

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 – Keelboats

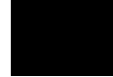
2025 – 2026 Sailing Season

Twilight Series
Saturday Series
Mick York Series
Twilight Women's Helm Series
Saturday Down Harbour Series
Overall Twilight and Saturday Series

VHF 73 will be monitored during racing

Updated November 11, 2025

DIVISION START FLAGS

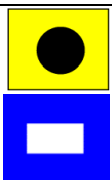
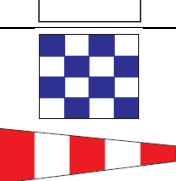
Start Flag								
Twilight Series Divisions	Etchells Class	Blue (Divi 5)	Green (Div 4)	White (Div 3)	Orange (Div1)	Gold (Div 2)	Black (Div 6)	X (Div 8)
Saturday Mixed Divisions	Not used	Division 1	Division 2		Not Used	Not Used	Not Used	Not Used
Down Harbour Series Divisions	Not used	Blue (Division 1)	Not Used	White (Division 2)	Orange (Division 3)	Not Used	Not Used	Not Used

GFS RACE SIGNALS

The meanings of visual and sound signals used by GFS are stated below.

An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed.

A dot (•) means a sound, a long dash (—) means a long sound, *** means no sound.

GFS Sailing Instruction	Code Flags and Pennants	Appearance	Meaning	Possible sound signal
8	Q		Start is from the club launch	***
11	I or P		Preparatory signal – Rule 30.1 applies	↑ • ↓ —
12	AP		Delayed start	↑ •• ↓ •
13	X		Individual recall	↑ •
13	First substitute		General recall	↑ •• ↓ •
14	S		Shortened course	↑ ••
15	N and AP		Racing cancelled	↑ •••
16	N above A		Racing abandoned	↑ •••
20	Blue Flag		Finish Line	***
22	Red Flag Or B		Protest flag	Must hail “protest”

Definition: The “**Club**” means **Greenwich Flying Squadron Inc. (GFS)**, its appointed officers and committees.

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 recognized 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 **Special Regulations Equipment Compliance Form to a minimum YA Special Regulations: Part 1 – Category 7 – Short races in sheltered waters, in daylight hours and with effective rescue capability**, with the Club or hold and produce a current audited Special Regulations Equipment Compliance Form from another club. **RRS Rule 78.2** will apply to a yacht unable to deliver this form by the required time.
- d. A yacht competing in the Saturday, Down Harbour, Twilight and Winter Series must have a minimum of two persons on board (skipper and one crew member).
- 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. From 1st January 2022, all persons on board a boat while racing shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a valid Sail Pass, or if an international competitor, be a member of club affiliated to a World Sailing recognised Member National Authority.

RRS Rule 46 PERSON IN CHARGE - A boat shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75.

Australian Sailing prescribes that the person in charge shall be a member of a Club affiliated to Australian Sailing and have an Australian Sailing number, or, if an international competitor, a member of club affiliated to a World Sailing recognised Member National Authority. Furthermore, except in an international event, any crew member who sails in more than 3 races in a season shall be a member of a Club affiliated to Australian Sailing and have an Australian Sailing number.

Persons can sail in 3 GFS races with a valid **SailPass**, after which they will need to become crew members of the club. There is no cost involved for the 3 races.

To obtain a SailPass, crew can use the QR code below or the link and QR code on the GFS website.



- g. 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.
- h. 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.
- i. A yacht competing in the Women's Helm Series must have a minimum of two persons on board (skipper and one crew member). The yacht must be helmed by a female. Note: The Women's Helm Series and Twilight Series are held simultaneously and point scores are separately awarded.

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 World Sailing Fundamental Rule 3, (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 Transport for NSW from all liability associated with GFS events.

The Club and Transport for NSW 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.

The Club will monitor VHF Channel 73 during GFS races. However, please plan what you and your crew would do in an emergency. Complete the GFS Safety Card and identify suitable evacuation sites for any injured person. **See Page 20** for some emergency locations and contact numbers.

3. Rules.

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

Attention is drawn to World Sailing Fundamental Rule 1 (Safety), Rule 2 (Fair Sailing) and Rule 4 (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 World Sailing Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21.

Man Overboard – Crew Retrieval. International safety guidelines state that every vessel must be able to carry out man overboard rescue. GFS Skippers must be able to demonstrate to the GFS Equipment Audit team that they have satisfactory equipment on board for the retrieval of a crew member in the water alongside the vessel.

It is the responsibility of each skipper to be aware of any changes and addendums made to the World Sailing rules (see – www.sailing.org) and to the GFS Sailing Instructions.

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

Flags and Pennants: in these sailing instructions, Code Flags and Numeral Pennants mentioned shall be those listed on Page 2. **Definitions:** shall be described in the **Racing Rules of Sailing (RRS)**.

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 Season Program.

6. Divisions and Classes.

Yacht divisions and classes are defined by coloured flags which are used as their starting signal. These are listed in order of starting.

Saturday

Blue - Division 1
Green/White Division 2

Down Harbour

Blue - Division 1
White - Division 2
Orange - Division 3

Twilight

Etchells Class (7)
Gold (Division 2)
Orange (Division 1)
White (Division 3)
Green (Division 4)
Black (Division 6)
Blue (Division 5)

The number of Divisions to be sailed, and the yachts competing in each, will be communicated to members who have paid racing fees prior to the commencement of the relevant series.

7. Marks.

Marks are set at locations shown on the GFS course map. These marks, if buoys, are conical or cylindrical inflatable buoys labelled GFS and the GFS phone number 9436 1901.

The marks, if buoys, in Down Harbour courses are yellow cylindrical can (YA) buoys, all rounded to starboard.

If used, the **Parramatta Mark** is a red cylindrical can buoy and is always rounded to Port (P).

All marks are to be rounded to starboard except when denoted by (P) in which case they will be rounded to port. 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 the Club launch. **Code flag 'Q'** will be flown at the Clubhouse to signify that the start will be from the Club launch.
- ii. The Start Line will be set between a Club mark and the flag mast of either the Club launch or the Clubhouse.
- 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 Activities Centre on the Woolwich shore.
- iv. When starting, boats must pass between the Clubhouse or launch and the Club mark. If a clearance mark is laid at the Clubhouse end of the start line, boats must pass between the clearance buoy and the Club mark. If laid, the clearance mark does not indicate the position of the start line.
- v. Yachts in subsequent starts must remain well away from the vicinity of the start line until the previous Division clears the start line after their starting signal. See SI 11 (b), (c) and (g).
- vi. To allow movement of vessels (competitors, ferries and non-competitors) during Twilight race starts from the clubhouse deck a starting box/ exclusion zone will be in place. The box will be bounded by the start buoy and clearance mark laid off the clubhouse and a line approximately 20 metres South from Northwood wharf and a similar distance north of moorings on the Woolwich shore. See SI 11.
- vii. The locations of the start line for Twilight racing when starting from the Club launch are shown on the map on **page 22** towards the end of these instructions.

