

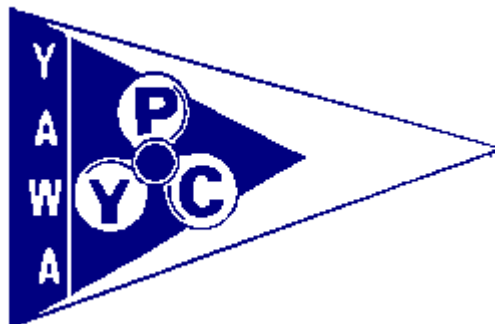
RULES 2003

For the sport of

TIME TRIALLING

Prepared by

*POWER YACHT COMMITTEE
of the YACHTING ASSOCIATION
of WESTERN AUSTRALIA (INC)*



**Celebrating 100 years of organised power yacht events
on the Swan river**

TIME TRIALLING RULES
VERSION 2003

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What fosters friendships and camaraderie?
What builds confidence in every boater?
What is an on-the-water competition?
What sharpens navigation skills?

A TIME TRIAL EVENT!

It's the sport where every power boat owner can compete and have a great time while learning more about boating and navigation!

What is a Time Trial Event?

It's a sure way to practice navigation and satisfy your competitive nature in a friendly environment. This is not a test of speed - it's a test of accuracy. It doesn't take a special boat or high priced electronics. All it takes is:

- ◆ A Boat and a crew of 2.
- ◆ A competition number and flag..
- ◆ A Tachometer.
- ◆ A Clock.

You should have an operating 27Mhz radio, and your boat must meet the Minimum Marina safety requirements and hold a current Compliance Certificate issued by your Yacht Club. Time Trial Events are similar to road rallies on the water. You don't remember road rallies? You don't have to! All you have to do is determine your arrival time at each point on a designated course. You do the calculations in advance, then run the course in your boat on the day of the contest with a navigator, a clock and a tachometer or speedometer.

The Result?

- ◆ A better understanding of your boat's performance.
- ◆ Increased confidence in your own boating skills.
- ◆ Expanded knowledge of the local cruising waters.
- ◆ Lots of new friends.
- ◆ And, a trophy or two to remind you what a great sport this is!

All too often we hear:

- ◆ It sounds too complicated.
- ◆ I don't know how it works.
- ◆ I don't want to embarrass myself with all those "experts" out there.
- ◆ My boat is too small, too big, too fast, too slow, too old, etc. etc.
- ◆ What if the weather is bad?

We are here to help.

Local Yacht Clubs hold contests on a regular basis; they also hold classes to help you sharpen your skills. Seasoned competitors share their knowledge of the sport and work with you until you know the ropes. Many act as mentors working one-on-one to help you develop your confidence. It won't be long before you are ready - and don't be surprised at how well you do!

Power boaters of every skill level participate regularly Time Trial Contestants compete in every type of boat - from outboards to cruising yachts. Contests are scheduled well in advance, but they are postponed when adverse weather conditions arise.

Learn more about Time Trialling

You'll find that local contests teach you more about the waters near your homeport. Longer contests give you the confidence to cruise on your own and visit new ports.

Enjoy new friends

No matter what kind of contest you enter, rest assured that each offers camaraderie and fellowship. The "stories" you'll share while you wait for the scoring results will rival any fish tale you've heard. The folks you'll meet will share your love of the water and boats. And you'll have a chance to visit various yacht clubs in your area.

If you want to learn some of the nuts and bolts of Time Trialling contact your nearest yacht club.

WHAT EXACTLY IS TIME TRIALLING?

Time trialling is a boating activity run by yacht clubs on the Swan river and available to any members with a craft capable of navigating at a speed between 5 and 15 knots under engine power. Family participation is possible, there is a lot of husband and wife teams, and it provides an excellent opportunity to:-

- ◆ Use your boat during the winter season.
- ◆ learn the local waters.
- ◆ Learn the navigational marks and hazards.
- ◆ Learn the capabilities of your boat.
- ◆ Familiarise yourself with the local waters.

A time trial event involves sailing and accurately maintaining a predetermined course between fixed marks on the river at a nominated speed.

Sailing instructions are available prior to the event and courses must be followed at the speed nominated by the competitor.

After starting at a given time, time checks are taken on each competitor at the start, finish and at a number of undisclosed check points around the course. One point is lost for each second a competitor is early or late at these check points, and penalties can be applied for obvious changes in nominated speed or diversions off course. Time errors are cumulative- being early at one check is not cancelled by being late at another. The winner is the competitor with the least points lost, according to the rules.

Equipment required for the event is a timing device (clock) and sailing instructions that include a course sheet and possibly a chart if you don't know the course.

Preparation involves calculating your ETA at all the marks of the course from your respective start time. Most events last between thirty minutes and two hours depending on your nominated speed and the length of the course.

The variation in weather, wind, tide and the wash from other boats cause a never ending change to conditions under which events are conducted. To those participating regularly, a challenge is provided to master these variations, and in doing so, improve their boat handling and navigation skill.

The fellowship of other competitors, particularly in interclub events, adds considerably to this further enjoyment of power yachting.

Sailing instructions are available prior to the event and courses must be followed at the speed nominated by the competitor.

After starting at a given time, time checks are taken on each competitor at the start, finish and at a number of undisclosed check points around the course. One point is lost for each second a competitor is early or late at these check points, and penalties can be applied for obvious changes in nominated speed or diversions off course. Time errors are cumulative- being early at one check is not cancelled by being late at another. The winner is the competitor with the least points lost, according to the rules.

PART I - STATUS OF THE RULES

POWER YACHT COMMITTEE OF THE YACHTING ASSOCIATION OF 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 and the current rules of the International Yacht Racing Union and the prescriptions of the Australian Yachting Federation.

The time trialling rules first became effective on May 1st 1986 and edition 2003 became effective on April 30th 2003.

