

# GREENWICH FLYING SQUADRON



## GFS Skippers Briefing

**2018 – 2019  
Sailing Season**

**26<sup>th</sup> September  
2018**

# Agenda

**Welcome to GFS**

John Veale, Vice Commodore GFS

Sailing Instructions

Phil Hare, Sailing Secretary

**Twilight Racing**

Nick Murphy, Twilight Captain

**Handicaps**

Harvey Porter, Handicapper

**Safety / Equipment Audits**

Julian Todd, Safety Officer

**Wrap-up and Questions**

# Lane Cove 12ft Skiff Club Recent Fire

## Implications for GFS

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- Club house security
- Insurance
- Trophies
- Storage





# GFS Mega Raffle Weekend in Hobart

## Enjoy the Australian Wooden Boat Festival

(Prize donated by a very generous anonymous club member)

- 2 nights accommodation 8<sup>th</sup>/9<sup>th</sup> Feb 2019
- Staying at Hobart's MACq 01 Hotel on the waterfront
- Superior Hunter Room
- Return Airfares for 2 (up to \$1,000 value)

Tickets just \$10 each

Draw: Wednesday 12<sup>th</sup> December  
at the GFS



# GREENWICH FLYING SQUADRON



## GFS Sailing Instructions

2018 – 2019  
Sailing Season

# 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.
- **GFS does monitor VHF 72, however clubhouse reception is poor.**



# 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](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**

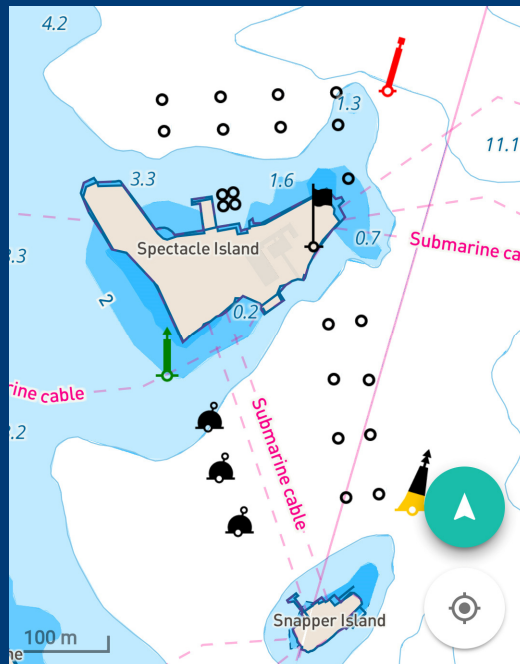


**Remember**

**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





# GREENWICH FLYING SQUADRON



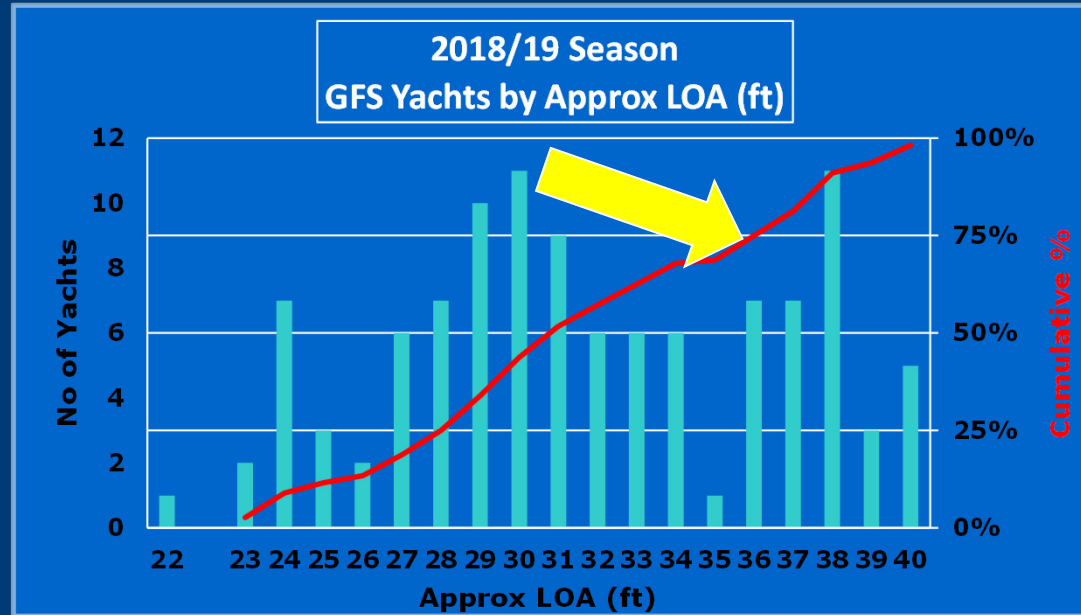
## GFS Twilight Racing

2018 – 2019  
Sailing Season

# Twilighters – don't forget the following

- 30+kts – Sydney Heads – check the GFS website for abandonment
- Finishing After Sunset
  - Carry a working torch
  - Shine the torch on the sail number
  - **Navigation lights** – both yachts **AND** dinghies
  - Call the Start Desk on radio channel 72 to confirm you have finished
  - If you do not finish, call the Start Desk on radio channel 72 so they are not stuck there waiting till 8:15pm
- Duty roster
  - Look ahead and put your date in your calendar
  - If you cannot attend, it is your responsibility to swap your date with another crew one week in advance
  - Please advise the Twilight Captain of any changes between crews

