

GREENWICH FLYING SQUADRON



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

www.gfs.org.au

Sailing Instructions – Laser Classes

Laser Standard, Laser Radial and Laser 4.7

2020 – 2021 Sailing Season

Sunday Series

To keep in line with the current GFS Sailing Instructions for Yachts, instructions that do not apply to Laser classes have been replaced by 'NOT USED'.

All competitors must comply with Current Covid Safety requirements, including prior registration for Contact Tracing as directed by the GFS Safety Officer.

Updated 07 January 2021

DIVISION START FLAGS

Laser	Not Used
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GFS RACE SIGNALS

Not used.

Definitions: The “**Club**” means **Greenwich Flying Squadron Inc. (GFS)**, its appointed officers and committees.
 - In this context the term **yacht** refers to Laser Standard, Laser Radial and Laser 4.7

1. Eligibility to Race.

- a. All races are open to yachts on the register of a recognised club in terms of Part 6 of the Racing Rules of Sailing. A member of the recognised club or GFS member must be on board during all races.
- b. All yachts competing in GFS races must have current marine insurance which includes racing cover appropriate to the event. Written Proof of Insurance (POI) must be supplied and to do this a certificate of currency from the insurer showing either comprehensive insurance with racing cover or third-party property insurance with racing cover is required listing a minimum of \$10,000,000 third party liability. If the policy is changed or renewed during the season it is the owner’s responsibility to lodge a new Proof of Insurance with the Club prior to racing in the first event after the expiry of the old policy.
- c. All yachts competing in GFS races are required to have lodged a current season audited a Sailing Australia Off the Beach Safety Check. **RRS Rule 78.2** will apply to a yacht unable to deliver this form by the required time.
- d. Not used.
- e. The Club reserves the right to reject any entry without stating the reason at any time up to an event’s preparatory signal (**RRS Rule 76**) or, similarly, suspend any entry.
- f. Casual entries **may** be accepted by the race committee. Proof of Insurance, Yachting Australia membership and Current Safety Audit must be provided. **A race fee applies and is limited to 3 races.**
- g. Any yacht not complying with the relevant conditions above is ineligible to race and will not be awarded points and will be considered to be a non-starter.

2. Indemnity.

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

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

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

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

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

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

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

VHF Channel 72

Not used.

Man Overboard – Crew Retrieval.

Not used.

3. Rules.

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

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

All competitors shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and ISAF Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21.

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

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

Flags and Pennants:

Not used.

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

4. Changes to Sailing Instructions.

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

5. Schedule of Races.

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

6. Divisions and Classes.

Laser Standard, Radial and 4.7 will sail as one division.

7. Marks.

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

8. Start Line.

i. The Start Line may be set from either the Clubhouse or a Club vessel. Alternative starts may be formed by a meaningful cluster or gate start. **Code flag 'Q'** Not used.

ii. Not used.

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

iii. Not used.

iv. Not used.

v. Not used.

9. Courses and Course Signals.

Not used.

Course Signals.

Not used.

10. Starting Procedure.

All starts rely on Sound signals, which may be oral.

11. Starting Rules.

- a RRS. Rule 30.1 applies at the start.
- b Not used.
- c Not used.
- d
 - i. Not used.
 - ii. No 'dip starts' are permitted - Code Flag 'I'.
 - iii. Yachts may pass either end of the club mark, launch or clearance buoy (if laid) to re-start.
- e Not used.
- f Not used.
- g If no club buoy or launch is used at the start a yacht must return completely to the pre-start side of the transit line before re starting. This modifies SI 11(d, ii).

12. Delayed Start.

Not used.

13. Recalls.

- a Individual RRS Rule 29.1 will apply.**
Individual - yachts shall be recalled by hail.
- b General RRS Rule 29.2 will apply as modified.**
General recall shall be recalled by hail.
- c Not used.

14. Shortened Course.

- a. If a course is shortened after the start, yachts shall be informed by hail.
- b. Not used.

15. Cancellation of Race.

If conditions are such that the starter decides to cancel the race, boats shall be informed by hail..

16. Abandonment of Race.

- a. Not used.
- b. When an 'Ocean Storm', 'Tsunami', 'Land Gale' or 'Severe Storm' warning is current for the Sydney area racing will be abandoned.
- c. Where wind speeds in excess of 25 knots with gusts of 30 knots are consistently recorded at Sydney Airport, or at their discretion, the committee, starter, sailing secretary, Laser captain or their representative may abandon racing for the day.
- d. Notice of abandonment will be communicated orally.

17. Races Cancelled or Abandoned.

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

18. **Time Limits.**
Sunday Laser 3 hours elapsed time

Should no yacht complete the course or shortened course within the time limit the race will be considered to be abandoned.

