



# **PREDICTED LOG EVENT COMPETITION RULES**

(Revised June 1998)

## **PREFACE**

The following rules for the conduct of Predicted Log Events have been compiled from the rules of a number of clubs and organisations with a view to establishing a common set of rules for use by boating clubs.

This booklet also has a section with suggestions to clubs on how to set a suitable course for a log event and another with guidelines for the check boats who help to run the event.

It is recommended that all persons competing in and organising these events study this data so that greater enjoyment and satisfaction can be had by all.

## **WHAT IS A POWER BOAT LOG EVENT**

A predicted log event is a boating activity available to any power boat owner whose boat is seaworthy. It will help improve ones navigational skills and also the understanding of ones vessel.

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. Furthermore there are a number of check points at unknown locations where competitors' times are recorded. Penalty points are imposed for every second early or late. Points are also applied for breaches of a number of rules. After all penalty points are added for each vessel, the competitor with the lowest score is the winner.

Prior to the event it is necessary to plot the course on the nominated chart, taking a calculated guess at the location of likely check points and then calculating correct times to arrive at these points, based on the nominated speed over the bottom. Course lengths can vary from 8 to 20 nautical miles.

The variation due to weather, wind and current cause a never ending change to conditions and thus it is impossible to achieve a perfect score. It does ensure that one's knowledge of boats and navigation is improved.

The camaraderie enjoyed with other competitors, particularly from other clubs both inter and intrastate is a wonderful way to enjoy power boating.

*Good luck and good power boating!*

## **SPIRIT OF THE EVENT**

A vessel and her crew, when participating in a predicted log event, shall comply with the Rules and Course Instructions to achieve a result based solely on the ability of the skipper, navigator and crew.

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

### **DEFINITIONS**

#### **Abandonment**

An abandoned event is one which The Committee declares void at any time after the starting time and which can be re-run if required.

#### **Cancellation**

A cancelled event is one which The Committee decides will not be run thereafter.

#### **Check Point**

A check point is created by a Check Boat or person positioned at the end of an imaginary line which intersects at any point on the course along which a vessel shall cross at a pre-determined time calculated from her nominated speed for the event. The vessel is timed when the hull or equipment in its proper position first crosses the Check Point from the direction of the previous mark or Check Point.

#### **Competing**

A vessel is competing from her preparatory time until she has either finished the Course specified and cleared the Finishing Line, retired or until the event has been postponed, abandoned or cancelled.

#### **Course Instructions**

Shall mean the instructions published by The Committee for any particular Predicted Log Event.

#### **Finish Line**

Is an imaginary line as specified in the Course Instructions.

#### **Finishing**

A vessel finishes when any part of her hull crosses the finish line along the direction of the course from the last mark.

#### **Organising Committee**

The Organising Committee of the RQYS, referred to as "The Committee", shall consist of not less than three members and shall conduct all Predicted Log Events.

#### **Officer of the Day**

The Committee will appoint an officer of the day referred to as the "OOD" to conduct and control the event on the day of the event.

#### **Official Start Time**

The Official Start Time of an event is the time specified as such in the Course Instructions.

#### **Predicted Log Event**

A Predicted Log Event is a test to navigate around the 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 check point at a time consistent with the distance travelled at the nominated speed.

#### **Preparatory Time**

Is a period starting five (5) minutes before a competing vessel's nominated start time.

#### **Postponement**

A postponed event is one which has not started at its scheduled time and which can be re-run, if required, at a future time.

#### **Rules**

Shall mean, wherever it appears, these rules as amended from time to time by the Committee or the Course Instructions.

## **RQYS**

Shall mean the Royal Queensland yacht Squadron Limited.

## **Starting**

A vessel starts when, after observing the Rules and Course Instructions, any part of her hull first passes the starting point in the direction of the course to the first mark of the course.

## **Starting Point**

The Starting Point shall be the point, defined in the course Instructions, extend 100 metres either side of the Starting Point at 90 degrees to the direction of the first leg and for a distance of 200 metres behind the Starting Point. The Start Area does not extend beyond the Starting Point in the direction of the Course.

## **GENERAL RULES**

### **1. Conduct of Event**

The conduct and management of all events shall be at the direction of the Committee as appointed by the Power Boat Committee.

### **2. Who is bound**

The Committee and all participants shall be bound by these Rules and the Course Instructions.

### **3. Whether to Participate**

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

### **4. Acceptance of Risk**

All those taking part do so at their own risk and responsibility. The RQYS is not responsible for the seaworthiness of a vessel or the sufficiency or adequacy of her equipment or crew. The skipper, owner and crew do hereby indemnify the RQYS, its officers, committees, servants and sponsors against any claim for damages to their vessel, property or personal injuries they may sustain, suffer or inflict on others.

