

LINDISFARNE

SAILING CLUB



HANDBOOK 2023 - 2024

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COMMODORE'S MESSAGE

Welcome to the 69th sailing season at Lindisfarne Sailing Club. I trust this season will see our members enjoying some good racing and friendly competition, or simply enjoying being out on the water having a sail.

To get the season off to a good start we will be launching a new rescue boat. Our new 4.6 metre RIB has been made possible thanks to a grant from the Tasmanian Government through the Sport and Active Recreation Equipment Grants Program 2022-23, which has funded 70% of the cost.

There has been strong interest in rejuvenating the Heron class so we should see some on the water this season. I am also hoping to see some juniors progress from learning to sail in Optimists into Sabots. In November we are partnering with the Sabot Association to run a Sabot regatta at LSC, which will provide a good opportunity for our juniors to see this class in action.

On Sunday mornings we will be running a learn to sail program for juniors as well as a green fleet for sailors with limited experience. Sunday afternoons will see our normal dinghy racing program. In conjunction with MYCT, our keel boat members will hold a program of fortnightly twilight races as well as monthly Sunday races.

It is volunteers that make our club work. On race days we need race officers, timekeepers, rescue boat crews, the canteen crew, and others that do the myriad of jobs needed to run a sailing day. We need at least 10 volunteers to get a race on the water. This season we will again have to roster sailors on for rescue boat duty. If we can get more non-sailing volunteers, we will not have to do rescue boat duty as often, so please encourage others to help us out. Helping on the start boat or in a rescue boat is a pleasant way to spend a Sunday afternoon on the water.

I encourage you to read this booklet thoroughly. It contains information that you must know such as the various courses, starting procedures, signals and rescue plan as well as other useful information. This year two new courses have been added so you will need to be familiar with them.

Happy sailing

Rod Andrewartha

Commodore

Lindisfarne Sailing Club

WELCOME TO LINDISFARNE SAILING CLUB

Welcome to Lindisfarne Sailing Club for the 2023/2024 summer sailing season! Lindisfarne Sailing Club was founded in 1955 as a family-friendly club, a philosophy that continues to this day. Our emphasis is on having fun sailing, regardless of your sailing skill level. Our sailors participate in competitive (but friendly) racing, and we have training programs catering for newcomers and less experienced sailors.

This handbook explains the Club's sailing program, race procedures and other policies. This section is intended to provide general information about the Club for new members.

Sailing Days

Sailing at the Club is generally conducted on Sundays from late September until the following March or April. Training programs (when running) take place in the morning with races taking place during the afternoon.

Some larger sailing events which involve multiple sailing Clubs will run over an entire weekend. Such events are listed on our sailing calendar, and Sunday sailing at Lindisfarne may not occur on these weekends.

Sailors participating in training programs will receive a notice from the instructor about when to arrive and what to bring. Training sessions usually conclude in the late morning, and sailors and their families are welcome to remain at the Club to have lunch and meet other Club members. Our canteen sells a variety of light lunch options, drinks and snacks on sailing days, as well as cooking a post-race BBQ later in the afternoon.

Our calendar also includes twilight keelboat races run on Fridays during summer. Members who would like to participate in such races as crew on a keelboat should see a Committee member, and we will attempt to find a keelboat skipper who can take you.

Social Events

The Lindisfarne Sailing Club is a family friendly Club, so welcomes ALL members, their families and guests to enjoy the friendly and enjoyable social gatherings after racing each race day. BBQs are a common occurrence after racing and will be publicised through briefings and daily announcements. The Club canteen is a great meeting place and particularly welcomes those who may not be involved in the day's sailing activities. Why not drop in for a coffee or tea and share a laugh or three?

Various special social functions, some within the Club and some external, will be arranged throughout the year and will be publicised through email, Facebook and race day announcements. Be sure to allow for some of these in your social calendar. Enjoy and help support your Club!

Boat classes and boat hire

The Sabre class – a single-handed dinghy¹ – is the dominant class of boat raced at Lindisfarne.

Depending on numbers, an "A" division race may also run, which includes other boat classes, typically our Pacer dinghies, trailer-sailers and Herons.

¹ "Single-handed" means sailed by one person. "Two handed" refers to a boat that is sailed by two people.

The Club owns a number of boats which may be hired by both members and non-members for use in races. It is also possible to hire a Club boat during a Sunday morning for a casual sail or to trial a different type of boat. Boats available for hire include Sabres and Pacers (a two-handed class used for training).

Hiring a Club boat is a great way to introduce a friend to sailing.

The number of Club boats is limited, so sailors intending to hire a boat should check in advance that a boat will be available.

Keelboat Racing

LSC in conjunction with the Motor Yacht Club of Tasmania (MYCT) conduct events for keelboats and trailer sailers largely in the area north of the Tasman Bridge. These events attract yachts from all the major clubs in Hobart. Most popular are the Friday twilight races which are held on a fortnightly basis during the period of daylight saving. Two pennant series of six races each are held with Pennant A being sailed before Christmas and Pennant B afterwards. In addition, there is a Summer Series and a Winter Series each with six races, held monthly during the respective seasons.

In addition to the above, many keelboats compete for the Channel Cup which is a two-race series, with the first race held mid-season and the second towards the end of the sailing season. These races end with a social event ashore usually in Barnes Bay with competitors anchoring overnight and returning to Hobart the next day. Those not interested in racing are encouraged to treat it as a cruise to the meeting point and to join in the activities ashore.

The sailing program, entry forms and sailing instructions are available from either the LSC or the MYCT website.

Friday twilight racing is a stress-free way to introduce crew to racing. Friday nights tend to be less demanding on crews than other forms of racing. The above the bridge race area between Geilston Bay and the Tasman Bridge is more contained, generally smoother water and everyone can see each other on the water. The racing conditions can still be challenging to crew due to complicated tides and currents and fading breezes. Regardless of the sailing conditions the priority is having fun! Laughter on boats is mandatory and there is always a social gathering, depending upon the event, at either MYCT or LSC after a race.

Overview of dinghy racing arrangements

For those sailors who participate in Sunday afternoon races, the order of the day is typically as follows:

- Sailors generally arrive late morning to rig their boats.
- Sailors enter their name and boat in the sign-on sheet located at the foot of the stairs to the change rooms, and race entry fees (if not paid in advance) should be paid at the canteen.
- There is a pre-race briefing, to advise of race details and also general Club notices. This usually takes place about 12:00pm.
- Sailors find time to eat lunch and change into sailing clothing either before or after the race briefing.
- Following the race briefing, sailors assist each other to launch boats and sail out to the River Derwent where the racing takes place. The start area is identified by the presence of the Club's start boat.
- Typically, the first race will commence about 1:30pm, and racing is normally concluded by about 3:30pm.

