

HAWKESBURY RIVER YACHT CLUB INCORPORATED

CLUB RULES

**Version 6.2
September 2010**

Document Change Record

Document Name Club Rules

Issue Status

Draft/Issue	Date	Prepared by	Approved by
Issue 1	24/09/2003	FB	
Issue 2	21/03/2004	FB/CM	
Issue 3	26/06/2005	CM/MS	
Issue 4	16/02/2006 (draft)	CM/MS	
Issue 4	30-3-06 (draft)	CM/MS/CS/TD	
Issue 5	4-4-2006	CS/MS	
Issue 6	7-4-2006	CS/MS	
V4 Final	22-5-2006	MS	Management Committee
V4.1	23-6-2006	MS	Management Committee
V4.2	21-07-2006	MS	Management Committee
V4.3	23-11-2006	MS	Management Committee
V5	11/10/07	MS / DP / TD	MS/DP/TD
V5.1	26/10/07	MS	Management Committee
V5.2	20/2/08	MS	Management Committee
V5.3	16/3/09	FB	
V6	15 September 2009	FB /TP/RC	Management Committee
V6.1	3 February 2010	TP/FB	Management Committee
V6.2	18 September 2010 (membership notified of changes 20/8/2010)	TP	Management Committee

Change History

Draft/Issue	Change
Issue 1	Document assembled from the combined rules
Issue 2	Minor corrections to the text
Issue 3	Good Fellowship series, Winter not for trophy, 75% for new season handicaps, start of qualifying cycle, relax extras notification, starter's points, tie-break method, subs due July, qualifying while un-financial
Issue 4	Guest participants, qualification for crews & ladies races, separate divisions 1 & 2, allowable conditions for extras, extras adjustment removed, shortened courses,
Issue 5	Changes to order of items and minor changes to wording. Qualifying period for boats changing divisions.
Issue 6	Changes to order of items and reference numbers to club rules racing, changes to prescribed penalties
Issue 7	Minor changes to align references to Club Rules Racing
V4 Final	Qualifying for change of skipper, Trophy of Trophy & Perpetual Trophy winner calculations and remove duplicate 7.7
V4.1	Perpetual Trophy qualifying races corrected to be in line with the May 2005 meeting minutes
V4.2	Participation in races when a Racing subscription has not been paid
V4.3	Inclusion of Subscription Fees
V5	Return to Single Division format racing & Reformatting to 1 document in 3 parts
V5.1	Changes to (1) minimum race distance to be covered under boat insurance from 50NM to 25NM, (2) when the Starters Roster is used, and (3) Perpetual Trophy now HRYC Trophy
V5.2	Changes to Shorten Course and Abandonment
V5.3	Document control added
V6	Individual parts combined. Many changes made to clarify the rules and remove ambiguities. Series point score system changed.
V6.1	Changes made in relation to: the powers of the Race Official; the club house barge and its moorings at the start of a race; what to do if a mark is missing; and postponed or delayed starts.
V6.2	Rule 8.5(f) point score revised for boats that start but do not finish (DNF).

HAWKESBURY RIVER YACHT CLUB

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HAWKESBURY RIVER YACHT CLUB

RULES

1 MANAGEMENT OF THE CLUB

Control and management of the Club's affairs will be by the Committee in accordance with the Club's constitution.

The following office bearers, defined in the Constitution (Part 3 Cl.14(2)), shall be referred to as follows:

- (a) President – Commodore
- (b) Vice President – Vice Commodore

Rear Commodore shall be added to the list of office -bearers.

2 CLUB EVENTS

The Club organises yacht racing and social activities as follows:

- (a) Yacht Racing – includes series races, individual races and the Broken Bay Inter-club Challenge (BBIC) Series races.
- (b) Social Activities – include social sailing and land or club house based events including post race BBQ's, theme or fund raising activities, Christmas parties, etc.