# Challenges at the GFS pontoon...



- **25%** of GFS Yachts are now **36ft or longer.....**
- includes 11 x 38 footers !!
- Last season – 82 yachts participated in GFS Twilights
- Stepping onto the pontoon - accidents occurred last season

***....be careful and patient around the pontoon...***



# GREENWICH FLYING SQUADRON



## GFS Handicaps

2018 – 2019  
Sailing Season

# Handicapping / Course Changes

- Only 59 yachts to date have been entered into GFS Events for the upcoming (viz-a-viz 94 financial racing skippers)
- Twilight Divisions have not yet been finalised
- And there have been some small course changes (last year's course sheet will fail you when racing !)

# Twilight Start Box





# GREENWICH FLYING SQUADRON



**GFS**  
**Safety**

**2018 – 2019**  
**Sailing Season**

# Risk

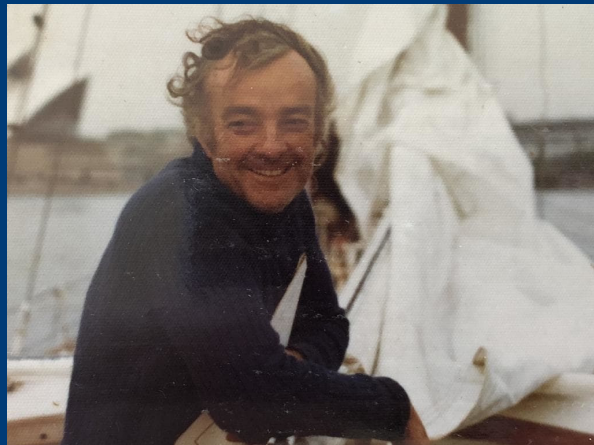
Sailing is a sport which involves considerable risk.

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”.**

# Risk...

Southern Ocean March 2018  
Gybe. Knocked overboard  
John Fisher. Lost at sea. Volvo Ocean Race



...much closer to home...

Hunters Hill July 2018

“Ron Burton believed he was on his way to board his yacht – 1pm on a Friday afternoon. Reports suggested that his dinghy became inundated with water before he could reach the shore.

Reportedly wearing a life jacket and was in the water for 30 minutes.” Drowned.

Off Wanda Beach Sept 2018

Terry Annesley (72) and crew on 29 footer

Left Greenwell Point (Shoalhaven) yesterday bound for Qld  
11.13pm 34 knots S (max); 5am - gusts up to 29 knots, SSW  
5am, yacht capsizes. Crew makes it ashore, Terry drowns.





# 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.

# 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)

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

# Emergency Plans (continued)

## MAJOR INCIDENTS

- Check for any dangers to yourself and your crew before attending to an injured person.
- Assess the situation fully before taking action.
- Try to remain calm.
  
- Immediately call emergency services if :
  - The incident involves potential loss of life or serious injury.
  - A vessel is disabled or damaged to the extent that people are at risk.
  - You are having difficulty retrieving a man overboard.
  
- Always stand-by a vessel in need of assistance until they have confirmed your assistance is no longer required.



