit) (02) 9969 3270**
- North Sydney Police (02) 9956 3199**
- NSW Maritime 131 256**
- Volunteer Coast Guard (02) 9337 5033**

Emergency Pickup Points

The following locations are some places where ambulance services may pick up a person requiring urgent medical treatment for a serious injury or illness. There are other suitable safe areas, **don't just rely on this list**, familiarise yourself with these and other places you select. **You must give specific details to emergency services.**

Bay Street Wharf, (adjacent to the Club) , Bay Street Greenwich (nearest cross street Greenwich Road).

Note: Illegal parking often makes vehicular access difficult

Northwood Wharf, Northwood Road Northwood (nearest cross street Cliff Road)

Valentia Street Wharf, Valentia Street Woolwich (nearest cross street The Point Road)

'Woolwich Marina' (Brokerage 9817 1020), 2a Margaret Street Woolwich (cross street Woolwich Road)

Drummoyne Wharf, Lyons Road Drummoyne (nearest cross street St Georges Crescent)

Greenwich Wharf, Mitchell Street Greenwich (nearest cross street George Street)

Noakes - Berrys Bay (9925 0306), 6 John Street McMahons Point (nearest cross street Dumbarton Street)

Mort Bay Wharf, Thames Street Balmain East (nearest cross street Darby Street)

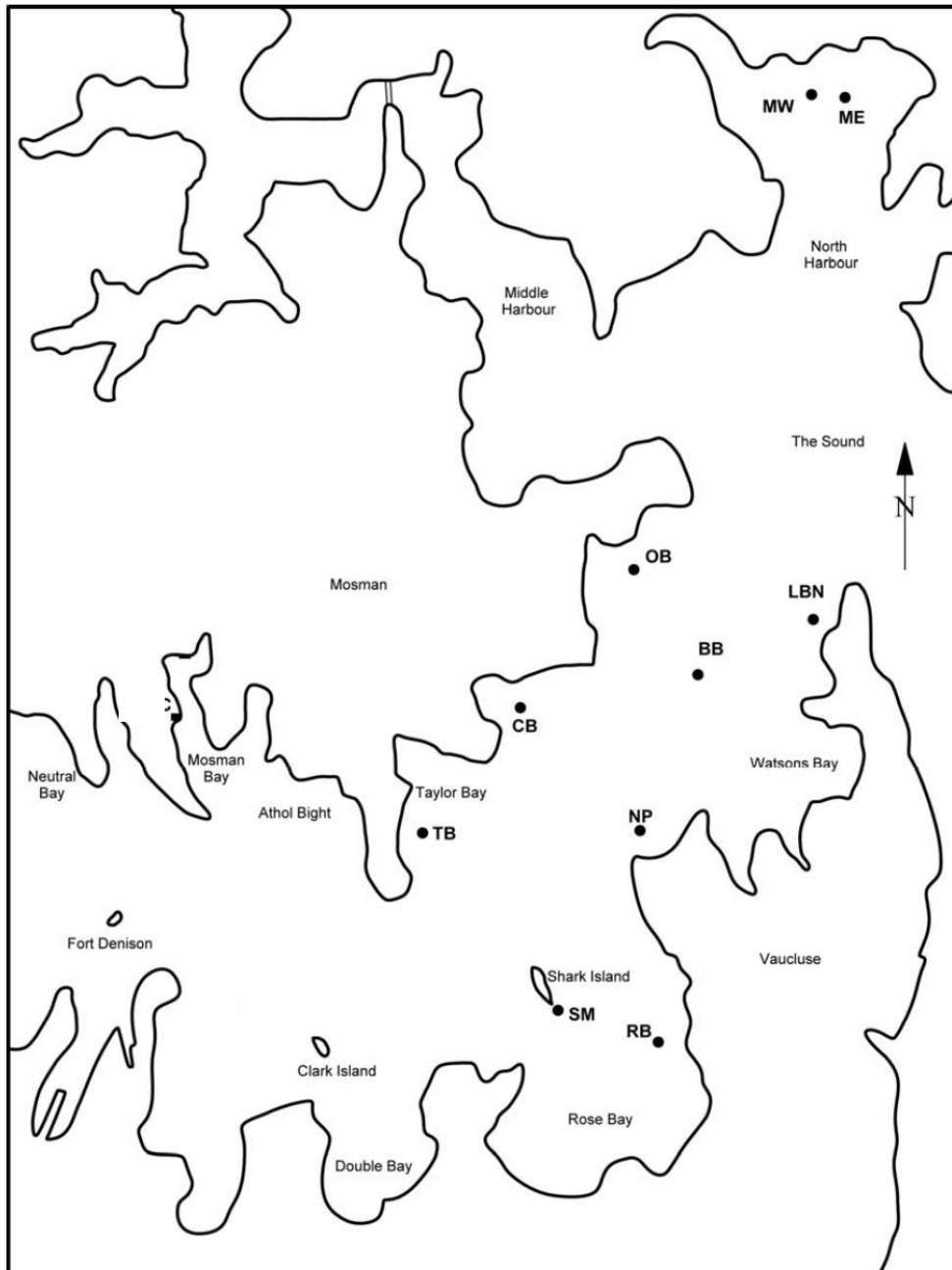
Luna Park Wharf, Olympic Drive Milsons Point (nearest cross street Fitzroy street)

Watsons Bay Wharf, Marine Parade Watsons Bay (nearest cross street Military Road)

RSYS (9955 7171), 33 Peel Street Kirribilli (nearest cross street Carabella Street)



Additional Rounding Marks



Marks and Islands used in GFS Down Harbour Courses

MW Manly West

LBN Lady Bay North

Fort Denison

ME Manly East

NP Nielsen Park

Clark Island

SM Shark Island Mark

Saturday and Down Harbour Keelboat Series

The starting sequence will begin at 1315 hours for all Saturday Series. Races will start from the club launch when code flag "Q" (yellow pennant) is flown at the clubhouse.

