

Cruiser Section -Welcome Pack

Welcome to Nedlands Yacht Club and the Cruiser section. We are very happy to have you join us in the Cruiser section and hope that you to enjoy your sailing at NYC. This is some information to help you understand more about the club and the Cruiser section. In addition, we will be very happy to answer any other questions that you may have. The NYC office regularly sends out information to members so ensure the office has your email address.

Racing:

We race from October until April most Sundays. There is a club document/booklet we call the yellow book which provides information about the club as well as the sailing program outlining the events, volunteers' names, start times etc. This is also on the website as a pdf. Our website is full of useful information, so make sure you visit it.

There are two racing series run over each season. These are the Consistency and the Club Championship.

Cruisers sail in 2 divisions. You will be allocated to a division based on the yardstick for your class of boat.

We also have the opportunity to do twilight races with Perth Flying Squadron on Wednesday evenings and to race with other Clubs at various events throughout the season. Check the Yellow Book, and the NYC website www.nyc.org.au

Consistency Series

The Consistency series has 21 heats – Please refer to Sailing Instructions. Your handicap is set by the cruiser section handicapper at the start of the season. For every race you start, your handicap will be adjusted depending on how you go in that race. If you do not start races your handicap will be static.

There are two races a year with a handicap start and you are allocated a handicap start time. We start the countdown at about 30 minutes and the fastest boat starts on 0. For example, if your handicap is 15 mins, you start at the drop of that number and have a 15 minute lead on the fastest boat. Ideally you get to the finish line just before the faster boats.

These races are great if you're used to being at the wrong end of things.

Club Championship

This a yardstick event. There are 6 heats across the season of which five must be raced in order to constitute a series.

What happens on a Sunday

Most people get to the club around 11am, rig their boats, have lunch (generally from the canteen at the club) and meet under "The Tree" at 12:15 for a Cruiser meeting. This provides the cruiser sailors with an opportunity to discuss the day's course, ask questions, hear what is going on in the section and in the club and seek advice from other cruiser sailors. At the Cruiser meeting, new members are introduced and there are often spare crew sailors available for casual crewing positions so you might be able to pick up an extra crew for the day.

As you will know by now, some of our cruisers are in pens and some on moorings. For those of you who are on hardstand, there can be a little bottleneck getting all the boats into the water on time. So, most trailer sailors start to launch their cruisers at the conclusion of the meeting.

Racing:

Cruisers in Division 3&4 start racing at 13:35 and Division 2 at 13:40 and the race takes around 2 hours depending on the conditions.

You have to "sign on" when you want to race. The sign on sheet is in the junior clubhouse in the downstairs part. The junior clubhouse is the big white building with a flag deck and tower. The sheet is put out around 12.15pm.

Skippers sign the sign on sheet and check the names of crew members. If you don't sign on, you don't get a result. The sign on process is a very important part of our safety. This allows the race committee to know who is racing.

If you are unable to finish a race and come in early, the skipper must sign the retirement sheet which is left in the foyer of the junior clubhouse as soon as practicable after pulling out of race. This process ensures that the race committee knows who is on the water.

If a boat has not crossed the finishing line or retired we go looking for them.

NYC Support Boats do not come off the water until all boats are accounted for.

Finishing

Finish line is between the orange triangle on the front of the Start Box and the outer club start/finish buoy (striped)

The extremities of the Finish Line are the Outer Buoy (striped) and the Inner Buoy (green).

Don't forget to round the day buoy before crossing the finishing line

After finishing a race, take care not to sail through the Club Finish Line again (forwards, backwards or in reverse!)

Cruisers should sail around the outer mark and head back into the mooring area. As you do this, take care as you may pass through boats that are still approaching the finishing line.

In the interests of safety of boats in the mooring area, we encourage all cruisers to motor through the mooring area whenever possible.

Who do I talk to:

Hopefully everyone, but if you need information or help the office is manned from 10.00 am but joining the Cruiser meeting is even better.

Finding a Skipper or Crew:

Finding a permanent skipper or crew may take a few goes but most people find someone compatible. There are various ways to find a new skipper or crew if you don't have one.

1. Put your name on the white board on the veranda on a Sunday, this pairs up potential skippers & crews. Get down there early (say 11:00 am)!!
2. Join the Cruiser meeting at 12.15
2. Come down and sail regularly and get to know people
3. Advertise on NYC website.

