CLAREMONT YACHT CLUB

POWER YACHT HANDBOOK

2026

CLAREMONT YACHT CLUB (INC)

4 VICTORIA AVENUE

CLAREMONT 6010

Ph: 9384 8226

www.claremontyachtclub.org.au

FLAG OFFICERS

Commodore	Roger Hunt
Vice Commodore	Alex Salvis
Rear Commodore Sail	Craig Feakes
Rear Commodore Dinghy	Helen Ramsay
Rear Commodore Power	Andrew Jenkin
Honorary Treasurer	Ian Spencer

GENERAL MANAGER

Fenn McDonnell gm@claremontyachtclub.org.au

RECEPTION

Sally Ward reception@claremontyachtclub.org.au

POWER COMMITTEE

Andrew Jenkin

Matt Blackwell

Paul Dowding

Sandy Moyle

Greg Stacey

Paul Hodgson

Clint Ellison

Craig Feakes

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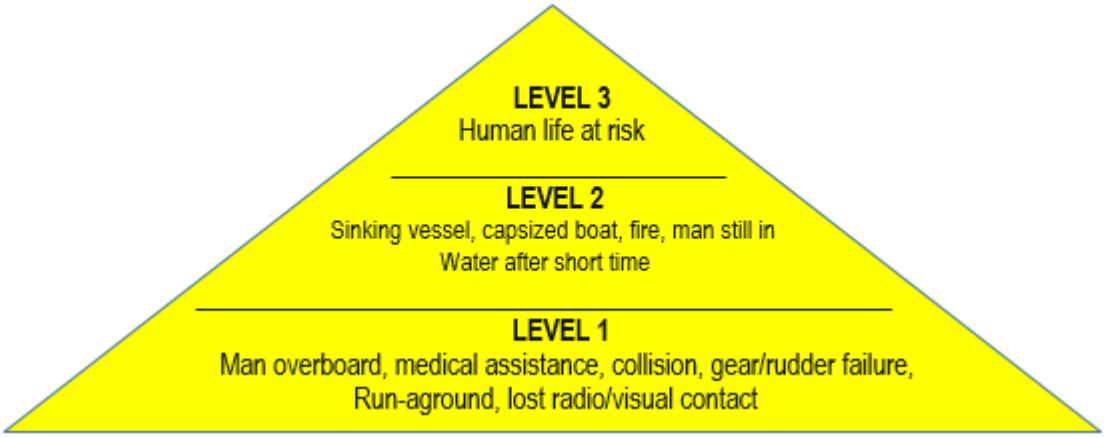
EMERGENCY RESPONSE OUTLINE

Primary Contact: PRINCIPAL RACE OFFICER - START BOX/START BOAT

Emergency Contacts:

CLUB START BOAT	VHF 77
WATER POLICE	VHF 16, 9 & 67 9442 8600
FIONA STANLEY HOSPITAL	6152 2222
SIR CHARLES GAIRDNER HOSPITAL	9346 3333
ST JOHN AMBULANCE	9334 1222
POISONS INFO CENTRE	13 11 26
ENVIRONMENTAL INCIDENT HOTLINE	0419 904 910
DEPARTMENT OF PLANNING AND INFRASTRUCTURE	9431 1000
MEDICAL/POLICE/FIRE EMERGENCY	000
MEDICAL/POLICE/FIRE EMERGENCY from mobile	112

EMERGENCY RESPONSE PLAN HIERARCHY



Level 1 Emergency:

Normally handled by a boat's skipper with assistance from other boats in the area. Boat to notify Primary Contact on VHF or 27 MHz.

Level 2 Emergency:

Start/Safety Boats to assist. Call for other assistance as required.

Level 3 Emergency:

Notify Water Police and Club.

DEFIBRILLATOR LOCATION: In the under croft on RH side near office door

WHAT IS TIME TRIALLING?

WHAT FOSTER FRIENDSHIPS AND CAMARADERIE?

