



Safety Manual

Middle Harbour Yacht Club

Lower Parriwi Road

The Spit Mosman

NSW 2088

Telephone 61 (2) 99691244

Fax 61 (2) 99693326

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Website: www.mhyc.com.au

Email: info@mhyc.com.a

Telephone: 02 9969 1244

Fax: 02 9969 3326

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1. INTRODUCTION

The Middle Harbour Yacht Club (MHYC) Safety Manual provides assistance to Club Members and Staff managing races and incidents relating to boating safety and emergencies. Incidents covered may involve boating, personal safety and/or Search and Rescue (SAR).

This Safety Manual is not a substitute for common sense or crisis management.

1.1 Peak Safety Authority for Water Based Incidents

The NSW Water Police have prime responsibility for boating on Sydney Waters. Other agencies including the NSW Maritime & Marine Rescue will act under the direction of the NSW Water Police.

The NSW Water Police is the State Search and Rescue Authority for NSW, under the National Search and Rescue Agreement between the Federal Government and various State Governments.

1.2 Classification of Club Racing Events

Middle Harbour Yacht Club events are run under the appropriate Yachting Australia (YA) Race Safety Category. Each race category has a definition of the expectation for rescue, and the degree of self-sufficiency a competitor is required to be capable of when racing. MHYC events fall into two broad categories:

A) Class events:

Generally conducted using a Start Boat, and with rescue facilities available, typically rubber ducks (RIB's) or support powerboats. The Race Officer for the day has the responsibility to ensure all safety equipment on the race boats, including radios, horns, batteries, flares etc. are operational (applies to all types of racing at MHYC). Items not operating shall be reported to the Marina Manager and/or Sailing Manager.

B) Scheduled multi Division or mixed fleet club events:

These events may be conducted from the MHYC Starters Box, or an MHYC Committee Vessel.

Club racing events include Wednesday, Thursday Twilight Sailing, Friday Twilight Sailing, Saturday Club Racing, the Interclub Series, Corporate Racing, and Offshore events. These racing events are generally sailed under YA Special Regulations Category 7, Part 1.

All entrants must have submitted a YA Special Regulations Audit Certificate to MHYC sailing office, for at least the safety category specified in the Notice of Race (NOR). The only declaration acceptable is that of MHYC, or of another approved Yacht Club. The sailing office will check that an appropriate declaration is on file for all entrants, including casual entries.

The Race Committee (Race Officer (RO), Sailing Manager or Nominee) has the right not to accept any entry for which a valid YA Special Regulations Certificate Declaration has not been submitted. Refer to the current Racing Rules of Sailing (RRS) "Blue Book" for Race Category Definitions.

1.3 Before Racing

- To minimise the risks of racing and boating, sailors at MHYC must be familiar with and obey the rules as laid out in the:
 - Racing Rules of Sailing (2009-2011)
 - YA Special Regulations
 - Regulations for the Prevention of Collision at Sea
 - Maritime Services Act
 - MHYS Special Regulations as published in the Sailing Handbook annually
 - Any other Regulations that applies to boating on Sydney Harbour.
- Attention is drawn to YA Special Regulations Appendix B and the need to practise man overboard procedures with your crew regularly. MHYC strongly recommends that all yachts should schedule a MOB Drill prior to racing in the first race of its pointscore season and again at regular intervals during the season.
- Notify the Race Committee of your intention to start a race as directed in the Sailing Instructions.
- Make sure your crew know where Life Saving Equipment is stowed on your boat and how to use it.
- Make sure you and your crew know how to locate and wear a PFD on your yacht.
- ALCOHOL, DRUGS AND SAILING DO NOT MIX - One third of all boating fatalities involve alcohol. The blood alcohol limit on the water is the same as on the roads – 0.05%. Extra care is needed as the wind; waves and the sun combine to multiply the effects of alcohol. Your chances of disorientation and drowning are dramatically increased.

