

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”*

Mainsheet

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CLUB INFORMATION

Yellow Pages

Hard copy of Office Bearers, Membership Register, Yacht Register, Centreboard Register, Sailing Calendar, Cruising Program and Duty Roster is included in Yellow Pages.

Website

Information, such as rosters, race results, reports and other information about the Club is accessible at www.avalonsailingclub.com.au.

Contact Us

Email for the club can be addressed to:

commodore@avalonsailingclub.com.au

or

secretary@avalonsailingclub.com.au

COMMODORE'S WELCOME

Dear Members new and old,

Welcome to the 2009/2010 sailing season and also the latest edition of the Mainsheet.

The Mainsheet contains all of the information you will need to maximise your enjoyment of the many activities offered by Avalon Sailing Club, so always keep it handy.

This season promises to be even better than the last, with a number of exciting developments within the club, not the least being the arrival of our new start boat.

This boat is the culmination of many people's vision and efforts over a number of years and is the crowning achievement in bringing the club to a well resourced position, both on and off the water. With it the club will have the flexibility to provide even better quality racing to all divisions, both centreboard and keel boats.

Avalon is again providing a truly remarkable sailing program:-

Gold Division centreboard racing (Flying 11's, Lasers and Spirals) this year will again be run as part of the Combined Centreboard Fleet (RPAYC, ASC and BYRA). The main difference this year is that Avalon will be running the Manly Junior fleet in the morning to give our young sailors the opportunity to hone their skills in slightly less congested waters.

While on the topic of Manly Juniors, Avalon has bid for, and been awarded, the running of the Manly Junior National Championships in December 2009. Avalon has had a long association with this class and 2009 is a significant year as it marks the 50th anniversary of the Manly Junior.

For the novices and intermediate sailors, we will be conducting our highly successful Blue and Red divisions. These divisions feed into our Gold division and are crucial to the ongoing growth of our centreboard group.

The combination of resources both on and off the water gives our young sailors some of the best racing formats currently available, with short courses and multiple races the order of the day.

Our yachts will enjoy a variety of courses and can look forward to some well laid start lines from our new start boat. This year the Etchells fleet will be enjoying some (almost) one design races at the end of each month plus the now famous "Wet Etchells" regatta in February.

The cruising division is looking to become even bigger and the Challenger Head Race in February will allow some these boats to show their true racing colours.

So please, check the calendar in the middle of the Mainsheet and mark all of the events in your diary now.

Avalon really is a unique club; our various fleets are strong with solid results at all levels. Even more remarkable is the fact that the club is run entirely by volunteers. Without your assistance the club would simply not function, so please keep a check on the duty rosters as they appear and lock the working bees into your diary now before you forget.

In closing I would like to say that every activity the club undertakes is underpinned by our club's core value:- "For the fostering, encouragement, promotion, teaching and above all, enjoyment of sailing on the waters of Pittwater"

I look forward to a great season for all members, in whatever sailing endeavours they choose to undertake,

Brett Stapleton

Commodore

GENERAL CLUB FACILITIES

The Club's facilities are available for the enjoyment and use of all members and we encourage active participation and attendance at the Club for sailing and social activities. The Club's philosophy is based on "pitch in" and help, don't expect others to do it for you and mutual respect for the Club's and other members' property. When using the facilities, pick up, clean up and lock up, or help others to do so, when you leave.

Clubhouse Keys and Security

Committee members will open the clubhouse on each race day (including the Friday evening 'Twilight Races') and whenever other club events or functions are scheduled. Clubhouse keys are available to members on application to Peter Hudson (0419182461), accompanied by a deposit of \$50. These keys will open the front door, boatshed, side gates and the power/water box on the jetty.

Radios

Avalon Sailing Club operates licensed base radio (VH2UK) and various mobile sets. This operates on VHF Channel 73 with an emergency/calling frequency of Channel 16.

Moorings

The Club owns a number of moorings off the Clubhouse which are available for members to rent, and information on availability and charges can be obtained from Karl Nielsen (9918 9643).

Sailing and Power Boat Training

During the season, courses will be conducted for beginners in dinghy sailing, and in power and rescue boat handling. In addition, coaching will be provided to the junior dinghy classes. Contact Kingsley Forbes-Smith (9476 6949) or David Hyde (9499 5080).

Dinghy and Centreboard Storage

Space is available inside the lower floor of the clubhouse for centreboard boats up to the size of Lasers with racks for masts. Preference will be given to regular boat users. Owners are responsible for neatness and tidiness. All enquires for internal racks, phone Ian Lanz (9973 1945). Racks are available behind the Clubhouse (external) for dinghies. Owners must supply their own security chain and lock. Enquires to Karl Nielsen (9918 9643). The Clubs insurance does not cover individuals' property.

Social Events

A barbecue will be held after sailing on the last Sunday of every month (see Club Calendar for dates). The Canteen is always open before and after summer races for morning tea, pies, rolls, cakes, etc. Other events include the Christmas party, the Challenger Head Race and Dinner, the Inter Club Picnic and the Commodore's Ball, which will be noted in the newsletter and on the notice board.

Club Newsletter

A newsletter is produced on a monthly basis, and will generally be available for members to collect on the last racing day of each month. The Newsletter can also be downloaded from the Club Website in PDF format each month; back issues are also available in the archives. Members are encouraged to submit articles and items to the editor Claudie Moffatt (cmof5582@bigpond.net.au). Publication closes 10 days before the end of the month.

MEMBERS AND COMMITTEE RESPONSIBILITIES

Duty Roster

ASC is a “volunteers” club. All management and operation of the club is done on a volunteer basis by members and parents of junior members. This covers everything from the General Committee, the various sub-committees and the conduct of the Sunday sailing activities. The General Committee sets the overall guidelines and operating rules of the club, which are delegated to the 'Officer of the Day' (OOD) for Sunday activities. The OOD is usually a member of the General Committee.

The key to the efficient running of the club on sailing day is the duty roster system. We rely very heavily on the cooperation of all members to ensure that the system runs smoothly. The Roster Coordinator this year is Brett Stapleton.

The OOD has complete responsibility for the management of all aspects of the operation of the Club on sailing day. Decisions relating to race matters will be made by the OOD in consultation with the various Division Coordinators. The OOD will also be overseeing all members rostered for duty and will be contacting each one to confirm that they are available about two weeks before the date. If at this stage you find you cannot attend please negotiate a swap with someone else on the Roster, and notify the OOD and Brett of the change. Those who do not attend for duty on the day they are rostered and have not made alternative arrangements may be asked to pay a non-attendance levy of **\$100.00**.

The adults rostered for Blue, Red and Gold Duty will, in consultation with the OOD, manage the powerboats, ensuring that all drivers are aware of their responsibilities and the requirements of the rescue boats. While the boys who usually crew the rescue boats are competent boat handlers and are familiar with the equipment, they need adult supervision to ensure that they are where they should be, are not wasting fuel and are driving responsibly. All drivers who do not hold an NSW Maritime powerboat licence are restricted to a speed of less than 10 knots (ie not planing).

Yachts that cannot race due to the skipper or crew being rostered on duty will be awarded average points for the race they miss, unless that race is abandoned.

The jobs and responsibilities of all members rostered on duty will be allocated and explained in detail by the OOD when you arrive for duty. A guide for each role is available from the OOD. Unless otherwise advised by the OOD when he or she contacts you prior to your duty day, you should arrive at the Club by the time shown on the roster. At the end of the day you will be expected to help clear up and put equipment away, sweep the Clubhouse, etc. Rostered members are expected to stay on duty until the end of the session's activities and no rostered member should leave before reporting to the OOD to ascertain that all jobs have been done.

Some of the typical jobs to be undertaken on each race day are listed as follows:

- Assist Juniors to rig, launch and retrieve their boats, and assist with tuition

- Serve in Canteen (separately rostered)

- Mobilise rescue boats and check safety equipment

- Man the Committee boat (start and finish races), and the rescue boats

- Check all rescue boats and equipment, report deficiencies, mechanical faults in the OOD log book

- Clean up, sweep, dispose of garbage, etc

- Ready marks, weights and anchors for use, and return to storage in a tidy fashion

The duty roster for the first half of the season is in the centre yellow pages.

The duty Roster for the second half of the season will be available in January.

