

MYC 24-25 Safety Briefing

MYC Welcome!

Rules Overview

Racing Rules of Sailing & Col Regs

Clubs Safety Orientation

where is the safety equipment
what are safety procedures

Fleet Safety Orientation

MYC racing requirements
Ferry exclusion zones
Finish lines

Duty Sign Up

Welcome to 2024-2025 Season



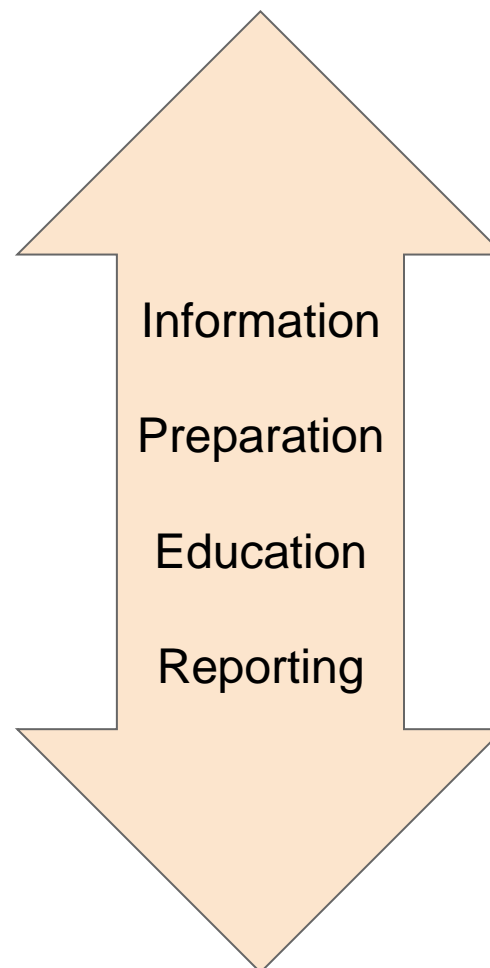
- Website is now notice board
- Volunteer Club needs Volunteers
 - Many doing a little preferred over a few doing a lot
 - Race Officers AND Assistants required
 - dutyroster@myc.org.au

DUTY OF CARE

a moral or legal obligation to ensure the safety or well-being of others.



Roads & Maritime Service <ul style="list-style-type: none"> • Regulations • Boating Safety Officers • Boating Education Officers 	
Commodore <ul style="list-style-type: none"> • Aquatic Licence / RMS Approval 	
Sailing Committee <ul style="list-style-type: none"> • Risk Assessment • Safety Plan • Sailing Instructions 	Board <ul style="list-style-type: none"> • Equipment • Maintenance • Insurance
Race Officer <ul style="list-style-type: none"> • Execute Sailing Instructions • Execute Safety Plan • Reporting 	
Skipper <ul style="list-style-type: none"> • Equipment Audit • Safety Declaration • Training & Crew Briefings • Incident Reporting 	
Crew <ul style="list-style-type: none"> • Australian Sailing Membership 	



It's in the Handbook!



- Contacts
 - Emergency & Club
- Club Information
 - Governance
 - By-laws
- Membership & Facilities
 - Fees
 - Storage
 - Wharf & Moorings
 - Support Boats

MYC Handbook!

5. Sailing at MYC

5.2 Race Management Roster

5.8 Club Calendar (online kept more up to date)

5.15 Risk Warning

5.16 Risk Assessment

5.17 Safety Plan for Competitors

5.18 Emergency Communications!

5.19 Incident Reporting!

5.20 Strong Wind Abandonment Guidelines

7. General Conditions of Racing

Rules common to all NORs and Si's.

For CCSS races General Conditions of Racing will be governed by
which ever club the competitor has entered through

Racing Rules & Colregs Overview

**YOU'RE THE SKIPPER
YOU'RE RESPONSIBLE!**

Racing Rules of Sailing

- This is a paraphrasing only!
 - Not a substitute for training!
- Racing Rules of Sailing (“Blue Book”)
 - Applies for sailing vessels that are racing
- International Regulations for Preventing Collisions at Sea (Colregs)
 - Applies for all other craft

Fundamental / General Rules



RRS Part 1

1. Safety first & help others
2. Don't cheat
3. You are responsible!
4. Accept & Enforce the rules

ColRegs Part A

1. Respect authority
2. You're responsible

Col Regs Part B - I

A boat shall:

5. Keep a proper look-out
6. Proceed at a safe speed

Right of Way

RRS Part 2A

A boat shall **keep clear** when:

- 10. opposite tack & on port...
- 11. overlapped to windward...
- 12. clear astern...
- 13. while tacking

ColRegs Part B - II

A **sailing vessel** shall **give way** when:

- 12. opposite tack & on port...
- 13. same tack to windward...
- 14. overtaking...
- 18. other restricted manoeuvrability..