- After racing, sailors wash down and pack up their boats, sign off (on the same sheet in which they signed on), get changed, and socialise. The canteen sells both non-alcoholic and alcoholic drinks, and there is normally a post-race BBQ.
- We encourage all sailors to assist with general pack up tasks, such as hosing down and packing up the rescue boats, and clean-up after the BBQ.

Management of the Club

The day-to-day running of the club is undertaken by a Committee, elected from our members. The Committee meets on a monthly basis. If you have an issue you would like the Committee to be made aware of, please either see one of the Committee members, or send an email to secretary@lindisfarnesailingclub.org.au

Our Committee are all volunteers, and at times will require additional assistance from Club members (for example, for club boat maintenance or to assist when our Club rooms are hired out for private functions). If the Committee asks for assistance, please help out if at all possible. The more the load is shared, the easier it is for everybody and the more successful our Club will be.

Other serious matters we need to mention

Although we hope never to rely on it, our Club has a Code of Behaviour. In summary, the Code states

- Members shall conduct themselves in a manner reflecting credit on the Club and the sport of sailing at all times both afloat and ashore.
- Lindisfarne Sailing Club endorses the Australian Sports Commission Junior Sport Codes of Behaviour.
- As members of the boating community in Tasmania we at LSC actively support and practice safe boating as endorsed by MAST (Marine and Safety Tasmania).

Penalties

- The penalties defined in the Constitution shall be applied by the Committee if it is considered that a member has breached Club rules or infringed the Code of Behaviour.
- Gross misconduct shall be dealt with according to Rule 69 of the AS Sailing Rules, 2021 – 2024.

Lindisfarne Sailing Club adheres to a Responsible Service of Alcohol policy at all gatherings at the Club.

Our Club's constitution is available on the Club Documents section of our website.

OFFICE BEARERS 2023 – 24

Commodore	Rod Andrewartha
Vice Commodore	Richard Bingham
Rear Commodore	Dan Followes
Secretary	Paul Rayner
Sailing Secretary	Andrew Pinelli
Treasurer	Andrew Bassom
	Dean Aberle
	James Andrewartha
General Committee	Nigel Grey
	Anthony Morgan
	Matt Westland
	John Willson
Clubhouse Hire	Dan Followes
	James Andrewartha
Race Officers	Graeme Foale
	John Mills
	Jim Thorpe
Sail Training Co-ordinator	Matt Westland

ROLES & RESPONSIBILITIES OF CLUB OFFICIALS

Commodore

The Commodore is responsible to the members for the running of the Club and its leadership, chairing of all meetings of the General Committee, Annual General Meetings and Special Meetings. The Commodore is an ex officio member of all committees of the Club.

Vice Commodore

The Vice Commodore is responsible to the Commodore and the General Committee for the organisation of the sailing activities, training and operation of the rescue boats.

Rear Commodore

The Rear Commodore is responsible to the Commodore and General Committee for the organisation of social and fundraising activities conducted on behalf of the Club. The Rear Commodore is also responsible for the operation of the canteen.

Treasurer

The Treasurer is responsible to the Commodore and General Committee for compliance with the Constitution for all financial transactions and audit requirements on behalf of the Club.

Secretary

The Secretary is responsible for the normal clerical activities of the Club and is normally the nominated Club Public Officer. The Secretary is responsible for the maintenance of Club membership records and assistant to the Sailing Secretary for maintaining a yacht register.

Sailing Secretary

The Sailing Secretary is responsible for maintaining a register of yachts registered with the Club, recording race results, pennant points and trophy winners. The Sailing Secretary is responsible for ensuring that race entrants comply with financial membership requirements for boat registration and membership.

Race Officer

The Race Officer is responsible for the formation of the Race Committee each race day, conduct of races and the management of rescue boats during each race.

Committee Members

All Committee members have varying responsibilities in the management of the Club. Committee members donate their time and energy for the prosperity of the Club and its members and their efforts are very much appreciated. All members are encouraged to provide assistance to the Committee whenever the opportunity arises.

Volunteers

LSC needs as many volunteers as possible. Volunteers can be family members, friends, work mates and fellow members. If you know of anyone who would like to help out, please introduce them to a Committee Member or with their permission provide us with their contact details.

We need volunteers for –

- Safety boat skippers and crew

- Start boat duties, time keeping, processing results, flag work etc.

- Canteen help

- Shore duty

- Maintenance tasks

- Race day preparation and pack up

- Management of rigging area

- Training assistance (on the water) and training co-ordination

There are many jobs.

TRAINING PROGRAMS



Learn-to-Sail Program

LSC is continuing its successful Learn to Sail program for the upcoming 2023/24 Sailing season. We will be running courses both before and after Xmas. The first course will be starting on 15 October 2023, running for 8 sessions finishing on 17 December 2023. We will be using our fleet of 10 Optis which are perfect boats for small kids to be introduced to sailing.

The course is aimed at young people between 8 and 13 years old. The courses run on Sunday mornings. More details and enrolment forms will be published around August. We will also advertise widely in the Eastern Shore community and schools.

The cost of the program is \$280 including club junior membership. For a family with more than participant, the fee is \$420. A discount applies if you have a Health Care Concession Card.

Green Fleet Program

For teenagers or adults who are club members and who have had some basic sailing experience we are starting a Sunday Morning programme based around Heron Dinghies on 15 October 2023. The Heron Dinghy has been a popular class at the club for over 40 years. It's suited to two teenagers or an adult and child.

If you have a Heron dinghy, bring it along and we'll help you get rigged and out improving your skills. If you come without a boat, we will endeavour to get you on the water. Sessions will run in conjunction with our Learn-to-Sail program. Further details will be published around August on our website.

SUBSCRIPTION & REGISTRATION 2023-24

Membership fees

Senior sailing member	\$ 245.00
Senior sailing member (Full Time Student <25)	\$ 175.00
Junior member (under 18)	\$ 125.00
Family (2 Adults + all dependent children <18 + full time students < 25)	\$ 360.00
Crew/Social Member	\$ 125.00

Race fees

Full season	\$ 130.00
Full Season (Second or Subsequent person in family membership)	\$ 45.00
Casual Race Entry	\$ 15.00

Club boat hire

Day sail – Member	\$ 25
Day sail - Non-member	\$ 35

Boat storage

Boat Storage under 3m- Tenders/Firebugs/Sabots – per year	\$ 150.00
Boat Storage over 3m - Sabres/Herons/ etc. – per year	\$ 220.00

Mooring

Boat Mooring – per month	\$ 155.00
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SAILING CALENDAR 2023-24

