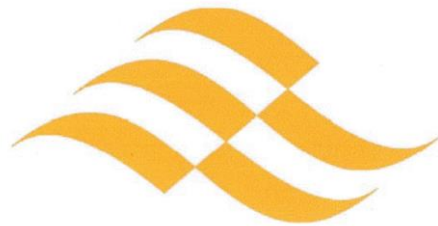


RULES 2021

Revision 2

For the sport of

TIME TRIALLING



**YACHTING
WESTERN AUSTRALIA**

Prepared by
*THE CRUISING & POWER YACHT COMMITTEE
of **YACHTING WESTERN AUSTRALIA (INC)***

Celebrating over 100 years of organised power yacht events
on the Swan River

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PART I - STATUS OF THE RULES

CRUISING & POWER YACHT COMMITTEE OF YACHTING WESTERN AUSTRALIA (INC)

These rules shall be known as **The Time Trialling Rules**.

The Time Trialling Rules are based upon the Power Yacht Association Rule Book (1974) as amended from time to time, the current rules of the International Yacht Racing Union and the prescriptions of Australian Sailing (formally Yachting Australia).

The Time Trialling Rules first became effective on May 1st 1986 and edition 2003 became effective on April 30th 2003. The 2003 reprint celebrated 100 years of organized power yacht events on the Swan River. The Time Trialling Rules 2014 Revision 1 became effective from May 3rd 2014. The Time Trialling Rules 2018 Revision 1 became effective from May 3rd 2018. The Time Trialling Rules 2019 Revision 1 became effective from the 30th April 2019. The Time Trialling Rules 2020 Revision 1 becomes effective from 30th April 2020. The Time Trialling Rules 2021 Revision 1 becomes effective from 30th April 2021

The Time Trialling Rules will here in after be referred to as the Rules.

Update Information

Pages	Page Notes	Date	Printing Notes
16		12/95	
11		12/95	
48		5/96	
5,20,30,32,47		12/97	Edition 3.2
29,32,33		2/99	
	All Pages	12/99	Edition 2000
	Radio Rules	1/01	
	Reprint	03	Edition 2003
All pages reviewed	Reformat, history removed , rule 7.5 added, rule 30.4 and 31.6.3 modified, sailing instruction 8, 11 and 17 modified.	4/2014	Edition 2014 Revision 1
All pages reviewed	Correct grammar, modify Rule 8.5, modify Special Scoring Provisions 3.C.1, and Appendix 2, Penalties 1N, modify Appendix 3, Recommended Sailing Instructions 14	4/2018	Edition 2018 Revision 1
8	Section 1.1.1 CPYC as an Organising Authority removed		Edition 2019 Revision 1
16	Rule 22.3 added		Edition 2020 Revision 1
11, 29, 51	Rule 8 Modified. Rule 11.1 11.2 added. 1B modified, 1O becomes 1N. Append 4		Edition 2021 Revision 1

In interpreting the rules, it will be understood that the words **shall** and **will** are mandatory, and the words **can** and **may** are permissive.

The Rules may be reviewed periodically by a special Sub Committee formed by the CPYC of YWA.

Any recommended alterations should be addressed to "Chairman", Cruising & Power Yacht Committee of YWA, PO Box 3073, Broadway, Nedlands. 6009.

PART II – DEFINITIONS

BLATANT

Flagrantly obvious or undisguised (Macquarie Dictionary 1981, Fifth Edition)

CHECK POINT

A check point shall be any mark of the course, including the start line and transit lines, at which a power yacht may be timed.

CLEAR ASTERN AND CLEAR AHEAD

- a** A power yacht is *clear astern* of another when its hull and equipment in normal position are abaft an imaginary line projected abeam from the aftermost point of the other's hull and equipment in normal position. The other power yacht is *clear ahead*.
- b** The terms *clear astern* and *clear ahead* apply to power yachts only when they are subject to rules **27.4.2 & 27.5**.

DURING THE EVENT

Means from the warning signal until all power yachts either finish the event or retire.

GOVERNING RULES

- a** The Time Trialling Rules, and
- b** The sailing instructions, and Navigable Waters Regulations, 1958
- c** International Rules for the Prevention of Collisions at sea
- d** Any other conditions governing the *event*.

MARKS OF THE COURSE

Marks of the course are the objects specified in the sailing instructions which require power yachts to pass by, between or on a required side and include the following:-

- a** **Start Line.** The start line shall be either:
 - i** An extension of the imaginary line joining the two fixed marks indicated in the sailing instructions and within the limitations of the inner and outer extremity buoys, or
 - ii** A line between the signal mast of the committee boat and a mark of the course as close as practicable at right angles to the approach line to the next mark of the course, or
 - iii** As prescribed in the sailing instructions.
- b** **Fixed Mark.** A spit post, for example
- c** **Movable Mark.** A marker buoy, for example.
- d** **Transit Line.** A transit line shall be the imaginary line joining two fixed points, or the extension of that line.

OFFICIAL TIME

The official time shall be the Official Time published on the CPYC Home Page at www.Sportspage.com.au.

PROPER COURSE

A *proper* course in the absence of any obstruction is a direct line from mark to mark.

PROTEST

A written allegation by a power yacht under rule **31** that another power yacht has infringed a rule or rules.

Or a written request by a power yacht protesting against the decision of the redresser.

REDRESS

A power yacht competitor's request for a change to given penalties as detailed under rule **30**.

STARTING AREA

The starting area is that area extending back 50 metres behind the start line and limited in width by the marks signifying the extremities of the start line.

PART III - MANAGEMENT OF EVENTS

1 AUTHORITY FOR ORGANISING, CONDUCTING AND JUDGING EVENTS

- 1.1** Events shall be organised by any one of the following:
- 1.1.1** A club or regatta committee affiliated with Yachting Western Australia (Inc).
 - 1.1.2** An unaffiliated body in conjunction with an affiliated club or regatta committee. Any of the above shall be referred to as 'The Organising Authority'.
- 1.2** Subject to such direction as an organising authority may exercise, events shall be judged or conducted by the organising committee in conformity with the published terms and conditions. The term "organising committee" whenever it is used shall include any person or committee which is responsible for carrying out any of the designated duties or functions of the organising committee.
- 1.3** The receiving, initiating, hearing and adjudication of requests for redress (refer to rule **30**) shall be carried out by:-
- 1.3.1** The organising committee itself, or
 - 1.3.2** A sub-committee thereof appointed by the organising committee from its own members or from outside the committee or from a combination of both, or
 - 1.3.3** A protest committee, separate from and independent of the organising committee, appointed by the organising authority or the organising committee, or
 - 1.3.4** The Regatta Control Officer, Chief Starter or a delegate of the organising committee. Any one of the above shall be known as the "Redresser".
 - 1.3.5** Should the power yacht seeking redress disagree with the decision, it still has the right to a full protest hearing in accordance with rule **1.4**.
- 1.4** The receiving, initiating, hearing and adjudication of protests (refer to rule **31**) shall be carried out by:
- 1.4.1** The organising committee itself, or
 - 1.4.2** A sub-committee thereof appointed by the organising committee from its own membership or from outside the committee or from a combination of both, or
 - 1.4.3** A protest committee separate from, and independent of the organising committee appointed by the organising authority or the organising committee.
Any one of the above shall be known as the "Protest Committee" and the quorum shall be three persons, including the chairman.
- 1.5** All events shall be organised, conducted and judged under the "Rules". The organising authority shall appoint an organising committee and publish the notice of each event containing the terms and conditions of each event in accordance with rule **3**.

2 OWNERSHIP OF POWER YACHTS

- 2.1** Every power yacht entered for an event shall be the property of:
- 2.1.1** The person or persons in whose name it is entered. The person or persons must be members of an affiliated club or regatta committee, or
 - 2.1.2** A club or body affiliated with the committee, or
 - 2.1.3** A defence service organisation.
- 1.3** Unless otherwise provided in the notice of event, where a power yacht is chartered or on loan or hire it shall for the purposes of rule **2.1** be deemed to be the property of the charterer, borrower or hirer as the case may be.
- 1.4** Two or more power yachts owned wholly or in part by the same person or body shall not be entered in the same event without the prior consent of the organising committee.

3 NOTICE OF EVENT OR REGATTA

- 3.1** The notice of an event or regatta shall contain the following information:
- 3.1.1** The title, place and date of the event and the name of the organising authority.
 - 3.1.2** That the events shall be sailed under the “Rules” and such other rules as applicable.
 - 3.1.3** The time of the start of the event and if possible successive events.
 - 3.1.4** The amount of entry fees, if any.
 - 3.1.5** The address to which entries should be sent and the date that entries close.
 - 3.1.6** Any conditions regarding the number of starters or competitors.
 - 3.1.7** The time and place for the issue of the program and sailing instructions.
 - 3.1.8** The minimum and maximum speeds acceptable by the organising authority.
- 3.2** The notice of event may also contain the following if applicable:
- 3.2.1** Particulars and numbers of prizes.
 - 3.2.2** An entry form.

4 ENTRIES

- 4.1** A power yacht shall not be entered for two or more events to be run at the same time under the same organising committee in order to exercise an optional entry.
- 4.2** If without the previous consent of the organising committee a power yacht shall not be entered by an owner skipper of any power yacht other than his own in an event wherein his own power yacht competes. Both power yachts shall be disqualified.

5 SAILING INSTRUCTIONS

- 5.1** The rules shall be supplemented or modified by written sailing instructions.
- 5.2** Written sailing instructions will be made available to every power yacht entered for an event and shall contain the following particulars:
- 5.2.1** That the event shall be governed by the Rules and that the Rules shall be available for perusal by competitors at the regatta office or online at an address nominated within the sailing instructions.
 - 5.2.2** The number of events required to complete the regatta.
 - 5.2.3** The competition numbers and names, if used, of the power yachts entered.
 - 5.2.4** The time of the start of the event and the start time for each competitor.
 - 5.2.5** The start line.
 - 5.2.6** The course to be sailed listing all marks, stating the order in which and the hand on which each is to be rounded or passed.
 - 5.2.7** Protest procedure.
 - 5.2.8** The place where competitors may set and check their clocks.
 - 5.2.9** The time and place of declaration of results.
- 5.3** The following may be included:
- 5.3.1** Penalties for rule infringement.
 - 5.3.2** Variations from the Rules.
 - 5.3.3** The frequency used for radio communication and call sign of the organising committee.
 - 5.3.4** The method of calculation of points and penalties.
 - 5.3.5** The length of the course.

