

Power Yacht Programme

2010 Season



FLAG OFFICERS

Commodore: Alan Fisher
Vice Commodore: Peter Ahern
Rear Commodore: Hamish Beck (Power)
Rear Commodore: Richard Timms (Sail)
Rear Commodore: Simon Carroll (Junior)
Honorary Treasurer: David Craig
Chief Starter: Mark Donati

POWER YACHT COMMITTEE:

Rear Commodore Hamish Beck,
Claire Brittain, Lloyd Clark, Mark Donati,
Adam Hancock, Warwick Hemsley,
David Scholes, Natasha Williams and Peter Wisbey

Power Yacht Administrator: Kristine Bishop

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2010 POWER YACHT COMPETITION

The weekly competition will consist of one fleet of up to twenty boats. In the event that there are more than 20 boats competing, there will be 2 fleets selected with prizes for 1st, 2nd and 3rd in each fleet.

1. Weekly

There will be a pennant for lowest points lost, together with 1st, 2nd and 3rd calculated in accordance with the variable handicap system.

2. Annually

2.1 Consistency

Most consistent as described on page 5.

2.2 Club Championship

Determined by the same method as for consistency except it is based upon the outright result (no handicap).

2.3 Prizes

There will be weekly prizes for 1st, 2nd and 3rd under the variable handicap system and lowest points lost .

2.4 Trophies

Trophies will be awarded annually for Club Championship, Most Consistent, Most Improved and Lowest Points Lost in any One Consistency Event.

Every boat that competes in at least 14 of the 17 consistency events and did not receive a first placing will be awarded a special plaque.

3. Teams Events/State Championships/Invitation Events

The variable method of scoring common to all clubs will be used.

VARIABLE HANDICAPPING SYSTEM
(Applicable to all events)

This handicapping system is performance based and is a reflection of a competitor's best performances during the competitor's last 5 starts, where the craft has started, sailed fairly around the course set for the day and passed through the finish line without disqualification.

From the most recent 5 performances the best 3 performances for a craft are averaged giving the boat its calculated handicap.

Your handicap is your average points lost per mark as described below.

The performance of a craft on any day is measured by dividing the total number of points lost during a boat's rounding of the course, by the number of manned check points i.e. if there are 8 check points and the competitor loses 30 points the performance for the day will be 30 divided by 8 which equals 3.75 assuming that no more than 5 points is lost on any one checkpoint. The best performances will be the lowest figures after making the above calculations.

Where a competitor loses more than 5 points at any manned checkpoint then for handicap calculation purposes only, the points lost at that mark will be reduced to 5.

Performance No.	1	2	3	4	5
Event Performance	3.75	2.5	4.0	2.25	2.6
Best Performance	*				
Handicap	2.45				

Sample Calculation of Handicap:

The manned checkpoint average is the handicap. When a boat completes performance No. 6 then performance No. 1 is deleted from the calculations.

If performance No. 1 was being used to average the best 3 performances then when performance No. 6 is recorded the elimination of performance No. 1 creates a recalculation of the handicap.

If performance No. 6 was better than the best 3 average in adding No. 6 to the list and deleting No. 1 then the handicap will be reduced.

If performance No.6 was worse than the average (handicap) then elimination of No.1 when being used to calculate the average will either not change the average or will increase the average. The average will be unchanged if performance No.1 is equal to another performance not being used to calculate the average.

The same recalculation occurs with performance No.7 and so on. So we now have an up to date calculation of recent performance by all those who have completed 5 events. Boats without handicap or performance will be assessed by the handicapper. There are further rules for boats with less than 5 performances when handicaps are given.

Boat handicaps will be revised at the handicapper's discretion. The maximum initial handicap will be 3.0 and the minimum zero for vessels whose nominated speed is 8 knots or above. The maximum initial handicap will be 4.0 and the minimum zero for vessels which cannot achieve a maximum speed of 8 knots or above. The maximum handicap will not exceed 5 at any time.

