

MYC 26-27 Safety Briefing

MYC Welcome!

Sun Safety

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

Sun Safety

In the last 30 years roughly 50,000 people have died in Australia from Skin Cancer

Assuming 0.5% of those were sailors that is 250 people

That number is vastly more than all of the people together who have died in a sailing accidents/disasters over the same time period.

Sun Safety is a personal responsibility so what can you do?

The Club requests that you do is make Sun Safety part of your standard safety briefing you do when every new crew steps aboard. Along with “There is the First Aid kit and here are the Lifejackets”

Especially young crew. Make a difference.



Slip



Slop



Slap



Seek



Slide



Protect yourself in five ways from skin cancer

Welcome to 2026-2027 Season



- Official Notice Board is on the MYC Website

- Volunteer Club needs Volunteers

Manly Yacht Club is very good at volunteering

- Many doing a little preferred over a few doing a lot
- Race Officers AND Assistants required
- If you want to volunteer then contact dutyroster@myc.org.au

THANK YOU to Our Volunteers

Albert James
Ali Aminian
Ali Devlin
Adrian
Alex Buhlman
Andrew Stevenson
Andrew Taylor
Andrew Tattersall
Andrew Watt
Anne Immergluck
Anthony Poole
Arthur Crothers
Axel Klein
Barry Henderson
Barry Mifflin
Bella Rose
Ben Gaze
Bevan McKavanagh
Bill Anderson
Brea Thompson
Brett Hudson
Brent Yttrup
Bryan Grayson
Bob Morley
Bobby Summer
Cameron Wall
Cary Budd
Catherine Thornton-Rofe
Catherine Wood
Christine Duffield
Chris Torta
Claire Rowlands
Colin Cameron

Carol Rafferty
Dave Brown
David Ashton
David Holland
David Lewis
David Staley
David Wright
David Walton
Dean Dransfield
Deanie Sultana
Didier Lannote
Dmitry Filatov
Dylan Jones
Emma
Fernando Calero
Francesca Smith
Garth Riley
Geoff Gill
Geraldine Skinner
Gianni Watson
Glen Butler
Glenn Paterson
Gordon Lacey
Graeme Gaggin
Graham Lock
Graham Radford
Grant Windsham
Greg Paine
Greg Wilkins
Helen Buckland
Iain Cameron
Ian Saunders

Ian Teague
Jack Gaggin
Jackie Morgan
James Cooper
Jan Bartel
Jane Nixon
Jason Bond
Jenny McLellan
Jenny Rees
Jim Nixon
Jo McNaughton
Jodi
John Glover
John Mee
John MacLurkin
Juan Carlos Rojas
Julian McPherson
Ken Terrens
Ken Tuckey
Lisa Callaghan
Lloyd Harrison
Lynnette Gould
Lyn Humphreys
Macie Bourke
Margaret Bussey
Marg Fraser-Martin
Mark Bode
Mark Butler
Mark Edmonds
Mark Elworthy
Mark Stacey
Marilina Masciantonio
Matt McLellan

Maeve May
Mary Chiodo
Maz Radford
Michael Rowe
Mike Franklin
Mike Share
Muir Watson
Natasha Leung
Neil Hardiman
Nicolas Farrar
Nick Polin
Oliver Rees
Paul McCarthy
Peter Bennell
Peter Diegutis
Peter Grayson
Peter McDonald
Peter Walker
Phil Eadie
Phil Kasselis
Phil Vidler
Phillip Dawson
Ramsey Khalaf
Revy Green
Rob Bunton
Robert Willmott
Rolf Stockburger

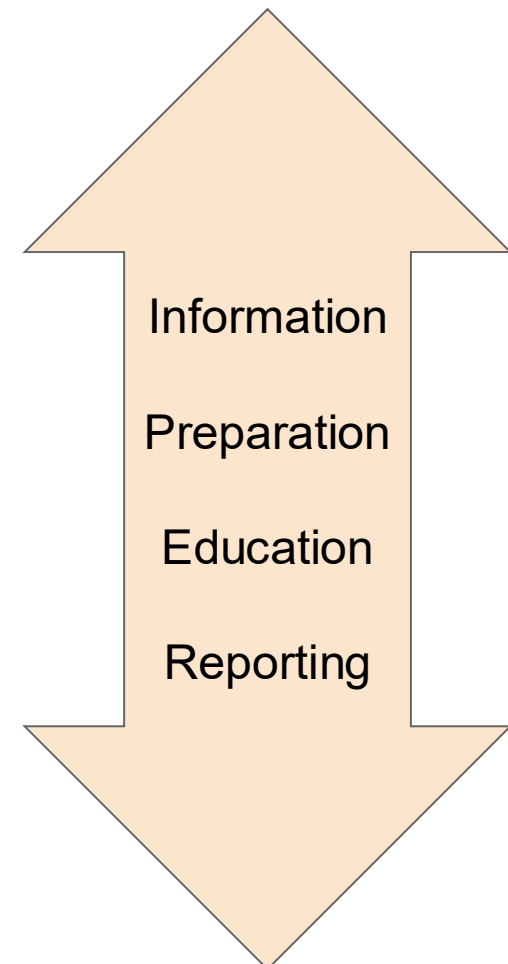
Sam Byron
Sarah Richardson
Scott Breakwell
Scott Wood
Shaun O'Reilly
Skye Fitzpatrick
Steve Chiodo
Steve Frith
Steve McKeogh
Steve Tucker
Stephen Smith
Stephen Teudt
Stuart Hablethwaite
Stuart Snell
Tim Bradford
Tim Docker
Tom Wrathall
Tomas Kliman
Vinh Sawada
Vladimir Deskov
Will Hough
Will Tuckley
Xavier Decomps

DUTY OF CARE

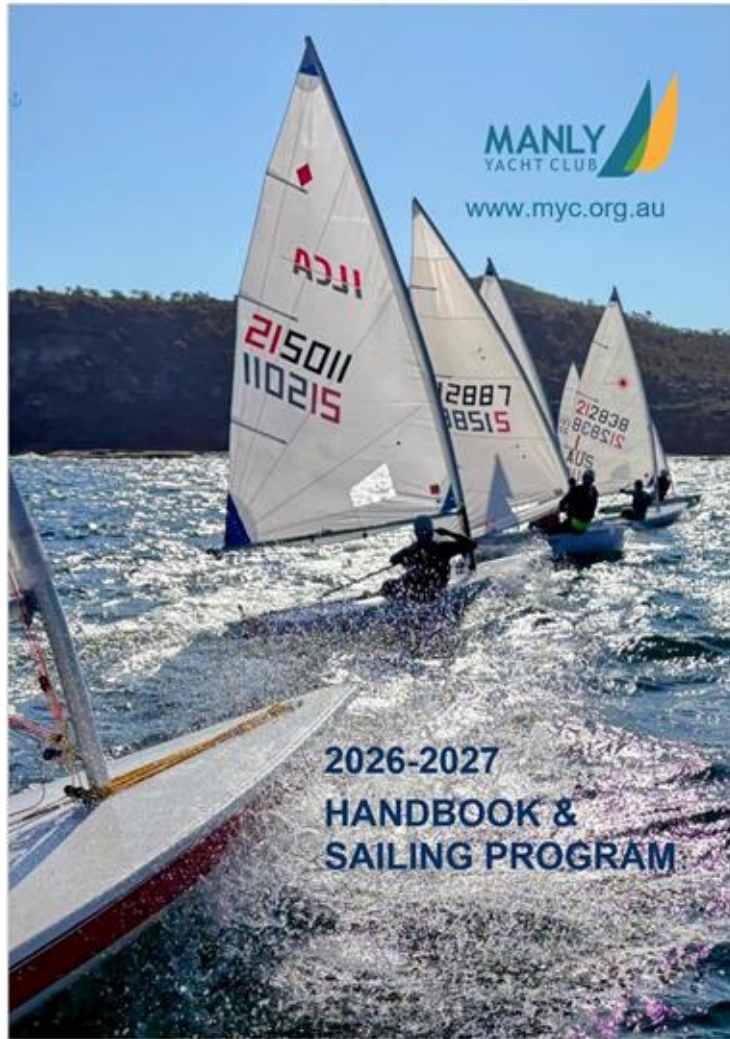
a moral or legal obligation to ensure the safety or well-being of others.