9. Courses and Course Signals.

All GFS Courses are defined by numbers and are listed on the **GFS Saturday and GFS Twilight Course Sheets** at the start of each season. **Courses may be revised during the season.**

The letter '**A**' or **B** following the course number shall indicate the alternative **shortened** course. When displayed, boats are to proceed directly to the finish after rounding the mark so designated on the course sheet.

The course to be sailed can be changed by the starter up to the warning signal of **each separate Division**. This may result in different divisions sailing different courses.

The course to be sailed will be indicated by a course number displayed on a board at the Clubhouse or on the transom **or side** of the Club launch.

Course Signals.

Twilight Courses – Normally start from the GFS clubhouse. However, the first 4 Twilight Races and the last 4 Twilight races will start from the club launch.

If conditions warrant further Twilight races may start from the club launch. Code Flag 'Q' flown on the clubhouse flag mast will signal a launch start. **See page 24 for the approximate location of the Twilight Outside Start Line.**

The course number for Orange Division will be displayed on a **red board**, the course for Green Division, White Division and Blue Division on a **white board** and the course for the Etchells Class, Gold Division, Black Division will be on a **black board**.

Saturday Courses – Launch Start (Code Flag 'Q' flown on the clubhouse flag mast)

The course number for Division 1 and Division 2 will be displayed on a red board with white numerals.

Division 1 will always sail the blue (B) course. For Division 2, a Green Flag at the start will indicate the **GREEN (G)** course is to be sailed and a White Flag the **WHITE (W)** course is to be sailed.

Saturday Courses – Clubhouse start.

If Division 1 and 2 sail different courses, the course number for Division 1 will be on a blue board, the Division 2 course will be on a white board.

If both Divisions sail the same course, the course number will be on a red board with white numerals.

Down Harbour Courses – All Clubhouse start

The course number for Division 1 (Blue) will be displayed on a blue board, for Division 2 (White) a white board and Division 3 (Red), a red board.

10. Starting Procedure.

All starts rely on flag movements. Sound signals may or may not occur.

i. Down Harbour Point Score Series – Scratch Start.

PT Time	Event	Signal	Time
PT (1.15pm)	Start sequence start	Club Pennant raised Sound signal VHF 73	1.15
PT + 5 min	Division One warning signal	Blue Pennant raised Sound signal VHF 73	1.20
PT + 6 min	Division One preparatory signal	Code Flag 'I' raised Sound signal VHF 73	1.21
PT + 9 min	Division One 1 minute signal	Code Flag 'I' lowered Long Sound signal VHF 73	1.24
PT + 10 min	Division One Start signal	Blue Pennant lowered Sound Signal VHF 73	1.25
	Division Two warning signal	White Pennant raised	
PT + 11 min	Division Two preparatory signal	Code Flag 'I' raised Sound signal VHF 73	1.26
PT + 14 min	Division Two 1 minute signal	Code Flag 'I' lowered Long Sound signal VHF 73	1.29
PT + 15min	Division Two Start signal	White Pennant lowered Sound signal VHF 73	1.30
	Division Three warning signal	Orange Pennant raised	
PT + 16 min	Division Three preparatory signal	Code Flag 'I' raised Sound signal VHF 73	1.31
PT + 19 min	Division Three 1 minute signal	Code Flag 'I' lowered Long Sound signal VHF 73	1.34
PT + 20 min	Division Three Start signal	Orange Pennant lowered Sound signal VHF 73	1.35

ii. West Harbour Winter Series (WHWS)

Separate Sailing Instructions apply for the Combined Clubs WHWS.

Time	Division Warning	Division Start	Pennant displayed	Pennant dropped
1125	1		Yellow	
1130	2	1	Blue	Yellow
1135	3	2	Black	Blue
1140	4	3	Green	Black
1145		4		Green

iii. Saturday Point Score Series – Scratch Start.

PT Time	Event	Signal	Time
PT (1.15pm)	Start sequence start	Club Pennant raised Sound signal VHF 73	1.15
PT + 5 min	Division One warning signal	Blue Pennant raised Sound signal VHF 73	1.20
PT + 6 min	Division One preparatory signal	Code Flag 'I' raised Sound signal VHF 73	1.21
PT + 9 min	Division One 1 minute signal	Code Flag 'I' lowered Long Sound signal VHF 73	1.24
PT + 10 min	Division One Start signal	Blue Pennant lowered Sound Signal VHF 73	1.25
	Division Two warning signal	Green or White Pennant raised	
PT + 11 min	Division Two preparatory signal	Code Flag 'I' raised Sound signal VHF 73	1.26
PT + 14 min	Division Two 1 minute signal	Code Flag 'I' lowered Long Sound signal VHF 73	1.29
PT + 15min	Division Two Start signal	Green or White Pennant lowered Sound signal VHF 73	1.30

For Division 2, a Green Flag will indicate the Green (G) course and a White flag the White (W) course.

If the start is delayed ignore the TIME column and use a recalculated PT Time from the start of the sequence.

iv. Twilight Series – Handicap start **if required.**

PT Time	Event	Signal	Time
PT (5:30pm)	Start sequence start	Club Pennant displayed Sound Signal	5.30
PT + 5 min	Warning Signal	Blue Flag displayed Sound Signal	5.35
PT + 6 min	Preparatory Signal	IC flag I displayed	5.36
PT + 9 min	One-Minute Signal	IC flag I removed Long Sound signal No further sound signals	5.39
PT + 10 min	Start	First boats start on display of 00	5.40
Then at 1 minute intervals until all competitors have started		Each yacht's Start Signal will be the appearance of the number corresponding to the yacht's handicap	

If the start is delayed ignore the TIME column and use a recalculated PT Time from the start of the sequence.

Handicaps will be published on the GFS website and/or communicated by email prior to the next race.

v. Twilight Point Score – Scratch Start.

Only Division Flags will be used in Twilight Starting sequences (Launch and Clubhouse). The drop of the Division Flag signals the start of that Division. VHF transmission on Channel 72 will give a countdown for the Preparatory, 1 Minute and Start of each division.

