

GFS Information Evening

2016 – 2017 Sailing Season

28th September 2016

Agenda

Welcome to GFS

David Edmiston, GFS Commodore

2016-2017 - Changes to SIs

Phil Hare, Sailing Secretary

Twilight Racing Improvements

Andrew Limmer, Twilight Captain

Handicaps / Starting Changes

Harvey Porter, Handicapper

Safety Briefing / Cat 7 Audits

Julian Todd, Safety Officer

Skipper & Aquatic Licence Obligations

New rules for Lifejackets

Pascal Geraghty RMS (Maritime)

Wrap-up and Questions

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 your boat pass and maintain the Equipment Audit requirements

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

Know how to submit and avoid protests

Know your responsibilities regarding commercial vessels

Know your responsibilities regarding lifejackets

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.

GFS Sailing Instructions

GFS Sailing Instructions (available online) 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.

Two versions are available on the GFS website an abridged version to download and keep on the boat and a full version with more detail

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 minimum and current Safety Equipment Audit Category 7) and carry the equipment identified on the audit form at all times when racing. The Audit form must be lodged (via Topyacht) with 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 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.

It is now a GFS condition of racing that every yacht should have a completed GFS Safety Card in their cockpit whilst racing.

GFS Emergency Safety Card

Boat Name / Design _____ Sail Number _____ Owner/Skipper _____

Hull Colour _____ Length _____ Displacement (tonnes) _____ RMS Registration No. _____

Emergency Contact Numbers – Skipper _____ Alternate Number _____

Shore Contact _____ Number _____ Alternate Contact _____ Number _____

Emergency Pick-up Locations

1. Northwood Wharf, Northwood Road Northwood
(nearest cross street Point Road)

2. Greenwich Flying Squadron, Bay Street,
Greenwich (nearest cross street Carlotta Street)

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

4. Woolwich Marina Public Wharf
Margaret Street Woolwich
(nearest cross street Alfred Street)

5. Drummoyne Wharf, Lower Georges Crescent
Drummoyne (nearest cross street Wolseley St)

6. Birkenhead Point Marina, (02-9819 6949)
Roseby Street, Drummoyne (nearest cross street
Renwick Street) (8.30am-5pm 7 days)

7. Balmain Sailing Club, Water Street, Birchgrove
(nearest cross street River St) (public wharf at club)

8. Greenwich Point Wharf, Mitchell Street Greenwich
(nearest cross street Richard Street)

9. Noakes – McMahon's Point (02-9925 0306),
6 John Street McMahon's Point (nearest cross street
Dumbarton Street) (Mon-Sat – business hours)

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

11. Milsons Point Wharf (Luna Park), Olympic Drive
Milsons Point (nearest cross street Alfred Street)

12. RSYS (02-9955 7171), 33 Peel Street Kirribilli
(nearest cross street Elamang Street)



These locations are 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 possible places.

You must give specific details to Emergency Services.

Emergency Contacts

Emergency Services 000 or VHF Ch16

GFS Race Control VHF Ch 72 or (02) 9436 1901

Water Police (Balmain) (02) 9320 7499

Royal North Shore Hospital (02) 9926 7111

North Sydney Police (02) 9956 3199

Marine Rescue Middle Harbour (02) 9969 3270

NSW Roads & Maritime 13 12 36

DRSABCD action plan

In an emergency call triple zero (000) for an ambulance



D DANGER

Ensure the area is safe for yourself, others and the patient.

R RESPONSE

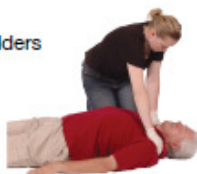
Check for response—ask name—squeeze shoulders

No response

- Send for help.

Response

- make comfortable
- check for injuries
- monitor response.



S SEND for help

Call Triple Zero (000) for an ambulance or ask another person to make the call.

A AIRWAY

Open mouth—if foreign material is present:

- place in the recovery position
- clear airway with fingers.

Open airway by tilting head with chin lift.



B BREATHING

Check for breathing—look, listen and feel.

Not normal breathing

- Start CPR.

Normal breathing

- place in recovery position
- monitor breathing
- manage injuries
- treat for shock.



C CPR

Start CPR—30 chest compressions : 2 breaths

Continue CPR until help arrives or patient recovers.



D DEFIBRILLATION

Apply defibrillator if available and follow voice prompts.

© St John Ambulance Australia. St John encourages first aid training as this information is not a substitute for first aid training.