Limitations and Obligations



RRS Part 2B

right of way boat shall:

14. avoid contact...

15. initially give room...

16. not change course...

17. not sail above proper course...

ColRegs Part B - II

right of way **sailing** vessel shall:

8. avoid collision

7. assess collision risk

17. maintain course and speed...

avoid turning to port...

A give way sailing vessel must:

16. take early and substantial action

Marks and Obstructions

RRS 2C:

- 18. At a mark, outside boats give **mark room**...
- 19. At an obstruction, outside boats give **room**...
- 20. Give **room** to boats that hail for water

ColRegs Part B - II

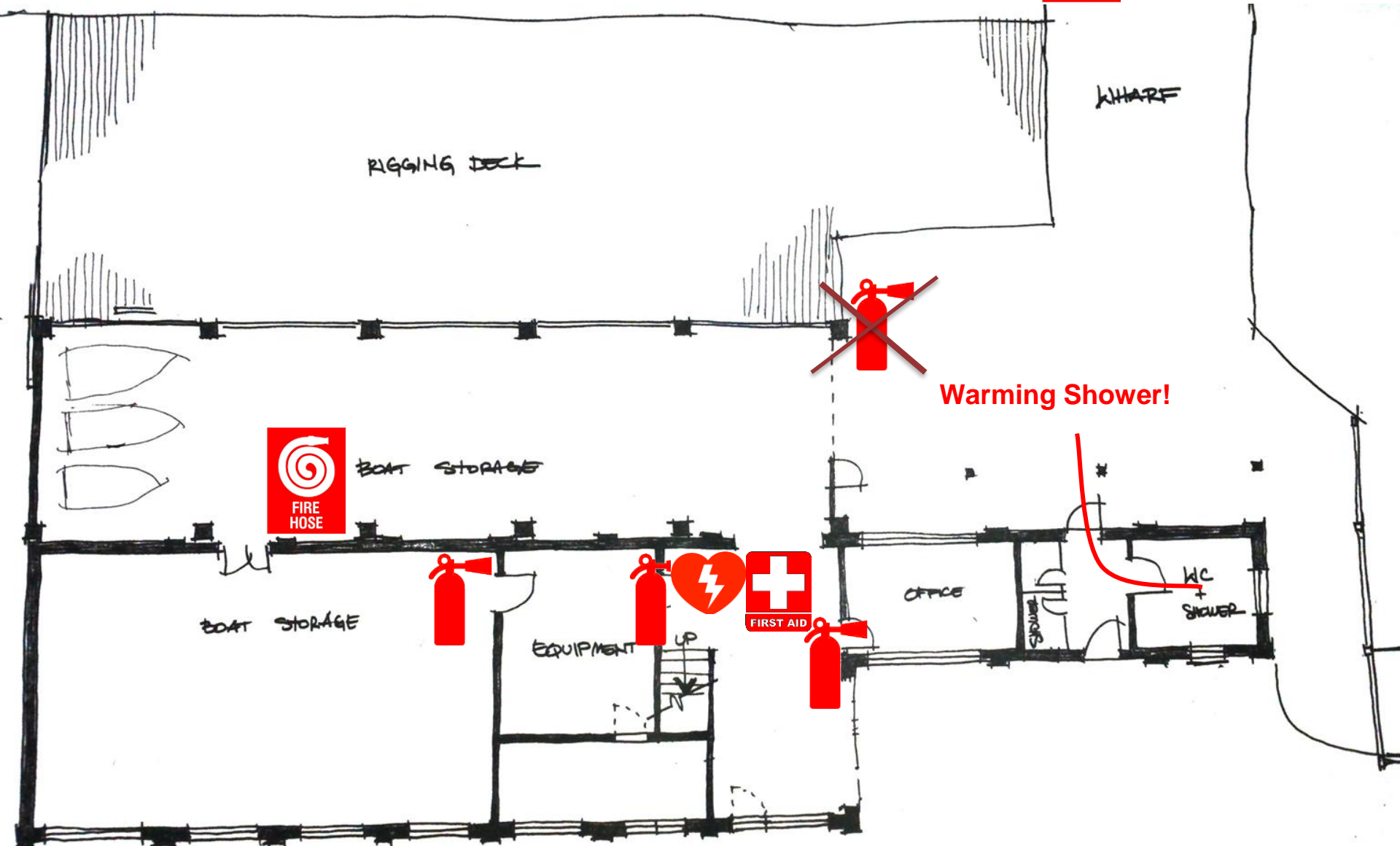
- 9. Keep to starboard in narrows
- 18. do not impede a vessel constrained by her draft

If in doubt - JUST GIVE ROOM!!!