1.4 Race Communication

MHYC recommends that all boats carry a VHF radio, and to monitor Channel 16 whilst racing. This requirement is the responsibility of the owner or skipper to enforce.

Race Communications for the Annual Inshore Series is generally VHF Channel 72, for Tender Communication and Club House Events it is VHF Channel 73. Refer to relevant Sailing Instructions.

After the "warning signal", VHF Channel 72 should be used for communication to recall an individual competitor, for breaking the start, advise fleet of General Recall or abandonment. Competitors should listen to VHF Channel 72 until after a clear start, or after an individual recall.

After the start all competitors should, as recommended in the Sailing Instructions, monitor VHF Channel 16 for emergency monitoring and calling. Race competitors should dual watch VHF Channel 16 and 72 if their radios permit.

2. EMERGENCY PROCEDURES

Details of all calls relating to an emergency situation must be logged in the "Radio Communication Log" (refer to Appendix 4). If the log is not able to be filed in "real time", it should be filed in as soon as practical after the event. Tape recording of an Emergency situation is acceptable.

2.1 Making a MAYDAY call or PAN PAN call via radio or telephone

Please refer to Marine Radio Operators Handbook for correct procedures.

RADIO DISTRESS CALLING
USED ONLY If in grave or imminent danger
<ul style="list-style-type: none">• MAYDAY MAYDAY MAYDAY• THIS IS (once); Name/callsign/MMSI (3 times);• MAYDAY (once);<ul style="list-style-type: none">○ Name/callsign/MMSI (once);○ Position: (relative to a known geographic feature or lat./long.);○ Nature of distress; (e.g. sinking);○ The kind of assistance required;○ Any other useful information (such as number of people on board);• OVER

Then monitor Channel 16.

If there is no immediate danger to life or property, repeat "PAN PAN" three times instead of "Mayday."

2.2 Receiving a MAYDAY call or PAN PAN call via radio or telephone

Note: It is most unlikely that MHYC will manage a Distress or Urgency call. Normally the NSW Water Police or Marine Rescue will take that role. The station in distress IS IN CONTROL OF THE DISTRESS TRAFFIC and will delegate control to whomever it sees fit.

Wait about 5 to 10 seconds before responding in case a more appropriate authority responds. If not, then confirm with the caller the transmission is received e.g.

- | |
|---|
| <ul style="list-style-type: none">• MAYDAY (Caller, Caller, Caller) – name and call sign of station sending message, spoken 3 times• THIS IS name and call sign of the station acknowledging receipt, spoken 3 times (eg MHYC Race Control, MHYC Race Control, MHYC Race Control)• RECEIVED MAYDAY |
|---|

Note:

- No one will be concerned that your radio protocol is not perfect. Now – relax. Quiet calm assistance and concentration is far more important than radio protocol. Make notes as you go.

- Record the calling vessel's name / call sign / sail number / boat number, and distressed vessel's name/call sign/sail number / boat number.
- Determine if the nature of the situation is medical, rescue or assistance.
- Maintain contact via radio or telephone.

2.3 Illness / Injury

Determine the nature of the illness or injury. Determine if an ambulance is required and if attendance is requested at the vessel or if the vessel is able to make the nearest port. If an ambulance NOT required, determine the nature of support requested.

If the vessel requires a rescue boat, call **NSW Water Police** on **1800 658 784**, or 000 or VHF 16. NSW Water Police will co-ordinate other emergency services such as NSW Maritime. If Middle Harbour Yacht Club has immediate rescue facilities in the form of rubber ducks or support powerboats, these can also be contacted where deemed prudent.

If the vessel is making its way to port, determine where the landing location will be.

Advise the caller if an ambulance is being called, and request they maintain listening watch on the channel called.

If calling via telephone, take their number, and request they stand by the telephone, and keep the line open for emergency contact.

Call NSW Ambulance on 000, advise them of the nature of the illness or injury, where the patient will be landed, and by what method (Rescue boat / Water Police / Boat Name) and estimated time.