YACHTING AUSTRALIA SPECIAL REGULATIONS PART 1 ADVISORY APPENDIX F

WHERE DOES IT HURT ?

WHEN DESCRIBING REGION OF PAIN, QUOTE THE CORRESPONDING LETTER OR LETTERS ON THE CHART.

A CLEAR DESCRIPTION WILL HELP THE PATIENT AND BE APPRECIATED BY THE DOCTOR DIAGNOSING THE CASE

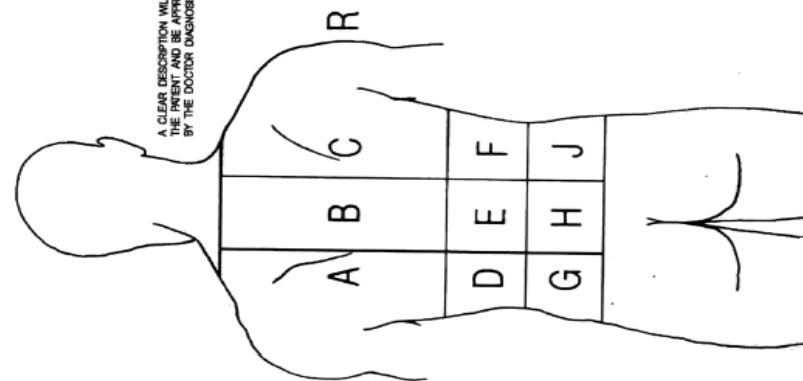


Chart by courtesy of the Royal Flying Doctor Service of Australia

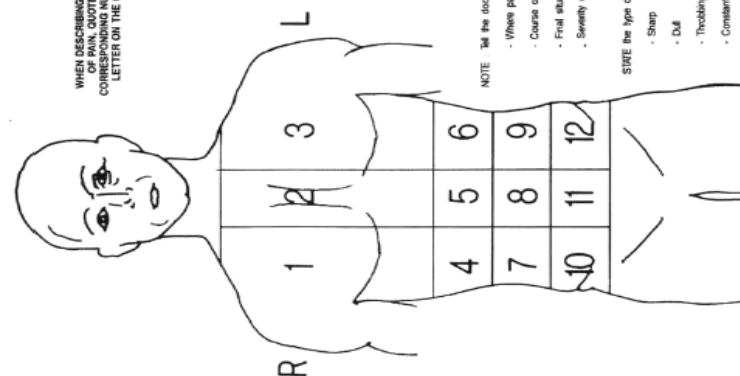


Chart by courtesy of the Royal Flying Doctor Service of Australia

Crew Safety Equipment Check List – Where are these items located? How do you use them?

Lifejackets, First Aid Kit, GFS Safety Card, Fire Extinguisher(s), Flashlight, Signaling Device, VHF Radio, Fuel Shut-off Valve, Fire Blanket.

When was the last time you practiced Man Overboard Drill?

Twilight Start Box



Who is Racing?

As at mid-day today...

- There are 109 GFS Financial (Yachts) Members intending to race
- Only 55 Equipment Audits s uploaded thus far.
- Go to GFS Topyacht Entry Page
https://www.topyacht.com.au/db/aus/entry_menu.php?EventID=654

GFS is very fortunate to now have 17 Safety Equipment Auditors

Andrew Richardson	Bill McLaughlin	Brian Carrick	David Edmiston
Graeme Davey	Ian Sanford	Jacques Calluud	Johan Brinch
John Amos	John Veale	Julian Todd	Mark Rhodes
Paul Stubbs	Paul Williams	Phil Hare	Richard Wood
Tony Clark			

Dates for your diary...

- **GFS Cruising / Raft-up - Echo Point (Roseville Bridge)**
Thurs 29th / Friday 30th December 2016
Deep water, restaurant / café / BBQs, easy access for non-sailors
- **Medical Safety Presentation**
By Marine SafetyWorks – Genevieve White
Monday 24th October – 6.30-9.30pm