# GFS Emergency Safety Card

Boat Name / Design \_\_\_\_\_ Sail Number \_\_\_\_\_ Owner/Skipper \_\_\_\_\_

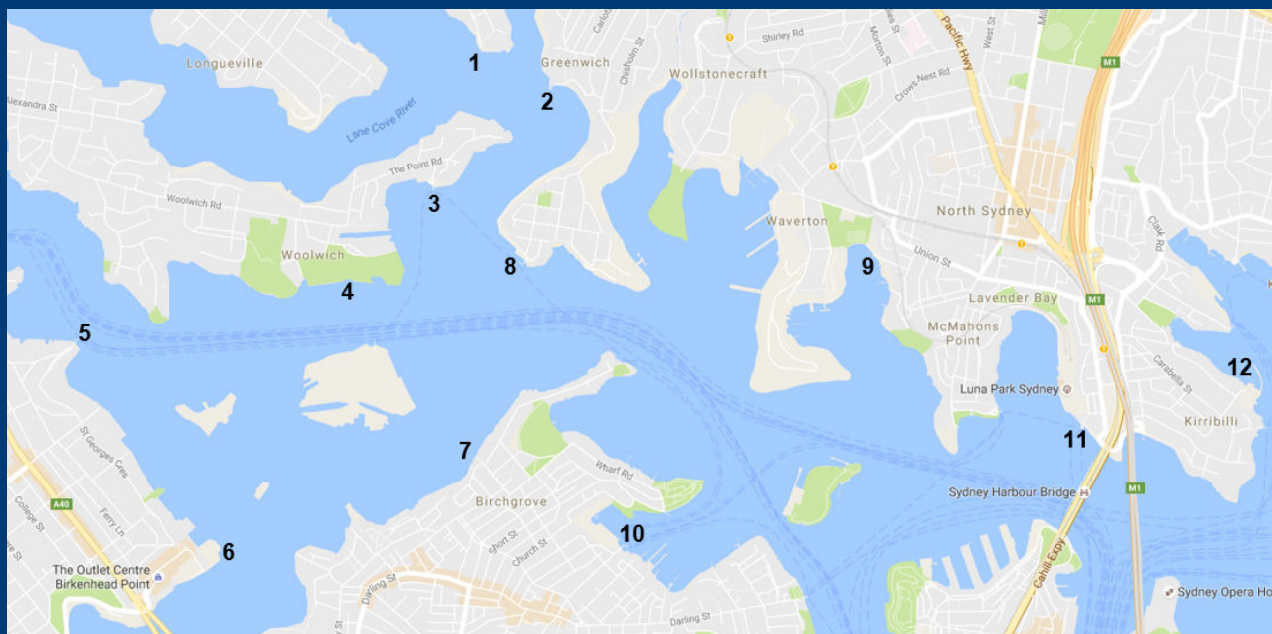
Hull Colour \_\_\_\_\_ Length \_\_\_\_\_ Displacement (tonnes) \_\_\_\_\_ RMS Registration No. \_\_\_\_\_

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 – in order of priority**

- |   |  |
|---|--|
| 1. <b>Emergency Services VHF Ch16</b>                 | 4. <b>North Sydney Police</b> (02) 9956 3199           |
| 2. <b>Water Police (Balmain)</b> (02) 9320 7499       | 5. <b>GFS Race Control VHF Ch 72</b> or (02) 9436 1901 |
| 3. <b>Marine Rescue Middle Harbour</b> (02) 9969 3270 | 6. <b>Emergency Services 000</b>                       |
| Royal North Shore Hospital (02) 9926 7111             |  |

# 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

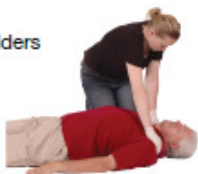
**Check for response**—ask name—squeeze shoulders

**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.

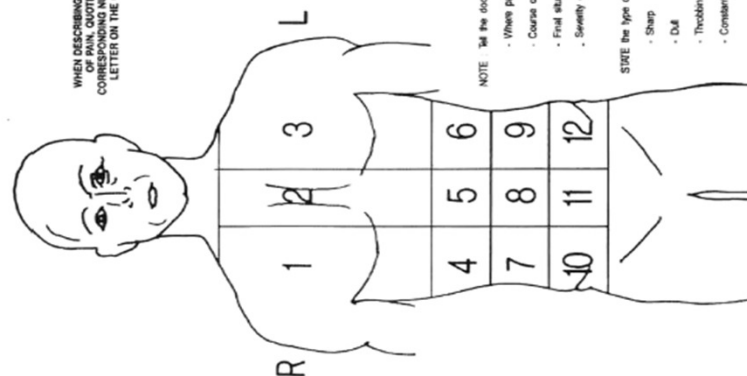


Chart by courtesy of the Royal Flying Doctor Service of Australia

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

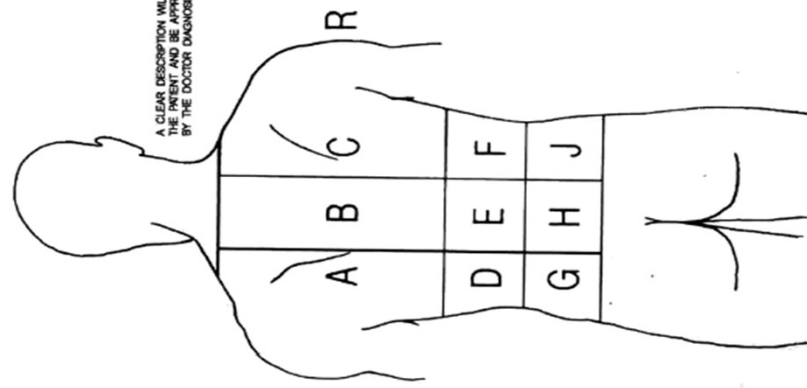


Chart by courtesy of the Royal Flying Doctor Service of Australia

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?

# Safety – Equipment Audit Form

- GFS Equipment Audit Form comprises a coversheet **and** standard SA Equipment Audit Form – **both** must be signed and completed.
- Additions to Audit Form - 2018/2019 Season
  - Demonstrate MOB Retrieval system (mandatory 2019/2020)
  - Include Emergency Thermal Blanket in First Aid Kit
- 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.



