

# **Avalon Sailing Club Limited**

**Old Wharf Reserve  
28B Hudson Parade  
Clareville Beach**

*“For the fostering, encouragement, promotion,  
teaching and above all, enjoyment of sailing  
on the waters of Pittwater”*

## **Centreboard Division 2009-2010 Season Guide**

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## INTRODUCTION

Welcome to Avalon Sailing Club for 2009-2010 Season. If you are a returning sailor we are happy to see you again and if you are new to the club we welcome you and hope you enjoy sailing with us. Below is some information you'll need for the season from Learn to Sail through to Combined Fleet Racing.

**When:** Sundays, (Wednesdays & Fridays in daylight saving)

**Spring 2009** 13 September – 13 December

**Summer 2010** 31 January – 28 March

### Times:

Blue Division (Learn to Sail)	08:30 – 11:30hrs
Red Division (Learn to Race)	09:00 – 12:30hrs
Gold MJ Division (Racing)	09:30 – 13:30hrs
Gold F11, Spiral, Laser Division (Racing)	12:30 – 17:00hrs
Training Wednesday MJ	1630 – 1900hrs
Training Friday F11, Spiral, Laser	1630 – 1900hrs

## BLUE DIVISION

Children learn the basics of safety and sailing via a 3-stage program using the club's fleet of boats including Puffin Pacers, Nippas and Manly Juniors. Blue division finishes at approx. 11:30hrs – **please note that parents are expected to help and remain at the club during the morning.**

## RED DIVISION

Red Division extends the basic skills gained in Blue Division and provides the stepping-stone to afternoon racing in Gold Division. Red Division will comprise on-land tuition, both in the clubhouse and on the rigging deck, plus on-water coaching. To be eligible for Red Division, sailors must have completed the Blue Division program (or equivalent course elsewhere), be a member of Avalon Sailing Club and either have their own boat or regularly crew with a boat owner.

## **GOLD DIVISION**

Avalon Sailing Club is part of the Combined Fleet Racing program with RPAYC and BYRA and race each Sunday. The Manly Juniors race late morning. The afternoon racing fleet from Avalon includes Flying 11's, Spirals, Lasers and 29ers. Gold Division sailors must be a member of Avalon Sailing Club, own a boat or have a regular crew position with a boat owner.

## **PARENTAL SUPPORT AND SUPERVISION**

Parents of participating children play an important role in ensuring the success of Sunday sailing. The club's dinghy sailing program is an excellent example of the Club's self-help philosophy and a roster system operates each week to cover all the duties vital to this success. Sailing skills are not necessary – parents will be allocated roles according to their skills. Having a broad volunteer base enables progression of sailors through the Blue and Red divisions to Gold Division Racing. Parents of all children participating in Sunday sailing are required to supervise their own children, regardless of whether or not they have a roster duty to perform.

## **WHAT TO WEAR**

**All sailors must provide their own life jacket (PFD2).**

Also recommended are wetsuit/pants, rashvest, hat, booties, sunglasses, sailing gloves, and sunscreen.

## **CARE OF BOATS**

Parents and children are responsible for rigging and unrigging boats. At the end of the session please use watering cans with fresh water to wash down boats, sails, centreboard/rudder and all fittings then carefully put everything away in its correct place (including cradles). Salt water and sand are the greatest threat to any boat, our club boats are there for everyone now and in the future

## **POINTScores**

Half-season pointscore trophies for scratch and handicap will be awarded so sailors have the opportunity to progress through BLUE - RED - GOLD, from class to class or boat to boat and still be trophy contenders.

A Club Championship will be conducted in Gold Division for the MJ, Flying 11, Laser & Spiral classes.

## **CENTREBOARD COMMITTEE**

Kingsley Forbes-Smith	9477 7979	Nick Mason	9997 3160
Robyn Cooper	9918 0858	Ian Lanz	9973 1945
Brett Stapleton	9456 2256	Simon Hill	9449 7790
David Hyde	9499 5080	Doug Watt	9918 0459
Richard Rasdall	9973 2345	Michael Bell	9979 7936
Michael Coxon	9918 2421	Jan Scholten	9918 0345

## **JUNIOR SAILING CAMP**

Any enquires regarding the Junior Sailing Camp held in November should be directed to **Neil Jeffreys 0466 353 236**. This course is open to members and non-members and is generally limited in numbers to 40 sailors.

