

NAVIGATION RALLY RULES

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All previous versions superseded



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What is a Navigation Rally for Boats?

A Navigation Rally can be likened to a car rally on water, with the major difference being that each navigation event entrant nominates their own speed OVER THE GROUND to suit the performance criteria of their vessel and their own capabilities in handling their boat.

Navigation eventing is available to any Gold or equivalent Member whose boat is capable of being, and is registered, on the SYC Yacht Register as per Section 5 of the SYC Constitution. Navigation eventing will improve one's navigational, boat handling and equipment skills.

The event involves travelling over a set course at a nominated speed over the ground, and hence tidal and weather conditions have to be reckoned with to maintain this speed and to proceed at the desired pace.

Each competitor's passage over the course is recorded. The amount of time early or late to each checkpoint gate is identified, and then multiplied by the boat speed to produce an Event Score (in metres to one decimal place).

Penalty metres may also be applied for breaches of these rules. After any penalty metres are applied, the competitor with the lowest Event Score 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 ground. Course lengths are usually about 10 nautical miles. The Power Boat Committee provides software to assist with the above, or you may use your own system/s.

It is almost impossible to achieve a perfect score due to changes in wind, waves, tidal current, general weather conditions, and other traffic.

The camaraderie and fellowship enjoyed with other competitors is a wonderful way to learn and enjoy boating. A luncheon is held immediately following every event, where results are announced, prizes are awarded, and where available, sponsors gifts are won via a lucky draw.

GOOD LUCK AND SAFE BOATING

Spirit of the Event

Navigation Rally events 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, and 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 Event Rules

1. Invitation

- 1.1. The Power Boat Committee (PBC) of Southport Yacht Club Inc. (SYC) extends an invitation to owners, skippers and crew to participate in the program of events published in the season Powerboat Calendar, as shown on the SYC web site or available from SYC main office.

2. Club Championship

- 2.1. The following Navigation Events 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 Commodore's Trophy
 7. The SYC Open Trophy

3. Entry and Ticketing

- 3.1. An entry fee, to be determined by the PBC is payable for each event. Fees are notified on the Notice to Competitors for each event.
- 3.2. Entry is via the Ticketing Link shown on Notice to Competitors for each event.
- 3.3. Changes on the day of the event should be notified to the PBC Navigation Leader for the day. The Navigation Leader may allow such changes at his/her discretion.

4. Closing Date

- 4.1. Entries should be made via the Ticketing Link at least ten (10) days prior to the event.

5. Notification of Course Details

- 5.1. Course Instructions and a Course Chart/map will be available to entrants from ten (10) days prior to the event.
- 5.2. Start times will be posted to the SYC web site at least five (5) days prior to the event.

6. Eligibility and Registration of Vessels

- 6.1. Each SYC entrant shall be a SYC Gold Member, or equivalent, and shall have their vessel registered on the SYC Yacht Register.
- 6.2. 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.
- 6.3. Each other entrant vessel (where applicable) shall be registered with their own club, and the entrant shall be a current full financial member of that club.

7. Safety and Safety Equipment

- 7.1. 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 by Queensland Transport – Marine Safety Queensland and Port Authority for the area of operation.

- 7.2. All those taking part in a SYC Navigation event, do so at their own risk and responsibility. SYC is not responsible for the seaworthiness of a vessel whose entry is accepted, or for the sufficiency or adequacy of its equipment.
- 7.3. All competing vessels shall monitor the VHF channel as specified in the Notice to Competitors during the event.
- 7.4. Safety of competing crews is paramount:
- Should a vessel identify any vessel in distress they should make contact with the Navigation Leader for investigation and follow up.

8. Event Type and Allowable Equipment

8.1. GPS Events

- a) Any commercially available handheld or mounted GPS device is allowed for the purpose of identifying the vessels speed, direction and position on the course.
- b) Computers or other devices (with a GPS antenna connected) are allowed.
- c) Any device that displays a direct comparison of the GPS position versus the predicted position whilst in motion is prohibited.
- d) Automatic Pilots and Automatic Throttles are prohibited.