Roads & Maritime Service • Regulations • Boating Safety Officers • Boating Education Officers	
Commodore • Aquatic Licence / RMS Approval	
Sailing Committee • Risk Assessment • Safety Plan • Sailing Instructions	Board • Equipment • Maintenance • Insurance
Race Officer • Execute Sailing Instructions • Execute Safety Plan • Reporting	
Skipper • Equipment Audit • Safety Declaration • Training & Crew Briefings • Incident Reporting	
Crew • 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.



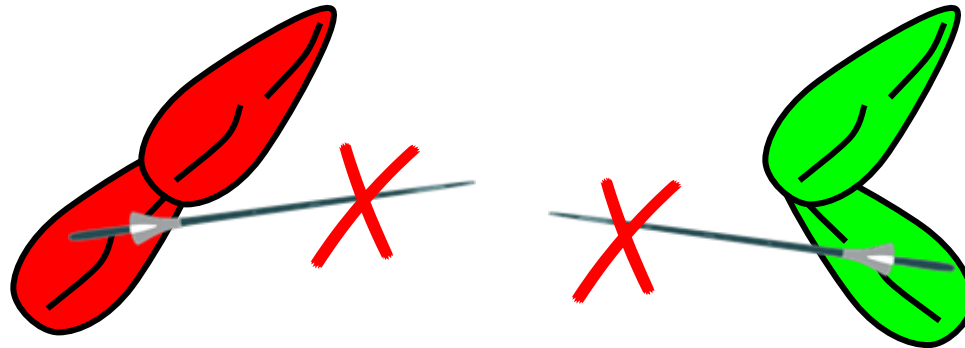
Racing Rules of Sailing

Safety Briefing

Greg Wilkins <greg@myc.org.au>



When Boats Meet!



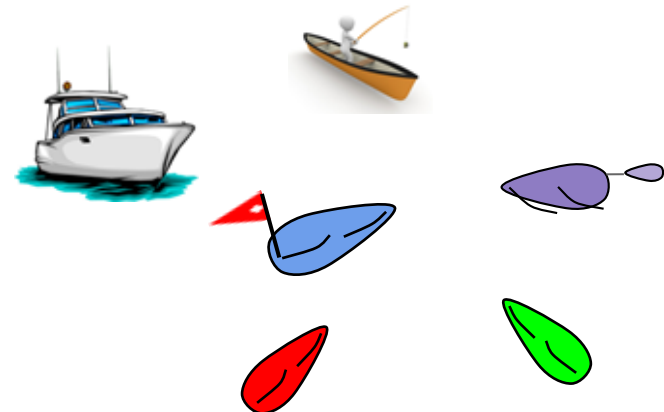
Do you need to?

One of you is going the wrong way!

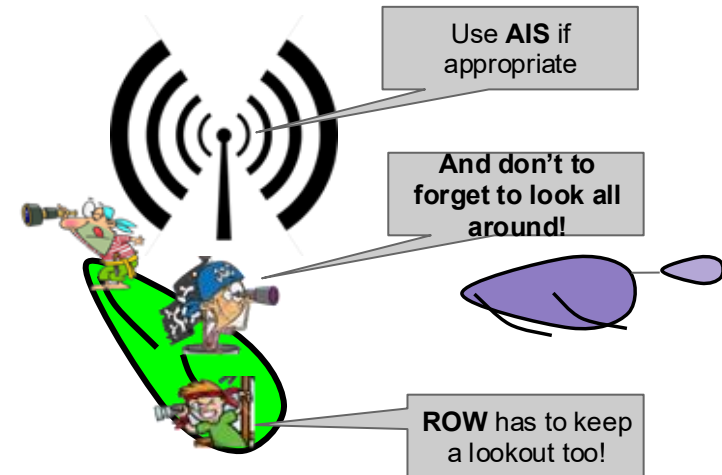
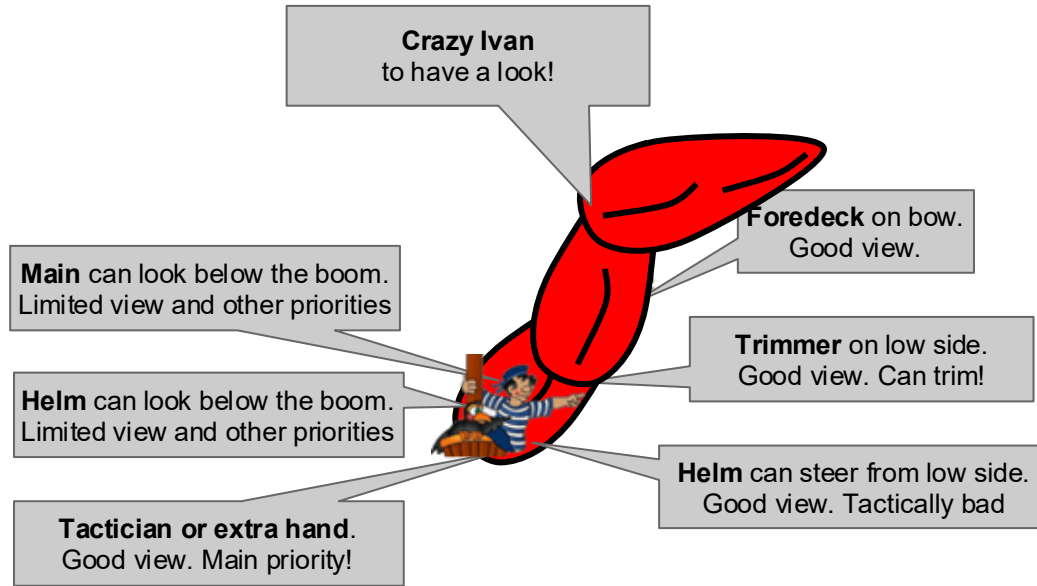
Best “rule” is to avoid the need for a *rules*

Which Rules?

- Racing Rules of Sailing
 - Between sailing vessels:
 - in or near the racing area
 - intending to race, racing or have raced, ...
- IRfPCaS - Colregs
 - All other vessels
- North Harbour Sailing Club
 - Not using Racing Rules of Sailing ...
 - Technically COLREGs, but take racing actions!!!



Colregs Rule 5 - ALWAYS!



Rule 5 – Look-out Every vessel shall **at all times maintain a proper look-out** by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

Which Rules?

- IRfPCaS - COLREGs

PART A - GENERAL

Rule 1 Application

...

(b) Nothing in these Rules shall interfere with the operation of special rules made by ~~an appropriate authority~~ ..?

NSW Maritime



Summary: Right of Way

RRS Part 2A

A boat shall **keep clear** when:

- 10. opposite tack & on **P**ort...
- 11. overlapped to **W**indward...
- 12. clear **A**stern...
- 13. while **T**acking

PWAT!

