

MHYC SAILING BY-LAWS

1. The responsibility for developing and optimising an annual Sailing Program in keeping with the needs and interests of the Club's sailing membership shall be vested in a Committee titled 'The Sailing Committee'. This Committee shall comprise a Chairman, the Sailing Manager, the Club's Chief Special Regulations Officer, the Club's Principal Race Officer and a Club Member entitled to hold office representing:
 - (i) the Club's Offshore Racing Divisions;
 - (ii) each of the Club's Inshore Racing Divisions;
 - (iii) the Club's Cruising Division;
 - (iv) the Club's Centreboard Division;
 - (v) the Club's Twilight Divisions;
 - (vi) the Club's Wednesday Divisions;

The conduct and control of club racing program shall be vested in the Sailing Manager and for Major Regattas and long races shall be vested in a Special Events Committee which shall comprise a Chairman and the Sailing Manager with additional members having the appropriate knowledge. The Chairman of the Sailing Committee shall be a Flag Officer of MHYC. The Flag Officers' Committee may at its discretion alter, amend or countermand any resolution or action of the above-mentioned Committees.
2. Only boats owned by Life, Senior and Full Adult members shall be accepted into the Register of Boats. The Register of Boats owned by members shall be kept and all details deemed necessary shall be kept therein. A boat shall not be registered on the Club's register until launched.
3. Middle Harbour Yacht Club numbers prefixed MH are issued by the Club under the authority of Australian Sailing New South Wales. MH prefixed numbers previously allotted may be reserved for a period of six months in the event of their being temporarily out of use. A boat on the Register of the Club shall only be entitled to one set of numbers issued by or under the authority of Australian Sailing New South Wales, and application for the issue of such numbers shall be made through the Sailing Manager. Boats on the register of Middle Harbour Yacht Club, at the discretion of the owner, may be issued with un-prefixed or MH (interjoined) prefixed numbers of a size determined by the RRS Appendix G. Where the number includes a prefix or class symbol this shall be part of the number and shall be included on all sails requiring such number.

All boats shall be identified by such a number. On white sails, MH numbers shall be red in colour. Unprefixed numbers shall be black, dark blue or red. On dark or coloured sails, MH numbers shall be a clearly contrasting colour. All sail numbers shall comply with RRS Appendix G.
4. In the event of a member selling their boat to another member, joint application shall be made to the Sailing Manager for the transfer of the number where such transfer is desired.
5. In the event of a member selling their boat to a non-member, all Club distinguishing signs, both sail numbers and burgees, shall be removed from the boat and sails, and the Sailing Manager shall be advised of the sale.
6. All entrants in Club races shall comply with the sailing instructions issued by the Sailing Committee. Boats shall be a monohull and self-righting. A boat's class rules shall apply only when a boat is racing in a class fleet or event.
7. The conduct of races for class boats within the Club shall be under terms and conditions as laid down by the Sailing Committee from time to time.
8. The MHYC Burgee shall be displayed by MHYC yachts at all times whilst competing in a MHYC Event (refer to MHYC NOR 10).

SAFETY AND EMERGENCY PROCEDURES

Boats that retire from racing must notify the Race Committee at the earliest opportunity on the designated VHF race frequency or by calling the Sailing Office.

RULES & REGULATIONS

To minimise the risks of racing and boating, the 'Person in Charge' and their crew, must be familiar with and comply with the Rules and Regulations as described in the current:

- Racing Rules of Sailing (RRS)
- Prescriptions and Special Regulations of Australian Sailing
- International Regulations for the Prevention of Collision at Sea (IRPCS)
- Marine Safety Act 1998 and Marine Safety Regulations 2016
- NSW Maritime regulations that apply to boating on Sydney Harbour
- MHYC Sailing Handbook

BEFORE RACING

The 'Person in Charge' aboard each boat is responsible for ensuring that the boat is properly prepared and that all crew are adequately briefed or trained. The 'Person in Charge' shall:

- Ensure the boat's Safety Equipment Audit Form lodged with the club is current and appropriate for the category of the event in which the boat is racing
- Ensure that all required Safety Equipment is on board and in good working condition
- Ensure all crew members are affiliated with Australian Sailing as members of a club, or have a valid SailPass, and therefore have personal accident insurance
- Ensure that the boat's crew list is completed or updated by the commencement of each race
- Ensure the crew knows where the Safety and Life Saving Equipment is stowed and how to correctly use it
- Ensure all crew is briefed on an Incident Management Plan in the event of an incident, including roles and procedures to be followed
- Ensure all crew is familiar with the boat's Man Overboard (MOB) procedures
- Ensure appropriately experienced crew is on board to cope with the conditions likely to be experienced
- Ensure that the boat reports to the Race Committee its intention to start the race

EMERGENCY CONTACTS

Emergency Services (Police / Fire / Ambulance)	000
NSW Water Police (Marine Area Command)	000 / 9320 7499
Volunteer Marine Rescue NSW	VHF 16 9450 2468
Middle Harbour Volunteer Marine Rescue	9969 3270
Boat Assist 24	0427 506 789
NSW Maritime (Rozelle)	VHF 16 9563 8522
Australian Maritime Safety Authority	1800 627 484
Mosman Police	9969 1933
Northern Beaches Hospital	9105 5000
Royal North Shore Hospital	9926 7111
MHYC Sailing Office	VHF 73 9969 1244
MHYC Race Management	VHF 72

INCIDENT AND EMERGENCY MANAGEMENT PLAN

The MHYC Sailing Operations Policy outlines procedures and guidance notes for boats and crew in the event of an incident or emergency. All boats shall have their own Incident Management Plan to deal with minor incidents. For major incidents and emergencies, the following actions should be performed where appropriate:

- **Man Overboard**
Commence man overboard procedure.
Recover the man overboard.
- **Injuries**
Cease racing.
If the injury occurs on another boat, render assistance if required.
Determine nature of injury and render first aid.
Contact emergency services for direction if required and then contact MHYC.
At MHYC, the T-head on Marina Arm B is the Emergency Access Point.
- **Vessel in Danger**
Instruct all crew to wear personal flotation devices.
If the vessel is in immediate danger contact the emergency services.
Deploy anchor or other safety devices if appropriate.
- **Evacuation of Injured Crew**
Emergency Authority will direct you to an appropriate rendezvous.
This may be at the nearest available wharf in Sydney Harbour (see page 19).
At MHYC, the T-head on Marina Arm B is the Emergency Access Point.
- **Vessels Requiring Towing**
The MHYC Tenders are not designed, adequately equipped nor staffed to tow boats.
Requests for towing are to be directed to NSW Water Police or Marine Recue NSW or Boat Assist 24 (see emergency contacts on page 15).

REPORTING MARINE INCIDENTS

A written report must be forwarded to the MHYC Sailing Office within 24 hours, setting out the particulars regardless of the type of incident.

A written report must be forward to NSW Maritime within 24 hours setting out the particulars of the incident if one of the following applies:

- The incident has resulted in the death or injury to a person
- The incident has result in damage in excess of \$5000 to a vessel or any other property
- Damage or risk to the environment has occurred.

The NSW Maritime Incident Report Form is available at:

<https://www.rms.nsw.gov.au/maritime/safety-rules/incidents-emergencies/incident-reporting.html>

The 'Person in Charge' should be aware that the Racing Rules of Sailing (RRS) only apply between vessels that are racing. All other recreational vessels (including sailing vessels when not racing) are governed by the International Regulations for the Prevention of Collision at Sea and NSW Maritime regulations.

NSW MARITIME BRIEF

1. Be safe!
2. Observe NSW Marine Safety Regulations 2016 and note:
 - Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.
 - In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.
 - What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.
3. Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary give priority to the Ferry and pass well clear.
4. Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun ensure you remain within sight of the officer of the watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 200-400 m from the bows of very large ships.
5. Shipping Sound Signal meanings:
 - One short blast - I am altering course to starboard (right)
 - Two short blasts - I am altering course to port (left)
 - Three short blasts - I am operating engines astern (stopping)
 - Five (or more) short blasts – I am unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.

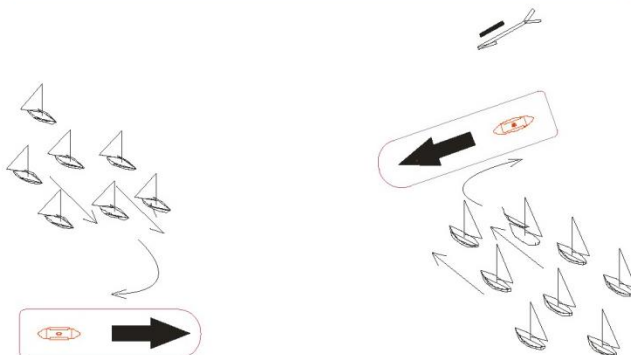
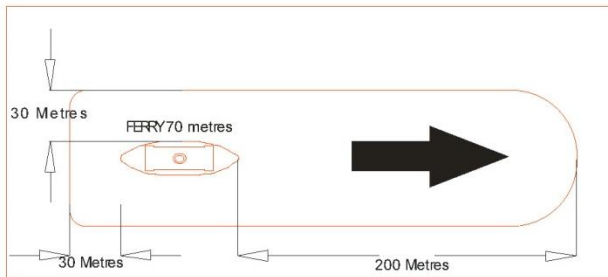
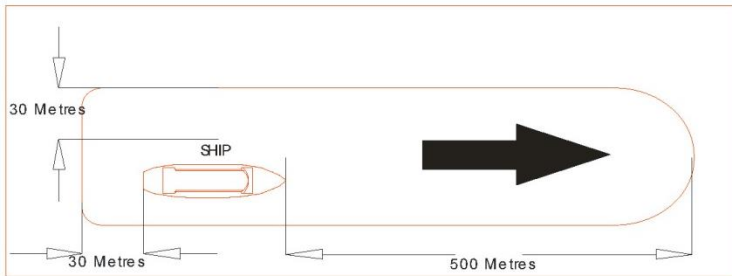
ADDITIONAL CONDITIONS

6. Attendance at the Annual MHYC Skippers Briefing is mandatory to ensure that all competitors receive a briefing in relation to the requirement to keep clear of ships and ferries.
7. Yachts shall not navigate between moorings while racing.
8. Vessels shall not pass between the bow of any Seagoing Ship and a dedicated Port Authority NSW escort vessel.
9. Competing yachts shall maintain a minimum distance of 200m from the bow, and 30m from the sides or stern of any Ferry underway.

When navigating in the vicinity of the Safe Water Mark 350 metres southeast of Bradleys Head, competitors shall pass to the north of the buoy when proceeding westward, and to the south of the buoy when proceeding eastward. If that is not practicable, competitors shall maintain a safe distance from other vessels.

SHIP & FERRY ACTIVATED EXCLUSION ZONE

1. Competitors shall:
 - not pass between the bow of any Seagoing Ship and a dedicated NSW Port Authority escort vessel whilst on escort duty
 - maintain a minimum distance of 500 metres from the bow and 30 metres from the side or stern of any Seagoing Ship underway
 - maintain a minimum distance of 200m from the bow, and 30m from the sides or stern of any Ferry underway
2. Competitors are to be aware of the requirements listed in the Sydney Ports Steer Clear brochure which may be viewed online – [click here](#)



EVACUATION POINTS IN SYDNEY HARBOUR

EMERGENCY GUIDE – PORT JACKSON

AMBULANCE | POLICE | FIRE: 000 OR 122

NSW Police Marine Area Command: 1800 658 784
NSW RMS (Maritime) 13 12 36
Middle Harbour Yacht Club: 9969 1244

NSW Marine Recue Port Jackson 9337 5033
NSW Marine Rescue Middle Harbour 9969 3270
NSW Marine Rescue Terry Hills Radio 9450 2468



AMBULANCE PICK UP POINTS

A – Manly Wharf, Manly
B – Middle Harbour Yacht Club Marina, Mosman
C – Taronga Zoo Wharf, Mosman
D – Cremorne Point Wharf, Cremorne

E – Royal Sydney Yacht Squadron, Kirribilli
F – Man 'O' War Steps, Opera House
G – Cruising Yacht Club of Australia
H – Rose Bay Public Wharf, Rose Bay