8.2. Traditional Events

- a) 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.
- b) The following navigation and other equipment shall not be used:
- c) DGPS, GPS, Satellite Navigation, Automatic Pilots, Radar, Range Finders, any over the ground speed measuring device, GPS enabled computers and other such devices.
- d) Speed through the water devices are permitted.
- e) 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.
- f) Basic calculators are permitted.
- g) The PBC reserves the right to spot check any competing vessel.

9. Burgees

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

10. General Authority

- 10.1. The conduct and management of all events shall be at the direction of the PBC under authority of the Vice Commodore Power.
- 10.2. It shall be the sole responsibility of each skipper and crew to decide whether to compete in an event or continue therein.
- 10.3. 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.
- 10.4. The skipper or navigator shall notify the PBC prior to an event if the regular navigator is not competing in any championship event.

11. Inclement Weather

- 11.1. Navigation events will be cancelled if at 5pm on the day prior to the event, a Gale Warning is in place for Gold Coast Waters for the day of the event.
- 11.2. If at 5pm on the day prior to the event, a Strong Wind warning has been issued by BOM for Gold Coast Waters for the day of the event, then the Navigation Leader (in conjunction, where possible, with the Vice Commodore Power) may issue, by email and bulk SMS, a notice of cancellation of the event. The decision re whether to proceed with an event will take into account the forecast wind conditions in the area of the course only, as forecast via a variety of sources.
- 11.3. If at 5pm the day prior to an event, a Gale Warning or Strong Wind Warning is not in place for Gold Coast Waters for the following day, but is then put in place overnight, a Gale Warning will prompt an immediate cancellation of the event, and a Strong Wind Warning will prompt a further assessment by the Navigation Leader in conjunction with the Vice Commodore Power, re whether the event will proceed.
- 11.4. Events cancelled in accordance with Clauses 11.1, 11.2 and 11.3 will not be re-run. The number of events that comprise the Championships for each navigation season will be reduced by the number of events cancelled in that season. All other practices in relation to determining Championship results shall remain unaltered.
- 11.5. It is always up to each Skipper to decide whether to enter, begin or continue in, any navigation event.

12. Course Instructions

- 12.1. Course Instructions will be issued no later than ten (10) days before each event, and will be available on the SYC web site under the On Water, Navigation section.
- 12.2. All such instructions and notes when issued shall be considered as rules.
- 12.3. All communications between vessels shall be made using VHF radio transmitters on the channel as specified on the Notice to Competitors.
- 12.4. Competitors shall not pre-run the whole or any part of the course for an event.
- 12.5. An entrant vessel shall not anchor or manoeuvre within 400 metres of the Starting Point.

13. 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 ground 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, etc.
- 13.3. 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. 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/distance, applying penalties, or granting an average Event Score for the event.

15. Scoring System

- 15.1. One or more SYC-owned Tack Trackers are issued to each vessel to monitor the position of the vessel at all times during the event.
- 15.2. Tack Trackers shall be activated in accordance with the instructions on each Tack Tracker.
- 15.3. If an SYC Tack Tracker is lost or damaged, the replacement cost will be borne by the offending party.
- 15.4. A competitor's RAW score for an event is also referred to as their Event Score, and is calculated as follows:
- a) The time early or late to each Checkpoint Gate is extracted from Tack Tracker.
 - b) The competitor's nominated speed for the event is then applied to this value to produce a number of metres early/late per Gate.
 - c) These values are added and the total only is rounded to the nearest 1/10th of a metre.
 - d) A competitor's Handicap Score for an event is their Event Score minus their Handicap.
- 15.5. A vessel in an event may incur penalty points as follows:
- a) 50 metres for an infringement of any rule in Clause 14.
 - b) 50 metres to 200 metres for an infringement of any event rules or instructions at the discretion of the PBC.
- 15.6. 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.