## **IMPORTANT REGATTAS AND EXTERNAL EVENTS**

Members are reminded that individual Associations run a series of external events such as State and National Championships during the season. Members should check the external events calendars of their relevant Association by contacting the following class delegates.

<b>Manly Juniors</b>	–	Nick Mason 9997 3160, Ian Lanz 9973 1945
<b>Flying 11's</b>	–	Michael Bell - 9979 7936
<b>Spirals</b>	–	Simon Hill – 9449 7790
<b>Lasers</b>	–	Jan Scholten - 9918 0345

Information on external events may be found at the appropriate websites:

F11 ;	<a href="http://www.flying11.yachting.org.au">www.flying11.yachting.org.au</a>
Manly Junior;	<a href="http://www.manlyjunior.asn.au">www.manlyjunior.asn.au</a>
Spiral;	<a href="http://www.spiralassociation.org">www.spiralassociation.org</a>
Laser;	<a href="http://www.laser.asn.au">www.laser.asn.au</a>
29er;	<a href="http://www.29er.com.au">www.29er.com.au</a>

*This booklet should be read in conjunction with the Mainsheet. Where a section is marked with an asterisk thus \* it applies to joint racing between ASC, BYRA and RPA clubs and appears in each club's Sailing instructions as the same entry.*

## **SAILING INSTRUCTIONS – 2009/2010 SEASON**

### **Northern "B" & "C" Course Area**

#### **1 \* RULES**

All races shall be sailed under the "rules" as defined in the ISAF Racing Rules of Sailing 2009 – 2012. All races shall be sailed under the Special Regulations of the Yachting Australian (YA). Boats shall comply with their respective current Class Rules. The organising authority is Avalon Sailing Club (ASC) in conjunction with Bayview Yacht Racing Association (BYRA) and Royal Prince Alfred Yacht Club (RPAYC).

#### **2 SCHEDULE OF EVENTS**

- 2.1 Races are as scheduled in the Avalon Sailing Club 2009/10 Sailing Program.
- 2.2 Up to three (3) races will be raced per race day for the 420's, 29ers, 49ers, Flying 11's, Manly Junior's, Lasers, Wave and Open Div. Other classes may elect to run only one race per day however that is at the discretion of the class representatives.

#### **3 ENTRIES**

- 3.1 Every boat competing must be on the Centreboard Register 2009/10 of the Avalon Sailing Club and shall be helmed by a Member of the Club.
- 3.2 All applications for entry shall be made on the prescribed registration form. Any boat competing, which is not financial and has not completed and lodged their registration form, will not receive series points.
- 3.3 All boats shall be covered with adequate Public Liability and Third Party Property insurance to the sum of at least \$10,000,000 (ten million).
- 3.4 Entries may be received from members of other YA of NSW affiliated clubs and shall pay an entry fee; this will be deemed to satisfy Sailing Instruction 3.1.

**4 \* SAFETY**

- 4.1 Boats not finishing must advise ASC, BYRA or RPAYC, and can be towed back to ASC, BYRA, RPAYC or another safe location by Rescue or Committee Vessels.
- 4.2 Attention is drawn to the YA special regulation Part 2, 5.01.1, which states "All crew members shall wear, while afloat, a personal floatation device..." enforcing that this rule applies at all times.

**5 LIABILITY (Risk Notice)**

- 5.1 All those taking part in any race or series do so at their own risk and responsibility. The Club is not responsible for the seaworthiness of a centreboard dinghy whose entry is accepted or the sufficiency or adequacy of its equipment. The Club reserves the right to refuse an entry.
- 5.2 Attention is drawn to Fundamental Rule 4 which states: -" The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

**6 NOMINATION OF HELMSPERSON**

The helmsperson of each boat contesting a series shall be nominated on the Centreboard Division Registration form. No change of boat or helmsperson will be allowed.

**7 NOT USED**

**8 SIGNING ON AND OFF**

Helmspersons or Crew shall sign-on the appropriate sheet located in the clubhouse, prior to starting and sign-off within one hour of finishing or retiring from the last race of the day. Boats not finishing shall advise the Committee Vessel or Race Officers. All boats must be signed-off for series points to count.