WHAT BUILDS CONFIDENCE IN EVERY BOATER

WHAT IS A ON WATER COMPETITION

WHAT SHARPENS NAVIGATION SKILLS

A time trial event

It is the sport where every power boat owner can compete and have a great time while learning more about boating and Navigation. 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 that is required is

A Boat, A Compass, A Speedo, A Clock and a crew of 2

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 and then run the course in your boat on the day of the contest with a navigator, clock and speedometer.

The Result

- A better understanding of your boat's performance
- Increased confidence in your boating skills.
- Expanded knowledge of the Swan River system.
- Lots of new friends, camaraderie and fellowship.
- The stories you'll share with fellow time trailers will rival any fish tail you may have heard.
- The chance to visit various yacht clubs on the Swan River.

The Excuses we have heard them all

- 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.

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.

POWER TIME TRIAL INSTRUCTIONS FOR BEGINNERS

A brief and practical guide on what is required to Time Trial in a Time Trial Event.

General Information

Time Trialling can be undertaken by any craft capable of travelling at a speed between five and fifteen knots while under engine power. Time Trialling is good fun and an excellent opportunity for family participation on a Saturday afternoon. It is also a great opportunity to entertain guests and is a very social occasion both during the event and afterwards. Other benefits associated with Time Trialling include, using the boat in the winter months, improving boat handling skills and becoming familiar with local waters and navigational marks.

Time Trial Objectives

Attempt to accurately maintain a predetermined course between fixed marks on the river at a nominated speed and arrive at each mark at a predetermined time.

Getting Started

Prior to entering a Time Trial event, participants need to determine the most suitable speed for the boat to travel. Once determined, this information together with a nomination form is required to be provided to the Club Office. Having received this information, the Club Office will respond by supplying fixtures, instructions, start times, course sheets, charts detailing elapsed times between marks at various speeds and a time trialling number for your boat.

Boat Equipment Required

Participating boats are required to fly a club burgee, yellow racing flag, and display their time trialling number on the boat in a prominent position so as to be readily identified by check point teams. A second person apart from the skipper who can be wife, son, daughter or friend is designated as the navigator. It is necessary to have a minimum of two people aboard a time trialling boat. Another handy item is an accurate timing device and this can be a watch, clock, stopwatch or kitchen clock and it is suggested to have a facility to set the clock to accurate time. This can be achieved by ringing Telstra time (telephone 1194). A further aid is an instrument to determine the speed of the boat travel, namely a Speedo, GPS, or an engine rev counter will suffice.

Course Time Calculations

Having been supplied with a start time, charts showing elapsed times between marks and knowing your travelling speed it is now necessary to calculate at what time the boat is required to arrive at each mark of the course. These calculations are compiled by adding the time between marks at the nominated boat speed, (taken from the supplied charts) and adding them to the boat's start time. The calculations obtained are recorded and used during the event to check the progress of the boat at each mark.

YOU ARE NOW READY TO TIME TRIAL IN AN EVENT.

Time Trialling Procedure

Prior to the ten-minute gun it is necessary to establish a "take off mark" as it is a requirement for the boat when travelling through the start line to do so at its nominated speed. In order to achieve this objective a shore based, or spit post mark is selected (75 to 100 meters back from the start line). This becomes the "take off mark" and once identified, a timed practice run is taken from that mark to the start line. The elapsed time resulting from this exercise is then deducted from the start time to give the "take off time". It is also important to check prior to commencing these procedures that the timing equipment being used agrees with the correct official time (Telstra 1194).

Starting Procedure

As the “take off time” approaches the boat needs to be lined up at the selected “take off mark” so that exactly “on take-off time” the boat can be accelerated towards the start line and hence cross the start line at the correct start time and nominated speed.

HAVING CROSSED THE LINE, YOU ARE NOW COMPETING IN THE EVENT.