- 5.3.6** The class and course signals.
- 5.3.7** All those taking part in club and association events do so at their own risk and responsibility. The club and association are not responsible for the seaworthiness of a power yacht whose entry is accepted or the sufficiency or adequacy of its equipment. The club and association reserves the right to refuse an entry. Attention is drawn to fundamental rule 23.2.
- 5.3.8** The method by which competitors shall be notified of any change of course.

- 5.4** The organising committee shall have the power to change the original sailing instructions. Code flag "L": shall be displayed at the start line no later than 20 minutes before the start time and transmit the change information on VHF channel 77, to indicate that an alteration has been made.
- 5.5** Charts, showing courses, shall be approved by the CPYC of YWA and referred to in the sailing instructions before the event. For guidance, recommended sailing instructions are set out in Appendix 3.

6 POSTPONING, ABANDONING or CANCELLING an EVENT

- 6.1** The organising committee may:
 - 6.1.1** Before the starting signal postpone or cancel an event for any reason.
 - 6.1.2** After the starting signal abandon or cancel an event because of foul weather, or for other reasons directly affecting the safety or fairness of the competition.
- 6.2** After the event the organising committee shall not abandon, shorten, cancel or order a resail of an event without taking the appropriate action under rule **36.2** (Consideration of redress).
- 6.3** After a postponement the ordinary starting signals prescribed in rule **15.11** (Signals for starting an event), shall be used, and the postponement signal shall be lowered one minute before the first warning or course signal is made.
- 6.4** The organising committee shall notify all eligible power yachts concerned when and where an event postponed or abandoned shall be sailed.

7 START OF THE EVENT

- 7.1** The phrase "during the event" means from the warning signal until all power yachts either finish the event or retire.
- 7.2** An event starts from the Warning Signal and a power yacht shall be thereafter subjected to the rules during the event.
 - 7.2.1** The Warning Signal is the 10 minute signal (see rule **15**) Class flag is raised.
 - 7.2.2** Preparatory Signal is the 5 minute signal. "P" flag is raised.
 - 7.2.3** Starting Signal is the official time of the event start. "P" flag is lowered.
- 7.3** A power yacht's start shall be timed when the leading edge of the bow crosses the start line.
- 7.4** A power yacht shall be under way not less than 10 minutes before its allotted start time.
- 7.5** Before the Warning Signal:
 - 7.5.1** No participating power yacht shall practice in the vicinity of a Start or Checkpoint vessel while that vessel is in the act of anchoring.

- 7.5.2 A participating power yacht shall make no more than three (3) trial starts between the time the Start vessel is at anchor and the Warning Signal
- 7.5.3 All participating power yachts underway in the vicinity of a Start or Checkpoint vessel other than in the act of trial runs shall cause minimal wake and keep well clear of the Start or Checkpoint vessel.

7.6 After the Warning Signal:

- 7.6.1 A participating power yacht shall not practice any part of the course.
- 7.6.2 A power yacht shall not enter the starting area unless in the act of starting, or finishing.
- 7.6.3 A power yacht shall not manoeuvre so as to hinder another power yacht in the act of starting or finishing.
- 7.6.4 A power yacht within the starting area shall maintain a course at approximately 90 degrees to the start line.
- 7.6.5 A power yacht within the starting area shall travel at its nominated speed except where the sailing instructions or statutory regulations state a lesser speed.
- 7.6.6 A power yacht shall not change course in the starting area.

8 SAILING THE EVENT

- 8.1 A skipper shall nominate a power yacht's competition speed. The time to complete the course shall be calculated from the nominated speed taking into account any speed restrictions.
 - 8.1.1 Speed Limits on any part of the course will be designated in the sailing instructions as on the course sheet showing the speed limit applying from the previous mark. The calculated times will be based on the speed limit, or the nominated speed, whichever is the lesser.
- 8.2 A Power yacht may be timed at the start line, finish and or any number of check points established on the course, and shall lose one point for each second late or early at a check points.
- 8.3 Any power yacht which shows a blatant change of speed or course shall incur a penalty of 10 points.
 - 8.3.1 A power yacht which shows any change of speed within approximately 50 metres when approaching a check point shall incur a penalty of 3 points. Penalties under clauses 8.3 and 8.3.1 shall be applied provided that the organising committee is satisfied that such infringement was a deliberate attempt to avoid penalty under the rules.
- 8.4 Any competitor who observes a blatant change of speed or course by another competitor may lodge a protest.
- 8.5 A power yacht shall steer a proper course, rounding or passing the series of marks on the required side and in the correct order as specified in the sailing instructions. If, after starting, a power yacht initially rounds or passes a mark of the course (including the start mark) on the wrong side, it will incur a 10pt penalty.
- 8.6 A power yacht which touches a mark shall either retire from the event, be disqualified or hoist a protest flag at the first reasonable opportunity and lodge a protest in accordance with rule 31.

9 MARK MISSING

- 9.1** When any marks of the course are missing. The organising committee shall, when possible, substitute a floating mark or vessel displaying code flag "M" - the mark signal.
- 9.2** When it is not practicable to replace a fixed mark or to substitute it in time for a power yacht to round or pass it, the organising committee may at its discretion act in accordance with rule **6** (Postponing, abandoning or cancelling an event).
- 9.3** A mark of the course substituted under rule **9.1** shall not be used as a check point but shall become a movable mark.

10 MARK OUT OF POSITION

- 10.1** When a movable mark is considered to be out of position, creating an increase or decrease in the length of the course being sailed of more than 50 metres, then the movable mark may be considered missing and a power yacht shall round or pass the designated position of the missing mark.
- 10.1.1** A power yacht taking this action shall display the protest flag at the first reasonable opportunity after passing the designated position of the missing mark and keep it displayed until finishing or retiring and then seek redress from the organising committee within one hour of completing the course.
- 10.2** Where a movable mark designates either the start or finish of a restricted speed area, then the described position of the mark shall be the point where the restricted speed area shall start or finish.
- 10.3** If the position of a movable mark is not adequately described in the sailing instructions and not clearly identifiable then rule **10** shall not apply.

11 DETERMINING THE WINNER

- 11.1** *Scoring:* Each power yacht finishing an event and not thereafter retiring or being disqualified shall score points as follows:
- 11.1.1** *Seconds early or late:* The sum total of all seconds early and late at each check point designated by the Starter.
- 11.1.2** *Penalties:* Penalties imposed for changes of course or speed or other penalties as the organising or protest committees may determine.
- 11.1.3** At the completion of the event the number of points lost at each check point and any penalty points incurred shall be totalled and the power yacht having the least number of points lost shall be declared the winner, then after adjustment for handicap the winner on handicap will be declared.
- 11.2** *Ties:* In the event of a tie it shall be decided as follows:
- 11.2.1** Each check point is to be considered separately in relation to the tied power yachts and the power yacht with the most individual "zeros" shall be the winner.
- 11.2.2** If the tie remains it shall be broken in favour of the power yacht with the most one second losses at check points and so on if necessary, for the total number of check points. Should this method fail to resolve the tie then the tie shall stand.
- 11.3** The organising committee's decision shall be final on all matters regarding timing unless subject to rule **31** (Protests by power yachts),

- 11.4** Should a competitor miss being timed or be timed incorrectly at a check point, the organising committee, after considering all the facts and being satisfied that the competitor did not breach any rules may:
- 11.4.1** Amend the result as proven.
 - 11.4.2** Let check point recording stand.
 - 11.4.3** Average points for the competitor. To determine an average of a check point the sum of points lost at check points not in question (excluding all penalties) shall be divided by the number of such check points. Decimals of 0.5 and above shall be raised to the next whole number and decimals of less than 0.5 shall be disregarded.
 - 11.4.4** Disqualify the check point.
 - 11.4.5** Any decision made by the organising committee may be subject to protest.

12 RESAILED EVENTS

- 12.1** When an event is resailed all power yachts in the original event shall be eligible to start in the event to be resailed.
- 12.2** Subject to the entry requirements of the original event and at the discretion of the organising committee new entries may be accepted.
- 12.3** Rule infringements in the original event shall be disregarded for the purpose of competing in the resail.
- 12.4** The organising committee shall notify the power yachts entered in the original event when and where the resail shall be held and the course to be sailed.

13 AWARD OF PRIZES

Before awarding the prizes the organising committee shall be satisfied that all prize winning power yachts have complied with the rules.

14 PROVISIONAL RESULTS

- 14.1** A provisional result, in accordance with rule **11** shall be declared on the day of the event. This result shall be subject to any protest which may have been lodged and has yet to be heard.
- 14.2** Result sheets shall be made available for perusal by competitors immediately after the declaration of results. The organising committee may display the provisional results prior to the declaration of results to allow competitors to check for any possible errors in the calculations.
- 14.3** Any request for redress shall be heard by the redresser in accordance with rule **30** (Requests for redress) and the provisional result either confirmed or amended.

15 SIGNALS and FLAGS

- 15.1** Competitors are requested to keep their radio tuned to VHS channel 77 (Club Events Channel) during the event
- 15.2** The class flag shall be a yellow flag not less than 300mm by 200mm.