**9 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the Official Notice Board located at the clubhouse.

## **10 CHANGES TO SAILING INSTRUCTIONS**

- 10.1 Any change to Sailing Instructions, including course changes will be posted on the Official Notice Board before 1000hrs on the day it will take effect.
- 10.2 Any change in the schedule of races will be made at least five (5) days prior to the race it will affect.

## **11 HANDICAPS**

Handicaps will be determined according to an arbitrary method appropriate to each class and agreed to by the Race Committee.

## **12 \* RACE AREAS**

The race areas shall be Southern Pittwater.

Course "C" in the approximate area between Scotland Island and Longnose Pt.

Course "A" to the South of Scotland Island.

Course "B" in the area between Scotland Island and Longnose Pt or a position further south, on the eastern or southern side of Scotland Island.

## **13 \* MARKS**

### **13.1 Course "A"**

- 13.1.1 Rounding Marks will be pink.
- 13.1.2 The starting & finishing marks will be green.

### **13.2 Course "B" & ASC Junior Fleet**

- 13.2.1 Rounding Marks 1, 2 and 3 for all classes will be yellow cylindrical ASC marks.
- 13.2.2 The starting mark will be an ASC flag mark. The finishing mark a round red ASC mark.

### **13.3 Course "C"**

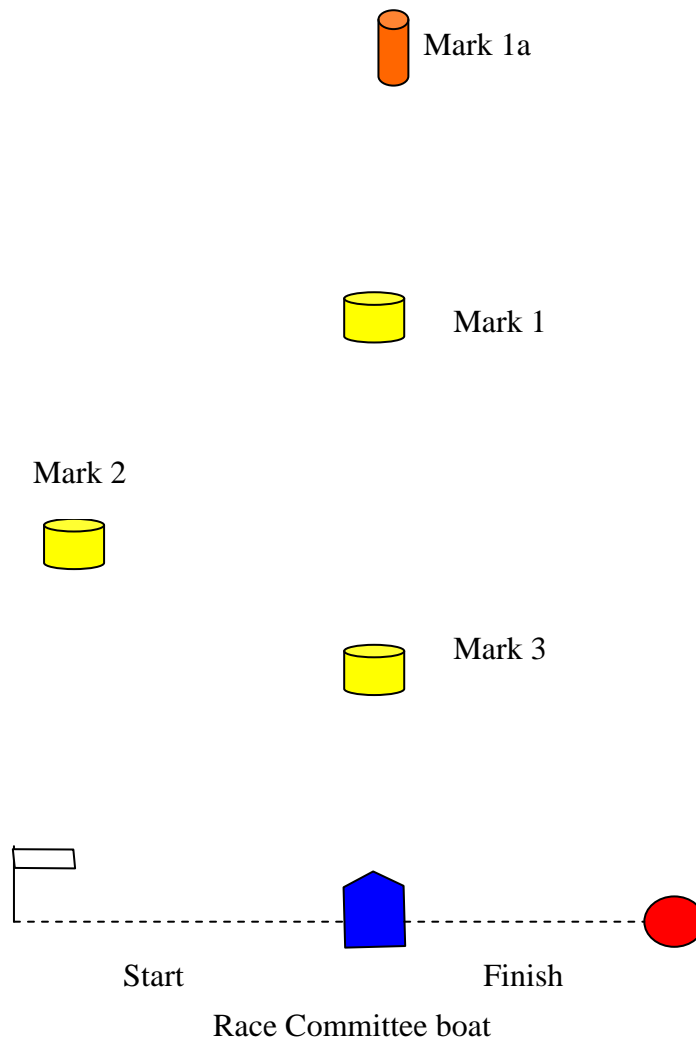
- 13.3.1 Inner Rounding Marks 1, 2 and 3 for all classes will be Orange cylindrical RPA marks.
- 13.3.2 Outer mark 1a will be tall orange fluorescent with black band BYRA marks.
- 13.3.3 The Starting Mark will be green. The Finishing Mark will be red.

## **14 \* THE COURSE**

- 14.1 The diagram below (14.4) shows the course to sail including the approximate angles between legs. All marks are to be left

to port unless the Race Committee vessel displays a green (starboard) flag at or before the Warning Signal for the first class to start, which indicates all marks are to be left to starboard.