ColRegs Part B - II

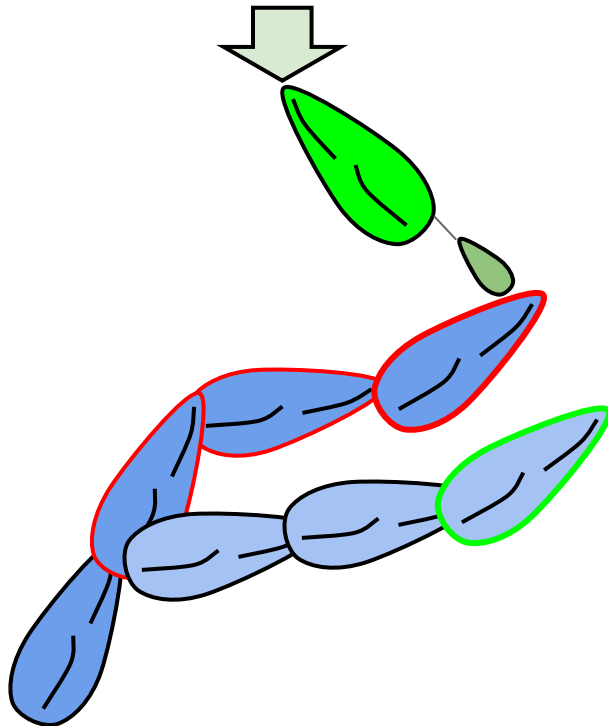
A **sailing vessel** shall **give way** when:

- 12. opposite tack & on **P**ort...
- 13. same tack to **W**indward...
- 14. Overtaking... keep out of the way
- 18. other restricted manoeuvrability.

A **give way** sailing vessel must:

- 16. take early and substantial action

Keep Clear vs Give Way

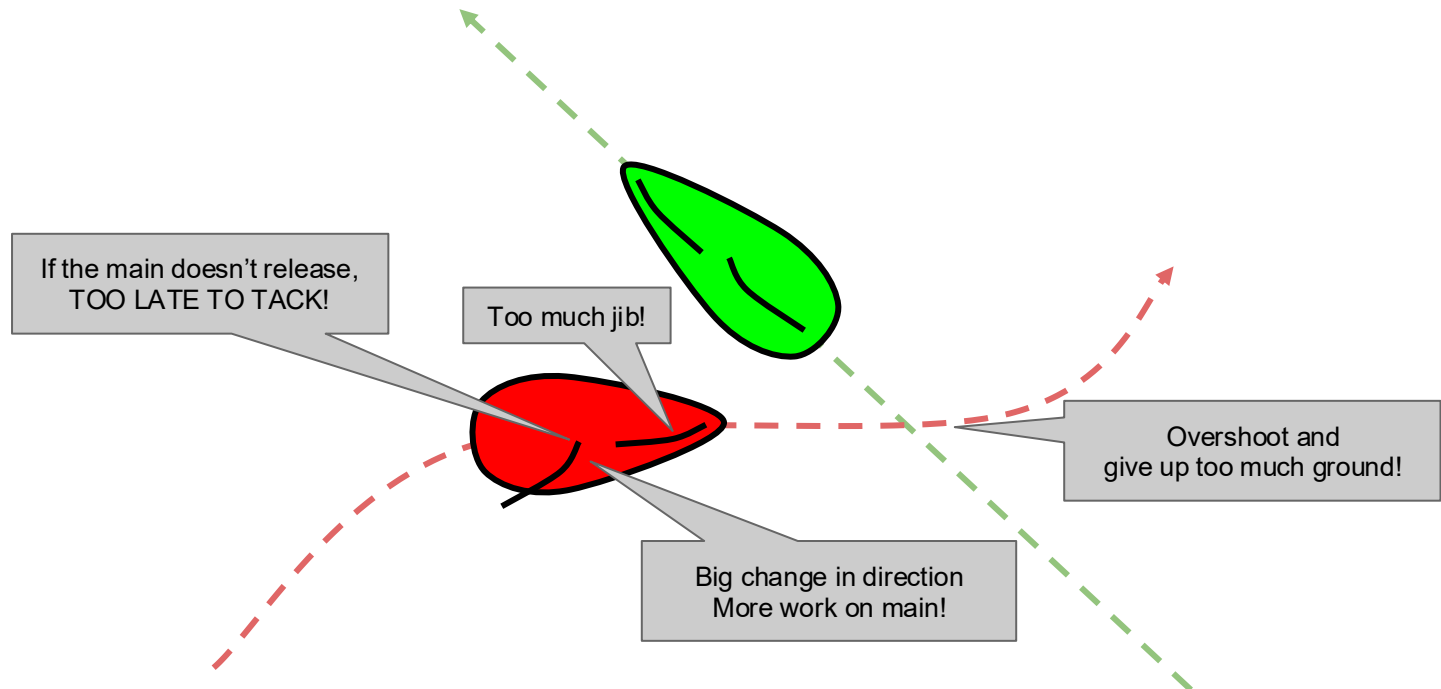


ColRegs Part B - II

Give way **sailing** vessel shall:

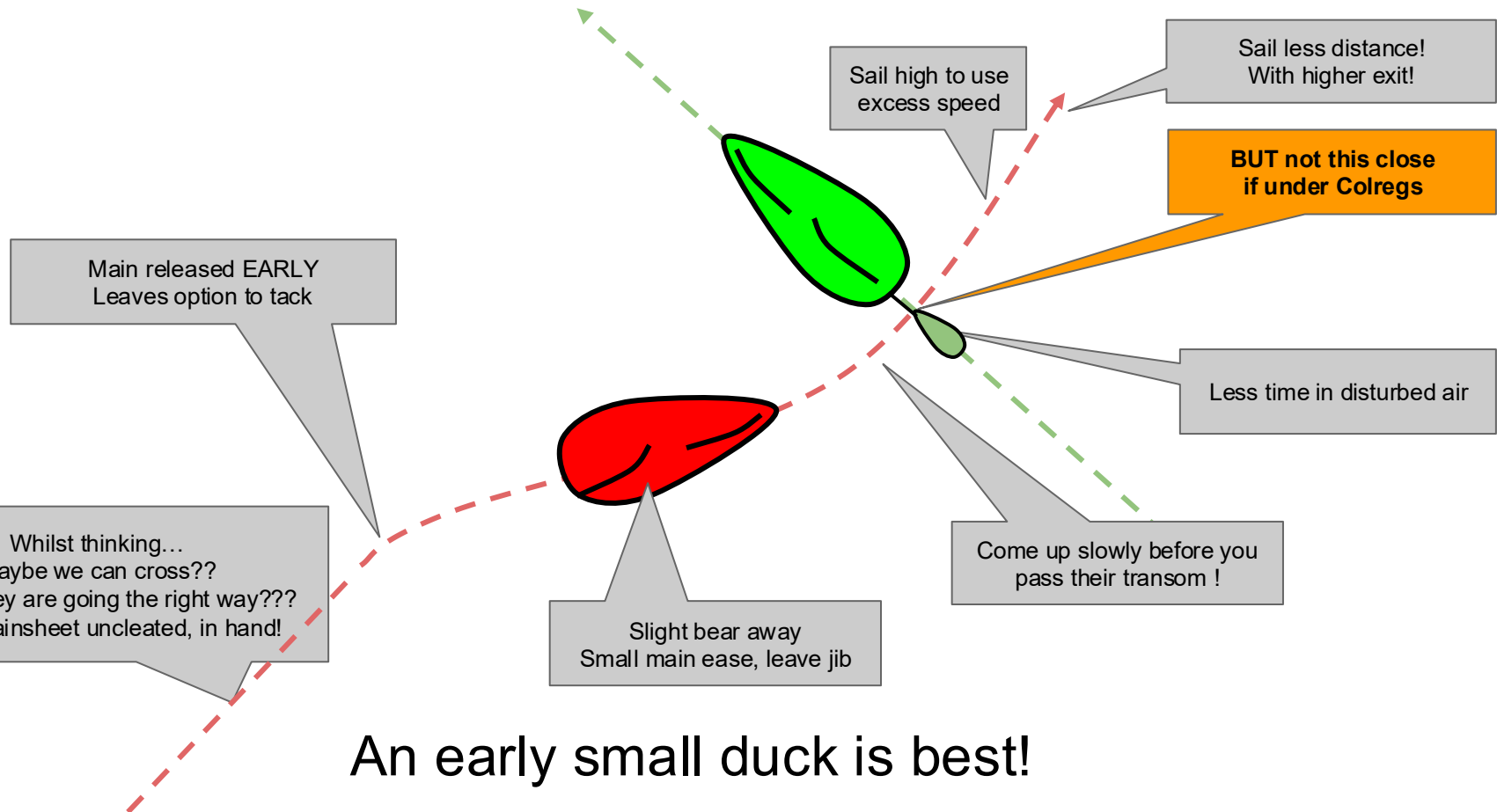
16. take early and substantial action

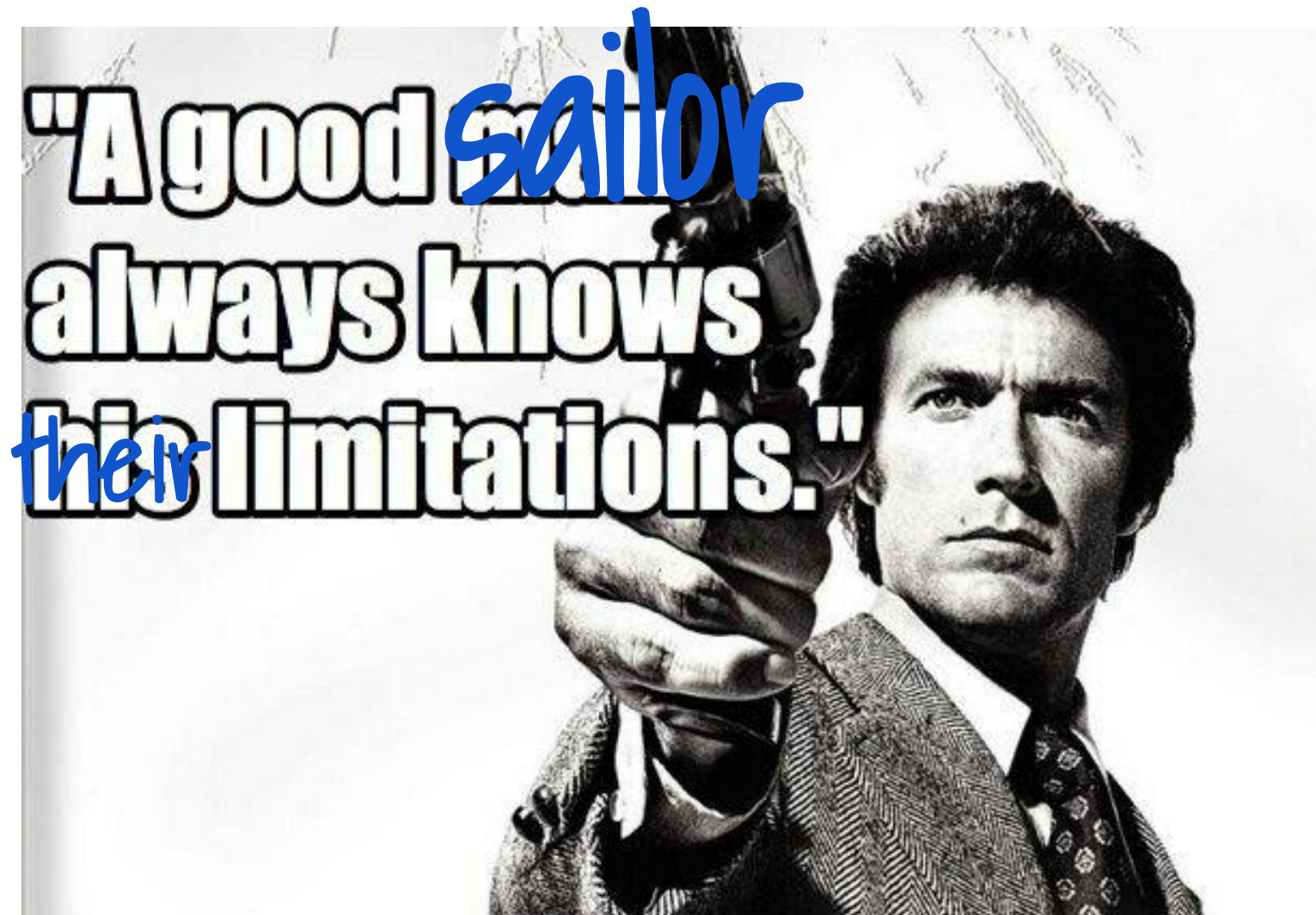
How to Duck!



Not like this!!!
TOO MUCH! TOO LATE!

How to Duck!





General Limitation Summary

RRS Part 2B

right of way boat shall:

14. avoid **C**ontact...

15. **A**cquiring initially give *room*...

16. **C**hanging course give *room*...

17. not sail **A**bove *proper course*...

ColRegs Part B - II

right of way **sailing** vessel shall:

8. Avoid **C**ollision

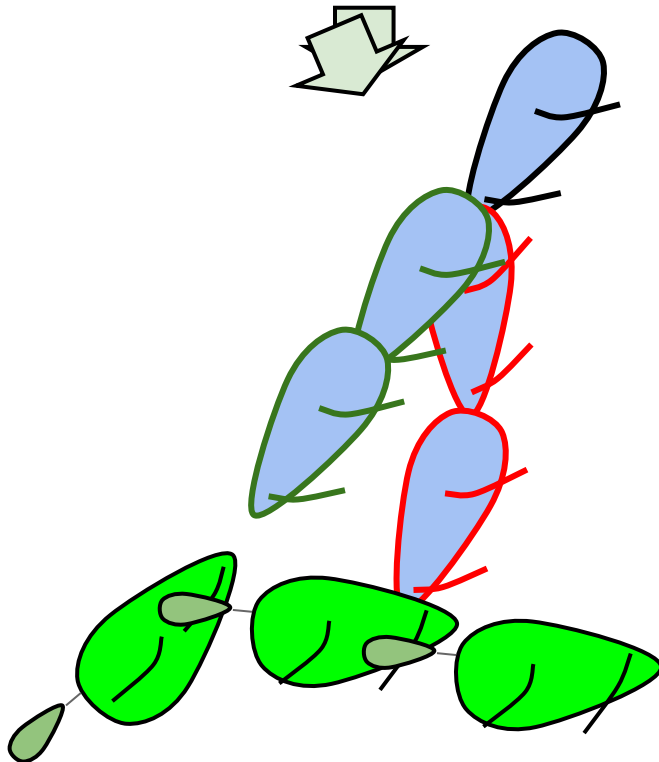
7. **A**ssess collision risk

17. **maintain Course and speed...**

... **A**void turning to port...

CACA!

ColRegs Limitations on Right of Way



ColRegs Part B - II

right of way **sailing** vessel shall:

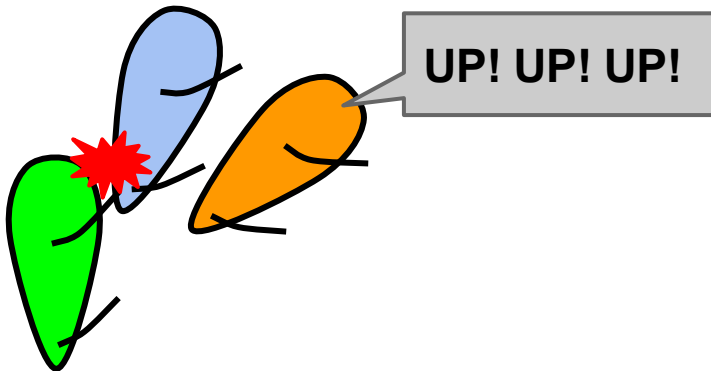
17. maintain course and speed

14 - Avoiding Contact

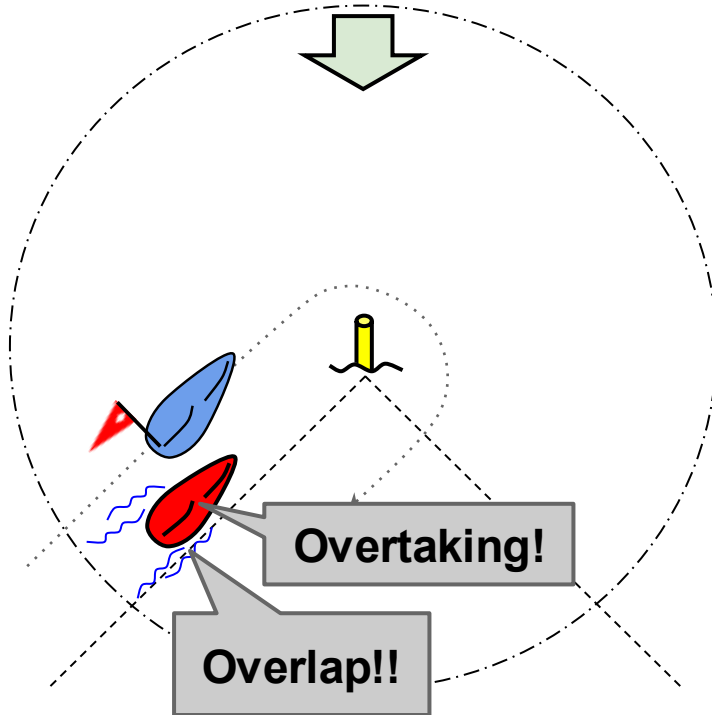


If reasonably possible, a boat shall

- (a) **avoid contact with another boat,**
- (b) **not cause contact between boats, and**
- (c) **not cause contact between a boat and an**
object that should be avoided.

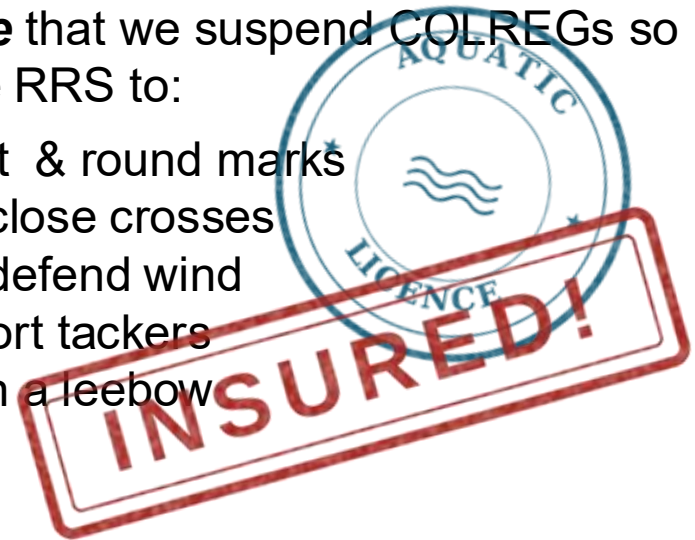


North Harbour Sailing Club?!?!?



We **declare** that we suspend COLREGs so we can use RRS to:

- contest & round marks
- make close crosses
- luff to defend wind
- hunt port tackers
- tack on a leebow



NHSC makes no such declaration!

Actions above are NOT allowed by COLREGs

- Early and substantial action
- Maintain course and speed
- Overtaking boat keeps out of the way

Engaging in racing actions with a NHSC boat

- IS AT AN ADDITIONAL RISK!

18.2 Giving *Mark-Room* (2025-2028)

(a) ~~When a boat of two boats reach the zone:~~

~~(1) if the boats are overlapped, the outside boat at that moment shall give the inside boat mark-room;~~

~~(2) if the boats are not overlapped, the boat that has not reached the zone at that moment shall give the other boat mark-room.~~

~~When a boat is required to give mark-room by this rule, she shall continue to do so for as long as this rule applies, even if later an overlap is broken or a new overlap begins.~~

(b) ~~Rule 18.2(a) no longer applies if the boat entitled to mark-room passes head-to-wind or leaves the zone.~~

(c) ~~When rule 18.2(a) does not apply and the boats are overlapped,~~ **the outside boat**
shall give the inside boat mark-room

~~(d) if a boat obtained an inside overlap from clear astern or by tacking to windward of the other boat and, from the time the overlap began, the outside boat has been unable to give mark-room, rules 18.2(a) and 18.2(c) do not apply between them.~~

~~(e) If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not.~~

19.2 Giving Room at an Obstruction

- RTO**
- (a) A right-of-way boat may choose to pass an obstruction on her port or starboard side. If a right-of-way boat changes course when choosing on which side to pass the obstruction, she must give the other boat room to keep clear.
 - (b) When boats are overlapped, the outside boat shall give the inside boat room ..., unless unless so from the time the overlap began
 - (c) ... passing a continuing obstruction ..., "room" must exist from the time the overlap is created"



Questions?