3 CODE OF BEHAVIOUR AND SAFETY

All members shall acquaint themselves with the procedures to be followed when using the facilities of the Club House. These are set out in the document entitled "Safety and Procedures on the Hawkesbury River Club House" annexed to the Visitors' Book at the clubhouse

Members shall ensure that all visitors sign the Visitors' Book and that they have been made aware of the above document.

Members shall conduct themselves in a manner that is compatible with the enjoyment of others. Members are responsible for the behaviour of their guests. Members or Guests that persist in behaving in an offensive manner or in a manner likely to impinge upon the safety of others will be asked to leave the Club House.

4 SUBSCRIPTIONS

Annual subscriptions will be as determined by the Management Committee from time to time and are due and payable to the Treasurer on 1 July each year in accordance with Rule 8(2)(a) of the Club's Constitution.

Boat owners must have paid their annual subscriptions appropriate to racing before their boat can be awarded a place in any Trophy Race (Rule 7.1). Boat(s) that compete in a Series Race without the appropriate subscription having been paid may be permitted to earn points, retrospectively, provided an appropriate case is made to the Management Committee. Extenuating circumstances may be considered, but normally it will be necessary for the boat owner in question to have paid promptly after the race.

5 INSURANCE

All members using their boats in Club activities must be covered by adequate insurance, which must include at least third party cover of \$5,000,000.

Boats entering HRYC races must be covered by full racing insurance, including the use of extras, for races of at least 25 Nautical Miles.

Club members must advise the Treasurer of the details of their insurance at each renewal by supplying a copy of the renewal certificate.

6 DOCUMENT DISTRIBUTION AND PRECEDENCE

Documents produced for information of the members will normally be published on the HRYC website and/or distributed by email or post.

Members shall be notified of changes to existing documents or publication of new documents by email with a brief description of the changes and where it can be found on the website. A list of changes to club documents will be included in The Pennant and on the website.

Documents that form part of the club rules or procedures will, where applicable, include the date from which they will be effective.

Where a document is available from more than one source, the document on the website shall have precedence.

7 TROPHIES

7.1 TROPHY RACES

The club organises several different races and series of races for which trophies are awarded, which includes:

7.1.1 Series Races

- The Commodore's Trophy Series
- The Spring Series
- The Winter Series

7.1.2 Individual Races

- The Rhumb Race
- The Three Island Race
- The Crews' Race
- The Ladies' Race

The Club Rules apply to all the above races.

7.2 MINIMUM NUMBER OF BOATS

The minimum number of boats required to constitute a valid Trophy race is 3.

7.3 COMMEMORATIVE AND SPECIAL TROPHIES

7.3.1 Dave Southwell Memorial Trophy

The Dave Southwell Memorial Trophy is awarded to the best performing boat on handicap in all trophy races excluding the Commodore's Trophy Series.

7.3.2 HRYC Trophy

The HRYC trophy is awarded to the best performing boat on handicap across all trophy races excluding the Winter Series.

7.3.3 Scoring System for the Dave Southwell and HRYC Trophies

A score is allocated to each boat by distributing the maximum points available in each race evenly between the boats in each race based on their handicap position and the total for all races is then the boats' score for that trophy.

If more than one boat has the same number of total points, then of those boats, the boat that completed most races will be declared the winner. If more than one boat still shares the lead then all such boats shall share the trophy.

7.4 BROKEN BAY INTER-CLUB SERIES

The Club is also involved in the organisation of BBIC Series: a four race inter-Club series organized jointly with Gosford Sailing Club and the Royal Motor Yacht Club. Any rules other than those in the "Blue Book" (Rule 8.1.1) associated with this series, will be published along with the Notice of Race for each of the four races.

8 RACING

8.1 GENERAL

8.1.1 Members' and Skippers' Responsibilities

The first rule of the Club is to sail safely. It is the responsibility of all members to conduct themselves and to handle their boats in a safe and responsible manner. Each boat's skipper is solely responsible for deciding whether or not to start or to continue racing.