- 14.2 Mark 1 will be laid as near as possible directly to windward of the Starting Line.
- 14.3 No Competitor may sail through the start/finishing line from either direction after starting, unless they are re-starting or finishing. Penalty may be disqualification.
- 14.4 The start boat for Northern Course "B" will be marked with a "B", start boat for Course "C" with a "C".
- 14.5 Course "C"  
The 3 marks in the "inner course", 1, 2 and 3 to be used.  
An additional "top" mark for the "Outer Course", 1a will be used.
- 14.6 The course number (if any) will be displayed near the stern of the start boat.  
If no course number is displayed, then it is assumed to be Course 1.



14.7 Course "B":

**Div 1: Laser FULL Rig**

Course 1 Start – 1 – 3 – 1 – 2 – 3 – 1 – Finish

Course 2 Start – 1 – 3 – 1 – 3 – 1 – Finish

**Div 2: Laser RADIAL/ Spiral**

Course 1 Start – 1 – 2 – 3 – 1 – Finish

Course 2 Start – 1 – 3 – 1 – Finish

**Div 3: Flying 11**

Course 1 Start – 1 – 2 – 3 – 1 – Finish

Course 2 Start – 1 – 3 – 1 – Finish

14.8 Course "C":

**Div 4: Spiral (BYRA)**

Course 1 Start – 1a – 2 – 3 – 1a – 2 – 3 – 1a - Finish

**Div 5: Hobie Wave**

Course 1 Start – 1 – 2 – 3 – 1 – Finish

Course 2 Start – 1 – 3 – 1 – Finish

**Div 6: 29er**

Course 1 Start – 1 – 3 – 1 – 3 – 1- Finish

Course 2 Start – 1 – 3 – 1 – Finish

**Div 7: Open**

420/ 470 Start – 1 – 2 – 3 – 1 – Finish (#)

NS14 Start – 1a – 2 – 3 – 1a – 3 – 1a – 2 – 3 – 1a – 2 – 3 – 1a – Finish

TS 16 Start - 1a – 2 - 3 - 1a - 3 - 1a - 2 - 3 - 1a – Finish

49er / B14/ Moth/ Cherub/ Finn / Contender / Int Canoe  
Start – 1 – 3 – 1 – Finish

14.9 Course "ASC Junior"

**Div 1: Manly Junior Open**

Start – 1 – 2 – 3 – 1 – Finish

**Div 2: Manly Junior Novice**

Start – 1 – 2 – Finish

**Div 3: Red Group**

Start – 1 – 2 – Finish (or as advised by the coaches)

**15 \* STARTING PROCEDURE**

The starting sequence shall consist of a 3-minute sequence. Boats shall not start later than 10 minutes after their starting signal. The sequence is as follows;

Division Displayed	3 min
Preparatory Displayed	2 min
Preparatory Removed	1 min
Division Flag Removed	0 Start

15.1 Classes may be started in the following order with the following numeral pennant;

<u>Division</u>	<u>Numeral Pennant</u>	<u>FIRST START TIME (Approx)</u>
Course ASC Junior, Division 1	1	1103
Course ASC Junior, Division 2	2	1106
Course ASC Junior, Division 3	3	1109
Course C, Division 4	4	1333
Course C, Division 5	5	1336
Course C, Division 6	6	1339
Course B, Division 1	1	1403
Course B, Division 2	2	1406
Course B, Division 3	3	1409

15.2 Starting order may be changed after the start of all divisions in their first races. It is at the discretion of the Race Officer as to which will be the next start, please watch the signals. This is not grounds for protest or redress.

- 15.3 Starting time for subsequent races will be ASAP after the finish of the division.

**16 \* STARTING LINE**

The Starting Line for all classes will be between the signal mast displaying the orange flag on the committee vessel and the Starting Mark (flag mark) at the port end.

**17 \* RECALLS**

17.1 *Individual Recalls*

Shall be in accordance with RRS 29.1 Boats on course side of the starting line MAY be identified by voice.

17.2 *General Recalls*

Shall be in accordance with RRS 29.2

**18 \* KEEPING CLEAR OF THE STARTING AND FINISHING LINE**

- 18.1 Boats whose Preparatory Signal has not been made shall keep clear of the starting area and of boats whose Preparatory Signal has been made, the Race Officer may advise boats not starting, by hailing them.

