

GFS Information Evening

2015 – 2016 Sailing Season

30th September 2016

Responsibilities of Skippers

Understand and inform crew of the Risk involved in sailing races

Have and communicate an Emergency Plan for the boat

Know and understand the Racing Rules of Sailing (2013 – 2016)

Read, follow and refer to the current GFS Sailing Instructions

Have the boat pass a Safety Audit

Report any incident occurring during racing (to RMS and GFS)

Know how to submit and avoid Protests

Know your responsibilities regarding commercial vessels

Risk

Sailing is a sport which involves considerable risk

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”.

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.

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 reserves the right to refuse any entry.

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

Emergency Plans

Each yacht should have an emergency plan in place in case of a serious accident.

The crew should be aware of what to do.

Emergency numbers and places to drop off injured parties should be included.

Access to Bay Street is difficult.

A guide is included in the Sailing Instructions.

Safety and Emergency Plan for Competitors in GFS Events

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.

Emergency Contact Details

Emergency Services 000 or VHF Ch16

Marine Area Command (Water Police - Balmain) 02 9320 7499

Marine Rescue Middle Harbour 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)

GFS Sailing Instructions

GFS Sailing Instructions outline aspects of racing specific to GFS events.

Included in the Sailing Instructions are risk warnings and indemnities.

The Sailing Instructions modify and support the RRS and are mandatory.

Changes are made each season and they should be carefully understood before racing.

Racing Rules of Sailing 2013 – 2016

The Racing Rules of Sailing (RRS) govern the sport on the water.

<http://www.yachting.org.au/site/yachting/ayf/downloads/Technical/RRSandSR/121211%202013-16%20RRS%20with%20YA%20Prescriptions%20and%20Addenda.pdf>

Take time to become familiar with the current racing rules

RRS Part 2 Rules are fundamental to racing

At GFS particular understanding of RRS 18, 19 and 20 is required

It is your responsibility to be aware of any changes to the rules -
<http://www.yachting.org.au/>

Racing Rules



RRS PART 1 FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

1.2 Life-Saving Equipment and Personal Flotation Devices

2 FAIR SAILING

3 ACCEPTANCE OF THE RULES

4 DECISION TO RACE

5 ANTI-DOPING

RRS PART 2 When Boats Meet

Section A

RIGHT OF WAY

10 ON OPPOSITE TACKS

11 ON THE SAME TACK, OVERLAPPED

12 ON THE SAME TACK, NOT OVERLAPPED

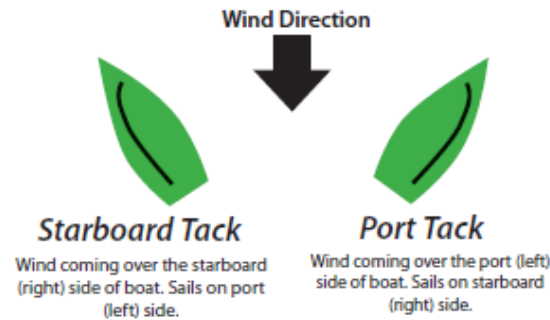
13 WHILE TACKING

RRS PART 2 When Boats Meet

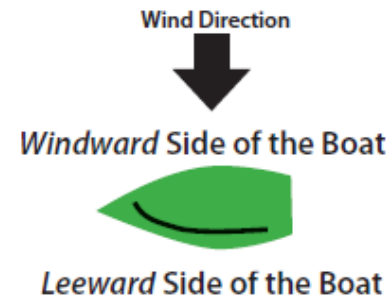
10 ON OPPOSITE TACKS

BASIC TERMS

Starboard Tack vs Port Tack



Windward vs Leeward



Right-of-Way

When one boat has the *Right-of-Way*, the other boats is required to *Keep Clear*.



Green Boats
Have "*Right-of-way*"



Red Boats
Must "*Keep Clear*"

Avoiding Collisions - All boats are required by rule to avoid a collision if possible!

