

GFS Information Evening

2017 – 2018 Sailing Season

27th September 2017

Agenda

Welcome to GFS

Pam Joy, Vice-Commodore GFS

Sailing Instructions

Phil Hare, Sailing Secretary

Twilight Racing

Andrew Limmer, Twilight Captain

Handicaps

Harvey Porter, Handicapper

Safety / Equipment Audits

Julian Todd, Safety Officer

NSW Water Police

Senior Constable Michael Milross

Wrap-up and Questions

Risk

Sailing is a sport which involves considerable risk.

Your 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”.**

Safety 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 owners are responsible to ensure that in every GFS organised race, their vessel meets the RMS and Sailing Australia Category 7 (or better) requirements, that their equipment is in good working order and their liability insurance is valid.

Competitors should be aware of the predicted weather conditions expected during racing.

The club does not monitor radio frequencies during races.

Indemnity and Insurance

All those taking part in any Club events do so at their own risk and responsibility.

Participants are advised that although the Club is covered by third party liability insurance, this cover **DOES NOT** extend to participants.

Each vessel must have Third Party Personal Liability insurance cover of not less than ten million dollars for each separate incident. All owners are to ensure their vessel's insurance fulfils this requirement whilst under racing conditions.

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.

Master's and Owner's Responsibility

- The safety of the boat and her crew is the sole and, inescapable responsibility of the Master & Owner, who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by experienced crew who have undergone appropriate training and, are physically fit to face bad weather.
- Neither the use nor application of the Special Regulations, nor an audit, in any way diminishes the complete and unlimited responsibility of the owner or owner's representative.
- It is the Master & Owner's responsibility to ensure that all crew know the location of equipment on the boat, and how to use or deploy the equipment, for example how to use flares, wear and use PFDs, set storm sails, and know how to conduct man overboard recoveries. Crew training is part of the process of achieving safe sailing.
- All equipment for all crew necessary to comply with the Special Regulations category of event, as notified in the Sailing Instructions or Notice of Race, shall be maintained on the boat for the event at all times.

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 (2017 – 2020).
- Read, follow and refer to the current GFS Sailing Instructions.
- Please ensure your boat passes and maintains its Safety Equipment obligations in every GFS event.
(A Sailing Australia, Aquatic License, RMS, Colregs and GFS requirement)

Responsibilities of Skippers (cont'd)

- Report any incident occurring during racing (to RMS and GFS).
- Know how to submit and avoid protests.
- Know your responsibilities regarding commercial vessels – Col Regs.
- Know your responsibilities regarding lifejackets.
- **Please Remember**
Not Financial : No Equipment Audit : No Insurance = No Points

Emergency Plans

- It is a GFS condition of racing that every yacht should have a completed (hardcopy ie NOT electronic copy) of the GFS Safety Card in their cockpit whilst racing.
- Emergency numbers and places to drop off injured parties should be included. Access to Bay Street is difficult.
- Each yacht should have an emergency plan in place in case of a serious accident.
- Your crew should know how to use the Life Saving Equipment (particularly PFDs) and where safety equipment is stowed on your boat. Attention is drawn to SA Special Regulations Appendix B and the need to practice man overboard procedures with your crew regularly.

As a minimum, your crew should know the location / operation of the following: Life-jackets; First Aid Kit; GFS Safety Card; Fire Extinguisher(s); Flashlight; Signaling Device; the VHF Radio; the Fuel Shut-off Valve & Fire Blanket.