PRE-CHRISTMAS			
Date	Dinghy Fleet	Keel Boats	Juniors/Less experienced
October 2023			
Sunday 1 st	Opening Day Sail Past - Short Course Series	Opening Day Sail Past Nibbs Electrical Summer Series Race 1	Opening Day
Friday 6 th		Derwent Boat Sales Twilight Series Pennant A - Race 1	
Saturday 7 th		Combined Clubs Opening Day	
Sunday 8 th	Pre-Christmas Pennant Races 1 & 2		
Sunday 15 th	Pre-Christmas Pennant Races 3 & 4	Nibbs Electrical Summer Series Race 2	Learn-to-Sail 1 Green Fleet 1
Friday 20 th		Derwent Boat Sales Twilight Series Pennant A - Race 2	
Sunday 22 nd	Pre-Christmas Pennant Races 5 & 6		Learn-to-Sail 2 Green Fleet 2
Thursday 26 th	Show Day Holiday		
Sunday 29 th	Short Course Series		Learn-to-Sail 3 Green Fleet 3

November 2023			
Friday 3 rd		Derwent Boat Sales Twilight Series Pennant A - Race 3	
Sunday 5 th	Trophy Race		Learn-to-Sail 4 Green Fleet 4
Monday 6 th	Recreation Day Holiday (Northern Tas only)		
Sunday 12 th	Pre-Christmas Pennant Races 7 & 8	Nibbs Electrical Summer Series Race 3	Spare week
Friday 17 th		Derwent Boat Sales Twilight Series Pennant A - Race 4	
Sunday 19 th	Short Course Series		Learn-to-Sail 5 Green Fleet 5
Saturday 25 th		North Sails Channel Race 1	
Sunday 26 th	Pre- Christmas Pennant Races 9 & 10		Learn-to-Sail 6 Green Fleet 6

December 2023			
Friday 1 st		Derwent Boat Sales Twilight Series Pennant A - Race 5	
Saturday 2 nd – Sunday 3 rd	Midway Point Regatta		
Sunday 3 rd	Trophy Race		Learn-to-Sail 7 Green Fleet 7
Saturday 9 th - Sunday 10 th	RYCT Showdown Regatta		
Sunday 10 th	Trophy Race	Nibbs Electrical Summer Series Race 4	Spare week
Friday 15 th		Derwent Boat Sales Twilight Series Pennant A - Race 6	
Sunday 17 th	Trophy Race		Learn-to-Sail 8 Green Fleet 8
	Christmas Family Fun Day		
Thursday 28 th – Wednesday 3 rd Jan 2024	Sabre Nationals – Macrae, Vic		

POST-CHRISTMAS			
January 2024			
Friday 5 th		Derwent Boat Sales Twilight Series Pennant B - Race 1	
Sunday 7 th	Trophy Race		Learn-to-Sail 1 Green Fleet 1
Sunday 14 th	Trophy Race	Nibbs Electrical Summer Series Race 5	Learn-to-Sail 2 Green Fleet 2
Friday 19 th		Derwent Boat Sales Twilight Series Pennant B - Race 2	
Sunday 21 st	Post-Xmas Pennant Races 1 & 2		Learn-to-Sail 3 Green Fleet 3
Friday 26 th	Australia Day Holiday		
Sunday 28 th	Short Course Series		Spare week
February 2024			
Friday 2 nd		Derwent Boat Sales Twilight Series Pennant B - Race 3	
Sunday 4 th	Eric Szabo Memorial Race		Learn-to-Sail 4 Green Fleet 4
Saturday 10 th – Monday 12 th		Royal Hobart Regatta	
Sunday 11 th	Post-Xmas Pennant Races 3 & 4	Nibbs Electrical Summer Series Race 6	Learn-to-Sail 5 Green Fleet 5
Monday 12 th	Royal Hobart Regatta Holiday		

Friday 16 th		Derwent Boat Sales Twilight Series Pennant B - Race 4	
Saturday 17 th – Sunday 18 th	PDYC Blockbuster Sabre State Titles PDYC		
Sunday 18 th	Trophy Race		Spare week
Friday 23 rd – Sunday 25 th	BYC Crown Series	BYC Crown Series	
Sunday 25 th	Trophy Race		Learn-to-Sail 6 Green Fleet 6
March 2024			
Friday 1 st		Derwent Boat Sales Twilight Series Pennant B - Race 5	
Sunday 3 rd	Club Picnic		
Friday 8 th – Sunday 10 th		Cygnnet Regatta	
Sunday 10 th	Trophy Race		Learn-to-Sail 7 Green Fleet 7
Monday 11 th	Eight Hours Day Holiday		
Friday 15 th		Derwent Boat Sales Twilight Series Pennant B - Race 6	
Saturday 16 th		MYCT Centenary Sail Past	
Sunday 17 th	Post-Xmas Pennant Races 5 & 6		Learn-to-Sail 8 Green Fleet 8
Saturday 23 rd		North Sails Channel Race 2	

Sunday 24 th	Post-Xmas Pennant Races 7 & 8		
Good Friday 29 th – Easter Monday April 1 st			
April 2024			
Sunday 7 th	Post-Xmas Pennant Races 9 & 10		Spare week
Sunday 14 th		Winter Series Race 1	
May 2024			
Saturday 4 th	AGM and Prize Night		

DINGHY SAILING INSTRUCTIONS

1 RULES

Lindisfarne Sailing Club races will be governed by “The Racing Rules of Sailing 2021-2024” (RRS), the prescriptions of Australian Sailing (AS), the rules of the participating classes, except as any of these are changed by these sailing instructions, and by these Sailing Instructions. The Club races are designated Category A.

2 ELIGIBILITY

Eligible boats may enter by completing registration with Lindisfarne Sailing Club. Classes to be raced will be posted on the Official Notice Board located in the Clubhouse. All craft racing shall have sail identification as specified in RRS 77 (Appendix G - Identification on Sails).

All vessels must carry \$10 million third party liability insurance.

All vessels must have tow rings.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board and if there is sufficient time, will be available to members on the website, Facebook and/or via email.

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the Official Notice Board at least 45 minutes before the affected race(s). Attention will be drawn to any change by a sound signal and the hoisting of code flag **L** or by a public address and/or subsequent briefing.

5 SIGNALS MADE ASHORE

- 5.1 *Signals made ashore will be displayed on the flagpoles at the Clubhouse.*
- 5.2 *Flag **AP** with two sound signals (one sound signal when lowered) means “the race is postponed”. The Warning Signal will be made at least 30 minutes after **AP** is lowered.*

6 SCHEDULE OF RACES

Races are scheduled as per the Sailing Program in this handbook. The Warning Signal for the first race will be at **1325** hours unless otherwise advised.

7 CLASS FLAGS

Class flags are listed in this booklet.

8 RACING AREA

Racing will be conducted on the River Derwent within an area bordered by the Tasman Bridge to the South, Lindisfarne Bay to the East, Cornelian Bay to the West, and an imaginary line between Self's Point & Bedlam Walls Point to the North.

9 COURSES SAILED

The diagrams in Appendix A shows the courses, including the approximate angles between the legs and the order in which marks are to be passed. The angles between legs may vary slightly to compensate for any existing current.