Club Safety Orientation

**YOU'RE THE SKIPPER
YOU'RE RESPONSIBLE!**

MYC Ground Floor



RIGGING DECK

WHARF

BOAT STORAGE

BOAT STORAGE

EQUIPMENT

UP

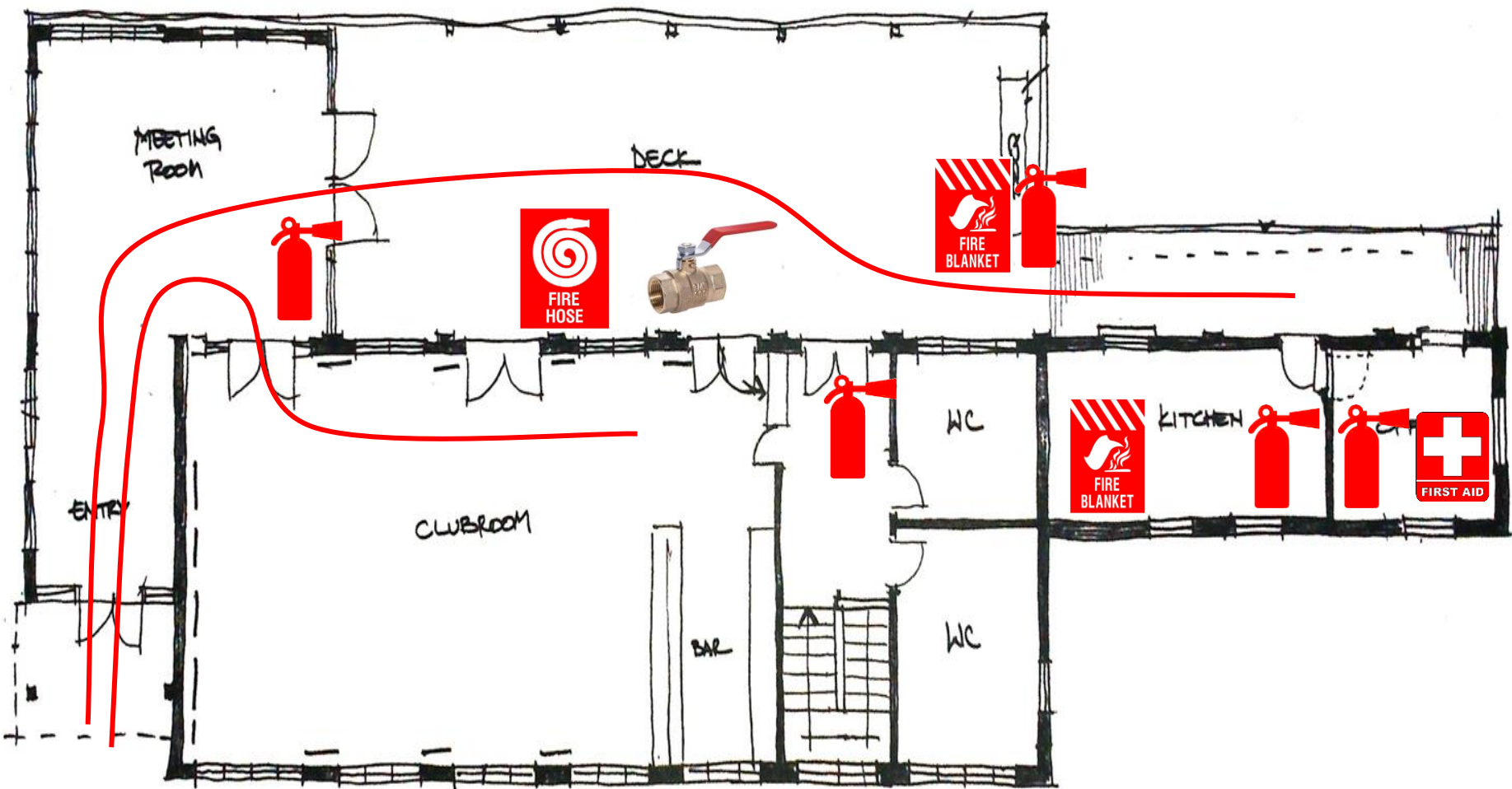
OFFICE

WC + SHOWER

Warming Shower!

