

Main Clubhouse: Clive Park, Northbridge
Seaforth Clubhouse annex: Sangrado Street, Seaforth
Postal Address: PO Box 39 Northbridge NSW 2063

“ Believe me my young friend, there is nothing, absolutely nothing, half so much worth doing as simply messing about in boats. Simply messing ... or with boats, in or out of them it doesn't really matter. Nothing seems to matter. ”

Kenneth Grahame, “ The Wind in the Willows ”

NORTHBRIDGE SAILING CLUB

Incorporating Seaforth Moth Sailing Club

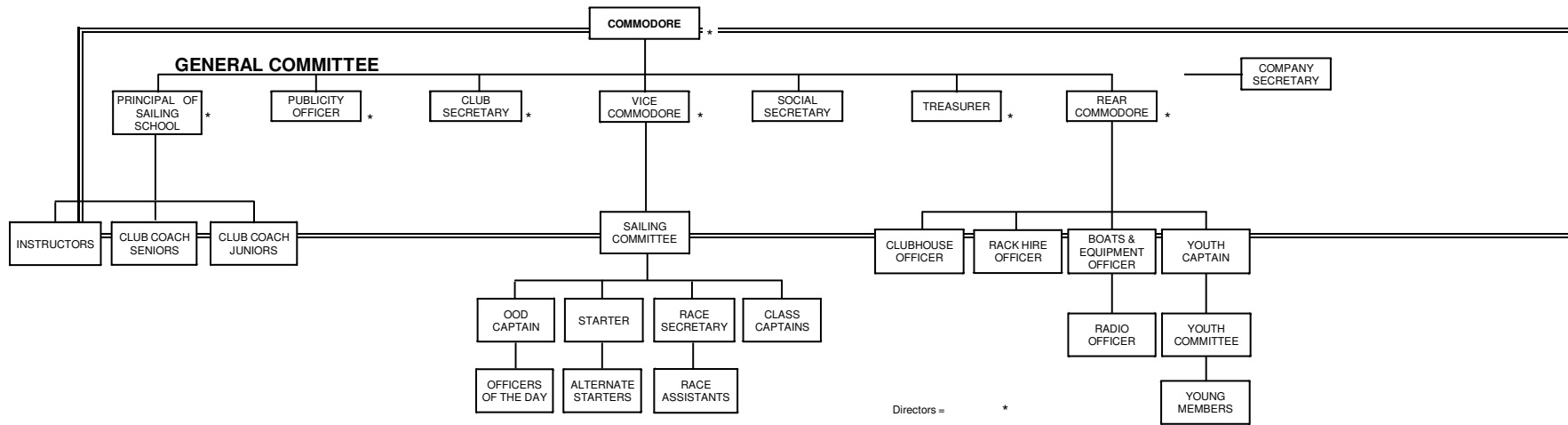
HANDBOOK

2011-2012

NORTHBRIDGE SAILING CLUB LIMITED

Incorporating Seaforth Moth Sailing Club

(A.B.N. 78 000 469 947)



NORTHBRIDGE SAILING CLUB LTD - OFFICE BEARERS 2010-2011
(A.B.N.78 000 469 947)

GENERAL COMMITTEE (COMMODORE)

Commodore	Tony Potter	commodore@nsc.asn.au	0414 699 321
Vice Commodore	Tony Stephens	vicecomm@nsc.asn.au	0402 026 590
Rear Commodore	Graeme Lee	rearcomm@nsc.asn.au	0408 166 424
Treasurer	Stuart Milne	treasurer@nsc.asn.au	0412 666 384
Principal of Sailing School	Gus Kernot	training@nsc.asn.au	0400 821 450
Club Secretarybb	Letitia Hodgkinson	info@nsc.asn.au	0411 597 912
Publicity Officer	Michael Chittenden	publicity@nsc.asn.au	9439 2151
Social Secretaries	Maggie Kelly and Rosemarie Bartels	social@nsc.asn.au	
Company Secretary	John Smidmore	company@nsc.asn.au	9967 2275

SAILING COMMITTEE (VICE COMMODORE)

Starter	Rick McFee	rmcfee@optusnet.com	9958 4763
Race Secretary	Colin McCall	csmccall@optushome.com.au	9967 2790
Safety Officer	Carolyn Hinton	cehinton@bigpond.net.au	0412 611 831
NJ Captain	David Ross	ross.silk@bigpond.com	0402 310 773
Optimist Captain	Gareth Dando	gdando@sxvp.com	0408 511 835
Flying 11 Captain	Graeme Hodgkinson	ghodgkinson@herbertgeer.com.au	0418 546 251
NS14 Captain	Rosie Lee	bizarre_bunny@hotmail.com	0415 273 720
Tasar Captain	Anne Muller	annemuller@optusnet.com.au	0414 924 925
Laser Captain	Peter Doyle	elpie@bigpond.net.au	0413 872 787
Moth Captain	John McAteer	leegrays1969@yahoo.com.au	9949 2414
Open Captain	Colin McCall	csmccall@optushome.com.au	9967 2790

CLUBHOUSE AND EQUIPMENT (REAR COMMODORE)

Clubhouse Officer	Tony Potter	commodore@nsc.asn.au	0414 699 321
Boats & Equipment Officer	Graeme Lee	rearcomm@nsc.asn.au	0408 166 424
Web Master	Sam Kernot	webmaster@nsc.asn.au	
Radio Officer	Peter Watson	petrho@bigpond.net.au	9972 7070
Archivist	Ken Pearson	ken.pearson@commerce.nsw.gov.au	9438 3704
Intermediates Captain	Robin Evans	nscintcpt@gmail.com	9967 5789
Youth Captain	Kia Hodgkinson		

MEMBERSHIP AND FINANCE (TREASURER)

Rack Hiring Officer	Matthew McLennan	Matthew.McLennan@aar.com.au	9230 4732
Club House	P.O. Box 39 Northbridge PPO NSW 1560 www.nsc.asn.au		9967 2632

RISK WARNING

UNDER REVIEW BY BRUCE HODGKINSON

Risk Warning under Section 5m of Civil Liability Act 2002 (NSW)

Northbridge Sailing Club Limited ("The Club") organises, administers and conducts a range of activities associated with the sport and recreational activities of sailing, boating and water activities generally; some of these activities are organised in conjunction with other associations or bodies.

The Club expects all club members and any other persons who may be participating in these activities to take responsibility for their own safety (and the safety of any persons under their care) by, amongst other things, wearing compulsory safety equipment being aware of and following The Club rules and safety rules in The Club Handbook and by behaving in a safe and reasonable manner towards fellow members, participants in the activities and any officials; and taking care of The Club's equipment, their equipment and that of any other member, participant or official.

Whilst The Club takes measures to make the activities (including sporting activities) as safe as possible for all participants, there is a risk that participants can be injured and suffer loss (including financial loss) and damage as a result of their participation in these activities, whether in formal races, training or any activity that could have an association with The Club.

Injury may result from the participant's action or inaction, the action or inaction of others, or equipment failure, inadequacy, malfunction, misuse or similar.

It is possible that an injury can be serious, could result in temporary or permanent disability and/or be life threatening.

Members or any participants could also suffer loss as a result of their personal property (or any property for which they are responsible) being lost, stolen, damaged or destroyed.

1 THE CLUB AIMS AND ORGANISATION

1.1 THE CLUB

Northbridge Sailing Club is a community of persons dedicated to excellence in sailing in an environment in which all members of the family can be involved. Classes sailed include Northbridge Junior, Optimist, Flying 11, NS14, Tasar, Laser Radial, Laser, Moth and an Open Class.

The Club functions on a volunteer, co-operative basis and the personal involvement of all members in club activities and duties is essential for the club to operate for the greatest benefit of all.

The Club wishes to encourage a smoke free environment and smoking in all interior areas of the Club is prohibited.

1.2 TYPES OF MEMBERSHIP

Family, Skipper, Crew, Intermediate, Junior, Winter, Associate and Life.

1.3 MANAGEMENT

The General Committee is responsible for the general management of all Club matters and is supported by the many roles identified in the structure. The Sailing Committee advises on all sailing activities. The Rear Commodore is responsible for all infrastructure.

1.4 SOCIAL COMMITTEE

The function of this committee is to organise social events within the Club. Those interested in helping to organise social or fund raising activities should contact the Social Secretary.

1.5 YOUTH COMMITTEE

The function of this committee is to represent the interests of the club members in the age group 13-19 years in sailing, training, management and social activities.

1.6 TRAINING

1.6.1 Affiliations

Northbridge Sailing Club is a Yachting Australia (YA) accredited Sail Training Centre and provides training for the National Proficiency and National Racing Schemes. Club members joining the training programs will be able to progress through the various levels of the schemes and obtain YA Certificates of completion.

1.6.2 Training Manual

Details of the philosophy, purpose and operation of training at NSC can be obtained from the Principal of the Sailing School.