GFS Emergency Safety Card

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

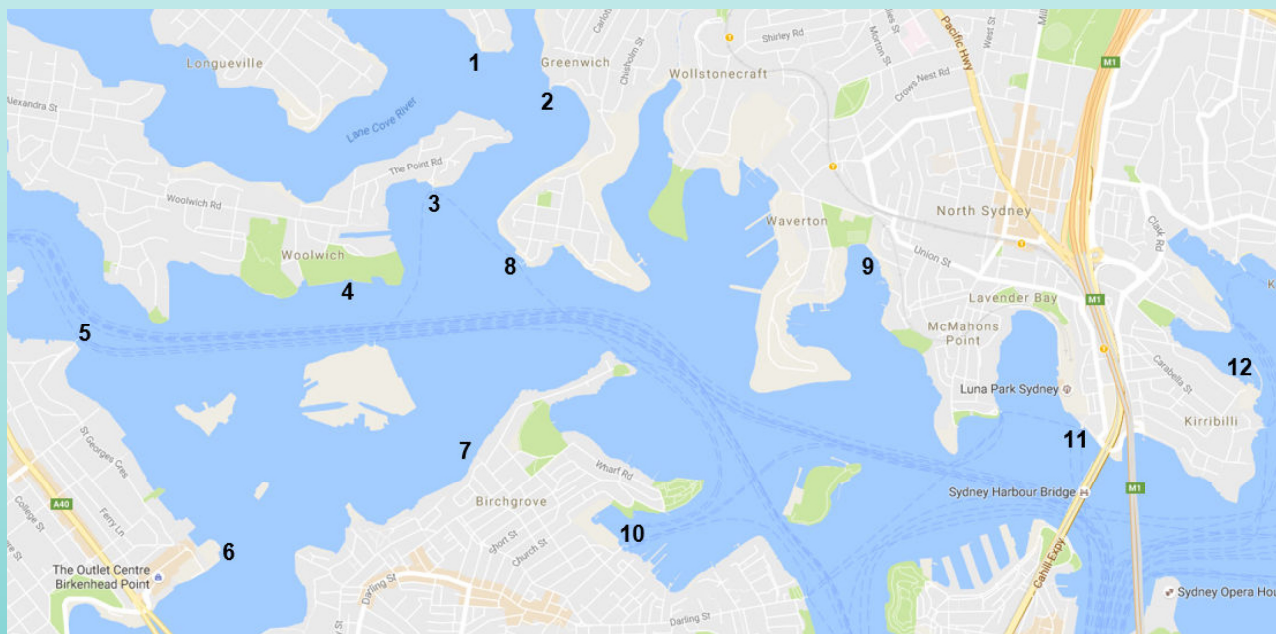
Hull Colour _____ Length _____ Displacement (tonnes) _____ RMS Registration No. _____

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

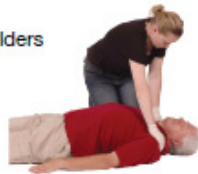
Check for response—ask name—squeeze shoulders

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 NUMBER OR LETTER ON THE CHART.