- 15.3** Unless otherwise prescribed in the sailing instructions, the following international code flags and other visual signals shall be used as indicated.
- 15.3.1** Postponement Signal. International code flag "AP"-Answering Pendant – is raised with two sound signals. When flown alone means: All events not started are postponed.
- 15.3.2** When "AP" is flown over one ball or shape means: "The scheduled starting times of all events not started are postponed fifteen minutes". This postponement can be extended indefinitely by the addition of one ball or shape for every fifteen minutes.
- 15.3.3** When "AP" is flown over one of the numeral pendants 1 to 9 means: "All events not started are postponed one hour, two hours, and so on."
- 15.3.4** When "AP" is flown over the class flag means: "All events not started are postponed to a later date".
- 15.3.5** At the end of the postponement period one sound signal will be made with the lowering of the "AP".
- 15.3.6** The warning signal (one sound signal with the raising of the class flag) shall be made one minute after the "AP" signal is lowered.
- 15.4** International code flag "B" - Protest Signal. When displayed by a power yacht, means "I intend to lodge a protest".
- 15.5** International code flag "L." When displayed ashore means: "A notice to competitors has been posted on the notice board and will be transmitted by radio. When displayed afloat means:- "Come within hail" or "Follow me" or I will transmit a message on radio"
- 15.6** International code flag "M" - Mark Signal When displayed on a buoy, vessel, or other object means: "Round or pass the object displaying this signal instead of the mark it replaces"
- 15.7** International code flag "N" - Abandonment Signal - means:- "The event is abandoned."
- 15.8** International code flags "N over First Substitute" - Cancellation Signal means: "The event is cancelled".
- 15.9** International code flag "P" Preparatory Signal - means: "The class designated by the warning signal shall start in five minutes exactly."
- 15.10** International code flag "Y" – Personal Floatation Device (PFD) Signal - means:-"PFD or other adequate personal buoyancy should be worn while competing by all helmsmen and crews unless otherwise specified in the sailing instructions". When this signal is displayed after the warning signal is made, failure to comply shall not be a cause for disqualification. Notwithstanding anything in this rule, it shall be the individual responsibility of each competitor to wear a PFD or other adequate personal buoyancy when conditions warrant. A wet suit is not an adequate personal buoyancy device.
- 15.11** Orange On station Flag -When displayed afloat means:- The committee boat is on station at the start or finishing line."When displayed ashore means: "The start or finish line is in use".
- 15.12** Signals for starting an event. Unless otherwise prescribed in the sailing instructions the signals for starting an event shall be made at five minute intervals exactly leading up to the announced start time and shall be:-
- 15.12.1** Warning Signal:Class flag broken out or distinctive signal displayed.
- 15.12.2** Preparatory Signal: Code flag "P" broken out or distinctive signal displayed.
- 15.12.3** Starting Signal: Preparatory flag "P" is lowered.
- 15.12.4** When the last boat crosses the start line: Class flag is lowered.

- 15.13** Other Signals: The sailing instructions shall designate any other special signals and shall explain their meaning.
- 15.14** Calling Attention to Signals: Whenever the committee makes a signal, or flies a flag it shall call attention to its action as follows:
- 15.14.1** Three guns or other sound signals when displaying:
 - 15.14.1.1** "N" Flag
 - 15.14.1.2** "N" Flag over first substitute
- 15.15** Two sound signals when displaying "AP".
- 15.16** One sound signal when making any other signal, including with the lowering of the Answering Pennant ("AP") when the period of postponement is concluded.
- 15.17** Official Time to govern time. Times shall be taken from the Official Time and a failure or mistiming of a sound or other signal calling attention to starting signals shall be disregarded.

16 CHECK POINTS

- 16.1** Check points are the responsibility of the organising committee conducting the event. The location of the check points and the acceptance of check points shall be at the discretion of the organising committee.
- 16.2** Check points may be used at the start, the finish and at any marks of the course, and transit lines.
- 16.3** A mark is reached when the leading edge of the bow of a power yacht reaches an imaginary line at right angles to the course proper and through the centre of the mark. Timing shall be in seconds elapsed with all fractions being ignored.
- 16.4** Check points at marks of the course shall be taken as near as possible at right angles to the course line from the previous mark of the course.
- 16.5** A check shall not be taken within 150 metres after a check point where power yachts are required to turn through more than 60 degrees.
- 16.6** Any power yacht which passes a check point on the correct side but so wide as to make checking impractical or impossible shall be either disqualified or have points averaged at the discretion of the organising committee.
- 16.6.1** Averaging in these circumstances may be subject to a penalty of 10 points.
- 16.7** Check point crews shall ignore a change of speed or course after a power yacht has reached that mark of the course for which that crew is responsible.
- 16.8** Failure to provide the minimum crew of 2 persons together with tape recording for any check point may render such check point liable to disqualification.
- 16.9** All information from check points shall remain confidential to the organising committee which will make relevant material available to a protest committee. The organising committee may reconsider the relevant material at the request of a competitor.

See appendix 9 for instructions to check points

17 SPARE RULE

18 SPARE RULE

PART IV - GENERAL RULES

19 NAMES NUMBERS, AND DISTINGUISHING FLAGS

19.1 A competing power yacht shall for the purpose of identification clearly display its allotted number each side. The number displayed shall be one of the series of numbers allocated by the CPYC of YWA as listed in appendix 7.

19.1.1 The numbers shall be 300mm high and 50mm broad in black on a yellow background measuring a minimum of 600mm by 375mm.

19.2 A competing power yacht shall fly its club burgee over the class flag.

19.3 The class flag shall be lowered within five minutes of a power yacht retiring from or completing an event.

20 SAFETY REQUIREMENTS

20.1 Every competing power yacht shall comply with the Navigable Waters Regulation 1958 of the Department of Transport:

20.2 Every competing power yacht shall comply with the minimum marina requirements of the club of origin.

21 MEANS OF PROPULSION

A competing power yacht shall not employ any means of propulsion other than its engine or engines.

22 MINIMUM AND MAXIMUM SPEEDS

22.1 The minimum nominated speed of competing power yachts shall be 5 knots unless a lower limit is specified in the sailing instructions.

22.2 The maximum nominated speed of competing power yachts shall be 15 knots.

22.3 At the discretion of the Organising Committee a maximum speed limit below 15 knots may be placed on a vessel on grounds of safety to reduce wash to an acceptable level, the skipper of the affected vessel will be:

a) Notified in writing prior to the publication of event start times

b) Requested to nominate a speed up to the maximum speed limit applied

Wash refers to the waves and turbulence created by a boat as it moves through the water. The size of a boat's wash and the effects it might have depend on how the boat is driven, its hull shape and how much load it is carrying. Skippers in nominating for events should be cognisant of their vessels wash characteristics when selecting their nominated speed.

23 FUNDAMENTAL RULES

23.1 RENDERING ASSISTANCE

Every power yacht shall render all possible assistance to any vessel or person in peril when in a position to do so.

23.2 RESPONSIBILITY

It shall be the sole responsibility of each power yacht skipper to decide whether or not to start or to continue in an event.

23.3 FAIR TACTICS

A power yacht shall participate in an event or series of events only by competent navigation, fair sailing and skill.

A power yacht may be disqualified under this rule in the case of a clear cut violation of the above principles and only when no other rule applies.

23.4 CREW

All power yachts are required to carry at least one other person in addition to the skipper whilst competing.

PART V - COURSE RULES

24 RIGHTS AND OBLIGATIONS WHEN COMPETING POWER YACHTS MEET.

24.1 The rules of Part V do not apply in any way to a vessel which is neither intends to compete nor competing in an event; such vessel shall be treated in accordance with International Regulations for Preventing Collisions at Sea or statutory right-of-way rules applicable to the area concerned.

24.2 The rules of Part V apply only to power yachts which are either intending to compete or are competing in the same or different events, and augment the International Regulations for Preventing Collisions at Sea or statutory right-of-way rules applicable to the area concerned during the event.

25 AVOIDING COLLISIONS

A right of way power yacht which fails to make a reasonable attempt to avoid a collision which results in serious damage may be disqualified as well as the other power yacht.

26. CONTACT BETWEEN COMPETING POWER YACHTS

26.1 Where there is contact between the hulls, equipment or crew of two power yachts, both shall be disqualified or otherwise penalised unless:

26.1.1 One of the power yachts retires in acknowledgment of the infringement, or

26.1.2 One or both of these power yachts acts in accordance with rule **31**.

26.2 Waiving rule **26.1**. An organising committee acting under rule **26.1** may waive the requirements of the rule when it is satisfied that the contact was minor and unavoidable.

27 PRINCIPAL RIGHT OF WAY RULES AND THEIR LIMITATIONS

The rules apply except where specifically overridden by other rules.

27.1 When two power yachts are meeting on reciprocal or nearly reciprocal courses and the risk of collision is likely, then each shall alter its course to starboard so that each shall pass on the port side of the other.

- 27.2** When two power yachts are on crossing courses and the risk of collision is likely, then the vessel which has the other on starboard shall give right of way
- 27.3** An overtaking power yacht approaching a mark shall not travel on a course between the power yacht being overtaken and the mark when the power yacht being overtaken is 150 metres or less from the mark, regardless of sea room.
- 27.4** Altering Course Simultaneously
- 27.4.1** On open water: When two power yachts alter course at the same time the one on the other's port side shall keep clear.
- 27.4.2** When rounding or passing a mark or obstruction: When two power yachts are about to round or pass a mark or obstruction on the same required side:-
- 27.4.2.1** The power yacht clear astern shall keep clear or
- 27.4.2.2** If neither power yacht is clear astern or clear ahead of the other, then the outside power yacht shall keep clear.
- 27.5** Notwithstanding the provisions of rule **27.3** or any other circumstances, a power yacht which is about to be overtaken by another competing power yacht shall not alter course towards the overtaking power yacht.

28 DISQUALIFICATION

- 28.1** A power yacht may be disqualified or otherwise penalised for infringing a rule of Part V only when the infringement occurs while it is competing, whether or not a collision results.
- 28.2** A power yacht may be disqualified for deliberately hindering a power yacht which is competing, or for infringing the sailing instructions.

29 SPARE RULE

PART VI - PROTESTS PENALTIES AND APPEALS

30 REQUESTS FOR REDRESS

- 30.1** A power yacht which alleges that its overall result has been prejudiced through no fault of its own for any reason may request redress.
- 30.2** The Redresser may then decide to:
- 30.2.1** Amend the result as proven.
 - 30.2.2** Let check point recording stand.
 - 30.2.3** Average points for the competitor.
 - 30.2.4** Disqualify the check point.
 - 30.2.5** Take no action if the request is considered frivolous.
- 30.3** A power yacht which intends to seek redress for any reason other than an act or omission of the organising committee shall conspicuously display the protest flag at the first reasonable opportunity after the incident or observation giving rise to the request for redress and keeping it displayed until finishing the event or retiring.
- 30.4** Requests for redress made under rule **30.3** shall be notified to the organising committee within one hour of the finishing time of the power yacht. All other requests for redress shall be notified to the organising committee midday of the day following display of the provisional results. Redress must be sought in writing on the Redress Form in Appendix 4A.