The examples shown are where all marks are to be left to port (**Red Flag**). A starboard course (**Green Flag**) in which all marks are to be left to starboard may be used.

The courses will vary from approximately 3 NM to 10 NM with the windward leg approximately 0.2 NM to 1 NM.

When Course #1 or #3 is used the Start/Finish gate will be located approximately halfway up the windward leg.

When Course#1 is used, NS14 and *B* Division classes are to round a Blue inflatable marker (Mark 1A), placed approximately 50 to 150 metres to windward of Mark 1, and a Blue inflatable marker (Mark 2A), placed approximately 50 to 150 metres off Mark 2.

10 MARKS

Marks 1, 2, 3 and 4 will be yellow inflatable markers. Marks 1A and 2A will be blue inflatable markers. The Start/Finish flag mark will be a yellow flag. The Finish flag mark for courses 2, 5 & 6 will be a pink fluorescent flag. A green distance mark may be used at the start of any race & when affixed to the stern of the start boat indicates 'keep clear'. **Sailors Must Not pass between the green flag and the start boat.**

11 STARTING PROCEDURE

- 11.1 All races will be started using a three (3) minute starting sequence, as set out in the following table. This changes RRS rule 26.

3 Minute –	Class Flag UP – Warning signal
2 Minute –	Preparatory Flag UP
1 Minute –	Preparatory Flag DOWN
Start –	Class Flag DOWN

Where races are started for more than one class, the starting signal for a class will normally be the 3-minute warning signal for the following class.

- 11.2 The Start Line will be between the Orange Mast flying a Blue Flag on the Official Committee Boat and the yellow flag, normally at the port end of the line.
- 11.3 The Race Officer (RO) reserves the right to combine individual start sequences where the number of starters is insufficient to justify an individual start procedure. Notification of combined start procedures will be provided by the RO on the particular race day by placing a notice on the Official Notice Board or by public address and/or briefing in accordance with Rule 4 of these Sailing Instructions.
- 11.4 Boats whose warning signal has not been made shall keep clear of the starting area and of all boats whose warning signal has been made.
- 11.5 A boat shall not start later than 10 minutes after her starting signal.

12 FINISH PROCEDURE

The Finish Line for Courses #1, #3 & #4 will be between the orange mast or flag of the Official Committee Boat and a yellow flag mark normally at the port end of the line. The Finish Line for courses #1 and #3 will be located approximately halfway up the windward leg as shown in the course diagrams (see Appendix A), **except** for shortened course as detailed below.

The Finish Line for Courses #2, #5 & #6 will be between an orange mast or flag of the Official Committee Boat and a pink flag mark laid in the vicinity of the Official Committee Boat, so that the finishing line is approximately at right angles to the last leg of the course.

13 SHORTENED COURSE

The Race Officer may shorten course by displaying Code Flag S and making two sound signals at a turning mark.

Where a course is shortened at a turning mark, competitors are to proceed around that mark in the normal way, and then proceed directly to the finishing line. The finishing line will be approximately at right angles to the last leg of the course.

Code Flag S over a Class Flag means a shortened course for that class only.

14 TIME LIMIT

The time limit for the first boat of a class to finish will be 2.5 hours from the start time. For Pennant or Trophy Races, boats failing to finish within 15 minutes after the first boat may be scored "Did Not Finish" (DNF). For Short Course Mini Series, boats failing to finish within 10 minutes of the first boat in their class may be scored DNF. This changes RRS Rule 35.

15 PROTESTS

Protests shall be written on forms available at the Race Office and delivered there within one hour after the finish of the last boat of the day. Arbitration may be used before any protest hearing is held, and if so, Appendix T Arbitration of the RRS applies.

16 SCORING – PENNANT SERIES

The Low Point scoring system, Rule 90.3, will apply, modified so that each boat's series score will be the total of her race scores. When 5 or 6 races have been completed a boat's score will be the total of her race scores excluding her worst score. When 7 or more races have been completed a boat's score will be the total of her race scores excluding her two worst scores.

Ten races are scheduled in each Pennant Series, of which six races shall be completed to constitute a series. A maximum of 2 races on each day.

RRS Appendix A (Scoring) shall apply.

17 SAFETY

The safety equipment category shall be that in accordance with the AS "Racing Rules of Sailing 2021 - 2024 AS Special Regulations Part 2: For off the Beach Boats".

In addition to compliance with all the rules and instructions, members shall at all times use discretion in preserving their own safety and that of their crew when afloat.

In particular, no skipper shall sail their yacht when the Race Officer considers that conditions are hazardous due to weather or other factors. Code Flag **N** shall be flown to indicate that sailing is abandoned.

Code Flag **N** over Code Flag **H** means the race is abandoned and all yachts are to return immediately to shore and await further signals.

Competitors shall obey directions given by the Race Committee, Flag Officers and Patrol Boat Crews.

As a general rule, races will **NOT** be started where average wind strength exceeds 25 knots, or persistent wind squalls exceed 30 knots. Lower limits may be set at the discretion of the Sailing Committee, taking into consideration wind chill factors, water temperatures, experience of participants and safety vessel crews.

18 SIGN ON - SIGN OFF

Competitors shall "sign on" prior to the race and "sign off" after the race. Failure to do so may result in disqualification without a hearing. This changes RRS Appendix A Rule A5.1.

Sheets are provided in the Clubhouse. Competitors should also report to the Committee Boat to be acknowledged prior to the start of the race. Failure to do so could result in disqualification.

Boats not returning to the Clubhouse at the conclusion of a race may seek approval to sign off at the Committee Boat. Any request must be acknowledged by the Race Officer.

Yachts choosing to retire from racing and return to shore are required to notify the Race Officer or Rescue Boat Crews.

19 RACE ENTRIES

Any changes in registered hulls, rig, sail numbers or helmsperson must be notified in writing to the Sailing Secretary or Race Officer prior to the race. Failure to do so could result in disqualification.

20 RESPONSIBILITY AND SAFETY REGULATIONS

All those taking part in a LSC race do so at their own risk and responsibility. LSC is not responsible for the seaworthiness of a yacht, whose entry is accepted, or the sufficiency or adequacy of its equipment.

No member or members of Lindisfarne Sailing Club, nor any other party involved with Club races, shall accept any responsibility for, any accident, injury, damage or personal loss (material or otherwise) to any yacht, participant, or third party before, during, or after any race. The safety of any yacht shall be the sole responsibility of the entrant.

Owners and/or helmsmen are reminded of the RRS Fundamental Rules 2 (Fair Sailing), 3 (Decision To Race) and 4 (Acceptance of the Rules).