**19 \* PROHIBITED WATER (RANKS AS AN OBSTRUCTION)**

The area of water between the registered moorings and the adjacent shoreline inside Pittwater including Scotland Island shall be considered as PROHIBITED WATER (i.e. continuing obstruction) for boats that are racing. All Navigational Marks shall be passed on their designated side.

**20 \* FINISHING LINE**

The Finishing Line for all classes will be between the signal mast displaying an orange flag on the Committee boat at the starboard end and the finishing mark (red round mark) at the port end.

**21 \* TIME LIMIT**

- 21.1 The Time Limit for classes sailing one (1) race will be two hours and thirty minutes from the Starting Signal of that Class. Boats finishing more than thirty (30) minutes after the first

boat finishes, or after the Time Limit, whichever is later, will be scored "Did Not Finish".

- 21.2 The time limit for classes sailing multiple races shall be 1.5 hours for the first boat to finish. Boats finishing more than thirty (30) minutes after the first boat finishes, will be scored "Did Not Finish".

## **22 \* PROTESTS**

- 22.1 All protests and requests for redress shall be lodged in accordance with RRS 61 and 62 and shall be delivered to the Race Committee of the protester's home club within Ninety Minutes of her finish of the day. A boat not finishing shall submit a protest or request for redress within Ninety Minutes of the incident.
- 22.2 Protests Hearings between competitors from different Clubs or Requests for Redress shall be arranged by the Duty Club, which shall nominate a Protest Committee acceptable to the race Committees of all Clubs which the interested parties belong.
- 22.3 Initially protests may be heard by "mediation" held as soon as possible after lodgement of a protest. The mediator will meet with the protestor and protestee and conduct a mediation hearing as fully described in Sailing Instructions 23.
- 22.4 Protests will be heard at the Clubhouse in the order of receipt if practical. For all Class and Division Races, protests may be heard as soon as possible after the finish of protest time but generally protests will be heard at the Clubhouse on the following Wednesday night. A notice will be posted on the Club's Official Notice board after the finish of protest time to inform competitors where and when there is a hearing in which they are parties to protest or named as a witness. These notices are deemed to fulfil the requirements of RRS 63.2.

## **23 \* PROTEST MEDIATION**

- 23.1 A mediation hearing may be conducted for all protests lodged in accordance with RRS 61, which allege an infringement of RRS Part 2 or Part 4. Such hearings will be held subsequent to protest being lodged and prior to the protest hearing.
- 23.2 The time and place of the hearing will be decided by the mediator and such advice may be given verbally. One representative of each boat shall attend the hearing and no

witnesses shall be allowed. The mediator shall decide the manner in which the testimony is given.

- 23.3 The mediator will be appointed by the Protest Committee and may be a member of a subsequent Protest Committee. Should the protest proceed to a protest hearing then the mediator may be called as a witness at that hearing.
- 23.4 After taking testimony at a mediation hearing the mediator shall make one of the following conclusions: -
- a) The protest does not comply with RRS 61 and the protestor may withdraw the protest.
  - b) The protest shall proceed to a protest hearing. (This may be because RRS other than Part 2 or Part 4 are or may be involved, or because evidence is too complex or divergent to reach a reasonable conclusion, or due to the apparent severity of the alleged infringement, or for any other reason decided by the mediator)
  - c) There was no infringement and the protestor may withdraw the protest.
  - d) There has been an infringement by one or more boats involved, the Infringing boat(s) may accept scoring points equal to the finishing place midway between the boats actual finishing place and a disqualification, and if so accepted the protestor shall withdraw the protest. (Half points shall be disregarded and the points of other boats shall not be adjusted).
- 23.5 A mediation hearing shall not be reopened. Conclusions of a mediator shall not be subjected to appeal nor be grounds for redress.

## **24 SCORING**

- 24.1 For the Spring Pointscore and Summer Pointscore boats shall be scored on scratch as well as after the application of a performance based arbitrary handicap. The boat's handicap shall not be grounds for redress. The Low-Point Scoring System, Appendix A of the racing rules will apply including A9. 4 races are required to constitute a series. For each of the Spring and Summer Pointscore series: If 5 up to 9 races are completed in the series then each boat shall discard her worst score. If 10 up to 14 races are completed then each boat will discard her 2 worst scores. If 15 or more races are completed then each boat will discard her 3 worst scores.

