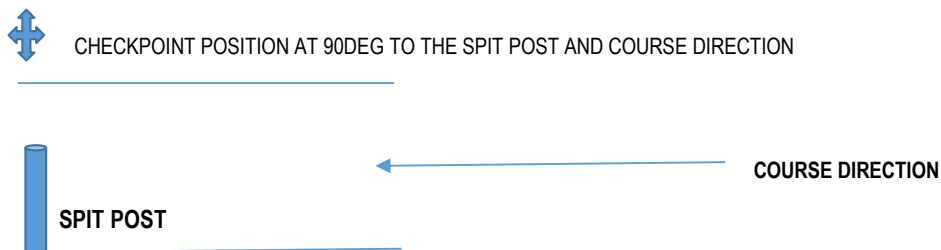


## HOW TO CHECK POINT

- You will need a minimum of two people to be able to man a check point correctly
- You will need a pair of binoculars and a pencil to record the times
- If you have a land base check point ensure you bring along chairs and refreshments as you will be there for a few hours
- Check point bags are to be collect from the bar for club events or when it's a state heat and you have a land base checkpoint, the courier boat will drop off at the CYC fuel jetty and will return to the jetty and pick them up . If you have a water base checkpoint the courier boat will bring out your bag and collect from you after the last boat passes your check point
- In the bags are a stop watch set correctly for the race you are timing- **Don't** change the time. There will be a time sheet and instruction on how to line up your check point. You need to read these before proceeding to your check point. There may be other items in the bag including a tape recorder.
- Position yourself at 90 degrees to the mark you are checking. Maps or pictures are usually provided with the instructions to ensure you are in the correct position. For those doing a water base check point it is advisable to position yourself at least 100 metres away from the mark as the wake from competing boat can make it uncomfortable



- At the time indicated on the check sheet , start the tape recorder you should now be ready to start recording the time of the boats as they pass your checkpoint
- As the boat approaches the mark you should note the race number ,the race number is the 3 digit number on a yellow board usually on the bow rail or on the side of the boat ( not the boat registration ) The check point sheet shows the hour and minute when a power yacht is due to arrive. When the sighter identifies a power yacht's number, find it on the sheet, and when the boat is about 10 seconds from the mark state the countdown calling out the time with the minute and seconds eg: 58: 47,48,49,50'51 etc., and on the second of arrival it should be written alongside the minute. If the minute of arrival is different from that shown on the sheet then add a comma after the second, and the correct minute after it.

- **Do not alter the Printed Numbers.**

EG:	Printed time	Write second	Write new min	New hour	Any penalty
● Normal	<b>10:58:</b>	<b>57</b>			
● New Minute	<b>10:58:</b>	<b>01</b>	, <b>59</b>		
● New Minute & Hour	<b>10:58:</b>	<b>01</b>	, <b>00</b>	, <b>11</b>	
● Penalty	<b>10:58:</b>	<b>57</b>			<b>+COS ,WRS etc</b>

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



The time is taken from the front of the boat not the bow spit

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 when numbers were not legible.
- **+ or – COS** change of speed : any power yacht which shows any change of speed within approximately 50 metres of the mark when approaching a check point shall incur a penalty of 10 points.
- Check point crews shall ignore a change of speed after a power yacht has reached the mark for which that crew is responsible.
- 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.