



NAVIGATION RALLY HANDBOOK

Including the

COMPETITION RULES

As revised November 2021

All previous versions superseded



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What is a Navigation Rally for power boats?

A Navigation Rally can be likened to a car rally on water, with the major difference being that each navigation event competitor nominates their own speed OVER THE GROUND to suite the performance criteria of their vessel. Navigation eventing is available to any power boat owner whether their boat be big or small provided it is registered and seaworthy. It will improve one's navigational, boat handling and equipment skills.

The event involves travelling over a set course at a nominated speed over the bottom, and hence tidal and weather conditions have to be reckoned with to maintain this speed and to reach the finish at the correct time. The course will be made up of a number of checkpoint gates at unknown locations where competitor times are recorded. Penalty points will be accumulated for every second early or late. Points are also accumulated for breaches of the rules. After all penalty points are added for each vessel, the competitor with the least points accumulated is the winner.

Prior to the event it is necessary to plot a course, as a series of legs and turning points and to identify timing points along each leg then calculate the correct time to arrive at each point, based on the start time and nominated speed over the bottom. Course lengths are usually about 10 nautical miles.

It is almost impossible to achieve a perfect score due to the never ending changes in wind, waves, tidal current and general weather conditions.

The camaraderie and fellowship enjoyed with other competitors is a wonderful way to learn and enjoy power boating.

GOOD LUCK AND SAFE BOATING

Spirit of the Event

Navigation Rally competitions are conducted to promote fellowship between club members, to test and enhance the ability of the skipper, navigator and crew, as well as competitiveness of their vessel, also to develop knowledge of local waterways and Queensland Transport - Marine Safety Rules and Regulations.

It is essential that the honour of participating in the event be upheld at all times.

Fundamental Rule

The International Regulations for the Prevention of Collisions at Sea supersedes all rules and instructions of any event. Deviations in course and/or speed should be made to comply with the safety aspects of the regulations. Penalties will not be given for actions against the event rules that are made to comply with these regulations.

Navigation Rally Competition Rules

1.0 Invitation

1.1 The Power Boat Committee of Southport Yacht Club Inc. (PBC) extends an invitation to owners, skippers and crew to participate in the program of events published in the season **Events Calendar**.

1.2 The program of events comprises introductory events if conducted, and the Navigation events and training sessions as notified from time to time.

2.0 Club Championship

2.1 All competitors are invited to participate in the following events. The following Navigation Events (excluding the Qoin GPS Challenge), will constitute the club championship:

1. The Power Boat Committee Trophy
2. The Treasurer's Trophy
3. The Vice Commodore's Trophy
4. The Chairman's Open Trophy
5. The Round Crab Island Open Trophy
6. The Buck Jones Memorial Trophy (suspended in the 2021/22 season in favour of the Qoin GPS Challenge)
7. The Commodore's Trophy
8. The SYC Open Trophy

2.2 A vessels score for the club events, (omitting the worst scored event if all relevant events have been completed) are totalled and used to determine the club championship vessel and champion navigator.

2.3 A club handicap championship will also be conducted on all events comprising the club championship as listed in 2.1 above. A vessels score from the events, (omitting the worst scored event if all relevant events have been completed) are totalled and used to determine the club handicap champion vessel and club handicap champion navigator.

2.4 The club champion navigator and club handicap champion navigator will be a SYC financial member (any category) and has been the nominated navigator for at least 5 events on the highest placed vessel in each competition.

3.0 Entry Fees and Entry Forms

3.1 An entry fee, to be determined by the PBC from time to time is payable for each event. A season block entry (for all SYC Nav events) may be paid provided payment is made before the commencement of the first event of the season. Fees are notified on the nomination/entry form.

3.2 Entry forms are posted to previous seasons competitors with details of the seasons events or are obtained from the SYC main office. All entries shall be accompanied by the appropriate fee.

3.3 Changes to entry forms must be made through the SYC main office prior to the event.

3.4 Changes on the day of the event should be notified to the PBC officer of the day. The PBC may allow such changes at its discretion.

4.0 Closing Dates

All entries are to be lodged with the SYC main office ten (10) days prior to the event and late entries may be accepted at the sole discretion of the PBC.