1.6.3 Junior Sail Training

During the sailing season junior sailing training sessions will be conducted on Sundays from 10 a.m. to 12 noon using a YA syllabus. These sessions are usually conducted over blocks of five or six weeks and are designed as an introduction to sailing.

In addition a Live-In camp will take place, usually starting on a Monday in late December or early January and running through to Friday, which should result in the participants gaining the relevant certificate being Basic Skills (inexperienced) through to Racing Skills 2 (experienced) from YA.

1.6.4 Adult Sail Training.

Adult sail training may be conducted subject to demand. Expressions of interest should be directed to the Principal of the Sailing School. Training is according to the relevant YA syllabus.

1.6.5 Power boat training

Will be arranged at intervals during the year upon request. Training is in accordance with the relevant YA syllabus.

1.7 THE OFFICER OF THE DAY (OOD)

The Officer of the Day is responsible to the Commodore through the Duty Executive Officer (DXO) for the co-ordination of the sailing activities of the Club on Sundays. The Duties of the OOD are summarised by a checklist that is available on the Club's website and the checklist will be provided by the DXO to the OOD on the day the duty is performed

While the OOD is responsible for the activities, the actual execution of the activities should as far as possible be delegated to Club members.

To fulfil his or her responsibilities, the OOD must have a current Boat License. Boat License details will be recorded when a Club member completes their annual renewal of the membership.



The OOD duties will be shared by three individuals:

- Morning OOD – responsible to open the Club at 8:30am
- Afternoon OOD – is required to be at the Club from 12:30pm and responsible with the Morning OOD to lay the afternoon racing course and closing the Club
- AOOD – the Assistant OOD is required to be at the Club from 12:30pm and will assist the Afternoon OOD.

All adult Senior members of the Club and one parent of Junior members will be required to complete an OOD Duty (morning or afternoon) each season. Eligible individuals without Boat Licenses will be required to complete at least one AOOD duty.

The OOD and AOOD Roster is accessible on the Club website and members are invited to enter their name and contact details. The resulting roster will then be reviewed and populated by members who have not selected a time to perform their OOD duty. Should you be unable to perform your OOD duty, it is your responsibility to find someone else from the list of OODs and then advise the Vice Commodore or Principal of the Sailing School to update the on-line Roster.

1.8 CANTEEN

All adult members of the Club will be required to perform one Canteen Duty during the season. If you are unable to perform your Canteen Duty, it is your responsibility to find someone who can.

1.9 WORKING BEES

All members of the Club are charged a Maintenance Levy which is credited back when a club member attends two Working Bees during the season to assist with maintenance of the Club.

1.10 NSC - THE CLUB AND ITS PEOPLE

1947	First Norm Landers Trophy
11 Mar 1949	Northbridge Sailing Club founded
1951	Seaforth Moth SC founded and clubhouse built
1964	NSC Company incorporated
1965	NSC Clubhouse built
2000	Seaforth Moth Sailing Club merged with NSC

1.11 THE PEOPLE

Founding Members:

(Committee formed at 11/3/49 meeting)

J. Carnegie	Phil Hammett	David England	Ian MacLean
Robert England	Ken Fisher	Albert Jackson	

Members of interest (also see trophy list):

- Donal McKenzie: A major driving force behind youth development and the sailing school.
- Vic Robinson: Founder of the Seaforth Moth Sailing Club

Year Life Members List (* = deceased)

1963	Laurie McGinty*
1964	Laurie Glendinning
1965	Frank & Nel Bethwaite
1975	Pat Smith*
1975	Fred Schebesta*
1977	Bryce Downes
1980	Donal McKenzie*
1983	Staunt* & Trix Hoskins
1984	David Lee
1988	Alban McGuinness
1992	Peter Davison
1992	Kevin & Pat Blume
1996	Ted & Dot Hamilton
1998	Don Barnes
2000	Mark Turner SMSC
2000	Barry Mifflin SMSC
2005	Peter van Roekel
2007	Jim & Maz Beeston
2010	Rick McFee



2 CLUB RULES

2.1 RULES FOR RIGGING DECK

- 2.1.1 All rigging deck activities shall be under the direction of the Officer Of the Day (OOD).
- 2.1.2 Yachts may be rigged and unrigged on their side providing they do not disturb any other yacht, and they do not take up rigging space required by another yacht. Yachts must be returned to the upright position immediately upon request by the OOD or any other person of authority.
- 2.1.3 During crowded periods yachts shall be unrigged and cleared from the rigging deck without unnecessary delay after completion of sailing.
- 2.1.4 The access ways as marked must be left clear at all times.
- 2.1.5 All removable gear shall be marked with yacht number.
- 2.1.6 Yachts must not be moved to the ramp until ready for launch.
- 2.1.7 Yachts are to be placed on the rigging deck in positions that will facilitate access for later arrivals, both before and after sailing activities.
- 2.1.8 Yachts leaving the rigging deck may not reserve their rigging area for return.

2.2 RULES FOR USE OF BOAT BAYS

- 2.2.1 Boat bay storage is for club members only.
- 2.2.2 Racks will only be allocated by the Rack Hiring Officer.
- 2.2.3 In the allocation of bays, priority will normally be according to date of written application to the Rack Hiring Officer.
- 2.2.4 A yacht may only be stored in a bay if it is sailed regularly by the owner with the Northbridge Sailing Club. The owner of the yacht which fails to start in 50% of the programmed races in each half of the season may be asked to vacate in favour of persons on the waiting list. Sailing training lessons may count in lieu of programmed races. If you know in advance that you will not be able to sail the required 50% of races, please approach the Rack Hiring Officer to make alternative arrangements during your absence. You may not lend your rack for any period in excess of seven days.
- 2.2.5 A boat remaining in a rack, after the owner has been asked by the Committee to vacate the rack, may be disposed of in accordance with the Uncollected Goods Act (1995).
- 2.2.6 Owner: For the purpose of these rules the Owner is defined as being the member in whose name the rack is allocated. In the case of family membership, the term Owner may include any person properly listed with the Club as being included in that family membership.
- 2.2.7 When a yacht is sold the vendor has no right to transfer the occupancy of the rack.
- 2.2.8 All moveable gear left stored in the bay must be clearly marked with sail number and stored within the confines of the allocated rack.
- 2.2.9 Mast, boom, rudder, rudder blade, tiller, centreboard and other gear must be clearly marked with class initials and registered sail number.
- 2.2.10 Masts must be stored in the mast bay in the allocated racks for that class, excluding Tasars and boats stored at Seaforth.
- 2.2.11 Skippers (over 12 years old) may be issued with key to their own boat storage area and to mast bay. Any member, who opens a bay other than on official sailing days, has a PERSONAL responsibility to see that the bay is locked before going out sailing and leaving the Club after sailing. If other members arrive and require access to a bay, the member who opened the bay must hand over to a PARTICULAR MEMBER his PERSONAL RESPONSIBILITY. Club property must not be left outside.
- 2.2.12 No alterations may be made to any rack without the permission of the Rack Hiring Officer.
- 2.2.13 On vacating a rack the member is to immediately notify the Rack Hiring Officer and Treasurer by email. NOTE: Unless advice is given racks will accrue fees.
- 2.2.14 The boat storage area is not to be used for social gatherings. There is to be no sitting in or on yachts in the bays.
- 2.2.15 Do not leave any rubbish in the bays at any time. Keep them clean and tidy.

2.3 RULES FOR THE USE OF PICKUP BOATS

- 2.3.1 All persons in charge of a power vessel must ensure that the boat and its occupants adhere to the Waterways Authority Regulations.
- 2.3.2 Retriever and Don McKenzie must always have a Waterways licensed driver in charge.
- 2.3.3 All occupants shall wear suitable buoyancy vests, properly fastened.
- 2.3.4 Whilst in control of a boat the skipper must attach the dead-man lead to his person and ensure radios are operational.
- 2.3.5 All powerboats are under the control of the OOD. The OOD may delegate control of one or more boats for a period for club duties. **No powerboat may be used without the permission of the OOD.**
- 2.3.6 Members wishing to use a powerboat must request permission of the OOD, giving reason, destination, passengers, and estimated period of usage.
- 2.3.7 In general, powerboats may be used for official Club business only. However, the officer in control may at his discretion authorise their use for personal business if warranted by special circumstances.
- 2.3.8 Petrol tanks must not be stored in the clubhouse.
- 2.3.9 During morning or afternoon racing power boats are to be used to assist boats in distress, assist with training and/or patrol the area of the course as specified by the OOD. Boats performing this task should be manned by at least 2 people.
- 2.3.10 Members are encouraged to attend power boat courses to become licensed drivers and gain rescue qualifications. Practice may be gained by accompanying authorised drivers on official duties, and by short training sessions during quiet periods on race days. The use of powerboats for such sessions must be authorised in the usual way and take place within the vicinity and sight of the Clubhouse.
- 2.3.11 Licensed drivers, when on official duties, shall, where conditions allow, encourage trainees to gain practice on the controls.