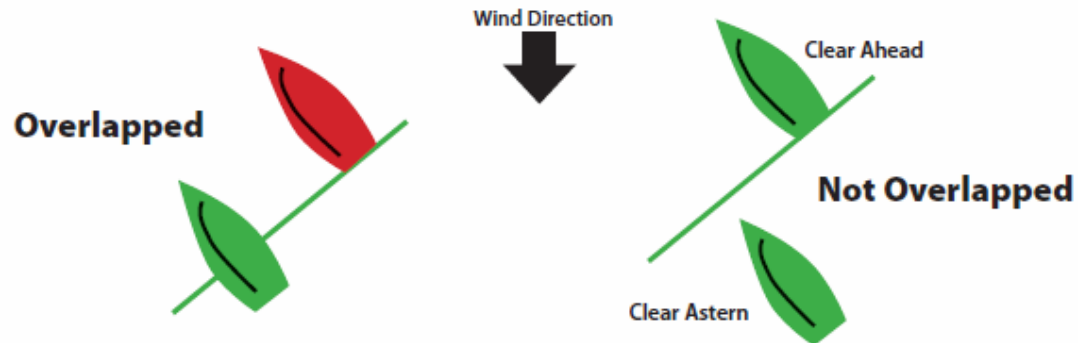
Right-of-Way is no excuse to cause a collision.

RRS PART 2 When Boats Meet

11 ON THE SAME TACK, OVERLAPPED

Overlapped Boats

A boat Overlapped to Leeward has Right-of-Way. Overlaps are established from the transom.



Other Terms Used In This Discussion

Close Hauled - A boat sailing as close to the wind direction as possible

Head-to-Wind - A boat pointed straight into the wind. Sails will be luffing.

Inside - A boat positioned between the mark and another boat

Outside - A boat positioned with another boat between them and the mark

Proper Course - The course a boat would sail to get to the next mark as quickly as possible

Room - The space a boat needs to maneuver properly given conditions

RRS PART 2 When Boats Meet

Section B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

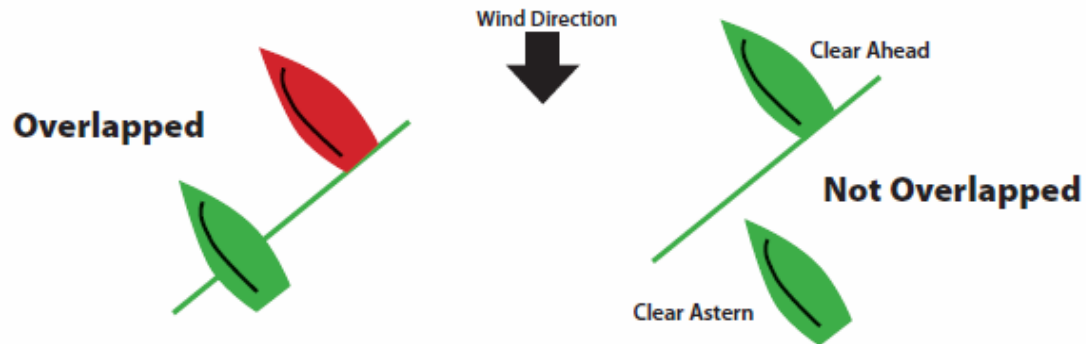
15 ACQUIRING RIGHT OF WAY

16 CHANGING COURSE

17 ON THE SAME TACK; PROPER COURSE

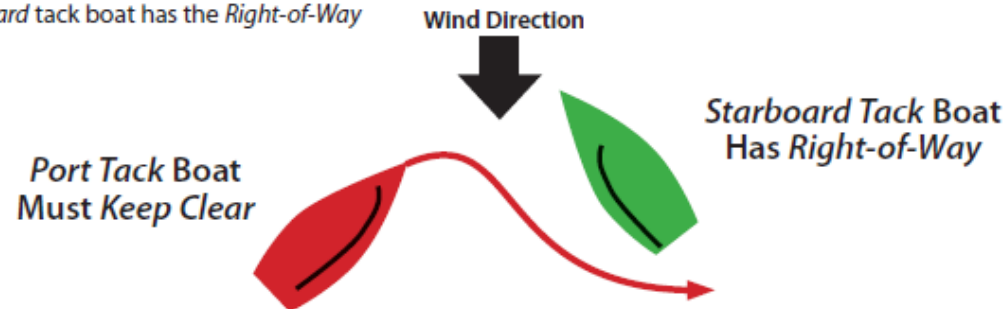
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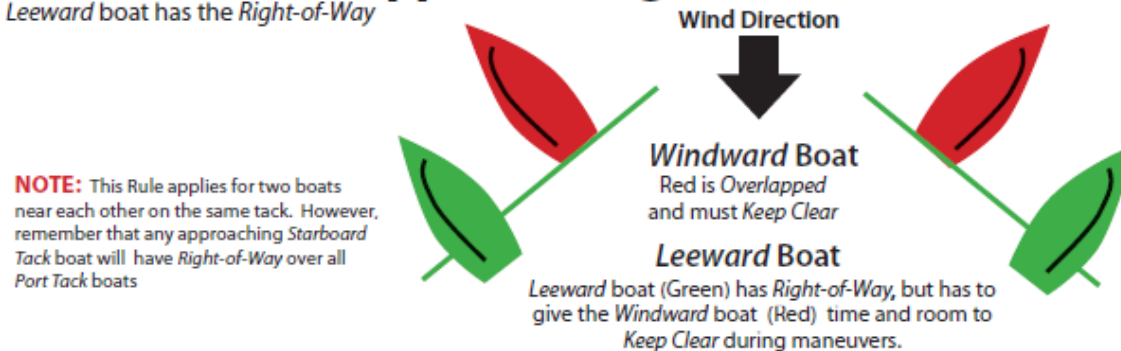
Two Boats Converging on Opposite Tacks