All members should learn and understand the basic rules of Yachting Australia, Racing Rules of Sailing – THE BLUE BOOK – which apply to all races conducted by the Club, and the International Regulations for the Prevention of Collision at Sea, which apply when boats racing meet boats which are not racing. All boats should carry a copy of Rule 8 of the Club Rules, as a minimum, and a copy of the Blue Book is highly recommended.

Unless otherwise varied in writing the rules of all races shall be those set down in the current version of Blue Book. In some cases the HRYC Racing Rules provide for variations on these rules to suit the Club's circumstances and when this occurs the HRYC Racing Rules take precedence.

8.1.2 Use of Extras

EXTRAS (sails in addition to main and head sails) are permitted in all the Club's

Trophy Races unless competitors are notified otherwise by the Race Official before the start.

8.1.3 Courses Sailed

Details of courses used by the Club are provided on the CLUB'S WEBSITE

www.hryc.asn.au

For Series races the course to be sailed will normally be designated by a letter displayed on the clubhouse within half an hour of the start time.

For Individual races the course will normally be as indicated on the website or as specifically notified to competitors by the Race Official before the start.

8.1.4 Guest Participants

Subject to the discretion of the Rear Commodore, and excluding un-financial members of the Club, a boat that has not met the full qualification requirements for a race may be accepted as a Guest participant. Such a boat will be given a line place and a handicap place but will not gain any other recognition for that race.

8.1.5 Ladies' Day and Crews' Race

For full qualification in the Crews and Ladies Day Races, the person in charge of the boat, as skipper and throughout almost all of the race at the helm, must be for the Crew's Race, a person that would typically sail as crew (not skipper) on that boat, and for the Ladies Day Race, a female person.

8.2 RESPONSIBILITY FOR RACES

The Rear Commodore is responsible for the organisation of the Commodore's Trophy and Winter Series Races. The Vice Commodore is responsible for the organisation of all other Races and events.

In both cases that responsibility extends to:

- (a) Choosing the course for the race.
- (b) Notifying competitors of the course and providing all necessary information (eg start time, race specific sailing instructions, time keeping arrangements, etc) to make it possible for them to compete.
- (c) Endeavouring to ensure that appropriate facilities, including starting arrangements, are in place for the race to be run as advised.
- (d) Recording race times and determining line honours and handicap places.
- (e) For Commodore's Trophy and Winter Series Races awarding points and calculating new handicaps (for use in the next race) as required by these Rules.
- (f) Resolving disputes and protests that may arise during a race.

The Rear Commodore and Vice Commodore may, from time to time, call upon club members to assist with these duties. Such assistance may include:

- (g) Formation of a Race Committee.
- (h) Formation of a Protest Committee.

- (i) Appointment of a Race Official, other than Rear Commodore, or Vice Commodore, who is delegated all the powers of the Rear Commodore, or the Vice Commodore, for one or more races.
- (j) Appointment of a Starter/Timekeeper for one, or more, races.
- (k) Compilation of race results.

The term RACE OFFICIAL is used generally in these Rules to mean the Rear Commodore, Vice Commodore, or Race Official appointed under Rule 8.2(i) with responsibility for the organisation of any particular race. In the absence of a specifically appointed Race Committee (as per rule 8.2(g) above) the Race Official shall perform the functions and duties of the Race Committee as defined in the “Blue Book”.

8.3 TIME KEEPING

Whenever possible time keeping will be undertaken by an independent time keeper (Rule 8.7.1(a)), or such other independent method as the Race Official shall decide.

Where self-timing is included in race instructions, competitors are asked to record their own START AND FINISH TIMES, or ELAPSED TIME (preferred), and report them by text messaging the:

Club’s mobile phone (0406 833 143) within 1 hour of finishing a race.

This time and phone number may be changed and notified to competitors by the Race Official before the start of a race.

When text messaging, times should be expressed in **hours:minutes:seconds** and, if reporting start and finish times, please do so using the 24 hour clock. Please report **boat name, elapsed time** or **boat name, start time, finish time** as appropriate. Boats that always use the same mobile phone to report their time need not report their name if they have already notified the Club of its number.