2.4 RULES FOR USE OF CLUB YACHTS

- 2.4.1 In general Club sailing craft may only be used for Club training activities. Limited use of boats may be authorised at the General Committee's discretion.
 - a) Requests to use Club boats are to be made to the DXO.
 - b) The user must pay for all damage (other than normal wear and tear).
 - c) Failure to put a craft away or generally not look after the craft may render the user ineligible to use a club boat again.

2.5 RULES FOR PARKING

Due to the restrictions in parking space on the access road to the Clubhouse, car parking is restricted to the marked areas on the road adjacent to the Club and at the road junction above. It is imperative that the turning circle near the Club steps is left clear at all times. Trailers are to be parked on the grassed area at the eastern side of the turning circle. **ANY TRAILERS LEFT IN THE TURNING AREA OTHER THAN FOR UNLOADING OR LOADING YACHTS MAY BE REMOVED.**

2.6 INSURANCE

All Club members must insure their yachts to a minimum of 3rd party personal and property liability with a minimum cover of \$5, 000, 000. Evidence of this insurance must be provided when requested by a Club official.

3 SAFETY RULES

All members are reminded that it is the sole responsibility of a competitor to decide whether to start a race, and having started to determine whether to continue racing.

3.1 TOW LINE

Each yacht shall carry a towline of suitable strength and length such that when led through the lead ring it extends twice the boat's overall length forward and shall be carried in an accessible position (excluding Skiff Moths).

3.2 BAILERS

A bailer must be carried in all non-self draining yachts except Tasars and Lasers.

3.3 SECURING OF EQUIPMENT

Rudders, tillers and bailers must be secured so that they cannot become detached even when the yacht is capsized. Centreboards must be similarly attached to the hull so that they remain secured in the case.

3.4 MASTS

Hollow masts must be either watertight or have adequate drain holes near the base.

3.5 SAILS

Mainsails, except those with pocket luffs must be capable of being lowered whilst sailing.

3.6 HULL BUOYANCY

Yachts must conform to class measurement rules with respect to hull buoyancy.

3.7 PERSONAL BUOYANCY

Each crew member, whilst sailing, shall wear a Personal Flotation Device 2 compliant with Australian Standard AS1499 or equivalent international standard.

3.8 CREWS ABLE TO SWIM

All sailors shall be capable of swimming 50 metres and supporting themselves without personal buoyancy for 15 minutes in the water.

3.9 STAY WITH YACHT

In the event of a capsize stay with the yacht. The pickup boat will retrieve loose gear.

3.10 SIGNAL FOR ASSISTANCE

If in the yacht, raise both hands above head at five second intervals. If in the water, raise one hand above head at five second intervals.

3.11 RIGHTING A CAPSIZED YACHT

All crew members shall be familiar with the righting techniques appropriate for the class of yacht they sail in all conditions.

3.12 SWIMMING

Swimming off the pontoon or in the vicinity of the rigging deck is prohibited.

4 SAILING INSTRUCTIONS

4.1 Rules

- 4.1.1 All races will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 4.1.2 The prescriptions and safety regulations of the YA will apply for all races.
- 4.1.3 All yachts must abide by NSW Maritime regulations, which specify that yachts must not interfere with commercial shipping. Any yacht infringing these regulations will be disqualified.
- 4.1.4 Rule C.5 of the Tasar class rules will not apply.
- 4.1.5 Maritime Services Board Act No. 47 (1935) Section 30(G) (requirements in case of an accident) is included in the Handbook and forms part of these Sailing Instructions.
- 4.1.6 All races are classified as Category C events in accordance with ISAF Appendix 1 of the YA. Rules.
- 4.1.7 All those taking part in Northbridge Sailing Club events do so at their own risk and responsibility.
- 4.1.8 Northbridge Sailing Club is not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment.
- 4.1.9 The Club reserves the right to refuse or suspend an entry.
- 4.1.10 See Appendix C for Winter Racing special sailing instructions for the Winter Series.

4.2 Entries

All competitors are eligible to enter any or all of the races subject to 4.3.

4.3 Eligibility

- 4.3.1 No yacht shall be eligible unless both skipper and all crew are individual members of the Yachting Association except as defined in RRS rule 55.
- 4.3.2 No yacht shall be eligible unless both skipper and all crew are financial members of Northbridge Sailing Club, with exceptions of instructions 4.3.3, 4.3.4 and 4.3.6.
- 4.3.3 The crews of all yachts may race up to three races before becoming a financial member of Northbridge Sailing Club.
- 4.3.4 A skipper may pay one crew subscription, which will cover a "floating" crew, as long as any one crew does not sail more than three races, without becoming a financial member in their own right.
- 4.3.5 No yacht shall be eligible unless the subscription fees for that yacht have been paid in full.
- 4.3.6 The skipper of a visiting yacht, not a member of Northbridge Sailing Club, wishing to race must seek permission of the Starter. Where permission is given instructions 4.3.2 and 4.3.5 shall not apply.
- 4.3.7 Where visiting yachts attend to compete in an invitation race or travellers' trophy event, permission of the Starter is not needed and instructions 4.3.2 and 4.3.5 shall not apply.

4.4 Notices to Competitors

Notices to competitors will be posted on the official notice board located upstairs in the Clubhouse.

4.5 Changes to Sailing Instructions

Any change in the Sailing Instructions will be notified on the official notice board not less than 45 minutes before it will take effect, or will be communicated orally to each yacht on the water before the warning signal. Code Flag "L" will be flown.

4.6 Signals

- 4.6.1 Signals made ashore will be displayed on the club flagpole attached to the side of the starter's box.
- 4.6.2 When the AP is displayed ashore, '1 minute' is replaced with 'not less than 5 minutes' in the race signal AP.
- 4.6.3 A coloured flag will indicate the course. The colour will correspond with the courses set out in this Handbook.
- 4.6.4 When a Code Flag is displayed over a Class Flag, signals apply to that Class only.
- 4.6.5 Code Flag "W" - (Red square with white border surrounded by blue border) may be used instead of class flags for mass starts.

4.6.6 Code Flag “S” - (Blue square with white border) means “course shortened.” Code Flag “S” is displayed at the last mark of a shortened course. Yachts must round this mark and then proceed directly to the finish line. Yachts shall pass the line in the direction of sailing, i.e. in a straight line from mark showing code flag “S” to the finish line. This changes RRS rule 32.2.

4.7 SCHEDULE OF RACES

4.7.1 A schedule of races for the season located on the Club’s website www.nsc.asn.au

4.7.2 Starting times are as follows:

Race	Class	Warning Signal	Prep Signal	Start
Morning Race 1 (MR1)	NJ/Optimist Green Fleet	10:25	10:26	10:30
Morning Race 2 (MR2)	NJ/Optimist Green Fleet	ASAP after finish of race 1		
Afternoon Races Sep-Nov & Mar-Apr	Optimist*	12:55	12:56	13:00
	Flying 11	13:45	13:46	13:50
	NS14	13:55	13:56	14:00
	Other classes	5 minute intervals there after (Tasar, Laser, Open, Moth)		
Afternoon Races Dec-Feb	Optimist*	13:25	13:26	13:30
	Flying 11	14:15	14:16	14:20
	NS14	14:25	14:26	14:30
	Other classes	5 minute intervals there after (Tasar, Laser, Open, Moth)		
Commodores Cup				
Heat 1	All classes	10:55	10:56	11:00
Heat 2	NJ/Optimist Green Fleet/Optimist	13:40	13:41	13:45
	Flying 11	13:45	13:46	13:50
	NS14	13:55	13:56	14:00
	Other classes	5 minute intervals there after (Tasar, Laser, Open, Moth)		
Presidents Plate				
Heat 1	All classes	10:25	10:26	10:30
Heat 2	All classes	11:55	11:56	12:00
Heat 3	All classes	14:25	14:26	14:30
Willoughby Shield		Note: NJ/Optimist as per MR1 & MR2		
Heat 1	All senior classes	13:55	13:56	14:00
Heat 2	All senior classes	ASAP	After Heat 1	
Heat 3	All senior classes	13:55	13:56	14:00
Heat 4	All senior classes	ASAP	After Heat 3	
Heat 5	All senior classes	14:25	14:26	14:30
Heat 6	All senior classes	ASAP	After Heat 5	

*Optimist Fleet start time is a guide and may be changed during the season.

4.8 Class Flags

Class flags will contain the class insignia for the each class, sailing.

4.9 Racing Area

Section 8 shows the location of the racing area.

4.10 Courses

4.10.1 NSC Courses

The course to be sailed for each race will be selected by the Starter from the schedule of NSC Courses contained in Section 7 according to the expected weather conditions.

Each course is designated by a colour that will correspond to the course indicator signal flag. The schedule of courses shows the order in which the marks are to be rounded or passed and the side on which each mark is to be left.