If the landing is to be at Middle Harbour Yacht Club, the Race Officer SHALL NOTIFY THE DUTY MANAGER to meet the Ambulance at the car park and to organise access into the other areas of the yacht club. **B Arm T-Head is the designated marina arm.**

2.4 Rescue / Assistance

Determine the nature of assistance required. If a vessel is in danger of sinking, or has sunk, try to obtain a position and identification from the caller. Call for nearby vessel assistance.

Determine the number of crew members involved, and their status.

Call **NSW Water Police** on **1800 658 784** or 000 or VHF Channel 16 and provide them with the situation details. NSW Water Police will co-ordinate other emergency services such as NSW Maritime.

Advise the calling station of the arrangements made, and pass on any instructions.

Maintain contact via radio or telephone. Request the radio operator to stand by on a nominated radio channel. Request the telephone operator to keep the phone line open only for emergency contact.

2.5 Missing Persons / Missing Boats / Man Overboard (MOB)

In the case of a missing person / boat / man overboard (MOB), rescue coordination must be transferred to the **NSW Water Police** on **1800 658 784**, or 000 or VHF Channel 16. MHYC will continue to assist and participate in always possible, and as requested by NSW Water Police.

Competitors are encouraged to practice MOB drills, description of procedures are located in the Racing Rules of Sailing, Yachting Australia Special Regulations Part 1, Advisory Appendix C.

2.6 Towing

In an emergency situation the priority is to save lives, not boats. Drifting or anchored boats can be picked up later. MHYC does not provide a towing service for disabled Vessels. However, it may provide such a service to the police, or the boat in distress if a club boat is available, and appropriately qualified members are available and willing. During club racing MHYC members may offer to tow another vessel in distress, at their own risk. NSW Water Police will attend to towing needs and coordinate assistance otherwise. Marine Rescue NSW is another option if a vessel requires towing.

2.7 Hand over to NSW Water Police or NSW Maritime

All Emergency assistance requests should be passed on to the NSW Water Police or NSW Maritime if they decree. They may request MHYC to continue participation at any level in any incident. Pass on all relevant information obtained.

When passing information onto NSW Water Police or NSW Maritime, pay particular attention to the:

- Number of Persons on Board (POB)
- Location
- Medical facilities required.

3. RESCUE AND ASSISTANCE

Middle Harbour Yacht Club daylight events are general raced under Race Safety Category 7. The overnight race and extended passage race are raced under Race Safety Category 4, 2 or 1.

MHYC provides rescue facilities for Category 7, either by rescue vessels in the water, or proximity of other competitors. A rescue boat from the Middle Harbour Yacht Club depends upon:

- The availability of such a vessel.
- The availability of personnel qualified to operate the craft.
- The suitability of the available craft to perform the required services given the prevailing weather conditions and craft facilities.

NSW Water Police, NSW Maritime or the local Marine Rescue station when manned, should be called if suitable Middle Harbour Yacht Club craft are not available for rescue or towing.

During club racing members may offer to rescue, tow or assist another vessel in distress, at their own discretion and risk.

3.1 AMBULANCE AND PARAMEDIC CALL

Advise the meeting location. The Race Officer or Rescue Coordinator shall ascertain, and then advise, the NSW Ambulance where the recovery destination will be, the expected time, and how access will be provided for rescue vehicles.

MHYC preferred meeting point for boat transfers the nominated location is B Arm, as there is easy access between boat and vehicle.

The Race Officer must notify the DUTY MANAGER to meet the Ambulance at the car park and to direct the attending emergency vehicle to the nominated location.

3.2 EMERGENCY INCIDENT REPORTING

All Emergency incidents involving Middle Harbour Yacht Club including medical, property, rescue, or racing, must be recorded on the Emergency Incident Report Sheet (*Refer to **Appendix 3***).

3.3 RADIO LOG SHEET

All extraordinary communications involving Middle Harbour Yacht Club, particularly including medical, property, rescue, or racing; must be recorded on the Radio Log Sheet provided on each race management vessel and base stations (*Refer to **Appendix 4***).