5.0 Notification of Course Details

5.1 Course instructions, including the vessels start time will be forwarded to season block entrants at least seven (7) days prior to the event. Other entrants who have not prepaid, will be provided with their vessels start time at the time of payment of the entry fee. Courses for the season are available from the SYC web site prior to the start of each season. It is important that skippers access the Club web site before each event date to ascertain if there have been any changes made to the course or updates to the Pisces program.

5.2 The vessels starting time will be posted/emailed at least seven (7) days prior to the event.

5.3 Other entrants which have not pre paid will be provided with the event course and course instructions etc. on payment of the prescribed fee, which shall be no later than seven (7) days prior to the event. The vessel's start time will be provided at the time of payment of the entry fee.

6.0 Divisions & Groups

Only one division applies under the GPS Navigation rules.

7.0 Eligibility and Registration of Vessels

7.1 Each SYC entrant shall be a SYC **Gold** Member, or equivalent, and shall have their vessel registered on the SYC Yacht Register.

7.2 Each other entrant vessel shall be registered with their own club, and the entrant shall be a current full financial member of that club.

7.3 Each SYC registered vessel shall have on board while competing a current SYC **Gold** Member, or equivalent, who, if not the registered owner, shall be the owner's representative.

7.4 Each SYC vessel shall be allocated its competition number at the time of registration on the SYC Yacht Register.

7.5 The PBC may approve the entry of other categories of membership to enter events of a fun or charity nature.

8.0 Safety Equipment

8.1 It is the responsibility of the skipper/owner to meet all requirements of the Department of Queensland Transport and Marine Safety Queensland and carry and have in working condition all safety equipment specified from time to time by Queensland Transport – Marine Safety Queensland and Port Authority for the area of operation.

8.2 The PBC reserves the right to spot inspect any competing vessel for safety and sea worthiness.

8.3 All those taking part in a SYC Navigation event do so at their own risk and responsibility and SYC is not responsible for the seaworthiness of a vessel whose entry is accepted, or for the sufficiency or adequacy of its equipment.

8.4 Vessels shall have a VHF radio on board tuned to the channel specified in the event instructions notice. The VHF radio is generally for emergency communications during a nav event.

9.0 Navigation Equipment and Aids

9.1 A SYC owned "Tack Tracker" is issued to each vessel to determine any penalty and to determine the competitor's raw score. A printout of these results is generally provided after each event presentation.

9.2 The PBC may review the information stored on the "Tack Trackers" and take appropriate action if required.

9.3 All results are provisional until posted on the Club website.

9.4 If a SYC "Tack Tracker" is lost or damaged, the replacement cost will be borne by the offending party.

9.5 Any commercially available handheld or mounted GPS device is allowed including computers with a GPS antenna attached. Any device that continuously and progressively displays a vessel's desired position (as opposed to a GPS device that displays a vessel's actual position) is prohibited.

Automatic Pilots and Automatic Throttles shall not be used

There is no separate championship event for vessels not using a GPS unless specified.

10.0 Burgees and Identification

10.1 A vessel shall display the Burgee of its registered club whilst competing.

11.0 General Authority

11.1 The conduct and management of all events shall be at the direction of the PBC under authority of the SYC Board.

11.2 It shall be the sole responsibility of each skipper and crew to decide whether to compete in an event or continue therein.

11.3 The PBC shall be bound by these rules and the course instructions issued for an event.

11.4 By entering an event the skipper of a vessel thereby agrees that they and their crew agree to abide by the rules and instructions applicable to the event.

11.5 The skipper or navigator shall notify the PBC prior to an event if the regular navigator is not competing in any championship event.

12.0 Course Instructions

12.1 Course instructions will be issued for each event. Separate covering notes will be issued for an event. All such instructions and notes when issued shall rank as rules. Course instructions will also be available on the SYC web site under the Power Boat section.

12.2 These rules shall apply to all events unless amended in separate course instructions covering notes by specific reference to a rule.

12.3 The Course Instructions covering notes shall contain the following information:

- a) Conditions of entry and eligibility refer Rules 7 & 8.
- b) Referral to the fundamental rules and explanation of spirit of the event.
- c) Any variation to the event Rules applicable to events.
- d) Any other notices the PBC deems necessary for an event.