4.10.2 Morning Courses

Courses for Morning races for Northbridge Junior and Optimist Classes shall be determined each race day by the Junior Class Captain according to weather conditions and general level of sailing competence. Courses and starting times will be displayed on a Club notice board.

4.11 Marks

4.11.1 Course marks will be spherical orange buoys. The approximate position of course marks are shown on the map in Section 8.

4.11.2 The starting marks will be a buoy displaying an orange flag with a black border, the starting mast of the Committee Vessel or when starting from the Club, a buoy displaying a yellow flag and a white diamond on the Starter's Box.

4.11.3 The finishing marks will be a buoy displaying a yellow flag, the white diamond on the Starter's Box or when finishing at the Committee Vessel a buoy displaying an orange flag with a black border and the starting mast of the Committee Vessel.

4.12 The Start

4.12.1 The approximate starting line position for each course is shown on the map in Section 8.

4.12.2 All Races except The last race in the Spring, Summer and Autumn Series will be started by using RSS rule 26.

4.12.3 For classes starting after the first class to start the warning signal shall be the starting signal of the previous class. The class flag will be displayed as soon as practicable. This amends RRS rule 26 that the visual signal shall count.

4.12.4 Yachts shall start between a buoy displaying an orange flag with a black border and the starting mast of the Committee Vessel or when starting from the Club, between a buoy displaying a yellow flag and a white diamond on the Starter's Box.

4.12.5 An orange preventer buoy may be laid and shall be laid for a Clubhouse start. Yachts shall start between the preventer buoy and the starting buoy if the preventer buoy has been laid. The preventer buoy however is not part of the start line.

4.12.6 Handicap starts: The last race in the Spring, Summer and Autumn Series will be a handicap start and each yacht will be allocated a handicap of up to 30 minutes. The warning signal will be made using code flag W. The preparatory signal will be made one minute later. Four minutes after the warning signal code flag P will be lowered and the number 0 will be displayed for one minute. All yachts will start on the fall of their allocated handicap number. Code flag W will fall with the fall of number 30.

4.12.7 A yacht passing through the start line while another class is within its starting sequence may be disqualified without protest.

4.13 The Finish

- 4.13.1 The finishing line shall be between a buoy displaying a yellow flag and a white diamond on the Starter's Box or when finishing at the Committee Vessel between a buoy displaying an orange flag with a black border and the starting mast of the Committee Vessel. An orange preventer buoy may be laid and shall be laid for a clubhouse finish. Yachts finishing must pass between the yellow flag and the preventer buoy.
- 4.13.2 No yacht shall pass between the yellow flag and preventer in the direction of finishing except on the first leg and when finishing. Infringement of this rule will result in disqualification from that race which will be implemented by the race committee, this changes rule 63.1.
- 4.13.3 No yacht may recross the finishing line after finishing except between the preventer and the white diamond and must not manoeuvre in the vicinity of the finishing line. Infringement of this rule may result in disqualification from that race which will be implemented by the race committee, this changes rule 63.1.

4.14 Recalls

When a general recall has been signalled, the start(s) for the succeeding classes will be postponed accordingly.

4.15 Time Limit (Amends RRS rule 35)

The duration of morning races for any class shall be 2 hours. If no yacht finishes within 2 hours the race shall be abandoned. If any yacht finishes within 2 hours the duration of the race for that class shall be extended to 2 hours 30 minutes.

The duration of afternoon races for any class shall be 3 hours. If no yacht finishes within 3 hours the race shall be abandoned. If any yacht finishes within 3 hours the duration of the afternoon race for that class will be extended to 3 hours 30 minutes.

4.16 Penalty System

- 4.16.1 Appendix P of the rules will apply as changed by instructions 4.16.2
- 4.16.2 RRS rule P2.3 will not apply and RRS rule P2.2 is changed so that it will apply to any protest after the first one.
- 4.16.3 The general committee reserves the right to review points scored by a competitor in the case of misconduct or contravention of the club rules.

4.17 Protests and Requests for Redress

- 4.17.1 Protest forms are available from the starter. Protests shall be delivered to the starter within the protest time limit.
- 4.17.2 For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the race committee about incidents they observe in the racing area and to requests for redress. This changes RRS rules 61.3 and 62.2.
- 4.17.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the starter's box, at the times advised by the protest committee.
- 4.17.4 Breaches of instructions 4.12.7, 4.13.2 and 4.19 will not be grounds for a protest by a boat. This changes RRS rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 4.17.5 Decisions of the protest committee will be final as provided in RRS rule 70.4

4.18 Scoring

4.18.1 RRS Paragraph A2 is modified to read:

Number of races in a series, races which must be held to qualify as a series, minimum races started by a skipper to qualify for a result and races to count towards a skipper's result will be as follows:

Series	Number of races	Races for a series	Starts to qualify	Races to Count
Club Championship++	7	5	4	best 5
Spring ++	7	5	4	best 5*
Summer++	6	4	3	best 4
Willoughby Shield++	6	4	4	best 5 +
Commodores Cup	2	1	all	All
Presidents Plate	3	1	all	All

* If only 3 races are sailed then the races to count shall be reduced to best 3.

+ If only 4 races are sailed then the races to count shall be reduced to best 4

++ All number of races given above could be doubled for Morning Fleets

Paragraph A4 of the Rules is modified to read:

(a) When a series has been completed, if a boat starts sufficient races to qualify for the series, but does not have sufficient Races to Count for the series, an artificial score will be used to make up the required Races to Count. This score will be the higher of sixth place or one place more than the number of NSC registered boats starting in that series for the class.

(b) A yacht which does not finish shall score points for the finishing place equal to one more than the number of boats finishing in the race.

(e) Any yacht not competing in an NSC race while competing in an interclass or Class fixture or because of other official duties, shall be allocated average points for the race provided written notice is received by the Race Secretary before the start of the race. For each skipper, average points will be allowed for one day only for each series in a class. Average points for a boat shall be calculated to the nearest tenth of a point of her average of her points in all races in the series, except the race in question and the discard scores allowed in sailing instruction 4.18.1.

4.19 Safety

4.19.1 Competitors' attention is drawn to fundamental RRS rules 1 and 4.

4.19.2 Sign On:

For each race or race session each competitor intending to race shall personally "sign-on", by signing the race sign-on sheet located on the tables near the notice board. Prior to the warning signal, of the race or race session. Failure to comply with this sailing instruction will result in a boat being scored "DNC" (did not complete) for the race or races without hearing. This changes RRS rule 63.1

4.19.3 Competitors who have not rigged at the club or that have not had access to the sign-on sheet may sign on by hailing the starter at the committee vessel and providing such details as found on the sign on sheet. This changes instruction 4.19.2

4.19.4 Safety rules set out in Section 3 of the club handbook shall be deemed part of these sailing instructions.

4.19.5 A boat that retires from a race shall notify the race committee as soon as possible.

4.20 HANDICAPS

Handicaps will be in the form of a factored time averaged over the last four races in accordance with the RRS.

4.21 Prizes

Prizes will be given as detailed in Section 6 of club's handbook.

4.22 Insurance

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of five million dollars (\$5,000,000).



4.23 Disclaimer of Liability

Competitors participate in all club events entirely at their own risk. See Safety Rules set out in Part 3, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the event. Refer to Risk warning in front section of this handbook.



5 RACE SERIES

Race series will be conducted on dates as detailed in the Race Program at the end of the handbook.

5.1 CLUB CHAMPIONSHIP

Awarded on total point score in best five out of seven Championship Races in the season to first, second and third places on scratch for all classes except Speedster and Flyer. An NJ class race will be open to Speedsters and Flyers racing as a single class. A morning race shall be held for Speedsters for the Neighbourhood Watch Marine Trophy. A class yardstick shall be applied to yachts in the Open Class for the Club Championship series. The Starter may reschedule races or combine a Club Championship race with another series race to ensure there are enough races sailed for the Club Championship Series. At least one week's notice shall be given of such a change.

5.2 SEALED HANDICAP

Awarded on total point score in best five out of seven Championship Races in the season to first, second and third places on handicap for all classes. Speedsters and Flyers will be scored as a single NJ class.

5.3 ANNUAL POINT SCORE

Awarded on accumulation of points in Club Championship, Spring, Summer and Autumn Series to first, second and third places on scratch, in all classes. Results in NJ class events will be included in the Speedster and Flyer class point score calculations where required.

5.4 SPRING AND AUTUMN SERIES

Awarded on accumulation of points in four out of five races in each series to first, second and third places on handicap, all classes.

5.5 SUMMER SERIES

Awarded on accumulation of points in four out of six races in each series to first, second and third places on handicap, all classes except Moths. Moths will count four out of five races. Two of the races will be short races conducted on the same afternoon at the discretion of the Starter, except Moths.