Roles – Who to Contact

Task	Person Responsible	Assisted by
Boat Boy Roster Coordinator	Sally Mayman	
Centreboard Register	David Hyde	
Canteen	Jean Cross	Dick Ferris
Centreboard Classes Committee Chair	Kingsley Forbes-Smith	
Child Protection	Ian Craig	
Club Historian	Norm Field	Edge Adams
Cruising	John Cronan	Sue & Jim Flaye
Fees, Accounts	Martin Roughley	Celia Craig
Handicapper, centreboards	Doug Watt	
Handicapper, yachts	John Siladi	
Insurance	Martin Roughley	Ian Craig
Junior Class – Blue	Penny Kendall	Monica Hyde
Junior Class – Red	Kingsley Forbes-Smith	Ian Lanz
Junior Class – Gold	Jan Scholten	David Hyde
Keys (clubhouse)	Peter Hudson	Celia Craig
Maintenance (clubhouse)	Tom Coventry	Peter Kidner, Andrew Kendall, Geoff Fogarty
Marks and Tackle	Glenn Sanders	
Membership	Lindal Jeffries	Celia Craig
Moorings, External Racks	Karl Nielsen	Celia Craig
Publications - Jibsheet	Claudie Moffatt	Sally Mayman
Racks (internal)	Ian Lanz	
Rescue boats (maintenance)	David Hyde	Glenn Sanders
Roster Coordinator	Brett Stapleton	Kingsley Forbes-Smith
Safety Officer (centreboarders)	Frank Costanzo	
Safety Officer (yachts)	Ian Craig	Ross Trembath
Sailing Program	Brett Stapleton	Kingsley Forbes-Smith
Social Coordinator	Elizabeth and Peter Kidner	Meredith Rasdall
Trophies (yachts)	Ian Craig	Celia Craig
Trophies (centreboarders)	Sally Ponton	Cathy Coxon
Volunteer Coordinator	Richard Rasdall	Ross Trembath
Website	Mat Butterworth	
Yacht Race Committee Chairman	Robyn Hyde	
Yacht Register	Karl Nielsen	

Sub-Committees

Centreboard Division Race Committee

Kingsley Forbes-Smith	Brett Stapleton
Nick Mason	Doug Watt
David Hyde	Robyn Cooper
Ian Lanz	Michael Bell
Simon Hill	Richard Rasdall
Michael Coxon	Jan Scholten

Yacht Division Race Committee

Robyn Hyde	Charles Caskey
Peter Gale	Geoff Fogarty
Ian Craig	Ross Trembath
Norm Field	Bruce Dey
Ray Daley	Ritchie Venn

Social

Elizabeth Kidner	Peter Kidner
Michelle Gale	Jennie Fogarty
Meredith Rasdall	Celia Craig

Fund Raising

Richard and Meredith Rasdall
 Peter and Elizabeth Kidner
 Ken and Jenny Angus
 Bella Glennie

CLUB MOORINGS

The Club owns and maintains seven moorings in Pittwater and the lower Hawkesbury / Cowan areas for the use of financial members of ASC who have paid either yacht racing or cruising participation fees and display a current ASC sticker (2009-2010 has a light blue strip). These moorings are marked "ASC MEMBERS ONLY". Please share the moorings with other eligible club members, both power and sail, by rafting up. Ineligible boats found occupying the moorings should be politely, but firmly, asked to leave.

Details of moorings owned by the Club are as follows:

Towlers Bay - 1 Mooring – CL2474 North West corner towards beach. (white tyre)

Coasters Retreat (Basin) - 2 Moorings - Both moorings in a straight line South East of the Public Wharf at the camping area. 48K02 approximately 50 metres from wharf (white tyre) 48K01 approximately 180 metres from wharf (white tyre)

Patonga - 1 Mooring - CL6177 - The mooring is an orange cone with an ASC sticker and is west of the Jetty. The mooring has a loop that requires your line to be led through.

America Bay - 1 Mooring - 77K01 South West corner near entrance half way along (yellow cone)

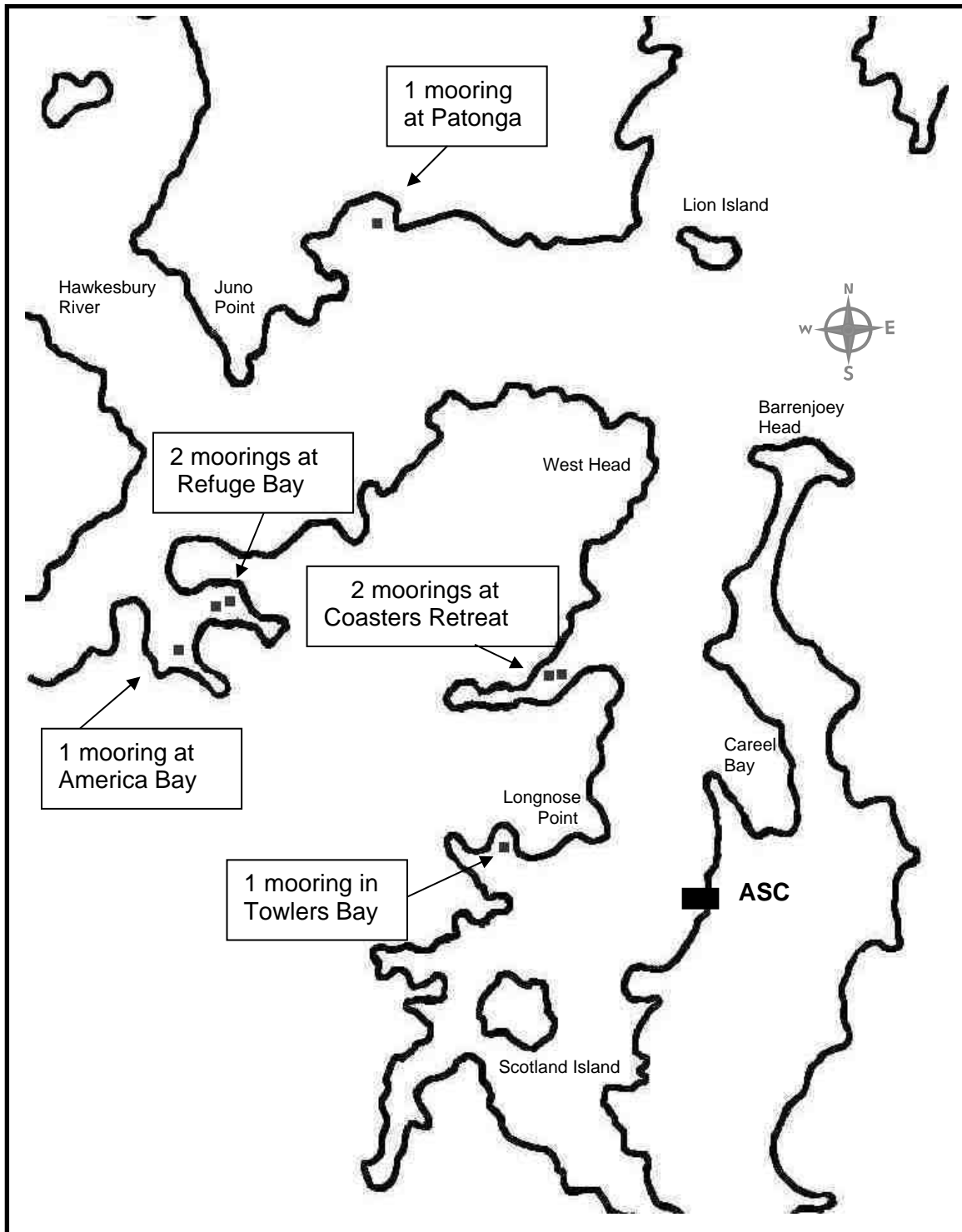
Refuge Bay - 2 Moorings - 70K01-1 South East corner towards small creek (yellow cone)
70K01-2 Two out from mud flats (yellow cone)

A large number of public moorings are provided in Cowan Creek by the NPWS. For those wishing to spend some time in this beautiful area, Chart AUS 204 (obtainable from Chart Agencies) is recommended. There is a limit for the number of vessels on a mooring.

National Park Information

Due to the bushfire danger, gas fires only may be used on the parks, beaches and foreshore picnic areas. Wood burning barbecues may be used at Bobbin Head, Appletree Bay and Illawong Bay picnic areas. Pets are prohibited in National Parks and camping in Kuring-gai Chase is only permitted at The Basin (9974 1011). Further information can be obtained from the Park Visitor Centre (9472 8949).

Map of Club Moorings



CRUISING

Cruising is defined in the dictionary as “a sailing to and fro: a wandering voyagefor pleasure or health”. To that appealing end, the Cruising Coordinator has put together a programme which offers a different destination each month, including some longer offshore cruises. Come along and have some fun!

The 2009-2010 Cruising Programme appears in the centre “yellow pages” of this Mainsheet.

Each cruise has a rendezvous: arrive at about 1700, after a good day’s sail, for “cocktails” on board, either rafted up on a club mooring or anchored in a peaceful spot.

Dinner can either be shared on board or ashore if appropriate. The following day may offer the opportunity for bushwalking, breakfast or lunch ashore somewhere, a swim or more sailing/whale watching etc. Plans are flexible to suit members’ preferences. Please send any suggestions for desired destinations to John Cronan and they can be massaged into the calendar. If anyone would like to volunteer to be cruise coordinator for one of the cruises, you also should contact John Cronan.

It is important that members interested in joining a cruise contact that cruise’s coordinator the night before departure so that any last-minute changes can be passed on. It would be advisable to leave your radio on VHF Channel 16 in transit to keep up to date with plans.

It must be emphasised that Avalon Sailing Club in no way endorses offshore cruising events. Such cruises are by invitation between members only and each skipper is solely responsible for his boat, crew and the decision to go offshore. If you would like to join other members on offshore cruises, it is entirely at your own risk.

For those fortunate gentlemen and ladies of leisure, there is an informal cruise every Wednesday (fine weather only). Meet at the Clubhouse at 10.00 a.m. and the group will decide which boats to take out for an enjoyable day’s cruising and lunch. If you would like more information on the Wednesday cruises, please contact David Lyall (9918 2335) or Claus Bayer (9918 7202).

Monthly cruises are timed not to clash with the Club’s Family Race weekends and any cruisers keen to race are encouraged to enter these and other “special” race events listed in the Yacht Racing section of Mainsheet, such as the Two Islands Race and Ladies Day. Why not give it a go – ideally when your wine storage and tanks are empty!