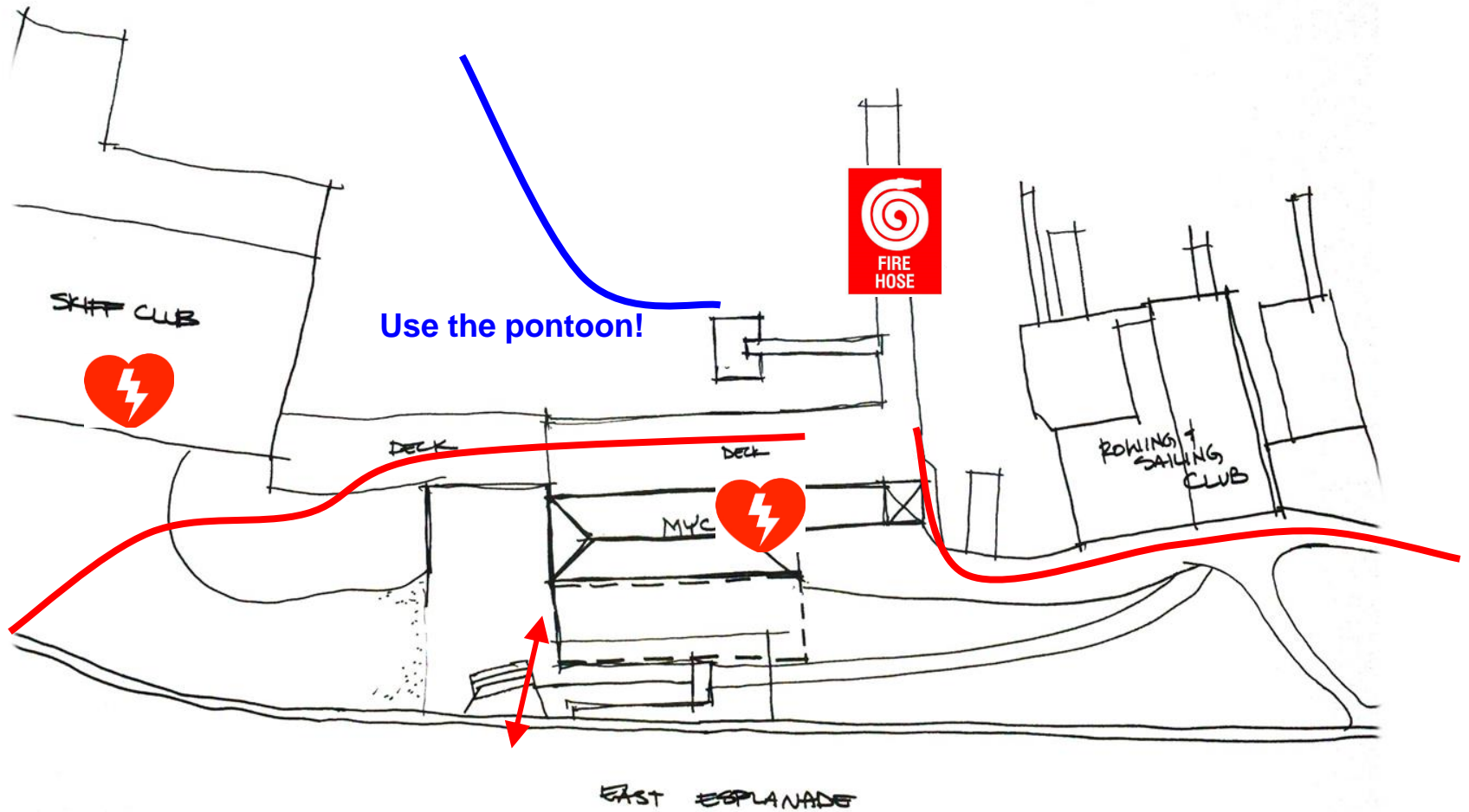


MYC First Floor



Fire Exit

Clubs - Emergency Access



MYC Safety

Refer Handout
(keep on your boat)



- Your own risk: skipper responsible for ensuring boat and crew prepared and ready
 - Ensure insurance, audit certifications and crew AS memberships are current
 - Non-AS members are to obtain a SailPass
 - Support your club
 - Ensure all safety equipment is present and working and crew knows where located and how to operate
 - Ensure crew briefed on boat safety plans, e.g. roles in recovering a MOB
 - Ensure crew is sufficiently competent and experienced to cope with expected conditions