Using the ramp on Sundays

If you go sailing during winter or on Saturdays, you will have found that there is never any congestion at the ramp and you can take your time although we discourage sailing before 2pm on Busy Bee days in the winter (3rd Sunday). On racing Sundays the situation is a little different. There may be a short queue to get in the water and we all try to minimise the time that it takes to launch our boats, clear the ramp of our vehicle and trailer and leave the finger jetty.

If you don't have any experience with launching your boat, do some practice at a quiet time and if you need any help, contact the cruiser captain who will find someone who can give you some practical advice and assistance.

On returning to the ramp after racing, again there may be a few boats waiting to get out of the water. Most boats come into the mooring area and if there is no-one on the finger jetty, come along side. Secure your boat but do not leave it unattended, get your trailer and retrieve your boat.

If there are boats waiting to come in, most pull up along the up river side of the jetty (outside the pens) and await their turn.

As some of the fixed keel boats need reasonable water depth to be retrieved, don't crowd up onto the finger jetty.

NYC Support Boats have priority for launching and retrieval at the ramp at all times.

Once you have retrieved your boat, most sailors wash down their boats near the tree where the cruiser meeting is held before returning to their storage bays. Again try to clear the wash down area as soon as possible after hosing. Extra taps now run off the bore to ease congestion. The tap MUST BE ON before and after the pump starts to avoid damage to the system.

It is at the wash down stage that the more social aspects of Sunday sailing begin with friendly discussions of performance, mistakes,.....

Race results and the social part:

The bar is open from 3pm, so if you're inviting family or friends down that is a good time for them to arrive. The canteen will have food, tea & coffee and cool drinks. On most days, the last part of the course to the finish line is in front of the club.

Results are announced on the veranda of the main club house. This normally happens around 5.15/5.30pm. Please take the time and stay for this social part of the day.

On Club Championship Sundays there is a meal available at around 6pm for a very reasonable cost and we urge you to try and attend the first one in particular where new members for the month will be acknowledged.

Basic and Club Info:

Useful Websites:

www.nyc.org.au The Nedlands Yacht Club Website. Information on upcoming races, events, racing results, training, storage and membership fees, contact details etc. along with links to weather conditions

<http://www.yachting.org.au/> - All racing club members get a silver card which includes access to areas of the yachting Australia website. You can update your details, log your sailing activity and keep your sailing qualifications up to date.

Billing and admin contact

Alison Robinson is our Managing Secretary. She is the one whom you contact to arrange payment for your club fees and for events run by the yacht club such as presentation night. Alison is also a great point of contact. Email: info@nyc.org.au , Phone: 9386 5496, Fax: 9386 5821 or drop by the office 9pm-4pm Monday to Friday. On Sunday mornings, the office is manned by our Flag Officer, Julia Cheong, who can also assist.

Mainsheet Newsletter

This is produced 4 times a year and we are always looking for contributions.

Storage contact

William Croft is in charge of storage within the Cruiser compound including pens and moorings. If you have problems with your storage or need to arrange a spot please email the office who will liaise with William.

Caretaker

The NYC Caretaker, Jim Quinlan, lives on site, keeps the club clean and tidy, undertakes some routine maintenance and sets out bins and hoses for Sunday sailing.

This does not mean we can be lazy though as he is only on call for 10 hours a week. Please put litter in bins, roll up hoses at the end of the day and keep the club looking tidy. If you are at the yacht club, especially during the week and you notice a problem such as leaking taps/pipes or a problem with security please notify the office.

Busy Bees and Volunteering

Throughout winter we have a series of busy bees where we make sure that the club is maintained and undertake any repairs and upgrades required. Emails are sent out with tasks to be carried out, equipment that will be needed and lunch is provided at the end by different section groups each time. If you can not contribute to Busy Bees you are expected to pay a \$50 levy which will appear on your annual invoice. We also don't allow sailing before 2pm on these days.

The Club is largely manned by volunteers to keep membership costs down. We like to hope that members volunteer at least 12 hours a year to help with running the club on race days with activities ranging from helping in the galley to crewing support boats. Requests are sent out in July. NYC also utilizes the help of members for grant writing, photography, maintenance, etc so if you have an area of expertise you feel might be of use, please contact the office.