Racing Rules



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/>

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

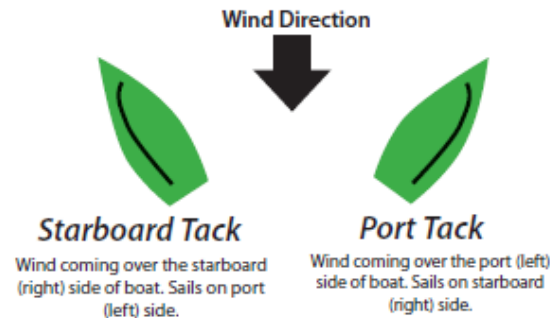
13 WHILE TACKING

RRS PART 2 When Boats Meet

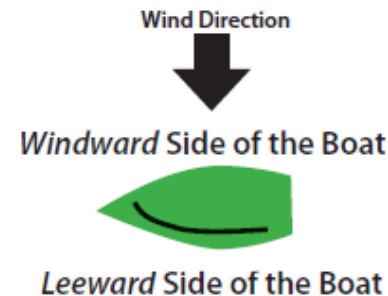
10 ON OPPOSITE TACKS

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!

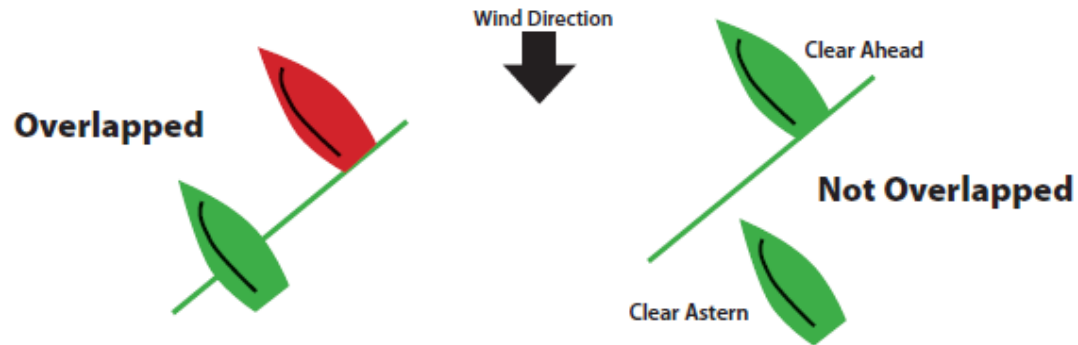
Right-of-Way is no excuse to cause a collision.