Application of Handicap:- Your handicap is multiplied by the number of manned check points on the course of the day and then subtracted from the points lost during the round. If the result is a negative figure you have performed better than your handicap, if the result is a positive figure you have performed worse than your handicap.

Example 1: Manned Checks 9
 Handicap 2.2 per check point ($2.2 \times 9 = 19.8$)
 Points Lost 20
 Calculation $20 - 19.8$ (handicap) = +0.20

Example 2: Manned Checks 9
 Handicap 1.2 per check point ($1.2 \times 9 = 10.8$)
 Points Lost 10
 Calculation $10 - 10.8$ (handicap) = -0.8

The +0.20 in Example 1 and -0.8 in Example 2 are the adjusted points scores which are compared with other boat performances and the lowest score shall be the winner on handicap. Example 2 is a better performance than example 1.

CONSISTENCY EVENTS

A "consistency event" means consistency in attendance and performance of the boat. Consistency will be decided by the highest number of points totalled over all 17 consistency events.

Consistency points are awarded as follows: One point for starting in a consistency event and one point for completing the course for that event. Ten points are awarded to first place, reducing to zero for eleventh place.

PLACE	PLACE POINTS	START POINT	FINISH POINT	TOTAL
1	10	1	1	12
2	9	1	1	11
3	8	1	1	10
4	7	1	1	9
5	6	1	1	8
6	5	1	1	7
7	4	1	1	6
8	3	1	1	5
9	2	1	1	4
10	1	1	1	3
11	0	1	1	2

When two or more boats score the same number of points they shall each be awarded consistency points for that place whilst the points for the next places shall not be awarded. eg: If three boats finish equal first, each shall receive 12 points and the next boat 9 points (the points for fourth place).

Any power yacht disqualified in a consistency event shall lose all consistency points for that event.

ELIGIBILITY AND CONDUCT OF SKIPPERS

- **ONE SKIPPER COMPETING IN MORE THAN ONE BOAT ON A REGULAR BASIS**

Acceptable subject to the prior knowledge and consent of the Power Yacht Committee. Chief Starter to be advised prior to each event of the boat being used. Under these conditions, consistency points will accrue to the SKIPPER.

- **CASUAL CHANGE OF SKIPPER/JOINT OWNERS (ie ABSENCE OF USUAL SKIPPER)**

Subject to relief skipper being eligible in terms of Club Rules, and prior notice being given to the Chief Starter, consistency points shall accrue to the boat whichever of the joint owners shall act as skipper.

- **CHANGE OF OWNERSHIP**

No accrued points to transfer to new owner where not previously a part owner.

- **CONDUCT**

The Power Yacht Committee wishes to stress that it is fundamental that there must be an honourable and sportsmanlike observance of the competition rules. The skipper of a power yacht involved in an incident may be required either to retire from the event or to protest should he consider that his was the right-of-way power yacht.

ALL SEASON EVENTS & TROPHIES FOR 2010

- **Club Championship**

The Club Championship is decided on the basis of lowest points lost for the 14 best performances of the 17 consistency events.

Championship Winner - The Bernadene Trophy, named for the late Mr William Dunn, is supported by **Rob MacGregor**

Championship Winning Navigator is supported by **Hotspur (Anthony Packer)**

Championship Runner Up is supported by **Craig Dempsey**
Championship Runner Up Navigator is supported by **Strathearn (Craig Robinson)**
- **Consistency Trophy**

A variable handicap event scored from all 17 performances.
The winner will receive the W M Schofield Shield and is supported by **Avalon (Simon Joel)**
The winner's navigator will be awarded the LEM Shenton Model, and is supported by **Avalon (Simon Joel)**

The Avalon III Perpetual Trophy
For the lowest number of points lost in any one consistency event.
The Avalon III Perpetual Trophy is supported by **Winnilya (Meikle Meecham)**
- **The Naiad Trophy**

For the most improved skipper selected by a panel of three Past Rear Commodores. (Can be won once only) The Naiad Trophy was donated by Mr A E Taylor and is supported by **Chardonnay (Peter Mason)**

The winning navigator award is supported by **Tiro (Terry Malloch)**

The Rear Commodore Power Trophy
To be decided by the Rear Commodore Power for participation during the 2010 Season. The trophy was donated by past Rear Commodore Power M Woodworth.
- **Special Plaque**

Every boat that competed in at least 14 of the 17 consistency events and did not receive a first placing, will be awarded a special plaque.

IMPORTANT DATES FOR 2010 SEASON

OPENING DAY

Saturday, 1 May 2010

CHARTER DAY

Saturday, 12 June 2010

VICE PATRONS TROPHY DAY

Saturday, 26 June 2010

PATHFINDER25 TROPHY

3 July 2010

JOHN COWEN MEMORIAL TROPHY DAY

Saturday, 24 July 2010

KYLIE CUP INVITATION TIME TRIAL

Sunday, 22 August 2010

CLOSING DAY

Saturday, 18 September 2010

CPYC OF YWA PRIZE NIGHT

Friday, 24 September 2010

RFBYC POWER YACHT PRIZE NIGHT

To Be Announced



2010 POWER YACHT PROGRAM

All power yacht members including checkpoint crews, start teams and friends are welcome to dine with us. Entertainment and music may be provided on some occasions to make for a 'special' night. These nights will be advertised.

Denotes a Consistency Event

DATE	FLEET	EVENT	COURSE	TIME
MAY				
Saturday May 1		OPENING DAY INVITATION EVENT <i>The Queste Trophy</i>	201	1100
		1st		
		2nd		
		3rd		
Saturday May 8		CYC Opening Day	302	1445
# Saturday May 15		<i>The Celaeno Trophy</i>	203	1400
		1st		
		2nd		
		3rd		
# Saturday May 22		PYC of YAWA (State Teams Event # 1) Host Club - SYC Combined with normal time trialling	010	1400
		PLEASE REMEMBER TO NOMINATE!		
		RFBYC Consistency		
		1st		
		2nd		
		3rd		
# Saturday May 29		<i>The Hemsley Family Trophy</i>	204	1400
		1st		
		2nd		
		3rd		

DATE	FLEET	EVENT	COURSE	TIME
JUNE				
Saturday June 5		Bye—No Time Trialling	-	-
# Saturday June 12		CHARTER DAY Trophy supported by Rodney Greville-Collins Prize - Donated by Rodney Greville-Collins	207	1400
		1st		
		2nd		
		3rd		
		Lowest points lost (1st) - Charter Day Trophy (Trophy to be presented on Prize Night)		
# Saturday June 19		PYC of YAWA (State Teams Event # 2) Host Club - CYC Combined with normal time trialling	031	1400
		PLEASE REMEMBER TO NOMINATE!		
		RFBYC Consistency		
		1st		
		2nd		
		3rd		
# Saturday June 26		VICE PATRON TROPHY DAY Prize—Supported by RFBYC Vice Patrons A Medallion will be presented on the day Lowest Points Lost	208	1400
		1st		
		2nd		
		3rd		

DATE	FLEET	EVENT	COURSE	TIME
JULY				
# Saturday July 3		The Pathfinder25 Trophy Donated by The Hejleh Family	209	1400
		1st		
		2nd		
		3rd		
# Saturday July 10		The Jordan's Plumbing and Gas Trophy	210	1400
		1st		
		2nd		
		3rd		
# Saturday July 17		PYC of YAWA (State Teams Event # 3) Host Club - PFSYC Combined with normal time trialling	011	1400
		PLEASE REMEMBER TO NOMINATE!		
		RFBYC Consistency		
		1st		
		2nd		
		3rd		
# Saturday July 24		JOHN COWEN MEMORIAL TROPHY DAY Donated by Bev Cowen	212	1400
		1st		
		2nd		
		3rd		
# Saturday July 31		Bye—No Time Trialling		

DATE	FLEET	EVENT	COURSE	TIME
AUGUST				
# Saturday Aug 7		<i>The Sierra Prize</i>	214	1400
		1st		
		2nd		
		3rd		
# Saturday Aug 14		CPYC of YWA (State Teams Event # 4) Host Club - RFBYC Combined with normal time trialling PLEASE REMEMBER TO NOMINATE!	007	1400
		RFBYC Consistency		
		1st		
		2nd		
		3rd		
Saturday 21 Aug		No Time Trialling		
# Sunday Aug 22		KYLIE CUP INVITATION	221	0930
		Lowest Points Lost		
		Skipper Prize— <i>Kylie Cup , Jack Zeffert</i>		
		Navigator Prize— <i>The Fiskardo Trophy</i>		
		Handicap winner:		
		Skipper Prize - <i>The Narcissus Trophy</i>		
		Navigator Prize - <i>The Jo Jo Trophy</i>		
		RFBYC Consistency		
		1st		
		2nd		
		3rd		
# Saturday Aug 28		<i>The Riverdance Trophy</i>	216	1400
		1st		
		2nd		
		3rd		

DATE	FLEET	EVENT	COURSE	TIME
SEPTEMBER				
# Saturday Sept 4		CPYC of YWA (State Teams Event # 5) Host Club - SOPYC Combined with normal time trialling	001	1400
PLEASE REMEMBER TO NOMINATE!				
RFBYC Consistency				
1st				
2nd				
3rd				
# Saturday Sept 11		The Rob MacGregor Trophy	218	1400
1st				
2nd				
3rd				
Saturday Sept 18		CLOSING DAY	219	1400
Guest Skipper - <i>The John Walker Trophy</i>				
Navigator - <i>The Sunset Express Trophy</i>				
Lady Skipper - <i>The Janet Walker Trophy</i>				
Navigator - <i>The Sunset Express Trophy</i>				

TBA

RFBYC PRIZE NIGHT

Please remember to book !



POWER YACHT SAILING INSTRUCTIONS - 2010 SEASON

1. RULES:

Events will be governed by the Time Trialling Rules of the Power Yacht Committee of the Yachting Association of Western Australia (Inc) and these Sailing Instructions. The Rules are available from the Club office.

Course, Elapsed Time Sheets and Start Time Sheets form part of these Sailing Instructions. Elapsed Time Sheets take due account of restricted speed areas.

2. ENTRIES:

Eligible power yachts may be entered in any programmed event in accordance with RFBYC (Inc) Rules and By-Laws however, the conditions of Club By-Law 3.5 may be waived by the agreement of the Power Yacht Committee. However, any guest skipper must be approved by the Rear Commodore Power who will inform the Chief Starter accordingly. No reason for non approval need be given in any case.

3. COMPETITION COMMITTEE:

Comprises of the Chief Starter and up to five other persons approved by the Power Yacht Committee of RFBYC (Inc) for the purpose of conducting time trialling events (excluding events for which a special committee may be formed).

4. NOTICE TO COMPETITORS:

Notices to competitors will be posted on the notice board located outside the Club office and on the portable notice board located in the bar during the time trialling season.

5. CHANGES IN SAILING INSTRUCTIONS:

Any changes in the Sailing Instructions or change in the schedule of events will be posted on the noticeboard on the day before it will take effect. Code Flag 'L' - (PYC Rule 5.4) will not be used.

6. START TIMES, COURSE AND ELAPSED TIME SHEETS:

Start time sheets will be available at the Club no later than 1700 hours on the Thursday prior to the event. Course and Elapsed Time Sheets are available from the Club Office.

7. FLAGS:

Power yachts competing must fly their Club burgee immediately over the class flag (yellow flag).

8. NUMBERS:

Identification numbers to conform with current Power Yacht Committee of YAWA rules shall be displayed from port and starboard throughout the event. Any competitor not being timed at a check point through illegibility of numbers or because the numbers, although legible, are obscured from the check point team by any part of the yacht or for any other reason shall have no cause for protest. Numbers inside cabin windows will not be accepted.