PT Time	Event	Signal	Time
PT (5.30 pm)	Start sequence start	Club Pennant raised Sound Signal and VHF 73	5.30
PT + 5 min	Etchells Class Warning Signal	Etchells Pennant raised	5.35
PT + 6 min	Etchells Class preparatory signal	VHF 73	5.36
PT + 9 min	Etchells Class 1 minute signal	VHF 73	5.39
PT + 10 min (5.40 pm)	Etchells Class Start signal	Etchells Pennant lowered Sound Signal and VHF 73 Yellow Pennant raised	5.40
	Gold Division Warning Signal		
PT + 11 min	Gold Division preparatory signal	VHF 73	5.41
PT + 14 min	Gold Division 1 minute signal	VHF 73	5.44
PT + 15 min (5.45 pm)	Gold Division Start signal	Yellow Pennant lowered Sound Signal and VHF 73 Orange Pennant raised	5.45
	Orange Division Warning Signal		
PT + 16 min	Orange Division preparatory signal	VHF 73	5.46
PT + 19 min	Orange Division 1 minute signal	VHF 73	5.49
PT + 20 min (5.50 pm)	Orange Division Start signal	Orange Pennant lowered Sound Signal and VHF 73	5.50
	White Division Warning signal	White Pennant raised	
PT + 21 min	White Division Preparatory Signal	VHF 73	5.51
PT + 24 min	White Division 1 minute signal	VHF 73	5.54
PT + 25 min (5.55 pm)	White Division Start signal	White pennant lowered Sound Signal and VHF 73	5.55
	Green Division Warning Signal	Green Pennant raised	
PT + 26 min	Green Division Preparatory Signal	VHF 73	5.56
PT + 29 min	Green Division 1 minute signal	VHF 73	5.59
PT + 30 min (6.00 pm)	Green Division Start Signal	Green Pennant lowered Sound Signal and VHF 73	6.00
	Black Division Warning Signal	Black Pennant raised	
PT + 31 min	Black Division Preparatory Signal	VHF 73	6.01
PT + 34 min	Black Division 1 minute signal	VHF 73	6.04
PT + 35 min (6.05 pm)	Black Division Start Signal	Black Pennant lowered Sound Signal and VHF 73	6.05
	Blue Division Warning Signal	Blue Pennant raised	
PT + 36 min	Blue Division Preparatory Signal	VHF 73	6.06
PT + 39 min	Blue Division 1 minute signal	VHF 73	6.09
PT + 40 min (6.10 pm)	Blue Division Start Signal	Blue Pennant lowered Sound Signal and VHF 73	6.10
	X Division Warning Signal	X Pennant raised	
PT + 41 min	X Division Preparatory Signal	VHF 73	6.11
PT + 44 min	X Division 1 minute signal	VHF 73	6.14
PT + 45 min (6.15 pm)	X Division Start Signal	X Pennant lowered Sound Signal and VHF 723	6.15

VHF 73 is the 10 second countdown.

If the start is delayed ignore the TIME column and use a recalculated PT Time from the start of the sequence

Note: To minimize noise in the vicinity of the club, Sound signals will only occur at the start of the flag sequence and thereafter at the warning signal / start signal for each division.

11. Starting Rules.

- a RRS. Rule 30.1 applies at the start.
- b Yachts are required to keep clear of the starting line before their warning signal.
 - i. In **Twilight Scratch starts** from the GFS Clubhouse **and Launch** - yachts are to keep clear of the starting box/exclusion zone until 5 minutes prior to their assigned starting time – see SI 8 vi.
 - ii In **Twilight Handicap (Pursuit) Starts** yachts are to keep clear of the starting box/exclusion zone until 3 minutes prior to their assigned starting time – see SI 8 vi.
- c For all starts, yachts sailing in the starting area prior to their One Minute Signal must keep clear of all yachts sailing after their One Minute Signal. Yachts not complying may be protested by other competitors or disqualified by the starter.
- d
 - i. If a Club Buoy and/or Clearance Mark are laid, no yacht shall cross the starting line from the direction of the first mark after its preparatory signal.
 - 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 The starter will remain on station for 15 minutes after the last start. No yacht will be recorded as a starter after that time.
- f The procedure for Handicap Starts outlined in SI 10 iii [modifies SI 11\(c\)](#).
- 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 (SI 8 iii) before re starting. This modifies SI 11(d, ii).

H Whilst a ferry is in the vicinity of Bay Street Wharf on Twilight race evenings, yachts should not load or unload crew at the club pontoon. Collision Regulations at Sea (Colregs) also require that yachts stay clear of a manoeuvring ferry - as shown in the picture below.



12. Delayed Start.

In the event of a delayed start, the Answering Pennant (**AP**) will be raised accompanied by two sound signals. When the start is imminent the Answering Pennant will be lowered accompanied by one sound signal. One minute thereafter the normal starting procedure will commence. This may also include a new course number.

13. Recalls.**a Individual RRS Rule 29.1 will apply.**

Code Flag 'X' will be displayed accompanied by one sound signal. The offending yacht may be advised by hail; however, the onus is on the offending yacht to return and restart.

b General RRS Rule 29.2 will apply as modified.

First Substitute will be raised accompanied by two sound signals. Four minutes later the First Substitute will be lowered accompanied by one sound signal. One minute later the Class Flag and Preparatory Signal (for the Twilight Point score races) and the Class Flag (for the Saturday and Winter races) will be raised accompanied by one sound signal. Thereafter the starting procedures return to normal.

If a second general recall occurs the recalled division will then start 10 minutes after the last division start. The Preparatory Signal (Twilight races) or the Class Flag (Saturday & Winter races) will be raised five minutes after the last division starts.

c For Twilight Handicap (Pursuit) Starts, Individual recalls may not be signaled, the onus is on the offending yacht to return and restart. This modifies RRS 29.1.

If any yacht is on the course side of the starting line at the time of her start may restart the race or be given a two-minute penalty at the finish.

Any yacht starting more than 1 minute before her start may be recorded as DNS at the discretion of the starter.

14. Shortened Course.**a. For Saturday Racing**

- i. If a course is shortened after the start, Code Flag 'S' displayed at a rounding mark indicates that the course has been shortened. All yachts after rounding the mark shall proceed directly to the finishing line. If a Division Flag is also displayed with Code Flag 'S', the course is shortened for boats in that division only.
- ii. The course may also be shortened either at a mark of the course or other suitable location. The Start boat will fly a Blue Flag to signal they are on station and Code Flag 'S' at the finish. Yachts should pass between the club mark and the start boat from the direction of the previous mark of the course.

b. For Twilight Racing

- i. Twilight Courses that start and finish at the Clubhouse can be shortened after the start.
- ii. A shortened course will be notified by (a) VHF radio announcement; (b) text message to all skippers; and (c) Code Flag 'S' flown from the Club Launch.
- iii. When a twilight race is shortened, it will be shortened for all Divisions.
- iv. When a course is shortened, the new finish line will be the **Twilight Outside Finish line**, which is placed at the southern entrance to Humbug. Yachts will first complete rounding all other marks of the course and then proceed to this finish line instead of finishing at the Clubhouse.

15. Cancellation of Race.

If conditions are such that the starter decides to cancel the race, Code Flag 'N' and the Answering Pennant 'AP' will be displayed accompanied by three sound signals.

If no starter is available, racing for the day will be cancelled. Code Flag 'N' and the Answering Pennant 'AP' will be flown at the clubhouse. Entrants will be advised by SMS.

16. Abandonment of Race.

- a If necessary a race will be abandoned by flying Code Flag 'N' above Code Flag 'A' from the launch or clubhouse mast accompanied by three long sound signals.
- 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, twilight captain or their representative may abandon racing for the day.
- d Notice of abandonment will be communicated via SMS where practicable.

17. Races Cancelled or Abandoned.

Races cancelled or abandoned will not be re-sailed. Yachts competing in a race cancelled or abandoned after the start will be awarded **4 points** which can count in both Series and Overall results.

18. Time Limits.

Saturday Point Score	4 hours elapsed time
Down Harbour Series	5 hours elapsed time
Twilight Series	7.45 for first and last 4 races. All other races 8.15 pm
Winter Series	See WHWS Sailing Instructions

Should no yacht in a given division complete the course or shortened course within the time limit the race will not be considered to be abandoned for that division. All yachts competing in that race shall be awarded **4 points** which can count in both Series and Overall results.

19. Alternative Penalties.

RRS 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 RRS Rule 31 Touching a Mark.**

20. Finish Line.

- a. When finishing, boats must pass between the Club mark and the **Blue** Flag on the Clubhouse mast or on the **Blue** Flag on the club launch. The Clearance Mark when laid does not apply at the finish.
- b. If no Club mark has been laid adjacent to the GFS Clubhouse the finish line will be between the clubhouse mast and the flag mast on the Scouts Water Activity Centre on the Woolwich shore.
- c. Where the finish is from the Club launch the line will be set at an appropriate position relative to the last mark passed. **The Start boat will fly a Blue Flag to signal they are on station and Code Flag 'S' at the finish.**
- d. 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 25(b).
- e. In Twilight and Saturday Races, a finish line may be set from the club launch **without a pin end buoy**. Code Flag 'S' and the Blue Flag will be flown from the club launch and the line set between the launch and either the green navigation buoy at Greenwich Point OR the green navigation buoy at Balls Head OR the ferry wharf at Longnose Point OR the flag mast at Hunters Hill Sailing Club OR the flag mast at Balmain Sailing Club depending on the last leg of the course sailed.
- f. In Twilight races which start outside Humbug the finish line will be the **Twilight Outside Finish Line** which will be set at the southern entrance to Humbug between Greenwich Point and the Woolwich shore. See diagram on page 24.
- g. If a Twilight Race is shortened **after the start**, see SI 14(b) iv.

Note: RRS. Rule 31 applies at the finish.

21. **Scoring.**

Yachts of members who have paid racing fees, provided Proof of Insurance and have lodged a Special Regulations Equipment Form with the Club will be awarded points in Club events. Visiting boats whose owners have paid the prescribed fee for the race will be awarded positions in the race but will not be awarded points in the Club point score. The position gained by such a yacht will not be taken into account when allocating points or adjusting handicaps.

Races to Count.

The races to count for each point score shall be determined as follows. If,

- between 1 and 5 races are sailed count all races
- 6 or 7 races are sailed count all but the worst 1 result
- between 8 and 11 races are sailed count all but the worst 2 results
- between 12 and 17 races are sailed count all but the worst 3 results
- 18 or more races are sailed count all but the worst 4 results

Club Point Scores.

Points shall be calculated, and any ties resolved in accordance with RRS Appendix A4 - Scoring. The Low Point Scoring System will apply, except that:

- a. Each yacht will receive points equal to its finishing position for scratch results
- b. All yachts which start and do not finish (DNF - Did Not Finish) will be awarded –
 - i. equal points as if the yacht finished one place after the last placed boat for that division on corrected time.
 - ii. in the case where all boats in a division do not finish (TLE - Time Limit Expires) each boat will be awarded **4 points**, see Sailing Instructions 17 & 18.
- c. For Series Point Scores, boats that did not come to the starting area (DNC - Did not Compete) shall be scored points for finishing place one more than the number of boats entered in the series.
- d. Boats in the vicinity of the starting line but did not start (DNS – Did not Start) will be scored one place after the last placed boat for that division on corrected time.
- e. Boats on the course side of the starting line and fail to start correctly (OCS – On Course Side) will be scored one place after the last placed boat for that division on corrected time.
- f. Following a protest a yacht disqualified may be awarded DSQ or DNE. Yachts disqualified (DSQ) following a protest hearing or otherwise shall incur points as for (c) above plus 1 point. Yachts awarded DNE (Disqualification not Executable) must carry that result in their point score.
- g. Results published by the Sailing Secretary or Twilight Captain can only be corrected within three (3) weeks from the date of posting or following a protest decision.
- h. The Sailing Secretary may award average points to yachts participating in State or National Titles, which clash with a GFS Point Score Race. Points will be based on the yacht's average performance in all other Point Score races for the current series. Advice in writing to the Sailing Secretary will be required before the event.
- i. Boats finishing on equal points in any point score will be scored as equal placings (no countbacks). RRS Appendix A8 does not apply.
- j. Yachts that do not sail the course are awarded (NSC) by the race committee without a hearing. Boats that do not sail the course, will be scored one place after the last placed boat for that division on corrected time.

Overall Point Scores.

The **Overall Point Score** for Saturday and Twilight Series is the combined results of the Spring and Autumn Series, after dropping the worst results in accordance with the Races to Count above.

The **Mick York Series** is for the best weighted handicap result in the combined divisions in a Series of races within the normal Saturday Series.

The **Women's Helm Series** is for the best weighted handicap result in the combined divisions in a series of 3 races to be held within the Twilight Series.

22. **Protests.**

A **Red Flag** or **Code Flag B** will be recognised as a protest flag. **This amends RRS 60.2 (a) i.** 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 one hour of the finish of the last boat in that division on the day of the event in which the protest arises.
- before 10am on the day after the race **by email** (to the GFS Protest Convener). Receipt of protests delivered by email will be acknowledged by the Protest Convener within 24 hours.

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.

Appendix T of the Racing Rules of Sailing applies to GFS races.

Rule 44.1 provides that "some other penalty" for the breach of a rule may be specified. For GFS races the one and two turns penalties apply and in addition, if at an Arbitration pursuant to Appendix T, all skippers that are parties to the protest agree on an alternate penalty, and the arbitrator is of the opinion that such penalty will not cause material detriment to other boats, that penalty will apply. Such an agreed penalty may be an acknowledgement that a rule was broken, or some other penalty agreed by the skippers.

23. **Handicap System.**

Handicaps are determined at the beginning of each season using previous results and individual assessment. During the season handicaps can be adjusted by the Club Handicapper, Sailing Secretary or their delegate to correct inequitable situations.

GFS uses *SailSys Software*© to determine handicap results. For detailed information visit - <https://app.sailsys.com.au/>

The automatic handicap system applies to all boats eligible to race on the Club register. Non-starters may be penalised for each race missed in each partial season point score at the discretion of the Sailing Secretary.

Yachts new to the Club will be assigned a minimum AHC of 1.000 or an assigned handicap determined by the GFS handicapper for their first three races.

Race results will be posted on the race information notice board after each race and listed on the GFS internet site (www.gfs.org.au). Any inquiries regarding handicaps or results must be made to the Sailing Secretary or Twilight Captain.

24. Rostered Duty Officer.

- (i) **For Saturday racing (If required)**, a yacht's crew (minimum 2 people and preferably three and including the owner) will be rostered to perform **start and finish** duty.