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

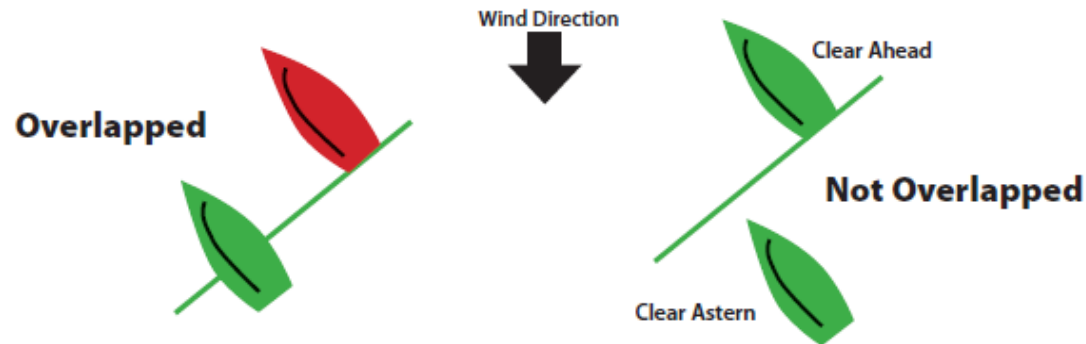
15 ACQUIRING RIGHT OF WAY

16 CHANGING COURSE

17 ON THE SAME TACK; PROPER COURSE

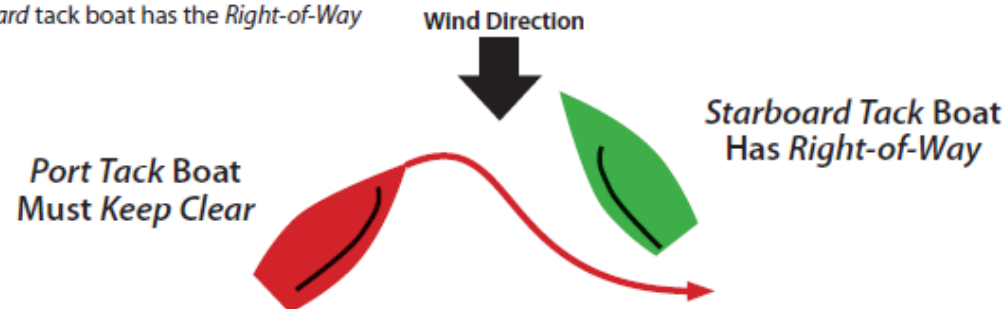
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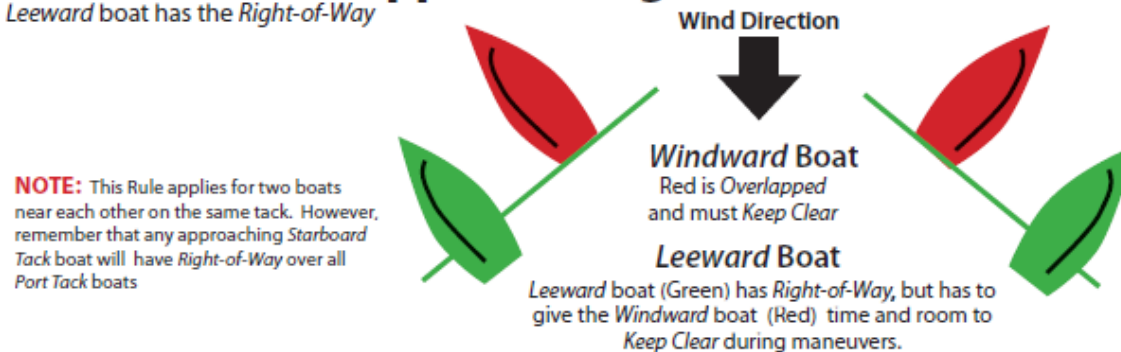
Two Boats Converging on Opposite Tacks

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

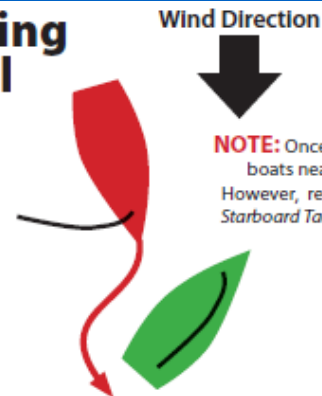
RRS PART 2 When Boats Meet

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).

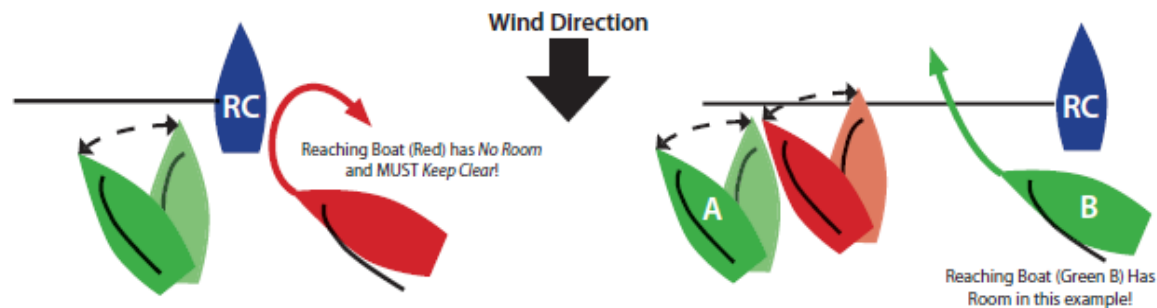


NOTE: Once again this rule applies for two boats near each other on the same tack. However, remember that any approaching *Starboard Tack* boat will have *Right-of-Way* over all *Port Tack* boats.