5.6 WILLOUGHBY SHIELD

The Willoughby Shield Series consists of six races over three days with two races to be held on each day over the Willoughby Shield courses. Awarded on total point score in best five out of six races in the season to first, second and third places on scratch, in all classes except Speedsters and Flyers. NJs will sail as a single class open to any NJ skipper.

5.7 COMMODORE'S CUP

Consists of two races to be held on the same day over the Commodore's Cup courses. Starting times will be as per clause 4.7.2 above. The result will be calculated on a scratch basis and trophies will be awarded to first, second and third places. Presentations may be made on completion of the fixture.

NOTE: Mass start morning, normal staggered start afternoon.

5.8 PRESIDENT'S PLATE

Consists of three races to be held on the same day. The first two races will be over the President's Plate morning courses and the afternoon race will be over the Commodore's Cup course. Starting times will be as per clause 4.7.2 above. NJ's and Junior Lasers will sail first and second race only. Fly Ants and Open will sail the second and third race only. Result will be on handicap. Presentations may be made on completion of the fixture.

NOTE: Mass start all three races.

5.9 PUNCHBOWL PENNANT

Awarded to the scratch winner of all classes in the opening day Punchbowl Pennant races.



6 TROPHIES

Prizes and trophies will be awarded to classes as detailed below:

6.1 Club Champion Trophies

6.1.1 NS14 CLUB CHAMPION - THE A DICKISON SENIOR 14 CHAMPIONSHIP TROPHY

Awarded to the NS 14 Club Champion.

6.1.2 TASAR CLUB CHAMPION - THE HOSKINS PLATE

Donated by Mrs. D. E. Hoskins, awarded to the Tasar Club Champion.

6.1.3 MOTH CLUB CHAMPION - THE BANK OF N.S.W. MOTH CHAMPIONSHIP TROPHY

Donated by the Northbridge Branch of the Bank of New South Wales to be presented to the Moth Club Champion.

6.1.4 LASER CLUB CHAMPION - LASER TROPHY

Awarded to the Laser Club Champion.

6.1.5 FLYING ANT CLUB CHAMPION – THE A DICKISON PERPETUAL TROPHY

Awarded to the Flying Ant Club Champion.

6.1.6 OPTIMIST PERPETUAL TROPHY

Awarded to the Optimist Club Champion.

6.1.7 NJ CHAMPION TROPHY

Awarded to the NJ Club Champion.

6.1.8 YACHT WINTER SERIES CLUB CHAMPION - MARINE WATCH MIDDLE HARBOUR TROPHY

Donated by the Upper Middle Harbour Marine Watch group for competition amongst yachts sailing in the Winter Series races.

6.2 Youth Club Champion Trophies

6.2.1 NS14 YOUTH CLUB CHAMPION - THE TAIT JUNIOR NS14 TROPHY

Donated by the Tait family to encourage youth sailing.

To be presented to the member who skippers an NS14 to the best result in the Club Championship while under 19 years of age. If there is no skipper eligible, it is to be awarded to the member who crews an NS14 to the best result in the Club Championship while under 19 years of age.

6.2.2 MOTH YOUTH CLUB CHAMPION - MIFLIN'S MARATHON TROPHY

Originally awarded to the winner of the Seaforth Moth Sailing Club's marathon race. Barry Miflin is a life member who put in many years of service to SMSC.

To be presented to the member who skippers a Moth to the best result in the Club Championship while less than 19 years of age.

6.2.3 RADIAL LASER YOUTH CLUB CHAMPION - SUB JUNIOR LASER TROPHY

Awarded to the Junior Laser Club Champion sailing a radial rig and who is under 17 at 31 May at the conclusion of the season

6.3 Other Perpetual Trophies

6.3.1 COMMODORES CUP

Awarded to the winner of the Commodores Cup in each class.

6.3.2 PRESIDENTS PLATE

Awarded to the winner of the Presidents Plate in each class.

6.3.3 WILLOUGHBY SHIELD

Awarded to the winner of the Willoughby Shield in each class.

6.3.4 FRANK AND NEL BETHWAITE TROPHY

Awarded to the winner of the Teams Racing Regatta.



6.3.5 FESTIVAL CUP

The Cup is presented to the winner of the Northbridge Junior Festival Series, which is usually held on the Sunday after the January "Live In" and presentation may be made on completion of the fixture. Held over two races. . Open to Speedsters and Flyers and held over two races.

6.3.6 MARINE NEIGHBOURHOOD WATCH TROPHY

The trophy will be awarded to the Speedster skipper with the lowest score in the Speedster morning race held on Club Championship days.

6.4 Special Memorial Trophies

6.4.1 BOB BOWMAN MEMORIAL TROPHY

Donated by members of the Club in memory of Bob Bowman who was for many years the Starter on the Sailing Committee. To be presented to the member over 15 years who demonstrates the greatest community spirit, helpfulness and leadership with the Club during the season.

6.4.2 LACK TROPHY

Donated by Mr. and Mrs. W. C. Lack who lived at the top of the hill and appreciated the club's philosophy although not participating themselves. To be presented to the member under 16 years who demonstrates the greatest community spirit, helpfulness and leadership with the Club during the season.

6.4.3 CHALLIS TROPHY

In memory of Simon Challis, to be awarded to the youth member who contributes most to the annual Junior live-in training camp. This trophy was originally given to the 125 Club Champion but in 1997/98 was changed at the request of the Challis family after the 125 class disbanded.

6.4.4 JOE ALEXANDER TROPHY

Awarded in memory of Joe Alexander, a youth member, who died aged 16 from complications associated with treatment for cancer, and whose family were active members of the Club for many years.

To be presented to the youth member (under 25years) who has done the most during the year to promote intergenerational harmony.

6.4.5 CONNUBIAL BLISS

Will be awarded to the most successful husband and wife crew who are still on speaking terms at the end of the season.

7 NSC SAILING COURSES

TASAR, NS14

WHITE NW	GREEN SE-E	BLUE NE	RED E-NE	YELLOW W	BLACK S
Start – SL (P)	START	START	START	START	START
CL (P)	SP (P)	PH (P)	SP (P)	SB (S)	LB (P)
BP (S)	BL1 (P)	WI (S)	SB (S)	CL (S)	BL1(P)
LB (S)	QH (S)	SL (S)	SL (S)	BP (P)	CC1 (S)
SL (P)	BL2 (P)	LB (P)	CP (P)	BL2 (S)	PH (P)
CL (P)	SB (GATE)	SP (P)	SP (P)	SP (S)	CC2 (P)
PH (P)	SP (P)	CL2 (S)	BL1 (P)	SB (S)	LB(P)
SL (P)	BL1 (P)	PH (P)	FP (S)	SP (S)	BL1(P)
CL (P)	QH (S)	CL2 (S)	SB (S)	SB (S)	CC1(S)
BP (S)	BL2 (P)	PH (P)	SP(P)	CL (S)	PH(P)
LB (S)	SB (GATE)	WI (S)	SB(S)	BP (P)	CC2(P)
SL (P)	SP (P)	SL (S)	FINISH	BL2 (S)	LB(P)
BP (S)	SB (GATE)	LB (P)		SP (S)	CC2(P)
FINISH	SP (P)	SP (P)		FINISH	LB(P)
	BL1 (P)	CL2 (S)			BL1(P)
	QH (S)	FINISH			CC1 (S)
	BL2 (P)				PH (P)
	SB (GATE)				CC2 (P)
	FINISH				FINISH

LASER

WHITE NW	GREEN SE-E	BLUE NE	RED E-NE	YELLOW W	BLACK S
Start – SL (P)	START	START	START	START	START
CL (P)	SP (P)	PH (P)	SP (P)	SB (S)	LB (P)
BP (S)	BL1 (P)	WI (S)	SB (S)	CL (S)	BL1(P)
LB (S)	QH (S)	SL (S)	SL (S)	BP (P)	CC1 (S)
SL (P)	BL2 (P)	LB (P)	CP (P)	BL2 (S)	PH (P)
CL (P)	SB (GATE)	SP (P)	SP (P)	SP (S)	CC2 (P)
PH (P)	SP (P)	CL2 (S)	BL1 (P)	SB (S)	LB(P)
SL (P)	SB (GATE)	PH (P)	FP (S)	SP (S)	CC2(P)
CL (P)	SP (P)	CL2 (S)	SB (S)	SB(S)	LB(P)
BP (S)	BL1 (P)	PH (P)	SP(P)	SP (S)	BL1(P)
LB (S)	QH (S)	WI (S)	SB(S)	FINISH	CC1(S)
SL (P)	BL2 (P)	SL (S)	FINISH		PH(P)
BP (S)	SB (GATE)	LB (P)			CC2(P)
FINISH	SP	SP (P)			LB (P)
	SB (GATE)	CL2 (S)			CC2(P)
	FINISH	FINISH			FINISH