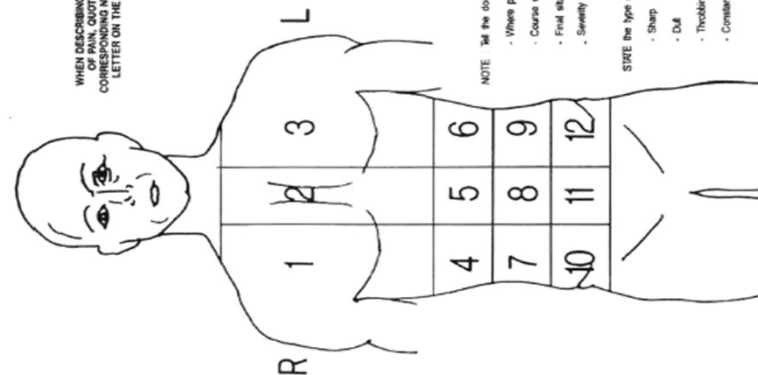


Chart by courtesy of the Royal Flying Doctor Service of Australia

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

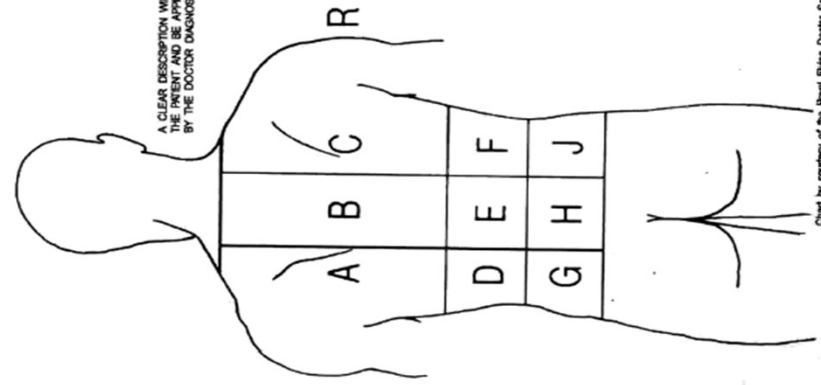


Chart by courtesy of the Royal Flying Doctor Service of Australia

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?

GFS is very fortunate to now have 18 Volunteer Safety Equipment Auditors



Andrew Richardson			Bill McLaughlin
Brian Carrick	David Edmiston	Geoff Lucas	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

Safety – new Equipment Audit Form

- New Equipment Audit Form comprises a coversheet and standard SA Equipment Audit Form – both must be signed and completed.
- Yachts **will not** be allowed to compete without a current equipment audit form signed by an accredited equipment auditor, which must be lodged with the Club before the yacht's entry will be accepted.
- Owners are responsible to ensure that all equipment is kept up to date and in good condition throughout the season. Please note that there may have been changes to the Special Regulations for this season.
- Note that the Category 7 Equipment requirements are only a minimum set of safety requirements.

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.
- Changes are made each season and they should be carefully understood before racing.
- Yachts should be aware that Race Committee vessels are NOT rescue boats.
- The responsibility for rescue during a race of keelboats lies with the other competitors.

Twilight Start Box



Racing Rules



(updated) Racing Rules of Sailing 2017 – 2020

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

[http://www.sailing.org/tools/documents/WorldSailingRRS20172020-\[20946\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020-[20946].pdf)

Take time to become familiar with the revised racing rules

RRS Part 2 Rules are fundamental to racing

At GFS particular understanding of RRS 19 and 20 are required

It is your responsibility to be aware of any changes to the rules

RRS PART 1 FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use. Each competitor is individually responsible for wearing a flotation device adequate for the conditions.

RRS PART 2 When Boats Meet

Section A – 2017-2020

RIGHT OF WAY

10 ON OPPOSITE TACKS

Port tack keeps clear of starboard tack

11 ON THE SAME TACK, OVERLAPPED

Windward boat keeps clear

12 ON THE SAME TACK, NOT OVERLAPPED

Boat clear astern shall keep clear of boat clear ahead

13 WHILE TACKING

After a boat passes head to wind, she shall keep clear of other boats until she is on a close hauled course.

Rules 10, 11 & 12 DO NOT APPLY

RRS PART 2 When Boats Meet

Important definitions

Keep Clear

A boat keeps clear of a right of way boat

- a) If the right of way boat can sail her course with no need to take avoiding action and,
- b) When boats are overlapped, if the right of way boat can also change course in both directions without immediately making contact

Remember the phrase “room, time and opportunity”

Obstruction

...a boat racing is not an obstruction to other boats unless they are required to keep clear ... a vessel under way, including a boat racing, is never a continuing obstruction.

RRS PART 2 When Boats Meet

Section C 2017-2020

19 ROOM TO PASS AN OBSTRUCTION

...at a continuing obstruction, rule 19 always applies and rule 18 does not...

19.2 (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*. While the boats remain *overlapped*, she shall *keep clear* and...

rules 10 (port / starboard) and 11 (windward boat keeps clear)

DO NOT APPLY.

Rule 19....scenario

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

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

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

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

“Red and Blue have become overlapped AFTER Blue 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 Blue 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 Blue.
- As Red proceeds between the boats, Red does not acquire *room* rights over Green”

Go there at your peril !!