Year	Month	Date	Event	Mick York Trophy	Time and Venue	
2014	August	23	Working Bee		Clubhouse from 0900	
		30	Equipment Audits		Clubhouse from 0900	
	September	6	Spring Race 1			
		13	Joe Walsh Down Harbour Race 1			
		20	Spring Race 2			
		27	Spring Race 3	MY Race 1	BBQ Clubhouse	
	October	1	Skippers' Meeting – Compulsory for all skippers – Clubhouse 1930			
		4	Long Weekend – Daylight Saving Commences (Sunday) - No Race			
		11	Spring Race 4			
		18	Joe Walsh Down Harbour Race 2			
		25	Spring Race 5	MY Race 2	BBQ Clubhouse	
		26	Balmain Regatta Sunday – details and entries to Balmain Sailing Club			
	November	1	Spring Race 6			
		8	Spring Race 7			
		15	Joe Walsh Down Harbour Race 3			
		22	Summer Race 1			
		29	Summer Race 2		BBQ Clubhouse	
	December	6	Summer Race 3			
		13	Joe Walsh Down Harbour Race 4			
		20	Summer Race 4	MY Race 3	BBQ Clubhouse	
		27	Christmas and New Year Break – No Club Races			
	2015	January	3			
			3	Young 88 - 3 Handed Race at GFS		
10			Joe Walsh Down - Harbour Race 5			
17			Summer Race 5			
24			Australia Day Long Weekend – No race			
25			Combined Clubs West Harbour Australia Day Regatta Race TBC			
February		7	Summer Race 6			
		14	Joe Walsh Down Harbour Race 6			
		21	Autumn Race 1			
		28	Autumn Race 2	MY Race 4	BBQ Clubhouse	
March		7	Autumn Race 3			
		14	Joe Walsh Down Harbour Race 7			
		21	Autumn Race 4			
April		28	Autumn Race 5	MY Race 5	BBQ Clubhouse	
		4	Easter			
		11	Joe Walsh Down Harbour Race 8			
	18	Autumn Race 6				
	25	Autumn Race 7	MY Race 6	BBQ Clubhouse		

All Yachts registered for the Twilight Series are eligible to enter the Saturday Down Harbour Series and Mick York Trophy Series. The **Mick York Trophy Series** will run in conjunction with the regular Saturday Series Races. Down Harbour Series Races are sponsored by Joe Walsh Rigging

Twilight Series

All Twilight Races will start and finish at the clubhouse.

The start sequence will commence at **1740 hours**. Coloured boards indicate the course to be sailed by each division. Blue Division will sail the blue course, White Division and Yellow Division will sail the white course, Green Division and Black Division the green course and Red Division will sail the red course (see Sailing Instruction 10 - Courses and Course Signals).

Year	Month	Date	Event	Other Information	
2014	August	23	Working Bee	Clubhouse from 0900	
	September	20	Equipment Audits	0900 - 1200	
		28	Equipment Audits	0900 - 1400	
	October	1	Skippers' Meeting – Compulsory for all skippers – Clubhouse 1930		
		5	Daylight Saving Commences		
		8	Spring Race 1	BBQ and Bar Open	
		15	Spring Race 2	BBQ and Bar Open	
		22	Spring Race 3	BBQ and Bar Open	
		26	Balmain Regatta – details and entries to Balmain Sailing Club		
		29	Spring Race 4	BBQ and Bar Open	
	November	5	Spring Race 5	BBQ and Bar Open	
		12	Spring Race 6	BBQ and Bar Open	
		19	Spring Race 7	BBQ and Bar Open	
		26	Spring Race 8	BBQ and Bar Open	
	December	3	Spring Race 9	BBQ and Bar Open	
		10	Summer Race 1	BBQ and Bar Open	
		17	Summer Race 2	BBQ and Bar Open	
		25	Christmas Break		
		31			
2015	January	7	Summer Race 3	BBQ and Bar Open	
		14	Summer Race 4	BBQ and Bar Open	
		21	Summer Race 5	BBQ and Bar Open	
		28	Summer Race 6 – Australia Day Regatta Race	BBQ and Bar Open	
	February	4	Autumn Race 1	BBQ and Bar Open	
		11	Autumn Race 2	BBQ and Bar Open	
		18	Autumn Race 3	BBQ and Bar Open	
		25	Autumn Race 4	BBQ and Bar Open	
	March	4	Autumn Race 5	BBQ and Bar Open	
		11	Autumn Race 6	BBQ and Bar Open	
		18	Autumn Race 7	BBQ and Bar Open	
		25	Autumn Race 8	BBQ and Bar Open	
	April	1	Autumn Race 9	BBQ and Bar Open	
		5	Daylight Saving Ends		

All Yachts registered for the Saturday and Twilight Series are eligible to enter the Saturday Down Harbour and Mick York Series. The starting sequence will begin at **1315 hours** for all Saturday Series races.

Joe Walsh Rigging Down Harbour Series

Year	Month	Date	Race
2014	September	13	Race 1
	October	18	Race 2
	November	15	Race 3
	December	13	Race 4
2015	January	10	Race 5
	February	14	Race 6
	March	14	Race 7
	April	11	Race 8