31 PROTESTS BY POWER YACHTS

- 31.1** Right to protest. A power yacht can protest another power yacht if it:
- 31.1.1** Is directly involved in an incident.
 - 31.1.2** Witnesses an incident.
 - 31.1.3** A power yacht can protest against the decision of the redresser.
- 31.2** During an Event. An intention to protest an infringement of the rules occurring during an event shall be signified by the protesting power yacht conspicuously displaying the protest flag (International Code flag B) at the first reasonable opportunity after the incident and keeping it displayed until finished or retired and notifying the finish check point immediately after finishing.
- 31.3** After an Event. A Power yacht which has no knowledge of the facts justifying a protest, including the failure of another power yacht to lodge a required protest until having finished or retired, may protest without having displayed a protest flag.
- 31.4** Informing the protested power yacht. A protesting power yacht shall try to inform the power yacht it intends to protest that a protest shall be lodged
- 31.5** Particulars to be Included. A protest shall be in writing and be signed by the owner or his representative and shall include all relevant particulars required in the protest form as set out in Appendix 4B.
- 31.6** Time Limit. Unless otherwise prescribed in the sailing instructions, a protesting power yacht shall deliver its p-3(d)-3(in)-3(t)-3(h)-3(e)]TJETQ EMC 39Lang (en-US)>BDC q0.00000888 0

- 31.6.2** When the power yacht does not finish the event, within such time as the organising committee may consider reasonable in the circumstances, or
- 31.6.3** Within one hour of becoming aware of the facts justifying a protest, provided that such protest is lodged by midday of the day following the announcement of results or of the redresser's decision.

31.7 Fee. A protest shall not be accompanied by a fee, unless otherwise prescribed in the sailing instructions.

31.8 Remedying defects in the protest. During the hearing the protest committee shall allow the protesting yacht to remedy any defects in the details required by rule **31.5** provided that the protest identifies the nature of the incident.

31.9 Withdrawing a Protest. A protest shall not be withdrawn, but shall be decided by the protest committee unless:

31.9.1 Prior to the hearing one or more of the power yachts acknowledges the infringement, or

31.9.2 All parties to the protest agree that it shall be withdrawn.

32 ACTION BY ORGANISING OR PROTEST COMMITTEE

32.1 Without a Hearing. The protest committee may act in accordance with rule **36.3** against a power yacht which fails to start or finish, but if the power yacht satisfies the organising committee that an error may have been made then a hearing shall be conducted. A power yacht penalised under rule **32.1** shall be informed of the action taken, either by letter or by notification in the event results.

32.2 With a Hearing. The protest committee may call a hearing when it:

32.2.1 Sees an apparent infringement by a power yacht of any of the rules (except as provided in rule **32.1**), or

32.2.2 Learns directly from a written or oral statement by a competitor that it may have infringed a rule, or

32.2.3 Has reasonable belief that an infringement resulted in serious damage.

32.3 Power yacht materially prejudiced. The organising or protest committee may initiate consideration of redress when it is satisfied that any of the circumstances set out in rule 30 may have occurred.

PART VI B - PROTEST PROCEDURE

33 PROCEDURAL REQUIREMENTS

- 33.1** Requirement for a hearing. A power yacht may not be penalised without a hearing except as provided in rules **4.2, 7, 8, 11, 16.6, 19, 20, 30, 32.1** or **34.2**.
- 33.2** Interested Parties
- 33.2.1** No interested party shall be a member of a protest committee.
- 33.2.2** A party to a protest who wishes to object to a member of the protest committee on the grounds of being an interested party shall do so before evidence is taken at the hearing or as soon as practicable after becoming aware of the conflict of interest.
- 33.3** Protests between power yachts in separate events. A protest occurring between yachts competing in separate events organised by different parties shall be heard by a combined committee of the parties concerned.

34 ACCEPTANCE OR REFUSAL OF A PROTEST

- 34.1** Accepting a Protest, when the organising committee decides, after examination that a protest conforms to all the requirements of rule **31** and is valid it shall then call a hearing within 14 days.
- 34.2** Refusing a protest. When the protest committee decides that a protest does not conform to the requirements of rule **31** all parties to the protest concerned shall be notified that the protest shall not be heard and of the reason for such decision. Such a decision shall not be reached without giving the protesting party an opportunity of bringing evidence that the requirements of rule **31** were complied with.
- 34.3** Notification of parties. The protest, or a copy of it, shall be made available to all parties to the protest, and each shall be notified of the time and place of the hearing, and reasonable time shall be allowed for the preparation of a defense.

35. HEARINGS.

- 35.1** Right to be present. The parties to the protest, or a representative of each, shall have the right to be present throughout the hearing of all the evidence and to question witnesses. Each witness, unless a member of the protest committee, shall be excluded except when giving evidence. Others may be admitted as observers at the discretion of the protest committee.
- 35.2** Taking of evidence. The protest committee shall take the evidence presented by the parties to the protest and such other parties as it deems necessary.
- 35.3** Evidence of committee member. Any member of the protest committee who speaks of his own observation of the incident shall give his evidence as a witness in the presence or the parties to the protest, and may be questioned.
- 35.4** Failure to attend. Failure on the part of any party to the protest or a representative, to attend the hearing may justify the protest committee in deciding the protest as it thinks fit without a full hearing.

- 35.5** Re-opening a hearing. A hearing may be re-opened when the protest committee decides it may have made a significant error or when material new evidence becomes available within a reasonable time.
- 35.6** Conduct of Hearings. Hearings shall be conducted in the manner laid down in Appendix 1.
- 35.6.1** Crew of competing power yachts are bound by these rules and it is a condition of entry in an event that a crew member shall attend a protest hearing when requested.

36 DECISIONS AND PENALTIES

- 36.1** Finding of facts. The protest committee shall determine the facts and base its decision upon them. The finding, of facts shall be final.
- 36.2** Consideration of redress.
- 36.2.1** When consideration of redress has been initiated as provided for in rule **30** (Requests for redress). or rule **32.3** (Power yacht materially prejudiced), the protest committee shall decide whether the points score of a power yacht has been materially prejudiced.
- 36.2.2** If so, the protest committee shall satisfy itself by taking appropriate evidence, especially before abandoning or cancelling the event, that it is aware of the relevant facts and of the probable consequences of any arrangement, to all yachts concerned for that particular event and for the series, if any, as a whole.
- 36.2.3** The protest committee shall then make as equitable an arrangement as possible for all power yachts concerned. This may be to let the results of the event stand, to adjust the points score of the prejudiced power yacht or power yachts or to abandon or cancel the event or to adopt some other means.
- 36.2.4** If a competitor requests redress for points lost at a mark to the satisfaction of the protest committee, that committee may average the points lost by the competitor around the course and apply that average to the mark or marks concerned, or make as equitable an arrangement as possible for all competing power yachts concerned which may include the disqualification of the check point.

36.3 PENALTIES

When the protest committee after finding the facts decides that,

- 36.3.1** A power yacht has infringed any of the rules, or
- 36.3.2** In consequence of its neglect of any of the rules a power yacht has caused another power yacht to infringe any of the rules, it shall be disqualified unless the sailing instructions applicable to that event provide some other penalty, and the other power yacht may be exonerated. Such disqualification or other penalty shall be imposed irrespective of whether the rule which led to the disqualification or penalty was mentioned in the protest, or the power yacht which was at fault was mentioned or protested, e.g. the protesting power yacht or a third power yacht may be disqualified and the protested power yacht exonerated.

36.4 POINTS SCORE

- 36.4.1** For the purpose of awarding points in a series, a retirement after an infringement of the rules shall not rank as a disqualification. This penalty can only be imposed in accordance with rule **36.3**
- 36.4.2** When a power yacht either is disqualified or has retired, the next placed power yachts shall each be moved up one place.

36.5 THE DECISION.

After making its decision the protest committee shall promptly communicate the following to the parties to the protest.

36.5.1 The facts found, and

36.5.2 The rule or rules judged applicable, and

36.5.3 The decision and grounds on which it is based, and

36.5.4 The power yacht or power yachts penalised, if any, and

36.5.5 The penalty imposed, if any, or the redress granted, if any.

36.6 If any protest fee exists it shall be the decision of the protest committee whether to refund that fee in whole or in part.

PART VI C - SPECIAL RULES

37 PENALTIES FOR MISCONDUCT OR GROSS INFRINGEMENT OF RULES

- 37.1** By the CPYC of YWA. When a gross infringement of any of the rules or gross breach of good manners or sportsmanship is proved against the owner, the owner's representative, the skipper or crew of a power yacht, such persons may be disqualified by the CPYC of YWA, for any period it may think fit from participating in a power yacht event held under its jurisdiction.
- 37.2** By the Organising Authority. When a gross infringement of any of the rules or gross breach of good manners or sportsmanship is proved against the owner, the owner's representative, the skipper or crew of a power yacht, such persons may be disqualified by the organising authority, for any period it may think fit from participating in a power yacht event held under its jurisdiction.
Notice of any penalty imposed under this rule shall be communicated to the CPYC of YWA which may also penalise the offender.

38 LIABILITY

- 38.1** The question of damages or any other liability arising from an infringement of any of the Rules shall not be the subject of the Rules.
- 38.2** The CPYC of YWA does not accept responsibility for any inaccuracies or hazards on a course which may lead to damage to a competing power yacht.

PART VI D - APPEAL PROCEDURE

39 APPEALS

39.1 Right of Appeal.

39.1.1 A power yacht which is a party to a protest may appeal to the organising authority against a decision of a protest committee.

39.1.2 An organising committee may appeal to the organising authority only against a decision of an independent protest committee as provided in rule 1.