MHYC 6pm 3rd September
MYC 7pm 9th September

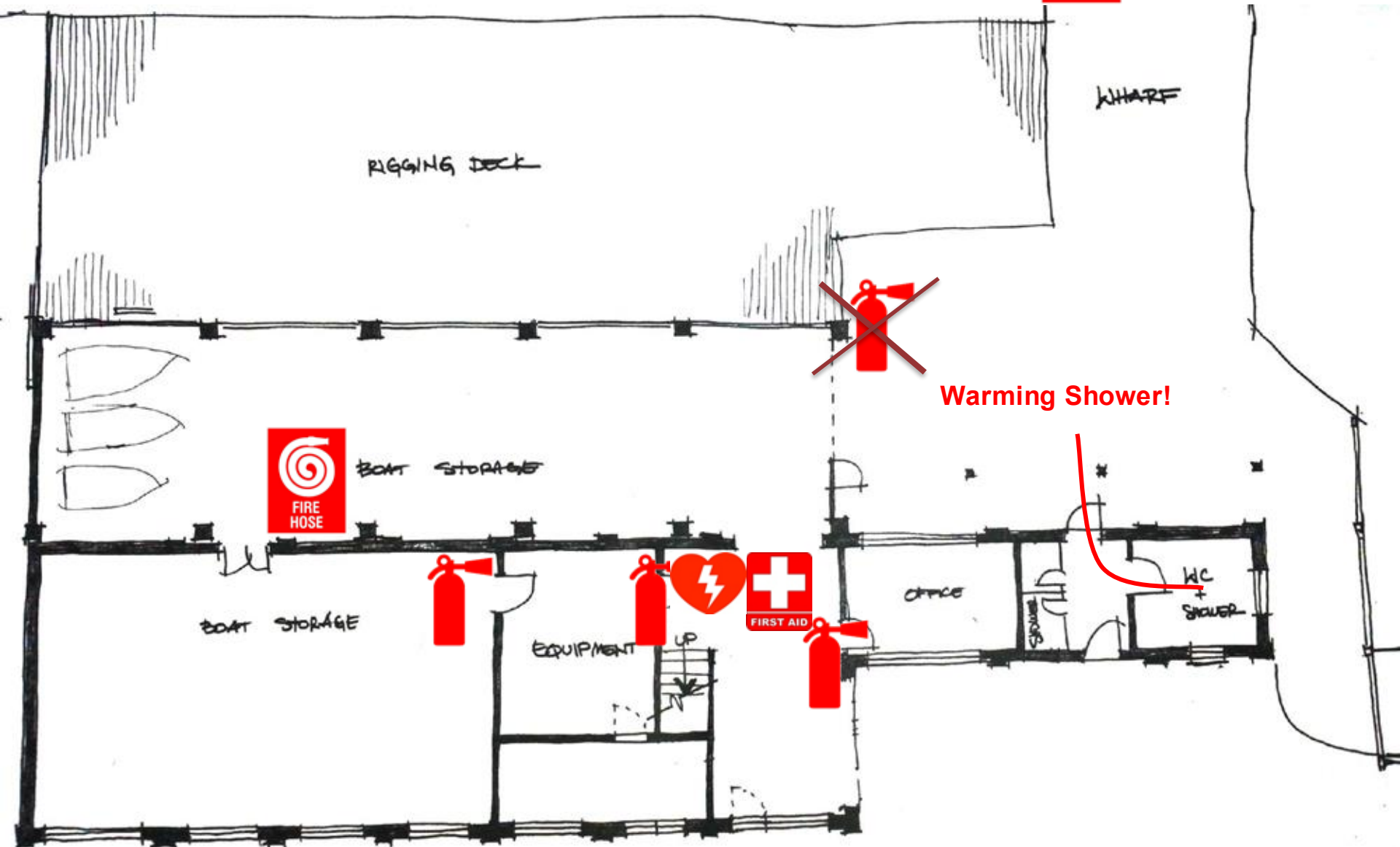
greg@myc.org.au



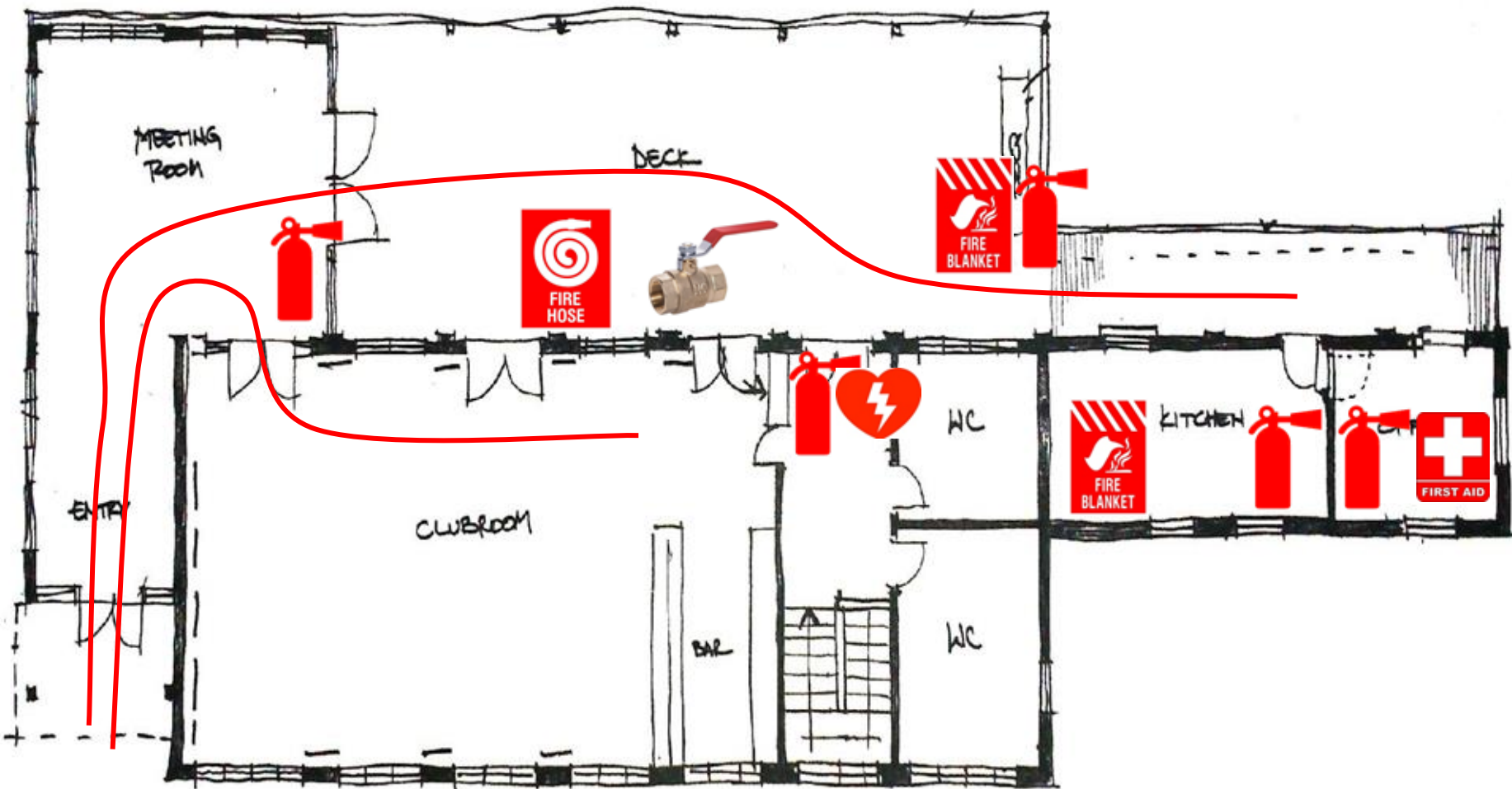
Club Safety Orientation



MYC Ground Floor

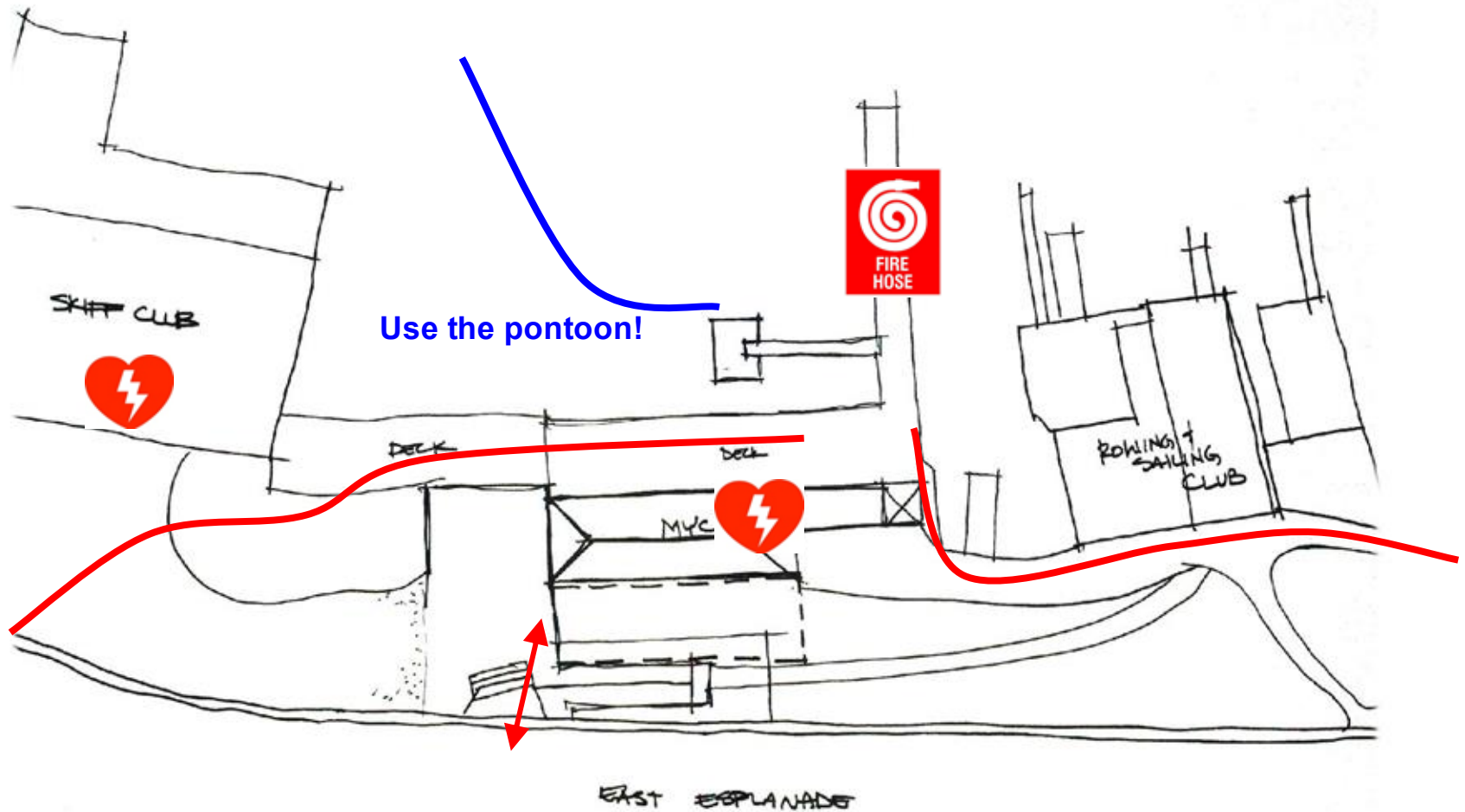


MYC First Floor



Fire Exit

Clubs - Emergency Access





Automatic Emergency Defibrillator

One on the first floor

One on the Ground floor

When the Tender service is operating there is one on the Tender

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

- Police are the service which provides incident management

- **Keep Calm and Stay Relevant**

Emergency Dispatcher

No Duty Officer at the club



- **Location of patient**

- Use the emergency Plus app to provide a location
- and location of Caller if different