3.4 BASIC FIRST AID PRINCIPLES FOR EMERGENCIES

Boats or crew requesting basic first aid advice should be referred to their "boat" first aid manual in the first instance.

If the situation arises that a first aid manual is not available on the boat requesting advice, then advice can be read from the first aid manual that is carried either in the First Aid Room, or on the Race Control Boats.

4. ADVERSE WEATHER CONDITIONS

Particular attention is drawn to YA Racing Rules of Sailing (RRS) Fundamental Rule 4 and that a decision to race on any given day does not relieve any competitor of their obligation under Rule 1 & 4.

RRS Rule 1: "A boat or competitor shall give all possible help to any person or vessel in danger".

RRS Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

4.1 Weather Forecast

The Race Officer (RO) of the day should obtain the latest possible forecast from the Bureau of Meteorology.

Weather forecast & wind strength report on the day of the race. The weather forecast and wind strength reports are critical tools for decision making on race day in order to determine which course should be run, what direction, the distance, the duration, the possible need to shorten a race or the need to abandon the race for the day. Reference can be made to the forecast for Sydney Closed/Open Waters; an additional reference can be made to alternative sources to determine current wind velocities.

The current bay weather forecast is available at: <http://www.bom.gov.au> & <http://www.bom.gov.au/weather/nsw/observations/sydney.shtml>

4.2 Shortening Course

It is the decision of the Race Officer to shorten the course (RRS 32). This decision should be based on existing and forecast weather conditions, with due regard to time limits on races where time limits are specified in the notice of race. The Race Officer must also take into account the Race Safety Category under which the event is being conducted and current fleet size, sea conditions and wind force.

4.3 Race Abandonment

It is the decision of the Race Officer to abandon a race or event. This decision should be based on existing and forecast weather conditions, with respect to the Race Safety Category under which the event is being conducted. Race abandonment may be decided prior to the start of a race, or when necessary, be decided during a race event. Consultation with Division Representatives, Sailing Manager or nominee and or Flag Officers on course can also occur.

4.4 A Guide for Race Abandonment

Note: Sea state, Wind Direction, Sea Conditions, Fleet Numbers, crew experience should also be taken into account when making assessment.

Race Type	Average Wind Speed	Wind Description	Category
Wednesday	more than 25-33kts	Strong Winds	7
Thursday Twilight	more than 25-33kts	Strong Winds	7
Friday Twilight	more than 28-33kts	Strong Winds	7
Inshore Pointscore	more than 28-33kts	Strong Winds	7
Offshore Events	more than 41-47kts	Gale Winds	1 - 4
Feature Events	more than 28-33kts	Strong Winds	7
Regatta's	more than 28-33kts	Strong Winds	4 - 7
Championships	more than 28-33kts	Strong Winds	4 - 7
Centreboard - Juniors	More than 22-27	Fresh Winds	

If Class Rules are in effect, guide for Race Abandonment shall be as per Class Rules or as stated in the relevant Sailing Instructions.

Events involving Combined Clubs guide to Race Abandonment shall be of the host Clubs.

Notification of race abandonment shall be displayed from the Starters Flag Mast or Committee Vessel (code Flags N over A), a Notice published on the Official Notice Board at MHYC and where possible the MHYC website as a News item.

Decision on race abandonment shall occur within 30 minutes of the scheduled start.

4.5 Wind Speed Definitions and Wind Warning Definitions

See **Appendix 2** for Wind Scale – Bureau of Meteorology

4.6 Wearing of Personal Flotation Device (PFD) During Adverse Weather Conditions



MHYC strongly recommends that a Personal Flotation Device (PFD) be worn by all crew members whilst racing in club events in strong winds or adverse conditions, during the hours of darkness or at other times when it is deemed prudent. This recommendation is the responsibility of the owner/skipper to enforce, not the Race Officer (unless indicated by the CV or Starters Box using Code Flag Y). Code Flag Y prior to an events start indicates that all competitors shall wear a PFD for the duration of the event, until the flag is lowered.