Club/Compound Access

As a member, you will require a key to gain access to your boat and enter the club grounds during the week or on non-sailing days. You can get a Number 1 Key. This will also give you access to toilets, shower facilities and BBQs. There is a \$50 deposit for the key. You can arrange to get a key during office hours.

Please ensure you lock sheds, cruiser compound boom gate and toilets after use.

Toilets and Showers

Toilets/change rooms/showers for sailors are located on the northern side of the main club house off the car park. Please access these from outside the main club house and do not walk through the club house in your sailing gear. This is Club By –Law to prevent the interior of your clubhouse from getting wet and sandy. There are also toilets on the southern end of the building just past the bar for use when inside the clubhouse and for functions. The junior club house has toilets, but these are not always accessible. Your Number 1 key opens these also

Training

NYC has a training coordinator, Robert Loughman, who along with a Training Committee organises a range of training activities from introductory learn to sail programs for juniors and adults, through to First Aid training and more advanced power boat training for Support Boat operators. There is also a Cruiser Section Training contact, David Small. If you have any ideas for training, please talk to either of these people.

Members are notified of courses that are on offer via email from the NYC Office

Racing

Sailing Rules

Just like we have rules for driving cars to keep roads safe we have sailing rules to hopefully prevent accidents and make racing fair.

- Port tack boats keep clear of Starboard boats. (Yell starboard to make a port tack boat aware of your presence if you think they can't see you.)
- Windward boats keeps clear of Leeward boats.
- At all times you must avoid contact with another boat even if you have a right of way (such as the port tack boat can't see you).

The rules are more thoroughly documented in the ISAF blue book published every three years along with our Club Sailing Instructions which can be found on our website or in the Yellow Book.

http://www.yachting.org.au/default.asp?MenuID=Racing_Rules/21002/0/,Racing_Rules/67/0/

<http://www.yachting.org.au/default.asp?Page=36800&MenuID=Racing%2F10159%2F0>

Start Sequences and Flags

Consistency and Club Championship Races

The general starting sequence at the club has a five minute sequence with a sound signal at 5,4,1 and 0 minutes. A new fleet starts each 5 minutes. If your fleet has a general recall (see Flag Guide) your fleet will go to the back of the start sequence.

Most club racing at NYC involves a boat start. The start boat is usually positioned within a triangle bounded by NYC, Applecross jetty and Majestic Point.

The race Committee can decide on the day to use a Club start instead of a boat start. This is usually in response to a deterioration in weather conditions.

Handicap Races

When you sign on for handicap races, either on or next to the sign on sheet will be information about what time you start on. Your number is usually between 30 and 1.

These races are always club starts.

Flag Guide.

The start sequence used at NYC is indicated by both sound signals and flags.

Signal	Flag and Sound	Minutes before starting signal
Active start line	Orange flag and one sound	Minimum 10
warning	Division flag and one sound	5
Preparatory	I or P flag and one sound	4
One minute	Preparatory flag removed and one long sound	1
Starting	Division flag removed and one sound	0

See table below for full set of flags that may be used during racing at NYC

The Cruisers sailing in Division 2 should display a naval numeral 2 pennant and the Cruisers sailing in Division 3/4 are identified by naval numeral 4