# Why the increased focus on Man Overboard?

- International safety guidelines state that every vessel must be able to carry out man-overboard rescue
- Invictus Games MOB – Sydney to Hobart
- Volvo Ocean Race – 2 MOB including one lost at sea
- GFS      Sirocco – 10<sup>th</sup> January 2018  
Disco Trooper  
even Sweeney-Todd...!  
and no doubt many more...
- Elsewhere...  
▪ RPAYC    Conducting pre-season MOB courses

# GFS Twilight MOB incident

- Warm January evening, light breeze, big wind-shifts, 4 crew on-board
- Accidental downwind gybe, crew member hit by the boom
- He canons into the head of adjacent crewman who falls overboard
- Third crew member jumps overboard to help man in the water
- Only skipper & 1 injured crewman left on-board...in <10 seconds ...
- Different vessel picked up the overboard crew – cold, in shock, tired..



# More about the Sirocco MOB incident

- G-Whizz effected the retrieval
- **What can we learn ???**
- Don't loose sight of the person overboard. One crew member should be dedicated to pointing to the person in the water.
- Get into a position where the boat will drift onto the person, or the complete opposite let the crew drift towards the boat.
- Be Prop Aware!
- Make sure your safety gear is readily accessible.
- Retrieval can be extremely difficult even with a fit victim, they will probably be exhausted and also in a degree of shock, they will not have the strength to get themselves on board.





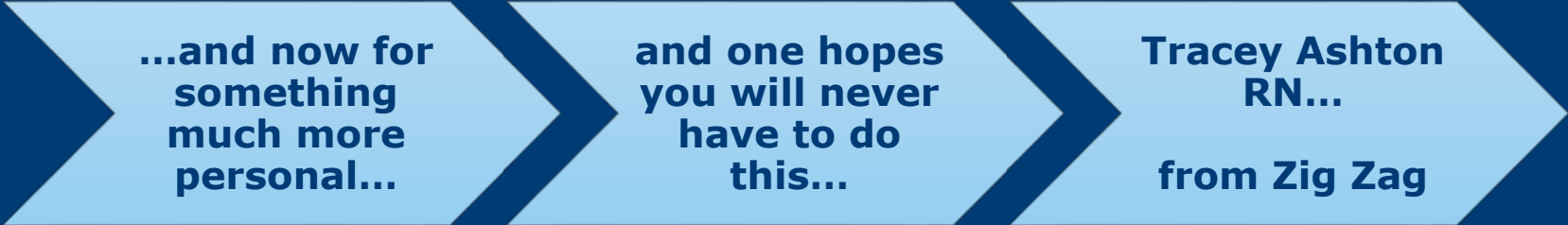
# GFS is very fortunate to now have 20 Volunteer Safety Equipment Auditors

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

# There is only one remaining Equipment Safety Audit day remaining

- Audits have been completed on
  - Saturday 18<sup>th</sup> August,
  - Saturday 15<sup>th</sup> September, and
  - Sunday 23<sup>rd</sup> September
- YTD we have **94** financial paid up racing yachts
- To date only **40** skippers have completed the Topyacht Event Entry and Category 7 process
- ie there are **54** still outstanding...