On Water Risks

- What's your plan for the key risks?
 - Man overboard
 - Injury to crew
 - Vessel damage (eg dismasting), grounding, sinking, fire etc
 - Vessel collision
 - Bad weather

Please actually practise MOB procedures

Emergency Services



- If in doubt, call 000
 - See Safety Plan for Competitors in Handbook!
 - If on VHF radio call on CH 16
 - Mayday or Pan depending on the urgency
 - Mayday should only be used in a life or death situation
- Use 000 - all phones in Australia
- Fire, Ambulance or Police?
 - Police can contact water police
- Keep Calm and Stay Relevant

Emergency Dispatcher



- Location of patient
 - and location of Caller if different
- Address of Club
 - East Esplanade, between Wood and Stuart Streets - next to skiff club
 - Which Club?
- How to access Patient
 - Use the closest wharf (eg Manly Ferry Wharf) or the MYC Wharf if your patient can climb out the boat
 - Use the Pontoon only if you are sure you have a shallow-enough draft
 - Street access is best via Manly 16-Foot Skiff Club

Emergency Dispatcher

- Give patient information
 - Male / Female?
 - Age?
 - Conscious?
 - Bleeding?
 - Details of injury?
- If you are on duty on the MYC Office, there is a flowchart on the office desk which may help

Incident Reporting

- Report incidents in writing within 24 hours if:
 - Death or injury
 - Damage > \$5,000
 - Damage or risk to the environment
- RMS
 - <https://www.nsw.gov.au/driving-boating-and-transport/waterways-safety-and-rules/emergencies/incident-response#toc-report-an-incident>
- MYC
 - Use MYC Accident / Incident Form (on website)
 - Don't forget to lodge a protest! (can later withdraw)

MYC Fleet Briefing



Equipment Audit Overview



- Audit day has just been completed. If you missed out please contact Chief Auditor to arrange.
- Existing audits now expire 1 year after the audit date. Previously they all expired 30th June.
- Please contact Chief Auditor
Arthur Crothers
auditor@myc.org.au
- Keep your audited safety equipment:
 - in date!
 - working!
 - on board

MYC Requirements

- No anchor on bow roller
- VHF Channel 72 switched on
- Mobile known to RC
- Navigation lights used as sun goes down
- (Potential \$5k fine)
- Stay out of Ferry Lane
- Stay out of moored boats

- **READ, UNDERSTAND AND SIGN SAFETY DECLARATION!**

MYC Racing



- DURING THE RACE (continued)
 - Be prepared to withdraw from race:
weather, injury, damage, time or other
You MUST contact RC PROMPTLY
 - Avoid sailing through other club's start lines
 - Treat other Harbour users with courtesy
 - Keep clear of Juniors (of whatever Club)!
 - Know and observe "EXCLUSION ZONES"
ferries and commercial shipping
If needed, use your engine!
Monitor ship movements on VHF 13

Use of Propulsion (a significant change)