Time Trialling On The Course

The intention now is to proceed around the marks of the course arriving at each mark at the correct time as disclosed from the recorded calculations. You may find that to achieve accurate results it may be necessary to account for the effect the wind and tide will have on the speed of the boat and it may be necessary to make minor throttle adjustments to maintain the required boat speed over the ground. In order to have an accurate timing at a mark it is important to know that a boat is recorded as passing a mark when the leading edge of the bow passes at ninety degrees to the centre of the mark. A number of marks around the course will have been pre-selected by the Race Control Officer for the purpose of checking the time each boat actually passed the predetermined marks. The recording of these times is conducted by “check point crews” who may be stationed on the land or in boats on the river, and the recording of these times are collated and used for calculating the race results.

Penalties

Boats incur a penalty of one point for every second they are early or late at a checked mark. A Penalty of ten points can be incurred for a blatant change of course or speed and penalties of ten points for change of speed within fifty metres of a mark can also be incurred.

Winner

The winner of the Time Trial event is the boat that incurs the least number of points lost. Handicap results are also incorporated in the time trialling events run by the Club.

THE COMPETITION SEASON

There are three types of events on the CYC Time Trail calendar:

1. State Rounds/ Heats which collectively form the State Championship and are also counted by the clubs in their own club championship
2. Club Rounds/ Heats which collectively form each club's championship.
3. Special Events/ Invitation events which may be included in each club's championship

1) **State Rounds**

There are five heats in the season (roughly one/month) that are operated by CPYC. The date will have been calendared by CPYC/ SRR and it is expected that the clubs will cooperate with the date set. A change is not impossible but will be more likely to be an acceptable proposition if a swap with another club is agreed between the clubs before proposing to CPYC. In previous years, postponements have occurred due to foul weather and for this reason a reserve date is also set in the calendar to rerun a postponed event.

At a state level, the administration and scoring of the State Championships is entirely with CPYC which may call on the clubs for assistance. The inclusion of the results within the club championship requires the club to score the results.

CYC will be required to provide 3 teams of volunteers to service checkpoints for all state heats

2) **Club Rounds**

Typically, CYC events are diarised for a weekly competition during the season. This offers the club the opportunity of time trailers' participating in a minimum of ten rounds. CYC has in recent years competed on a fortnightly basis. Including Opening day, Lloyd Anderson, and Kylie Cup this provides the minimum 10-rounds championship for the club comprised of the results from five State Rounds and five club heats

In the main, the results for club rounds are collected by Royal Freshwater Bay Yacht Club (RFBYC) on behalf of CYC. CPYC will provide the results for all state heats. The collected results are input into "Checkpoint" the results and scoring system. (see Results and Scoring below)

CYC will be required to provide volunteers to service two checkpoints (see Check pointing below)

3) **Special Events**

For CYC this includes Lloyd Anderson. Unlike State and Club rounds, Lloyd Anderson is entirely operated (set up, check pointed, scored and resulted) by CYC. Although not a "special event" as defined in this section, CYC's Opening Day may also necessitate being entirely operated by CYC as it may not coincide with an eventing date for RFBYC.

Season Nomination

Whereas it is terrific to have a long list of competitors at the beginning of the season, it is important to have an understanding of which crews will continue through the season and who will participate casually. The more definite we can be about the size of the fleet before each competing weekend, the more compact the start list and over-the-water fleet can be. 1 week prior to each round the Competitors will be contact and ask to nominate for the upcoming round

In past years each club's fleet at the beginning of the season has been used as the start list for all the club rounds – with the result that non-starting boats leave huge gaps in the over-the-water fleet in subsequent events and a number of competing boats with late in the day start times. A more compact fleet means that the overall event runs over a shorter period of time meaning that check pointers can finish earlier and that results and scoring can be wrapped up sooner.

There are some “die hard” crews that can be counted on each year but to field a fleet of 15+ boats each event will require a number of new crews to commit to the entire season.

Around February/ March each year (but not before the calendar is locked down by CPYC) the club needs to remind power members of the upcoming time trialling season. A simple letter or email that provides a season itinerary and requests nominations (casual or season-wide) should be sent out with members to respond. This letter should also lean on power members and pen holders, if not competing in the time trial, to nominate dates that they will be available for Check pointing. The letter needs to remind members that the club isn’t a marina and succeeds only by the spirit of volunteering, service and participation. In simple terms, if you’re a power boater who doesn’t time trial then you are expected to checkpoint.