Middle Harbour Yacht Club recommends that all crew sailing boats not fitted with lifelines must wear a Personal Flotation Device (PFD) at all times.

Appendix 1: EMERGENCY CONTACT NUMBERS

Middle Harbour Yacht Club Lower Parriwi Road, The Spit, Mosman	02 9969 1244
Sailing Manager	02 8969 3103
Sailing Administrator	02 8969 3102
Marina Manager	02 8969 3114
Starters Box	02 8969 3110
Committee Vessel	0418 612 569
Venue Operations Manager	02 8969 3105
Race Control Tower (during club house starts)	VHF Channel 73 Radio Call Sign VJN 607
Race Committee Vessel Radio	Call Sign "Hugh S George", "Sandpiper"
Race Office	"Middle Harbour Base" (VHF 73)
NSW Water Police	1800 658 784 VHF Channel 16 or 000
NSW Maritime Authority	13 12 56 VHF Channel 16
Metropolitan Ambulance NSW	000 (Advise Middle Harbour Yacht Club address above, Ambulance access to the marina is via Marina Arm B)
Marine Rescue NSW	VHF Channel 16 or 9960 3311
Coastguard: Australian Volunteer Coastguard Association General Office	9598 9092
Search & Rescue (SAR)	9598 7003 VHF Channel 16
State Emergency Service	13 25 00 24hrs service will connect to local SES
Bureau of Meteorology	9669 4000
Marine Forecasts	9669 4981
Severe Weather	1800 811 023
Manly Hospital	9976 9611
Poisons Information Line	13 11 26
Australian Maritime Safety 24 Hr Contact	1300 555 555
AusSAR Rescue	1800 641 792
Yachting NSW	(02) 9597 0066
Yachting Australia	028424 7400

Appendix 2: WIND SPEED DEFINITIONS – BUREAU OF METEOROLOGY (BOM)

Weather Words

Weather forecasts and warnings have to compress a lot of information into standardised, brief messages. Forecast and warning weather terms represent the more detailed definitions provided here.

Forecasts and warnings have to accommodate variations across the time range, and often large areas, that they apply to. It is important to understand the use of duration and distribution terms, especially for elements like showers and thunderstorms, when considering the impact for a specific location or time.

Wind

The wind is a continuous succession of gusts and lulls and changes of direction. Reported wind speed and direction are 10 minute averages. Usually only the 10 minute mean wind speed is forecast, unless the gusts are expected to be a significant feature.

Fresh, gusty southwest winds indicates that the mean wind speed will be between 30 and 39 km/h (17 - 21 knots) and the mean wind direction will be from the southwest, but that there will also be gusts to speeds significantly higher than the mean.

Wind direction

Direction is based on true north orientation. Direction is where the wind is blowing from, for example a northerly wind is blowing from the north. Some forecasts may use [abbreviations](#) to describe the wind direction.

Gust: A gust is any sudden increase of wind of short duration, usually a few seconds.

Squall: A squall comprises a rather sudden increase of the mean wind speed which lasts for several minutes at least before the mean wind returns to near its previous value. A squall may include many gusts.

Windy: A prolonged period of average wind speeds exceeding 40km/h during the day.

Tending: A gradual change

Shifting: A relatively abrupt change.

Wind speed descriptions

(Derived from the Beaufort Wind Scale) Wind speeds are given as the equivalent speed, averaged over 10 minutes at a standard height of 10 metres above open flat ground.