- 24.2 For the Club Championship boats shall be scored on scratch only. The Low-Point Scoring System, Appendix A of the racing rules will apply including A9, 4 races are required to constitute a series. If 5 up to 9 races are completed in the series then each boat shall discard her worst score. If 10 up to 14 races are completed then each boat will discard her 2 worst scores. If 15 or more races are completed then each boat will discard her 3 worst scores.
- 24.5 To be included in a Club pointscore a boat and its crew must compete in at least 40% of the programmed pointscore races run for its class or division.
- 24.6 Any competitor included on the duty roster on application to the Race Committee may receive points (averaged over the series in question) for the races held on the days rostered for duty, provided that the competitor performs such duty.
- 24.8 Any competitor who is unable to compete in one or more races due to participation in another important regatta, race, championship or special event may seek relief from the Race Committee, being average points of that competitor over the series in question. The Race Committee shall consider the application having regard to the "important regattas, etc" as listed in the ASC race calendar.

## **25 \* COACHING**

- 25.1 Any person may coach novice competitors but only if approval has been given by the Race Officer. One designated Official Club Coach from each Club on the day may coach any competitors at any time, if flying a yellow flag.
- 25.2 Coaching of such competitors does not constitute grounds for protest under RRS 41 (Outside Help).

## **26 PRIZES**

- 26.1 Season prizes will be awarded to first, second and third place getters in each class or division. Other prizes will be awarded at the discretion of the Race Committee.

## RACE MANAGEMENT

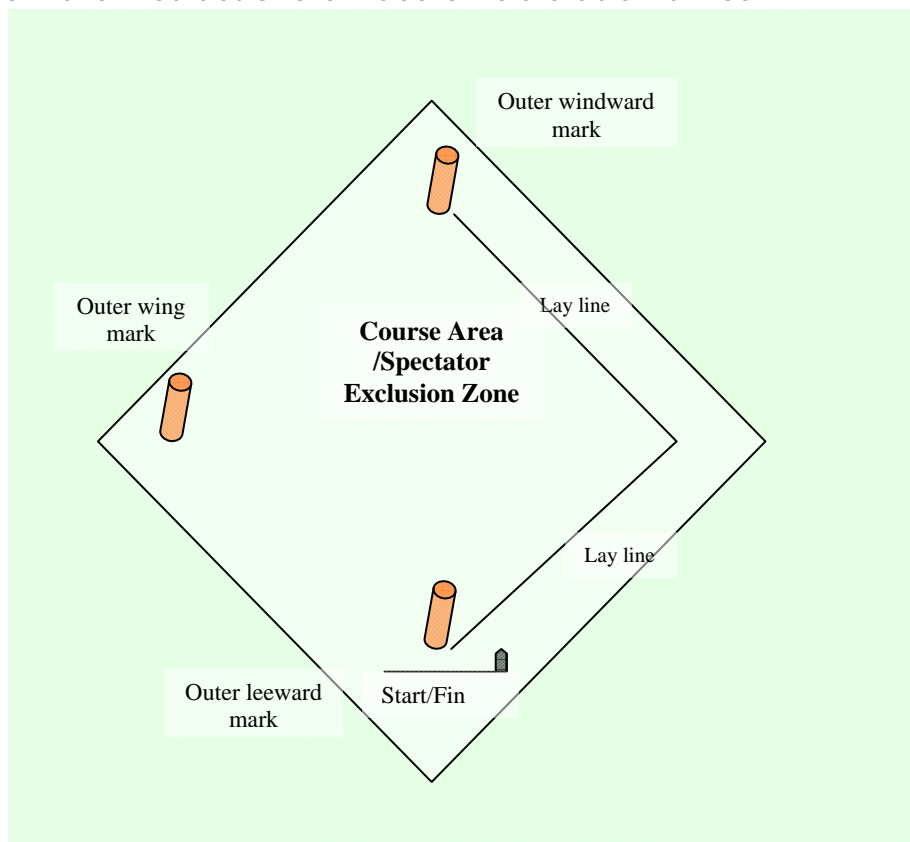
The Pittwater combined fleet racing is carried out under Sailing Instructions and a Race Management Plan agreed between the three clubs. For the safe conduct of racing it is essential that all powerboats on and around the course understand and follow the intent of these documents. The basic principles are as follows:

- The Centreboard Race Officer (RO) is the person responsible for the conduct of combined fleet racing and on-the-water management of incidents.
- Accordingly, all on course communication must be through the RO or by phone to one of the clubs for relay to the RO.
- Any incident should be reported to the RO immediately, preferably before responding or in an emergency, as soon as practically possible. This applies to **all** support boats, including coach and spectator boats, which observe and/or assist in an incident.
- All spectators, coaches and officials must meet the following requirements in regard to their conduct during any activity held or sanctioned by the Pittwater Combined Fleet:
  1. Place the safety and welfare of the competitors/participants above all else.
  2. Accept responsibility for all actions taken.
  3. Be impartial.
  4. Avoid any situation which may lead to a conflict of interest.
  5. Be courteous, respectful and open to discussion and interaction.
  6. Value the individual in sport.

## A GUIDE FOR SPECTATOR BOATS

Spectators are encouraged to follow the fleet in order to share the excitement of the combined fleet racing and to provide a valuable backup to the clubs' response boats in the event of adverse conditions. However, for the safety of competitors, spectator boats must:

- Remain outside the course area/spectator exclusion zone as shown in the diagram.
- Stay 50m clear of competitors, course marks, and start and finish lines.
- Minimise wash by moving at low speed.
- Report any concerns about capsized or overdue boats to one of the response boats or by phoning the Officer-of-the-day at one of the following clubs -  
Avalon SC - 9918 3637, BYRA - 9999 2648, RPAYC - 9997 1022.
- Only render assistance in the case of an emergency or if requested to assist by a race official.
- Follow the instructions of race officials at all times.



## A GUIDE FOR COACH BOATS

Coaching is an essential element in the development of our young (and not so young) sailors.

**One** designated Official Club Coach for each club is permitted within the Course Area and may coach any competitor at any time.

The designated coach boat is to **display a yellow flag**.

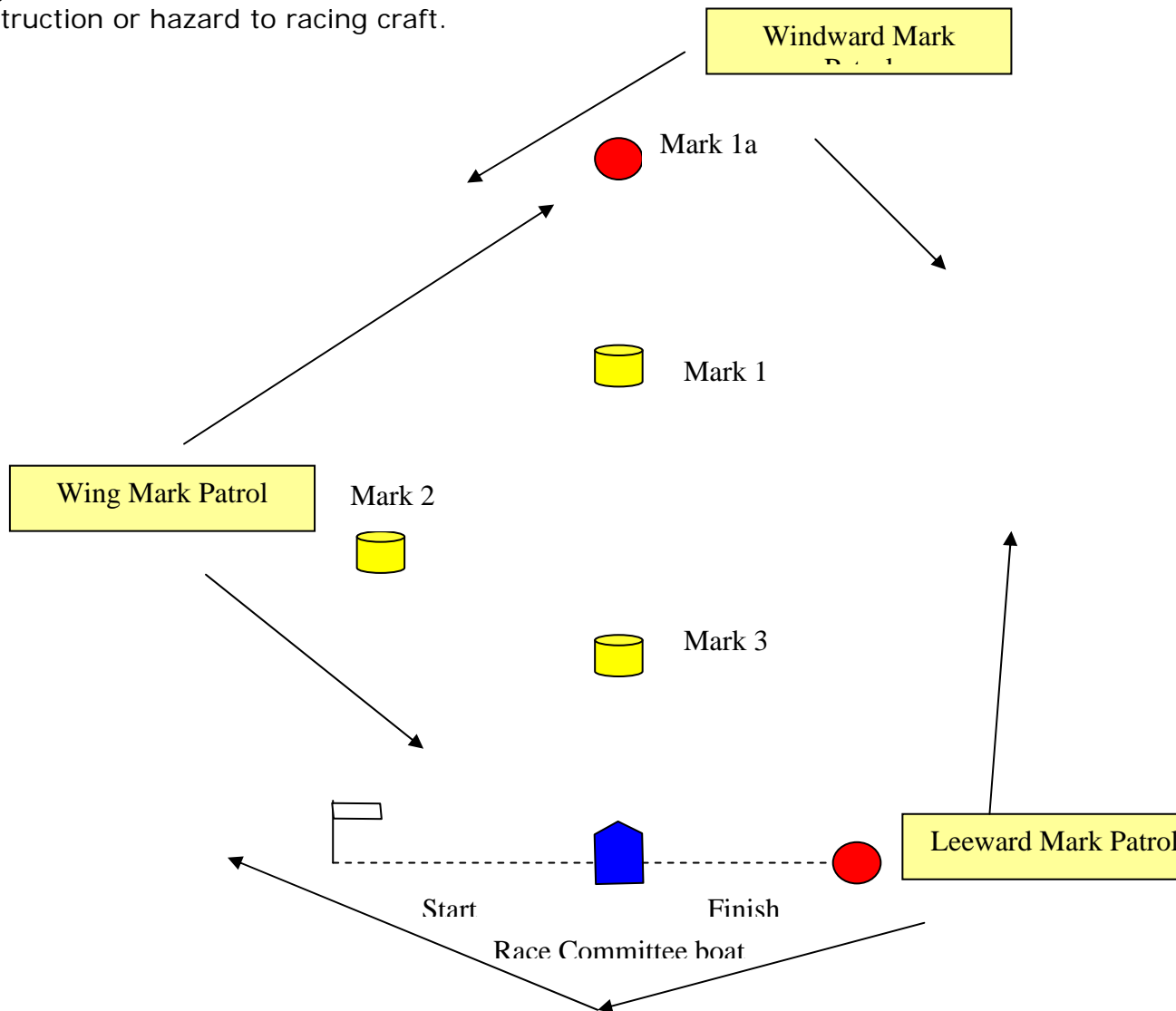
In addition, each novice competitor may have **one** coach boat within the course area. These boats should also display a yellow flag.