MOTH/OPEN

WHITE NW	GREEN SE-E	BLUE NE	RED E-NE	YELLOW W	BLACK S
Start – SL (P)	START	START	START	START	START
CL (P)	SP (P)	PH (P)	SP (P)	SB (S)	LB (P)
BP (S)	BL1 (P)	WI (S)	BL1 (P)	CL (S)	BL1(P)
LB (S)	QH (S)	SL (S)	LB (S)	BP (P)	CC1 (S)
SL (P)	BL2 (P)	CL2 (S)	SB (S)	BL2 (S)	PH (P)
CL (P)	SB (GATE)	SP (P)	SL(S)	SP (S)	CC2 (P)
PH (P)	SP (P)	LB (P)	CP (P)	SB (S)	LB (P)
SL (P)	BL1 (P)	CL2 (S)	SP(P)	CL (S)	BL1(P)
CL (P)	QH (S)	PH (P)	SB(S)	BP (P)	CC1 (S)
BP (S)	SB (GATE)	WI (S)	SP(P)	BL2 (S)	PH (P)
LB (S)	SP (P)	SL (S)	BL1(P)	SP (S)	CC2 (P)
SL (P)	BL1 (P)	CL2 (S)	LB(S)	FINISH	LB (P)
BP (S)	QH (S)	FINISH	SB(S)		BL1(P)
FINISH	BL2 (P)		FINISH		CC1 (S)
	SB (GATE)				PH (P)
	FINISH				CC2 (P)
					FINISH

FLYING 11

WHITE NW	GREEN SE-E	BLUE NE	RED E-NE	YELLOW W	BLACK S
Start – SL (P)	START	START	START	START	START
CL (P)	SP (P)	PH (P)	SP (P)	SB (S)	LB (P)
BP (S)	SB (GATE)	LB (P)	BL1 (P)	CL (S)	BL1(P)
LB (S)	SP (P)	SP(P)	LB (S)	BP (P)	CC1 (S)
SL (P)	BL1 (P)	CL2 (S)	SB (S)	BL2 (S)	PH (P)
CL (P)	QH (S)	PH (P)	SP (P)	SP (S)	CC2 (P)
PH (P)	BL2 (P)	LB (P)	BL1 (P)	SB (S)	LB (P)
SL (P)	SB (GATE)	SP (P)	LB (S)	SP(S)	BL1(P)
CL (P)	SP (P)	CL2 (S)	SB (S)	FINISH	CC1 (S)
BP (S)	SB (GATE)	FINISH	FINISH		PH (P)
FINISH	FINISH				CC2 (P)
					FINISH

OPTIMIST

WHITE NW	GREEN SE-E	BLUE NE	RED E-NE	YELLOW W	BLACK S
START	START	START	START	START	START
SL (P)	SP (P)	PH (P)	SP (P)	SB (S)	LB (P)
CL (P)	BL1 (P)	LB (P)	BL1 (P)	SP (S)	BL1(P)
LB (S)	QH (S)	CL2 (S)	LB (S)	BL2 (S)	CC2 (P)
CL (P)	SB (GATE)	PH (P)	BL1 (P)	SP (S)	CC1 (S)
LB (S)	BL2 (P)	CL2 (S)	SB (S)	SB (S)	CC2 (P)
FINISH	SB (GATE)	FINISH	FINISH	FINISH	CC1 (S)
	FINISH				FINISH

Optimist Green Fleet and NJ courses

As decided by the Junior Captain. A briefing will be held in the Clubhouse each race day.



COMMODORE'S CUP COURSES
TASAR, NS14, LASER, MOTH, OPEN

WHITE NW	GREEN SE-E	BLUE NE	RED E-NE	YELLOW W	BLACK S
Start – SL (P)	START	START	START	START	START
CL (P)	SP (P)	PH (P)	SP (P)	SB (S)	LB (P)
BP (S)	BL1 (P)	WI (S)	BL1 (P)	CL (S)	BL1(P)
LB (S)	QH (S)	SL (S)	LB2 (S)	BP (P)	CC1 (S)
SL (P)	BL2 (P)	LB (P)	SB (S)	BL2 (S)	PH (P)
CL (P)	SB (GATE)	SP (P)	SL (S)	SP (S)	CC2 (P)
PH (P)	SP (P)	CL2 (S)	CP (P)	SB (S)	LB (P)
SL (P)	BL1 (P)	PH (P)	SP (P)	SP (S)	BL1(P)
CL (P)	QH (S)	CL2 (S)	SB (S)	FINISH	CC1 (S)
BP (S)	BL2 (P)	FINISH	FINISH		PH (P)
Finish	SB (GATE)				CC2 (P)
	SP (P)				FINISH
	SB (GATE)				
	FINISH				

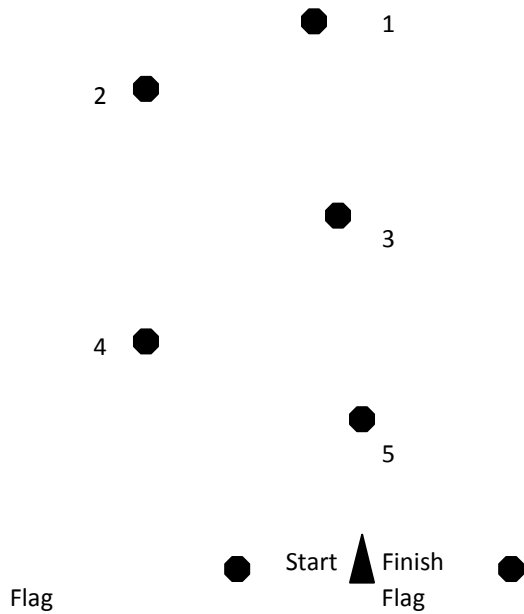
FLYING 11

WHITE NW	GREEN SE-E	BLUE NE	RED E-NE	YELLOW W	BLACK S
Start – SL (P)	START	START	START	START	START
CL (P)	SP (P)	PH (P)	SP (P)	SB (S)	LB (P)
BP (S)	BL1 (P)	WI (S)	BL1 (P)	CL (S)	BL1(P)
LB (S)	QH (S)	SL (S)	LB2 (S)	BP (P)	CC1 (S)
SL (P)	BL2 (P)	LB (P)	SB (S)	BL2 (S)	PH (P)
BP (S)	SB (GATE)	SP (P)	SP (P)	SP (S)	CC2 (P)
FINISH	FINISH	CL2 (S)	SB (S)	FINISH	LB(P)
		FINISH	FINISH		CC2(P)
					FINISH

NJs & OPTIMIST

Junior captain to do briefing for courses on the day.

PRESIDENT'S PLATE & WILLOUGHBY SHIELD COURSES



A red or green flag will be flown from the start boat indicating a port or starboard course respectively. A numerical number board will indicate either a 3 or 4 lap course.