19. **Alternative Penalties.**

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

20. **Finish Line.**

a. When finishing, boats must pass between the Club mark and the Clubhouse mast or flag mast on the Scouts Water Activity Centre. The Clearance Mark when laid does not apply at the finish.

b. Not used.

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

d. Not used.

Note: RRS. Rule 31 applies at the finish.

21. **Scoring.**

Not used.

Races to Count.

Not used.

Club Point Scores.

Not used.

22. **Protests.**

A **Red Flag** or **Code Flag B** will be recognised as a protest flag. The flag must be displayed immediately at the time of the incident accompanied by the **hail 'protest'**.

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

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

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

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

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

23. **Handicap System.**

Not used.

24. **Rostered Duty Officer.**

Not used.

25. Special Regulations.

- a. Commercial and Defence Shipping. Competing yachts must not interfere with the commercial or defence shipping of the port. **Yachts are specifically warned to keep clear of ferries. See page 18.**
- b. Yachts which have finished must keep clear of the Finish Line area and yachts still racing. A yacht must not obstruct the starter's view of the finish line or distract the starter whilst yachts which are finishing are being recorded.
- c. A yacht approaching the starting line under power or tow must stop the motor or cast off the tow-line at least two (2) minutes before their Starting Signal or make a 360 degree turn under sail before starting to race.
- d. Not used.
- e. Not used.
- f. Identification.
 - (i) Not used.
 - (ii) Hulls: All yachts are required to have displayed in a contrasting colour and in letters and numbers at least 50mm in size, on both sides of the hull or on their transom, the name of the yacht, and Club of registration (e.g. GFS).
- g. Not used.
- h. Not used.
- i. If a yacht retires from a race the starter **must** be informed either by hail to the starter, phone call to the club 9436 1901 or by VHS Channel 72.
- j. Not used.
- k. Safety equipment spot checks may be held during the season.
- l. Not used.
- m. Not used.
- n. **Prohibited Areas**
 - (i) All areas enclosed by **private moorings** are prohibited areas for all Club courses. Yachts racing in GFS events are not permitted to sail between moorings and between moorings and the adjoining shore. Blue Police buoys are considered to be private moorings
Each area is considered to be an obstruction, not surrounded by navigable water, and not a mark of the course. RRS Rule 19 applies.

Boats breaking Sailing Instruction 25n (i) may retrace their course until outside the restricted area then do a Two Turns Penalty. If they fail to do this and are protested by another yacht they will be **automatically** classed as DNF.
 - (ii) Areas enclosed by Yellow Buoys placed by NSW Maritime are prohibited areas. For example, at Garden Island (vii c) and surrounding waterfront operations or Geotechnical Platforms.
 - (iii) Spectacle and Snapper Islands
 - a. Sailing between the naval barges and their moorings/piles and between the barges or their moorings/piles and the shore at Spectacle Island is prohibited. RRS Rule 19 applies.
 - b. The area between the Western tip of Spectacle Island and the first of the naval moorings/piles to the North East is also a prohibited area. RRS Rule 19 applies.
 - c. It is not permissible to sail through the area between Spectacle and Snapper Islands. This area is also considered to be an obstruction, not surrounded by navigable water, not a mark of the course. RRS Rule 19 applies.
 - d. **See (vii) a.**
- n. **Prohibited Areas** (Continued)

- (iv) Not used.
- (v) Snails Bay
The dolphins at Snails Bay are not considered to be private moorings. It is permissible to sail between the dolphins, between the dolphins and the private moorings in Snails Bay and the dolphins and the shore.
- vi) Cardinal Marks – A boat shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be continuing obstructions. Cardinal marks indicate the direction of safety.
- (vii) **Lateral Marks (Channel Markers) and other markers.**
All navigation marks rank as obstructions and shall be passed on their designated side. The water between a navigation mark and the adjacent shore or hazard shall be considered a Continuing Obstruction. RRS Rule 19 applies.
 - a. The area between the **Beacon Buoy and Spectacle Island** is a prohibited area for all Club races.
 - b. The area between **Goat Island and the Red Channel Marker** at the eastern end is a prohibited area for all Club races.
 - c. **Garden Island.** Yachts shall not sail within the yellow markers in the vicinity of Garden Island. This area is prohibited and deemed to be a continuing obstruction. The area between **Garden Island and the Red Channel Marker** is a prohibited area for all Club races.
- (viii) Not used.
- (ix) Not used.
- o. Not used.
- p. Not used.
- q. Not used.
- r. Not used.
- s. Not used.
- t. Any on-water incident between boats competing in GFS events should be reported to the Club Safety Officer gfssafetyofficer@gmail.com as soon as possible after the incident occurs even if it is considered minor

GFS is obliged under the terms of its Sailing Event Notice (Aquatic Licence) to prepare a report of all contact incidents occurring during racing whether or not damage, injury or an insurance claim results.

