

EXTRACT FROM 2009-2012 YACHTING AUSTRALIA
SPECIAL REGULATIONS PART 2 – OFF THE BEACH BOATS



3.02.1 Masts

Hollow masts shall be either:

- (a) completely sealed to prevent the entry of water, or
- (b) self draining

3.03 Centreboards, Rudders and Tillers

3.03.1(a) Centreboards shall be securely attached to the hull, by lanyard, bolt, pin, or other effective means so that they remain entered in the centreboard case when the boat is inverted.

3.03.2 Unless the rudder box or rudder stock is securely fixed to the hull and requires tools to remove it, a rudder pin or pintle of each rudder shall be fitted with a stainless steel retaining pin that passes through the pin or pintle such as to prevent the rudder/s becoming detached.

3.03.3 Tillers which are not permanently attached to the rudder stock/s shall be securely fastened to them while the boat is afloat.

3.03.4 Rudder blades which are not permanently attached to the rudder stock/s shall be securely fastened to them while the boat is afloat.

AUSTRALIAN HARTLEY TS16 SAFETY MANUAL

Issue 3 – 8.12.2009

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The purpose of this manual is to advise Hartley TS16 owners regarding safe practices in fitting out, maintaining and using their TS16, both for racing and cruising. It is intended to supplement, not replace, State Maritime Safety authority regulations and the current Yachting Australia Racing Rules of Sailing Safety Regulations. It is applicable to all activities carried out under the auspices of the Hartley TS16 Association of Australia and its State Divisions.

The manual is in four sections -

- Section 1 provides general comments on Hartley TS16 safety issues.
- Section 2 deals with the way crews should act to remain safe.
- Section 3 describes requirements for organised racing in protected waters with adequate rescue capability readily available.
- Section 4 describes specific requirements for Hartley TS16s.

ACKNOWLEDGEMENT

This manual draws heavily on the original work of Life Member Lynton Bradford. The Association thanks Lyn for his dedicated work on TS16 safety over many years.

4. Specific Requirements for Hartley TS16s

4.1 Buoyancy of Hulls

All TS16 hulls shall carry at least 0.28 cubic metres minimum of approved buoyancy material which must be fixed inside the boat in such fashion as to prevent dislodgment in the event of capsize or other accident where the safety of the crew would be involved.

4.2 Bailing

Each boat shall carry a bucket of not less than 7 litres capacity, fastened to the boat by a lanyard of not less than 2 metres.

4.3 Centreboards and Rudders

Each boat shall comply with Regulation 3.03 on page 297 of the Yachting Australia Racing Rules of Sailing 2009-2012 (see Note). Boats shall also have a positive non friction device which will prevent the centreboard from moving in the event of a knockdown or capsize.

4.4 Sails

Both sails shall be capable of being lowered easily by hand from within the boat. At the discretion of the Measurer, a quick release device (not lashing), enabling the main sail to be lowered when capsized, is acceptable.

4.5 Masts

Each boat shall comply with Regulation 3.02 on page 296 of the Yachting Australia Racing Rules of Sailing 2009-2012 (see Note).

4.6 Paddles

Each boat shall carry two suitable paddles, each with an overall length of at least 1.2 metres and a blade area of at least 0.04m².

Note – An extract from the RRS is on the back page.

of heel. Try to uncleat in less than 3 seconds from this position. If you have to stand up then the boat would heel more. If you cannot uncleat at all, your boat would almost certainly have capsized.

3. Safety Regulations for Organised Racing in Protected Waters

This Section describes the **mandatory requirements for Hartley TS16s racing in protected waters where effective rescue capability is readily available**. These rules are to be read in conjunction with the Constitution of the Hartley Trailer Sailer 16 Association of Australia.

3.1 Yachting Australia Requirements

The organisers of any race are required to issue a Notice of Race which indicates which part of the Yachting Australia Special Safety Regulations will apply to the race concerned. These Regulations are in pages 179-302 of the Racing Rules of Sailing 2009-2012 “Blue Book”. For Hartley TS16s this will usually be either Part 2 starting on page 293 or Category 6 of Part 1. It is the responsibility of the person in charge of a boat to obtain a copy of the Notice of Race and the Regulations and ensure they are obeyed at all times by every person on the boat.