16. Championship Scoring

- 16.1. Both RAW Score and Handicap Championships are observed. In Raw Score and Handicap Championship events, Championship points will be awarded as follows based on each

competitor's place, as determined by their Event Score (for RAW score Championship) or Handicap score:

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 checkpoint gate was passed.

A vessel which finishes the event, but did not have the Tack Tracker 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 at the end of the event for downloading to score 5 points.

16.2. A tie in Event Scores shall be resolved as follows:

- a) A tie shall be resolved in favour of the vessel with the lowest Checkpoint score (in meters rounded to one decimal place) at the last checkpoint gate and then on count back to each preceding checkpoint gate until the tie is resolved.

16.3. Championship Points and Handicap shall not be transferable except where:

- a) A skipper makes application to the PBC in writing to an event.
- b) The PBC agrees to the transfer prior to the replacement vessel competing.

16.4. The club champion navigator and the club handicap champion navigator must be SYC financial members (any category) and have been the nominated navigator for at least 5 events on the highest placed vessel in each Event.

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

17. Handicap

17.1. At the commencement of each season the PBC will publish a handicap table for all vessels which have previously competed. At any point, a change in vessel will require a new handicap to be established for that vessel.

17.2. Once eligible for an Adjusted Handicap Score, the Handicap for each vessel will be expressed as a number of whole metres (rounded where necessary).

17.3. Handicaps only apply to GPS events, not traditional events.

17.4. Where a navigator completes a GPS navigation event, the navigators' Handicap is deducted from their RAW (or Event) score, to produce their Adjusted Handicap Score. The adjusted handicap score may be a negative value. The lowest adjusted handicap score for an event will be declared 1st place, the next highest 2nd place and so on.

- 17.5. Existing navigators were assigned a handicap ahead of the 2023/24 navigation season, based on their RAW scores from the prior two seasons. Individual handicaps are re-assessed after each GPS event a competitor enters and completes.
- 17.6. For new navigators, or where existing navigators compete in a new/different vessel, a Handicap will be developed over time. These competitors will not be eligible for a handicap prize in their first or second events, with a handicap applying for and beyond their third event.
- 17.7. Handicaps will be calculated and maintained by the Power Boat Committee as follows.
- | | |
|-------------------|---|
| First Event | Not eligible for adjusted handicap score. |
| Second Event | Not eligible for adjusted handicap score. |
| Third Event | Eligibility for adjusted handicap score begins to apply, and handicap value applied to this event will be the lowest RAW score of the prior two events. |
| Fourth Event | Handicap value applied will be the average of the lowest two RAW scores of the prior three events. |
| Fifth Event | Handicap value applied will be the average of the lowest three RAW scores of the prior four events. |
| Sixth Event | Handicap value applied will be the average of the lowest four RAW scores of the prior five events. |
| Seventh Event | Handicap value applied will be the average of the lowest four RAW scores of the prior six events. |
| Eighth Event | Handicap value applied will be the average of the lowest four RAW scores of the prior seven events. |
| Ninth Event | Handicap value applied will be the average of the lowest four RAW scores of the prior eight events. |
| Tenth Event | Handicap value applied will be the average of the lowest four RAW scores of the prior nine events. |
| Beyond Ten Events | Handicap value applied will be the average of the lowest four RAW scores of the last ten events. |

18. Protests

- 18.1. A vessel may protest any other competing vessel or seek redress from the PBC.
- 18.2. 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).
- 18.3. A protesting vessel shall try to inform the protested vessel by VHF that a protest will be lodged. If unable to contact the protested vessel, the skipper shall contact the Navigation Leader within 30 minutes of the finish of the event.
- 18.4. A protest by a vessel against another shall be lodged with the Navigation Leader within 60 minutes of the finishing time of the protesting vessel.

- 18.5. If the Navigation Leader 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.
- 18.6. A protest against the PBC for redress shall be lodged with the PBC Navigation Leader not later than sixty (60) minutes after the posting of the results at the presentation area.
- 18.7. 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 navigation events, and if involving an inter-club event, shall contain a representative of the other club.
- 18.8. 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.
- 18.9. The following conditions shall apply to the conduct of the hearing:
- a) Determine the validity of the protest and if invalid, notify 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 website.
- 18.10. There shall be no appeal on any question of fact determined by the Protest Committee.