8.4 HANDICAPS

8.4.1 Handicaps for HRYC Races

The outcome of all HRYC races is determined using the Club’s handicap system. This is used to compute each boat’s corrected time and handicap position in Commodore’s Trophy and Winter Series races. Handicaps are adjusted after races as described in Rule 8.4.3 and a new handicap is assigned to each boat.

Once a boat has qualified (Rule 8.4.2) handicaps are applied as follows:

- (a) Commodore’s Trophy and Winter Series Races. The new handicap calculated after a race is used for the succeeding race.
- (b) Individual and Spring Series Races. The handicap used to compute each boat’s corrected time and handicap position is the new handicap after its last Commodore’s Trophy or Winter Series race. No adjustment of handicaps occurs as a result of these races.

8.4.2 Qualification

A new boat to the Club, or an existing member’s boat that has completed fewer than

three Trophy races in the previous 12 months, or a boat that has a permanent change of owner/skipper must complete a qualifying period of three Series races before it becomes eligible for a handicap.

During the qualifying period a boat will not be eligible to win a trophy, or gain points towards a series result. A qualifying boat will be given a line place and a handicap place based on a provisional handicap, but it will not gain any other recognition for that race.

During the qualifying period, the Rear Commodore may review and adjust the provisional handicap.

8.4.3 Adjustment of Handicaps

After each completed Commodore's Trophy, or Winter Series, race a RACE RATING is determined for each boat by dividing the trimmed average race time for all qualified boats that completed the race by each boat's time.

The TRIMMED AVERAGE RACE TIME is calculated using the times recorded by at least 75% of the fleet that raced, with the fastest and slowest boats on corrected time removed. If fewer than 8 boats finish the race, the trimmed average is calculated using all the boats that raced, since removing the fastest and slowest would leave less than 75% for calculation of the average.

A new handicap is calculated after each race in which more than 6 boats finish by averaging the race rating and the previous handicap – that is by adding them together and dividing by 2. This is the new performance based handicap for the next race in the season.

However, as the result of any single race, a reduction in handicap may not be more than 2.0% of the previous handicap, and an increase may not be more than 3.0% of the previous handicap.

In any series of races, within a racing season, a boat may have its handicap reduced by a maximum of 4% for the season. From then on its handicap will be permitted to increase by a maximum of 3% per race. There will be no further reductions within the race season.

If fewer than 6 boats finish a race handicaps remain unchanged for the next race.

The Rear Commodore may choose to allot handicaps to boats that do not often start or finish series races.

8.4.4 New Seasons Handicaps

At the start of each new season handicaps will continue as from the previous season.

8.4.5 Handicaps for BBIC Series Races

Since the BBIC Series is an inter-club event, handicaps to be applied will be decided separately and advised to competitors when known.

8.5 RACE POINTS

Points are awarded for competing in Series Races as follows:

- (a) A boat that fails to cross the starting line within the time stipulated in the Rules shall be awarded DID NOT START (DNS) status for the race.

- (b) A boat that completes the course without being disqualified and crosses the finishing line, whether or not the course has been shortened in accordance with the Rules, shall be considered to have FINISHED and it's time for the course used to determine its handicap place for that race.
- (c) A boat may be DISQUALIFIED (DSQ) if, in the opinion of the Race Official, it has failed to complete the course in accordance with the Rules.
- (d) A boat that starts a race, but fails to finish within the time stipulated in the Rules, shall be awarded DID NOT FINISH (DNF) status for the race.
- (e) For boats that FINISHED points shall be awarded as follows:
The number of boats that started the race (Ns) plus 3 minus the boat's position on handicap (Ph). That is $Ns+3-Ph$
- Example:** If there are 10 boats in a race. First on handicap gets $10+3-1=12$. Second on handicap gets $10+3-2=11$ and so on. Tenth and last on handicap (if all boats finish) gets $10+3-10=3$.*
- (f) Boats awarded DNF status shall get points equal to the total number of points that would have been available to those boats had they finished divided by the number of boats, the result being rounded down to the nearest whole number.
- (g) A race that starts and which no boats finish shall be considered to be ABANDONED.
- (h) A race that is terminated for any reason by the Race Official (Rule 8.9.2) shall be considered to be ABANDONED.
- (i) Boats that participate in a race that is ABANDONED get zero points.
- (j) Boats awarded DSQ, or DNS, status get zero points.

8.6 DROP 2 SCORE FOR COMMODORE'S TROPHY

The total points awarded to each boat in the Commodore's Trophy series, after dropping the lowest two individual race scores (including DNFs), determines the final Commodore's Trophy series positions. This is known as the DROP 2 SCORE. Abandoned races are not considered when calculating the drop 2 score.

In the event of a series score tie between two or more boats at the end of a series, the relative positions of the tied boats will be determined by comparing the total points for the season for those boats including the lowest race scores that were deleted in determining the drop 2 score.

If a tie remains, the deciding factor will be the points awarded to each of the boats in the last race in which both (or all) of the tied boats competed. If a tie still remains, they will be ranked in order of their total scores at the start of the last race of the series. Any remaining ties shall be broken using the total scores at the next to last race and so on until the tie is broken.

8.7 STARTING RACES

8.7.1 Types of Start

Races may be started using any of the following methods:

- (a) A STARTER/TIME KEEPER positioned on the club house who: (i) delays the start if required; (ii) gives audible and visual signals at the start of a race as required by these Rules; (iii) recalls boats after false starts; and (iv) records start and finish times.
- (b) A STARTER positioned on board a competing boat who: (i) delays the start if required; (ii) gives audible and visual signals at the start of a race as required by these Rules; and (iii) recalls boats after false starts. For this kind of start the START BOAT may be moored or sailing, with the rest of the fleet before the start (Rule 8.7.4).
- (c) A HANDICAP, or STAGGERED, start which require boats to start at specific times allotted to them before the start of the race by the Race Official as appropriate.
- (d) GATE or RABBIT START in which the START BOAT sets off from a SPECIFIC POINT, normally designated by a temporary buoy laid for the race, at the nominated START TIME. All other competing boats start the race by passing between the start boat and the specific point on the opposite tack from the start boat, within a specified number of minutes from the start time. After the specified number of minutes the start boat may tack, if it wishes, and boats that have not started are awarded DNS status in accordance with these Rules.
- (e) a), or b), will normally be the only methods used to start Commodore's Trophy and Winter Series Races. Other methods may be selected for other races as determined by the Vice Commodore and notified to the fleet before the race.

8.7.2 Start Time

The start time shall be as published in the Events Calendar (normally available on the Club's web site and in the most recent copy of the Club's newsletter, The Pennant), or separately issued race specific sailing instructions. When issued, specific sailing instructions take precedence over the Events Calendar.

8.7.3 Start Line

The usual start line for Series races, other than those using a Gate or Rabbit start, will be between the Clubhouse flag pole and a temporary buoy placed to the east of the Clubhouse. When used as the end of the start line, the Clubhouse barge and the water between it and its two mooring poles shall be considered to be an obstruction and the rules relating to Passing Marks And Obstructions as per the "Blue Book" shall apply. Boats may not sail between the barge and its mooring poles at any time.

The starting line for Individual races may be at another location as determined by the Race Official and notified to the fleet before the start.

Where possible the starting line should angle at 90 degrees to the wind direction

8.7.4 Start Boat

When a boat at anchor is used as the start boat and it is not participating in the race

then the starting line will be between that boat and a temporary buoy, or other marker, as indicated by the Race Official.

When a boat, which is taking part in a race as a competitor, is also acting as starter for a race and there is a fixed location, or marker, at each end of the starting line then the start boat may conduct the start from any position in the starting area under sail. The starting boat is free to manoeuvre and start as for all other competitors.

When a vessel, which is taking place in a race as a competitor, is acting as starter for that race and is anchored, it is to remain anchored until all participating boats have crossed the start line, or a maximum of five minutes after the start, whichever is the lesser. It will then be given an allowance of some minutes on its corrected time by the Race Official (based on the conditions prevailing at the time e.g. wind, tide) in which to up anchor and cross the start line.

8.7.5 Use of Engines at the Start

Use of engines or mechanical propulsion must cease at the Preparatory Signal (4 minutes before the starting signal).

After the Preparatory Signal engines shall only be used to avoid a collision between boats, to recover a person overboard, to render assistance to others in distress or to avoid running aground, or collision with an obstruction due to inability to control the vessel by means of sail.

8.7.6 Start Procedure

When method (a) or (b) starts (Rule 8.7.1) are used, signal flags and sound signals are utilised. The time at which flags are raised, or lowered, takes precedence over the time of sounds should they differ.

The starting signals details are as follows:

1. Warning Signal

5 minutes before the start a Numeral 1 (red spot on white) flag is raised and a horn is sounded.

2. Preparatory Signal

At 4 minutes before the start a P flag (white square on blue) is raised and a horn is sounded.

3. One-Minute Signal

At 1 minute before the start the P flag is lowered and a long horn is sounded.

4. Starting Signal

At the start the Numeral 1 flag is lowered and a horn sounded.

8.7.7 Postponed (or Delayed) Start

The start may be postponed or delayed by the Race Official at any time before the starting signal.

Postponement is indicated by raising the answering pennant (AP) flag (white vertical stripes on red). Removal of the AP flag will be followed approximately 1 minute later by the raising of the 5 minute warning signal unless the race is postponed again

or abandoned.

8.7.8 False Start

Competing boats must approach the start from the pre-start, as opposed to the course, side of the line.

If, at the starting signal, any part of a boat's hull, crew or equipment is on the course side of the starting line it will be given a five-minute penalty unless that boat returns completely to the starting area and starts within the time limit permitted by the Rules.

8.7.9 Recall

Where a boat or boats is/are on the course side of the starting line at the starting signal, it/they, will be recalled by the starter by sounding 1 long blast on the starting horn and /or (where possible) hailing the infringing boat/s with a loud hailer.

8.7.10 General Recall

In exceptional cases a general recall may be made by sounding two long blasts on the starting horn and raising the first substitute flag (yellow on blue pennant). The race is then restarted from the 5 minute warning signal which will be sounded after all boats have returned behind the starting line.

8.7.11 Late Start

A boat may start up to 15 minutes late. Any later and it will be awarded DNS status.

8.8 FINISHING RACES, MISSING AND MOVED MARKS

A boat FINISHES a race by crossing the finishing line in the prescribed direction after having rounded all intervening marks on the course as set down in the race instructions. It's time is recorded at the moment when the most forward part of its hull or equipment, in its normal place, crosses the finishing line.

If a mark is missing, or has moved so that it cannot be rounded safely, a boat may still finish by sailing to where the mark should have been and executing a turn as if it had rounded the mark in accordance with the race instructions. This procedure applies even when the mark goes missing, or moves, during a race in which some boats round it properly and others do not.

8.9 SHORTENED COURSE AND ABANDONMENT

8.9.1 Objective

Since HRYC members own boats with a wide range of performance characteristics, circumstances can arise that make it harder for the slower boats to finish than the faster ones. Courses may be shortened, or abandoned, with the objective of making a race fairer. This does not mean that all boats are guaranteed to finish on all occasions.

8.9.2 Time Limits

The TIME LIMIT for the first boat to finish is **4 hours** from the time the race started. The maximum time for the remaining boats to finish is **5 hours** from the time the race started.

If, **2.5 hours** after the start of a race, no boat has rounded the last mark before the finishing line the course shall be SHORTENED. When the course is shortened the line between the next mark to be rounded by the leading boat and the nearest shore becomes the finishing line.

If no boat has crossed the finishing line 4 hours after the start, whether the course has been shortened under this rule, or not, the race shall be ABANDONED. The leading boat shall notify the Race Official of its position as soon as it believes this rule has to be applied.

The Race Official may decide to shorten a course, or abandon a race, at any time if:

- (a) a mark is missing, or
- (b) a situation arises which affects safety, or
- (c) if, in his opinion, a fair result to the race will not otherwise be achieved.

The Race Official shall notify the race fleet immediately of his decision and, in the event the race is to be shortened, tell the fleet how this is to be achieved.

8.9.3 Advice To The Fleet

The Race Official will advise the race fleet by radio and, if possible, raise the S flag (blue square on white) if a race is SHORTENED.

The Official will advise the race fleet by radio and, if possible, raise the N flag (chequered white and blue) if a race is ABANDONED.

Boats alerted to the Rear Commodore's decision should attempt to alert others by radio, by hailing them, or by any other means at their disposal. A yellow ribbon may be flown from the backstay to indicate that a change has occurred.

It remains the responsibility of each boat, including those without radios, to be aware of changes and ascertain the situation for itself.

8.9.4 Time Keeping For Shortened Races

When a race is shortened the first boat to reach the new finishing line shall take the times for all boats crossing the new finishing line. It is permissible for the timepiece used to record the finishing times to be passed to a later boat that will record the times for the rest of the fleet. In addition, all boats should record their own starting and finishing, or elapsed, times in accordance with Rule 8.3.

8.10 PRESCRIBED PENALTIES FOR INFRINGEMENTS

The procedures to be followed by vessels that have infringed the racing rules are summarised below. Where these do not address infringements that are otherwise defined in the Blue Book then the procedures and penalties set down in the Blue Book shall apply. Boats which fail to follow these procedures may be disqualified or otherwise penalised in accordance with the rules.

8.10.1 Right of Way Procedure

A boat that may have broken any "Right of Way" rule between boats may attempt to exonerate itself by taking a 720 degrees penalty turn as described in the Blue Book.

8.10.2 Use of Engine to Avoid Running Aground or Collision

Execute a 360-degree turn under sail without benefit of momentum gained from the engine as soon as possible after danger has passed in a manner that does not disadvantage other competitors. When applied to an incident after the preparatory signal (rule 8.7.6) the 360-degree turn shall be executed after crossing the start line.

8.10.3 Contact With A Designated Marker

Execute a 360-degree turn under sail within a safe distance from the marker. A safe distance is generally no more than 10 boat lengths

Or

Return and round the mark without making contact.

8.10.4 Rounding A Mark In The Wrong Direction

Execute a 360 degree turn under sail within a safe distance from the marker. A safe distance is generally no more than 10 boat lengths

Or

Return, by retracing its course, and round the mark in the correct direction

8.11 USE OF RADIOS

Communication between racing boats and the starter, either on the clubhouse or in a boat, is difficult and the disciplined use of the vessel's radio is to be encouraged for this purpose.

The clubhouse is equipped with a marine band VHF radio. Boats should listen on VHF channel 16 throughout races. Radio relay among boats may be used to overcome any problems due to poor location or incompatible radios.

Channels to be used are:

- VHF -- channel 16 for listening/calling, 77 for conversation. Dual watch radios may be set to channel 77.
- 27MHz -- channel 88 for listening/calling, 94 for conversation.

8.12 USE OF MOBILE PHONES

Mobile phones may be used as a means of communication and those boats that do not have any VHF radios are encouraged to provide their mobile phone number to the Club. The onus still remains with the boat owner to ascertain when a race may be shortened or abandoned.

8.13 PROTESTS

Safe racing requires following a set of rules. A boat should protest if it feels it has been disadvantaged by another boat breaking those rules.

All boats should carry a protest flag (Red). A protest will not be valid unless proper procedures are followed.

The process for protesting, hearing and resolving a protest will be in accordance with Blue Book as enacted in the HRYC Club Rules, with the exception that the protesting boat must, on finishing the race, notify the Race Official of the protest and

lodge the written protest documentation within 24 hours of completing the race.