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

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

MARINE SAFETY ACT

Section 99 Duty to report marine accidents to Minister

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

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

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

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

Section 100 Marine accident particulars

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

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

POLICY FOR HANDLING INCIDENTS OCCURRING IN AQUATIC EVENTS

PRINCIPLES

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

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

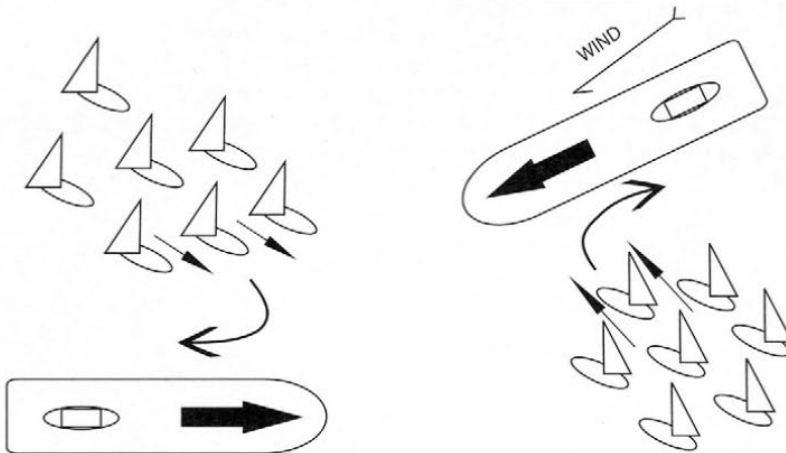
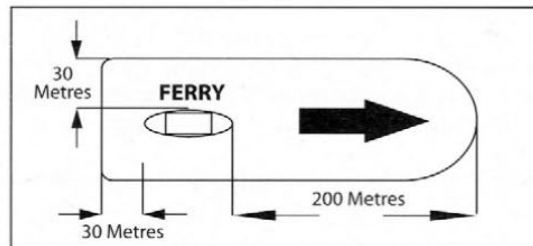
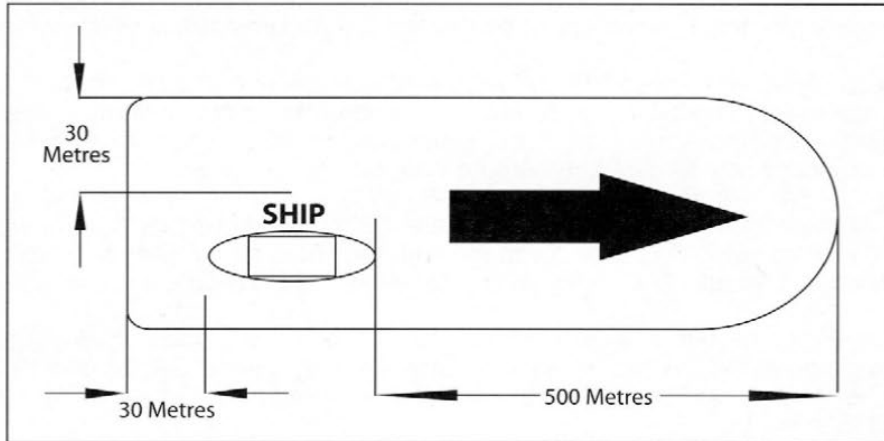
1. Roads and Maritime Services requires the organising Club to investigate incidents between vessels racing in licensed events on the basis of the applicable rules under which the vessels were competing or racing.
2. The Marine Legislation will always prevail where racing and non-racing vessels interact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

Note:

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

SHIP AND FERRY ACTIVATED EXCLUSION ZONES

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



**SHIP & FERRY ACTIVATED
EXCLUSION ZONE**

Safety and Emergency Plan for Competitors in GFS Events

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

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

Before Racing

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

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

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

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

The club starters will monitor VHF Channel 72 during races.

Emergencies

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

Emergency Contact Details

Emergency Services 000 or VHF Ch16
Marine Area Command (Water Police - Balmain) 02 9320 7499
Marine Rescue Middle Harbour 02 9969 3270
North Sydney Police (02) 9956 3199
NSW Maritime 131 256
Volunteer Coast Guard (02) 9337 5033
GFS VHF 72

Emergency Pickup Points

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

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

Note: Illegal parking often makes vehicular access difficult

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

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

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

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

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

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

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

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

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

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

Additional Rounding Marks

Not used,