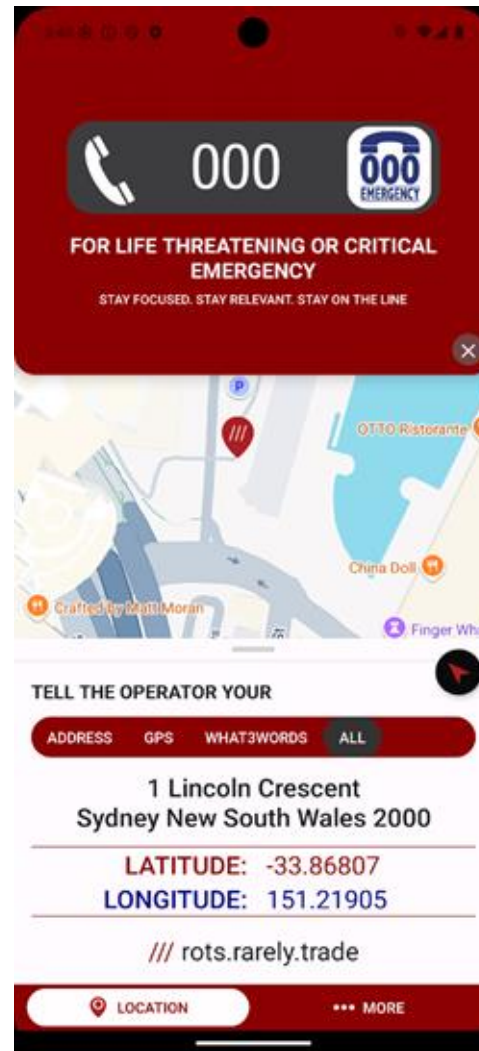
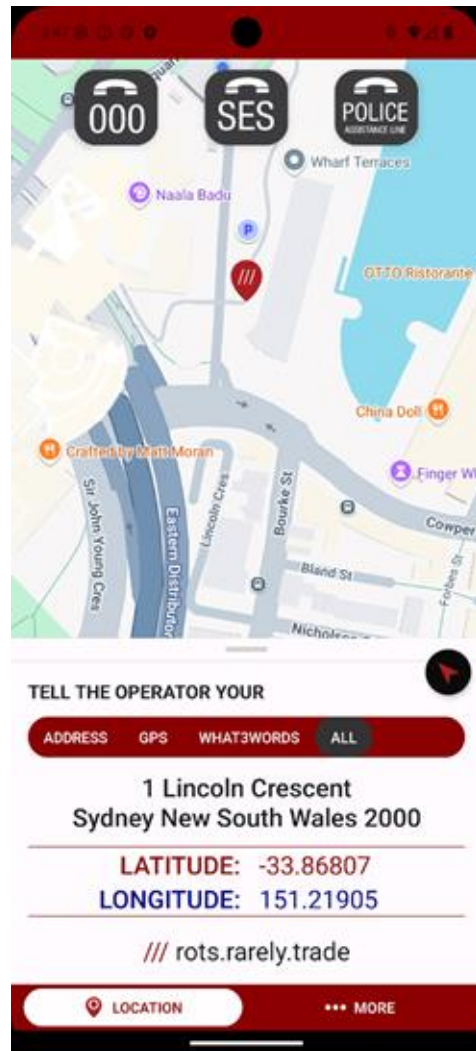
- **Address of Club**

- 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 Plus app



Emergency Dispatcher

- Usually a person near the patient
- Give patient information
 - Male / Female?
 - Age?
 - Conscious?
 - Bleeding?
 - Details of injury?
- If you require additional assistance contact the Race Officer of the day

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.
- Please contact Chief Auditor
Kimbyl Mann
auditor@myc.org.au
 - Keep your audited safety equipment:
 - in date!
 - working!
 - on board

MYC Requirements

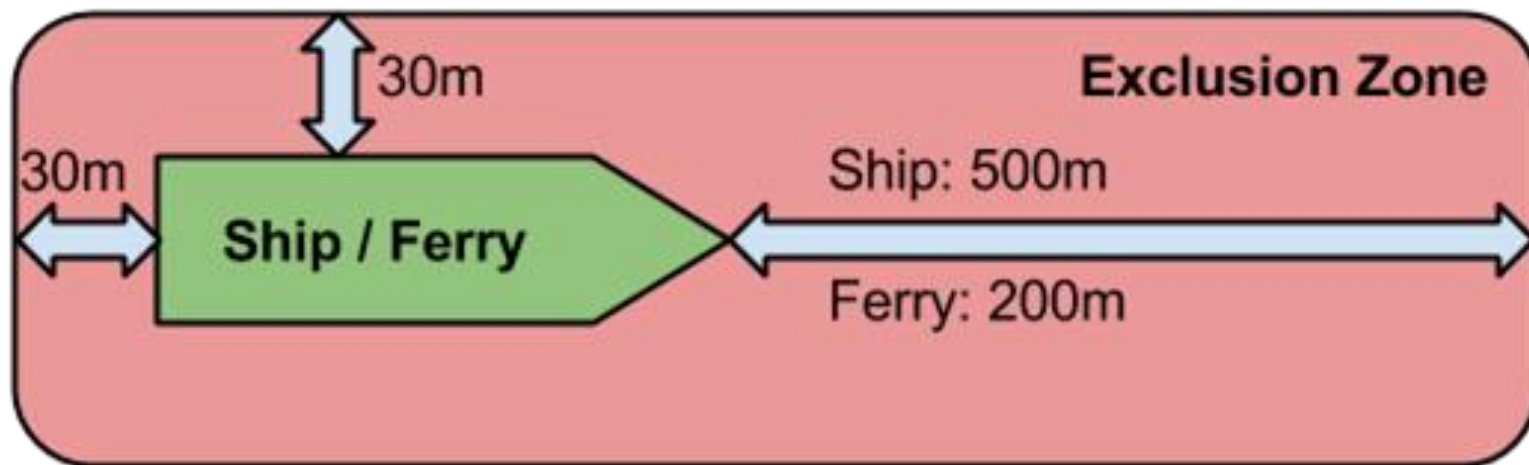
- VHF Channel 72 switched on
- Mobile known to RC
- Navigation lights used as sun goes down
(Potential \$5k fine)
- Stay out of Ferry Lane
- Stay out of moored boats
- **READ, UNDERSTAND AND SIGN SAFETY DECLARATION!**

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

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.

Use of Propulsion (Allowed under RRS)



No need to abandon the race if you are forced to use your engine.