The yacht of the rostered duty officer is considered a starter and the following conditions apply:

- a Points will be awarded to the rostered member's yacht based on its average performance in the relevant series. Alternatively, if advantageous DNF points as per Sailing Instruction 18 (b) will be awarded.
- b The rostered member's yacht will not be raced.
- c If the owner is unavoidably absent they can be represented by an experienced crew member.
- d A rostered member can change dates by arrangement with another rostered member, provided the Sailing Secretary is notified prior to the race.
- e Part owners of a yacht will be rostered as one with any partner representing the owners.
- f The penalty for non-attendance is that points equal to DSQ points will be awarded and these will be carried in the yacht's point score for that series.
- g If the rostered duty officer fails to attend, racing for the day will be abandoned. Code Flag 'N' flown above Code Flag 'A' will be flown at the clubhouse, **unless an alternative starter can be found**.

- (ii) **For Twilight racing.**

Twilight Racing requires at least one Duty Crew each week to assist in cleaning up after the BBQ and to provide any other assistance required on the night.

The Duty Roster and task list is developed pre-season and skippers are obliged to take note of the date of their shift and ensure their crew is available.

The following conditions apply:

- a At least three crew persons are required from each rostered yacht to complete the duty.
- b The rostered members' yachts **can** be raced on the night of the duty.
- c The rostered duty crew must report to the Twilight Captain following their finish in the race and remain until all tasks are completed.
- d A rostered skipper can change dates by arrangement with another skipper, provided the Twilight Captain is notified prior to the race.
- e The penalty for non-attendance is that points equal to DSQ points will be awarded and these must be carried in the yacht's point score for that series.

25. Special Regulations.

- a Commercial and Defence Shipping. Competing yachts must not interfere with the commercial or defence shipping of the port. All competitors must adhere to the requirements of the Activated Ship and Ferry Zones information on Page 18. **Yachts are specifically warned to keep clear of vessels and ferries (200m and 30m) and tankers or cruise ships (500m and 30m) in the vicinity of the course being sailed.**
- 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 The Club Racing Pennant must be clearly displayed whilst racing. Visitors may use their own club flag.
In addition, all yachts competing in the Down Harbour Series must carry a Fluorescent Yellow Pennant, of size 600mm x 70mm, from the backstay or, if no backstay, a position from which the pennant is obvious.
- e (i) In Saturday racing, MPS spinnakers are allowed, i.e. a spinnaker may be set without a pole.
(ii) In GFS Twilight Series races, only a mainsail and headsails as defined in RRS 50.4 shall be permitted. Headsails shall not be set flying and must be tacked to the foot of a permanent forestay and fully hanked or attached to the permanent forestay by a luff groove device. No sail shall be set forward of the point of attachment of a permanent forestay.
(iii) In Saturday racing, fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers. This amends RRS 54 and 55.
- f Identification.
 - (i) Sails: Mainsails, spinnakers and overlapping headsails must bear the **same** number. If not the starter should be informed prior to racing on the day.
 - (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, sail number and Club of registration (e.g. GFS).
- g The Sailing Secretary or Twilight Captain, or their delegate (if racing), may communicate with the starter during a race to advise on course changes if necessary.
- h All yachts with moveable keels must have their centre-board or swing-keel locked down at all times when racing.
- 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 Retractable spinnaker poles and other outriggers are allowed when these are part of the design of the yacht. This changes RRS Rule 55.
- k Safety equipment spot checks may be held during the season. If indicated by the presence of the club launch at the finish of the race, immediately a yacht finishes it is to display the nominated piece of safety equipment to the duty crew in the club launch moored beyond the finish line. Failure to display the item will result in the forfeit of all points from this race and previous races in the series. The club launch will not display a **blue** flag and is not part of the finish line.
- l Bow mounted anchors that extend beyond the gunwale or extended gunwale are not permitted in GFS races. Anchors should be stowed in lockers or below decks where they can be deployed immediately.
- m **It is a Transport for NSW requirement that navigation lights must be displayed between sunset and sunrise and during times of restricted visibility.**

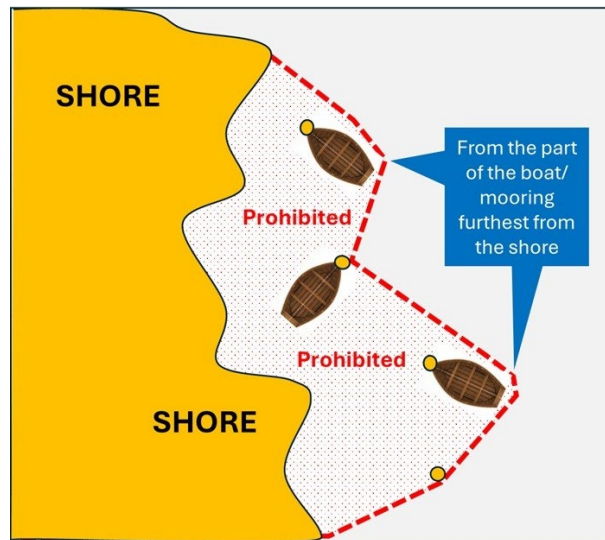
25. Special Regulations (continued).

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.

Each area is considered to be an obstruction, not surrounded by navigable water, and not a mark of the course. RRS Rule 19 applies.

Blue Police buoys are considered to be private moorings.



Yachts 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. They will be contacted and informed of this by either the Sailing Secretary or the Twilight Captain.

- (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**
- 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.
 - 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.
 - 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.
 - See (vii) a.**
- (iv) **Shark Island**
The area between Shark Island and the Shark Island YA buoy is a prohibited area for all Club races. RRS Rule 19 applies.
- (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.

25. Special Regulations (continued).

n Prohibited Areas (continued)

(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 (Red Channel Marker) 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) Bradleys Head Safe Water Mark - Condition 100 of the GFS Aquatic Licence. All vessels navigating in the vicinity of the Safe Water Mark, 350m from Bradleys Head, **must leave the buoy to Port.**

(ix) Onions Point.

In Twilight Races the area between a **GFS buoy laid at Onions Point and the Onions Point shore** is a prohibited area. RRS Rule 19 applies.

(x) Cockatoo Island South

When sailing to the South of Cockatoo Island, you must remain outside an imaginary line between Destroyer Wharf and Camber Wharf, and between Camber Wharf and any boats (if present) moored at Sunderland Dock, or the Sunderland Dock itself if no boats are moored.



- o. The use of a trapeze is not permitted on any keelboat when racing in any GFS series.
- p. To get clear **after grounding or colliding with a vessel or object**, a boat may use an engine (or any other method) provided the boat does not gain any advantage in the race. This modifies RRS Rule 42.

However, a boat may also use its engine if by doing so it reduces risk or avoids damage, for example, to **AVOID** a grounding or collision; to make room for a commercial vessel or to help another competitor.

if a boat uses its engine and continues to race it must notify the Race Committee within the time limit for protests and declare the reason for its action, the location, time and duration propulsion was used. The race committee at its sole discretion may determine a time or scoring penalty.