### **5. Acceptance of Entries**

The RQYS and/or The Committee is under no obligation to accept any entry for any event. The Committee and/or RQYS shall be entitled to reject an entrant even after accepting the entry at any time up to the preparatory time. The Committee will endeavour, but is under no obligation, to notify an entrant if their entry is rejected.

### **6. Notice of Event**

If required a Notice of Event will be issued prior to an event. The following information will be included  
The event will be conducted under the Predicted Log Event Competition Rules of the RQYS.

The date and place of the event and the general starting time.

The Division or Divisions for which the event will be conducted.

Any variation to the Rules.

The date on which entries close.

Details of trophies, if applicable.

Time and place, or method of receiving Course Instructions.

Entry form which shall include the following information:

Name of vessel

Squadron or Club identification number

Hull length, beam and draft, colour

Engine data

Vessels maximum speed in competition trim

Nominated speed for the event in competition trim

Skipper's name and phone number

Navigator's name and phone number

Number of crew anticipated for the event

Address for correspondence

Closing date for entries

Entry Fee, protest fee, loaner boat fees and fuel charge for loaner boats.

NB: Loaner boat fees and fuel charges need only be included for interstate or special events.

### **7. Course Instructions**

7.1 Separate Course Instructions will be issued for an event and as such shall rank as Rules.

7.2 Specific rules may be altered by reference to a Rule.

7.3 The following information shall be included in the course Instructions:-

- (a) The course
- (b) Applicable charts and their dates published
- (c) Course signals if appropriate
- (d) The divisions
- (e) Time of Start
- (f) Radio frequency and call signs
- (g) Warning to competitors regarding any hazards or speed restrictions applicable to the course area
- (h) Description of the start and finish
- (i) Any variation to the Rules
- (j) A disclaimer by the RQYS in relation to seaworthiness of competing vessels and a general indemnity from competing vessels relating to the competitors entering at their own risk
- (k) That the Right of Way Rules are to be the current International Rules for the Prevention of Collisions at Sea or any Government right of Way rules where applicable
- (l) Any special instructions which may add or vary to the Rules and any special signals
- (m) Names and phone numbers of the club and event officials
- (n) Official time (Telstra on 1194) Rule 18.2)
- (o) Navigation equipment exclusions (rule 12)

The Course Instructions will be made available to each vessel entered.

## **8. Official Course**

The official course will be approved by The Committee and will be set by the person or persons nominated by The Committee.

## **9. Registration of Vessels**

9.1 For RQYS events, to be a valid entry the vessel must be on the RQYS yacht register.

9.2 Vessels from other clubs competing in RQYS events by invitation must be on the register of the club under which they have entered.

9.3 Every vessel shall have on board a member of the club under which the vessel has entered to be in charge of the vessel as the owner or the owner's representative.

9.4 Every vessel shall fly the burgee or pennant of the club under which she has entered at all times during the event.

## **10. Safety Equipment**

As a minimum, all vessels shall carry and have in working condition all safety equipment specified by Queensland Transport for the particular vessel.

## **11. Steadying Sails**

Steadying sails may be used.

## **12. Navigation Equipment and Computers**

The following navigation and other equipment shall not be used:-

D.G.P.S., G.P.S., satellite navigation, automatic pilot, radar, range finders, any over the ground speed measuring device, onboard computers (laptop or otherwise) or any combination of these and whether interfaced or not. All other navigational equipment may be used unless prohibited by the course Instructions.

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

## **13. Participating Numbers**

13.1 All participating vessels shall display approved identification numbers in such position to ensure they will, at all times, remain readily visible from each side. The numbers shall be displayed from the beginning of the preparatory time until after the course has been completed.

13.2 Participating numbers shall not be displayed behind glass or plastic.

13.3 Numerals shall be of a minimum size of 450 millimetres high and 50 millimetres thick RQYS entries shall have black numerals on a white background prefixed by the letter "Q" of the same size.

13.4 A vessel will be penalised if its numbers are unrecognisable at any time during the event [Ref. Rule 16 (h).] If a vessel's numbers are obscured, lost or unreadable due to weather conditions or for other reasons not under the control of the participant then average points may be allocated should the check point not be able to identify the vessel.

#### **14. Division of Vessels**

- 14.1 Vessels shall be placed by The Committee into separate Divisions for the purpose of having vessels of similar speed participate against each other in the event. The following are the Divisions:-  
Division I - For vessels entered at speeds between 5 and 10 knots inclusive.  
Division II - For vessels entered at 10.1 knots and over.