	Units in km/h	Units in knots	Description on Land	Description at Sea
Calm	0	0	Smoke rises vertically	Sea like a mirror.
Light winds	19 km/h or less	10 knots or less	Wind felt on face; leaves rustle; ordinary vanes moved by wind.	Small wavelets, ripples formed but do not break: A glassy appearance maintained.
Moderate winds	20 - 29 km/h	11-16 knots	Raises dust and loose paper; small branches are moved.	Small waves - becoming longer; fairly frequent white horses.
Fresh winds	30 - 39 km/h	17-21 knots	Small trees in leaf begin to sway; crested wavelets form on inland water	Moderate waves, taking a more pronounced long form; many white horses are formed - a chance of some spray
Strong winds	40 - 50 km/h	22-27 knots	Large branches in motion; whistling heard in telephone wires; umbrellas used with difficulty.	Large waves begin to form; the white foam crests are more extensive with probably some spray.
	51 - 62 km/h	28-33 knots	Whole trees in motion; inconvenience felt when walking against wind.	Sea heaps up and white foam from breaking waves begins to be blown in streaks along direction of wind.
Gale	63 - 75 km/h	34-40 knots	Twigs break off trees; progress generally impeded.	Moderately high waves of greater length; edges of crests begin to break into spindrift; foam is blown in well marked streaks along the direction of the wind.
	76 - 87 km/h	41-47 knots	Slight structural damage occurs - roofing dislodged; larger branches break off.	High waves; dense streaks of foam; crests of waves begin to topple, tumble and roll over; spray may affect visibility.
Storm	88 - 102 km/h	48-55 knots	Seldom experienced inland; trees uprooted; considerable structural damage.	Very high waves with long overhanging crests; the resulting foam in great patches is blown in dense white streaks; the surface of the sea takes on a white appearance; the tumbling of the sea becomes heavy with visibility affected.
	103-117 km/h	56-63 knots	Very rarely experienced - widespread damage	Exceptionally high waves; small and medium sized ships occasionally lost from view behind waves; the sea is completely covered with long white patches of foam; the edges of wave crests are blown into froth.
Hurricane	118 km/h or more	64 knots or more		The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.

Appendix 3: MHYC's Incident Log

Date of Incident	
Time of Incident	

Reporting Officer Name	
Reporting Officer Position	

Name of Boat in Incident		Boat Owner's Name	
		Boat Owner's Address	
		Telephone Number	

Response Agency Contacted		Name of Response Agency Officer	
		Position of Response Agency Officer	

Message Communicated

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Agreed Action and Follow-up

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NSW MARITIME REQUIREMENTS IN CASE OF ACCIDENT (SECTION 30G MARITIME SERVICES ACT 1935 No47)

1. In this section the word "vessel" means a vessel of less than 30 metres in length overall.
2. 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 licence to navigate a vessel at speed, licence as coxswain or master's certificate, which the master holds and shall give particulars of the master's 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 any Act or Regulation;
 - (d) If required so to do by any officer of NSW Maritime or any member of the police force, shall give such particulars as it is in the master's power to give as to the 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 every 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 NSW Maritime in writing the particulars that, under paragraph (d), the master may be required to give, unless such particulars have already been given by the master to a member of the police force or to an officer of NSW Maritime who required the master to give such particulars.
3. 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) of subsection (2), shall be guilty of an offence against this Act and liable to penalty not exceeding four

(4) penalty units. (a penalty unit = \$110)

Vessel Incident Report Form

[Sailing Incident Report](#)

Navigation Collision Regulations 1983

[Navigation Collision Regulations 1983](#)

Marine Rescue

<http://www.marinerescuensw.com.au/>

Yacht Person's Brief

1. Be Safe!

2. Observe NSW Collision regulations and in particular Rule 1 (b) and Rule 2(a) (b) ie:

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.

3. Local Rules require sail craft to keep out of the way of ferries, large cruise ships and oil tankers. Do not impede the safe passage of Commercial Vessel Shipping. Pass at least 500m ahead of their bow. Pass the ferries clear at least 200m from the bow and 30 m either side and astern.

4. Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun ensure you remain within sight of the Master / Officer of the Watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 500m from the bows of very large ships.