3.2 State Maritime Safety Authority Requirements

All boats shall comply with the relevant provisions of the current local State Maritime Safety Authority rules.

3.3 Hartley TS16 Association Requirements

All boats shall comply with the relevant provisions of the Constitution and Rules of the Hartley Trailer Sailer 16 Association of Australia Inc.

1. General Comments on Safety

Each State Maritime Safety authority has comprehensive local rules to ensure boating safety. These rules vary from State to State and it is not practicable to include all the details here. However, it is essential that every person in charge of a boat obtain a copy of these local State water safety documents before going on the water. It is his/her vital responsibility to ensure he/she fully understands these rules and ensures they are obeyed at all times by every person on the boat.

TS16 owners intending to cruise should be aware that ***cruising alone should be seen as carrying the most risk***, cruising with other TS16's less risky, with racing having the least risk. This is related to the availability of rescue support. While racing skippers may race under more arduous conditions and press their boats harder, they do it with the knowledge of available rescue from other competitors and the rescue boats.

Acting prudently in the circumstances and remaining aware are key factors in remaining safe. Where there is doubt, early action to reduce sail, get to a beach and/or call for help is vitally important. Being aware of weather forecasts, keeping a lookout for signs of weather changing and avoiding risky places are also most important.

It is the responsibility of the person in charge of a boat to ensure that it is carrying equipment suitable for the circumstances in which it will be sailed. This includes a suitable anchor and line. Australian Standard 2198 recommends that where an anchor is required for average conditions, as a minimum a boat 5 metres in length should carry a 4Kg spade type anchor (e.g. Danforth) with 3 metres of 6mm chain and sufficient 8mm nylon line for at least four times the greatest depth of water in which the anchor may be required in an emergency.

The Standard also stresses that where a boat has large amount of freeboard, or a large superstructure or rigging which is susceptible to windage a larger size anchor should be used. A larger size anchor or two anchors should be used in storm conditions and in poor holding ground.

2. Action by Crews to Maintain Safety

The three main risks all skippers need to take precautions against are:-

2.1 Falling overboard

2.2 Loss of power (sail or motor)

2.3 Capsize

Recommendations for these are:-

2.1 All non-swimmers and children should wear PFD's at all times on the water. A floating throw rope (ski rope), and a flotation device should be available. The bitter end should be secured to the boat near the stern. A foam float about 150mm or larger should be attached to the free end. A spare PFD or a floating throw cushion should be available. Practice retrieval by throwing an item astern and manoeuvring to recover it.

2.2 Ensure maintenance of rigging, sails and motor. Ensure anchor is available (see previous information on anchors). Take tools and spares for motor and rigging.

2.3 **Capsize** is the one risk you must avoid at all costs when cruising. Be aware that:-

- A TS16 can capsize and be difficult or impossible to recover without outside assistance.
- Body weight placement is critical in maintaining equilibrium over about 10 knots.

- With both sheets **cleated** a capsize can occur in 15 knots or less wind speed.
- With both sheets released (and correctly placed body weight) the TS16 can withstand about 30 knots or more.
- Dropping the jib is a major benefit if wind speed increases.
- With bare poles, winds of perhaps 45 knots could be withstood. Much over this, even bare poles can present too much windage for the occasional summer storms which can occur.

Bearing this in mind the following precautions are recommended:-

- Main and jib sheet cleats must be quickly accessible and able to be released when heeled at about 70 degrees. See test below. It is good practice never to cleat the mainsheet. It is essential it be uncleated and remain uncleated immediately there is any sign of difficult weather.
- Main and jib must be able to be easily and quickly dropped from within the cabin.
- Centreboard must have a lock down device. It is good practice to have this device in operation at all times unless in a shallow area. It is essential that it be operated immediately there is any sign of difficult weather.
- Use constant vigilance when sailing. Reacting in seconds by uncleating the sheets and/or dropping the sails when a gust or storm approaches is your greatest protection.

Test for uncleating: With the boat on the trailer, pull on and cleat both sheets as hard as possible. Crouch beside the boat, level with the cabin back, an arms length from the cabin side and your shoulder level with the gunwale. This is about the position of your shoulder at 70 degrees