9. JETTIES/DEPARTURE:

Power yachts are subject to the Competition Rules from the 10 minute gun and must leave jetties not less than ten minutes before their respective start time. Any competitor leaving a Club jetty after the start gun and deemed by the Chief Starter to have obstructed another competitor, may incur a penalty of 10 points. *Power yachts after finishing must keep clear of the finishing line.*

10. TRIAL RUNS, PRACTICE:

COMPETITORS ARE REQUESTED TO LIMIT TRIAL RUNS UP TO THE START LINE TO A MAXIMUM OF THREE. TRIAL RUNS UP TO THE START LINE ARE NOT PERMITTED AFTER THE TEN MINUTE GUN. PENALTY 10 POINTS. PRACTICE RUNS SHOULD BE MADE ON A COURSE, AT LEAST 150 METRES FROM THE MARINA. **TRIAL RUNS ARE NOT TO TAKE PLACE FROM THE TIME THAT THE START BOAT ARRIVES UNTIL THE 'ON STATION' FLAG IS RAISED.**

11. COMMENCING SPEED:

(a) STARTING AT CLUB LINES, BURNSIDE SPIT OR ARMSTRONG SPIT

All power yachts when starting are required to be travelling at a speed not exceeding eight knots or their nominated speed, whichever is the lesser, at least 50 metres before crossing the start line. This distance may be marked by a buoy. Yachts must cross the line at approximately 90°. Any noticeable change of speed or course will incur a penalty of 10 points. Speed exception - see note 12 (b) - Chidley.

- (b) **STARTING MID RIVER EXCEPT AT BURNSIDE SPIT**
As for Club line starts except that all power yachts to be travelling at their nominated speed at least 50 metres before crossing the start line. Yachts must approach the start line in the direction nominated on the elapsed time sheet.

12. SPEED RESTRICTIONS:

A maximum speed of eight knots applies to the following:

- (a) Pre-Start maneuvers bounded by the Club marina to the west and the East Outer Buoy to the east, 'D' jetty buoy to the south and North Outer Buoy to the north.
- (b) East Outer Buoy to 'D' Jetty Buoy
'D' Jetty Buoy to East Outer Buoy
Burnside Spit to CYC Start Buoy
Burnside Spit to CYC Finish Buoy
Chidley Spit to Caporn St
Caporn St to EF.11.
North Outer Buoy to East Outer Buoy
East Outer Buoy to North Outer Buoy
West Pt Walter to 'D' Jetty Buoy
'D' Jetty Buoy to West Pt Walter
North Point Walter to 'D' Jetty Buoy

13. BUOY IDENTIFICATION

The D Jetty buoy, the East Outer Buoy and the North Outer Buoy are identified as rectangular floats about one metre out of the water painted orange with the letters "PY" painted in black on four sides. They are not to be confused with yachting marks which look similar but do not have the letters "PY" on them.

14. STARTING SIGNALS -

(a) On Station Signal:

Fifteen minutes before the start an orange rectangular flag will be raised.

(b) Warning Signal:

Ten minutes prior to the start a Class Flag (yellow flag) will be raised and a sound signal made.

(c) Preparatory Signal:

Five minutes prior to the start the Preparatory Signal - Code Flag 'P' - will be raised and a sound signal made.

(d) Start Signal:

At the start time the Class Flag and Code Flag 'P' will be lowered and a sound signal made.

Each power yacht will start on its allotted time.

Should any or all of these signals fail, each power yacht shall start on its allotted time.

(e) Postponement:

Answering Pennant over Class Flag indicates a 15 minute postponement. Postponement may be extended indefinitely by dipping and rehoisting the above signal. Answering Pennant over the Class Flag and First Substitute indicates event postponed to a later date. Both signals shall be accompanied by two sound signals.

15. RFBYC START/FINISH LINE:

An imaginary line on approximate bearing 110° magnetic drawn from the centre of the start box and passing through the East Outer buoy. Competing power yachts are to pass within 6m (where possible and safe) of the East Outer buoy on the side designated in the course and elapsed time sheets. Competing power boats will be time on the buoy.