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 Committee

- Chair – Mike Murphy
- Panelists
 - Alan Bull (Tana)
 - Graeme Davey (GWhizz)
 - Ian Smith (Streetfighter)
 - Julian Todd (Mind/Matter)
 - Kristian Romuld (Seascape)
 - Paul Hanly (Paca)
 - Paul Stubbs (Irukandji)
 - Steve Bradley (Meridian)
 - Tony Clark (Old Mother)

...remember everyone is a volunteer...this is not an exclusive team...contemplate joining...it will absolutely sharpen your racing knowledge and skills ☺

Your Obligations

GFS Aquatic Licence

ColRegs

GFS Aquatic License Obligations

Maritime Safety Regulation 2016

Details the joint **GFS and Master/Owner Obligations** when conducting a Sailing Event. The good news - this presentation summarises its key requirements. (http://gfs.org.au/wp-content/uploads/2017/08/SENS-Pages-from-Gazette_28_July_2017.pdf).

Note a major element comprises the **GFS Risk Management Plan**. (<http://gfs.org.au/wp-content/uploads/2015/09/GFS-RM-plan-Aug-2015.pdf>)

This plan details risk mitigation conducted by the club volunteers including

- The “30kt rule”
- Course Setting, Sailing Instructions
- Allowance for shipping movements
- Location of marks
- GFS Safety both on and off the water – including this briefing

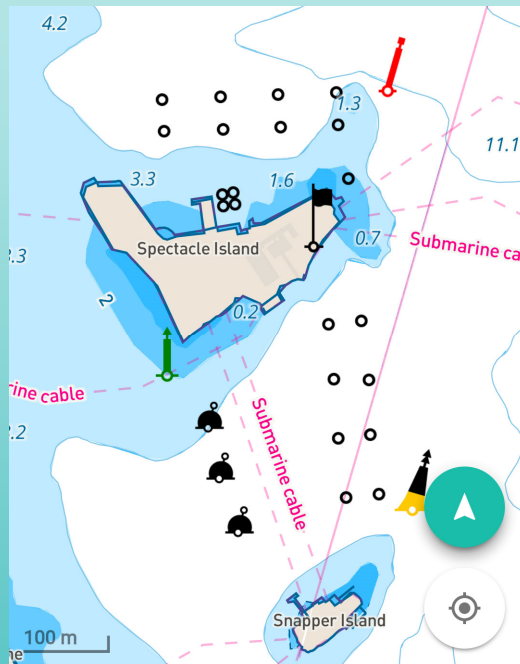
Please familiarise yourself with both documents.

Remember these Safe Water Marks

Bradleys Head Safe Water Mark.