UPDATE INFORMATION

PAGE	DATE
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	12/99 Edition 2000
Radio Rules	2001/1
Reprint	Edition 2003- 100th YEAR OF ORGANISED POWER YACHT EVENTS ON THE SWAN RIVER

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

The time trialling rules may be reviewed periodically by a special Sub Committee formed by the PYC of YAWA.

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

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POWER YACHT COMMITTEE OF THE YACHTING ASSOCIATION OF
WESTERN AUSTRALIA (INC)

FUNDAMENTAL RULES

A. RENDERING ASSISTANCE

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

B. 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.

C. FAIR TACTICS

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

D. CREW

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

PART II - DEFINITIONS

- 1. 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.
- 2. RULES.**
 - A The time trialling rules, and
 - B The sailing instructions, and
 - C International Rules for the Prevention of Collisions at sea
 - D Any other conditions governing the event.
- 3. PROPER COURSE.**

A *proper course* is, in the absence of any obstruction , a direct line from mark to mark.
- 4. 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 imaginary extension of the 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.** Such as a spit post.
 - C **MOVABLE MARK.** Such as a buoy.
 - D **TRANSIT LINE.**

A *transit line* shall be the imaginary line joining two fixed points, or the extension of that line.
- 5. 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.
- 6. 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.
- 7. REDRESS.**

A request by a power yacht for a correction to its finishing position as detailed in rule 30.
- 8. PROTEST.**

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

A written request by a power yacht protesting a decision of the redresser.
- 9. OFFICIAL TIME-**

The *official time* shall be Telstra's Dial-it service time (1194) unless otherwise nominated in the sailing instructions.
- 10. BLATANT-**

Flagrantly obvious or undisguised (Macquarie 1981)
- 11 DURING THE EVENT-** means from the warning signal until all power yachts either finish the event or retire.

PART III - MANAGEMENT OF EVENTS

1 AUTHORITY FOR ORGANISING, CONDUCTING AND JUDGING EVENTS

- 1.1 Events shall be organised by any one of:-
 - 1.1.1 The Power Yacht Committee of the Yachting Association of Western Australia (Inc) hereinafter known as the PYC of YAWA.
 - 1.1.2 A club or regatta committee affiliated with Yachting Association of Western Australia (Inc).
 - 1.1.3 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 members 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 time trialling 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, who 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.
- 2.2 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.
- 2.3 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 time trialling rules and such other rules as applicable.
- 3.1.3 The time of the start of the first 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 on which 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 maximum and minimum 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 option between them.
- 4.2 If without the previous consent of the organising committee an owner skippers 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 time trialling 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 time trialling rules and that the time trialling rules shall be available for perusal by competitors at the regatta office.
- 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.
- 5.2.8 Protest procedure.
- 5.2.9 The place where competitors may set and check their clocks.
- 5.2.10 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 time trialling rules.
- 5.3.3 The frequency used for radio communication and call sign of 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 inclub/association events, do so at their own risk and responsibility.
Theclub/association is not responsible for the seaworthiness of a power yacht whose entry is accepted or the sufficiency or adequacy of its equipment.
The....club/association reserves the right to refuse an entry.
Attention is drawn to fundamental rule B
- 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 channel 27.94**, to indicate that an alteration has been made.
- 5.5 Charts, showing courses, shall be approved by the PYC of YAWA 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 subject to the rules *during the event*.

The Warning Signal is the 10 minute signal. (see rule 15)

Preparatory Signal is the 5 minute signal.

Starting Signal is the official time of the event start.

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 not be penned, moored, anchored or beached later than 10 minutes prior to its allotted start time.

7.5 After the Warning Signal:-

7.5.1 A participating power yacht shall not practice any part of the course.

7.5.2 A power yacht shall not enter the starting area unless in the act of starting or finishing.

7.5.3 A power yacht shall not manoeuvre so as to hinder another power yacht in the act of starting or finishing.

7.5.4 A power yacht within the starting area shall maintain a course at approximately 90 degrees to the start line

7.5.5 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,

7.5.6 A power yacht shall not change course in the starting area.

8 SAILING THE EVENT

- 8.1 A skipper shall nominate the power yachts competing 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 Power yachts 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 which they are late or early at these respective 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 Any power yacht which shows **any change of speed** within approximately 50 metres when approaching a check point shall incur a penalty of 10 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 other than a starting mark on the wrong side, it must return and round or repass it on the same side before rounding or passing it on the correct side, or be disqualified.
- 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 the power yachts to round or pass, 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.
At the completion of the event the number of points lost at each check point shall be totalled and the power yacht having the least number of points lost, after adjustment of handicap and any penalty points incurred, shall be declared the winner.
- 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.

11.4.4 Disqualify the check point.

Any decision made by the organising committee may be subject to protest.

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.

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

The class flag shall be a yellow flag not less than 300mm by 200mm.

Competitors are requested to keep their radio tuned to channel 27.94 (Club Events Channel) during the event.

- 15.1 Unless otherwise prescribed in the sailing instructions, the following international code flags and other visual signals shall be used as indicated.
- 15.2 International code flag "AP"-Answering Pendant - Postponement Signal.
- 15.2.1 When flown alone means:-
"All events not started are postponed". The warning signal shall be made one minute after this signal is lowered.
(One sound signal may be made with the lowering of the "AP").
- 15.2.2 When 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.
- 15.2.3 When flown over one of the numeral pendants 1 to 9 means:-
"All events not started are postponed one hour, two hours, etc."
- 15.2.4 When flown over the class flag means:-
"All events not started are postponed to a later day".
(One sound signal shall be made with the lowering of "AP").
- 15.3 International code flag "B" - Protest Signal
When displayed by a power yacht, means:- "I intend to lodge a protest".
- 15.4 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".
- 15.5 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".
- 15.6 International code flag "N" - Abandonment Signal - means:-
"The event is abandoned."
- 15.7 International code flags "N over First Substitute" - Cancellation Signal - means:-
"The event is cancelled".
- 15.8 International code flag "P" - Preparatory Signal - means:- "The class designated by the warning signal shall start in five minutes exactly."