A Starboard tack boat has the *Right-of-Way*



Two Boats Overlapped Sailing On the Same Tack

Leeward boat has the *Right-of-Way*



NOTE: This Rule applies for two boats near each other on the same tack. However, remember that any approaching Starboard Tack boat will have *Right-of-Way* over all Port Tack boats

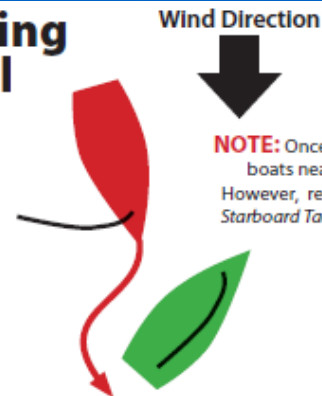
RRS PART 2 When Boats Meet

Basic Right of Way

Same Tack Boats Converging on Different Points-of-Sail

Leeward Boat has Right-of Way

In this example, both boats are on *Port Tack*. As they converge, the *windward* boat (Red), which is sailing downwind, has to *Keep Clear* of the *leeward* boat (Green).

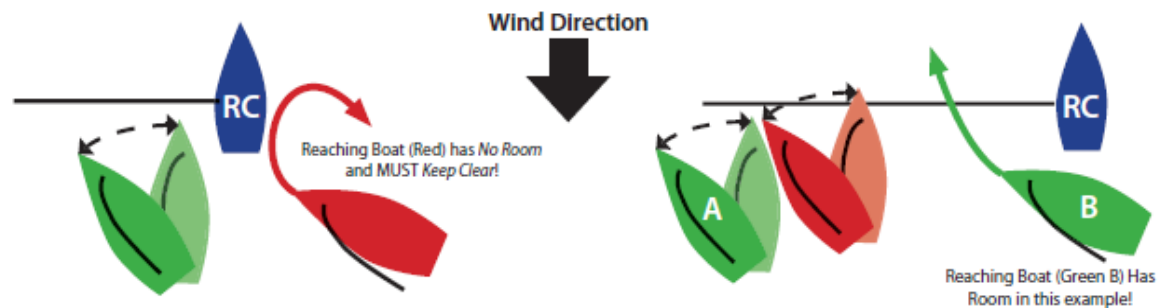


NOTE: Once again this rule applies for two boats near each other on the same tack. However, remember that any approaching *Starboard Tack* boat will have *Right-of-Way* over all *Port Tack* boats.

No Barging at Start

A *Leeward* boat has *Right-of-Way* at the start and is allowed to sail above her *Proper Course* to shut-out any boat heading into the start before the start signal. After the start signal, the *Leeward* boat must assume her proper course.

Basically, any boat to leeward that you can potentially hit should be considered a brick wall.



REACHING BOAT (RED) IS BARGING!

Before the start signal, Green has the right to go "head-to-wind" and force a *Windward Overlapped* boat (RED) over the start line or into a position that it must avoid the Committee Boat or Start Mark by turning away.

LEEWARD BOAT (GREEN A) HAS RIGHT-OF-WAY RED MUST KEEP CLEAR OF GREEN A!

Green A has the right to go "head-to-wind" to force Red over the start line before the start signal. Green A is not close enough to committee boat to shut-out Green B.