Any members interested in weekend/offshore cruises are encouraged to give their email details to John Cronan so that he can send out details of forthcoming events; phone: 9489 0105 home, 0428 613 452 mobile or email jcronan@adaford.com.au. Sue Flaye is also happy to assist with cruising enquiries; phone: 9918 9213 home, 0411 097 265 mobile or email suef@swiftsl.com.au.

**The gods do not deduct from a man's allotted life span,
those days spent sailing**

(Participation in Cruising activities and use of Club moorings is available to financial members of ASC who have paid appropriate participation fees.)

CENTREBOARD (BLUE, RED AND GOLD) DIVISIONS

Blue Division: Each Sunday between 8:30 and 11:00 children learn the basics of safety and sailing via a 3 stage program using the club's fleet of Puffin Pacers, Nippas and Manly Juniors. Note that parents are expected to help and remain at the club throughout the session. To participate in Blue Division, sailors must be a member of Avalon Sailing Club.

Red Division: Each Sunday between 9:00 and 12:30 Red Division extends the basic skills gained in Blue Division and provides a stepping stone to racing in Gold Division. Red Division comprises tuition, both in the clubhouse and on the rigging deck, plus on the water coaching. Some groups in Red will also be doing some racing during the morning. To be eligible to participate in Red Division, sailors must be a member of Avalon Sailing Club, have completed Blue Division or similar a learn to sail program, have their own boat or regularly crew with a boat owner.

Gold Division: Each Sunday Avalon Sailing Club organises racing for Manly Juniors, Flying 11s, Spirals, Lasers, 29ers and 49ers. Gold Division sailors must be a member of Avalon Sailing Club, own their own boat or have a regular crew position with a boat owner.

Gold MJs races start at 11:00 with other classes start at 14:00. Crews should allow adequate time to rig and get to the start area.

Training is provided for the Gold group mid week, MJs on Wednesday and F11's, Lasers and Spirals on Friday.

Full details of the Centreboard Programs are included in the separate Centreboard booklet, the Centreboard Division Notice of Race and Sailing Instructions.

Parents in each group will be rostered on to various duties around the club, these are your children sailing at your club and your help is needed to provide a safe and fun learning environment.

It is the responsibility of competitors to ensure that their boats comply with their class rules and in particular those relating to safety equipment.

SAFETY NOTES

Advice about Capsizes

Capsizing is a perfectly normal part of dinghy sailing, and if treated as such, with proper procedure and a few precautions, will remain that way.

- (a)** check that ALL the crew are safe - not caught under sails, under the hull, or injured
- (b)** DO NOT leave the boat - the shortest swim is always too far and the boat is more visible than your head in rough water
- (c)** DO NOT SWIM AFTER GEAR that comes adrift - many boats are so buoyant when capsized that they can be blown out of reach
- (d)** the boat won't sink, so stay calm, but if the water is cold don't delay in righting the boat and reboarding her
- (e)** to right the boat in conditions where the capsize has been caused by carelessness and not by stress of weather or gear failure:
 - (i) uncleat all sheets and make sure they are free
 - (ii) swim the boat almost head to wind and have the crew hold her there
 - (iii) right the boat, bringing her up to windward by leaning on the centreboard and pulling up on the gunwale, shroud, trapeze wire or the bight of the weather jib sheet, pulling the stopper knot into the fairlead; be careful not to pull her over on top of you

- (iv) reboard the boat, over the transom if crew weights are unequal or if the boat is unstable, otherwise over the gunwale
 - (v) bail out and/or sail out the water through any automatic bailing device fitted
 - (vi) continue sailing.
- (f) To right the boat in conditions where the capsize has been caused by stress of weather or where essential gear has been broken or lost:
- (i) hold the boat with mast on the water with one crew on the centreboard
 - (ii) cast off all sheets and halyards;
 - (iii) swim the boat almost head to wind
 - (iv) right the boat as described in (e) (iii)
 - (v) reboard, stow sail and bail
 - (vi) signal that assistance is required
 - (vii) advise rescue launch of your condition and that of your crew
 - (viii) pass tow line through ring at bow and loop around mast 2-3 times
 - (ix) hold the end of the tow line
 - (x) act as promptly as possible on the instructions of the rescue boat crew; they will be better able to assess the situation than you

Advice to Response Boat Operators

Priorities

In an emergency, the priority is to ensure the safety of COMPETITORS not BOATS. Drifting or anchored boats can be picked up later. If Response Boat Crews believe that 'crews are at risk' they may override the sailing instructions and issue a directive that the crews in question are to be rescued.

Equity

In responding to situations, the provision of assistance by Response Boats must not be influenced by the club to which the sailing boat or the responding boat belongs. All boats requiring assistance must be treated equally on the basis of need.

Look after the Crew First

People have priority over boats and if the crew is injured, showing signs of hypothermia or frightened, ensure that it is safe to move them, then they should be taken on board the Response Boat and their condition assessed. If they need urgent attention the Response Boat crew should explain the situation to the Race Officer/OOD and seek direction as to how the crew is to be taken for the necessary attention. If serious, the Race Officer/OOD will contact the Water Police for assistance.

Only Give Assistance if it is urgently needed

In extreme weather conditions, the safest state for a dinghy may be upside down in deep water with the crew either sitting on it or hanging on alongside. If the boat is not damaged, then experienced and appropriately dressed crews will often prefer to stay in that position until the wind strength reduces, then right their boat and sail home.

Leave the Boat on the Nearest Beach

In extreme weather conditions, if it is necessary to take the boat in tow don't attempt to tow it back to the club. If the crew is OK leave both them and boat on the nearest beach, inform the Race Officer/OOD of the action taken and return to duty on the course.

Towing Boats Back to the Club

Where the situation is stabilised, the Race Officer/OOD will decide the order in which boats should be towed back to the club and which Response Boat's can be released from rescue duty for towing. Response Boat's must operate under the Race Officer/OOD direction, as he/she will be in the best position to set priorities.

One Response Boat

Only one Response Boat should assist or stand by a boat requiring assistance unless the first boat has requested additional help. All other Response Boats should remain on station and watch out for other boats requiring assistance.

YACHT RACING

Avalon Sailing Club's racing calendar has something for everyone – you don't have to race full on to enjoy and do well – you can even learn while you race. Unlike other clubs, our program has three unique elements.

- You can choose to race in only one series, with usually one heat per month
- You can race on a different style of course each Sunday of the month
- The Family Race is held on the last Sunday of each month - choice of spinnaker or no spinnaker, handicap start and an easy reaching course in front of the Club.

Family Races are a great introduction to racing and you can take the kids along, and afterwards enjoy a BBQ on the best deck in Pittwater amidst new friends.

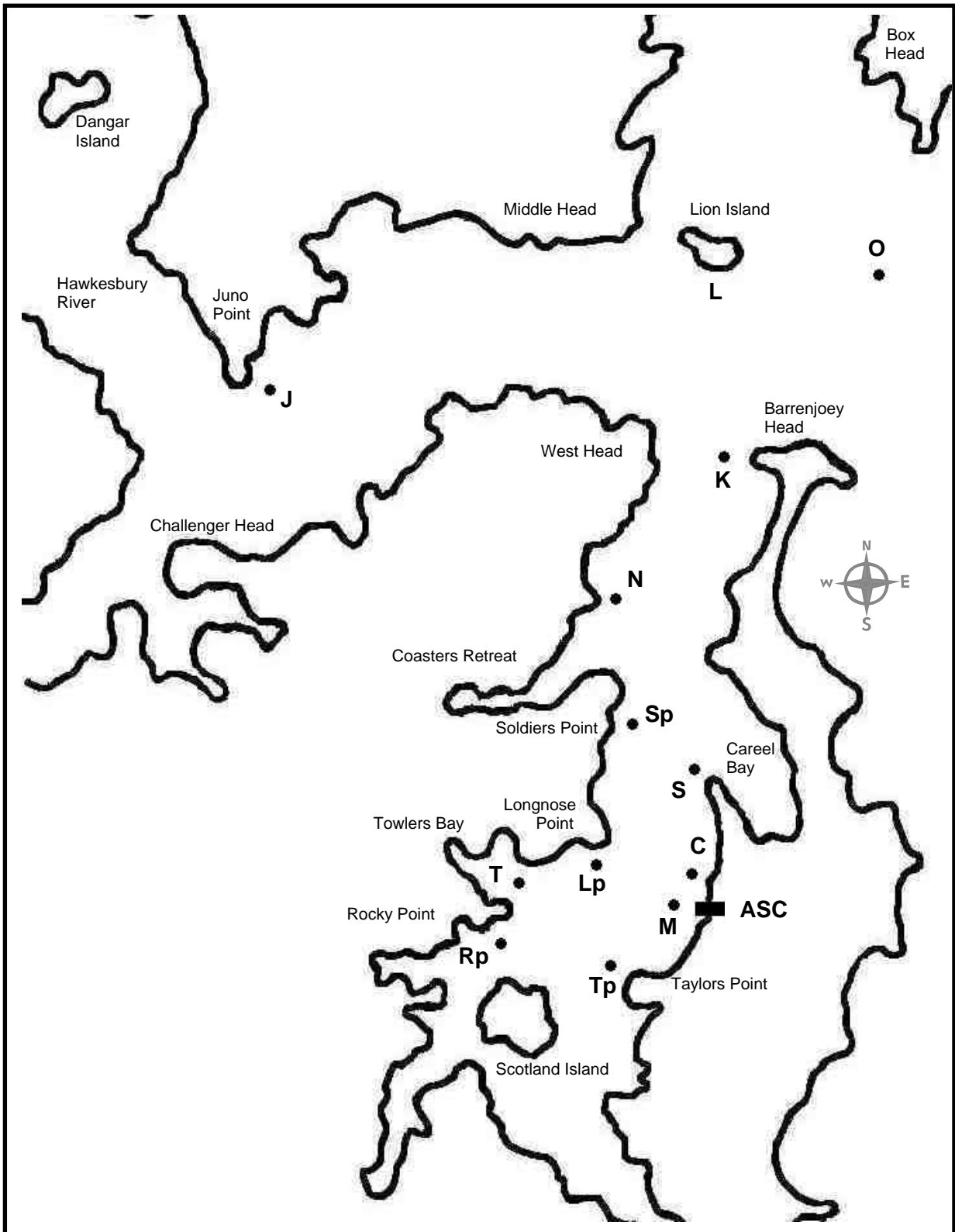
If you prefer not to carry a spinnaker in a race series, the handicapper will provide an appropriate allowance.