USE OF PROPULSION

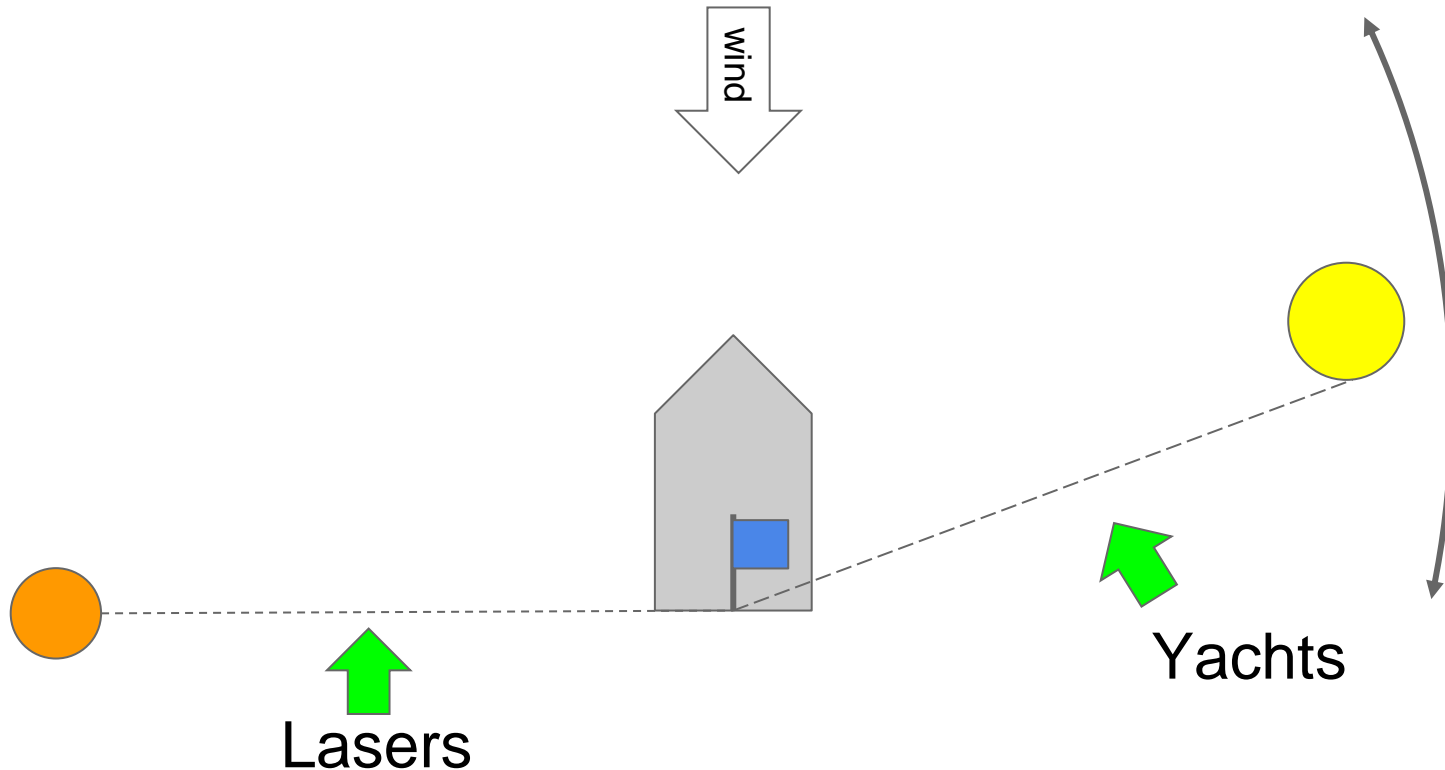
- 7.20.1 A boat that is racing may use her engine or other propulsion in accordance with RRS 42.3(i):
- a) To get to within a distance of 50m of the starting line, up until 1 minute of her starting signal, or,
 - b) For safety or other extraordinary reasons.
- 7.20.2 A boat using propulsion under 7.20.1 shall take a one-turn penalty as described in RRS rule 44.2 after disengaging the propulsion.
- 7.20.3 A boat using propulsion under 7.20.1 (b) shall provide a propulsion declaration to the Race Committee within the protest limit time. This declaration shall detail the reason, location, time and duration of propulsion.
- 7.20.4 The Protest Committee, at its sole discretion, may impose a time or scoring penalty for use of propulsion under 7.20.1 (b).
- 7.20.5 While under propulsion, the rules of Part 2 are replaced by right-of-way rules of the IRPCAS.
- 7.20.6 [DP] If reasonably possible, a boat using propulsion shall not interfere with a boat that is racing.

MYC Race Abandonment

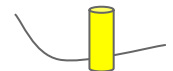


- Opinion of the Race Committee:
 - maximum wind gust average over 3 seconds
 - same measure used by BOM for gusts
- Exceeds (or expected to exceed):
 - 20kn for juniors
 - 25kn for lasers
 - 28 kn for yachts
- Each boat has ultimate decision to race or to continue to race.

Committee Boat Finish Line



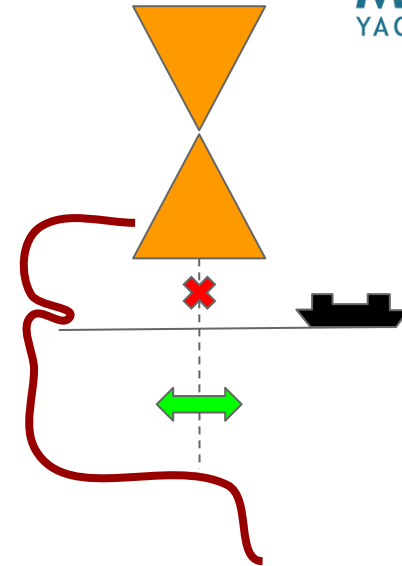
This procedure only applies to MYC only races. And only when the RC is running Lasers at the same time.
THIS WILL NOT APPLY to CCSS races. Lasers will probably be on a separate course with a separate CV.