***One last chance – next Wednesday 3<sup>rd</sup> October.***



**...and now for  
something  
much more  
personal...**

**and one hopes  
you will never  
have to do  
this...**

**Tracey Ashton  
RN...  
from Zig Zag**

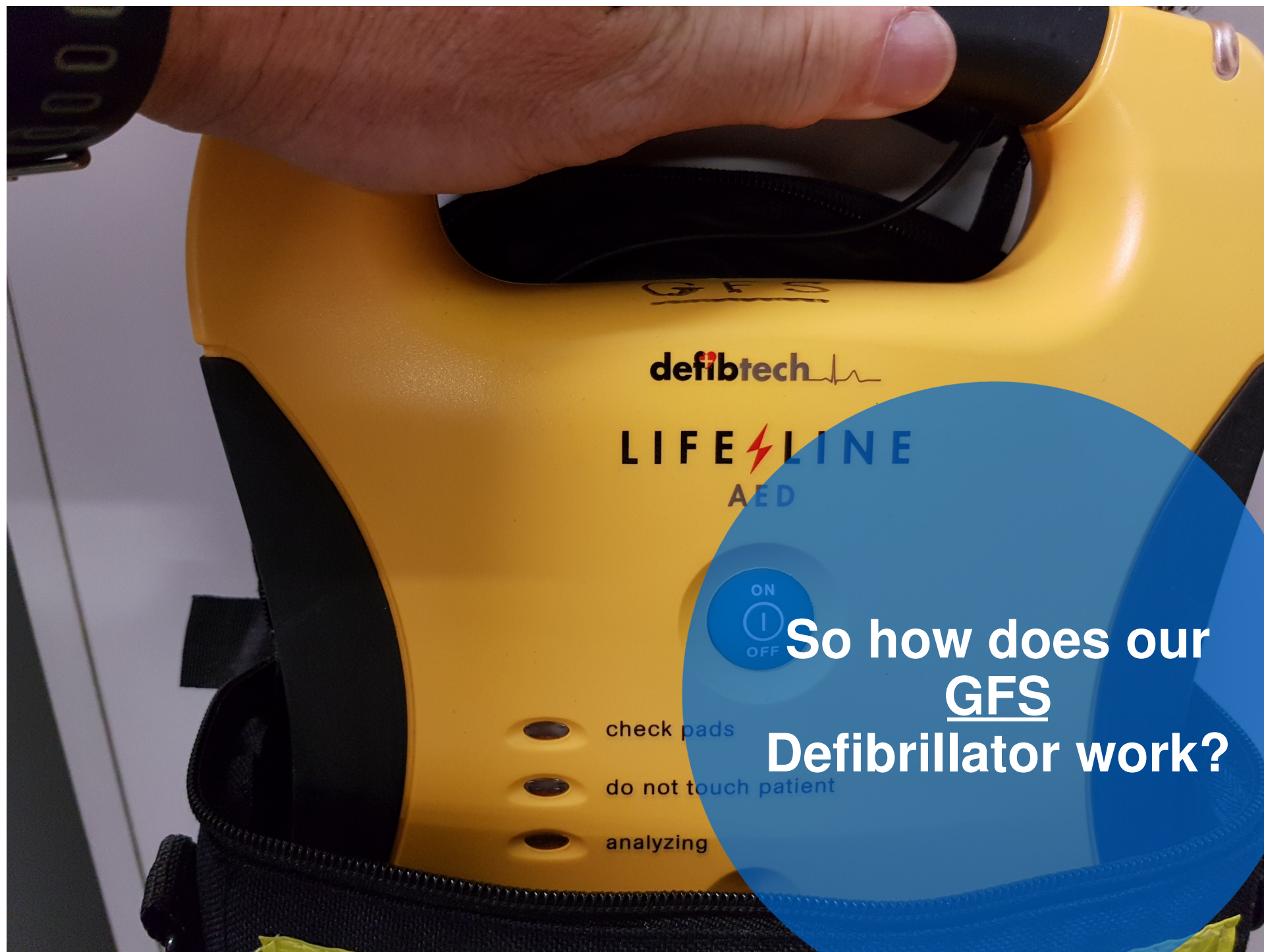
# ...recognising a heart attack...



<https://www.heartfoundation.org.au/your-heart/heart-attack-symptoms>

Reproduced with permission *Will you recognise your heart attack? Warning signs of heart attack action plan* © 2017 National Heart Foundation of Australia.





defibtech

LIFE LINE  
AED



So how does our  
GFS  
Defibrillator work?

check pads

do not touch patient

analyzing



# GREENWICH FLYING SQUADRON



## GFS Racing Rules

2018 – 2019  
Sailing Season

# 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

## Changes to the 2017-2020 rules

### **Rule 20.1: Hailing for Room to Tack**

*A boat may hail for room to tack and avoid a boat on the same tack.*

*However, she shall not hail unless:*

- (a) she is approaching an obstruction and will soon need to make a substantial course change to avoid it safely, and*
- (b) she is sailing close hauled or above.*

*In addition, she shall not hail if the obstruction is a mark and a boat that is fetching it would be required to change course as a result.*

### **Rule 22.3: Limits Crabbing**

*A boat moving astern, or sideways to windward, through the water by backing a sail shall keep clear of one that is not.*

# This scenario happens all too often in Humbug...

- If there is little or no wind, lots of current...
- Port tackers drifts onto starboard tack boats and calls for room...and says "what can I do? !!!"
- The answer (for the yacht on port tack):
  - Plan ahead, judge the cross, you must attempt not to have a collision
  - Remember you are obliged to give the other yacht room, time and opportunity...



# 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**

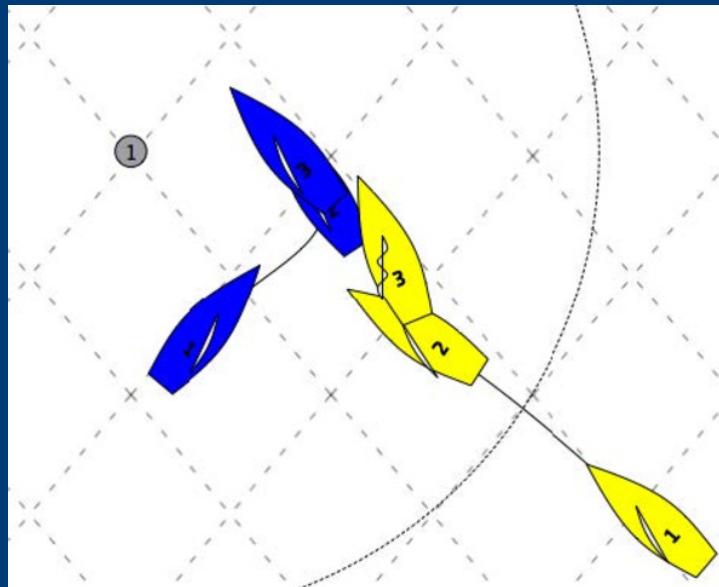
# RRS PART 2 When Boats Meet

## Changes to the 2017-2020 rules

### Rule 18.3: Tacking in the Zone

*If a boat in the zone of a mark to be left to port passes head to wind from port to starboard tack and is then fetching the mark, **she shall not cause a boat that has been on starboard tack since entering the zone to sail above close hauled** to avoid contact, and she shall give mark-room if that boat becomes overlapped inside her.*