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

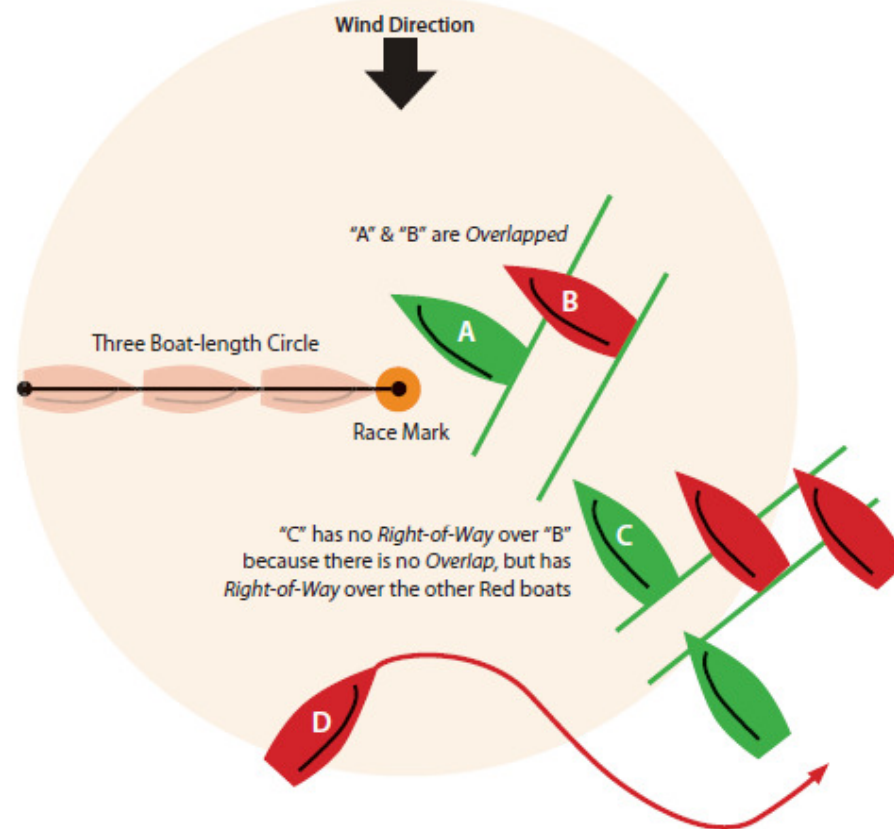
18.5 Exoneration

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 22 in conjunction with this for protests

Part 6 ENTRY AND QUALIFICATION

This part covered by the GFS Sailing Instructions

Rule 19....scenario

Off Onions Point (continuous obstruction) – everyone on starboard tack

Yellow outside, Green inside off Onions Point – both **overlapped**

Red – faster – clear astern – puff of wind - comes into a narrow gap – ie no **room** - between Yellow and Green.

RRS 19.2 - Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.
- (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
- (c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes overlapped between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not room for her to pass between them, she is not entitled to room under rule 19.2(b). While the boats remain *overlapped*, she shall keep clear and rules 10 and 11 do not apply.

Is Red entitled to *room* between Yellow and Green?

Mark Pryke after consultation with 2 International Judges...**No**.

“Red and Yellow have become overlapped AFTER Yellow became overlapped with Green.

For this reason 19.2(b) does not apply.

“RRS 19.2 (b) would only apply for Red's benefit if Yellow and Red were overlapped BEFORE they both overlapped Green. Note the rule requires that the boats 'are overlapped' past tense and not become overlapped present/future tense.

- At the initial stage, Red has no rights for *room* over Yellow.
- As Red proceeds between the boats, Red does not acquire *room* rights over Green”

Go there at your peril !!

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 22).

The 'two turns penalty' exonerates a yacht breaking a rule of RRS Part 2 (SI 19) 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
- Protest Results will be uploaded to the GFS website
- Panelists
 - Alan Bull (Tana)
 - Steve Bradley (Meridian)
 - Tony Clark (Old Mother)
 - Graeme Davey (GWhizz)
 - Kristian Romuld (Seascape)
 - Ian Smith (Streetfighter)
 - Julian Todd (Mind/Matter)
 - Paul Stubbs (Irukandji)

...this is not exclusive...contemplate joining the team !

Pascal Geraghty

ColRegs / GFS Aquatic Licence

Your obligations...