3 Lap Course

Start-1-2-3-4-5*-1#-5-1-2-3-4-Finish

4 Lap Course

Start-1-2-3-4-5-1-5*-1#-2-3-4-5-1-Finish

Port Course

All marks except mark 3 to be left to port

Starboard Course

All marks except mark 3 to be left to starboard

*NJs and Optimists to sail from this mark to finish

Flying 11s to sail from this mark to finish

Note: Port Course Shown

SUMMER SERIES SHORT COURSES

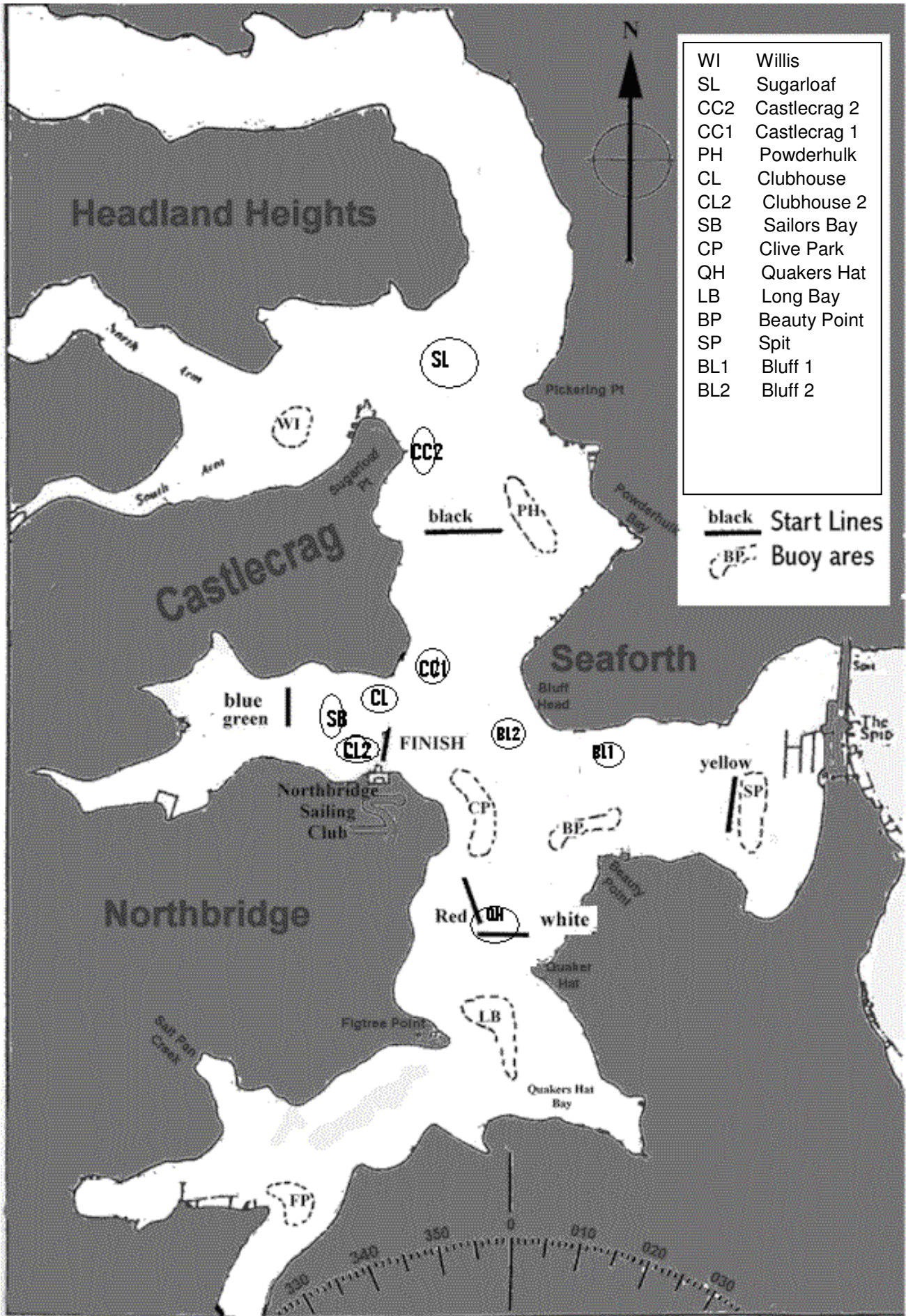
TASAR, NS14, LASER, OPEN

WHITE NW	GREEN SE-E	BLUE NE	RED E-NE	YELLOW W	BLACK S
Start – SL (P)	START	START	START	START	START
CL (P)	SP (P)	PH (P)	SP (P)	SB (S)	LB (P)
BP (S)	BL1 (P)	WI (S)	SB (S)	CL (S)	BL1(P)
LB (S)	QH (S)	SL (S)	SL (S)	BP (P)	CC1 (S)
SL (P)	BL2 (P)	LB (P)	CP (P)	BL2 (S)	PH (P)
CL (P)	SB (GATE)*	SP (P)	SP (P)	SP (S)	CC2 (P)
BP (S)	SP (P)	CL2 (S)	SB (S)	SB(S)	LB (P)
FINISH	SB (GATE)	FINISH	FINISH	SP(S)	BL1(P)
	FINISH			FINISH	CC1 (S)
					PH (P)
					CC2 (P)
					FINISH

8 BOUY POSITIONS AND MAP

(In ringed area, according to wind direction)

SL	Sugarloaf in line with beacon
WI	Deep in Sugarloaf
SB	South of Castlecrag shore
CP	North-East of Clive Park Pool
BL1	100 m. off the Bluff, 25m towards Spit
BL2	100m off the Bluff, 25m towards Sailors Bay
SP	150 m. off Spit Marina
BP	At Beauty Point
PH	In Powder Hulk Bay off Seaforth Moth Sailing Clubhouse
CC1	Off Castlecrag opposite Seaforth bluff
CC2	Off Castlecrag near entry to sugarloaf
CL	Clubhouse
CL2	50m off scout pontoon (shallow SB on close to southern shore)
FP	Folly Point
FIN	150 m. North of Northbridge Sailing Clubhouse
LB	Long Bay
QH	Quakers hat (Shallow Long Bay)
Starting Line Shown e.g. ----- Black	



APPENDIX A - RADIOS

Using the clubs radios:

The Club's maintains two styles of radios. 27MHz (channel 91) is located in Northbridge starters box, Seaforth Clubhouse, Don McKenzie and Retriever. UHF handheld radios (channel 27) are issued and should be carried by all drivers of the club rescue fleet (namely Don McKenzie, Retriever, Rescue 1, 2, and 3) and the DXO/OOD on duty. The 27MHz radio is a Limited Coast Station (LCS), which works on Ch 91 of the 27MHz Marine Band. To use the radio you do not need to have a radio operator's license and it is the responsibility of any member in the Club to answer the radio when incoming messages are received. The service provided by a LCS is restricted to communications concerning the movements and operations of vessels and for search and rescue operations. Messages should be kept brief and to the point. Chatter must be avoided. UHF has no restrictions but it is recommended for safety reasons to use the same protocols as for the 27MHz radios.

It is not difficult to use the radio. You cannot talk and receive at the same time. On the side of the microphone is a button. When this button is depressed, the radio becomes a transmitter. When the button is not depressed, the radio is a receiver.

Note the call sign for the radio in the clubhouses are "Northbridge Sailing Club or Northbridge" and "Seaforth" the call sign for the rescue craft is simply that boat's name (i.e. "Don McKenzie", "Retriever", "Rescue 1, Rescue 2, Rescue 3"). A form of identification is required at the start of a series of transmissions, either 'VH2DCY' (the clubs communication licence call sign) or for example "Northbridge Sailing Club".

To transmit a message:

- Ensure the PA Button is OUT and the AM Button is IN.
- Check that the radio is switched on (channel number 91 will be displayed).
- If necessary adjust the Squelch Control until the background noise just disappears (too far and you cut out your own signal).
- Listen, and make sure there is no traffic on the channel
- Depress the transmit button on the microphone and speak.

Your transmit message should be in the form:

NAME OF VESSEL CALLED (repeated once) this is CALLING STATION e.g., Retriever, Retriever. This is Northbridge Sailing Club, OVER".

Retriever should respond by saying "Northbridge Sailing Club, Northbridge Sailing Club this is Retriever, OVER". When they respond give your message:

Message: "Retriever, Please advise if all marks are in proper locations, OVER" (You want a response).

Answer: Retriever responds e.g. "Northbridge Sailing Club, all marks are in position," OVER.

Close: Finish the exchange e.g. "Retriever, thank you, Northbridge Sailing Club, OUT." (message received and you have closed the exchange).

To respond to an incoming call

Usually you will receive a call to make contact e.g. "Northbridge Sailing Club, Northbridge Sailing Club this is Rescue 1 OVER".

Pick up the microphone and depress the transmit button, your response should be in the form "Rescue 1, Rescue 1, this is Northbridge Sailing Club, OVER."

Take your finger off the transmit button.

Rescue 1 will then transmit its message.

Using the radio - Some tips:

Hold the microphone so that you can speak across it, not into it. Speak slowly and precisely. Keep your messages SHORT- do not waffle on.

Some useful terms.

OVER at the end of a message. Means that this transmission is ended and I await your response.

OUT at the end of a message. Means that the exchange of messages is finished and no response expected.

CLEAR at the end of a message. Means that the exchange of messages on this topic has finished but you are standing by to receive a further message.

Emergency radio use.

There are three levels of emergency use of radios. These calls are made to all boats in the area that must respond if possible. Remember that everybody within 30km can hear you on the radio. If there is an emergency call in progress and you are unable to help, stay off the radio.

Safety messages such as local severe weather warnings. Start your call with "Securitie" (Saycuritay) three times

Urgency - where urgent assistance is required from anybody in the area. Start your call with "Pan Pan" three times.

Distress – only where there is actual and immediate danger to life. Start your call with "Mayday" three times

A typical Urgency call might be

" Pan Pan, Pan Pan, Pan Pan

Hello all stations

Hello all stations

Hello all stations

This is

Hawk VL2345, Hawk VL2345, Hawk VL2345

1km North of Middle Head

Motor stalled

Drifting onto Dobroyd Point bombora

Require urgent tow.

OVER"

Any boats in the vicinity must respond by radio and move to help the vessel.

APPENDIX B - REQUIREMENTS IN CASE OF ACCIDENT

The following is an extract from the Maritime Services Act, 1935, which the NSW Maritime requires the Club to promulgate, and which all Club members must adhere to:

SECTION 30(G)

2) In this section the word "Vessel" means a vessel of less than 30 metres in length overall.

3) Where, owing to the presence of a vessel in any port or navigable waters, an accident occurs, the master of a vessel concerned in the accident -

(a) Shall stop his vessel;

(b) If the accident results in the death of or injury to any person, or in damage to a vessel, which affects the seaworthiness of the vessel, or the safety of persons on board the vessel, shall give any assistance which may be necessary and which it is in his power to give.