Naval Numeral 2



Naval Numeral 4

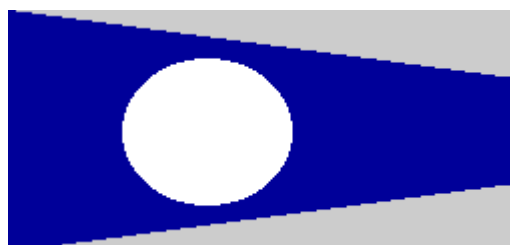


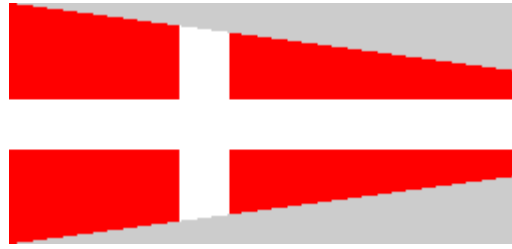
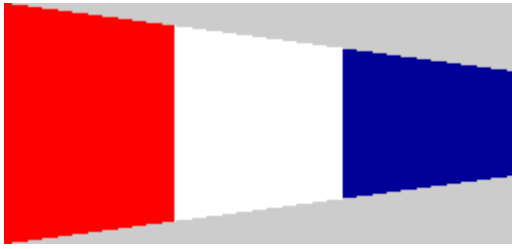
The courses that the Cruisers sail are outlined in the Yellow Book. The course to be sailed on any Sunday is announced by the Officer of the Day prior to sailing. It is also indicated by a painted representation of a numeral pennant on the yardarm of the NYC start box. In addition, a numeral pennant is hoisted on the start boat prior to the first warning signal. The pennant hoisted on the start boat overrides the pennant hoisted on the start box should they be different. This was introduced to allow for course changes after boats have left the beach and to assist boats that might not leave from NYC (eg visitors).

Numeral pennant 1

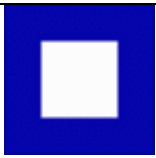
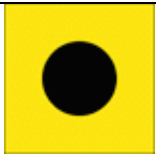




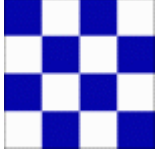


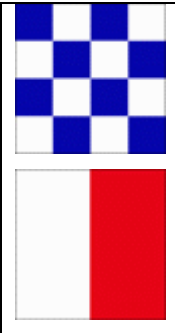
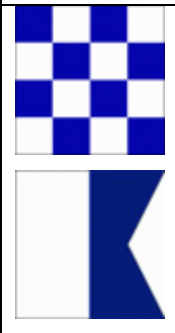

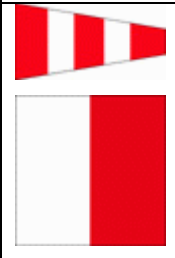
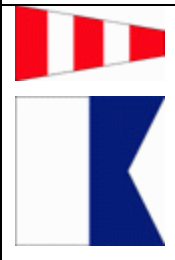
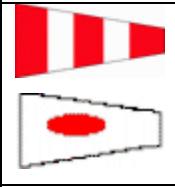
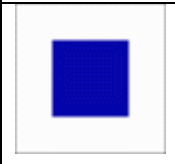
Numeral pennant 2





Flags that may be used during racing at NYC and their meanings

Flag	Name	Meaning and Sound Signals	Action
Starting & Preparatory Signals			
	P Flag	The race officer has a choice of starting the race with either no or one of these preparatory signals. Each flag has more severe consequences going down if you cross the line before the start. These flags will be raised at the 4 minute signal and removed at the 1 minute signal. If a boat has not completed the required action a Recall signal will be displayed NYC club racing uses the I flag	If you cross the start line in the minute before the race starts, you must dip back below the start line before the race starts.
	I Flag		If you cross the start line in the last minute before the race starts, too the course side, you must go around the pin or the start boat before you can start.
	Z Flag		If you cross the start line in the last minute before the race starts, you will receive a penalty to your score as indicated in race instructions.
	Black Flag		If you cross the start line in the last minute before the race, you will be disqualified.
Recall Signals			
	X Flag	Individual Recall Flag is raised at or just after start signal with 1 extra sound.	One or more identified boats were over the start line,
	First Substitute	General Recall Flag is raised at or just after start signal with 2 extra sounds.	General Recall. The warning signal will be made 1 minute after removal. Whole fleet to return to start area.
Abandonment Signals			
	N	3 sound signals when raised, 1 when lowered	All races that have started are abandoned. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is abandoned again or postponed.

	N over H	3 sound signals when raised, 1 when lowered	All races are abandoned. Further signals ashore.
	N over A	3 sound signals when raised.	All races are abandoned. No more racing today.
Postponements			
	AP	Postponement. The race has been postponed until further notice. 2 Sounds when raised, 1 sound when lowered.	Races not started are postponed. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or abandoned.
	AP over H	2 Sounds when raised, 1 sound when lowered.	Races not started are postponed. Further signals ashore.
	AP over A	2 Sounds when raised, 1 sound when lowered.	Races not started are postponed. No more racing today.
	AP over Numeral Pennant 1	2 Sounds when raised, 1 sound when lowered.	Postponement of 1 hour from the scheduled starting time.
Other Signals			
	S Flag	Shorten Course 2 sounds when raised	The course has been shortened. Rule 32.2 is in effect.