- q. All yachts must carry a completed GFS Safety Card.
- r. In addition to the items required by Sailing Australia and RMS all GFS yachts participating in races must carry a rescue quito, throw bag or lifebuoy (yachts over 8m) and waterproof flashlight.

25. **Special Regulations (continued).**

- s. All competing yachts must carry either a fixed or hand-held VHF receiver/transmitter. This must be **on at all times** in GFS events. **VHF Channel 73** will be used for communication during races.
- t. Any on-water incident between boats competing in GFS events should be reported to the Club Safety Officer safetyofficer@gfs.org.au 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 1998.

Marine Safety Act 1998 – Section 98(3) Requirements of masters in case of accident involving vessels.

(3) The master of a vessel involved in a marine accident, if required so to do by any authorised officer, must give such particulars of the marine accident as the officer requires and the master is able to give.

Marine Safety Act 1998 - 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.

Marine Safety Act 1998 - Section 100 Marine accident particulars.

The particulars of a marine accident required to be furnished or reported under sections 98 (3) and 99 are as follows:

- (a) the time, place and nature of the marine accident,
 - (a1) an explanation of the circumstances 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.

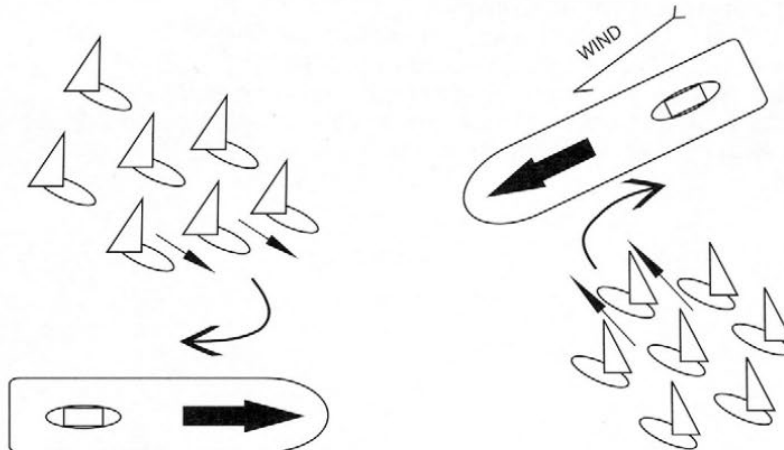
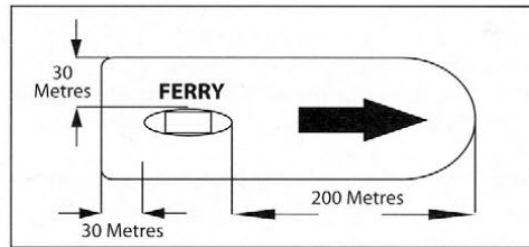
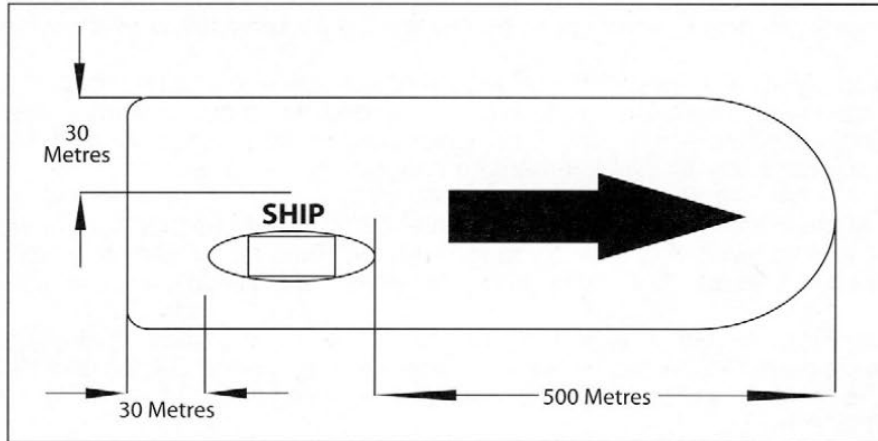
1. Roads and Maritime Services requires the organising Club to investigate incidents between vessels racing in licensed events on the basis of the applicable rules under which the vessels were competing or racing.
2. The Marine Legislation will always prevail where racing and non-racing vessels interact 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 73 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 73