39.1.3 A protest committee may refer its own decision to the YWA for confirmation or correction of its interpretation of the rules.

39.2 Time Limit and Deposit. An appeal or reference shall be made within the prescribed period after receipt of the protest committee's decision and be accompanied by such deposit as the YWA may prescribe.

39.3 Interpretation of rules. An appeal or reference shall be made solely on a question of interpretation of the rules. YWA shall accept the protest committee's finding of the facts except that when it is not satisfied with the facts presented it may when practicable, request further information or return the case to the protest committee for a re-hearing.

39.4 The appeal. The grounds for the appeal and such deposit as required by YWA payable by the appellant to be forfeited to the funds of YWA in the event of the appeal being dismissed, shall be lodged with the organising authority within ten (10) days of receiving the protest committee's decision in writing; and

39.4.1 The organising authority shall forward all details required to the Executive Officer of YWA after carrying out its duty in accordance with rule 40.2 and within two months of their receipt.

39.5 No part of rule 39 may be varied or excepted by the sailing instructions unless prior written approval of YWA has been obtained.

39.6 When a protest has been decided by a protest committee the only appeal or reference shall be to YWA, whose decision shall be final.

39.7 Withdrawal of appeal. An appeal lodged with YWA may be withdrawn when the appellant accepts the original decision.

39.8 Interested parties. Interested parties or any member of the protest committee concerned shall take part in the discussion or the decision upon an appeal or reference.

39.9 Power to sustain or reverse a decision. YWA shall have the power to sustain or reverse a decision, and when it is of the opinion from the facts found by the protest committee that any power yacht which is a party to the protest has infringed an applicable rule it shall disqualify or penalise that power yacht irrespective of whether the rule which led to the disqualification was mentioned in the decision.

39.10 DECISIONS

The decision of YWA shall be final and shall be communicated in writing to all the parties to the protest, who shall be bound by the decision.

40 PARTICULARS TO BE SUPPLIED IN APPEALS

- 40.1** The appeal or reference to YWA shall be in writing and shall contain the following particulars if applicable:
- 40.1.1** A copy of the notice of event or regatta, the sailing instructions and amendments thereto and any other conditions governing the event, and
 - 40.1.2** A copy of the protest or protests prepared in accordance with rule **31.5** and all other written statements which may have been submitted by the parties to the protest.
 - 40.1.3** There in the observations of the protest committee, a full statement of the facts found and the decision and grounds thereof.
 - 40.1.4** A diagram prepared or endorsed by the protest committee in accordance with the facts found by it showing:
 - 40.1.4.1** The course to the next mark or when close by, the mark itself with the required rounding side.
 - 40.1.4.2** The direction and force of the wind.
 - 40.1.4.3** The set and rate of the tidal stream or current, if any.
 - 40.1.4.4** The depth of water if relevant, and
 - 40.1.4.5** The positions and tracks of all power yachts involved. It is preferable to show power yachts travelling from the bottom of the diagram towards the top.
 - 40.1.5** The grounds of the appeal to be supplied by the appellant in accordance with rule **39.4**.
 - 40.1.6** The observations, if any, upon the appeal by the protest committee, the organising committee or any of the parties to the protest.
- 40.2** The organising authority shall notify all parties to the protest that an appeal has been lodged and shall invite them to make observations upon it. Any such observations shall be forwarded with the appeal.

APPENDIX 1

PROTEST COMMITTEE PROCEDURE AND DUTIES OF THE PROTEST COMMITTEE

In a protest hearing the protest committee should give equal weight to the testimony of all principals and it should recognise that honest testimony can vary and even be in conflict as a result of different observations or recollections.

The protest committee should resolve such variations as best it can, and recognise that a power yacht is not guilty until its infringement has been established to the satisfaction of the protest committee.

The protest committee should keep an open mind until all the evidence has been submitted as to whether the protester, the protestee or a third party has infringed a rule when involved in the incident.

1 PRELIMINARIES

The protest committee should:

- 1.A** Check the time at which the protest was received.
- 1.B** Determine whether the protest contains the information called for by rule **31.5**, if not, ask the protester to remedy the deficiency (rule **31.8**). When a protest by a power yacht does not conform it shall be refused (rule **34.2**).
- 1.C** Unless the protest already provides the information. Inquire as to whether the protester displayed a protest flag rule **31.2** or whether rule **31.3** applies for not displaying a protest flag or whether the protester is seeking redress under rule **30.1.1** and note the answer on the protest form. When a protest flag has not been displayed the protest shall be refused, (rule **34**) unless the protest committee decides either:
 - 1.C.1** Rule **31.3** or rule **30.1.1** applies, or
 - 1.C.2** It was impossible for the power yacht to have displayed a protest flag.
- 1.D** Unless the protest already provides the information, inquire whether the protester attempted to inform the protested power yacht(s) that a protest would be lodged (rule **31.4**) and note the answer on the protest. Rule **31.4** is mandatory with regard to the attempt to inform, but not with regard to its success.
 - 1.D.1** See that the protest fee (if any) defined in the sailing instructions is included and note its receipt on the protest.
- 1.E** When the protest conforms to the requirement of rule **31**, arrange to hold a hearing as soon as possible. Notify the representative of each power yacht involved of the time and place of the hearing (rule **34.3**).
- 1.F** The protest and copies of any written statement regarding the incident shall be available to all parties of the protest and to the protest committee for study before the taking of evidence. A reasonable time shall be allowed for the preparation of defense.

2 THE HEARING

2.A The protest committee shall ensure that:

2.A.1 A quorum is present.

2.A.2 Interested parties shall not be a member of the protest committee or take part

in the discussion or decision. Ask the parties to the protest whether they object to any member on the grounds of interest. Such an objection shall be made before the protest is heard.

2.A.3 Should any member of the protest committee have observed the incident, then that person shall only give evidence as a witness in the presence of the parties to the protest and may be required to answer questions.

2.A.4 When a hearing concerns a request for redress under rule **30**, or rule **32.3** involving a member of the organising committee it is desirable that that person is not a member of the protest committee and would therefore appear only as a witness.

2.B The parties to the protest or a representative of each (with a language interpreter when required) shall have the right to be present throughout the hearing. (see rule **35.1**)

2.C Invite first the protester and then the protestee(s) to give their accounts of the incident. Each may question the other(s). Questions by the protest committee, except for clarifying details, are preferably deferred until all accounts have been presented. Models are useful, positions before and after the incident are helpful.

2.D The protester and then the protestee(s) should be invited to call witnesses. They may be questioned by the protester and protestee(s) as well as by the protest committee. The protest committee may also call witnesses.

2.E The protester and then the protestee(s) should be invited to make final statements of their cases, including any application or interpretation of the rules as they see them.

2.F The protest committee may adjourn a hearing to obtain additional evidence.

3 **THE DECISION**

3.A The protest committee, after dismissing those involved in the incident, shall decide the facts.

3.B The protest committee shall then apply the rules and reach a decision as to whom infringed a rule and which rule was infringed (rule **36**).

3.C Having reached a decision in writing, recall the protester and protestee(s) and read to them the facts found, the decision and the grounds, (rule **36.5**).

3.D Any party to the protest is entitled to a copy of the decision (rule **36.5**), signed by the chairman of the protest committee. A copy should also be filed with the CPYC of YWA.

3.E Decide if any protest fee shall be refunded (rule **36.6**).

APPENDIX 2**SCORING****1 PENALTIES**

- 1.A** Breach of a fundamental rule. **Disqualification.**
- 1.B** Failure to pass or round any mark of the course on the correct side. **10 Points per offence**
- 1.C** Collision with a check boat or mark of the course. **Disqualification.**
- 1.D** Failure to comply with any rule in Part IV (general rules). **Disqualification.**
- 1.E** If without the previous consent of the organising committee an owner skippers starts any power yacht other than his own in an event wherein his own power yacht competes.
Both power yachts shall be disqualified
- 1.F** Deliberately hindering a power yacht which is competing. **Disqualification.**
- 1.G** Forcing another competitor to breach a rule. **Disqualification.**
- 1.H** Each second early or late at a manned check point. **1 Point**
- 1.I.1** Blatant changes of speed or course as defined in the rules. **10 Points Per Offence**
- 1.I.2** Any change of speed as defined in defined in Rule 8.3.1. **3 Points Per Offence**
- 1.J** Failure to observe speed restrictions. **10 Points Per Offence**
- 1.K** *Before the warning signal:*
- 1.K.1** Conduct trial runs in the vicinity of a Start or Checkpoint vessel in the act of anchoring. **10 Points Per Offence**
- 1.K.2** Conduct more than three (3) trial runs when the Start vessel is at anchor.
10 Points Per Offence
- 1.K.3** In the vicinity of a Start or Checkpoint vessel, travel at speeds causing more than minimal wake unless in the act of making a trial run. **10 Points Per Offence**
- 1.L** *After the warning signal:*
- 1.L.1** Practising within 150metres of any mark of the course. **10 Points Per Offence**
- 1.L.2** Practice runs to the start line. **10 Points Per Offence**
- 1.L.3** Entering the starting area while not in the act of starting. **10 Points Per Offence**
- 1.L.4** Maneuvering so as to hinder another power yacht in the act of starting. **10 Points Per Offence**
- 1.L.5** Within the starting area. Failing to maintain a run to the start line at approximately 90 degrees to the start line. **10 Points Per Offence**
- 1.L.6** Changing course in the starting area. **10 Points Per Offence**
- 1.M** Failure to comply with rule **27.3** (Overtaking within 150metres of a mark). **Disqualification**
- 1.N** Any other penalty that may be decided by the redresser or protest committee.