SAILING INSTRUCTIONS

1**. RULES**: The event will be sailed under the Time Trialling Rules (as amended) of the CPYC of YWA, applicable at the event starting time and as modified by the Sailing Instructions. Elapsed Time Sheets and Start Time Sheets form part of these Sailing Instructions. Elapsed Time Sheets take due account of restricted speed areas.
A copy of the rules will be available for perusal by competitors on the YWA website Course,

2. **FLAGS**: Every competing power yacht shall fly its club burgee over the Power Yacht competition class flag. (Yellow rectangle flag) The protest flag is International Code Flag B. (red Flag)

3. **NUMBERS**: CYC provides and issues competition numbers to all club members competing. Competitors are required to return their numbers to the office when their season is finished. This enables the club to redistribute to new participants at the beginning of each season. Competitors should be asked to nominate their previous season competition number. Ideally, competitors who have participate in previous seasons should be reassigned their previous numbers.

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**: Minimum 5knots to a maximum of 15knots, 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 CPYC Rules. The start is either 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 a line between the signal mast of the start boat and a mark of the course as close as practicable at right angles to the approach line to the next ark of the course or as prescribed in the sailing instructions

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 SPEED 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 CPYC Rules

11. **ENTRIES**: All pre nominated members will be automatic entries in the club championship series. Competing members will be contact prior each round of the series to confirm participation

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**: (State Rounds only) 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 CPYC 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 state championship heat will be allowed.

2) Any substitution of power yacht, skipper or crew shall be subject to the approval of the Race 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 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 consistency events shall be in accordance with the CPYC Rules.

21. **HANDICAPS:** Variable handicaps shall be in accordance with Appendix "A" attached.

VARIABLE HANDICAPPING SYSTEM

"Appendix A"

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 the boat completes performance 6 then Performance No1 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
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.
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: **Example 2:**

Manned Checks	9
Handicap	2.2 per check point (2.2 x 9 = 19.8)
Points Lost	20
Calculation	20 - 19.8 (handicap) = +0.2

Manned Checks	9
Handicap	1.2 per check point (1.2 x 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 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.

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.

PLACE	PLACE POINTS	START POINTS	FINISH POINTS	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

POWER YACHT COMPETITION

The fortnightly 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. Each Event

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 above

2.2 **Club Championship**
Determined by the same method as for consistency except it is based
Contents upon the outright result (no handicap). Least points lost over all events

2.4 **Trophies Awarded Annually**

Club Champion, 2nd and 3rd outright

Most Consistent, 2nd and 3rd

Commodores Award for Outright on Open day

Rear Commodores Award best consistency result on Open day

Most Improved Skipper

Golden prop Award

Nyalla (award to the crew who competes in all event through the season)

TIME TRIAL EXCEL COUNTDOWN TIMER

Instruction Sheet

1 Computer Running Microsoft Excel

2 Do not have any applications running in the back ground turn them off

3 Reset the time on your computer to Telstra time to the second

Ring 1194 for Telstra time (I recommend doing this no more than 1 hour before the event)

4 Select the excel Document for your nominated speed 5 to 12 knots copy it to your computer, when opening the document enable Macro's to run

5 Enter your start time in to cell E4 (14:10:15) Hour: Minute: Second

The Prestart Time is preset at 45 seconds (cell F4) you can change the prestart time if required

Total Time	Real Time at Mark	Leg Time

	###########	
0:00:00	0:00:00	0:00:45

Your prestart time will be displayed in cell (E3)

6 The programme will automatically start to countdown

Firstly, to your prestart time, start time and then each mark on the course.

7 When you have finished the course enter “0” and press enter in cell E4 this will stop the time from running

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 stopwatch 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 e.g.: 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	**10:58:**	**57**			
New Minute	**10:58:**	**01** ,	**59**		
New Minute & Hour	**10:58:**	**01** ,	**00** ,	**11**	
Penalty	**10:58:**	**57**			**+COS**, **WRS, etc**

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.