IMPORTANT

Race Day Briefings are an integral component of sailing and racing and shall be conducted each race day approximately 1.5 hours prior to the 1st scheduled warning signal. Briefings are intended to relay important information concerning up and coming Club involvement as well as information on the day's competition such as:

- Verifying the days competition, including course to be sailed
- Indicate starting procedure – individual, combined starts etc.
- Notify of the latest available weather forecast & tidal information
- Notify of any possible safety/interference concerns – shipping etc.
- Answer any queries, concerns, questions

All Club members, sailors and Race Committee volunteers are strongly encouraged to make their attendance at briefings a priority.

All persons taking part in all races, whether as entrants or otherwise, do so at their own risk and responsibility. Particular attention is drawn to RRS Fundamental Rule 4 Decision to Race. The LSC their executives, boards, servants and agents and all other parties involved with the conduct and organisation of the sailing season disclaim any and every responsibility for loss, damage, injury, death or inconvenience that might occur to persons or property, both ashore and/ or afloat, as a consequence of participation in the races covered by this notice of race and by the sailing instructions. LSC is not individually or collectively responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.

LSC reserve the right to refuse or withdraw any entry.

FLAG SIGNALS

Flag signals generally comply with the code flags as specified in the Racing Rules of Sailing. Commonly used signals at LSC which members should be familiar with are as follows:

Combined Starts

Green Fleet
A Division
B Division
All Divisions (Combined Start)

Class Flag

T
J
E
W

Individual Starts

Hérons
 Sabre
 NS14

Class Flag

K
G or (Sabre Class Flag)
NS14 Class Flag

RACE SIGNALS

Usual Start Procedure

- Warning Signal
- Preparatory Signal

Rule 26 start (if used)

- Warning Signal
- Preparatory Signal

Note: Alternative Preparatory Signal

Individual Recall
 General Recall
 Shortened Course
 Race Postponement
 Race Abandoned (Return to Start)
 Race Abandoned (Return to Shore)
 Race Abandoned (No More Racing Today)
 Port Hand Course
 Starboard Hand Course
 Committee Boat on Station
 Notice to Competitors Posted
 Come Within Hail or Follow this Boat
 Replaced Missing Mark
 Next Mark Position Change
 Manoeuvring with Difficulty – Keep Clear
 Start Boat Distance Mark

Class Flag (3 Minutes)
P (2 minutes)

Class Flag (5 Minutes)
P (4 Minutes)

Black Flag (DSQ)

X

First Substitute

S

AP (Answering Pennant)

N

N over H

N over A

Red Flag at Start

Green Flag at Start

Blue Flag flown from Start Boat

L (Flown from Clubhouse)

L (Flown from Committee Boat)

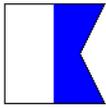
M (& repeated sound signals)

C (& repeated sound signals)

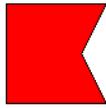
D (Safety Boats in Operation)

Green Flag

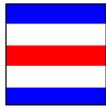
alphabet flags



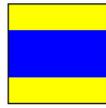
Alfa



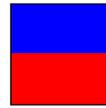
Bravo



Charlie



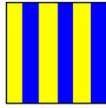
Delta



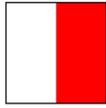
Echo



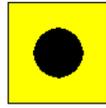
Foxtrot



Golf



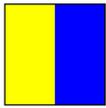
Hotel



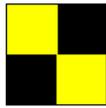
India



Juliet



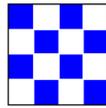
Kilo



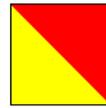
Lima



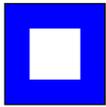
Mike



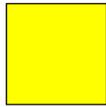
November



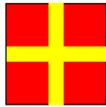
Oscar



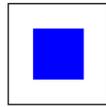
Papa



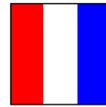
Quebec



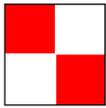
Romeo



Sierra



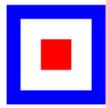
Tango



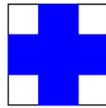
Uniform



Victor



Whiskey



X-ray

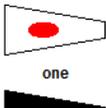


Yankee

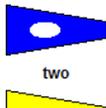


Zulu

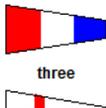
numeric pennants



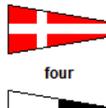
one



two



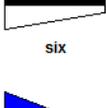
three



four



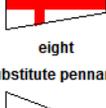
five



six



seven



eight

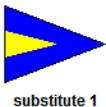


nine

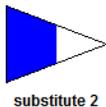


zero

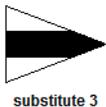
substitute pennants



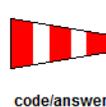
substitute 1



substitute 2



substitute 3



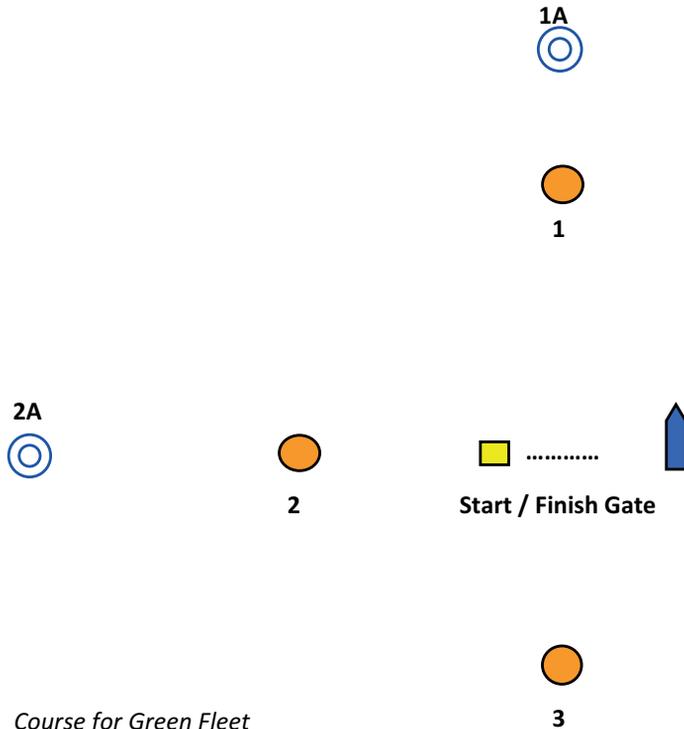
code/answer

DINGHY COURSES

COURSE #1 – (NUMERAL PENNANT 1)



Note: The course configuration shown is for a Port Hand Course.