- 15.9 International code flag "Y" - Life Jacket Signal - means:- "Life jackets or other adequate personal buoyancy should be worn while competing by all helmsmen and crews, unless specifically excepted 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 life jacket or other adequate personal buoyancy when conditions warrant. A wet suit is not adequate personal buoyancy.
- 15.10 Orange On station Flag -
- 15.10.1 When displayed afloat means:-
"The committee boat is on station at the start or finishing line."
- 15.10.2 When displayed ashore means:- "The start or finish line is in use".
- 15.11 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 to the announced start time & shall be:-
- 15.11.1 Warning Signal. Class flag broken out or distinctive signal displayed.
- 15.11.2 Preparatory Signal. Code flag "P" broken out or distinctive signal displayed.
- 15.11.3 Starting Signal. Preparatory signal lowered.
- 15.11.4 When the last boat crosses the start line. Class flag lowered**
- 15.12 Other Signals
The sailing instructions shall designate any other special signals and shall explain their meaning.
- 15.13 Calling Attention to Signals
Whenever the committee makes a signal, or flies a flag it shall call attention to its action as follows:-
- 15.13.1 Three guns or other sound signals when displaying:-
- 15.13.1.1 "N"
- 15.13.1.2 "N over first substitute"
- 15.14 Two guns or other sound signals when displaying "AP"
- 15.15 One gun or other sound signal when making any other signal, including the lowering of:
of: "AP" when the length of postponement is not signalled.
- 15.16 Official Time to Govern
Times shall be taken from the official time and a failure or mistiming of a gun 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 Checks 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.
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 (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 who will:-
make relevant material available to a protest committee and who may:-
recheck 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 NUMBERS, NAMES AND DISTINGUISHING FLAGS

- 19.1 Every 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 PYC OF YAWA 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 Every 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 Regulations of the Department of Transport and:-
- 20.2 Every competing power yacht shall comply with the minimum marina requirements of the PYC of YAWA.

21 MEANS OF PROPULSION

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

22 MAXIMUM AND MINIMUM SPEEDS

The maximum nominated speed of competing power yachts shall be 15 knots.
The minimum nominated speed of competing power yachts shall be 5 knots unless a lower limit is specified in the sailing instructions.

23 SPARE RULE

PART V - COURSE RULES

24 RIGHTS AND OBLIGATIONS WHEN COMPETING POWER YACHTS MEET.

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

The rules of Part V apply only between 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 government 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 time trialling 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, 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 crossing, and the risk of collision is likely, the vessel which has the other on its own starboard shall keep out of the way.

27.3 When approaching a mark, irrespective of searoom, an overtaking power yacht shall not travel on a course between the overtaken power yacht and the mark when the overtaken power yacht is 150 metres or less from the mark.

27.4 **Altering Course Simultaneously**

27.4.1 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 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 shall 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 within 30 minutes of displaying the provisional results.

31 PROTESTS BY POWER YACHTS

- 31.1 Right to protest. A power yacht can protest any other power yacht if they:-
- 31.1.1 Are directly involved in an incident.
 - 31.1.2 Witness 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 for 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 finishing line by hailing 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 4.
- 31.6 Time Limit. Unless otherwise prescribed in the sailing instructions, a protesting power yacht shall deliver its protest to the organising committee:-
- 31.6.1 Within one hour of finishing the event unless the organising committee has reason to extend this time limit or:-
- 31.6.2 When it does not finish the event, within such time as the organising committee may consider reasonable in the circumstances.
- 31.6.3 Within one hour of becoming aware of the facts justifying a protest, provided that such protest is lodged within 30 minutes of the announcement of results or the redressers decision.
- 31.7 Fee. A protest shall not be accompanied by a fee, unless otherwise prescribed in the sailing instructions.
- 31.8 Remediating 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 grounds for believing 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, 16.6, 11, 19, 20, 30, 32.1 or 34.2.
- 33.2.1 Interested Parties. 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 defence.

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 of 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.

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, eg. 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 following 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 PYC of YAWA.

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 PYC of YAWA, 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 PYC of YAWA 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 time trialling rules shall not be the subject of the time trialling rules.

38.2 The PYC of YAWA 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 YAWA 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 YAWA may prescribe.

39.3 Interpretation of rules. An appeal or reference shall be made solely on a question of interpretation of the rules.

The YAWA 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 YAWA payable by the appellant, to be forfeited to the funds of YAWA 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 the YAWA 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 YAWA has been obtained.

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

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

39.8 Interested Parties. No interested party nor 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. The YAWA 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 the YAWA 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 the YAWA shall be in writing and shall contain the following particulars if they are 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,

40.1.2 A copy of the protest or protests prepared in accordance with rule 31.5, and of all other written statements which may have been submitted by the parties to the protest,

40.1.3 The observations of the protest committee thereon, a full statement of the facts found, 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 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

DUTIES OF THE PROTEST COMMITTEE

In a protest hearing the protest committee should give equal weight to the testimony of all principals and they should:

Recognise that honest testimony can vary and even be in conflict as a result of different observations or recollections.

Resolve such differences as best it can.

Recognise that no power yacht is guilty until its infringement has been established to the satisfaction of the protest committee.

Keep an open mind until all the evidence has been submitted as to whether the protester or the protestee or a third power yacht, when one is involved in the incident, has infringed a rule.

1 PRELIMINARIES

- 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 defects (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 whether the protester displayed protest flag, unless 31.3 applies or the protester is seeking redress under rule 30.1.1 and note his 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 tried to inform the protested power yacht(s) that a protest would be lodged (rule 31.4) and note his answer on the protest. rule 31.4 is mandatory with regard to the attempt to inform, but not with regard to its success.
See that the protest fee (if any) required by 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 any written statement regarding the incident (preferably photocopies) 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 defence.