16. SCOTCH SPIT START LINE:

An imaginary line on bearing 097° magnetic drawn from the start boat and passing through Scotch Spit. The start boat will be anchored on the west side of the spit post and all participating craft will pass within 6m of the spit post when starting heading in a generally southerly direction leaving Scotch Spit to port, or when in a generally northerly direction leaving Scotch Spit to starboard .

17. MIDDLE SPIT START LINE:

An imaginary line on bearing 059° magnetic drawn from the start boat through Middle Spit. The start boat will be anchored on the south west side of the spit post and all participating craft will pass within 6m of the spit post when starting heading in a generally westerly or easterly direction (depending on the course) leaving Middle Spit generally to the north east.

18. BURNSIDE SPIT:

(Approach generally in a southerly direction)

An imaginary line on bearing 097° magnetic drawn from the start boat and passing through Burnside Spit. The start boat will be anchored on the west side of the spit post and all participating craft will pass within 6m of the spit post when starting and heading in a generally easterly direction leaving Burnside Spit to port. The maximum starting speed is to be eight knots.

19. BURNSIDE SPIT START LINE:

(Approach generally in a easterly direction)

An imaginary line on bearing 170° magnetic drawn from the start boat and passing through Burnside Spit. The start boat will be anchored on the north side of the spit post and all participating craft will pass within 6m of the spit post when starting and heading in a generally easterly direction leaving Burnside Spit to starboard. The maximum starting speed is to be eight knots.

20. CLAREMONT SPIT START LINE:

An imaginary line on bearing 247° magnetic drawn from the start boat and passing through Claremont Spit. The start boat will be anchored on the generally east side of the spit post and all participating craft will pass within 6m of the spit post when starting heading in a generally south easterly direction leaving Claremont Spit to starboard.

21. ARMSTRONG SPIT START LINE:

An imaginary line on bearing 001° magnetic drawn from the start boat and passing through Armstrong spit. The start boat will be anchored on the south side of the spit post and all participating craft will pass within 6m of the spit post when starting in a westerly direction leaving Armstrong spit to starboard.

22. RFBYC EAST OUTER BUOY (East of Start Box):

When it is designated that competing power yachts are to pass the East Outer Buoy to the east side (yacht approach being from North) then the competing power yacht is to pass the East Outer buoy within 6m where possible and safe. Competing craft will be timed on the buoy not on the imaginary line as described in item 15.

23. CYC START/FINISH BUOY:

When designated as a mark of the course, this mark will be manned at most times and participating craft will be timed on an imaginary line extending from the triangle on the CYC start box and drawn through the buoy. The buoy will be left to starboard whenever a mark of the

course.

24. NORTH OUTER BUOY (North of Start Box):

Designated as a mark of the courses and will be taken on the side indicated on the elapsed time sheets, competing craft will be timed on the buoy not on the imaginary line as described in item 15.

25. 'D' JETTY BUOY:

This mark is the extension of an imaginary line drawn through the two southern most piles of the last pen on the south spur of 'D' jetty to a distance of about 150m. When a buoy is moored on or near the line. Competing craft may be timed on the buoy not on the imaginary line as described.

26. ARMSTRONG AND TAWARRI 32 SPITS:

When two or more boats arrive at Armstrong Spit at almost the same time, then the boat passing closest to the spit post will continue on a straight course after arriving at the spit post for a further 3 boat lengths, should a turn to starboard be required. If more than 2 boats arrive at the same time the 2nd closest boat to the spit post will continue for two boat lengths before turning. Penalty 10 points.

27. CAPORN STREET:

When nominated in the Sailing Instructions, is 'up to', and Caporn shall be taken to starboard. When the bow of the power yacht has passed an imaginary line which is the prolongation of the line of power line posts on the north side of Caporn Street, a 'U' turn to port shall be made. Caporn is not a check point for time but may be checked for correct turning procedure. Penalty 10 points.