Course for Green Fleet

Start – 1 – 2 – 3 – Start/Finish Gate – 1 – 3 – Finish

Course for Sabre & 'A' Division

Start – 1 – 2 – 3 – Start/Finish Gate – 1 – 3 – Start/Finish Gate – 1 – 2 – 3 – Finish

Course for NS14 & 'B' Division

Start – 1A – 2A – 3 – Start/Finish Gate – 1A – 3 – Start/Finish Gate – 1A – 2A – 3 – Finish

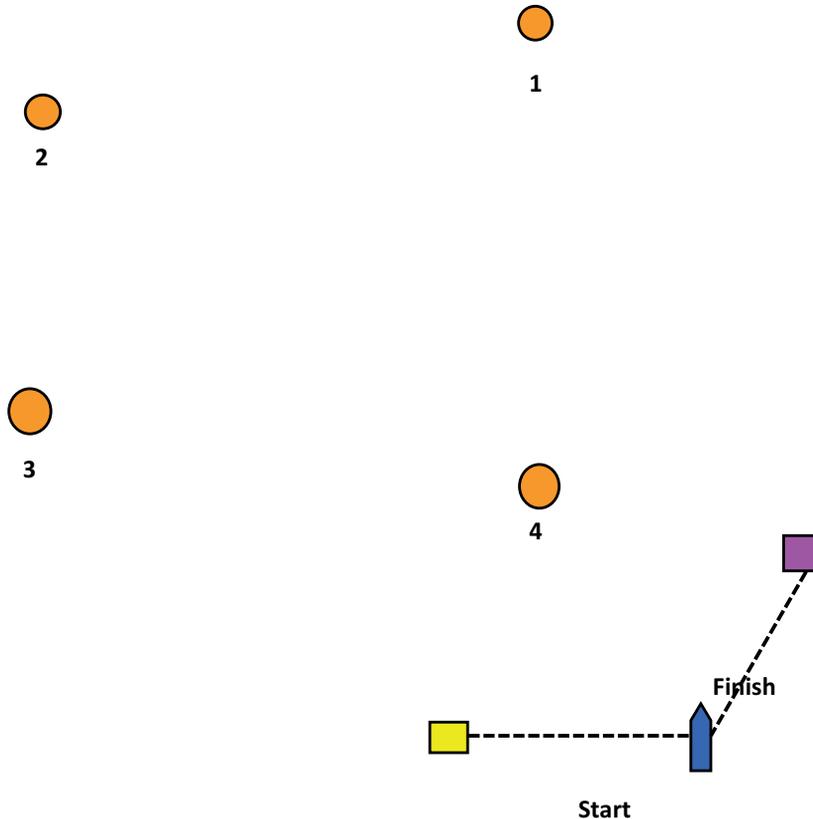
Start/Finish Gate

On Course 1, the Start/Finish Gate is a mark of the course for upwind legs. Yachts may choose to pass through the gate on downwind legs but must be mindful of yachts negotiating this compulsory mark of the course on their upwind leg.

COURSE #2 – (NUMERAL PENNANT 2)



Note: The course configuration shown is for a Port Hand Course.



Course for Green Fleet

Start – 1 – 2 – 3 – Finish

Course for Sabre & 'A' Division

Start – 1 – 2 – 3 – 2 – 3 – Finish

Course for NS14 & 'B' Division

Start – 1 – 4 – 1 – 4 – 1 – 2 – 3 – Finish

COURSE #3 – (NUMERAL PENNANT 3)



Note: The course configuration shown is for a Port Hand Course.



1



Start/Finish Gate



2

Course for Green Fleet

Start – 1 – 2 – Finish

Course for Sabre & 'A' Division

Start – 1 – 2 – 1 – 2 – 1 – 2 – Finish

Course for NS14 & 'B' Division

Start – 1 – 2 – 1 – 2 – 1 – 2 – Finish

Start/Finish Gate

On Course 3, the Start/Finish/Gate is a mark of the course for upwind legs. Yachts may choose to pass through the gate on downwind legs but must be mindful of yachts negotiating this compulsory mark of the course on their upwind leg.

COURSE #4 – (NUMERAL PENNANT 4)



Note: The course configuration shown is for a Port Hand Course



1A



1



2A



2



3



Start

Course for Green Fleet

Start – 1 – 2 – 3 – 1 – 3 – Finish

Course for Sabre & 'A' Division

Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 – Finish

Course for NS14 & 'B' Division

Start – 1A – 2A – 3 – 1A – 3 – 1A – 2A – 3 – Finish

COURSE #5 – (NUMERAL PENNANT 5)



Note: The course configuration shown is for a Port Hand Course.



1A



1



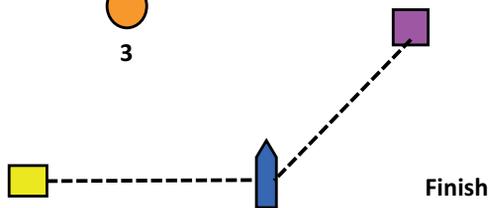
2A



2



3



Start

Finish

Course for Green Fleet

Start – 1 – 2 – 3 – Finish

Course for Sabre & 'A' Division

Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 Finish

Course for NS14 & 'B' Division

Start – 1A – 2A – 3 – 1A – 3 – 1A – 2A – 3 Finish

COURSE #6 – (NUMERAL PENNANT 6)



Note: The course configuration shown is for a Port Hand Course.



1A



1

Course for Green Fleet

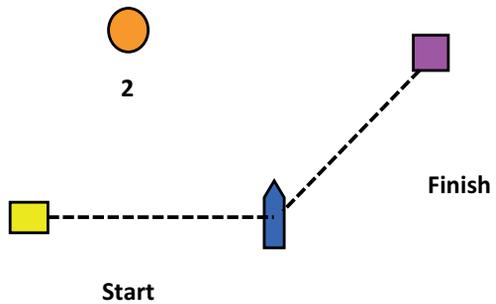
Start – 1 – 2 – Finish

Course for Sabre & 'A' Division

Start – 1 – 2 – 1 – 2 – 1 – 2 – Finish

Course for NS14 & 'B' Division

Start – 1A – 2 – 1A – 2 – 1A – 2 – Finish



RESCUE PLAN

Introduction

This Rescue Plan is designed to deal with all stages of rescue from single vessel capsizes to a whole-of-fleet emergency. Participants include designated Race Committee rescue craft, mark boats, coach boats and spectator boats at different levels of the Plan.

A full briefing for the parties will take place prior to the Invitation Race for the regatta conducted by the Lindisfarne Sailing Club (LSC). All rescue activities will be conducted under the control and direction of the Race Officer (RO) in liaison with the Beachmaster.

Radio traffic from a Rescue Boat involved in a rescue will have priority over other transmissions. Normal Radio Frequency will be VHF Channel 9.

All powered craft in the vicinity of the course and associated with the racing (e.g. rescue, mark-laying, coach and spectator boats) shall register their type of radio (UHF/VHF) and their call-sign with the Race Committee. As a backup, a mobile phone number should also be registered.

RO and/or beachmaster must have access to a mobile telephone to call an ambulance if necessary. RO shall also maintain lines of communication with Hobart Port Control and local emergency services.

Rescue Boat Equipment

Each designated Rescue Boat shall carry, in good condition and working order, a first aid kit, VHF radio with appropriate frequencies, a supply of green floats on lanyards, heaving lines, towlines, and safety equipment as determined by MAST for the size and type of vessel.