19. 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) Event Scores in each of the above three (3) events are totalled and the vessel with the lowest series score shall be declared the winner. A similar process shall be used to determine second and third place in the series.
- e) A handicap event is also conducted on the Dux Series. Event Scores in each of the above three (3) events are adjusted by the vessels handicap for each event, and the handicap scores are totalled. A similar process shall be used to determine second and third place in the series.

20. 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) Only one division of competitors shall exist for these events, using the GPS Navigation Rules of SYC.
- c) Entry fees will apply.
- d) The scoring for these three (3) events shall be as follows: The lowest Event Score on the day shall be the winner followed by second and third places.
- e) For the SYC Open Event a handicap trophy will be awarded to the SYC vessel with the lowest handicap score for this event. Vessels from other clubs will not be eligible for handicap prizes.
- f) All invited clubs wishing to compete will be notified at the beginning of each Navigation 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 Navigation Rally Events Handbook and Event Rules.

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 Gates	Checkpoint gates are established at specified latitude/longitude at right angles to the course. The gate is 200 meters (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. Checkpoint gates will not be placed within 50m of approaching a turn point, or 100m beyond a turn point.
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 Finish	The event finishes when the last vessel crosses the finish line.
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 Trackers first cross the finish checkpoint gate in the direction of the course from the last Turn Point.
GPS	GPS stands for Global Positioning System, is a satellite navigation system that allows land, sea and airborne users to determine their exact location, speed and time 24 hours a day, in all weather conditions, anywhere in the world.
Interference	An entrant vessel shall not cause interference, hinder or impede another 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
Pisces	The Pisces program is a computer program available from the PBC to assist members in the planning of Navigation Rally 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 Leader	The PBC shall appoint a Navigation Leader, whose name and mobile telephone number will be notified in the Notice to Competitors.
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 ground 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 Notice to Competitors.
PBC	Shall mean the committee authorised by the Board of the Southport Yacht Club Inc 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 13.6, and is not in "The Spirit of The Event".
Rules	Reference to Rules, wherever it appears means these rules, as amended from time to time by the PBC.
Starting	A vessel is deemed to have started when its onboard Tack Tracker detects the first crossing of the start line.
Start	The start is a point described in the Navigation Event Instructions as published on the SYC website.
Start Area	The start area is the area 400 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.

SYC	Shall mean the Southport Yacht Club Inc.
Southport Yacht Club Member	A SYC member, where referred to in the Rules, shall be a Gold Member, or equivalent, unless otherwise noted.
Tack Tracker	A vessels performance will be assessed via the use of a GPS Tracking monitor. Tack Trackers will be issued randomly to all competitors for each event.
Vessel Start Time	The vessels start time is its specified starting time issued by the PBC.
Waypoint	A position specified by Latitude/Longitude and which determines start, turning points and finish location.

Getting Started

1. From the SYC website, obtain:
 - (a) A copy of the SYC Handbook/Rules booklet
 - (b) A copy of the SYC Power Boating Calendar
 - (c) Read the Notice to Competitors under On Water - Navigation – Next Event on the SYC website.
 - (d) Contact the PBC to acquire the Club's run sheet computer program (Pisces).
2. Register your vessel with the SYC office (you are required to be a Gold or equivalent member and your vessel must comply with el).
 - (a) You will be issued an SYC Club Burgee following approval of your vessel registration by the PBC.
3. Complete and submit a Season Registration form with SYC main office (electronically or by hand).
 - (a) Read the Handbook/Rules carefully.

The First Event:

Access the SYC website for the next event (if not already obtained in item 1. 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:

Vessels may compete at any speed between 5 knots and 20 knots. It is the Skippers responsibility to choose a speed that accounts for tidal currents, etc.

Planning the Event:

The final step is for the skipper and/or navigator to plan the event. Using the Pisces (or similar) 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 5591 3500 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: