



The Yardarm

Used to be "From the Bridge"
but it was confusing!

11th September 2009

Equipment Audit Issue

It is that time of the year again and, spurred on by Keith Albury, I contacted Jim Orrel who is prominent in Safety and Equipment matters and is an acknowledged authority on the Racing Rules of Sailing and conducts classes for Auditors at the Lake Macquarie Yacht Club. He is a member of the YANSW Sailing Regulations committee

I received a very comprehensive email from him in response to my questions and I will quote some of it here:

"Auditors are not Inspectors. They assist an Owner to comply with the Owner's obligations. If the Owner does not come up to the required standard, the Auditor does not issue a compliance form. Simple as that. An Auditor cannot force an Owner to do anything. If an Owner does not comply then it is a matter for the Club as to whether or not to accept his Entry. The dictatorial attitude of some past Auditors have no place today.

An Auditor is only responsible if he/she acts negligently and as an officer of the Club may also pass on liability to the Club vicariously. That is why the Club has the appropriate insurance.

Regarding lifebuoys. There has been and is plenty on the YNSW web site about this issue. They are only needed in cat 4 and above.

*The YNSW audit forms are optional and a Club which is of the opinion that they are deficient can create their own. Under SR 2.01 a Club can always add extra items if its particular circumstances require it. There is no need to state the NSW Government requirements in the Audit forms **as a boat must comply with them as a matter of law.***

We receive many complaints about the forms but most are based on the reader's incorrect reading of the regulation. YNSW is always ready to make corrections where appropriate. Comments therefore welcome.

The forms have a new format to deliberately pitch them at Owners and not to make them, as previously, an Auditor's shorthand check sheet. They are now more inclusive."

Further to this, we at PSYC do have a requirement that motors must be carried in an accessible position on all racing yachts. This means that we must all carry fire extinguishers and comply with 4.04.1 in the RRS handbook.

I must recommend most strongly that you all read the relevant Audit form for your category in conjunction with the YA Handbook well prior to your appointment.. It really does spell out all the requirements for a bump free audit.

Waterways

I had a conversation with Matt Davis our local Waterways bloke who said that he would authorise us to issue Waterways Compliance Stickers to complying yachts subject to his perusal of our forms. Full details of their requirements are on their website and I can email them to you if so desired.. Specifically, for inside or harbour craft, category 6 and 7 yachts comply apart from the need to have navigation lights. He said that if you are caught out after dark battery operated lights are sufficient. The other requirement is a sound signal. A referee's whistle would suffice.. For yachts going beyond 2 miles out from the coast, an epirob, a compass, 4 flares, a V sheet, a marine radio and a chart are required. I would strongly advise you to obtain the Waterways Handbook from their office in Nelson Bay or look up their website. You are breaking the law if you don't carry the right gear.

If you wish you may carry any additional rescue or safety equipment that you require, it does not need to comply with the YA guidelines. Great if it does but that is up to you. For example, if you already have a

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These people will inspect your vessel by appointment over the next three weekends. Preferably at the Soldiers Point Marina but will do so at other venues by arrangement.

Please note that you will not be on the entry sheet for any of our Summer Series if you do not have a current Audit Form completed or have not completed the entry form and disclaimer.

All of the necessary forms and so forth are available at the Clubhouse.

life ring or rings without beackets etc, there is no reason that you cannot carry it or them on board. I have a number of PFD's that do not comply, I will carry them on board rather than bin them. Flares are another item that are well worth carrying although no longer required by Cat 6 or 7.

Commonsense Rules supreme. It is up to the owner as to what he carries and whether he wishes to comply with the regulations or not. Beware of the Waterways laws though as the fines are severe and if you are involved in a serious accident, nobody will want to know you!.

Regarding their requirement for all craft to be fitted with navigation lights after dark. There is a chance that our twilight series may end up as an early evening event and it may be advisable to carry a set of battery operated Nav lights, they are not expensive and may save you a fine. Especially if someone runs into you!

All in all, the new audit forms are simpler than the old ones and, in my personal opinion, are easier to comply with.

On a lighter note!!

An Irishman is cleaning his rifle and accidentally shoots his wife. He immediately dials 999.

Irishman: "It's my wife! I've accidentally shot her, I've killed her!"

Operator: "Please calm down Sir, can you first make sure she is actually dead!"

click *BANG*

Irishman: "Okay, done that. What next?"

OPENING SPRING CRUISE – Sunday 4th October - all cruising & social yachts are invited to attend – 1.00pm with a radio start from Bruce Adam's catamaran "Serenity" - \$350.00 in prizes for all sorts of reasons plus a free BBQ – Social Members looking for a sail should contact the Secretary.

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