RRS PART 2 When Boats Meet

Section C

AT MARKS AND OBSTRUCTIONS

18 MARK-ROOM

18.1 When Rule 18 Applies

18.2 Giving Mark-Room

18.3 Tacking When Approaching a Mark

18.4 Gybing

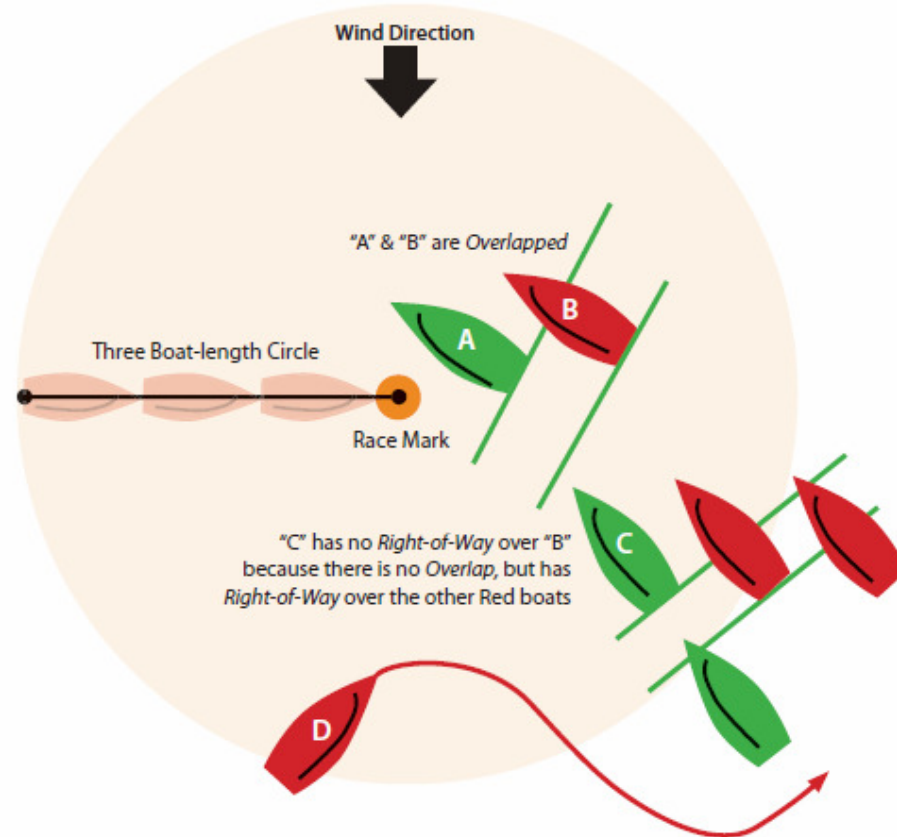
18.5 Exoneration

RRS PART 2 When Boats Meet

Boats Converging at Mark

An Inside and Overlapped boat (Green A) within a three boat-lengths of the mark has the *Right-of-Way*. In general, any Overlapped outside boat (Red B) must *Keep Clear* and give room to any boat between them and the mark.

A boat coming into the mark on *Port Tack* (Red D) must be able to complete its tack without obstructing the progress of an incoming *Starboard Tack* boat. If a *Starboard Tack* boat has to adjust course, you fouled them.



RRS PART 2 When Boats Meet

Section C (continued)

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

19.2 Giving Room at an Obstruction

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing and Responding

20.2 Exoneration

20.3 When Not to Hail

RRS PART 2 When Boats Meet Section D

OTHER RULES

**21 STARTING ERRORS; TAKING PENALTIES;
MOVING ASTERN**

**22 CAPSIZED, ANCHORED OR AGROUND;
RESCUING**

23 INTERFERING WITH ANOTHER BOAT

RRS PARTS 3, 4, 5 and 6

Part 3 CONDUCT OF A RACE

This part is covered by the GFS Sailing Instructions

Part 4 OTHER REQUIREMENTS WHEN RACING

Part 5 PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

See SI 23 in conjunction with this for protests

Part 6 ENTRY AND QUALIFICATION

This part is also covered by the GFS Sailing Instructions

Some Comments on Rules

Penalty turns resolve incidents related to breaking Part 2 Rules and avoids protests - these differ from touching a mark.

Rule 19 needs careful interpretation especially as we sail around islands – if there is room **when the overlap begins** boats from clear astern CAN go between the obstruction and other boats in front – **use common sense!**

Calls for water are only when close hauled or above and require a response from the hailed boat.

What to do if a Foul Occurs

IF YOU ARE FOULED _____

1. Avoid Contact!
2. Hail the word, "PROTEST" to the boat that you believe created the foul.
3. Raise a Red Protest Flag somewhere visible from your stern
4. At the finish, notify the Race Committee that you plan to issue a protest giving the name and/or sail number of the offending boat.
5. Once onshore, find a MAST official to discuss what actions will be taken.