Each designated Rescue Boat will be crewed by two competent, licensed operators, at least one of whom will be an adult.

Level 1

Normal conditions (0 to 15 knots of breeze). Individual boat capsizes or breakage involving a need for assistance. This will be carried out by an individual Rescue Boat and reported to the RO as either: Standing By; Assisting in Recovery of the Boat; or Additional Assistance Required - Specify (e.g. medical, tow, etc). If a crew member of the Rescue Boat is required to enter the water, this must be reported to the RO.

Where possible, towing duties should be assigned to Race Committee Boats, other than designated Rescue Boats.

Level 2

Strong conditions (15 to 25 knots of breeze). Multiple capsizes or breakages. All Race Committee boats will be called upon to assist with rescues, co-ordinated by the RO. Regular situation reports from boats engaged in rescues to be radioed to the RO.

At the upper end of this wind-range, Coach Boats may be called upon to assist, however the organisers will not deploy this option unless circumstances dictate.

Level 3

Wind strength consistently over 25 knots, gusting higher. Racing abandoned. All competing boats to return to shore as soon as possible. Competitors on-shore not to launch. All Race Committee and Coach Boats to be available to assist with rescue at the direction of the RO. The RO to liaise with the Beachmaster.

Level 4

Severe, gale strength conditions. All Race Committee and Coach Boats involved in rescue, at direction of the RO. Overall rescue plan managed by RO in liaison with the Beachmaster. May involve abandoning competing boats on the course area and collecting crews in Race Committee and Coach Boats. Suitable Spectator boats may be asked to take crews on board from other rescuing craft.

Abandoned boats must have a green float attached to the rigging signifying that crews are safe. RO shall maintain level of contact required with other, non-LSC Race Committees operating fleets in the vicinity to determine best use of available resources. LSC Rescue Boats may be called upon to assist other fleets. This shall be at the direction of the RO.

Important

Maintenance and monitoring of Sign-On and Sign-Off sheets is critical to the success of the Rescue Plan. The Beachmaster shall ensure that at all times there is a competent person on duty to note sign-offs from retiring or finishing competitors.

INFO FOR LSC SAILORS IN RECOVERY SITUATIONS

The most important rule is stay with your boat unless you get into a patrol boat.

A person in the water is very difficult to locate compared with an upturned dinghy. Hang onto your boat or a sheet, even if you're too tired to do anything else.

Trying to swim to shore is **not ok**.

There are lots of reasons you might need a patrol boat.

E.g. fatigue, unable to control boat in wind, boat or gear failure, injury, unable to right boat.

In general, it is far better to manage the situation yourself if possible.

If caught out in really big squall there are a few possible strategies.

Sail boat to shoreline, drop sails and await reduction in wind.

This is a nice safe technique and minimizes gear damage. Works best if you sail to shore before extreme wind builds. Good footwear is therefore essential.

In a two sail boat, drop mainsail and sail back to Club under jib.

Once main is down the boat will be easy to control even in winds as strong as say 40 knots.

In a single sail boat drop sail and drift or with some windage, sail downwind to shoreline.

Dropping sail may be difficult in extreme wind for single handers.

Allow boat to capsize to leeward or completely upside down and sit on top.

This is a great technique if the wind is extreme as it is really safe, places minimal demand on patrol boats and keeps you warmer than struggling in the water trying to hold on to the dinghy.

Sometimes in a big NW blow and outgoing current you may get swept down past the bridge or the patrol boat may in fact tow you there initially. The back eddy and shelter in Montagu Bay allow you to organise the boat and make ready for the tow back or even take it ashore there.

Patrol boats in non-extreme situations

If you capsize in non-extreme situations, patrol boats would much prefer you were able to get going yourself.

Once they see you are capsized, they will travel at speed to you and then stand off at a reasonable distance to initially check crews have heads up out of the water.

Typically, they will then stand by and wait for you. Recovery is by invitation in that the dinghy skipper calls the boat over. This is important as outside assistance means you have to retire from that race, (some Clubs or classes make exceptions to this rule)

Slow waving of the arm overhead is the normal signal to invite the rescue boat along side.

At this point you can communicate what help you would like. It might be as simple as needing help to lift mast up out of water or a hand to hold the boat while you secure something. It maybe you have tried everything to get going but conditions are too tough or you have run out of energy.

Sometimes it becomes obvious to the patrol boat that the sailors will need assistance even when the sailors don't realise this themselves. Fatigue can make decision making less than your best! It's time to accept help and follow the instructions of the patrol crew.

Towing

If you do need towing the patrol boat will want to right the boat first. Towing dinghies on their side or upside down for any distance is not a feasible proposition.

Dropping the sails whilst the boat is on its side is a useful move or alternatively drop them once boat is upright. Bundle sail up and secure with line so it can't blow out.

Boats with permanently set jibs will need to roll them up in severe winds.

Inflatable versus aluminum patrol boats

Sometimes with inflatable patrol boats they will tow you alongside. Dinghies with broken rudders or swamped with water might be done this way. Normally with aluminum boats they will tow you behind with a towline.

The patrol boat will normally pass towline through towing ring on your bow (mandatory) and then a turn around mast or thwart. Holding onto the end rather than tying off allows you to let go easily if things go wrong.

Steer your boat behind the rescue boat and just to the side of the prop wash.

Lift your centre-board up half-way, and move your crew body weight slightly to the stern.

Communicating with rescue crew.

Use hand signals to communicate with rescue boat.

Thumbs up = okay

Upright palm outstretched = stop

Arm being lowered = slow down

If crew has become too cold or is injured the rescue boat may encourage sailors into the patrol boat itself.

In these situations, the dinghy will be marked with a “crew rescued” buoy and where possible will be anchored whilst sailors are returned to a warm environment. The dinghy will normally be retrieved by other sailors and patrol craft.

Getting crews from the water into patrol boats can be very difficult especially if they are cold or fatigued. Once onboard it is important to accept you now have a new skipper and their job is to get you to land safely- follow their instructions.

Leaving your boat out on the river may be gut- wrenching. Be assured that once people are safe every effort will be made to retrieve boats with fresh and experienced sailors.

If nature and the wind were always gentle you might never need the services of our volunteer patrol crews.

Hopefully the info will help you manage and prepare if you need a patrol boat.

Remember to thank them if you use their service.