Clubhouse Line

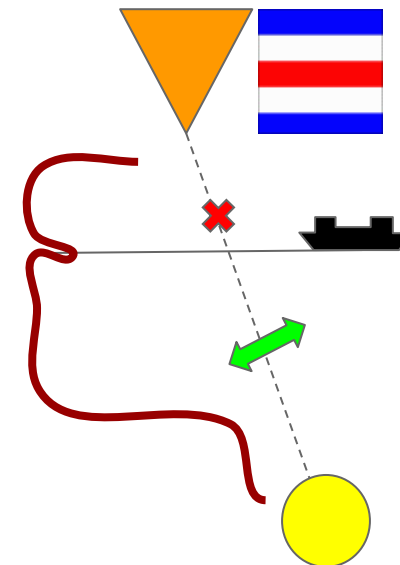
- Triangles:

- West of Ferry Lane
- 5 minutes entry
- Do a 360 if motor used
- Keep outside moorings
- Keep clear of anchored vessels



- If 'C' Flag is displayed

- Line is:
 - From top triangle
 - to yellow barrel buoy
- West of Ferry Lane



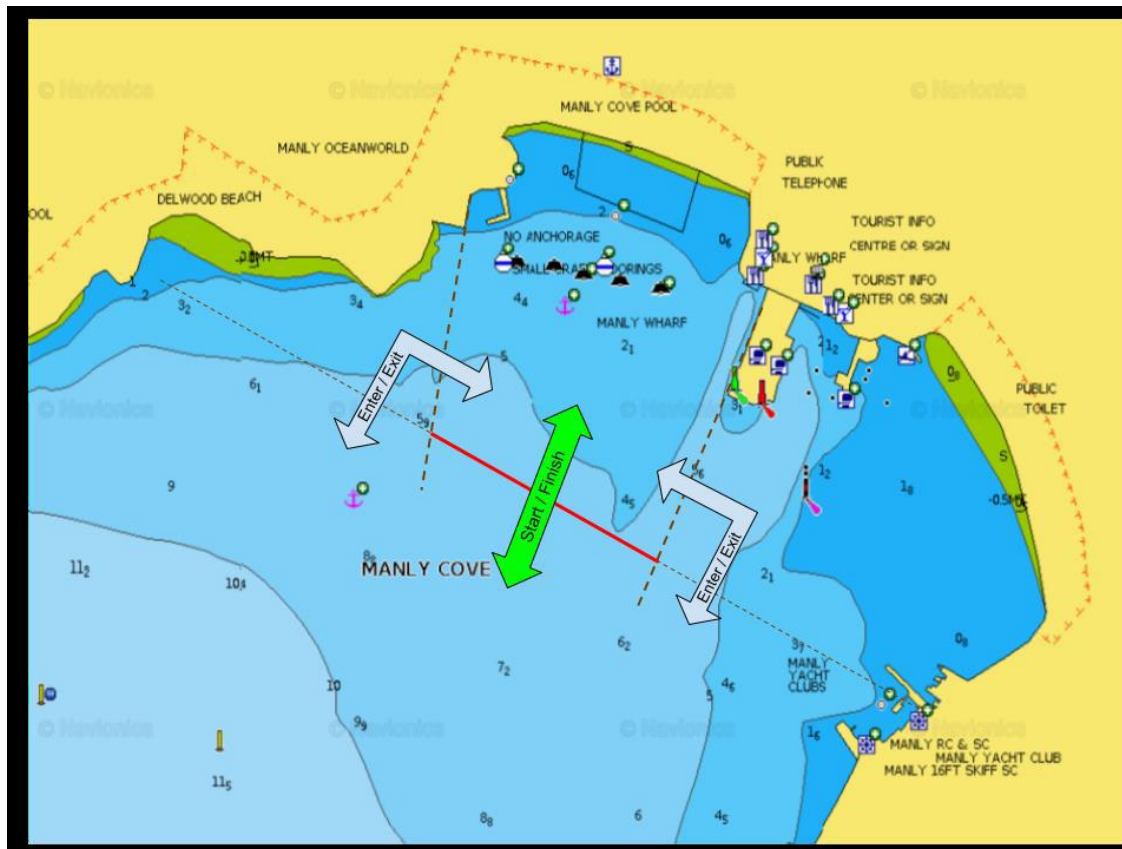
Changed since last safety briefing

Clubhouse start/finish line.