2 **THE HEARING**

- 2.A The protest committee shall ensure that:
 - 2.A.1 A quorum is present.
 - 2.A.2 No interested party is a member of the protest committee or takes 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 When any member of the protest committee saw the incident, he shall only give his evidence as a witness in the presence of the parties to the protest and may be questioned.
 - 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 he 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 needed) 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 itself are often helpful.
- 2.D Invite first the protester and then the protestee(s) 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 Invite first the protester and then the protestee(s) 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 **DECISION**

- 3.A The protest committee, after dismissing those involved in the incident, shall decide what the facts are.
- 3.B The protest committee shall then apply the rules and reach a decision as to who, if anyone, infringed a rule and what 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 for it (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 PYC of YAWA.
- 3.E Decide if any protest fee shall be refunded(rule 36.6).

APPENDIX 2A PENALTIES

- 1.A For a breach of a fundamental rule.
DISQUALIFICATION
- 1.B For failure to pass on the correct side of a mark of the course.
DISQUALIFICATION
- 1.C For collision with a check boat or mark of the course. DISQUALIFICATION
- 1.D For failure to comply with any rule in PartIV (general rules).
DISQUALIFICATION
- 1.E If without the previous consent of the organising committee an owner skippers any power yacht other than his own in an event wherein his own power yacht competes.
BOTH POWER YACHTS SHALL BE DISQUALIFIED
- 1.F For deliberately hindering a power yacht which is competing.
DISQUALIFICATION
- 1.G For forcing another competitor to breach a rule.
DISQUALIFICATION
- 1.H For each second early or late at a check point.
1 POINT
- 1.I Changes of speed or course as defined in the rules.
10 POINTS PER OFFENCE
- 1.J Failure to observe speed restrictions.
10 POINTS PER OFFENCE
- 1.K After the warning signal:-
Practising any part of the course.
Doing practice run ups to the start line.
Entering the starting area while not in the act of starting.
Manoeuvring so as to hinder another power yacht in the act of starting.
Failing to maintain an approximate 90 degree course to the start line within the start area.
Changing course in the starting area.
10 POINTS PER OFFENCE
- 1.L Failure to comply with rule 27.3 (Overtaking within 150metres of a mark).
DISQUALIFICATION
Any other penalty may be decided by the redresser or protest committee.

APPENDIX 2B

SPECIAL SCORING PROVISIONS

1 Inter Club Teams Events.

- 1.A Each club may nominate up to six (6) power yachts - a minimum of four (4) power yachts is required. Any substituted power yacht which is not already nominated in other events, run in conjunction with a teams event, shall be at the same speed as the nominated power yacht it is replacing.
- 1.B At the completion of each event the best four performing power yachts from each club shall be selected as that clubs team.
- 1.C A finishing place in the event shall be allocated to all final selections based on total points lost.
- 1.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.
In the event of equal placing(s) 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 $(4+5 = 9 / 2 = 4.5 \text{ each})$
3 boats equal 1st $(0.75+2+3 = 5.75 / 3 = 1.917 \text{ each})$
- 1.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.
- 1.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.
- 1.G The team with the lowest point score shall be the winner of the event.
- 1.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 at the completion of the series shall be the winner.
- 1.I All team events shall have mid river starts and finishes.

2 **State Championship Scoring System.**

2.A Power yachts from affiliated clubs may nominate in accordance with the notice of event.

2.B **Outright Winners.** The outright winner of each heat shall be the power yacht accumulating the least points lost (excluding handicap) in that heat.

The State Champion Power Yacht shall be the power yacht accumulating the least points under the PYC scoring system taken over its best four of the five heats.

2.C **Handicap Winners.** The handicap winner of each heat shall be the power yacht accumulating the least points lost after the application of the allotted handicap.

The Overall Handicap Winner shall be the power yacht accumulating the least points under the PYC scoring system, for the handicap section, taken over its best four of the five heats.

2.D **The power yacht accumulating the least points over all heats shall win the Bob Stanford trophy.**

2.E **Handicaps.** The handicap applicable to each entrant shall be decided upon by the organising committee prior to each heat.

2.F The PYC of YAWA scoring system, as set out below, shall apply to both outright and handicap sections of the championship with separate points scoring for each section.

Each 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)

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.

* A power yacht which retires shall score the points equal to the number of power yachts which started correctly in that heat plus six (6) points.

A power yacht which is disqualified for any reason shall score the points for a last place finish plus 10% of the number of power yachts which started correctly in that heat with decimal places raised to the next highest number.

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

APPENDIX 2C

ABBREVIATIONS.

The following abbreviations are recommended:

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

APPENDIX 3

RECOMMENDED SAILING INSTRUCTIONS

1. RULES:

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

2. FLAGS:

Every competing power yacht shall fly its club burgee over the Power Yacht competition class flag. The protest flag is International Code Flag B.

3. NUMBERS:

In accordance with Time Trialling Rules.

4. JETTIES:

Power Yachts are subject to the competition rules from the 10 minute signal and must leave jetties and moorings at least 10 minutes before their respective start time. After finishing power yachts must keep clear of the finishing line. *Power yachts are requested to refrain from making practise starts while the start boat is in the process of anchoring in position.* TRIAL RUNS UP TO THE START LINE OR ON ANY PART OF THE COURSE ARE NOT PERMITTED AFTER THE TEN MINUTE SIGNAL.

5. NOMINATED SPEED:

Each power yacht shall compete at the speed normally nominated in club events. After the closing of entries no changes of nominated speeds will be accepted.

6. START AND FINISH LINE:

Will be as per course sheet and in accordance with Definition 4A ii of the PYC 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 PYC Rule 15.4.

7. 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 warning gun may be fired and the class flag raised.
- c) Five minutes before the start the preparatory flag, International Code flag P may be hoisted and a gun fired.
- d) At the actual start time a gun may be fired and the class and preparatory flags may fall.
- e) Each power yacht shall start on its allotted time.
 - i) 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.