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

Leave to Port



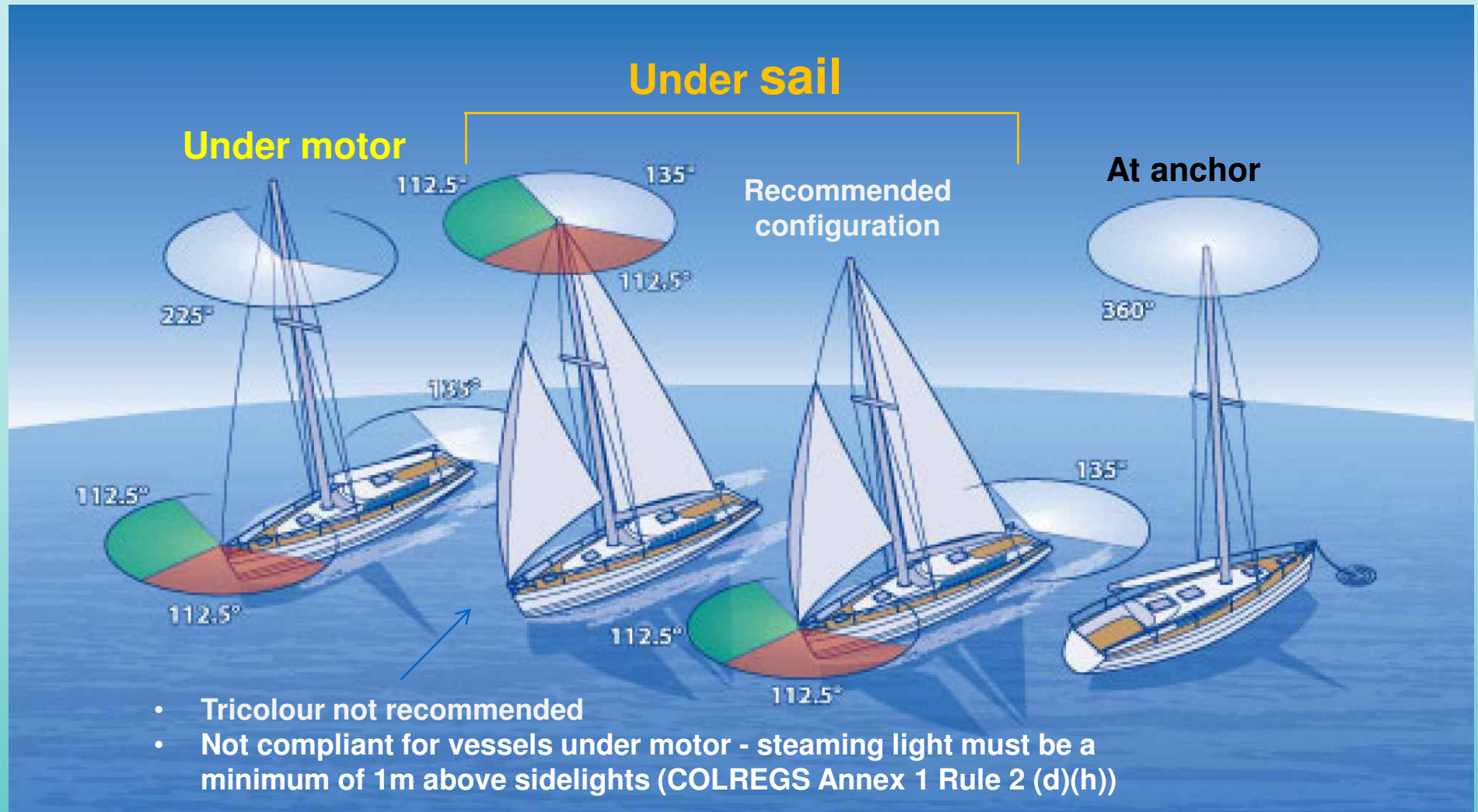
Remember

Don't navigate between moorings whilst racing.

Please note these prohibited racing areas:

- The area between the (red) North-Eastern Beacon Buoy and Spectacle Island
- The area between the Goat Island and the (red) North-Eastern Port Steel Buoy
- Blue Police buoys are considered to be private moorings

Night Sailing



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

Marine Area Command NSW Water Police

- What is the Marine Area Command?
- What do we do?
- Safety Equipment on NSW Water Police vessels
- Who does what? NSW Water Police vs RMS (NSW Maritime) vs Marine Coastguard
- What protocol should one follow in an emergency?

COLREGS NSW Special Rule

Orange Diamond - Priority over sail signal



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 \$1,500 apply.

Other designated seagoing commercial vessels such as the James Craig

Marine Safety (General) Regulation

Safe Distance Off

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.