IF YOU FOUL ANOTHER BOAT _____

1. Avoid Contact!
2. If you believe you fouled another boat, get clear of all other boats and do two complete circles in the same direction. Once the circles are complete, you can rejoin the race without further penalty.
3. If you do not think there was a foul, continue sailing the race with the understanding that you are racing under protest. Once the race is complete, MAST officials will determine which boat was correct based on eye witness accounts and then determine an appropriate action.

IF YOU HIT A MARK _____

1. Get Clear of all other boats and complete one full 360° circle.

NOTE - You have NO rights over any other boat during the time you are doing penalty circles. Make sure you are clear in both time and distance from all other racers before starting your circles.

Protests

Protests are a part of sailing.

The correct procedure must be followed – visually, verbally and in written form as per the GFS Sailing Instructions (SI 23).

The ‘two turns penalty’ exonerates a yacht breaking a rule of RRS Part 2 (SI 20) and avoids a protest.

A ‘one turn penalty’ applies for breaking RRS Rule 31 (Touching a Mark).

If a protest hearing has been held which relates to a maritime incident NSW Roads and Maritime Services will sometimes request the club to send a copy of the findings of the protest committee.

The onus of proof is often on the protesting yacht so it is good to alert and have a witness from a nearby yacht.

Protest forms are available here –

<http://www.gfs.org.au/Club%20Information/ProtestForm.pdf>

Protest Committee

- Chair – Mike Murphy
- Panelists
 - Alan Bull (Tana)
 - Ian Smith (Streetfighter)
 - Julian Todd (Mind/Matter)
 - Kristian Romuld (Seascape)
 - Paul Stubbs (Young Obsession)
 - Steve Bradley (Meridian)
 - Tony Clark (Old Mother)
 - ...this is not exclusive...contemplate joining the team !