8. 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.

9. CHECK POINTS:

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

10. PENALTIES:

Shall be in accordance with APPENDIX 2A of the PYC Rules

11. 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.

12. 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.

13. PROTESTS:

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. A written protest accompanied by a fee of \$25.00 must be lodged with the officials within one hour of the protesting yacht's finish or, if the protest is against time calculations, within 30 minutes of the announcement of results.

Protests will be heard in accordance with PYC Rules as soon as possible and in any event within 14 days of lodgement.

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:

Amend the result as proven.

Let check point recording stand.

Average points for the competitor.

Disqualify the check point.

Should the protester disagree with the Redresser's decision this person still has the right to a full protest hearing in accordance with the PYC rules.

The fee accompanying the protest form may be refunded at the discretion of the protest committee.

14. GENERAL NOTES:

- a) Telstra's Dial-it service time (1194) time signal is to be used as official regatta time.
- b) Substitutions:
 - 1) No substitution of a skipper for a championship heat will be allowed.
 - 2) Any substitution of power yacht, skipper or crew in teams events shall be subject to the approval of the Regatta Control Officer.
 - 3) Requests for any substitution must be made to such officer not less than one hour prior to the start times of such events where substitution is required.
 - 4) 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.
 - 5) 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 video tape equipment may be used as evidence of breach of any rule or sailing instruction.

15. RESULTS:

Results shall be announced at the host club as soon as practicable after each event. Detailed result sheets for each individual clubs competitors will be issued to team captains immediately after the announcement of results. Overall result sheets will be displayed at the host club.

16. 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 the Power Yacht Committee of the Yachting Association of Western Australia Inc.).
- c) Every Power Yacht is to monitor 27.94 (Club Events channel) from the 10 minute gun and for 10 minutes after their finish.

17. INDEMNITY:

Neither the Power Yacht Committee, the Yachting Association of Western Australia (Inc.), nor the host club nor any officer or official of the aforesaid committee association or club shall be responsible for any personal injury or damage to property arising from any cause whatsoever. Participating in the 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.

18. RESPONSIBILITY:

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

19. FAIR TACTICS:

No power yacht skipper or crew shall indulge in offensive behaviour, verbal or otherwise, with any official involved in the event. A competitor 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.

20. SCORING SYSTEMS:

The scoring systems for both championship and teams events shall be in accordance with the PYC Rules.

21. HANDICAPS:

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

22. PRIZES:

For the Championship and Teams Events, 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 all heats of the series.

APPENDIX 4

PROTEST FORM

EVENT	Organising club	Date	Race number
-------	-----------------	------	-------------

PROTESTING YACHT: Number	Class	Competition
-----------------------------	-------	-------------

Owner or representative	Club	Signature
-------------------------	------	-----------

Address:	Telephone
----------	-----------

PROTESTED YACHT:	Club	Competition number
------------------	------	--------------------

Owner or representative	Club	Signature
-------------------------	------	-----------

Address:	Telephone
----------	-----------

NOTIFICATION:	Circle one
Did the protesting yacht inform the protested yacht of the protest? If so, how when	yes/no
Did the protesting yacht display a protest flag? if so, when	yes/no
Incident: When and where	Witness(es)
Rule(s) alleged to have been infringed	

DESCRIPTION OF THE INCIDENT:

DESCRIPTION OF THE INCIDENT (continued from page 1):

REMAINDER OF FORM FOR PROTEST COMMITTEE USE ONLY.

PRE-HEARING INFORMATION:

	Date	Time	Parties notified of hearing	Circle one
<u>Protest time limit</u>			Protestor	Yes/no
<u>Protest received</u>			Protestee	yes/no
<u>Hearing scheduled</u>				
Protest flag observed by organising committee at the finish				yes/no

HEARING TO VALIDATE PROTEST

Parties present: Protesting yacht represented by

Protested yacht represented by

	circle one	Remarks
Objection about interested party made	yes / no	
Hail immediate and appropriate	yes / no / NA	
Protestor informed/tried to inform protestee	yes / no / NA	
Proper and timely display of protest flag	yes / no	
Protest flag acceptable	yes / no / NA	
Nature of incident identified in protest	yes / no	
Protest lodged within time limit	yes / no / time limit extended	

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	Circle one
			<u>Written / oral</u>
			<u>Written / oral</u>
			<u>Written / oral</u>

DECISION OF THE PROTEST COMMITTEE

Facts found

Diagram

Diagram of yacht..... is endorsed by the committee
Committee's diagram is attached

Conclusions and rules that apply

Decision

Protest Committee members

Signature of chairman

Date of hearing

Date of decision

Decision announced in presence of protestor Protestee other

Written decision requested

Date requested

Date transmitted

Protestor _____ yes / no

Protestee _____ yes / no

DIAGRAM OF THE INCIDENT

Show on diagram Wind direction and strength - Current direction and strength

Marks (or direction to marks)

APPENDIX 5**YACHT SPEED TABLES**

KNOTS	FEET			METRES		
	Per Hour	Per Min	Per Sec	Per hour	Per Min	Per Sec
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

TIME TRIALLING RULES

VERSION 2003

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 will be given to any club who wants to host an event out of turn.