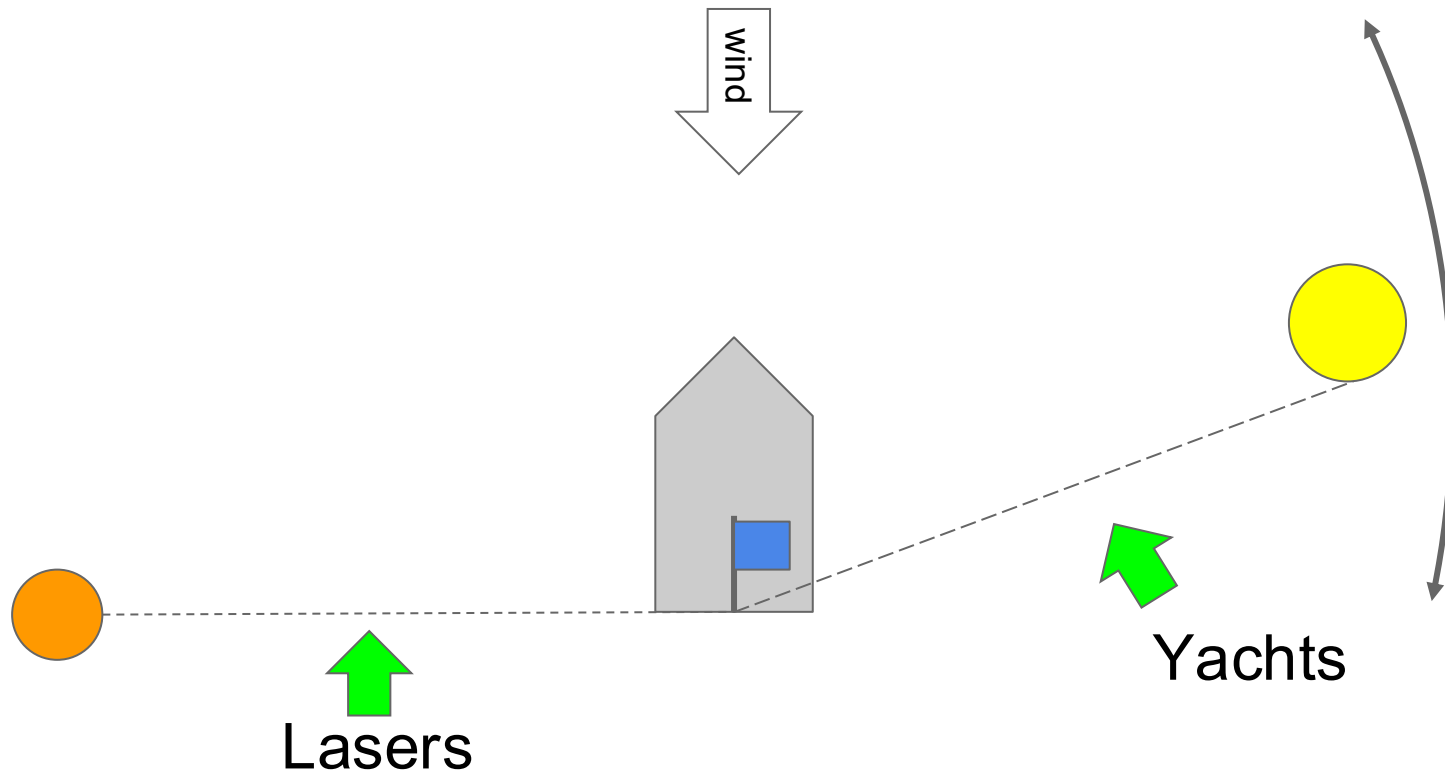
USE OF PROPULSION

- 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
 - 28kn for lasers
 - 28 kn for yachts
- Each boat has ultimate decision to race or to **continue** to race.

Committee Boat Finish Line



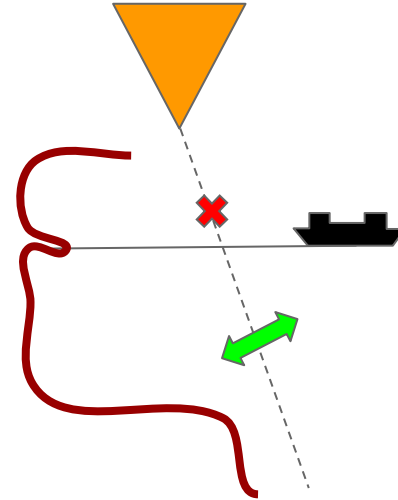
This procedure only applies to MYC only races. And only when the RC is running Lasers at the same time.



Clubhouse Line

- Triangles:

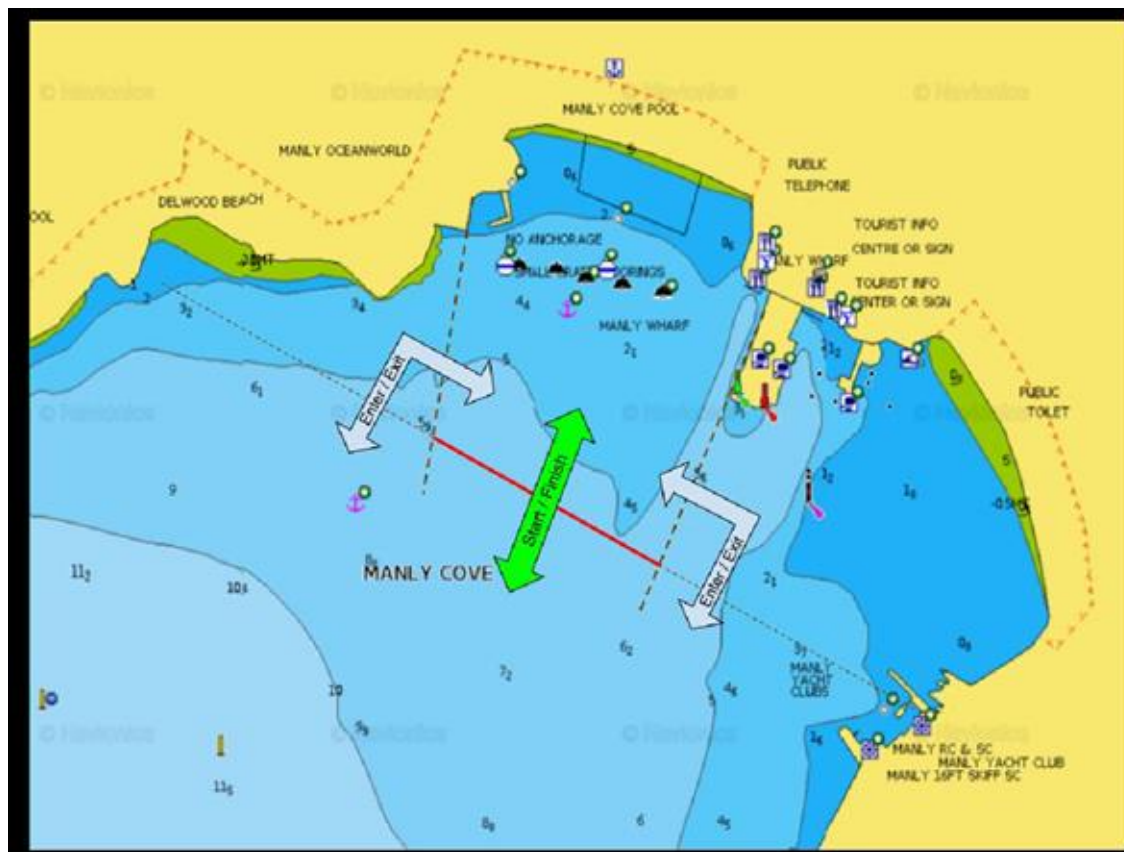
- West of Ferry Lane
- 5 minutes entry
- Do a 360 if motor used
- Keep outside moorings
- Keep clear of anchored vessels



Clubhouse start/finish line.

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



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
- • When alone always 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



- AS now has online Club Race Officer training courses.
- AS now has online Club level auditing course is online.

Next RO Training course is Saturday 22 August 26
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.

Safety Declaration