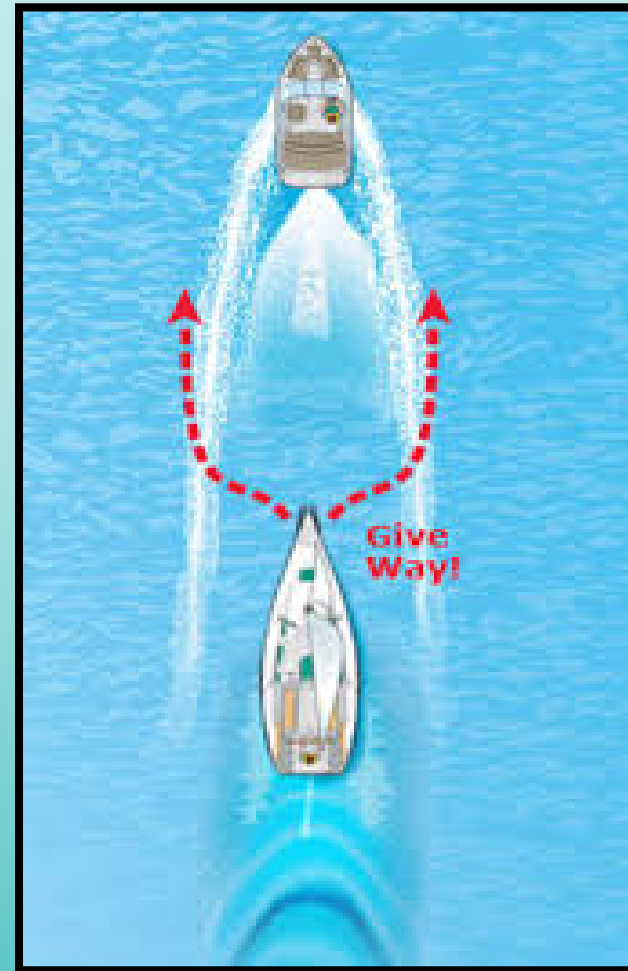
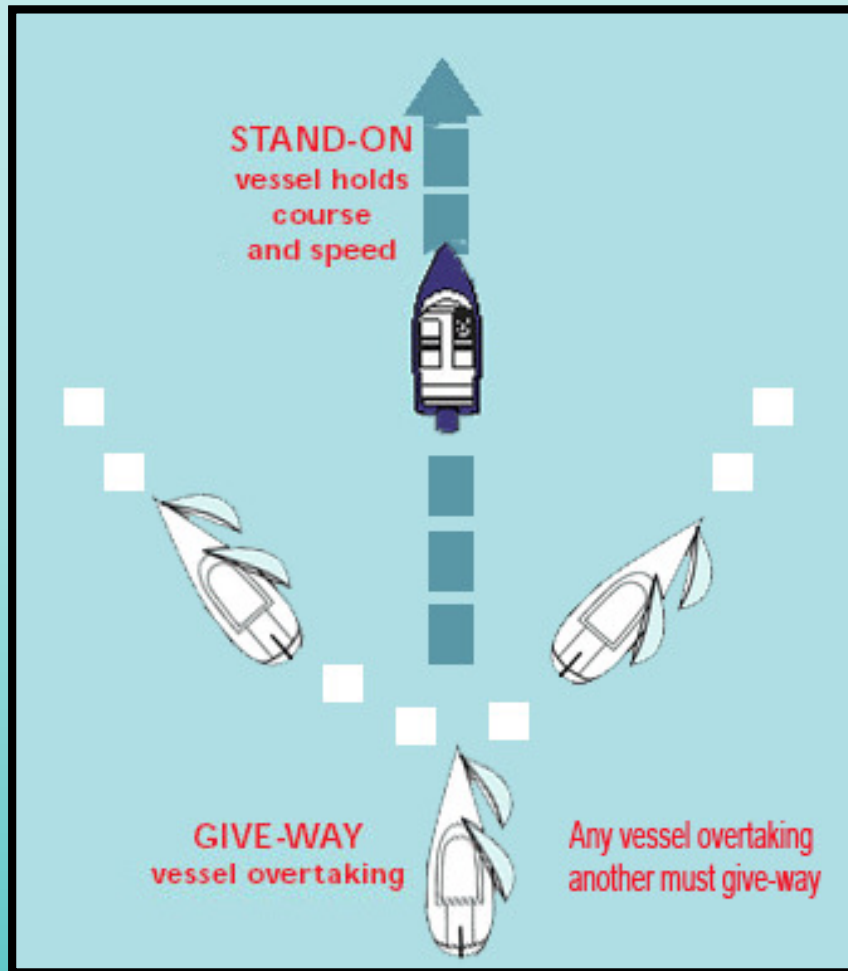
When under power and travelling ≥ 6 kts, you must maintain a distance of ≥ 30 m from any other vessel (underway, anchored or moored), land, structures and other things,
or, if that is not possible, a safe distance and speed.