2 SPECIAL SCORING PROVISIONS: INTER CLUB TEAM EVENTS

- 2.A** Each Club may nominate up to six power yachts - A minimum of four power yachts shall constitute a team.
- 2.A.1** Any substituted power yacht which is not already nominated in other events run in conjunction with a team event shall be at the same speed as the nominated power yacht it is replacing.
- 2.B** At the completion of each event the best four performing power yachts from each Club shall be selected as that Club's team.
- 2.C** A finishing place in the event shall be allocated to all final selections based on total points lost.
- 2.D** Power yachts shall score three quarters (0.75) of a point for first place, two points (2) for second place, three (3) points for third place and so on.
- 2.D.1** In the event of equal placing the following scoring system shall apply. The score for that place and the next places involved shall be added together then divided by the number of boats involved.
- Examples: 2 boats equal 4th ($4+5 = 9/2 = 4.5$ points each)
3 boats equal 1st ($0.75+2+3 = 5.75 /3 = 1.917$ points each).
- 2.E** Should a team fail to finish the minimum four power yachts required, then points equal to the last finishing place shall be scored for the craft which did not finish.
- 2.F** A power yacht which infringes any rule and retires shall score points equal to the last finishing place, but if that power yacht fails to retire and is subsequently disqualified, that power yacht shall score four points more than the last finishing place.
- 2.G** The team with the lowest point score shall be the winner of the event.
- 2.H** The points scored by each team in an event shall be carried forward to the next event and the team with the lowest aggregate in their best six events at the completion of the series shall be the winning team for the series. To qualify for this event a club must field a team in a minimum of 6 events of the series.

3 SPECIAL SCORING PROVISIONS : STATE CHAMPIONSHIP SCORING SYSTEM

- 3.A** Power yachts from affiliated Clubs may nominate in accordance with the notice of event.
- 3.B** **Outright Winners.** The outright winner of each heat shall be the power yacht accumulating the least points lost including penalties (but excluding handicap) in that heat.
- 3.B.1** **The State Champion Power Yacht** shall be the power yacht overall accumulating the least points under the CPYC of YWA scoring system. The accumulation shall be from the power yachts best five scores of the eight heats of the series. To be eligible a Skipper must have competed in a minimum of five events.
- 3.C** **Handicap Winners.** The handicap winner of each heat shall be the power yacht accumulating the least points lost including penalties but after the subtraction of the allotted

handicap.

3.C.1 The Overall Handicap. Winner shall be the power yacht overall accumulating the least points under the CPYC of YWA scoring system after the subtraction of the allotted handicap. The accumulation shall be from the power yachts best five scores of the eight heats of the series. To be eligible a Skipper must have competed in a minimum of five events.

3.C.1.1 The winner of the State Champion Power Yacht is ineligible to be the Overall Handicap Winner.

3.D Bob Stanford trophy. The power yacht accumulating the least points from the power yachts best six scores of the eight heats of the series shall win this perpetual trophy. To be eligible a Skipper must have competed in a minimum of six events.

3.E Best First Year Skipper. The Skipper competing in their first year of Time Trialling accumulating the least points from the power yachts best six scores of the eight heats of the series shall win this perpetual trophy. To be eligible a Skipper must have competed in a minimum of six events.

3.F Colin Wilson 0 Points Lost. Any Skipper competing in an event of the State Championship series that completes the course accumulating 0 penalty points shall be represented on the Colin Wilson Zero Points Lost Perpetual Trophy. To be eligible the event must have a minimum of 7 valid checkpoints used in the computation of a power yachts score. The Score is to be inclusive of any penalties applied.

3.G Handicaps. The handicap applicable to each entrant shall be decided upon by the Organising Committee prior to each heat.

3.H The CPYC of YWA scoring system, as set out below, shall apply to both outright and handicap sections of the championship with separate points scoring for each section.

3.H.1 A power yacht which finishes in a heat shall score points as follows for placing's in that heat.

First Place	0.0
Second Place	3.0
Third Place	5.7
Fourth Place	8.0
Fifth Place	10.0
Sixth Place	11.7

Seventh Place and thereafter Place +6. (eg. 9th + 6 = 15)

3.H.2 Should there be ties for places then the points due for the places covering that tie shall be added together and divided equally amongst the tied power yachts.

3.H.3 A power yacht which retires shall score the points equal to the number of power yachts which started correctly in that heat plus six points.

3.H.4 A power yacht which is disqualified for any reason shall score the points for a last place finish plus twelve points.

3.H.5 Should there be a tie on total points lost between two or more power yachts that tie shall be broken in accordance with the rules.

3.I If for what ever reason the number of sailed events is reduced to below eight the eligibility criteria and calculation criteria may be reconsidered by a majority ruling of the CPYC club delegates immediately after completion of the final event.

4 **ABBREVIATIONS**

The following abbreviations are recommended:

<i>DNC</i>	Did not compete, i.e. did not start or rank as a starter
<i>DNS</i>	Did not start, i.e. ranked as a starter but failed to start
<i>DNF</i>	Did not finish
<i>RET</i>	Retired
<i>DSQ</i>	Disqualified
<i>WRS</i>	Disqualified for going wrong side of mark
+COS	Change of speed penalty for increasing speed
-COS	Change of speed penalty for decreasing speed
COC	Change of course penalty for changing course
<i>PRF</i>	Protest flag flying
<i>RDG</i>	Redress given
<i>SCP</i>	Other scoring penalty
<i>YMP</i>	Power yacht materially prejudiced
<i>STARB</i>	Leave to starboard
<i>PORT</i>	Leave to port
<i>TRANSIT</i>	A transit line
<i>CA -STB</i>	Leave close abeam starboard, used for inside turns
<i>CA-PT</i>	Leave close abeam port, used for inside turns
<i>PT-20M</i>	Leave the mark a minimum distance of 20 metres to port (mark not used as a check point)
<i>ST-30M</i>	Leave the mark a minimum distance of 30 metres to port (mark not used as a check point)

APPENDIX 3

RECOMMENDED SAILING INSTRUCTIONS

1. RULES

The event will be sailed under the **Time Trialling Rules** (as amended) of the CPYC of YWA, applicable at the event starting time and as modified by the Sailing Instructions. A copy of the rules shall be available for perusal by competitors at the Regatta Control Office.

2. FLAGS

Competing power yacht shall fly its Club burgee over the Power Yacht competition class flag. If and when required the protest flag to be displayed is the International Code Flag B.

3. NUMBERS

Shall be in accordance with the **Time Trialling Rules**.

4. JETTIES

Power Yachts are subject to the competition rules from the 10 minute signal and must be underway at least 10 minutes before their respective start time. After finishing power yachts must keep clear of the finishing line.

5. ***Power yachts are requested to refrain from making practice starts while the start boat is in the process of anchoring in position.***

6. TRIAL RUNS UP TO THE START

Trial runs to the start line or on any part of the course are not permitted after the ten minute signal.

7. NOMINATED SPEED

Each power yacht shall compete at the speed normally nominated in club events. After the close of entries changes to nominated speeds will not be accepted.

8. START AND FINISH LINE

The start and finish lines will be as per the course sheet and in accordance with Definition of Start Line of the CPYC of YWA Rules. Notification of any change of course shall be posted outside the Regatta Office prior to the start of any event and notified in accordance with CPYC of YWA Rule **15.5**.

9. STARTING INSTRUCTIONS

- a) An orange on station flag may be hoisted when the start boat is on station.
- b) Ten minutes before the start a sound signal may be made and the class flag raised.
- c) Five minutes before the start the preparatory flag, International Code flag P may be hoisted and a sound signal may be made.
- d) At the start time a sound signal may be made and the preparatory flags may fall.
- e) Each power yacht shall start at its allotted time.
- f) If any or all of the procedures outlined in items (a) to (d) fail to occur a power yacht shall start at its allotted time
- g) When starting power yachts shall be travelling at their nominated speed or restricted speed if applicable on a course approximately 90 degrees to the start line.

10. RESTRICTED AREAS

Where there is a speed restriction it shall be designated on the course sheet and those power yachts with a higher nominated speed shall travel at the designated speed from the mark immediately preceding to that shown.

11. CHECK POINTS

May be at the start and finish and at any fixed mark on the course.

12. PENALTIES

Shall be in accordance with Section 1 PENALTIES of APPENDIX 2 of the Time Trialling Rules.

13. ENTRIES

- a) All team members nominated by Clubs will be automatic entries in the championship heat of that day.
- b) Power yachts not selected in their Club's team but whose skippers wish to compete in the championship shall be nominated by their club in the space provided on the entry form.
- c) Clubs are to provide the current variable handicap of each nominated competitor as at the closing date for nominations.

14. CONDUCT:

A power yacht shall steer a proper course, rounding or passing the series of marks on the required side and in the correct order as specified in the sailing instructions.

If, after starting, a power yacht initially rounds or passes a mark of the course, other than a starting mark, on the wrong side, it must return and round or pass it on the same side before rounding or passing it on the correct side, or be disqualified.

15. PROTESTS

- a) Any protest shall be signified as soon as practicable by displaying International Code Flag B on the protesting yacht until the finish of the event and notifying the finishing line check boat by hailing immediately after finishing.
- b) A written protest accompanied by a fee of \$25.00 must be lodged with Regatta officials within one hour of the protesting yacht's finish or, if the protest is against result calculations, within 30 minutes of the announcement of results.
- c) Protests will be heard in accordance with the Time Trialling Rules as soon as possible and in any event within 14 days of lodgment.
- d) If a competitor protests against the recorded time at a check point, the Regatta Control Officer, after considering all relevant information, may at his discretion:
 - i* Amend the result as proven.
 - ii* Let check point recording stand.
 - iii* Average points for the competitor.
 - iv* Disqualify the check point.
- e) Should the protester disagree with the redresser's decision the protester has the right to a full protest hearing in accordance with the Time Trialling Rules.
- f) The fee accompanying the protest form may be refunded at the discretion of the protest committee.

16 **GENERAL NOTES**

- a) The Official Time published on the CPYC Home Page at www.sportspage.com.au is to be used as official regatta time.
- b) Substitutions:
 - i* Substitution of a skipper for a championship heat will not be allowed.
 - ii* Any substitution of power yacht, skipper or crew in team events shall be subject to the approval of the Regatta Control Officer.
 - iii* Requests for any substitution must be made to the officer not less than one hour prior to the start times of such events where substitution is required.
 - iv* Any substituted power yacht which is not already nominated for the event shall carry the same competition number, compete at the same speed and start at the same time as the original entry.
 - v* Power yachts already nominated for the championship division of the event may be substituted for a previously nominated team member who is unable to compete, providing that due notice is given and permission granted.
- c) Radar speed checking and, or, image recording equipment may be used as evidence of breach of any rule or sailing instruction.