Twilight Start Box

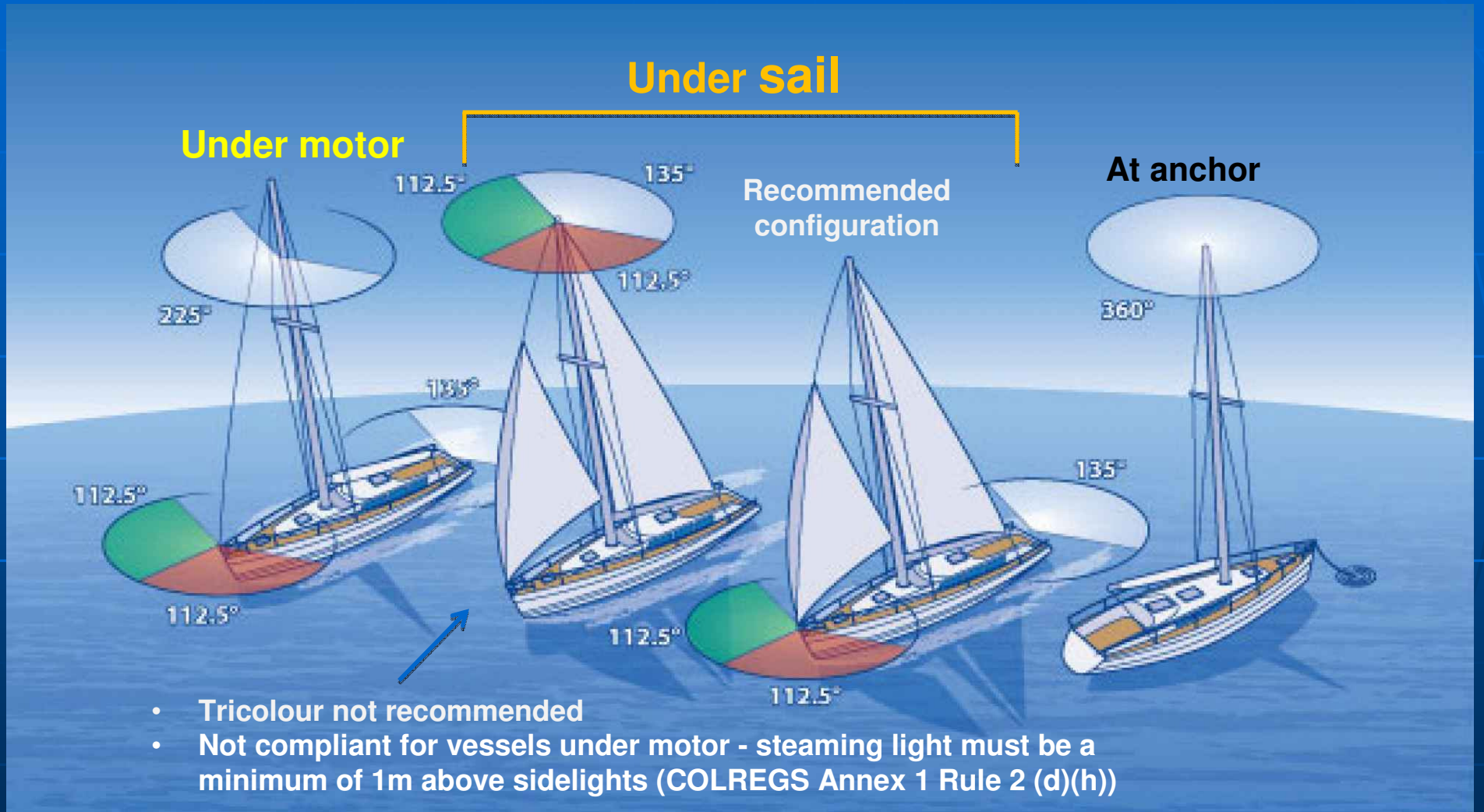


Racing Rules Review

GFS Rules Night – Mark Pryke
Monday 26th October – 6.30-9.30pm



Night Sailing



Use a torch to illuminate sails in busy areas or when another vessel seen approaching

Bradleys Head Safe Water Mark

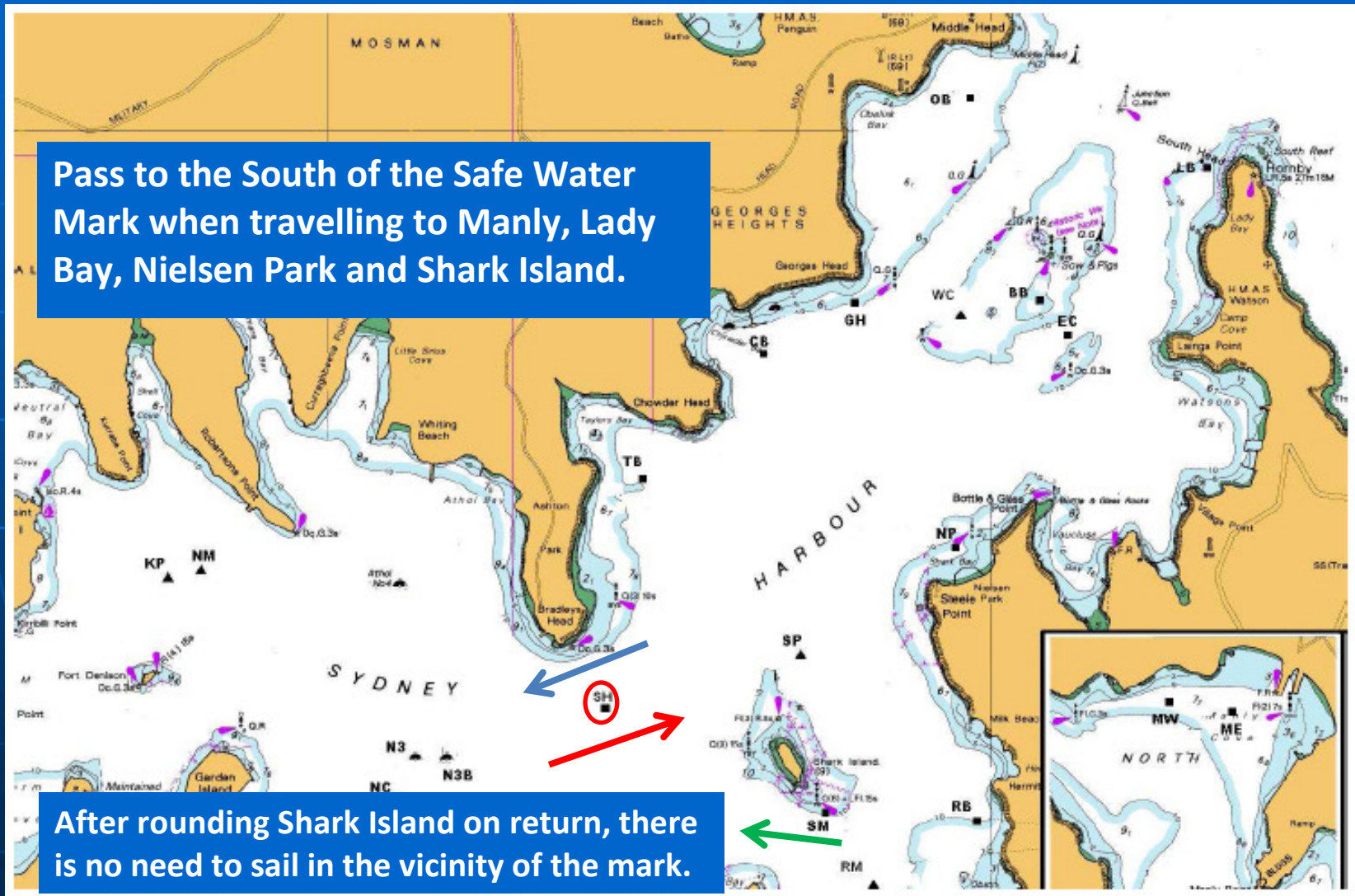
All vessels navigating in the vicinity of the safe water mark, 350m from Bradleys Head, should pass to the North of the buoy when proceeding westward and should pass to the South of the buoy when proceeding eastward.