COLREGS applies to Vessels not racing

































COLREGs **NOT** the Racing Rules of Sailing apply if there is risk of collision between a participant in a GFS Sailing Event and a passing non-participant vessel....

COLREGS Rule 13 - Overtaking



RMS Safety Requirements

ENCLOSED WATERS			
Symbol	Item	Quantity	Check
	Lifejacket Level 50S or greater.	1 per person	<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"/>
	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"/>
	Paddles or oars and rowlocks (in vessels under 6m unless a second means of propulsion is fitted).	1	<input type="checkbox"/>
	Safety label (appropriate to vessel type).	1	<input type="checkbox"/>
	Sound signal (air horn/whistle/bell).	1	<input type="checkbox"/>
	Waterproof torch (floating and operational).	1	<input type="checkbox"/>
<p>* 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.</p>			
DON'T EXPIRE. Record the expiry date/s of your equipment where relevant			
Symbol	Item	Expiry	
		Month	Year
	Inflatable lifejacket		
	Distress flare (orange smoke hand-held).		
	Distress flare (red hand-held).		
	Emergency Position Indicating Radio Beacon (EPIRB).		

OPEN WATERS			
Symbol	Item	Quantity	Check
	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"/>
	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"/>
	Compass (fluid filled magnetic).	1	<input type="checkbox"/>
	Distress flare (orange smoke hand-held, in date).	2	<input type="checkbox"/>
	Distress flare (red hand-held, in date).	2	<input type="checkbox"/>
	Fire extinguisher(s) (vessels with electric start, electric motors, battery, gas or fuel stoves).	1**	<input type="checkbox"/>
	Map/chart for area of operation (paper or electronic).	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"/>
	Safety label (appropriate to vessel type).	1	<input type="checkbox"/>
	Sound signal (air horn/whistle/bell).	1	<input type="checkbox"/>
	V sheet (dimensions 1.8m x 1.2m minimum).	1	<input type="checkbox"/>
	Water (suitable for drinking).	2L per person	<input type="checkbox"/>
	Waterproof torch (floating and operational).	1	<input type="checkbox"/>
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"/>

Marine Safety (General) Regulation

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 worn according to manufacturer's specifications.

4. Lifejackets must be in good condition.

Lifejackets (continued)

Lifejacket Application and Performance Levels

50 N – Minimum Cat 5-7 requirement

- Swimmers only, sheltered waters, help at hand, limited protection against drowning

100 N

- Sheltered water, light clothing

150 N – Minimum Cat 1- 4

- Offshore, foul weather clothing

275 N

- Offshore extreme conditions, special protective clothing and heavy equipment

Inflatable Lifejackets Servicing

Inflatable lifejackets must be serviced either by an accredited organisation or, if you choose to do this yourself, according to the manufacturers instructions. You must keep the service records.

- ✓ Visual inspection of bladder;
- ✓ Visual inspection of gas cylinder;
- ✓ Weigh gas cylinder;
- ✓ Ensure firing pin is functioning;
- ✓ Manually inflate with mouth piece;
- ✓ Check expiry on self-inflate canister.

NB - update your service record card in your lifejacket. NSW Water Police / RMS will ask for this detail.



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 yacht).

Vessel Incident Report Forms

- GFS is required to report all incidents that involve a fatality, serious injury and/or significant damage to the nearest NSW Water Police or NSW Police Station immediately, and to report the incident to Roads and Maritime in writing within 48 hours. 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)

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.

2017 – 2018 Season

- Good luck in the GFS Series within which you compete
- Regularly go to the GFS website
- Be mindful of the safety of your crew and of other competitors at all times.
- Be safe, be competitive but enjoy sailing by the rules