28. NAVIGATION MARKS:

All power yachts shall keep to the course nominated side of navigation marks when used as marks of the course.

29. TRANSIT LINES:

An extension of an imaginary line drawn through any two spit posts where the line passes through the path of travel of any plotted course. The course plans and the elapsed times indicate transit lines. Subject to due notification these may be checkpoints.

30. CHECK POINTS:

Start, finish and any other designated point on the course decided by the officials. Where power yachts are required to pass or leave a mark of the course by 15 metres or more it will not be considered a

check point for calculating results.

31. CONDUCT:

A power yacht shall sail 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 on the wrong side, it must return and round or re-pass it on the same side before rounding or passing it on the required side.

The Club wishes to stress the necessity for an honourable and sportsmanlike observance of the rules, which require the skipper of a power yacht involved in an incident, either to retire from the event or to protest should he consider that his was the right-of-way power yacht.

32. DECLARATIONS:

Power yachts crossing the finishing line, signify that they have sailed the course and complied with the rules in accordance with these Sailing Instructions.

33. MARK MISSING AND OUT OF POSITION:

Competitors' attention is drawn to Rules 9 and 10 'Mark Missing' and 'Mark Out of Position'.

34. GENERAL NOTES:

1. Telstra "1194" time is the official time for Club Time Trialling events.
2. In addition to the skipper, each power yacht must carry at least one crew member.
3. After the ten minute warning gun no power yacht may make a practice run on **ANY** part of the course.
4. Competitors should refer to the Seasons' Course sheets for Start Lines.

35. RESULTS:

Results will be declared in the Clubhouse after each event and the results displayed on the notice board.

36. INDEMNITY:

Royal Freshwater Bay Yacht Club (Inc) and/or the Yachting Association of Western Australia and/or any officer or official of such Club or Association shall not be responsible for any personal injury or damage to property arising from any cause whatsoever.

37. RESPONSIBILITY:

- a. It shall be the sole responsibility for each skipper to decide whether to start or continue in an event. Fundamental Rule B.
- b. All those taking part in Club events do so at their own risk and responsibility.
- c. A competitor who starts an event is deemed to have satisfied himself that his vessel can safely navigate the course set.

38. RETIREMENT:

Immediately on retirement the competition flag shall be lowered and the competition identification numbers removed.

39. PENALTIES:

Power yachts shall incur a penalty of one point for each second early or late at start, finish and check points during the event. Power yachts which show a **blatant change of course or speed** during the event shall incur a penalty of **TEN** points for each infringement if, in the opinion of the officials, such infringement was a deliberate attempt to avoid a penalty at any check point.

Power yachts more than 5 minutes late at a check point will not be timed and will be deemed to have retired.

NOTE: The Macquarie Dictionary's definition of 'blatant' has been adopted by the PYC of YAWA and reads as follows:

1. (of actions) flagrantly obvious or undisguised.

40. PROTESTS OR REDRESS:

PYC of YAWA Rule 30 and 31. Written protests accompanied by a fee of \$5.00 must be lodged within 30 minutes of the power yacht's finishing time or, if the protest is against time calculations, within 30 minutes of the publication of results.

The protest flag shall be Code Flag 'B'. Request for redress shall be notified to the Organising Committee on completion of the event and within 30 minutes of completion of the announcement of the results. Such requests should be made at the earliest opportunity.

A competitor wishing to protest may do so only after consultation with the duty Redresser or such other person as nominated by the Rear Commodore.

Notwithstanding Rule 36.2, a request for redress shall be adjudicated by the 'Redresser' appointed by the Organising Committee for that

LOG SHEET STATE CHAMPIONSHIP RESULTS (INDIVIDUAL)				
DATE	POINTS LOST	HANDICAP	ADJ. POINTS	PLACE

RFBYC TEAM RESULTS				
EVENT	POINTS EVENT	POSITION EVENT	POINTS CUMULATIVE	POSITION OVERALL
1				
2				
3				
4				
5				