Bradleys Head Safe Water Mark

Pass to the South of the Safe Water Mark when travelling to Manly, Lady Bay, Nielsen Park and Shark Island.

After rounding Shark Island on return, there is no need to sail in the vicinity of the mark.



GFS Safety Auditors

Andrew Richardson	Bill McLaughlin	Brian Carrick	David Edmiston
Geoff Lucas	Graeme Davey	Jacques Calluud	Johan Brinch
John Amos	John Veal	Mark Rhodes	Paul Stubbs
Paul Williams	Phil Hare		

GFS Safety Audits

Yacht Registration

TopYacht

GFS Cat 7 Safety Audits

A Safety Audit of each yacht is required **before** being eligible to race

The Audit form can be downloaded from

<http://gfs.org.au/wp-content/uploads/2015/08/GFS-Cat-7- Form 2015 Final.pdf>

Only yachts which have passed their safety audit are recorded as starters and eligible to score points in GFS races.

- A staggering **111** yachts raced at the GFS last season !
- Current Status – 72 yachts have indicated they wish to race
 - 68 - Twilights
 - 26 - Saturdays / Down Harbour

The issue??

GFS First Twilight race is next Wednesday...

Currently **47** are registered to race Twilights – shortfall of **21**

No correspondence (as yet) from **39 yachts**

Do you intend to race??

Agrovation	Amateau	Caliban II	Ellen	Escape To
Faarst Company	French Connection	Highland Ghost	Indulgence	Jamika
Jayded	Joust	Kookaburra	Kulani	Madder N Badder
Monkey Business	My Dianne	Pan	Pegasus	Raison d'Etre
Reflections	Ronja	Rush	Shibumi	Solacious
Solitude	Solveig	Spinifex	Starfire	The Bear
Totally Puffed	Up-N-Adam	Vitesse	Vivre	Wilmette
Windermere	Zig Zag			

Pascal Geraghty

ColRegs / GFS Aquatic Licence

Your obligations...

Boating Education Officer (Rozelle)
Boating Operations | Maritime Division
T 02 9563 8635

www.rms.nsw.gov.au

Every journey matters

Commercial Vessels 1

A commercial vessel is any vessel used for a commercial purpose

It includes vessels carrying passengers or goods; vessels that are hired; or vessels used in connection with a business, trade or commerce

Examples of commercial vessels include fishing vessels, tourist or charter boats, workboats, tugs, barges, ferries, water taxis, sailing schools, rescue boats, government vessels, dive boats, thrill rides and “hire and drive” boats