*When this rule applies between boats, Rule 18.2 does not apply between them.*



The new rule applies only at a mark to be left to port, and it applies only between a boat that has been on starboard tack since entering the zone and another boat that tacks from port tack to starboard in the zone and is then fetching the mark.

(For more info go to : UK Sailmakers <https://www.youtube.com/watch?v=ZITIXzJG57Y&t=333s>)

# RRS PART 2 When Boats Meet

## Changes to the 2017-2020 rules

**And for the sake of completeness...**

### **18.2 Giving Mark-Room**

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.
- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
- (c) When a boat is required to give *mark-room* by rule 18.2(b),
  - (1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;
  - (2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.
- (d) Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*, or if she passes head to wind or leaves the *zone*.
- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (f) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.)

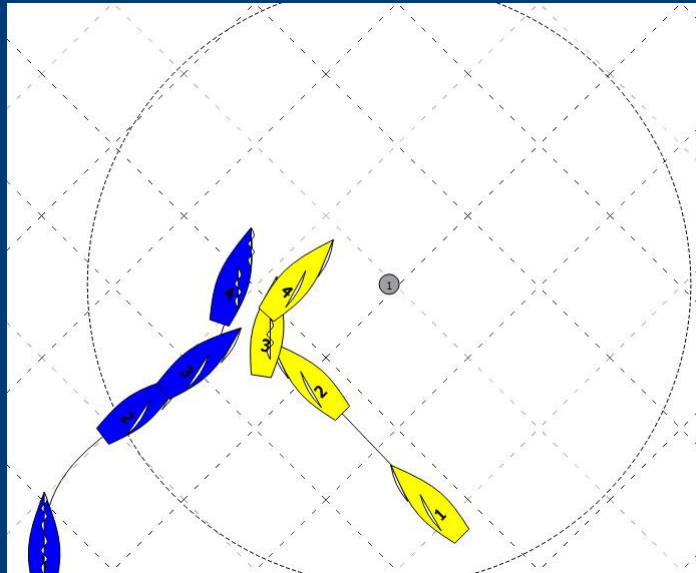
# RRS PART 2 When Boats Meet

## Changes to the 2017-2020 rules

### Rule 21: Exoneration

When a boat is sailing within the **room or mark-room to which she is entitled**, **she shall be exonerated** if, in an incident with a boat required to give her that room or mark-room,

- a) she breaks a rule of Section A (Rules 10, 11, 12, 13(while tacking) ), rule 15 (acquiring right of way) or rule 16 (changing course), or
- b) she is compelled to break rule 31 (touching the mark).



The new rule applies only at a mark to be left to starboard. The moment (yellow) passes head to wind **AND** they are overlapped, **blue must give way to the inside boat**.

(For more info go to : UK Sailmakers <https://www.youtube.com/watch?v=ZITIXzJG57Y&t=333s>)



# 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 (Conquista)
  - Graeme Davey (GWhizz)
  - Ian Smith (Streetfighter)
  - Julian Todd (Sweeney-Todd)
  - Kristian Romuld (Seascape)
  - Paul Hanly (Paca)
  - Paul Stubbs (Irukandji)
  - Steve Bradley (Meridian)

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

# Captain Luke Nye Sydney Ports Authority



**“Steer Clear”  
VHF Channel 13**

# GREENWICH FLYING SQUADRON



**Your Obligations**

**2018 – 2019  
Sailing Season**



# 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  $\geq 12$  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 / PFDs

## 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

# Lifejacket / PFD Advice

- When you wear your own lifejacket, make sure it is properly fitted and secured.
- Inspect your lifejacket every time you put it on and conduct an air test of your inflatable annually.
- Know how to manually inflate your inflatable lifejacket. Finding the pull cord is not always easy.
- Auto-inflating harnesses can prevent deaths due to the “gasp reflex,” in which a drowning victim (typically in cold water) reflexively ingests water, but they have shortcomings, one of which is prevent escape from an overturned vessel or flooded cabin.
- Know how to deflate your inflatable PFDs. Trying to escape from a sinking or capsized boat, re-boarding a boat, or boarding a life raft in an inflated PFD can be extremely difficult.