February

- 1 Courses sub committee meets and determines courses for each event.
- 2 Proposed courses submitted to PYC OF YAWA for approval.
- 3 If courses involve an ocean event then the proposed course is submitted to the Offshore committee of YAWA.
- 4 Confirm available sponsorship and determine what additional 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. PYC OF YAWA
 3. Secretary or chairman
 4. PYC OF YAWA
 5. PYC OF YAWA
 6. PYC OF YAWA
 7. PYC OF YAWA

March

- 1 Copies of courses circulated to clubs indicating where they are provisional. eg. ocean course.
- 2 Clubs requested to submit names of team captains and to nominate a person who shall be responsible for:-
 - a. Receiving and distributing courses and sailing instructions and nominating the team.
 - b. Liaising with the Regatta Control Officer or other nominated officer of P.Y.C.
- 3 List of officials to be submitted covering:-
 - Start team
 - Committee room
 - Regatta control officer
 - Radio net
 - Check point Briefer
 - Messenger
 - Officers of the day
 - Courier boats and crews
 - Publicity officer
- 4 Final arrangements at host clubs
- 5 Approval of program for printing
 - ACTION
 - 1 & 2 Secretary and chairman
 - 3. Regatta control officer

4. Delegates
5. PYC OF YAWA.

April

- 1 Notice of Event, sailing Instructions and nomination forms to be prepared for approval by PYC OF YAWA.
- 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. Facilities for lunch and refreshments for organising committee.
 - 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. PYC OF YAWA.
 3. Regatta control officer, Chief starter, secretary or chairman.
 4. Delegates.

May

- 1 All clubs 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

Get sponsors.

4 START TEAM

Get equipment:

- yardarm.
- gun.
- shells.
- 5 Flags- Orange onstation, class, L, blue peter, answering pennant.
- black ball or shape.
- 50 metre buoy.

Start event.

Do checkpoint at start.

5 COMMITTEE ROOM

Before event:

- set clocks.
- check tapes.
- pack bags for checkpoints

After event:

- check bags from checkpoints.
- remove time sheets.
- check time sheets.
- give sheets to computer operator.
- check computer sheets, if discrepancies check tape.

6 COURIER BOAT SKIPPER

- Pick up check bags and distribution sheet.
- Deliver bags as per distribution sheet.
- When last boat starts, pick up bags.
- Deliver bags to nominated place (ie host club).

7 PUBLICITY OFFICER

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

8 OFFICER OF THE DAY

TIME TRIALLING RULES

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- Information officer for non-members.
- Fuel supply to competitors and couriers.
- 9 RADIO NET OFFICER**
 - Listen to radio and pass on messages.
- 10 TROPHY ORGANISER**
 - Order correct amount of pennants for season.
 - Display trophies at lunches/dinners.
 - From winners list, get miniatures and engraving.
 - Get trophy budget from PYC.
 - Purchase, to budget, all prizes.
 - Set up display on prize night.
- 11 CHECKPOINT LIAISON OFFICER**
 - Get courier boats.
 - Inform courier boats of their duties.
 - Information officer for checkboats.
 - Organise bags to get on correct courier boats at right time.
 - Pick up bags after event from courier boats.
- 12 COMPUTER OPERATOR**
 - Input checksheets.
 - Extract results.
- 13 CHAIRMAN, PROTEST PANEL**
 - Evaluate protests.
 - If necessary organise panel to hear protest.
(this can be after the event.)
- 14 TIMEKEEPER**
 - Custodian of the equipment.
 - Check time with Telstra's Dial-it service time (1194).
 - Clean tapes.
 - Be part of committee room team.

APPENDIX 7

ALLOTTED NUMBER RANGE

<u>Club name</u>	<u>Competition number range</u>	<u>radio call</u>
ROYAL PERTH YACHT CLUB INC	100-199	VJ6RP
ROYAL FRESHWATER BAY Y.C. INC	200-299	VH6PW
CLAREMONT YACHT CLUB INC	300-399	VJ6FK
SOUTH OF PERTH YACHT CLUB INC	400-499	VJ6LF
PERTH FLYING SQUADRON Y.C. INC	500-599	
SWAN YACHT CLUB INC	600-699	
EAST FREMANTLE YACHT CLUB INC	700-799	VJ6GQ
FREMANTLE SAILING CLUB INC	800-899	VJ6LS
WHITFORDS SEA SPORTS CLUB INC	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:

TOTAL NUMBER OF POINTS LOST (excluding penalties) divided by
NUMBER OF ACCEPTED MARKED CHECK POINTS.

The HANDICAP of a power yacht competing in inter-club and selected PYC OF YAWA 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 shall be calculated to two decimal places rounded up. The "RESULT" of the event is calculated by multiplying the HANDICAP by the NUMBER OF ACCEPTED CHECK POINTS and subtracting this figure from POINTS LOST (excluding penalties). The power yacht with the lowest score wins.

The following conditions shall apply:

1. **MAXIMUM HANDICAP**
For power yachts with more than ten starts in the current or preceding season the maximum handicap shall be 4.0.
2. Where a power yacht has completed between five to ten times in the current or preceding season 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 the best performance to a maximum of 3.0.
4. All handicaps shall be subject to "downward" adjustment at the handicappers discretion.
5. **TIE BREAK**
If, after applying handicaps, two or more power yachts are tied then rule 11.2 shall apply.

APPENDIX 9

RECOMMENDED INSTRUCTIONS TO CHECK POINT CREWS FOR POWER YACHT TIME TRIALS

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.

As power yachts approach the mark, identify the minute and when they are 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 regularly on the tape even when power yachts are not arriving 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 that power yacht are due to arrive.

When the sighter identifies a power yachts number, find it on the sheet, when the sighter calls the second of arrival it should be written alongside the minute.

If the minute of arrival is different to 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
-----------------	-----------------	------------------	-------------	----------------

Normal 10:58 **57**

New minute 10:58 **01 , 59**

New minute 10:58 **01 , 00 , 11**
and Hour

Penalty 10:58 **57** **+COS**

If a power yacht appears that is not on the check point sheet, then write in a clear space on the sheet, the power yachts competition number, name and the hour, minute and second of its arrival.

3. SIGHTER.

Identify the competition number of each power yacht as they approach the mark and repeat the last second heard by the timekeeper as the foremost part of the stem of the power yacht reaches the mark.

SHOULD A POWER YACHT LEAVE THE MARK ON A DIFFERENT SIDE TO THAT LISTED ON YOUR ORIGINAL POSITIONING INSTRUCTION SHEET, WRITE **WRS** AFTER THE TIME OF ARRIVAL AND MAKE IMMEDIATE MENTION ON THE TAPE.

If the competition number cannot be identified, the arrival time should be called and a description of the power yacht noted on the check sheet for later identification, also a notation should be put on the check sheet that numbers were not legible. The sighter should also look for any 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 when approaching a check point shall incur a penalty of 10 points.

16.7 Check point crews shall ignore a change of speed after a power yacht has reached that mark for which that crew is responsible.

Penalties under rules 8.3 and 8.3.1 are not designed to penalise power yachts negotiating high waves, washes etc. only those who have made an error of judgement and try to correct by changing speed or course.

Changes of speed or course resulting from washes or avoiding other power yacht should be disregarded.

Verbal comments on possible offences must be made and recorded on the tape as they occur to be accepted by the regatta control officer.

If it is decided that a penalty is warranted ask the recorder to write

+*cos* for speed increase, -*cos* for speed decrease

and if a major change of course occurs *coc*, after that power yachts observed time.

5. SAFETY

Each craft used as a check point boat, or in any other official capacity, shall comply with and carry the required equipment in accordance with the Department of Transport Regulations. All craft must hold a current compliance certificate issued by the club whose register they are listed on or by the PYC of YAWA.

6. INDEMNITY

None of the PYC of YAWA, YAWA (Inc), the host club or any officer or official of the above mentioned shall be responsible for any personal injury or damage to property arising from any cause whatsoever. Participation in this event as a check point boat or in any other official capacity shall be deemed as acceptance of this indemnity. Any accident however, involving personal injury or damage to property, shall be reported without delay to the regatta control officer or to an officer of YAWA.

RECOMMENDED INSTRUCTIONS TO CHECK POINT CREWS FOR POWER YACHT TIME TRIALS

Check crews must not communicate with power yachts until they have passed on their check sheets to regatta control.

All Department of Transport rules applicable to the area shall be adhered to, particularly if anchored in a navigable channel, ie:- A black ball or shape shall be displayed while at anchor.

The power yacht committee would like to take this opportunity to thank you for your assistance in carrying out this essential duty for a time trial.

The accuracy of your crew is vital, as for each second late or early at a mark a competitor shall be penalised one point and for each course or speed deviation a further 10 points per offence.

We rely solely on you as a timing crew to derive a fair result for all.

WE THANK YOU.

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.

APPENDIX 11

HISTORY OF TIME TRIALLING IN WA

During the 1903-1904 season the Freshwater bay Yacht Club organised a race for motor launches on the last regatta day of the season. They raced over seven miles and the result was:

1	Ibix (1hp union)	Dr Burkitt	8:30	5:47:0
2	Leveret (10hp Union)	F England	scratch	5:19:30
3	Bandalus (8hp Union)	J Harwood	5:15	5:50:00
4	P&O (5hp Racine)	J Leslie	8:30	5:50:00
5	Waratah (3hp Racine)	S Mitchell	11:30	5:55:00
	Aema (5hp Lozier)	PW Armstrong		DNF
	Huia (5hp Hercules)	F Saunders		DNF
	Narrung (31/2 hp Racine)	C Haddy		DNF

Besides being the first power boat race on the river it was the first interclub boat race.

An attempt was made in October 1905 to form a governing body to control motor launch racing, but there was only lukewarm support and the idea languished. Revived in 1906 a Power Boat Racing Council was formed. Four clubs joined the Association, Royal Perth Yacht Club, Perth Flying Squadron, Freshwater Bay Yacht Club and Claremont Yacht Club. Delegates appointed to comprise the council were: HJ Somerset, (chairman) and H Rowley of RPYC, RW Thompson (vice chairman) and OH Bennett of PFS, EA Wisdom (honorary Secretary) and LB Wall of FBYC and RJ Sharkey (honorary Treasurer) and M Barnett of CYC.

This committee appeared to run until the Second World War.

Power Yacht activities were then taken over by the Power Yacht Association.

This association was governed by delegates from all yacht clubs who had power yacht sections and it had a delegate to the Aquatic Council to ensure that events run on the Swan river were coordinated with other boating activities. It was resolved that the Power Yacht Season would be from 1st May to 30th September and that Power Yacht activities would have priority over sailing events during that season.

Amalgamation of PYA with YAWA was first discussed in November 1978 and was finally negotiated and ratified by all clubs in October 1981. All but two clubs were already part of YAWA through their sailing sections, of these two, the Cockburn Power Boat Association withdrew and the Swan Yacht Club stayed on under a grandfather clause.

One of the key points governing this agreement was that the PYC chairman would be a member of the YAWA executive committee and that he or the Vice Chairman would represent PYC on the Swan River Racing sub committee and at meetings of YAWA delegates.

This agreement was acknowledged up to 1998 when the YAWA constitution was changed, excluding the PYC chairman from this representation.

Inter club teams events were first introduced by PYA in 1965 with three events being run on Saturday afternoons from different clubs. Initially the host club's start team ran these events. In 1974 PYA set up its own regatta control team to run the events.

Prior to 1976 no state championship for power yachts existed.

1976-1980. During this period championship heats were conducted in conjunction with Club Invitation events. A total of seven events (one from each club) were run.

TIME TRIALLING RULES

VERSION 2003

To be eligible for champion boat 5 events had to be completed or best 5 from 6 or 7 events. The result was obtained by dividing the number of check points, including start and finish, into individual points lost for each event. ie loss of 6 points with 12 checks gave 0.5 point per check. A mean was taken over 5 events and lowest loss per check point was the winner.

Unfortunately the number of competitors eligible to win this form of championship dwindled from 10 in 1976 to 4 in 1980. A high percentage of the eligible boats came from minor clubs ie. CYC & SYC. In the final year CYC 2, SYC 1, RPYC 1.

During this 5 year period the major clubs contributed little to this method of selecting a champion. In fact the invitation events lost support as an interesting and competitive social event to such an extent that very few boats nominated for inter-club invitations. It became obvious to the sitting PYA that changes to this format were necessary.

1981-1985. Changes were made in 1981 in an effort to encourage a broader cross section of support and make it more acceptable to competitors. A decision was made to run a State Championship of 5 events over the Foundation Day long weekend in June. To be eligible for the championships each competitor had to complete 4 of the 5 events, dropping their worst event.

A further trophy was introduced at this time, being the winner on handicap over the championship regatta.

Commercial, private and Club sponsorship was sought to obtain funds to cover costs and the top 3 place prizes for skipper & navigator of outright, individual events and handicap overall.

This method proved successful with 41 competitors in 1981, 32 in 1982, 30 in 1983/84 and 31 in 1985. Major commercial sponsors were happy to support this form of championship.

The 1982 Championship was the first event run by the Power Yacht Committee of YAWA.

1986 The championship was hosted by PFSYC and a further change was implemented to encourage more competitors in the 5-10 knot speed range. Two divisions were formed.

Div 1 for 9-15 Knot power yachts

Div 2 for 5-8 Knot power yachts

A total of 23 nominations were received for division 1 and 8 for division 2, Unfortunately there were 3 div 1 withdrawals and 1 div 2 which reduced the field to 20 in div 1 and 7 in div 2.

The state champion that year came from div 1. No overall handicap result was declared.

1987 Reverted back to one division and hosted by SYC there were a total of 33 boats due to the host clubs advertising campagne. This year saw the introduction of a standard format to follow setting out the responsibilities of all people involved in running the regatta. Prizes were also increased to cover handicap place getters for each event in the regatta.

1988 The nominations for EFYC were disappointing at 21 and led to a questionnaire to all clubs regarding format where the results showed a minor majority preferring the long weekend remaining.

1989 the nominations were up on the previous year attracting 28 nominations and hosted by RPYC.

1990 At CYC the nominations were 32 and continued on the same format as the last 3 years, Changes in the pipeline were to introduce a standard handicap across all clubs.

1991 At SoPYC the nominations were 27.

1992 At RFBYC the nominations were down to 21 again and this led to once again asking if the current format is successful.

The format changed once again, starting from 1993 the championships were run as follows: - One event each month for the five months of the season (5 events) and run at each club in a clockwise direction around the river. Three of the events would be held on Sunday mornings and the other two on Saturday afternoons.

Each event incorporated both a TEAMS EVENT and a CHAMPIONSHIP EVENT.

Each craft nominated by their club for team's events was also nominated for the state Championships.

1993 The five events were sponsored by Summit Homes and supported by NCR and the Swan Brewery. The host clubs for 1993 were RFBYC, CYC, PFSYC, RPYC and SYC. Each of the five heats attracted up to 63 nominations, starters being in excess of 50 per heat. The average for the season was 47 starters.

1994 The five events had the same sponsors as 1993 and the host clubs were SoPYC, EFYC, SYC, RFBYC, and CYC with Whitfords Sea Sports Club hosting the prize night. The average number of competitors over the five heats was 42.

1995 The five events had the same sponsors as last year. The host clubs were PFSYC, RPYC, SoPYC, EFYC, and SYC. The venue for the 1995 prize night was SoPYC as part of their 50th anniversary celebrations. The average number of competitors was 46.

1996 Seven commercial sponsors and one yacht club sponsored the five events. Clubs were charged a nomination fee of \$10 for each power yacht entered. The host clubs were RFBYC, CYC, PFSYC, RPYC, and SoPYC. The venue for the 1996 prize night was Royal Freshwater Bay Yacht Club and was held on the Friday after the running the 5th heat. The average number of competitors was 34 due to bad weather conditions only 28 of the 48 power yachts that nominated actually started. Claremont Yacht Club did not compete at all in these events but fulfilled their organisational commitments. East Fremantle Yacht Club only competed in 3 events and Whitfords Sea Sports Club had only one competitor.

The nominations in 1993 started at over 60, with 7 clubs participating, mainly because of the inclusion of team events, but as clubs discontinued Club Event Trialling the numbers dropped to 30 by the end of the century, with only 4 clubs.

PREVIOUS STATE CHAMPIONS

<u>VESSEL</u>	<u>YEAR SKIPPER</u>	<u>NAVIGATOR</u>
Goldie	1976 Reg Brown	Dot Brown
Amaroo	1977 Allan Ritchie	Lesley Ritchie
Goldie	1978 Reg Brown	Dot Brown
Goldie	1979 Reg Brown	Dot Brown
Crusader	1980 Ian Cameron	Greg Luff
Camelot	1981 Neil Darch	Ted Smith
Crusader	1982 Ian Cameron	Greg Luff
Crusader	1983 Ian Cameron	Greg Luff
Skittles	1984 Jim Wall	Peter Newton
Juniper Too	1985 Ross Morris	June Morris
Caprice	1986 Jim Wall	Peter Newton
Tamarang	1987 Terry Pearce	Lyn Pearce
Panache	1988 Ross Morris	June Morris
Imagine	1989 Bryan Carter	Ron Hassen
Banyan	1990 Alby Searle	Jane Dart-Kelly
Aveceterre	1991 Graham Cerini	Peter Anderson
Gypsy	1992 Malcolm Pratt	Joan Pratt
Le-Pro	1993 John Batterham	Val Batterham
Banyan	1994 Alby Searle	Jane Dart-Kelly
Satchmo	1995 Maurice Bersan	Leslie Bersan
Second Wind	1996 Brian Cain	Jacqui Cain
Rondal	1997 Ron Leslie	Joff Sexton
Endless Love	1998 Allan Michael	Teresa Michael
Endless Love	1999 Allan Michael	Teresa Michael
Strategy	2000 Bryan Carter	Ron Usher
Second Wind	2001 Brian Cain	Jacqui Cain
Second Wind	2002 Brian Cain	Jacqui Cain

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

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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