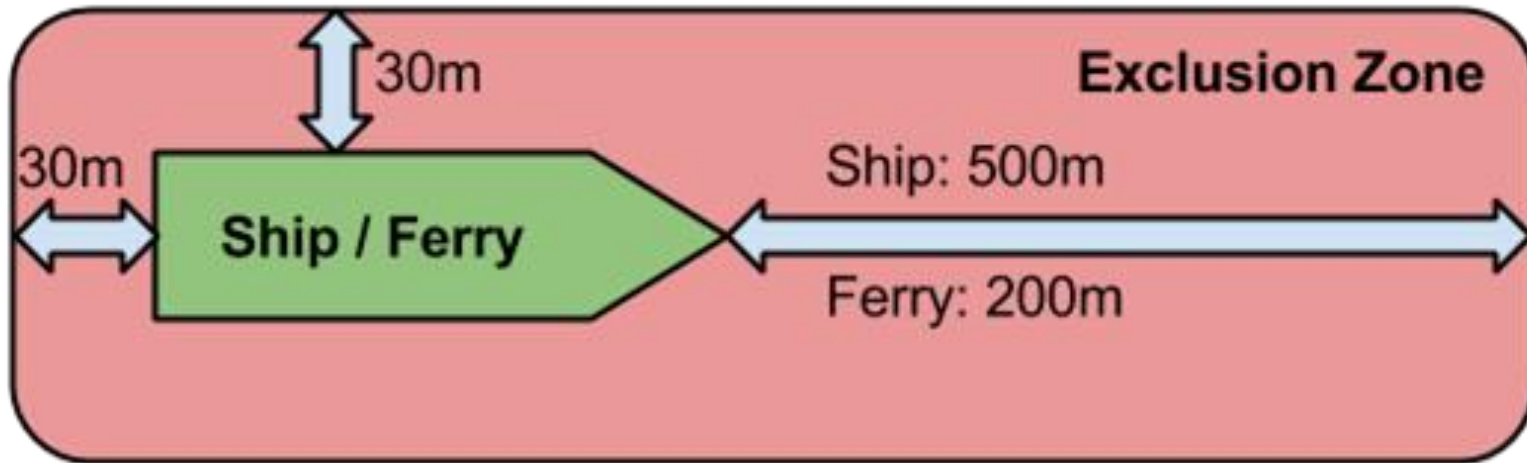
This change was implemented early in last years season. (NTC #5)

Designed to keep the fleet out of the majority of moored boats near Manly wharf.

Note the western end of the line (PIN end) lines up with a transit on the eastern wall of the Manly Pavilion building



Exclusion Zone



- Also must not cross between bow of ship and an escort vessel, such as a pilot boat
- If a vessel is in breach of this rule they will be subject to protest by the RC with a view to disqualification from the race.

MYC Tender

- MYC Tender operates in two modes.
- On Race days MYC provides a Tender driver. The driver can be contacted via VHF 72 or via the MYC Tender WhatsApp group.
- On non race days the tender is available for self drive to suitably qualified (boat licence) and briefed MYC members. Contact the Commodore if you want to be added to the list of drivers.
- Fees for this service can be found on page 17 of the handbook

MYC Tender rules

- • No leaving the tender on a mooring then going off for a 6-hour sail
- • Bookings will be in 3-hour blocks or longer if no one else wants to use it
- • No taking the Tender without booking it first. Use WhatsApp group
- • If more than one person wants the Tender at the same time then be cooperative, help each other out.
- • Remember 4kt speed zones in mooring areas and where signposted.
- • Wear a lifejacket when alone
- • Always when alone attach the kill switch curly cord to your wrist or leg.
- • No leaving Manly Cove/North Harbour without permission
- • When approaching moored boats or wharves, go slow
- • When up on a plane reduce revs to below 5000 preferably slower
- • If you get an over temperature alarm slow down immediately
- • After use put the Tender away on its hold off mooring and tied to the wharf
- • Always return the keys to KeySafe and lock the safe.
- • Report any issues to the Commodore
- • No visiting North Harbour Marina
- • Max number of persons onboard is 10 assuming two are wearing lifejackets (there are 8 lifejackets in the forward locker)

Race Committee Training



- On-line course and exam on MYC site:
“How to operate the MYC support boats”
- AS regularly holds Club Race Officer training seminars (free). Club level auditing course is now online.

Next RO Training course is Sunday 25 Sept 24
9 am to 12 noon then on water practical is from 1pm
the same day

Duty Boat Requirements



- All Yachts **MUST** cover at least one race
- Volunteer or you will be allocated
- If you cannot make your allocated race, please arrange an alternative and contact the Race Director promptly.

Duty Boat Sign Up and Safety Declaration