# 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.



# 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.
- Yachts and tenders must not approach or leave the pontoon when a ferry is docking or leaving the public wharf
- Skippers must stay at the pontoon if docked or turn away if not
- Remember not to cross the stern of the ferry as well

*Fines up to \$1,500 apply*

# Includes other designated seagoing commercial vessels such as the James Craig



# Marine Safety (General) Regulation

## Safe Distance Off

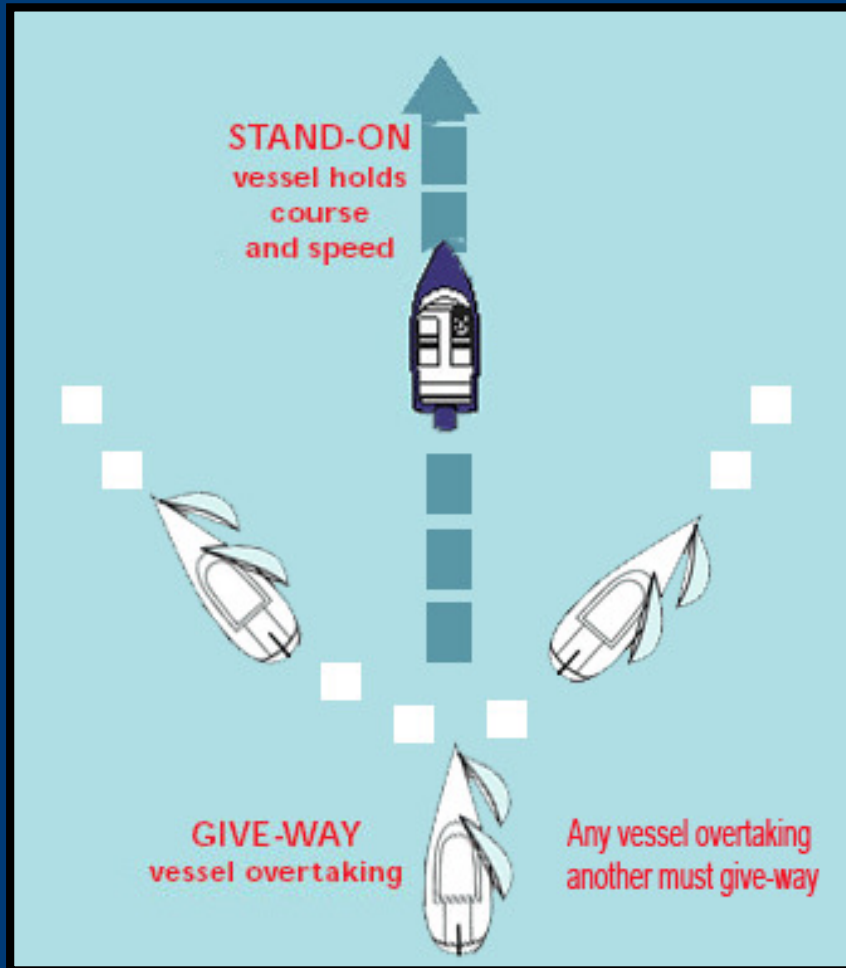
All vessels must stay 60 metres from:

- 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  $\geq 6$ kts, you must maintain a distance of  $\geq 30$ 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 Rule 13 - Overtaking



# 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....

# Night Sailing

## Under sail

### Under motor



### Recommended configuration



### At anchor





























- Tricolour not recommended
- Not compliant for vessels under motor - steaming light must be a minimum of 1m above sidelights (COLREGS Annex 1 Rule 2 (d)(h))