17 **RESULTS**

- a) Results shall be posted on the POWER results page at www.sportspage.com.au as soon as practicable after each event.
- b) Detailed result sheets for each individual club's competitors will be issued to team captains immediately after the announcement of results.
- c) Overall result sheets will be displayed at the host club.

18 **COMPLIANCE**

- a) Each power yacht shall comply with and carry the required equipment in accordance with the Department of Transport regulations.
- b) Every competing power yacht shall comply with the minimum requirements of Cruising Power Yacht Committee of Yachting Western Australia Inc
- c) Every power yacht is to monitor VHF channel 77 (club events channel) from the 10 minute sound signal and for 10 minutes after it's finish.

19 **INDEMNITY**

The Cruising Power Yacht Committee, Yachting Western Australia (Inc.), the host Club or any officer or official of the aforesaid committees associations or the club shall not be responsible for any personal injury or damage to property arising from any cause whatsoever. Participation in an event shall be deemed an acceptance of this indemnity. However, any accident involving personal injury or damage to property howsoever arising shall be reported immediately to the Regatta Control Officer or an officer of the Association.

20 **RESPONSIBILITY**

It shall be the sole responsibility of each power yacht skipper to decide whether or not to start or continue in an event

21 **FAIR TACTICS**

A power yacht skipper or crew shall not indulge in offensive behaviour, verbal or otherwise, toward any official of the event. A competitor may be disqualified under this rule in the case of a clear cut violation of the above principles where other covering rules are not applicable

22 **SCORING SYSTEMS**

The scoring systems for both championship and team events shall be in accordance with the CPYC of YWA Rules.

23 **HANDICAPS**

Variable handicaps shall be in accordance with Appendix "8" attached.

24 **PRIZES**

Championship and team events prizes shall be in accordance with the Notice of Event. The winner of the Bob Stanford Memorial Trophy shall be the power yacht accumulating the least loss of points after competing in a minimum of six of the eight heats of a series.

APPENDIX 4A**REDRESS FORM**

1. EVENT Organising Club Date Event number

2. REDRESSEE DETAILS

Competition Number

Skippers Name

Telephone

Email

3. NATURE OF REDRESS

Redress against a competing yacht?

Yes No

If yes refer section 4

Redress against checkpoint score?

Yes No

If yes refer section 5

Redress against a penalty imposed?

Yes No

If yes refer section 6

4. REDRESS AGAINST COMPETING YACHT

Did you fly a protest flag and carry to finish/retirement?

Yes No

Did you notify the organizing committee with one hour of completing the event?

Yes No

(Continue to section 7)

5. REDRESS AGAINST CHECKPOINT SCORE

Redress form lodged by midday after posting of results?

Yes No

Checkpoint?

Your Recorded Result:

Your Sheet Result:

(Continue to section 7)

6. REDRESS AGAINST PENALTY IMPOSED

Redress form lodged by midday after posting of results?

Yes No

Penalty imposed?

(Continue to section 7)

7. Supporting Statement

(including diagrams and witness details as required)

REMAINDER OF FORM FOR REDRESSOR USE ONLY.

Finding:

30.2.1 Amend result as proven

30.2.2 Let check point recording stand

30.2.3 Average points for the competitor

30.2.4 Disqualify the checkpoint

30.2.5 No action taken due to frivolous nature

Other outcome:

Protest flag observed by organizing committee at the finish?

Yes

No

Proceeding to protest?

Yes

No

Redressor:

APPENDIX 4B**PROTEST FORM****EVENT**

Organising club

Date

Event number

PROTESTING YACHT

Number

Time Trial event

Owner or
representative

Club

Signature

Address

Email

Telephone

PROTESTED YACHT

Number

Time Trial

Owner or
representative

Club

Signature

Address

Email

Telephone

NOTIFICATION

Tick Box

Did the protesting yacht inform the protested yacht of the protest?

Yes

No

If so how?

When

Did the protesting yacht display a protest flag?

Yes

No

If so when?

INCIDENT: When and where

Witness(es)

RULE(S) alleged to have been infringed

DESCRIPTION OF THE INCIDENT**REMAINDER OF FORM FOR PROTEST COMMITTEE USE ONLY.****PRE-HEARING INFORMATION**

Date	Time	Parties notified of hearing	Tick Box			
Protest time limit			Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
Protest received			Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
Hearing scheduled						
Protest flag observed by organizing committee at the finish			Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

HEARING TO VALIDATE PROTEST

Parties present _____

Protesting yacht represented by _____

Protested yacht represented by _____

	Tick Boxes				
Objection about interested party made Remark	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
Hail immediate and appropriate Remark	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA <input type="checkbox"/>
Protestor informed/trying to inform protestee Remark	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA <input type="checkbox"/>
Proper and timely display of protest flag Remark	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
Protest flag acceptable Remark	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	NA <input type="checkbox"/>
Nature of incident identified in protest Remark	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
Protest lodged within time limit Remark	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	
Time limit extended Remark	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>	

Conclusion

(tick one)

Protest valid, hearing will proceed Protest invalid and refused

FOR A HEARING CALLED BY THE PROTEST COMMITTEE

Hearing called under rule _____

Competitor(s) or yacht(s) notified _____

Date _____

Time _____

Tick Boxes

Written

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Oral

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Written

Oral

Written

Oral

DECISION OF THE PROTEST COMMITTEE

Facts found _____

Diagram

Diagram of yacht _____ is enclosed by the committee
Committee's diagram is attached

Conclusion and rules that apply _____

Decision _____

Protest Committee members

Signature of Chairman

Date of hearing _____

Date of decision _____

Decision announced in the presence of

Protestor

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

tick if yes

Protestee

tick if yes

other

tick if yes

Written decision requested

Date requested _____

Date transmitted _____

Decision transmitted to

Protestor

tick if yes

Protestee

tick

DIAGRAM OF THE INCIDENT

Show on the diagram

- *Wind direction and strength
- *Current direction and strength
- *Relevant marks of the course

APPENDIX 5**YACHT SPEED TABLES**

<u>KNOTS</u>	<u>FEET</u>			<u>METRES</u>		
	<u>Per Hour</u>	<u>Per Min</u>	<u>Per Sec</u>	<u>Per Hour</u>	<u>Per Min</u>	<u>Per Sec</u>
5.0	30400	506.67	8.44	9265.92	154.43	2.57
5.5	33440	557.33	9.29	10192.51	169.88	2.83
6.0	36480	608.00	10.13	11119.10	185.32	3.09
6.5	39520	658.67	10.98	12045.70	200.76	3.35
7.0	42560	709.33	11.82	12972.29	216.20	3.60
7.5	45600	760.00	12.67	13898.88	231.65	3.86
8.0	48640	810.67	13.51	14825.47	247.09	4.12
8.5	51680	861.33	14.36	15752.06	262.53	4.38
9.0	54720	912.00	15.20	16678.66	277.98	4.63
9.5	57760	962.67	16.04	17605.25	293.42	4.89
10.0	60800	1013.33	16.89	18531.84	308.86	5.15
10.5	63840	1064.00	17.73	19458.43	324.31	5.41
11.0	66880	1114.67	18.58	20385.02	339.75	5.66
11.5	69920	1165.33	19.42	21311.62	355.19	5.92
12.0	72960	1216.00	20.27	22238.21	370.64	6.18
12.5	76000	1266.67	21.11	23164.80	386.08	6.43
13.0	79040	1317.33	21.96	24091.39	401.52	6.69
13.5	82080	1368.00	22.80	25017.98	416.97	6.95
14.0	85120	1418.67	23.64	25944.58	432.41	7.21
14.5	88160	1469.33	24.49	26871.17	447.85	7.46
15.0	91200	1520.00	25.33	27797.76	463.30	7.72

APPENDIX 6**PROTOCOL FOR CHAMPIONSHIP AND TEAM EVENTS**

Hosting of championship and team events should go around the river Clubs in a clockwise direction. Consideration may be given to any Club which wishes to host an event out of turn.

October to January

- 1 Post Season review
- 2 Rule reviews
- 3 Course review and changes
- 4 Preparation of calendar of events for submission to SRRC and Aquatic Council

February

- 1 Courses sub committee meets and determines courses for each event.
- 2 10th Feb submit Calendar of Events to SRRC.
- 3 If courses involve an ocean event then the proposed course is submitted to the Coastal Committee.
- 4 Confirm available sponsorship and determine what additionally is required. Take steps to acquire additional sponsors.
- 5 Meet with major sponsors and agree general arrangements for championship events.
- 6 Sailing instructions review.
- 7 First draft of program prepared.

ACTION

1. Courses sub committee
2. Regatta Control Officer
3. Secretary or Chairman
4. Chairman CPYC of YWA or delegate
5. Chairman CPYC of YWA or delegate
6. CPYC of YWA
7. CPYC of YWA

March

- 1 Copies of courses published CPYC Home Page at www.sportspage.com.au
- 2 Clubs are requested to submit names of team captains and to nominate a person who shall be responsible for:
 - a The receiving and distribution of courses, sailing instructions and the nomination of their Club team.
 - b Liaising with the Regatta Control Officer or other nominated officer of CPYC.
- 3 List of officials to be submitted covering:-
 - a Start team
 - b Committee room
 - c Regatta control officer
 - d Radio net
 - e Check point Briefer
 - f Results Officer
 - g Organising Committee
 - h Courier boats and crews
 - i Publicity officer

- 4 Final arrangements at host clubs
- 5 Approval of program for printing

ACTION

1. Regatta Control Officer
2. Secretary and chairman
3. Regatta control officer
4. Delegates
5. CPYC of YWA.

April

- 1 Notice of Event, sailing Instructions and nomination forms to be prepared for approval by CPYC of YWA.
- 2 Protest committee to be nominated.
- 3 Host club to be advised of the following requirements.
 - a Start boat, start gun, flags and radio.
 - b Site for distribution of check point information and gear.
 - c Committee room and computer office.
 - d Room for protest panel.
 - e
 - f Jetty and other space for craft before and after event.
- 4 Notice of 1st event to be posted in clubs 1 month before event.