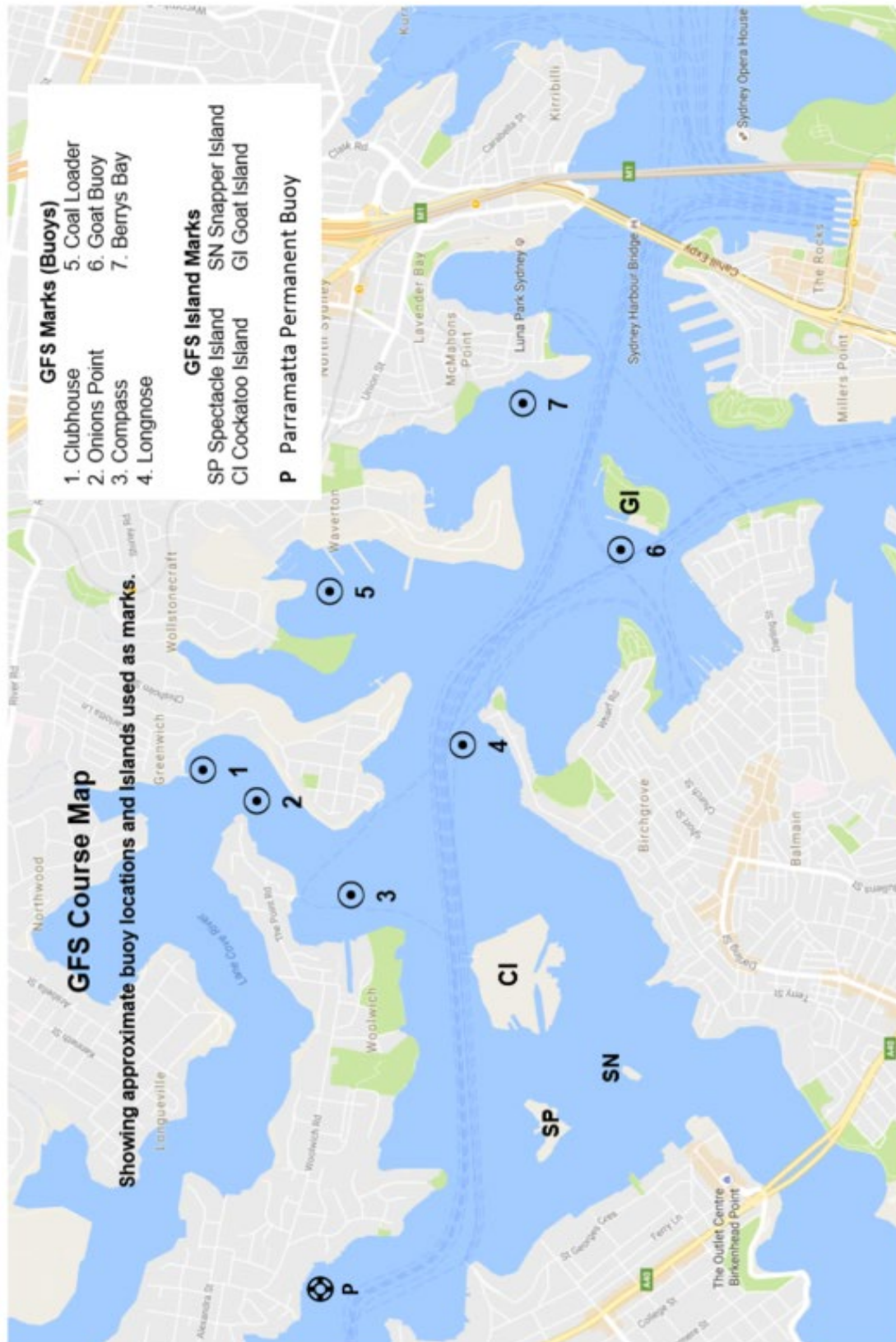
Emergency Pickup Points

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.**

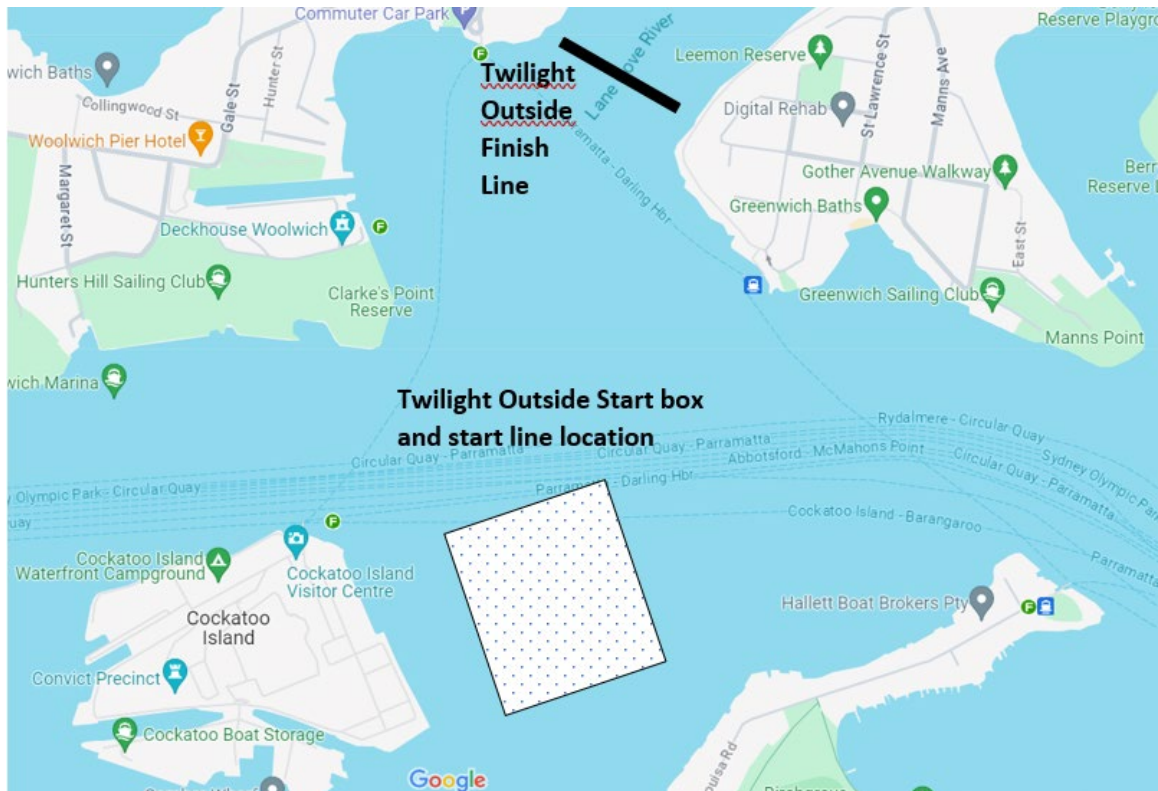
Bay Street Wharf, (adjacent to the Club), Bay Street Greenwich (nearest cross street Greenwich Road).

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)



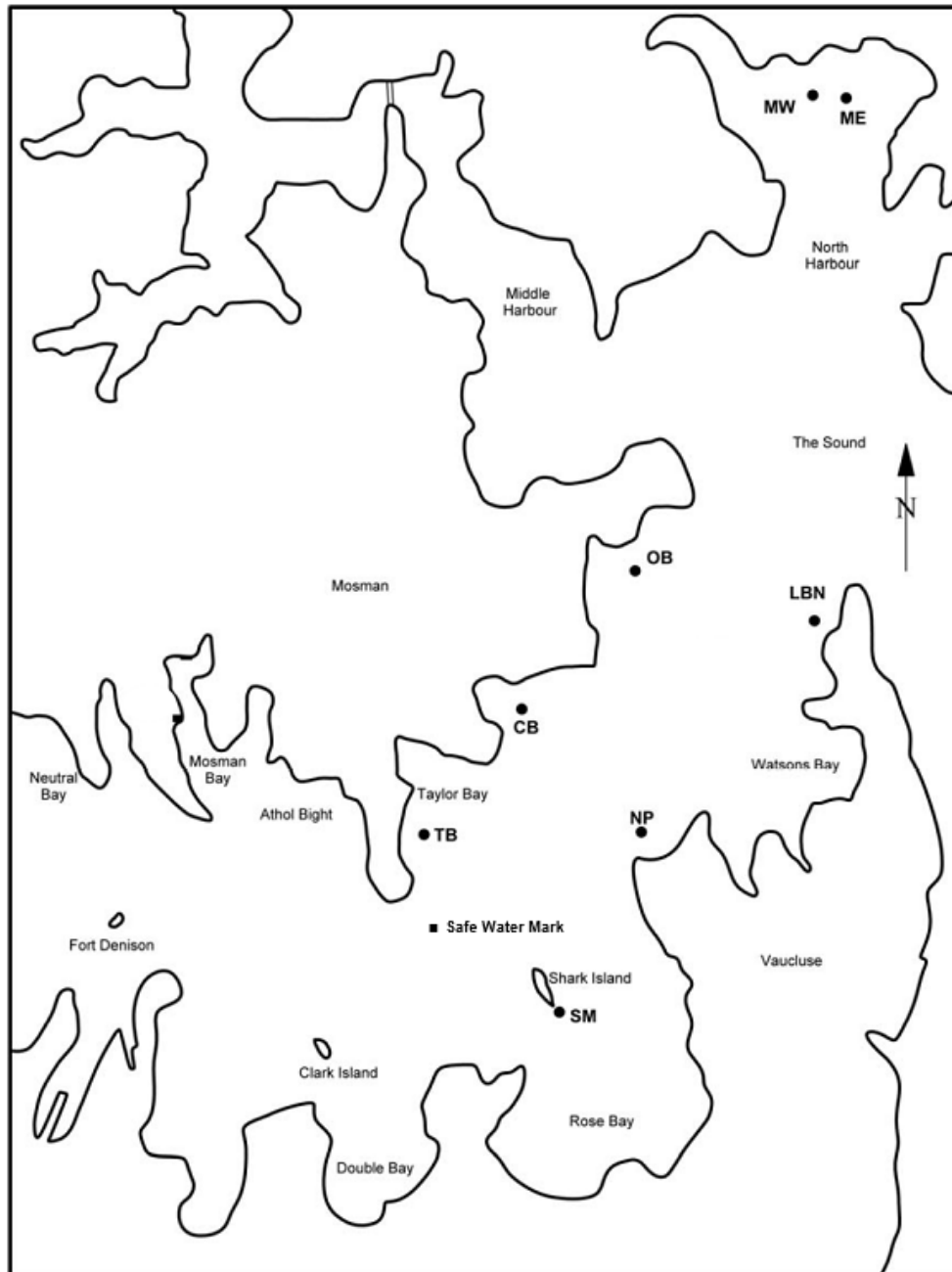
Twilight Outside Starts – Code flag Q at clubhouse and VHF 72.