5. Shipping Sound Signal Meanings:

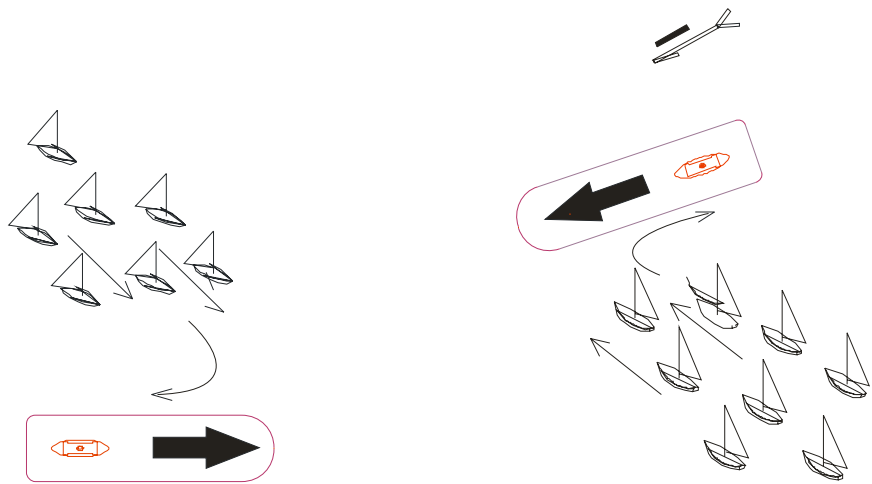
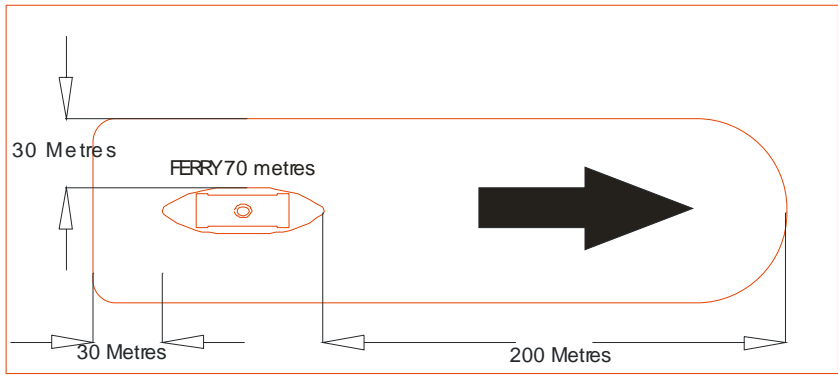
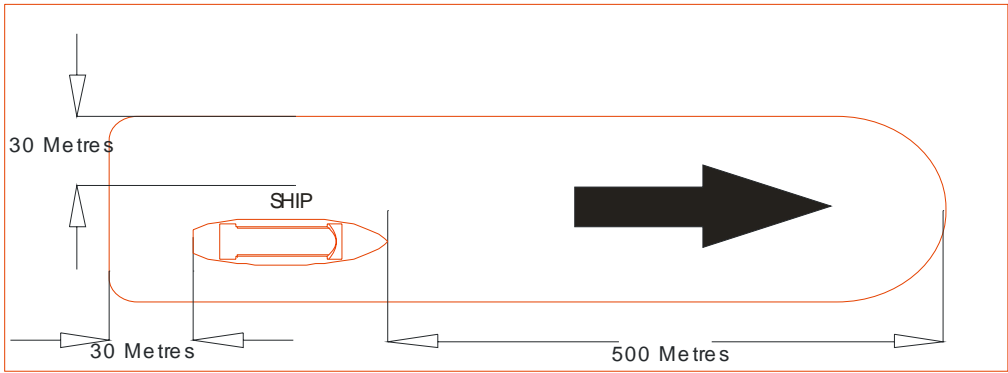
One short blast – I am altering course to starboard (right).

Two short blasts – I am altering course to port (left).

Three short blasts – I am operating engines astern (stopping).

Five (or more) short blasts - I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.

6. When not racing keep at least 200m clear of any ferries displaying the Orange Diamond.



**SHIP & FERRY ACTIVATED
EXCLUSION ZONE**