Yacht Division Trophies for 2009 – 2010

- Opening Day Trophy :** Scratch start, spinnaker race in conjunction with Heat 1 of the Retriever Trophy
- Blue Water Shield:** A handicap series raced on courses which include a mark laid offshore from Lion Island. Six heats, with five to count (scratch start).
- Koolong Trophy:** A handicap series raced on courses within Pittwater, sailed concurrently with Blue Water Shield. Six heats, with five to count (scratch start).
- Quartet Bowl:** A handicap series raced on courses that include a mark laid off Juno Point. Six heats, with five to count (handicap start).
- Retriever Trophy:** A handicap series raced on courses within Pittwater. Six heats, with five to count (scratch start).
- Family Races:** Individual handicap races sailed on a short course within Pittwater. Spinnakers optional, handicap start. BYO BBQ follows on the Club deck.
- Hurrica Trophy:** A handicap trophy for the best performing 'Inshore' yacht in the series RT, QB & KT. The winner is the yacht with minimum points from all races in the series calculated on corrected times.
- Shaz II Trophy:** A scratch trophy for the fastest yacht in the Club. The winner is the yacht with minimum points from all races in the three major trophy series (BWS/KT RT & QB) when calculated on the basis of scratch results.
- Commodore's :** A handicap trophy for the best performing 'Offshore' yacht in the Club. **Trophy :** The winner is the yacht with minimum points from all the races in the BWS, RT & QB series, when calculated on corrected times.
- Van Den Bosch Trophy :** "For perseverance in fair weather and foul", is awarded to the yacht competing in most events during the year, providing it has not been a prize winner in any series (an event is a series trophy race)
- Force 8 Cup:** A handicap trophy for those yachts participating in the Friday Night Twilight races held on alternate Friday evenings during daylight savings. No extras, scratch start, 2 drops. BYO BBQ follows on the Club deck.
- Etchells Series:** A scratch trophy for Etchells sailed on Family Race days.
- Don McLachlan Etchells Regatta:** A regatta held over two days in February open to "wet" (antifouled) Etchells only. Scratch and handicap results awarded.

There are also single day events, such as Opening Day, Australia Day, and the Two Island Race. The Shamrock Trophy (Hallets Beach Race) & Ladies Day which all appear in the Calendar.

Course Plan-Yacht Division



Course Table - Yacht Division

Course No.	Wind	Start in Area	Course	Finish in Area	Approach Finish from	Round Marks to
Retriever and Koolong Trophy Courses						
1	N	M to Lp	K,N,C,K,Tp	M	STH	P
2	N-NE	M to Rp	S,N*,K*,T,S,N,T	M	STH	P
3	NE	Rp	S,C,Rp,S,Rp	M	STH	S
4	NE	M to Lp	S*,N,K,Sp,N,K	M	NTH	S
5	NE-E	M to T	C,S,Rp,C,T,Rp	M	STH	P
6	E-SE	M to T	C,Tp,N,C,Rp	M	STH	S
7	SE	M to T	Tp,K,N,S,K,N	M	NTH	P
8	SE	M to T	Tp,N,Tp,N	M	NTH	S
9	SE-S	M to T	Tp,S,N,S,N,S,N	M	NTH	P
10	S	M to T	Tp,N,C,N,S	M	NTH	S
11	SW	M to S	Rp,T,S,Rp,S	M	NTH	S
12	SW	M to S	Rp,Tp,S,Rp,S	M	NTH	P
13	W	M	T,S,Tp,T,S,Tp,Rp,S	M	NTH	S
14	W	M	T,S*,N*,T,S	M	NTH	S
15	NW-N	M	S,T,Tp,N,T,Tp	M	STH	P
16	NW-N	M to Lp	K,N,S,K,Tp	M	STH	P
17	NW	M to S	N,K,Tp,N,Tp	M	STH	S
18	NW	M to S	N,T,Tp,N,Tp	M	STH	P
Blue Water Shield						
19		M to T	L #	M	NTH	P
20		M to T	O,N,O #	M	NTH	P
21	SE	M to T	O,L,K,O #	M	NTH	P
22		M to T	O,L,O #	M	NTH	P
23		M to T	O,L,O,L #	M	NTH	P
24		M to T	L,O,L #	M	NTH	S
25		M to T	L,K,L #	M	NTH	S
26	NE	M to Rp	S*,N,O,N,O	M	NTH	S
27	NE	M to Rp	S,N*,O,L,O	M	NTH	P
Quartet Bowl						
28		M	J	M	NTH	P
29		M	K,J,K*	M	NTH	P
Family Race and Winter Series						
30	NW	S	N,Sp,S*	M	NTH	P
31	NW - NE	M to Lp	S,T,Tp,S,Rp	M	STH	P
32	N	M	K,N,Tp	M	STH	P
33	N - NE	M to Lp	S,T,Tp	M	STH	P
34	NE	M to Lp	S,Rp,Tp	M	STH	P
35	E	M to Lp	C,Lp,Tp	M	STH	P
36	SE - SW	M to Lp	Tp,T,S	M	NTH	S
37	SE - SW	M to Lp	Tp,T,S,Tp,S	M	NTH	S
38	SW	M	Rp,T,S,Rp,S	M	NTH	S
Twilights						
RED	N	M	S,Sp,Lp,M	M	STH	P
GREEN	S	M	Tp,Lp,S,M	M	NTH	S

* These marks are to be rounded on the opposite hand to that indicated in the last column.

See Clause 17.5 re BWS starts

Notes to Courses - Yacht Division

- (a) The position of all marks is approximate only.
- (b) The start area is approximate only and may vary from that in the course table.
- (c) Although indication is given in the course table as to courses generally sailed in nominated events and wind directions, it should be noted that any course might be sailed for any event or in any wind direction.
- (d) The following marks are permanent NSW Maritime yellow cones:
- | | | | |
|-----------|--|-----------|--|
| J | off Juno Point. | N | off headland between Currawong Beach and Great Mackerel Beach. |
| Tp | off Taylors Point. | T | in Towlers Bay. |
| Rp | off Rocky Point (north west of Scotland Island). | Sp | off Soldiers Point (N of Portuguese Beach). |
| S | off Stokes Point. | C | NW of ASC, off Paradise Beach |
| Lp | off Longnose Point. | | |
- (e) The course number of the course to be sailed will be displayed on the Notice Board in the Clubhouse or be notified by hailing competitors from the Committee Vessel. For twilight races, the course to be sailed (RED or GREEN) will be signalled by flag from the Committee vessel.
- (f) If the Race Committee decides to sail a course that is not included in the course table, that course will be displayed on the Notice Board in the Clubhouse.

Palm Beach Yacht Club Twilight Races

On the alternate Friday evenings between ASC Twilight Races, Palm Beach Yacht Club will be conducting twilight races in which ASC members are invited to compete as visitors. There are two divisions. Contact Race Director Geoff Croshaw (0410 679 395) to be allocated to the correct division. On the day register with the start boat. The timing of the starts is as follows:

17.55	Warning Signal Div 2	Code flag 2, 1 short sound
17.56	Preparatory Signal Div 2	Code flags P & 2, 1 short sound
17.59	One minute Div 2	Code flag P lowered, 1 short sound
18.00	Start Div 2	Code flag 2 lowered, 1 short sound
18.05	Warning Signal Div 1	Code flag 1, 1 short sound
18.06	Preparatory Signal Div 1	Code flags P & 1, 1 short sound
18.09	One minute Div 1	Code flag P lowered, 1 short sound
18.10	Start Div 1	Code flag 1 lowered, 1 short sound
19.45	Race Time Limit	No extras permitted

Marks:

TN: Orange PBYC buoy west of Sand Point;
 TS: Orange PBYC buoy east of Longnose Point;
 NSW Maritime yellow marks - S: Stokes Point, N: Mackerel, Lp: Longnose Point

Courses:

North Course (Green Flag): Start – TN – S – TS – TN – S – TS – Finish
 Marks to starboard.

South Course (Red Flag): Start – TS – S – TN – TS – S – TN – Finish
 Marks to port.