Boating Education Officer (Rozelle)
Boating Operations | Maritime Division

pascal.geraghty@rms.nsw.gov.au (0429) 505 481

www.rms.nsw.gov.au

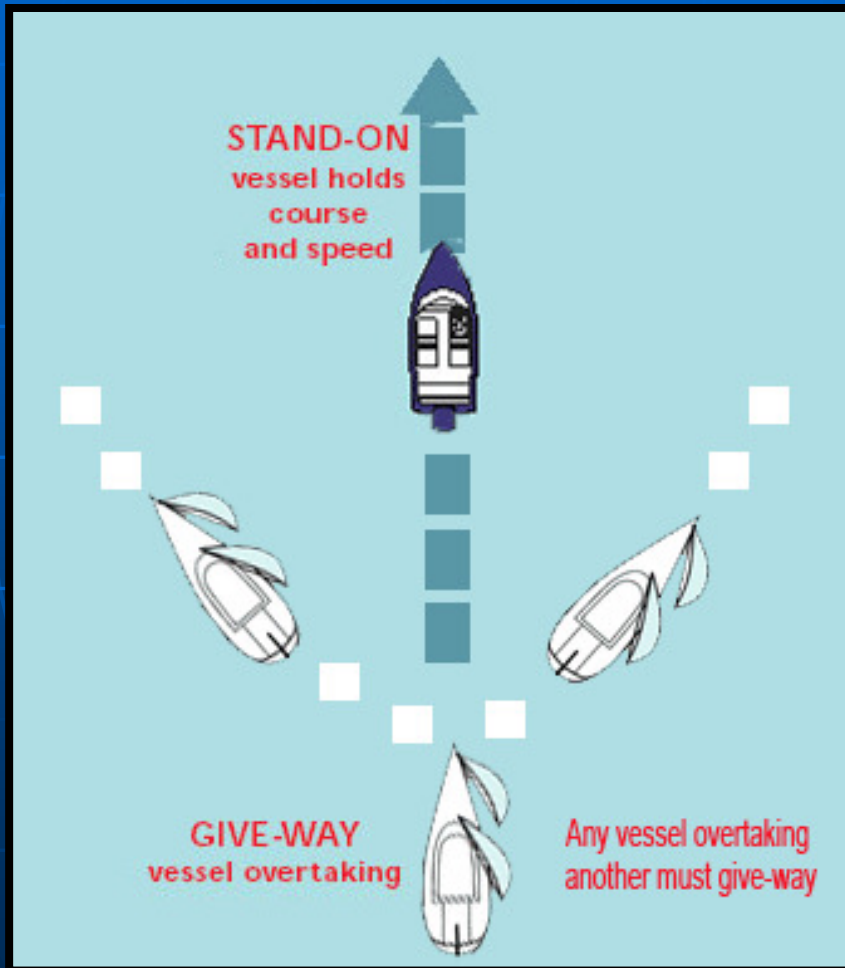
Every journey matters

COLREGS NSW Special Rule

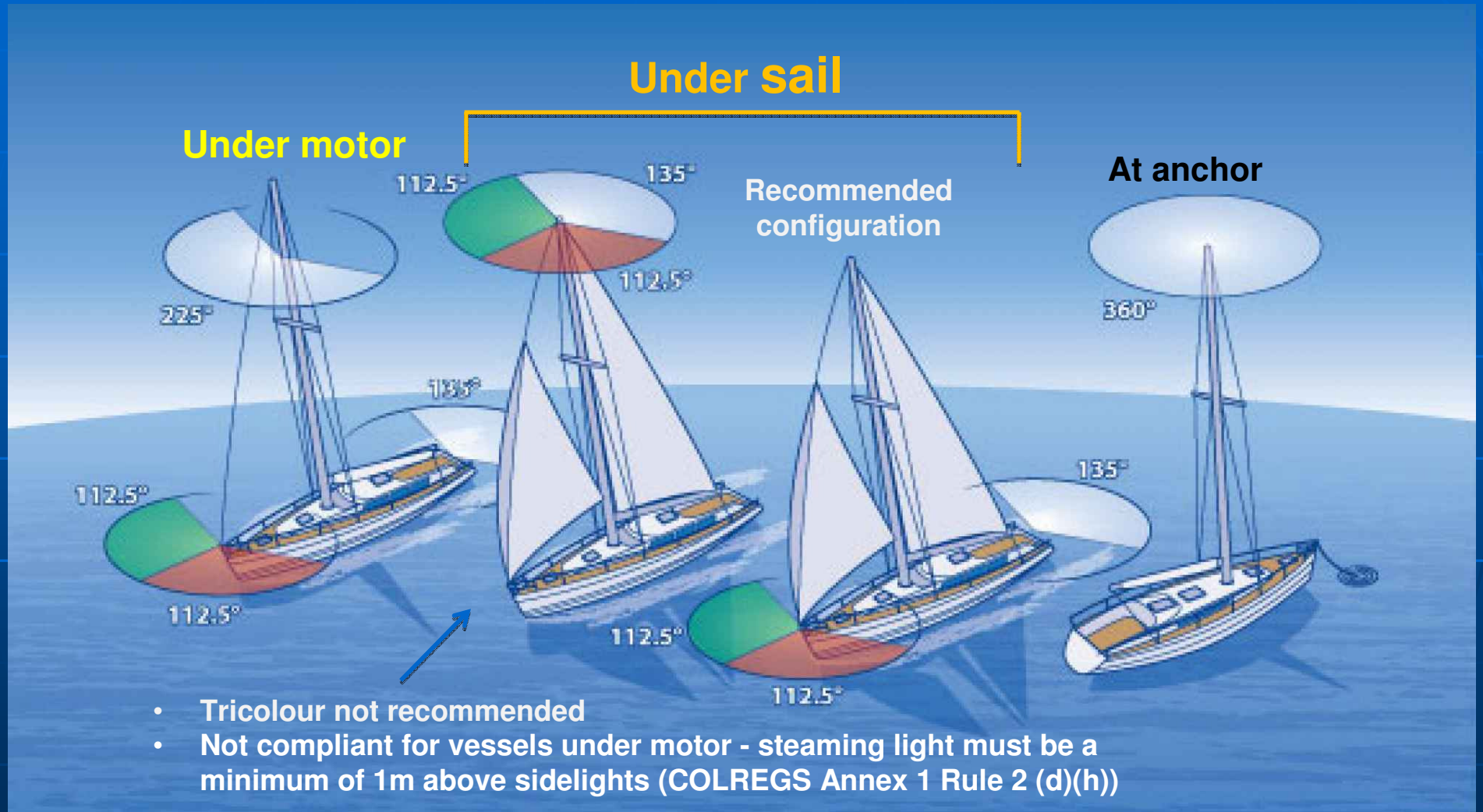
Orange Diamond - Priority over sail signal



COLREGS Rule 13 - Overtaking



Night Sailing



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

Condition 100

ADDITIONAL CONDITIONS SAILING EVENTS

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.



Leave to Port

And...don't navigate between moorings whilst racing...

Condition 100

ADDITIONAL CONDITIONS SAILING EVENTS

Ships & Ferries

All competitors **must** maintain a minimum distance of:

- **500m** from the bow of any seagoing ship
- **200m** from the bow of any ferry #
- No less than **30m** from the sides/stern of any ship or ferry underway.

and,

- Must not cross between the bow of a ship and an escort vessel.

Fines up to \$1500 apply.

Other designated seagoing commercial vessels such as the James Craig

DSQ & Possible Fine



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

For information about what to do when an accident occurs, go to this link:

<http://www.rms.nsw.gov.au/maritime/safety-rules/incidents-emergencies/incident-reporting.html>

Vessel Incident Report forms can be found here:

<http://www.rms.nsw.gov.au/documents/maritime/safety-rules/recreational-vessel-incident-report.pdf>

You are also obliged to notify the club. Please send a copy of the incident report to the GFS Safety Officer – Julian Todd (gfsafetyofficer@gmail.com)

Marine Safety (General) Regulation 2016 Changes

Safe Distance Off

1. All vessels must stay 60 metres from:
 - a) any persons in the water;
 - b) a dive flag on the surface of the water;or, if that is not possible, a safe distance and speed.
2. When under power, and travelling ≥ 6 kts, you must maintain a distance of ≥ 30 m from any other vessel (underway, anchored or moored), land, structures and other things,

or, if that is not possible, a safe distance and speed.

Marine Safety (General) Regulation 2016 Changes

Changes made to the wearing of Lifejackets



Marine Safety (General) Regulation 2016 Changes

Lifejacket law for your tender (less than 4.8m)

1. A lifejacket must be worn (by all persons on board) when:

- the vessel is being operated between sunset and sunrise (i.e. darkness),
- the vessel is being operated on open waters,
- the operator is alone (i.e. not accompanied on the vessel by another person ≥ 12 years of age).

2. Children < 12 years must wear a lifejacket at all times;

3. Lifejackets must be word according to manufacturer's specifications.































4. Lifejackets must be in good condition.

Inflatable Lifejackets Servicing

- Inflatable lifejackets must be serviced according to the manufacturers instructions and service records kept.
 1. Visual inspection of bladder;
 2. Visual inspection of gas cylinder;
 3. Weigh gas cylinder;
 4. Ensure firing pin is functioning;
 5. Manually inflate with mouth piece;
 6. Check expiry on self-inflate canister.