ELIGIBILITY FOR PENNANT SERIES & TROPHY RACES

- a) Yachts registered with the Club are eligible for all Club events when helmed by a financial member of the Club who is the registered skipper.
- b) Yachts registered with the Club are eligible for all Club events provided they are helmed by a financial member of the Club and provided notice of change of skipper is given to the Race Officer prior to the start of the race.
- c) Visiting yachts or skipper are eligible to enter any Club events provided the visitors' fee has been paid and the entry details are notified to the Race Officer prior to the start of the race.
- d) Pennant points will only be awarded to the yacht/skipper combinations described in (a) and (b).
- e) Yachts competing in a series shall retain the configuration used in the first race of the series throughout the series. Changes to the configuration will result in disqualification from subsequent events in the series.
- f) Boats who join a series after one (1) or more races have been run will be awarded a 'Late Entrant' score for each earlier race. The 'Late Entrant' score will be DNC score for the first (non-abandoned) race run after the competitor joins the series. Previously allocated DNC scores for other boats will not be altered.

Classes

- Classes shall be formed and raced when four or more yachts of a particular class are registered with the Club prior to Opening Day.
- A mixed-class Division shall be formed for other registered yachts.

HANDICAPS – PENNANT & TROPHY RACES

Handicaps will be applied to each yacht/skipper combination for most Club events. The handicapping system applied is dependent on the type of race.

The three systems which may be used are:

- **Performance Handicap** - a time correction factor is applied to the elapsed time. This is computer generated and averages individual Back Calculated Handicaps (BHC) over the last 4 races to produce a Calculated Handicap (CHC) for the next race in the series.
- **YV Yardstick** - a factor is applied to the elapsed time for each class of yacht racing together. The factors are revised and published annually by the Yachting Victoria (Addendum C - Racing Rules of Sailing for 2021 - 2024)

The systems are applied as follows:

- Performance Handicaps are used for all Pennant and Trophy Races.
- The YV Yardstick is applied when different classes compete in the same race.

AWARD OF TROPHIES & PRIZES (PENNANT & TROPHY RACES)

Pennants

- Pennants shall be awarded for Line Honours and Handicap results for each Class in each Series.
- Pennants shall be awarded to the yacht's skipper and crew for each Class or Division scoring the lowest number of points during each Series.
- Class Champions are the helmsmen and crew with the lowest total point score for Line Honours in the Pennant Series completed during the season.

Trophies

- Trophies are awarded for Handicap Results.
- Trophies awarded by the Club require a minimum race fleet in a Class or Division of Four (4) Yachts. There is no minimum race fleet for Sponsored Trophies.
- Trophies awarded on a day where a Short Course Series is conducted will be determined by the yacht in each Class achieving the lowest point score across the total number of races completed on that day.
- **Where possible** trophies and awards will be presented in the Clubhouse at the completion of the days racing, or at the pre race briefing on the **next scheduled** sailing day.

CLUBHOUSE HIRE

The LSC Committee offers the Clubhouse for hire for appropriate social and community events when the Clubhouse is not required for programmed Club events.

Our Rear Commodore or any member of the committee, is freely available to discuss appropriate hire rates and conditions of use of the facility.

Hire of the Clubhouse includes:

- Use of the main Club area
- Use of the kitchen facilities
- Use of the seating, trestles etc.

The rates vary depending on the type of function and the frequency of use and a security deposit is required to cover unforeseen damage. This deposit is fully refundable following inspection of the Clubhouse. Discounted rates are available for Club members.

Enquiries for Clubhouse hire are best made by emailing the Club email address – events@lindisfarnesailingclub.org.au

All Club members can assist in the hiring of our great venue by identifying or seeking out opportunities through your own networks. Remember, the more income the Club can obtain via non-members, the less is required by members. **Subscriptions can only be kept to a minimum if a good proportion of the Club's income is obtained elsewhere.**

The Committee is particularly enthusiastic in catering for parties and events, manning the canteen and bar. Needless to say, the potential for generating useful and necessary income is greatly improved through sales.

POLICIES AND GUIDELINES

LSC has developed several policies to provide for fair and equitable use of Club facilities for all members. Two of these policies cover the use of Rescue Boats and the Dinghy Storage Sheds. Full details re these policies can be obtained through the Committee, but the more important points covered within the policies which members should be aware of are as follows.

Conditions of Use of Dinghy Storage Sheds

- The Club does not accept responsibility for craft stored in the dinghy sheds.
- The sheds shall be used solely for the storage of members or Club dinghies.
- Dinghies and spars shall only be stored in their allocated space and moved by, or under the supervision of their owner as directed by the Committee or Dinghy Storage Officer.
- If any dinghy is not used during six successive race days, or its berth is left vacant for such period, without notification to the Dinghy Storage Officer, the Committee at its sole discretion may terminate the storage and re-allocate the space.
- The Committee reserves the right to alter storage methods and layout of the shed as circumstances require.
- Complaints with respect to use of the sheds are referred to the Dinghy Storage Officer.
- Building and Repairs done to boats in sheds should be at a minimal, with works undertaken outside and the mess cleaned up afterwards.
- In the event of unpaid storage fees, the Committee reserves the right to take action deemed necessary to recoup outstanding fees.

Timetable for scheduled inspection/cleaning

- Inspection and audit done early November and late February each year
- Clean up done yearly as part of scheduled working bee or before if required

Protocol for keeping and storage of records

- Dinghy Storage Officer maintains and keeps a master plan of boats stored in sheds and compound showing spaces that are occupied which are vacant and the names of the occupying boats. Occupied spaces will be labelled by the Dinghy Storage Officer.

WH&S considerations

- Allocation of spaces reflect physical characteristics of boat stored and the likely frequency of lifting that boat. eg a heavy boat used frequently be sited at ground level.
- Any lifting of boats should be undertaken safely.

COVID 19

- Lindisfarne Sailing Club has a complete COVID 19 plan. It is available on our website, a full printed copy is on the sign in table and a full email copy is available to any member on request.
- Please make yourself aware of the new restrictions around our Club and follow any signs within the facility.
- You are expected to maintain social distancing, sanitise and wash your hands and follow instructions detailed in the COVID guide regarding Club equipment, facilities and rescue boats.

Policy for the Use of LSC Vessels

- Vessels are primarily to be used to ensure the effective running of sailing events conducted by LSC and the safety of Club members participating in those sailing activities and the general enhancement of boating skills of members. It is not intended that they be used for any other purpose.
- However, there are sailing related activities such as class association events, regattas, AS events etc. where LSC members are involved and it is the Club's and members' interests to have LSC rescue boats in attendance. Any requests regarding the use of LSC boats for such events are to be submitted to the Committee for approval.
- Use of the rescue boats is restricted to holders of a current Tasmanian motor boat licence.

SUPPORTERS OF OUR CLUB

Lindisfarne Sailing Club is very fortunate in having the support of the business sector. We acknowledge their support and encourage all members to return that support should the opportunity arise.

BCT Drainage Solutions

Bellerive Yacht Club

Crew Fitness

Derwent Boat Sales

Lewis Marine

Mercury Walch printing

Motor Yacht Club of Tasmania

Nibbs Electrical

North Sails

Peter Johnson Ship Chandlery

42 South Marine/North Sails



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