Prior to the commencement of the start sequence, all Coach Boats (including those supporting novices) must advise the CRO that they are on course.

All Response Coach Boats must respond at any time to requests by a Response Boat or Committee Boat for the Coach Boat to check on the safety of a nearby racing boat which has capsized or is otherwise showing signs of acting in a distressed or unusual manner, or may do this on their own initiative.

## A GUIDE FOR RESPONSE BOATS

Response Boats will generally patrol allocated zones as in the diagram below, and generally, with the exception of the Novice Fleet Patrol, should stay outside the course area, so as not to themselves constitute an obstruction or hazard to racing craft.



- Prior to the start of each race, clubs should advise the Centreboard Race Officer (RO) of the Response, Coaching and Committee Boat resources that club has available for the day, including radio call signs.
- Positioning of response boats shall be as follows:  
RPA – when more than one boat is available (generally), Will patrol from the outer windward mark to one-third the way along the first reaching leg.

ASC – when more than one boat is available (generally), one will patrol from the outer wing mark to one third back along the first reaching leg. The second will patrol Start / Finish and bottom mark area.

- Once on course, all Response and Coach Boats should report in to the RO to check radio reception.
  - Response Boats should move to their station prior to the first yachts reaching their allocated patrol area.
    - All response boats should be keeping watch for any racing boat in need of assistance inside of the course area as well as along the defined legs of the course.
    - All response boats should keep a look out for any power boat or non racing yacht crossing the race area and posing a risk to those racing. If there is time seek advice from the RO, do so, otherwise request the vessel to go around the race area – this needs to be done diplomatically!
  - All boats should remain in their allocated patrol areas until directed by the RO to change area or come ashore.
  - Response Boats should maintain a station that is outside the normal stream of racing craft. For the windward leg, this means outside the lay lines being used by the majority of racing boats.
  - Any incident or situation which Response Boats believe requires action should be reported to the RO immediately and, unless safety requirements dictate otherwise, before any action is to be taken.
  - If a Response Boat observes a boat capsize or otherwise behave in a distressed or unusual manner it should visually check on the safety of the crew.
  - In an emergency the priority is to ensure the safety of COMPETITORS not THEIR BOATS.
  - All boats requiring assistance must be treated equally on the basis of need.
  - All race management boats are to be driven in such a manner that will not cause any disturbance to competing yachts.
  - Radio Communication between Response Boats should relate to race management and safety issues ONLY, be in accordance with radio protocol and be kept brief and to a minimum.
  - Response Boats may only leave the course area with the agreement of the RO, including towing or shadowing yachts to shore/club.
- Response Boats should do a sweep of their area at the end of racing to ensure that all yachts are off the course area.

## **ASC 2009/2010 Sailing Program**

## **2009/2010 Centreboard Program**

## **ASC CLUB ROSTER**

## **NOTES**