Commercial Vessels 2

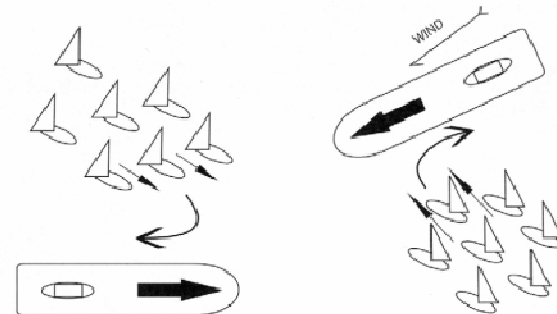
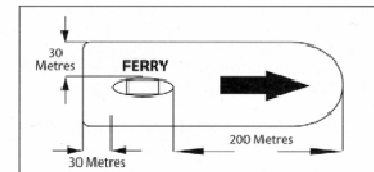
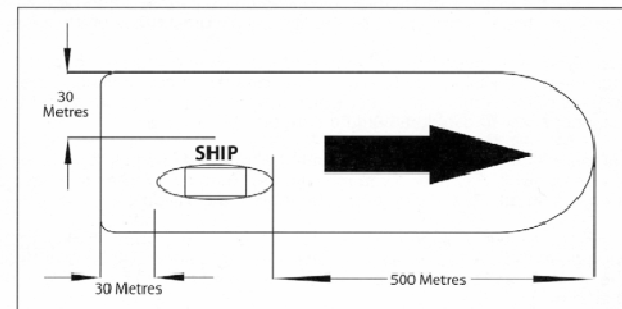
Yachts must keep at least 200m clear of the bows of commercial vessels underway

30 metres from the sides and stern

This applies particularly to ferries

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

Commercial Vessels 3

A larger exclusion zone exists around SEA-GOING ships.

You must maintain a minimum distance of 500m from the bow of any oil tanker or sea-going ship. 30m from the sides and stern.

You may not cross between the Sydney Ports escort vessel and the bow of the ship

STEER CLEAR
SAFETY NOTICE TO ALL BOAT OPERATORS

Always keep a lookout for seagoing ships and STEER CLEAR of them

- ✓ Listen to the safety broadcast from Sydney Ports' 24/7 Vessel Traffic Services (VTS) centre on VHF Channel 13 for details of vessel movements
- ✓ Monitor VHF Channel 13 for position reports from vessels

Before heading out check the Daily Vessel Movements on the Sydney Ports website:
www.sydneyports.com.au

24 HOUR HARBOUR OPERATIONS
VHF CHANNEL 13

Escort vessel identified by Red and Blue Flashing lights.

Distances shown: 30m (sides and stern), 500m (bow)

COLREGS Rule 13 - Overtaking



COLREGS NSW Special Rule

Orange Diamond - Priority over sail signal



Don't Let This Be You !



© Lucy Young

DSQ & Possible Fine



DSQ & Possible Fine



umm...what should I do now ?? !



Incident Reporting (1)

NSW Roads and Maritime Services Requirements

If a boating accident occurs in any port or navigable water in NSW, the master of the vessel must:

- Stop the vessel immediately
- Give any assistance which may be necessary
- Produce any licence
- Give details to any person having reasonable grounds for requesting them (e.g. other persons involved in the accident). Details must include the master's name and address and any distinguishing number (that is, registration number or permit number) which is required to be displayed on the vessel

Incident Reporting (2)

If requested by a NSW Maritime officer or any Police officer you must provide the following details:

- Time, place and nature of accident.
- Name and registration number of every vessel involved in the incident.
- Name and address of every person who was concerned with or witnessed the accident.
- Extent of any injury or damage resulting from the accident.
- Produce a boat driver's licence or certificate of competency.

Incident Reporting (3)

Where the accident has resulted in the death of, or serious injury to, a person; or significant damage occurs to a vessel, or any other property, a written report must be forwarded to NSW Maritime within 24 hours setting out the particulars unless these have already been given to a NSW Maritime officer

Note:

Serious injury is defined as requiring hospitalisation other than for treatment of minor injury or for observation only.

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 quantum could be appropriate for small boats - Sabots, skiffs etc - but is insignificant for a Maxi Yacht).

Vessel Incident Report Forms

Vessel Incident Report forms are available from NSW Roads and Maritime Services:

http://www.maritime.nsw.gov.au/docs/forms/vessel_incident_report.pdf

Vessel Incident Report forms are also on the GFS website:

http://www.gfs.org.au/Club%20Information/vessel_incident_report.pdf

or in the box near the sailing office at the club

A copy of the incident report is also required to be sent to the GFS Safety Officer – Julian Todd - gfssafetyofficer@gmail.com

GFS Website

www.gfs.org.au

As a primary source of information, please check the website regularly for news, results, events and changes.

Humbug Breezes will keep you informed and entertained throughout the season.

2015 – 2016 Season

- Good luck in the GFS Series in which you compete.
- GFS Rules Night – Mark Pryke
Monday 26th October – 6-9pm
- A combined West Harbour Winter Series will again be held in 2016—
this will be hosted by Balmain Sailing Club.
- A new format short handed race will be held on the first Saturday
after New Year's Eve.
- Cruising Division? See Bill McLaughlin.
- Be mindful of the safety of your crew and of other competitors at all
times.