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







# RMS Safety Requirements

ENCLOSED WATERS				OPEN WATERS			
Symbol	Item	Quantity	Check	Symbol	Item	Quantity	Check
	<b>Lifejacket</b> Level 50S or greater.	1 per person	<input type="checkbox"/>		<b>Lifejacket</b> 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"/>
	<b>Anchor and chain/line</b> (to suit vessel size/weight and sea floor).	1	<input type="checkbox"/>		<b>Anchor and chain/line</b> (to suit vessel size/weight and sea floor).	1	<input type="checkbox"/>
	<b>Bailer/bucket/fire bucket</b> with lanyard.	1	<input type="checkbox"/>		<b>Bailer/bucket/fire bucket</b> with lanyard.	1	<input type="checkbox"/>
	<b>Bilge pump(s)</b> – 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"/>		<b>Bilge pump(s)</b> – 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"/>
	<b>Fire extinguisher(s)</b> (vessels with electric start, electric motors, battery, gas or fuel stoves).	1**	<input type="checkbox"/>		<b>Compass</b> (fluid filled magnetic).	1	<input type="checkbox"/>
	<b>Paddles or oars and rowlocks</b> (in vessels under 6m unless a second means of propulsion is fitted).	1	<input type="checkbox"/>		<b>Distress flare</b> (orange smoke hand-held, in date).	2	<input type="checkbox"/>
	<b>Safety label</b> (appropriate to vessel type).	1	<input type="checkbox"/>		<b>Distress flare</b> (red hand-held, in date).	2	<input type="checkbox"/>
	<b>Sound signal</b> (air horn/whistle/bell).	1	<input type="checkbox"/>		<b>Fire extinguisher(s)</b> (vessels with electric start, electric motors, battery, gas or fuel stoves).	1**	<input type="checkbox"/>
	<b>Waterproof torch</b> (floating and operational).	1	<input type="checkbox"/>		<b>Map/chart</b> for area of operation (paper or electronic).	1	<input type="checkbox"/>
					<b>Paddles or oars and rowlocks</b> (in vessels under 6m unless a second means of propulsion is fitted).	1	<input type="checkbox"/>
					<b>Safety label</b> (appropriate to vessel type).	1	<input type="checkbox"/>
					<b>Sound signal</b> (air horn/whistle/bell).	1	<input type="checkbox"/>
					<b>V sheet</b> (dimensions 1.8m x 1.2m minimum).	1	<input type="checkbox"/>
					<b>Water</b> (suitable for drinking).	2L per person	<input type="checkbox"/>
					<b>Waterproof torch</b> (floating and operational).	1	<input type="checkbox"/>
				<b>ADDITIONAL EQUIPMENT for OPEN WATERS required if two nautical miles or more offshore</b>			
					<b>Emergency Position Indicating Radio Beacon (EPIRB)</b> – 406MHz. Must be in date (according to the manufacturers expiry date) and properly registered with AMSA.	1	<input type="checkbox"/>
					<b>Marine radio</b>	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.

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).		



# RMS / Boating Safety Officer Obligations (1)

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

# RMS / Boating Safety Officer Obligations (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

The person in charge of a vessel is required by law to report any incident during GFS Club on-water events to NSW RMS within 24 hours if:

- Medical treatment was required for any person involved
- There was damage that affected the seaworthiness of any vessel involved
- A commercial vessel was involved
- The damage is deemed to be significant and exceeds 10% of the value of any vessel involved

Vessel Incident Report forms can be found here:

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

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>

# GFS Vessel Incident Obligations...

- 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 the club to fulfil its risk management responsibilities it is essential that skippers provide the GFS a written report, either hardcopy or electronic, to the GFS Safety Officer ([gfssafetyofficer@gmail.com](mailto:gfssafetyofficer@gmail.com)) as soon as possible after any incident occurring during a GFS event that:
  - Was reportable to NSW Roads and Maritime Services
  - Involved a man overboard (other than MoB recovery practice)
  - Required external assistance
  - Was the result of a collision between two or more vessels, whether racing or not, in which one or more vessels suffered significant damage

# GFS Incident Report Form

GFS also reports the results of findings of an inquiry in writing to the RMS within 28 days of an incident

## Greenwich Flying Squadron Incident Notification Form

Reference	
Date	
Time	
Author	

Date & time of incident:	
Location:	
Name of injured person(s):	
GFS Member or visitor :	
Address:	
Tel no / email :	
Age :	
Name of person carrying out investigation :	
Date and time of investigation :	

### DESCRIPTION OF ACCIDENT

Describe what happened:	
What was the injured person doing at the time of the accident?	
Give any details of any equipment used:	
Environmental factors : (eg weather, lighting, measurements if applicable)	
Contributing Factors (eg under the influence of alcohol, unsupervised children, carelessness)	

## Greenwich Flying Squadron Incident Notification Form

### INJURIES

Description of Injuries: Factors (incl left or right and specific parts of body)	
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### FIRST AID

Was First Aid provided?	
Who by?	
Date & time :	
Details of First Aid provided:	
If First Aid was not provided, please state why?	
Was the injured person sent to hospital?	
Who if "Yes", how? (ambulance, taxi, private vehicle)	

### WITNESS DETAILS

Name:	
Contact Details:	
GFS Member or Visitor?	
Relationship to Injured Person:	

## Greenwich Flying Squadron Incident Notification Form

### CAUSE OF ACCIDENT

TYPE	COMMENT
IMMEDIATE	
UNDERLYING (unsafe acts or conditions)	
ROOT	

### REMEDIAL ACTION

ACTION COMPLETED / OUTSTANDING	PERSON RESPONSIBLE	DATE COMPLETED



# GFS Online

**[www.gfs.org.au](http://www.gfs.org.au) / GFS facebook page**

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

Humbug Breezes and the GFS facebook page (now 145 users) will keep you informed and entertained throughout the season.

# Summary

- 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 and your fellow competitors - Racing Rules of Sailing
- Always brief your crew re your vessel's safety procedures, lifejackets and safety equipment on board

- **Please Remember**

**Not Financial : INCOMPLETE Equipment Audit : No Insurance  
= No Points**

# 2018 – 2019 Season

- Good luck in the GFS Series within which you compete
- Use as much care as possible when crew are transferring to / from your vessel at the pontoon
- 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



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<http://www.crossfirephotography.com/>  
(Andrew Richardson – Lisdillon)