(c) If required so to do by any person having reasonable grounds for so requiring, shall produce any license to navigate a vessel at speed, license as coxswain or master's certificate, which he holds, and shall give particulars of his name and place of abode, the name and address of the owner of the vessel, the name of the vessel and any distinguishing number which is, or is required to be, displayed by the vessel in pursuance of or by an Act or regulation;

(d) If required to do so by any officer of the Board or any member of the police force, shall give such particulars as it is in his power to give as to time, place and nature of the accident, the name of every vessel concerned in the accident and any distinguishing number which was carried by any such vessel, the name and address of any person who was concerned in or who witnessed the accident, and the extent of any injury or damage resulting from the accident; and

(e) If such accident has resulted in the death of or injury to any person, or in damage to a vessel or to any other property to an extent apparently exceeding one hundred dollars, shall, as soon as practicable and in any case within twenty-four hours after the accident, forward to the Board in writing the particulars that, under paragraph (d), he may be required to give, unless such particulars have already been given by him to a

member of the police force, or to any officer of the Board, who required him to give such particulars.

4) Any person who:

(a) Without reasonable excuse, fails to comply with any provision of subsection (2); or

(b) Wilfully furnishes any false or misleading particulars in respect of any matter pursuant to paragraph (c), (d) or (e) or subsection (2), shall be guilty of an offence against this Act and liable to a penalty not exceeding four penalty units.

APPENDIX C – WINTER SAILING

- 7.1.1 The Club now also conducts sailing races over the May – August period, open to both dinghies and yachts. The spirit of the races is to be an opportunity to make further use of the Club's facilities and the waterway on which it is located year-round, by way of holding a series of six races – spaced out generally once every three weeks.
- 7.1.2 Yachts compete for the Marine Watch Middle Harbour Trophy.
- 7.1.3 Dinghies will be accommodated, and a series prize awarded if there are sufficient regular starters. As in previous years the club will not be supplying any manned rescue craft.
- 7.1.4 First race 6 May 2012 - then five further races at dates to be confirmed
- 7.1.5 Proposed starting time is a handicap start commencing from 12:00 noon.

7.2 Eligibility to race

- 7.2.1 All boats registered with NSC for the preceding summer season are eligible to compete with no further fees payable.
- 7.2.2 Any NSC registered member is entitled to enter an "Eligible Yacht" with payment of \$12.00 per race or \$50.00 for all races.
- 7.2.3 Non NSC members are invited (acceptance at the discretion of NSC) to enter an "Eligible Yacht" with payment of \$16.00 per race or \$65.00 for all races, subject to the skipper and crew (see below) being members of another Yachting NSW sailing club and/or current individual members of Yachting NSW.
- 7.2.4 "Eligible Yacht" means a sailing dinghy or yacht covered by a current insurance policy with at least Third Party Property & Personal Injury Liability cover. It will be considered a Category 7 Event for yachts.
- 7.2.5 Skippers/owners who are not members of another Yachting NSW sailing club can apply to become "Winter Members" of Northbridge Sailing Club. Winter Members will have an entitlement to sail in the Winter Series and limited club membership rights. This is because NSC is sanctioned only to host races for members of Yachting NSW.
- 7.2.6 Winter Membership is available at a fee to be determined due to change in YA Fee regulations at the commencement of the 2011-12 Season.
- 7.2.7 Further details and entry form will be available on the NSC website by mid April (www.nsc.asn.au) or contact John Smidmore (johnsmidmore@optusnet.com.au) or 99672275.

7.3 NSC WINTER SAILING - SAILING INSTRUCTIONS

- 7.3.1 The Racing Rules of Sailing issued by the International Sailing Federation, the prescriptions and safety Regulations of Yachting Australia and these Instructions will govern all races. For yachts this series is to be considered a category 7 event under the Yachting Australia Special Regulations Part 1. Attention in particular is drawn to section 1.02 – Owner's Responsibility.
- 7.3.2 Unless indicated to the contrary herein, the Sailing Instructions set out in the main part of this Handbook (section 4) shall apply.
- 7.3.3 Attention is drawn to NSC Handbook, in particular to the following:
 - All those taking part do so at their own risk and responsibility
 - NSC is not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment
 - The responsibility for a boat's decision to participate in a race or to continue racing is her crew's alone.
 - No spinnakers or like "extras" permitted.
 - No rescue boats will be manned by the club. A tinnie will be made available to parents/support crew for dinghy sailors

7.3.4 PROTESTS

Protests as per NSC instructions, although in the spirit of the nature of the event protests are discouraged

7.3.5 SIGNALS AND STARTING PROCEDURE

Signals will be displayed from the NSC flagpole and Starters Box.

The course will be indicated by a Coloured flag.



7.3.6 START PROCEDURE:

Warning Signal - five (5) minutes before Start.-Code flag “W” hoisted (at approx 11:55 am)

Preparatory Signal – four (4) minutes before start – Code Flag “P” hoisted.

One minute before start – Code flag “P” lowered.

Start – Code flag “W” lowered (at 12 noon).

Sound signals may accompany any of the above.

7.3.7 HANDICAP START

A Handicap Start will be implemented. Boats are not to start before the time as advised to them before the race. Skippers should synchronize their watches with EST and/or the above signals. The starter will endeavour to give a sound signal at 12.10, 12.20 and 12.30. These may also be called out on channel 91 of 27mgh radio.

Early starters – will be given a 2 minute penalty plus 1 minute for each minute or part thereof they are early.

Handicap start times will be posted on NSC website – www.nsc.asn.au. Or can be obtained from John Smidmore 0417325072.

7.3.8 STARTING LINE

Shall be between a buoy displaying a yellow flag and a white diamond on the Starter’s Box. An orange preventer buoy may be laid and yachts starting must pass between the yellow flag buoy and the preventer

7.3.9 FINISH LINE –

Between a buoy with a yellow flag and the white diamond on the Starter’s Box. An orange preventer buoy may be laid, in which case boats finishing must pass between the flag buoy and the preventer buoy.

7.3.10 MARKS

(a) Marks are orange spherical buoys.

(b) Courses are based around marks to be laid in four general areas:

“SP” – Spit – Approx 200 metres west of d’Albora Spit Marina.

“SB” – Sailors Bay – Approx half way between the yellow start mark and Castlecrag Boatshed.

“CC” - Castlecrag – East of Castlecrag Point.

“LB” – Long Bay - Generally between Quakers Hat Point and Fig Tree Point.

The marks may be moved closer to the start/finish area

7.3.11 COURSES:

White (“north”) – Start, CC, LB, CC, LB, CC, LB, Finish.(All marks to starboard)

Black (“south”) – Start, LB, CC, LB, CC, LB, CC, Finish. (All marks to port)

Green (“east”) - Start, SP, SB, SP, SB, SP, SB, Finish. (All marks to port)

Yellow (“west”) – Start, SB, SP, SB, SP, SB, SP, Finish. (All marks to port)

Yachts are NOT to sail amongst the moored boats.

Yachts are not to pass through the start/finish line in the direction of finishing except when starting or finishing

7.3.12 SHORTENED COURSE

If the leading yacht does not round the 4th mark of the course until after 1:30pm the race will be shortened so that the final 2 legs are deleted and boats shall sail from the 4th mark to and through the finish line and finish when they cross the finish line sailing in the direction from the 4th mark.

If the leading boat rounds the 4th mark before 1:30 pm but the then leading boat does not round the 5th mark until after 2:00pm, the race will be shortened so that the boats shall sail from that mark to and through the finish line and finish when they cross the finish line sailing in a direction from the 5th mark (they will in this instance finish in the opposite direction to the finish direction if the full course was sailed).

In either case, the leading boat, if it considers the shortened course is to apply, shall as soon as practicable after rounding the mark, hail boats near it that it considers the shortened course procedure will apply and will seek to fly from its backstay (or otherwise in a prominent way near its stern) a red ribbon. All other boats when seeing that ribbon will

seek to similarly fly their red ribbons. The leading boat is to try to make other boats aware that the shortened course procedure is being used. (Ribbons will be sought to be distributed to all competitors)

The course can be further shortened at the discretion of the Starter - to be communicated to sailors as best as can be in the circumstances

7.3.13 CANCELLATION, POSTPONEMENT & ABANDONMENT

Will be in accordance with Racing Rules of Sailing (RRS) 27.3 & 32.

7.3.1 TROPHIES AND PRIZES

Yachts will compete for the Marine Watch Middle Harbour Trophy to be decided on handicap – best 4 of 6 races to count. if there are only 5 or 4 heats then best 4 and 3 respectively will count.

Handicaps will be arbitrary and may be altered at the discretion of the Club after each race – generally based on 3 minute deduction for 1st, 2 for 2nd and 1 for 3rd, but other anomalies may be addressed. Point scoring will be “the Low Point System” 1 for first, 2 for 2nd etc.

Prizes may be awarded for dinghies subject to the number of series entries.