12.4 The official course distance shall be the aggregate of the distances of each section (or leg), each of which will be calculated or measured as follows.

- a) A straight line or arc in nautical miles to the nearest 0.001.
- b) The longest possible straight line (unless an arc) between course reference points or course marks, buoys, beacons which does not cross dry land and lays on the correct side of each navigational mark, buoy or beacon.

12.5 All communications will be made using VHF radio transmitters on the channel as specified on the event notice sheet to the officer of the day.

12.6 Competitors shall not pre-run the whole or any part of the course for an event.

12.7 An entrant vessel shall not anchor or manoeuvre within 200 meters from the starting reference point as specified in the instructions before the vessel's preparatory time.

13.0 Manoeuvring While Competing

13.1 A navigation rally is a test to navigate around the nominated course in such a manner as to average a "speed over the bottom" equal to a vessel's nominated speed, and to arrive at each checkpoint gate at a time consistent with the distance travelled at the nominated speed.

13.2 No significant variation of course or speed is permitted, except to counter the effects of current, tide, wind, depth of water, interference from other vessels, the intrusion of banks or drying land into the course, compliance with navigation and right of way rules, or other factors beyond a vessel's control that affect its nominated speed.

13.3 A vessel shall not:

- a) Make significant changes in speed in any leg of the course
- b) Steer any course other than a direct straight course (unless a specified arc) from each course reference point or course mark, except as permitted in Rules 13.2.
- c) Pass outside any checkpoint gate.

- d) Transmit or receive radio messages or mobile telephone messages concerning matters affecting the event. (Other than in the event of an emergency)

13.4 When two (2) or more vessels are approaching a mark, beacon buoy or navigation turning point and are overlapped, the inside vessel must be given sufficient sea room to proceed, or complete the turn when a course change is required. An overtaking vessel shall not change course until clear ahead of the overtaken vessel. This rule shall not apply when a vessel is fulfilling its obligation under the relevant Rules for the prevention of collisions at sea or giving right of way to a vessel. The onus of proving to the PBC that such a manoeuvre was necessary shall rest on the vessel in question.

14.0 Material Prejudice

14.1 A vessel is materially prejudiced when, through no fault of its own, its course and speed or its start or finishing time is affected by:

- a) An error or omission of the PBC
- b) Rendering assistance to a vessel or person in peril or distress (but excluding its own crew).
- c) Being interfered with by an entrant vessel required to keep clear.

14.2 A vessel which is materially prejudiced whilst competing may seek redress.

14.3 The PBC may of its own initiative institute a consideration of redress.

14.4 When the PBC is satisfied after a hearing that a vessel has been materially prejudiced, it shall grant such redress as is equitable, which may include giving or taking time, modifying a penalty or points, or granting average competition points for the event.

15.0 Scoring System

15.1 Every vessel competing in an event must have on board a Tack Tracker monitor as supplied by the SYC PBC which shall be activated by the skipper in accordance with the PBC instructions.

- 15.2 A vessel in an event shall incur penalty points as follows:
- a) One (1) penalty point for every second early or late at any checkpoint gate.
 - b) Ten (10) penalty points for an infringement of any rule in Clause 13.
 - c) Ten (10) to Fifty (50) penalty points for an infringement of any event rules or instructions with optionally fifty (50) points imposed instead of disqualification, all at the discretion of the PBC.
 - d) Such other penalty points as are specified in the course instructions.

15.3 A vessel shall be disqualified from an event:

- a) If it engages in any reckless conduct or in disregard of the safety rules.
- b) For an infringement of any rules where in the opinion of the PBC the infringement was a gross or flagrant disregard of a rule or the "spirit of the event". The PBC shall advise details of any infringement at the event presentation area after the event or if the skipper is not present, write or email to the owner/skipper of the vessel within two (2) working days of the finish of the event. The owner/skipper shall have two (2) working days in which to deliver a written reply to the PBC, otherwise any appeal will lapse. The PBC shall advise its final decision within ten (10) working days of the finish of the event to the owner/skipper of an infringing vessel, otherwise the infringement lapses.

15.4 a) In Raw Score and Handicap events a vessel will be scored as follows:

1 st	15 Points
2 nd	14 Points
3 rd	13 Points
4 th	12 Points
5 th	11 Points
6 th	10 Points
7 th	9 Points
8 th	8 Points
9 th	7 Points
10 th	6 Points

All other vessels shall score 5 points. A vessel not finishing due to a malfunction shall score 5 points provided the first event

checkpoint gate was passed. A vessel which finishes the event, but did not have the Tack Tracker monitor correctly activated during the event, shall be allocated a “no score” of 5 points. A vessel disqualified shall be scored 0 points. A vessel withdrawing during an event must hand in their Tack Tracker monitor at the end of the event for downloading to score 5 points.

b) A vessel placed 1st, 2nd or 3rd in raw scores in any event will not be eligible for 1st, 2nd, or 3rd in handicap for that event. Such vessel will score 5 points for the event in the club handicap championship. A vessel placed 1st, 2nd, or 3rd in the season’s club championship shall be ineligible for 1st, 2nd, or 3rd place in the club handicap championship.

c) If a small number of vessels compete on the day, ineligible vessels for the handicap as per Rule 15.4b may, at the discretion of the PBC, include 1st and 2nd, or only 1st.

15.5a) Handicap competitions will be conducted on such events as are stated in Rule 2.3 or in the course instructions covering notes.

b) All new vessels qualifying for the competition shall be allocated an initial handicap by the PBC, the value being at their discretion, subject to a minimum of -25. The value may be changed at any time.

c) A vessels handicap shall be deducted from its penalty points for the event.

d) The vessel with the lowest penalty points after deduction of its handicap shall be declared the winner. A vessel may have a negative penalty points score.

15.6 A tie shall be resolved as follows:

a) Penalty points in a championship event shall be determined in favour of the vessel with the lowest penalty points at the last checkpoint gate and then on count back to each preceding checkpoint gate until the tie is resolved.

b) In each event a competitor will achieve a raw score which will be converted to an “adjusted raw score” (ARS), or handicap score.

Penalty points in a handicap championship event shall be determined in favour of the vessel with the lowest ARS. If ARS values are equal in one or more instances the competitor with the lowest raw score will take the “place” under consideration, with subsequent “places” following.

If the raw scores contributing to the competing ARS are equal, rule 15.6 a) will be applied to determine the “best” raw score.

The ARS in the first event of the 2021/22 season is calculated as the raw score, plus a starting weight ranging between -25 and +10, calculated from the raw scores in the last event in which the skipper competed in the prior season.

The weight in each event thereafter is calculated as the difference between the 4th place Raw Score in that event and the competitor’s Raw Score in that event, to a minimum of -25 and a maximum of +10.

The competitor with the 4th place Raw Score in an event will carry a weight of zero to the next event.

If a competitor did not start (DNS), an event or a series of events, the last weight having been calculated is carried forward each time a DNS is recorded.

The Committee may at its discretion change the basis of calculating the “next” weight for an upcoming event from the 4th place raw score to another place and will consider such a change before the beginning of a new season.

- c) Championship and Handicap championship scoring points shall result in a count back resolved in favour of the vessel with the most wins, then the most seconds, then the most thirds and so on until the tie is broken.

15.7 Championship and Handicap points shall not be transferable except where:

- a) A skipper makes application to the PBC in writing to an event.

- b) The vessel having scored the points is no longer available or is temporarily disabled (only one event allowed per season).
- c) The replacement vessel is of a similar type, has the same owner (except for a temporary replacement), and complies with Rule 7 (The same competition number shall be used where practical).
- d) The skipper and a majority of the crew are the crew of the replacement vessel.
- e) The PBC agrees to the transfer prior to the replacement vessel competing.

16.0 Protests

16.1 A vessel may protest any other competing vessel or seek redress from the PBC.

16.2 The protest must:

- a) Be in writing and be signed by the owner or their representative.
- b) Describe the incident and identify the other vessel.
- c) Contain diagrams of the incident (if relevant).
- d) Be counter-signed by the senior officer present of the protestor's club (only for inter-club events).

16.3 A protesting vessel shall try to inform the protested vessel by marine radio (after the event) that a protest will be lodged. If unable to contact the protested vessel, the skipper shall contact the PBC officer of the day within 30 minutes of the finish of the event.

16.4

- a) A protest by a vessel against another shall be lodged with the officer of the day within 60 minutes of the finishing time of the protesting vessel.
If the officer of the day is unavailable, any member of the PBC is to be advised by VHF marine radio or mobile phone (after the event) and the written protest shall be delivered to the PBC within three (3) days of the finish of the event or the protest shall lapse. In the case of a known protest by the PBC the results shall be announced as provisional until the protest can be heard.

- b) A protest against the PBC for redress shall be lodged with the officer of the day not later than sixty (60) minutes after the posting of the results at the presentation area.

16.5 The PBC shall appoint a Protest Committee of three (3) members which shall act as its delegate in hearing protests. The members of a protest committee shall be selected from members with experience in conducting and judging predicted log events, and if involving an inter-club event, shall contain a representative of the other club.

16.6 A protest hearing shall be called as soon as practical, and the parties shall be given timely notice of the time and place of the hearing and given adequate time to prepare a defence.

16.7 The following conditions shall apply to the conduct of the hearing:

- a) Determine the validity of the protest and if invalid advise the protester of the reason.
- b) If valid, continue with the hearing.
- c) Defects in the protest form may be remedied except to the description of the incident and identity of the other vessel.
- d) A representative of each vessel who was a member of the crew during the incident may represent a vessel and shall be entitled to be present during the hearing.
- e) Witnesses shall only be permitted to be present in the hearing while giving their evidence.
- f) The Protest Committee may proceed with the hearing in the absence of any party to the protest.
- g) The Protest Committee shall, after taking all the evidence, determine the facts and promptly announce its decision.
- h) The parties to the protest may request a written copy of the decision provided such a request is in writing and is received within seven (7) days of the announcement of the decision.
- i) The decision of a protest shall be promptly posted on the Club notice board.

16.8 There shall be no appeal on any question of fact determined by the Protest Committee. A party to a protest may in writing

request the PBC to review a Protest Committee decision where there has been a misinterpretation of a rule, and provided the request for review is lodged within seven (7) days of the announcement of the protest decision. The decision of the Power Boat Committee on the review shall be final and binding on all parties.

17.0 Selection of Competing Vessels as Representatives of SYC

17.1 If an SYC vessel is outright winner in the previous year of any such event in any division, this vessel is automatically invited.

17.2 Otherwise all positions will be selected on performance in the club championship.

17.3 Final decisions are at the discretion of the PBC.

18.0 The Dux Series

This is a standalone annual event series. It is decided over three (3) of the club championship events, namely the Power Boat Committee Trophy, the Treasurer's Trophy and the Vice Commodore's Trophy. Trophies are contested as detailed below. The following Rules apply:

- a) A vessel must compete in all three (3) events to be eligible for a Dux Series Trophy and the Handicap Trophy.
- b) The same course is used for all three (3) events.
- c) Different start times may be allocated to each vessel in each event.
- d) Penalty points lost in each of the above three (3) events are totalled and the vessels which lose the least penalty points are declared the winners in the category.
- e) A handicap event is also conducted on the Dux Series. Penalty points lost in each of the above three (3) events are adjusted by the vessels handicap for each event, and the handicap penalty points lost are totalled. The vessel losing the least penalty points will be declared the winner. The vessel placed 1st on raw scores is ineligible to win the Dux Series Handicap. A trophy is presented to the winning handicap vessel.

19.0 The Broadwater Series Invitation Open Events

These events will be open to other Boating Clubs strictly by invitation from the SYC PBC.

This is a standalone annual event series. For a given season it may be re-named to reflect major sponsors. It is decided over three (3) of the Open Club Championship events. The Chairman's Open Trophy, the Round Crab Island Open Trophy and the SYC Open Trophy.

The following rules apply.

- a) A vessel must compete in all three events to be eligible for the Broadwater Open Series.
- b) A handicap trophy (based on rule 18.0 (e) will be awarded to SYC vessels based on their performance in these events.
- c) Only one division of competitors shall exist for these events, using the GPS Navigation Rules of SYC.
- d) Entry fees will apply as per SYC club rule 3.1.
- e) The scoring for these three (3) events shall be as follows: The lowest score on the day shall be the winner followed by second and third places. Trophies, certificates and or club vouchers will be awarded to these place getters.
- f) All invited clubs wishing to compete will be notified at the beginning of each Nav Rally season to allow them to include these three (3) events into their season schedule. Four weeks prior to the first event a notice will be forwarded to each club with application forms and notices to compete, requesting detail of vessels speed, size, club number and other relevant details.

- g) These three (3) events will be run and organised by the SYC PBC using the SYC Nav Rally events handbook and competition rules.
- h) For SYC entrants in the three (3) Broadwater Series events, scores will be used for the calculations towards the Club's end of season power boat awards.

20.0 Navigation Rallies by Traditional Method (No GPS)

The same rules apply to Traditional Navigation as set down in the Navigation Rallies Handbook and Competition Rules Except:

Traditional Navigation events prohibit the use of electronic equipment that can identify the vessels speed and direction over the ground, position on the course and navigation calculation. All other navigational equipment may be used unless prohibited by the course instructions.

The Following Navigation and Other Equipment shall not be Used

DGPS, GPS, Satellite Navigation, Automatic Pilots, Radar, Range Finders, any over the ground speed measuring device, Navigation Software and Computers, GPS enabled Mobile Phones, iPads or similar computer tablets and devices or any combination of these. Speed through the water devices are permitted. Electronic compasses are permitted provided all speed, direction and positioning interfaces are disabled or otherwise rendered unusable during the event to the prior satisfaction of the PBC. Basic calculators are permitted.

The PBC reserves the right to spot check any competing vessel.

Safety of competing crews is paramount.

To allay fears all competing vessels shall monitor marine VHF channel as directed by the officer of the day during the event. Should a vessel for any possible reason regarding safety at sea, identify a competing vessel in distress they should call the PBC officer of the day for investigation and follow up. This is important when SYC is hosting events on open waters such as Moreton Bay.

Definitions and Abbreviations

Abandonment	The Power Boat Committee (PBC) may abandon any event that has started but not finished.
Cancellation	The PBC may subsequently cancel any event which has been previously postponed or abandoned.

Checkpoint Gate	Checkpoint gates are established at specified latitude/longitude at right angles to the course. The gate is 200 metres (0.108nm) long (100 meters (0.054nm) on either side of the course. The checkpoint gates may be located on any leg and at the start and finish.
Competing	A vessel is competing and the rules of the event apply to it from its preparatory time until the vessel has finished and cleared the finish line.
Coursework	The navigation documents, derived from the instructions, are prepared by a vessel's crew for an event.
Event Start Time	Is the time nominated by the PBC.
Finish	The finish is a point described in the course instructions.
Finish Area	The finish area is the area 100 meters after the finish line. All vessels must immediately vacate the finish area to avoid hindering other competitors.
Finishing	A vessel finishes when its onboard Tack Tracker Monitor first crosses the finish checkpoint gate in the direction of the course from the last waypoint or checkpoint gate.
GPS	GPS stands for Global Positioning System, is a radio navigation system that allows land, sea and airborne users to determine their exact location, velocity and time 24 hours a day, in all weather conditions, anywhere in the world.
Interference	An entrant vessel shall not cause interference to a vessel which is competing.
Instructions	Instructions, where referred to in the rules, are the season and/ or event instructions supplied from time to time by the PBC. Such instructions include course instructions covering notes as per Rule 13.2
Officer of the Day	The PBC shall appoint an Officer of the Day, whose name and mobile telephone number will be notified in the event instructions. The Officer of the Day will be responsible for all communications between competitors and the PBC on the day of

	each event.
Official Start Time	The official start time is the time specified as such in the event course instructions.
Pisces	The Pisces program is a computer program available from the PBC to assist members in the planning of log events. Vessel details can be added to Pisces to allow members to create a Run Sheet for each event. The Pisces program will also include the details for each event through the year. The SYC power boat web page will advise members of when to update Pisces and the latest edition available.
Postponement	The PBC may postpone any event that has not been started.
Navigation Rally	A Navigation Rally is a test to navigate around a nominated course in such a manner as to achieve a “speed over the bottom” equal to a vessel’s nominated speed, and to arrive at each checkpoint at a time consistent with the distance travelled at the nominated speed. A Navigation Rally, where referred to in the rules, may also apply to a navigation, social or fun activity within an event as detailed in the course instructions covering notes.
Power Boat Committee	Reference to the organising committee appointed by the Board of the Southport Yacht Club to organise and run Navigation Rally events is abbreviated to PBC in this document.
Practice	Running the course at any time is strictly prohibited by Rule 12.6, and is not “The Spirit of The Event”
Preparatory Time	A vessels preparatory time is deemed to be made five (5) minutes prior to its specified start time.
Rules	Reference to Rules, wherever it appears means these rules, as amended from time to time by the PBC or the Course instructions.
Starting	A vessel is deemed to have started when its onboard Tack Tracker monitor first crosses the start line in the direction of the course line.

Start	The start is a point described in the course instructions.
Start Area	The start area is the area 200 meters immediately before the start line. Vessels must not enter the start area outside of their preparatory time, except if it is not practically avoidable to arrive at the event, and may not hinder vessels preparing to start in the start area.
Southport Yacht Club Member	A SYC member, where referred to in the Rules, shall be a Gold Member, or equivalent, unless otherwise noted.
Tack Track Monitor	A vessels performance will be assessed via the use of a tack tracker monitor. The tack tracker monitor is a GPS enabled devise that records the position of the vessel at regular intervals. Each vessels Tack Tracker monitor will be available seven (7) days prior to each event from SYC office at Main Beach. When the vessel arrives at the start area of the event, the Tack Tracker monitor should be switched onto the LOG position (with a flashing light observed) no less than fifteen (15) minutes before the vessels start time. At the finish of each event the Tack Tracker monitor should be handed to a member of the PBC for downloading in order to process results. Tack Tracker monitors will be issued randomly to all competitors for each event.
Vessels Start Time	The vessels start time is its specified starting time after the event start time as issued by the PBC.
Waypoint	A position specified by Latitude/Longitude and which determines start, turning point or finish location.

Getting Started

1. Obtain from the SYC office the **Navigation Rally Starter Kit** which consists of:
 - a. A copy of the SYC Handbook/Rules booklet
 - b. A copy of the SYC Power Boating Calendar

- c. Nav Rally event entry form
 - d. A copy of the Season's event courses and covering notes
 - e. The Club's run sheet computer program disc (Pisces)
2. Register your vessel with the SYC office (you are required to be a Gold or equivalent member) to obtain a competition number. You will be given a SYC Club Burgee upon registration of your vessel.
 3. Read the Handbook/Rules carefully.
Remember, the fundamental concept is to maintain a constant nominated speed over ground along a prescribed course.
 4. Prepare a set of competition numbers to be displayed during the event. These must be visible each side of the vessel. See competition Rule 10 for the dimensions and colours.

The First Event:

Obtain from the SYC office instructions for the next event (if not already obtained in item 1.E above). Allow at least 10 days before the next event date for preparation. At the same time submit the appropriate entry form with entry fee. Include the name of the navigator on the form and the speed in knots at which you wish to run the event. The navigator can help with the planning and calls the progressive times during the event. Soon after this your vessel start time will be supplied by the PBC.

Vessel Speed:

When selecting a speed at which to run, displacement vessels should have a 2 knot reserve to cater for strong tides, i.e. if a vessel's maximum speed is 8 knots nominate 6 knots. Smaller planning vessels should be well up on the plane without going too fast. Maximum speed of any vessel in any event will be 25 knots unless specified by the PBC. But should be approx. 75% of sustainable cruising speed.

Planning the Event:

The final step is for the skipper and/or navigator to plan the event. Using the Pisces program on your computer, select the event and in the **Edit Run Sheet** section add your start time and vessel speed, go to the run sheet section and you will have a completed run sheet. You then need to print the run sheet and construct a route on your GPS, making sure the race distance agrees with the distance given in the course instructions. Leading up to the event it is important to monitor the SYC Power Boat section website for any last-minute changes which may occur. The PBC will endeavour to keep all competitors updated with any changes.

Power Boat Committee:

Members of the PBC are willing to advise newcomers on how to plot the course, prepare run sheets and set up your GPS. Contact the PBC Chairman (phone SYC 55 913 500 for contact details) who will arrange assistance.

Navigation training sessions may also be conducted by the PBC from time to time, and will be advised in notices to competitors. The PBC can also arrange for interested competitors to accompany another competitor in an event as guest of the PBC to experience the challenge of a Navigation Event.

NOTES