ACTION

1. Regatta control officer, Chief starter and secretary.
2. Organising Authority
3. Regatta control officer, Chief starter, secretary or chairman.
4. Delegates.

May

- 1 All clubs are requested to supply a nominated number of check point teams for the event.
- 2 Nomination forms to be distributed to clubs four weeks before **1st** event. These to require the following information:
 - a For each competitor, name and boat number, nominated speed, name of skipper and navigator.
 - b Name, address and phone number of person authorised to receive and distribute sailing instructions.
 - c Name, address and phone number of team captain.

ACTION

1. Chief starter and secretary
2. All clubs
3. Chief starter and secretary

June, July, August and September

Same procedure as for May at appropriate times before events.

DUTIES OF PERSONNEL INVOLVED IN RUNNING THE STATE CHAMPIONSHIPS

- 1 **REGATTA CONTROL OFFICER**
Overall responsible for:
 - Checkpoint briefing night.

- Competitors briefing night.
- Collection of entry forms.
- Distribution of sailing instructions.
- Committee room activities.
- Nominate a --Redresser

2 CHAIRMAN COURSES SUB-COMMITTEE

- Course preparation and distribution.

3 CHAIRMAN, SPONSORSHIP

- Investigate possibilities and secure sponsors.

4 START TEAM

- Secure equipment.
 - Yardarm.
 - Sound signal equipment.
 - Flags plus other equipment.
 - Orange on-station.
 - Class flag, Yellow (International code "Q").
 - Blue peter preparatory (International code "P")
 - AP.(Substitute flag answering pennant)
 - Black ball or shape.(International code "I")
 - Abandonment (International code "N")
 - Numeral Pennants Full set "0" through "9"
 - Change to sailing instructions (International code"L")
 - PFD to be worn (International code "Y")
 - Rescue Flag Green / White.
 - First Aid Kit
 - 50 metre buoy, with anchor and 20m of rope and chain
 - Locate the Start Boat in position.
 - Start the event.
 - Record times and penalties for boats through the start.
- Checkpoint sequence 1.

5 COMMITTEE ROOM

- Before event:
 - Set clocks.
 - Check voice recorders.
 - Pack bags for checkpoints.
- After event:
 - Check bags from checkpoints.
 - Remove time sheets.
 - Check time sheets.
 - Pass the time sheets to computer operator.
 - Check computer sheets for discrepancies
 - Replay the checkpoint tapes to confirm extraordinary losses.

6 COURIER BOAT SKIPPER

- Checkpoint bags
 - Collect distribution sheet checkpoint bags from the committee room
 - Deliver the back bags to the checkpoint crews as per distribution sheet.
 - When last boat starts follow around the course behind the last competitor and collect the bags.

- Deliver bags to the event committee at the nominated place as directed.

7 **PUBLICITY OFFICER**

- Organise press release before each event.
- Ensure results get to press each day.
- Invite the press on to a VIP boat to witness the event.
- Organise video of each event for showing after each presentation.

8 **RADIO NET OFFICER**

- Listen to radio and pass on messages.

9 **TROPHY OFFICER**

- Order correct amount of pennants for season.
- Display trophies at lunches/dinners.
- From winners list, arrange miniatures and engraving.
- Seek a trophy budget from CPYC.
- Purchase. Within the budget all prizes.
- Set up trophy display on prize night.

10 **CHECKPOINT LIAISON OFFICER**

- Organise the required courier boats.
- Inform courier boats of their duties.
- Information officer for check boats.
- Organise checkpoint bags to be delivered to the correct courier boats in good time.
- Collect the checkpoint bags from the courier boats after event.

11 **COMPUTER OPERATOR**

- Input recorded times from the checkpoint recording sheets.
- Extract an initial detailed score sheet for perusal in the committee room.
- Correct any perceived errors of input
- Insert penalties as directed.
- Print out the provisional result sheets.

12 **CHAIRMAN, PROTEST PANEL**

- Evaluate protests.
- If necessary organise panel to hear protest. (this can be after the event.)

13 **TIMEKEEPER**

- Custodian of the equipment.
- Set all checkpoint clocks to the Official Time published on the CPYC Home Page at www.sportspage.com.au.
- Ensure that all protests from the previous event have been heard.
- Clean off all tapes from the previous event.
- Make ready all tapes for the current event.
- After the event check all clocks as to whether they have maintained accuracy during the event.
- Be part of committee room team.

APPENDIX 7**ALLOTTED NUMBERS RANGE**

CLUB	Competition Number Range	Radio Call
Royal Perth Yacht Club	100-199	VJ6RP
Royal Freshwater Bay Yacht Club	200-299	VH6PW
Claremont Yacht Club	300-399	VJ6FK
South Of Perth Yacht Club	400-499	VJ6LF
Perth Flying Squadron Yacht Club	500-599	
Swan Yacht Club	600-699	
East Fremantle. Yacht Club	700-799	VJ6GQ
Fremantle Sailing Club	800-899	VJ6LS
Mounts Bay Sailing Club	900-999	
Whitfords Sea Sports Club	W01-W99	VJ6LQ
Mandurah Yacht Club	M01--M99	

APPENDIX 8

HANDICAPS.

As detailed below or alternatively such handicap as the organising committee may determine, and details of which shall be in the sailing instructions.

RECOMMENDED HANDICAP SYSTEM

The basis of the system is that a power yacht's **'Performance'** be assessed in every event in which it participates and is calculated as the sum of the total number of points lost (excluding penalties) divided by number of accepted marked check points. For the calculation of performance in any event the maximum allowable points lost at any mark will be five (5).

The handicap of a power yacht competing in inter-club and selected CPYC of YWA events shall be:- the **average of three best** performances taken **from the last ten** events in the current or preceding season in which the power yacht has competed and completed the course.

A handicap for the event shall be calculated to two decimal places rounded up. A power boat's given handicap for the event is calculated by multiplying that handicap by the number of accepted check points.

The calculated handicap for the event is then subtracted from the actual points lost after which penalties if any are added. The power yacht with the lowest score wins on handicap.

Example A power yacht's handicap is 1.53 per mark and there is 10 acceptable check points, the power yacht for the event has lost 18 points and incurred a penalty of 10 points for an infringement so the score for the event is **$18 - 15.3(1.53 \times 10) = 2.7 + 10 = 12.7$**

The following handicap conditions shall apply:

- 1 Maximum Handicap. For power yachts with more than ten previous starts in the current or preceding seasons the maximum handicap shall be 4.0.
- 2 Where a power yacht has completed between five and ten times in the current or preceding seasons the handicap shall be calculated as the average of the best three performances to a maximum of 3.0.
- 3 Where a power yacht has competed less than five times in the current or preceding season the handicap shall be equal to the best performance to a maximum of 3.0.
- 4 Where a power yacht has not previously competed then the handicap will be a maximum of 1.0
- 5 All handicaps shall be subject to "downward" adjustment at the handicapper's discretion.
- 6 **Tie Break** if after applying handicaps, two or more power yachts are tied then rule 11.2 shall apply.

APPENDIX 9**Recommended Check Point Instructions****MEMBERS REQUIRED IN EACH CREW**

1. Timekeeper.
2. Recorder for Check Sheet.
3. Sighter to call the last second heard when the power yacht arrives at the mark.
4. If possible an observer to check deviation from course and change of speed.

DUTIES**1. TIMEKEEPER**

At the time indicated on the check point sheet, start the tape recorder and nominate the check point and time. The recorder may have been preset.

As a power yacht approaches the mark, identify the minute and when it is no less than ten seconds from the mark clearly call the individual seconds until the power yacht has passed the mark.

NB. Please record the minutes on the tape frequently, even if power yachts are not arriving, so as to facilitate searches if required.

DO NOT TURN THE TAPE OFF until the last power yacht has passed.

2. RECORDER

The check point sheet shows the hour and minute when a power yacht is due to arrive.

When the sighter identifies a power yacht's number, find it on the sheet, and when the sighter calls the second of arrival it should be written alongside the minute. If the minute of arrival is different from that shown on the sheet then add a comma after the second, and the correct minute after it.

Do not alter the Printed Numbers.

EG	Printed time	Write second	Write new min	New hour	Any penalty
----	--------------	-----------------	------------------	----------	-------------

Also a notation should be put on the check sheet when numbers were not legible.

The sighter should also look for any raised protest flags flying and ask the recorder to make a notation **PRF**

4 **OBSERVER**

Time trialling rules in relation to changes of speed and or course are:

- 8.3** Any power yacht which shows a **blatant** change of speed or course shall incur a penalty of 10 points.
- 8.3 1** Any power yacht which shows **any** change of speed within approximately 50 metres of the mark

APPENDIX 10

SPONSORSHIP GUIDELINES

A major sponsor shall be permitted to and may receive:

1. Name inclusion on the Official Program, Notice of Event and promotional material issued to all participating clubs, competitors and the press.
2. Attend nominated events and the presentation dinner.
3. Provide flags and pennants to competitors and check boats, size not to exceed 600mm X 450mm.
4. Option to provide promotional material to all competitors and check crews.
eg. shirts and or caps,
5. Any other general advertising having been approved by the organising committee.

SECTIONAL REFERENCES

CHECK POINT

Rules 8, 9, 11, 16, 30, 36.

CONSIDERATION FOR REDRESS

Rules 32, 36.

ENTRIES

Rule 3, 4, 12.

ORGANISING AUTHORITY

Rules 1, 3, 37, 39, 40.

ORGANISING COMMITTEE

Rules 1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 16, 26, 30, 31, 32, 34, 39, 40.

POSTPONEMENT

Rules 6, 9, 15.

PROTEST

Rules 1, 5, 8, 11, 14, 15, 16, 30, 31, 32, 33, 34, 35, 36, 39, 40.

REQUEST FOR REDRESS

Rules 1, 6, 10, 14, 30, 31, 36.

SAILING INSTRUCTIONS

Rules 3, 5, 7, 8, 10, 15, 23, 28, 31, 36, 39, 40.

END