Twilight Outside Start Box (the start line will be set in this area according to the wind direction).

Twilight Outside Finish line (Black Line) - between Greenwich Point and Woolwich shore.

Additional Rounding Marks for Down Harbour Courses.



Marks and Islands used in GFS Down Harbour Courses

MW Manly West

LBN Lady Bay North

Fort Denison

ME Manly East

NP Nielsen Park

Clark Island

SM Shark Island Mark

TB Taylor Bay

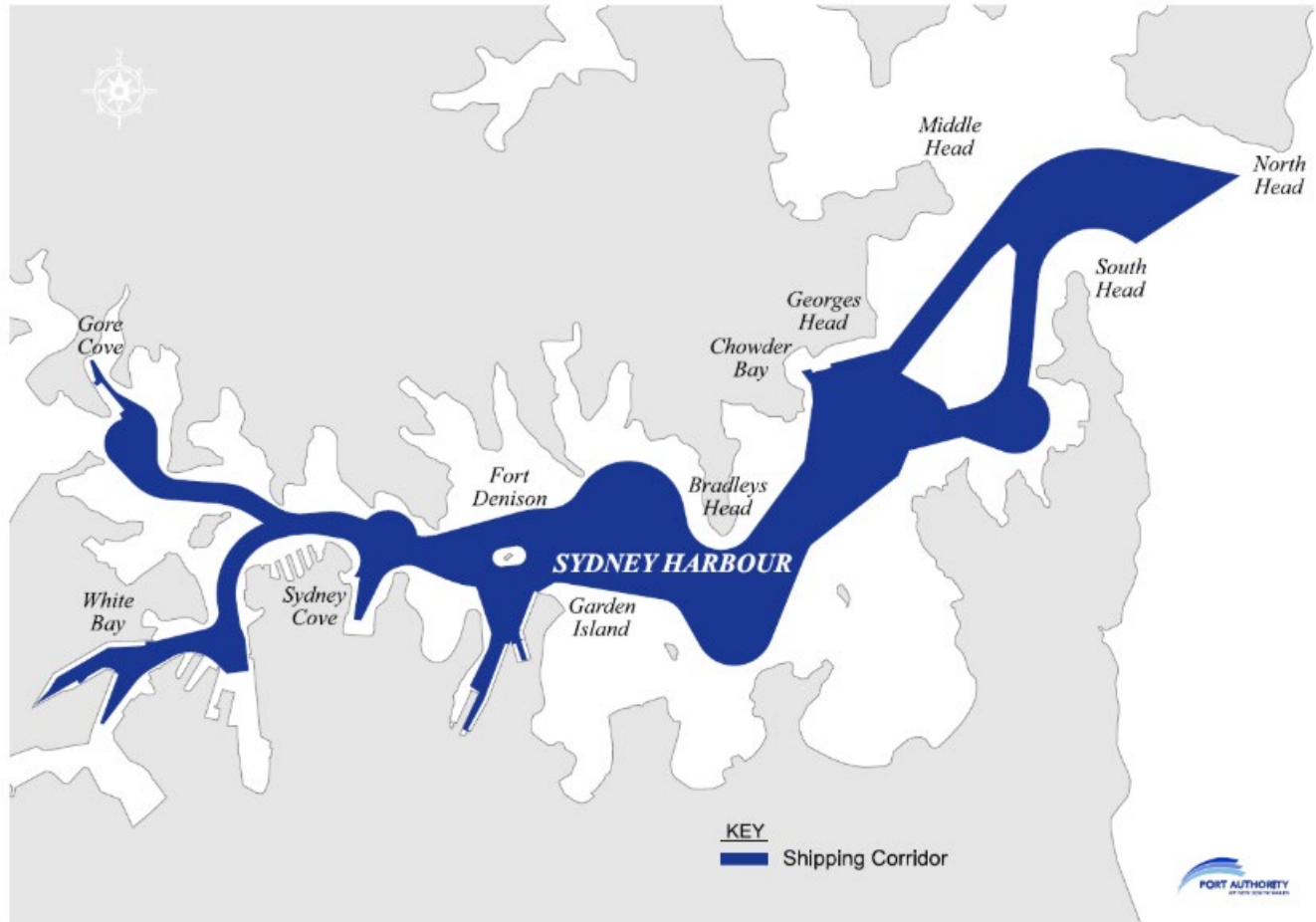
OB Obelisk Bay

Harbour Master Instruction HMI 002-24

Please note the club is required to follow this instruction as GFS courses cross the Sydney Harbour Shipping Corridor.

All participants in GFS races need to exercise caution when sailing in the shipping corridor.

Appendix 1 - Sydney Harbour Shipping Corridor



Title: Sailing Races VTS Notification

Scope - Sailing Event Organisers in Sydney Harbour and Port Botany

Requirements - A Sailing Event Organiser intending to hold a sailing event/race in Sydney Harbour and Port Botany that crosses the shipping corridor outlined in Appendix I, must notify Sydney VTS thirty minutes before the start time on 02 9296 4003 or Channel 13 (Sydney Harbour) – Channel 12 (Port Botany), providing the following information:

- Sailing Club and Race Officer contact details such as VHF working channel and/or mobile phone
- Course location
- Number of participating vessels
- Estimated start and finish time.

For events that are re-occurring regularly the Event Organiser alternatively can provide a document ahead of time outlining the above information. In case of any deviation from the information previously provided the Event Organiser must advise Sydney VTS using available means of communication.