RMS Safety Requirements

ENCLOSED WATERS				OPEN WATERS			
Symbol	Item	Quantity	Check	Symbol	Item	Quantity	Check
	Lifejacket Level 50S or greater.	1 per person	<input type="checkbox"/>		Lifejacket Level 100 or greater. Note: The exception is when using PWC, canoes and kayaks, off-the-beach sailing vessels, sailboards and kiteboards.	1 per person	<input type="checkbox"/>
	Anchor and chain/line (to suit vessel size/weight and sea floor).	1	<input type="checkbox"/>		Anchor and chain/line (to suit vessel size/weight and sea floor).	1	<input type="checkbox"/>
	Bailer/bucket/fire bucket with lanyard.	1	<input type="checkbox"/>		Bailer/bucket/fire bucket with lanyard.	1	<input type="checkbox"/>
	Bilge pump(s) – Manual or power operated (vessel with covered bilge(s) or closed under-floor compartments other than airtight void spaces and must be capable of draining each compartment).	1*	<input type="checkbox"/>		Bilge pump(s) – Manual or power operated (vessel with covered bilge(s) or closed under-floor compartments other than airtight void spaces and must be capable of draining each compartment).	1*	<input type="checkbox"/>
	Fire extinguisher(s) (vessels with electric start, electric motors, battery, gas or fuel stoves).	1**	<input type="checkbox"/>		Compass (fluid filled magnetic).	1	<input type="checkbox"/>
	Paddles or oars and rowlocks (in vessels under 6m unless a second means of propulsion is fitted).	1	<input type="checkbox"/>		Distress flare (orange smoke hand-held, in date).	2	<input type="checkbox"/>
	Safety label (appropriate to vessel type).	1	<input type="checkbox"/>		Distress flare (red hand-held, in date).	2	<input type="checkbox"/>
	Sound signal (air horn/whistle/bell).	1	<input type="checkbox"/>		Fire extinguisher(s) (vessels with electric start, electric motors, battery, gas or fuel stoves).	1**	<input type="checkbox"/>
	Waterproof torch (floating and operational).	1	<input type="checkbox"/>		Map/chart for area of operation (paper or electronic).	1	<input type="checkbox"/>
* More than one bilge pump may be required. ** More than one fire extinguisher may need to be carried if potential sources of fire and the size of the vessel require it.					Paddles or oars and rowlocks (in vessels under 6m unless a second means of propulsion is fitted).	1	<input type="checkbox"/>
DON'T EXPIRE. Record the expiry date/s of your equipment where relevant					Safety label (appropriate to vessel type).	1	<input type="checkbox"/>
Symbol	Item	Expiry			Sound signal (air horn/whistle/bell).	1	<input type="checkbox"/>
	Inflatable lifejacket	Month	Year		V sheet (dimensions 1.8m x 1.2m minimum).	1	<input type="checkbox"/>
	Distress flare (orange smoke hand-held).				Water (suitable for drinking).	2L per person	<input type="checkbox"/>
	Distress flare (red hand-held).				Waterproof torch (floating and operational).	1	<input type="checkbox"/>
	Emergency Position Indicating Radio Beacon (EPIRB).			ADDITIONAL EQUIPMENT for OPEN WATERS required if two nautical miles or more offshore			
					Emergency Position Indicating Radio Beacon (EPIRB) – 406MHz. Must be in date (according to the manufacturers expiry date) and properly registered with AMSA.	1	<input type="checkbox"/>
					Marine radio	1	<input type="checkbox"/>

Flare Disposal

Attend designated drop off locations and times

Location	Date	Time
Bayview Boat Ramp, Pittwater	Thurs 19 Jan 2017	8am – 11am 2pm – 5pm
Putney Boat Ramp	Tues 24 Jan 2017	6:30am – 10am
Drummoyne Boat Ramp	Wed 25 Jan 2017	6:30am – 10am
Tunks Park Boat Ramp	Thurs 26 Jan 2017	6:30am – 10am
Davidson Park Boat Ramp	Sat 28 Jan 2017	6:30am – 10am



Full schedule:

<http://www.rms.nsw.gov.au/maritime/safety-rules/safety-equipment/flare-disposal.html>

GFS Website

www.gfs.org.au

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

Humbug will keep you informed and entertained throughout the season.

2016 – 2017 Season

- Good luck in the GFS Series in which you compete
- Medical Safety Presentation - Monday 24th October - 6-9pm
- GFS Cruising / Raft-up
Echo Point - Thurs 29th / Friday 30th December 2016
Deep water, restaurant / café / BBQs, easy access for non-sailors
- Regularly go to the GFS website
- Be mindful of the safety of your crew and of other competitors at all times.
- We are not playing for sheep stations – enjoy sailing 😊