Marks not laid (Yellow Flag): Start – N – S – Lp – S – Lp – Finish
 Marks to starboard

Winter Series 2010

Races for the Yacht Division will be held on the last Sunday of each month from April to August 2010. Extras may be used, but must be declared at sign on; a briefing will be held at the Clubhouse at 10:45 a.m., with a handicap start from 11:30 am. A barbecue is held on the club deck after the race, starting at about 2:30 p.m. with all family welcome

Sailing Instructions 2009 – 2010 Season

If necessary these instructions can be altered by notice on the Notice Board in the Clubhouse by 11:30 hours (eastern standard time and eastern daylight saving time) on the day of the race, in which case code flag 'K' (Yellow / Blue vertically divided) will be flown from the Club flag mast or from the Committee Vessel.

Section 1 - Responsibility

- 1 All those taking part in Avalon Sailing Club races shall do so their own risk and responsibility.
- 2 All boats shall be covered with their own comprehensive yacht racing insurance, adequate Public Liability & Third Party Property Insurance to the sum of at least \$10 million.
- 3 Avalon Sailing Club is not responsible for the seaworthiness of any yacht whose entry is accepted or for the sufficiency or adequacy of its equipment.
- 4 Avalon Sailing Club reserves the right to refuse an entry.
- 5 Attention is drawn to the RRS Fundamental Rule 4 which states:

"DECISION TO RACE

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

Section 2 - General

6 Eligibility to Race

- 6.1 Races organised by the Club are open to yachts of classes which are sponsored by the Club and which are sailed by members of a club acceptable to the Race Committee.
- 6.2 Yachts which have:
 - a) not completed an entry form for the race or series in which they wish to participate; and/or
 - b) not paid the relevant race fees and other dues prior to race start,will not rank as starters and will not be given a place in any event(s) in which they participate.
- 6.3 Casual race entries may be accepted, however casual entrants will not be included in series results. A casual entry fee of \$25 per race shall apply.
- 6.4 Yachts must comply with the safety requirements specified in Clause 14. Failure to do so will make them ineligible to rank as starters.
- 6.5 All yachts racing must fly the Avalon Sailing Club burgee from the time of the warning gun until they cross the finishing line. They must also clearly display their sail numbers, and ASC identification sticker on their hulls. Failure to do so may result in a place penalty at the discretion of the Race Committee.

7 Nomination of Helmsman

- 7.1 The helmsman (who must be an ASC club member) of each boat contesting a series shall be nominated on the entry form.
- 7.2 No change of boat or helmsman will be allowed without prior approval of the Officer of the Day, subject to re-assessment of handicap, except that it is permissible for the helmsman to be changed during a race, if he or she is physically unable to complete that race.

8 Reporting of Starters

Each boat ranking as a starter must either:

- a) Register in writing in the appropriate book or on the appropriate register sheet in the Clubhouse indicating sail number, name of the yacht and the name of helmsperson.
- b) Register with the Committee Vessel at the Starting Line before starting by:
 - I. Sailing past the stern of this vessel on a starboard tack;
 - II. Hailing the Committee Vessel and calling the Sail Number and name of yacht.

9 Retirement

It is compulsory for each skipper, on retiring from a race, to advise this fact to the Committee Vessel or to the Officer of the Day. This advice may be by radio on VHF channel 73 or telephone to the Clubhouse (phone: 9918-3637) if necessary.

10 Sail Numbers and Identification

All boats are required to carry their correct registration numbers on the mainsail. In addition, all boats shall have placed on the hull, externally on the transom or on both sides of the hull, in letters and figures of the minimum height nominated by NSW Maritime and of colour contrasting to the hull:

- a) Registered name of the yacht;
- b) Registered sail number of the yacht;
- c) Name of the club with which the boat is registered, which may be abbreviated to the Club's initials. Each boat must also display on the transom starboard side (where possible) an identification sticker issued by the Club to financial racing and cruising members.

11 Racing Rules

Races shall be sailed under the 2009-2012 Racing Rules of Sailing (RRS) of the International Sailing Federation (ISAF) and the rules of the appropriate Class Associations, all as amended by these Sailing Instructions.

12 Alternative Penalties

The 720 Turns penalty as provided in Rule 44.1 of the Racing Rules of Sailing shall apply.

13 Protests and Mediation

- 13.1 All protests shall be in accordance with ISAF Racing Rules of Sailing Part 5. Attention is drawn to the following:
- a) A protest flag must be flown at the first reasonable opportunity after the incident to which the protest relates and must not be lowered until the boat has finished or the protest is withdrawn. Yachts sailed single handed or under 6 metres in length are not required to display a protest flag if it is impractical to do so, but must notify the Committee Boat or Officer of the Day immediately on finishing.
 - b) The Helmsman of the boat against whom a protest has been made must be informed as soon as reasonably possible.

- c) The protest must be lodged in writing (accompanied by \$5) within one and a half hours of the yacht finishing the last race of the day.
 - d) 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 Clause 13.2.
 - e) The protest committee will be chaired by a member of the Race Committee. Protests will be heard at the Clubhouse on the evening of the Wednesday following the race at 7.30pm unless notified otherwise.
- 13.2 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.
- 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.
- 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.
- 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 boat's 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).
- A mediation hearing shall not be reopened. Conclusions of a mediator shall not be subjected to appeal nor be grounds for redress.

14 Safety

- 14.1 Yachts shall comply with the safety requirements of Category 7 of the Yachting Australia Special Regulations, Part 1 for Racing Yachts and any additional requirements of Avalon Sailing Club.
- 14.2 The Race Committee will act as the Safety Committee.
- 14.3 Yachts will be required to have a safety audit by an ASC Safety Officer (yachts) and submit the completed Certificate to the Safety Officer (yachts) or Officer of the Day prior to sailing in an event. Failure to do so will make the yacht ineligible as a starter. (See Clause 5.)
- 14.4 Lifejackets for each member of the crew shall be carried on board all yachts.
- 14.5 **NEW REQUIREMENT 2009/10** - All yachts participating in ALL races shall carry a VHF Marine Radio and monitor channel 73. Handheld radios shall be tethered to the yacht by a lanyard.

Section 3 - Race Details

15 Racing Schedule, Starting Times and Procedures

- 15.1 Races are as scheduled in the ASC Sailing Program in the “Yellow Pages”.

15.2 Warning, Preparatory and Starting signals will be made in accordance with the following schedule:

**NOTE THE FOLLOWING SIGNIFICANT CHANGE FOR 2009/10 SEASON
THIS SEASON START TIMES DO NOT CHANGE WITH DAYLIGHT SAVING.
FOR ALL QUARTET BOWL RACES THE START SEQUENCE STARTS AT 12:25.
FOR BLUE WATER, KOOLONG, RETRIEVER AND FAMILY RACES THE START SEQUENCE STARTS AT 12:55**

Time QB /other	Event	Flag Signal
1225 / 1255	Warning signal Yacht Division 1	Numeral pennant 1 displayed
1226 / 1256	Preparatory signal Yacht Division 1	Preparatory flag displayed
1229 / 1259	One minute	Preparatory flag lowered
1230 / 1300	Start Yacht Division 1	Yacht Division 1 flag lowered (Yacht Division 2 flag raised etc...)

Division 2 same procedure as above – start **13:05**

For **Twilight** races the following times will apply:

18:00: Warning, **18:01** Preparatory flag raised, **18:04** Preparatory flag lowered, **18:05:** Start

For **Winter Season** races the following times will apply:

11:25: Warning, **11:26** Preparatory flag raised, **11:29** Preparatory flag lowered, **11:30:** Start

15.3 Attention may be drawn to the above signals by a suitable sound signal.

15.4 Any of the above starting times or procedures may be varied by notice on the Notice Board in the Clubhouse, posted by 11:30 on the day of the race, in which case code flag 'K' (Yellow / Blue, vertically divided) will be flown from the Club flag mast or from the Committee Vessel.

15.5 Yachts shall race as one Division excepting in the 'Blue Water Shield' Series, where skippers may alternatively elect to sail in an inshore race series for the 'Koolong Trophy'. For starting purposes the Koolong Trophy yachts will form Division 1, and the Blue Water Shield yachts will form Division 2.

15.6 For Yachts in Family Race, Quartet Bowl and Winter Series events a handicap start will be used. The procedure will be as follows:

- a) Each yacht will be given a handicap (number of minutes after start 'zero') which will be listed in the Clubhouse prior to the race. It is the obligation of the skipper of each yacht to note their handicap before leaving the club.
- b) Numbers representing these handicaps will be displayed from the Committee Vessel stationed at or near the western end of the starting line during the starting procedure. The numbers displayed will represent minutes after start 'zero'. When its handicap number is removed, the boat may cross the starting line in the appropriate direction.
- c) Attention **may** be drawn to flag signals by a sound. No further sound signals will be made and yachts must time their start from the displayed numbers.

Yachts not in the act of starting should keep clear of the starting line between the preparatory signal and their handicap number.

16 Committee Vessel and Signals

16.1 Committee Vessel:

The Committee Vessel may be any vessel as decided by the Race Committee.

The Committee Vessel will fly the ASC burgee.

Division flags are as follows:

Yacht Division 1 **Numeral Pennant 1**

Yacht Division 2 **Numeral Pennant 2**

17 Courses and Course Identification

- 17.1 The courses to be sailed shall be as shown in the 'Course Table-Yacht Division', the 'Course Plan-Yacht Division' and the "Notes to Courses-Yacht Division"
- 17.2 The course to be sailed on a race day will be displayed on the Notice Board in the Clubhouse, but any such notice shall only be advisory and could be subject to change.
- 17.3 On occasions where weather or other circumstances make the listed courses unsuitable, the Race Committee may notify details of an unlisted course on the Notice Board.

18 Marks

- 18.1 Marks will be as designated in the 'Notes to Courses - Yacht Division' and as follows or as modified by notice on the Notice Board in the Clubhouse.
- 18.2 **Mark 'O'** will be a **yellow or orange ASC inflatable cylindrical buoy** set approximately on a line between Barrenjoey Lighthouse and Box Head
- 18.3 **Mark 'K'** will be a **yellow or orange ASC inflatable cylindrical buoy** set in the vicinity of and inshore of Barrenjoey Head.
- 18.4 **Mark 'M'** will be a **yellow or orange ASC inflatable cylindrical buoy**, set approximately west of the Clubhouse.
- 18.5 A red spherical buoy will be set approximately 500m to windward of the starting line for BWS starts where there is a south wind component. See Course Table-Yacht Division. Leave this mark to port before setting course to the next mark.

19 Starting Line

- 19.1 The starting line for yacht events (except as detailed in 19.4 below) shall be between the Committee vessel and a **yellow or orange ASC inflatable cylindrical buoy** The line will so far as possible be set at 90⁰ to the prevailing wind.
- 19.2 Yachts not actually engaged in starting shall keep clear of both the starting line and all competitors who are about to start.
- 19.3 Handicap Start events:
 - a) The starting line for all yacht 'handicap start' events, ie Quartet Bowl, Family Series and Winter Series Races will be a line between the Clubhouse flag mast and a **yellow or orange ASC inflatable cylindrical buoy** (starting line mark), set approximately west of the Clubhouse. The Committee Vessel will be stationed in the vicinity of the starting line mark and will display the handicap 'minute' board.
 - b) Yachts must cross the starting line by sailing between the starting line mark and the outer line of the permanent moorings, as required by Clause 26.

20 Finishing Line

- 20.1 The finishing line for all Yacht class races, will be a line between the Clubhouse flag mast and a **yellow or orange ASC inflatable cylindrical buoy**, set approximately west of the Clubhouse, and is to be crossed from the direction of the last mark and as indicated on Course Table-Yacht Division. When approaching the finishing line, yachts must keep outside the outer line of permanent moorings, as required by Clause 26.

- 20.2 Yachts finishing races in the Twilight Series should be prepared to record their own time and finishing positions in the event that the Committee Vessel is not on station in area 'M'. In such an event an independent record of finish time and finishing position may also be made from the Clubhouse.

21 Postponement and Abandonment

21.1 From the Clubhouse:

Under adverse weather conditions, or for other reasons, it may be necessary to postpone or cancel races from the Clubhouse. Under these circumstances the following procedures will be adopted.

- a) Thirty minutes before the start of the first race a sound signal will be made from the Clubhouse and either of the following flags will be flown:
- Answering Pennant 'AP' signifying a postponement of all races.
 - Code flag 'N' signifying abandonment of all races.

The appropriate Class flag(s) may be flown if applicable.

- b) In the event of a postponement, further sound signals will be made at 30 minute intervals and the 'AP' pennant will remain hoisted.
- c) If a decision to proceed with racing is made, the 'AP' pennant will be lowered and the racing program will commence approximately 30 minutes from that time.
- d) If a decision to abandon racing is made the 'N' flag will be hoisted and flown for a period of one hour from the scheduled start time of the first race or 30 minutes from the time of the decision for abandonment, whichever is the latest.

21.2 From Committee Vessel

a) Postponement:

The answering pennant 'AP' will be flown. All races not started are then postponed. The warning signal will be made one minute after the 'AP' is lowered.

b) Abandonment:

The 'N' flag will be flown. All races are then abandoned.

22 Shortening Course

- 22.1 If the Race Committee signals a shortened course (displays code flag S with two sounds or by hailing), the finishing line shall be:

- a) at a rounding mark (excluding Lion Island), between the mark and the mast of the Committee Vessel (or a Response Boat) displaying code flag S and the flag(s) of the division(s) to which the shortened course applies. Yachts shall finish by crossing the finishing line in the direction from the previous mark irrespective of which side of the mark the Committee Vessel is stationed; or
- b) on any leg of the course, between the mast of the Committee Vessel displaying code flag S and a mark moored nearby. Yachts shall finish by crossing the finishing line in the direction of the next mark or finishing line.

- 22.2 Alternatively, the Race Committee may delete a leg or legs of the course. If code flag S is attached to a rounding mark, then all further marks, until the finish line, are deleted and yachts shall round that mark on the correct side and proceed to the finish line. **This alters RRS 32.2.**

- 22.3 The Race Committee when adopting any of the above procedures to shorten the course may reposition the finishing line. This alters RRS 33.

23 Recalls

When at her starting signal any part of a boat's hull, crew or equipment is on the course side of the starting line, the boat shall sail completely to the pre-start side of the line before starting.

24 Time Limit

The time limit will be **17:30** and in the case of Blue Water Shield Series the 'O' mark will be lifted at 17:00, and yachts that have not rounded this mark will be recorded as "DNF". Yacht race finishing times will be recorded from the clubhouse for 60 minutes after the first yacht finishes, or up to the time limit, whichever is later. If no yacht completes the course (shortened if necessary) within the time limit, the race will be abandoned. The Committee Vessel will make two signals and display flag 'N'.

25 Handicap and Point Scoring System

- 25.1 Points shall be scored in accordance with **RRS Appendix A - Low Point Scoring System.**
- 25.2 If a yacht is precluded from participating in a race due to ASC rostering or coopting for same, or representing Avalon Sailing Club at a Regatta recognised by the Race Committee, then the yacht shall be awarded average points. The worst performance discard shall be made after the average points are calculated. This will only apply to one Roster or Regatta per series.
- 25.3 Handicaps will be determined by an arbitrary method and shall not be the grounds for redress by any yacht. The Race Committee reserves the right to adjust a yacht's handicap at any time.

26 Prohibited Water and Obstructions

The areas of water between the outer line of all permanent moorings and the shorelines of Pittwater and Scotland Island shall be considered as 'prohibited water' for yachts that are racing. All navigational marks (eg Palm Beach pile.) shall rank as 'obstructions' for yachts that are racing and shall be passed on their designated side.

27 Sailing Instructions Etchells Series 2009 - 2010 Series

These instructions are to be read in conjunction with the Sailing Instructions for the 2009 – 2010 Season. Additional clauses which apply to the Etchells Series are listed below.

27.1 Clause 6.1 is replaced with –

Eligibility to race

Yachts must be able to comply with International Etchells Class Rules pertaining to one-design control. While a measurement certificate is not required, the Race Committee at its sole discretion shall be able to disqualify a yacht where it can be shown there is a significant deviation from the Rules.

- 27.2 Clauses 15.2 to 15.7 do not apply and are replaced as follows:
- A pre-race briefing will be held at 12:00 (12:30 day light savings) in the clubhouse.
 - Two races will be held. Race 1 start will be 14:00 (14:30 day light savings).
 - The warning signal for race 2 shall be made approximately 5 minutes after the last yacht has completed Race 1 or the time at which Race 1 has been abandoned. The Preparatory and Starting Signals shall be as for Race 1.
 - The start will be a gate start. A nominated boat, agreed upon at the briefing before the race will act as the gate start boat. This boat will carry an orange flag on its starboard stay.
 - At 5 minutes before the start the gate start boat will make 1 sound signal
 - Another warning sound signal will be given at 4 minutes before start.

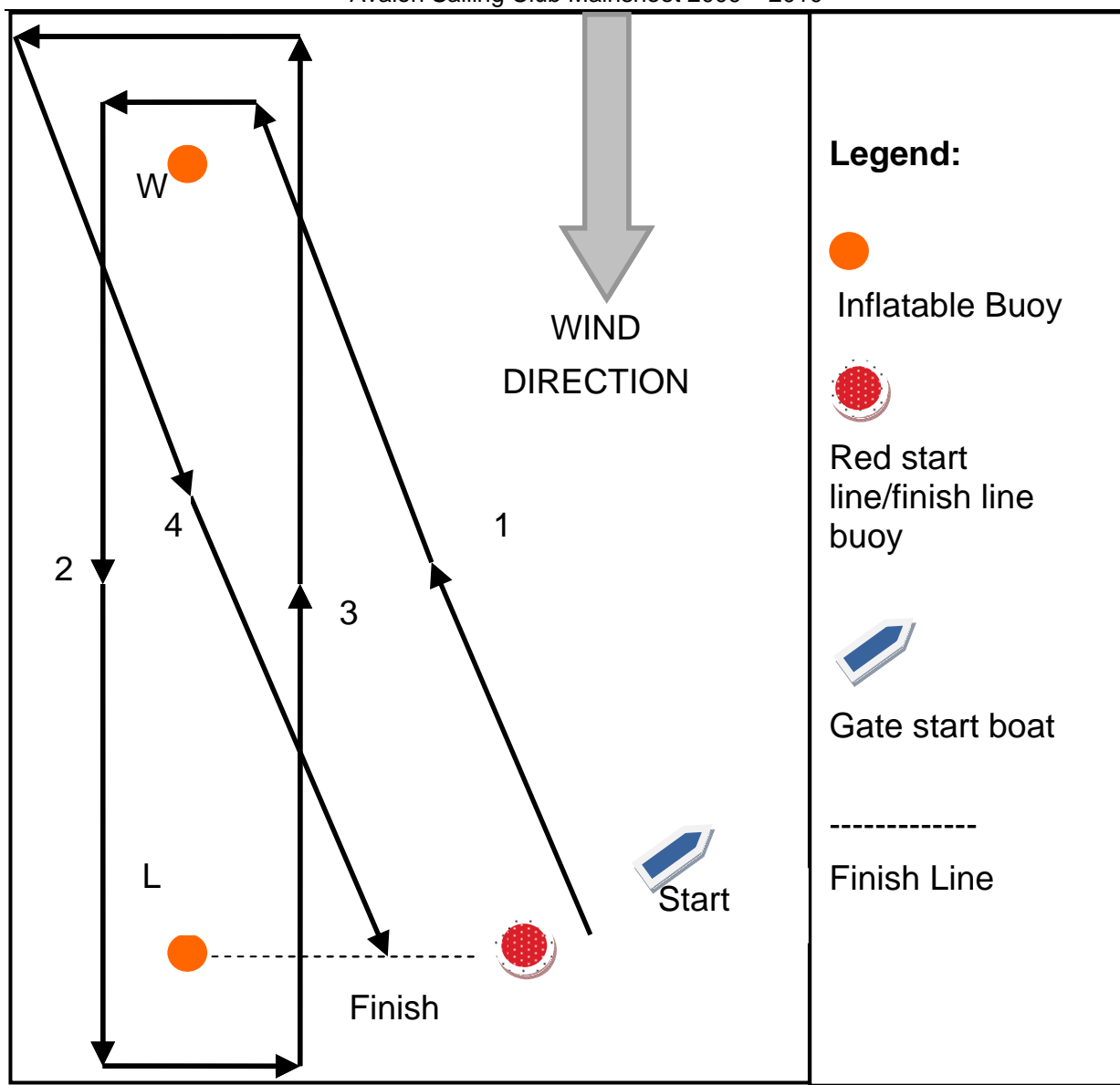
- g) At 1 minute before the start the gate start boat will be sailing towards the start mark on port tack to reach it at or just after the start time for the race.
- h) The gate is opened and the race starts as the stern of the gate start boat passes the start mark. The time when this occurs will be noted by the skipper of the gate start boat as the start time of the race.
- i) Other boats start racing by crossing the line, on a starboard tack, between the stern of the gate start boat and the start mark. They shall remain on starboard tack till the gate start boat tacks.
- j) At 1 minute after the start the gate start boat will tack onto starboard tack. This ends the starting procedure.
- k) If all boats have started before 1 minute the gate start boat may tack. This ends the starting procedure.
- l) If a yacht (A) attempting to start is on a collision course with the gate start boat and is unable to bear away due to another yacht (B) to leeward which is on a course to clear the gate start boat, yacht A may call for water from yachts to windward in order to tack onto port tack to avoid a collision with the gate boat but must then sail clear of other starting yachts and take a penalty (360⁰) turn before attempting again to start.
- m) If remaining on the port tack will put the gate start boat into danger it may tack. This ends the starting procedure.

There will be no starting flag sequence.

27.3 Clause 17 is replaced by:

Courses and course identification

The course consists of two windward return works as shown in the diagram below.
All mark roundings are to port.



27.4 Clause 18 is replaced by:

Three inflatable marks will be laid as above.

27.5 Clause 19 is amended as follows:

Starting Line

- a) The starting line is between the red buoy and the stern of the gate start boat.
- b) Clauses 19.3 & 19.4 do not apply.

27.6 Clause 20 is amended as follows:

Finishing Line

- a) The finishing line will be between the bottom mark and the red start buoy as shown in the course map above.
- b) Yachts finishing the race need to record their own finishing positions.

COMMODORE'S REPORT 2008/09

(Taken from the 2009 Annual General Meeting)

Good Morning Members, friends and guests.

So, my 2 year term as Commodore comes to an end.

I was lucky to grow up here at Pittwater. I lived in a Log Cabin just along the road – really ! – I learned to swim at Clareville and sailed my first boat, a Many Junior, right here at this very club.

As I look back over these last 2 years, I am again reminded of the multiple and fabulous teams of volunteers that work behind the scenes to ensure our club runs so smoothly.

These teams are: The Yacht Racing Committee, the Centreboard Committee, the Social Committee and the Yacht Cruising Committee.

So please don't be afraid to ask to come along to a Committee meeting so that you see what goes on - and to see if you'd like to become a valuable part of that Committee.

I'm sorry to announce that we have a few main committee members standing down this year. Paul Sinclair – Our Cruising Guru, Greg Bolton – who led the way with our computerised handicapping and Chuck Bradley - who has been a great help with the planning of our deck refurbishments, are all retiring and we heartily thank all three for their contribution and commitment to our club.

From the centreboard level, Nicole Koerner, who has been the backbone of the centreboard groups at club level, and Andrew Kendall – our Club Captain - who has been a major contributor via external liaison with other clubs and classes, are also standing down. These two members have tirelessly given many hundreds of hours of their time over the last 5 years to make our club a real powerhouse at dinghy level. Over the last few years our combined results at State and National level in both the Manly Juniors and Flying 11s have been in the top three clubs Australia wide, which is a massive achievement.

Our largest fundraising event ever, The Big Night Out, that was held last November, was a massive success with over \$50,000 dollars raised. Huge thanks go to Richard and Meredith Rasdall for being the driving force behind this fantastic event. As our Treasurer Neil Gregory has mentioned, we have a brand new starting boat in the final stages of construction that will be ready for the new season – many thanks also to Dave Hyde who has been our unofficial Project Manager for the new boats construction.

Our Main Committee is also working hard to spruce up the deck, with the addition of a floating pontoon for that area.

The Blue, Purple and Red dinghy divisions continue to grow and our club has become a shining light in the dinghy scene.

To all the groups of centreboard parents and helpers, – thankyou for giving your time and advice – the kids, parents and other members hugely appreciate your efforts.

The Gold Division classes ebb and flow each year, last year and this year the Flying 11s have been our biggest class, but the Manly Juniors, Spirals, Lasers and 29ers will all see big groups over the next few years I'm sure.

Thanks also to Ian Ponton for his work with the centreboard handicapping and John Siladi on the Yachts. With over a 100 Avalon boats over the centreboard and yacht divisions – this is a big job every week collating the results – thanks guys

The Yacht Division continues to perform solidly too. The interclub racing was also strong with the Pittwater Regatta and Good Fellowship Series both having ASC yachts featuring strongly. We also had our 2nd Wet Stored Etchells Regatta during the year.

The Cruising Division has travelled up and down the coast this year. Thanks to Paul Sinclair for organising the trips and get togethers in fair weather and foul. The cruising stories always make for great reading.

There are also a couple of other jobs that take place in the background – that happen so smoothly that everyone forgets the teams responsible.

Thankyou so much to Stephanie Alsop for keeping the canteen stocked and the members refreshed. Steph is standing down this year and has handed the batten to Jean Cross.

Thanks also to our esteemed editor Claudie Moffatt, who is responsible for the designing and compilation of the Jibsheet each month to keep us all up to date with the news and happenings around the club.

I'd also like to thank Celia and Ian Craig for the heaps of work behind the scenes that they have done for many years and general organising of club functions – like this one today.

As a measure of our Club's reputation, I've lost count of the times I was in a yacht-club somewhere up or down the Australian coast, when someone would approach me and say.. "Are you the Commodore of Avalon? I used to sail out of Avalon and have very fond memories of my time there...how's it going?"

Although my time at the helm has at times been a little bit "interesting", by far and above my term as Commodore has been an honour and a privilege, and I thank you all for having me represent the club in this esteemed position

Finally I'd like to thank my girls – my wife Michelle and daughter Riarne – for their patience, suggestions and encouragement during the last two years.

So enjoy the coming season, see you on the deck, or on the water.

To all our sailors, sail well, sail fair, sail fast and make your club proud !

Peter Gale

Commodore

Avalon Sailing Club

"The sailing club closest to Paradise!"

TROPHY WINNERS 2009 – 2010

Overall Awards

Ryves Shield for Clubmanship	Richard & Meredith Rasdall
The "Club" Trophy	John Siladi
Jibsheel Trophy	Murray Van der Veer

Yacht Division

Blue Water Shield	"Pirihi"	Steve Rubie
Koolong Trophy	"Satchmo"	Peter Kidner
Quartet Bowl	"Young Generation"	David Field
Retriever Trophy	"Young Generation"	Norm Field
Shaz II Trophy	"Pirihi"	Snedden, Rubie, Venn
Commodore's Trophy	"Pirihi"	Snedden, Rubie, Venn
Van Den Bosch Trophy	"Cazbar"	Charles Caskey
Opening Day Trophy	"Summer Wine"	Brett Stapleton
Two Island Race	"Summer Wine"	Brett Stapleton
Shamrock Trophy (Hallets Beach)	"Windborne"	John & Jennie Cronan
Ladies Skipper's Race	"Rouseabout"	Ann Gelebrant
Hurrica Trophy	"Young Generation"	Norm & David Field
Force 8 Cup	"Diablo"	Jean Cross
Cruising Trophy	"Vela"	Thiele Family

Centreboard Division

Bellingham Shield – Outstanding Club Sailor	David Hyde
Crews Trophy – Exceptional Crew	Charlie Langoulant & Joshua Ponton
Philip Baker Trophy – Outstanding Male	Tom Koerner
Mary Ifould Trophy – Outstanding Female	Penny Kendall
Championship Trophy – Most Interclub Success	Scott Cotton
Head Ake Trophy -	Aaron Bradley
Rudder Trophy – Opening Day	Not held
Flying Dutchman Trophy – Outstanding Family	Kingsley Forbes-Smith
Archina Cup – Most Improved Sailor	Anneliese Scholten & James Cooper
Holiday Trophy - Most Enthusiastic Sailors	Leah Jeffreys & Annika Mason
	Lucas Jory & Matthew Robinson

MJ Novice Division

San Pedrico Shield – Overall Scratch	"Rocket Fuel"	Fred Horton , Jack Horton & Alistair Read
Warren Payne Trophy – Overall Handicap	"Rocket Fuel"	Fred Horton, Jack Horton & Alistair Read

MJ Open Division

Guthrey Trophy – MJ Club Championship	"Bullet"	Jim Colley & Charlie Langoulant
W N Allen Trophy - MJ Pointscore Scratch	"Bullet"	Jim Colley & Charlie Langoulant
Vulcan Trophy – MJ Pointscore Handicap	"Panda"	Hannah Lanz & Olivia Coxon

Spiral

Club Championship Trophy	"Inner Circle"	Shane Conly
Spring & Summer Point Score	"Inner Circle"	Shane Conly

F11

Club Championship	"TomTom"	Tom Koerner & Joshua Ponton
Spring Point Score	"Cotton On"	Scott Cotton & Max Vos
Summer Point Score	"TomTom"	Tom Koerner & Joshua Ponton

Laser

Club Championship	"WIP"	Matthew Duryea
1 st Spring Pointscore	"UpChuck"	Chuck Bradley
1 st Summer Pointscore	"Pontoon"	Ian Ponton

ABOUT THE AVALON SAILING CLUB

We are often asked "what sort of Club is Avalon, what classes do we sail, and what are the aims of the Club"? The Club is now incorporated and is limited by guarantee. However, before the Second World War it was called "The Avalon Sailing Club". It all started when an enthusiastic band of sailors grouped together on Clareville Beach and started to race VJs and, later, VSs and Moths. A reading of the early Minutes of the Club is interesting in that it can be seen that a surprising number of the famous racing names of today had their early training with Avalon. It is also seen that the grandparents and parents of many of the young people sailing today are also mentioned as being either members or assisting with the administration of the Club.

As the number of boats racing with the Club increased in the late 40s and early 50s there was an increasing need for a Clubhouse. It was proposed that the Clubhouse should be erected at the southern end of Clareville Beach, but this site was rejected as being unsuitable. Other sites were examined and finally Council permission was obtained to build on the present site in 1956, subject to several conditions, which still apply - members must behave themselves and intoxicating liquor is not encouraged on the premises. Club members were responsible for the design, finance, and construction of the Clubhouse, the only contractors being those engaged for electrical installation, plumbing and drainage.

The objects for which Avalon Sailing Club is established are stated in the Memorandum and Articles of Association to be:

- (a)** To acquire and take over a growing concern, the affairs and all or any of the property, goods, chattels, credits, debits, money, books, documents and other assets and liabilities of Avalon Sailing Club.
- (b)** To foster, encourage, promote, and teach sailing on the waters of Broken Bay.
- (c)** To cooperate with other clubs in the conduct of inter-club racing and social events.
- (d)** To affiliate or cooperate with any other body or association having for its object the encouragement and development of sailing.
- (e)** To control all conditions in Club races.

It is fair to say that the Club is what it is today due mainly to the continuing support of parents and their children. It is not surprising, therefore, that the Club has become known as a 'family' Club which has as its basic ideals the teaching of sailing to the young. As the years went by, the parents - having encouraged their children to sail and race competitively - decided that they would like to 'have a go' themselves, so a progression of classes for larger boats began to appear at the Club.

This evolved to the present day Yacht Division and Cruising Division. The racing program for the Yacht Division is designed to allow members to compete in a race every Sunday, covering many trophy series; should they feel only inclined to race one day per month, they can still be actively competitive in that one particular series.

These notes would not be complete if they were not to acknowledge the Club's great support of inter-club racing and sailing associations. The Club members have always actively supported the sailing associations of these classes, which are raced at the Club. This applies to all of the dinghy classes presently raced: Manly Juniors, Flying Elevens, Spirals, Lasers and 29ers.

Applicants for membership to the Club are asked to acknowledge that they will assist in the running of the Club which means - once or twice during the season assisting in either the canteen, on the starter's boat, on one of the various rescue boats or on the rigging deck. The normal racing day is Sunday from late September to late April, and alternate Friday nights throughout daylight saving. There are three categories of membership - family, adult and junior. No application for junior memberships is accepted unless parents are prepared to assist in the running of the Club, as set out above. The Club has always conducted its activities by way of voluntary labour under the control of the elected Committee. The canteen operates on all sailing days providing cakes, snack foods, rolls, pies and drinks; free tea and coffee is always on tap.

AVALON SAILING CLUB FEES
2009 - 2010**Annual Subscriptions**

Family Membership	\$ 330.00
Single Adult Membership	\$ 240.00
Junior Membership	\$ 130.00
Country Membership	\$ 85.00

Participation Fees

Open Yachts – Full Series	\$ 350.00
Mooring access/Cruising/Limited Series	\$ 225.00
Centreboard participation (p/p under 25)	\$ 70.00
Centreboard Participation Senior	\$ 110.00
Coaching Fees (Gold & Red)	\$ 130.00
Centreboard Morning own boat	\$ 200.00
Centreboard Morning no boat	\$ 300.00
YA – Adult (set by YA)	\$ 58.00
YA – Junior (set by YA)	\$ 23.00

Rack Fees (Members only)

Centreboard boats in clubhouse	\$ 190.00
Dinghies (external racks)	\$ 160.00

Moorings

Per Annum – Members	\$1100.00
Non Members	\$2200.00

Other Fees

No Duty Fee	\$ 100.00
Key Deposit	\$ 50.00
Casual Race Fee	\$ 25.00
Protest Fee	\$ 5.00

Avalon Sailing Club accept Mastercard ,Visa, Cheques & Direct Deposit

CLUB INCIDENT MANAGEMENT PLAN (IMP)

The Club IMP provides a method to respond to an incident occurring during an ASC organised event.

Centreboard Division

Gold Division racing is carried out under a Race Management Plan as printed in the Centreboard Division booklet or can be downloaded from the ASC website at www.avalonsailingclub.com.au

Yacht Division

Whilst the Yacht Co-ordinator is responsible for the management of yacht racing, ASC is not able to provide primary emergency response. The NSW Water Police (or AUSSAR depending on the incident location) shall co-ordinate the emergency response for vessels requiring external medical assistance or when in grave or imminent danger to the safety of the vessel or crew. ASC shall pass on any such call for assistance to the NSW Water Police.

Attention is also drawn to RRS 1.1 Helping those in Danger which requires that “A boat or competitor shall give all possible help to any person or vessel in danger.” Under these circumstances redress may be available under RRS 62.1(c).

Pre event Preparation

1. Ensure that your Safety Equipment Compliance form is current and appropriate, and the required safety equipment is on board and operational
2. Brief your crew on the location of safety equipment and roles and procedures in the event of an accident.
3. Ensure the crew is proficient in man overboard procedures.
4. Some events may require special safety rules, ie. the Blue Water Shield

Notification of Incidents

Where a yacht requires **EMERGENCY RESPONSE** the yacht should use the standard Marine Emergency call procedures (MAYDAY or PAN)

MAYDAY

Only used if a vessel or person is in grave or imminent danger and requires immediate assistance.

PAN

Used when a MAYDAY distress signal is not fully justified. Vessel requires assistance but is not in imminent danger. If assistance is required, but does not merit a MAYDAY or PAN call

Contact NSW Water Police via phone 000, by radio on VHF CH16 or HF 2182; 4125; 6215

In case of a non emergency incident contact ASC base

VHF CH73

Clubhouse Sunday only

(02) 9918 3637

PHONE DIRECTORY

EMERGENCY

000

Tell the operator what you need – police, fire or ambulance. If you are calling from a mobile phone you need to tell the operator the town and state you are calling from. Wait to be connected

BUREAU OF METEOROLOGY www.bom.gov.au **1900 969 955**

GALE WARNING **1300 659 218**

WATER POLICE (SYDNEY) **9320 7499**

WATER POLICE (BROKEN BAY) **9910 7899**

WATER POLICE (BROKEN BAY) MOBILE **0412 162 093**

COAST GUARD PORT JACKSON **9337 5033**

BROKEN BAY **9456 3055**

BIRKENHEAD **9719 8609**

PORT HACKING **9668 9888**

RPAYC BASE **9997 1022**

BYRA **9999 2648**

CRONULLA SAILING CLUB **9523 6114**

PORT HACKING SAILING CLUB **9526 1506**

PALM BEACH YACHT CLUB – Cruising: **Jim Gordon** **9973 1018**

– Racing: **Geoff Croshaw** **0410 679 395**

John Buggy **9451 8393**

AAP (RESULTS) **9322 8000**

PINK WATER TAXIS

0428 238 190

24 hours service – 7 days a week