Division II vessels only may enter at two nominated speeds, one being for calm water and one for rough water. This lower speed must be approved by the Committee. In the event of a Division II vessel nominating two speeds, the vessel must advise the Officer of the Day, or other nominated person, of the nominated speed for the event no later than 30 minutes before the start time of that vessel. Should no such notification be received, or if received inside the

- 14.3 Subject to clause 14.2 in relation to two nominated speeds for Division II vessels, all vessels shall be deemed to have nominated at 2/3 of their maximum achievable speed in normal competition trim.
- 14.4 The Committee or the owner of the boat may seek a speed check, with observers, to determine the eligibility or otherwise of his/her boat in either division. In all instances, The Committee shall be the final arbitrator as to the placement of a particular vessel in a Division.

#### **15. Variation of Speed During Event**

No variation of speed or course 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 her nominated speed.

#### **16. Rules Governing the handling of Vessels and Penalty Points**

(10 Penalty Points). After the Official Start Time of an event, each vessel must stay out of the Start Area until that vessel's Preparatory Time. However, a vessel may pass through the Start Area (once only) in the opposite direction to the first leg of the course for the purpose of arriving behind the Start Area, but only if avoiding the Start Area would jeopardise safe navigation.

Vessels shall not:

- (a) (10 penalty points) Steer any course other than a direct straight line course from each mark, buoy, beacon or check point except as permitted in Rule 15;
- (b) (10 penalty points) Passing any course mark, buoy, navigation turning point or beacon specified as a mark of the course by a distance exceeding 100 metres or on the wrong hand;
- (c) (15 penalty points) An entered vessel that has not started or has finished shall not cause interference to a vessel which is competing;
- (d) (20 penalty points) Make significantly and noticeably abrupt changes of speed;
- (e) (25 penalty points in addition to the points allotted under 19.1) Pass the wrong side of a Check point;
- (f) (30 penalty points) Use reverse gear or other means to directly affect forward motion;
- (g) (30 penalty points) Subject to Rule 18, transmit or receive radio or other messages concerning matters affecting the event.
- (h) (30 penalty points) Failure to correctly display identification numbers.

(20 Penalty Points) When two or more vessels are approaching a mark, beacon, buoy or navigation turning point and are overlapped, the inside vessel(s) must be given sufficient sea room to pass, or complete the turn when a course change is required.

(20 Penalty Points) An overtaking vessel shall not change course until clear ahead of the overtaken vessel.

Rule 16 shall not apply when a vessel is fulfilling her obligations 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 Committee that such a manoeuvre was necessary shall rest on the vessel in question.

#### **17. Vessel Materially Prejudiced**

- 17.1 A vessel is materially prejudiced when, through no fault of her own, her course, speed or finishing time is affected by:-
- (a) An act or omission of The Committee.
  - (b) Rendering assistance to a vessel or person in peril or distress (but excluding her own crew).
  - (c) Being disabled by another vessel where that vessel is required to keep clear.
- 17.2 A vessel, which is materially prejudiced whilst competing may seek redress in accordance with the Protest procedures.

- 17.3 A vessel which is materially prejudiced whilst competing may seek redress in accordance with the Protest procedure.
- 17.4 When the committee may of its own initiative institute a consideration of redress.

## **18. Radios and Time**

- 18.1 Vessels shall maintain radio silence on all matters concerning the Event. Refer Rule 20.1(g). Radios are to be kept open on the VHF channel as specified on the Course Instructions and/or 27 MHZ 27.94 to receive official information.
- 18.2 The official time shall be that recorded as the Telstra Time on telephone No 1194.

## **19. Scoring System**

- 19.1 A competing vessel shall incur penalty points as follows:-
- (a) one (1) penalty point for every second early or late at any check point.
  - (b) up to 30 penalty points for any observed breach of the rules.
  - (c) such other penalties as may be listed in the course Instructions.
- 19.2 The points allocated under 19.1(a) shall be totalled and multiplied by one-tenth of the vessels nominated speed. To this total, any penalties incurred under 19.1 (b) and (c) shall be added.
- 19.3 The vessel obtaining the lowest number of points shall be declared the winner of the event.
- 19.4 In the event that two or more vessels are tied on the same number of points, the tie shall be broken in favour of the vessel with the lowest number of penalty points at the last checkpoint. If the results are still tied, the second last checkpoint shall be used to break the tie and thereafter continue on to all checkpoints in the same manner. Should the tie remain after all checkpoints have been considered, the tie shall stand.
- 19.5 In the event of a vessel being missed at a check pint due to no fault on that vessel's part the Committee may allocate average points for that check point.
- 19.6 Should a competing boat pass the wrong side of a check point, the check boat shall endeavour to record the time when the vessel passes the reverse transit and shall apply a penalty as specified in 16(e).
- 19.7 All placings and penalty points are provisional until the expiry of the protest time limit or the hearing and decision of a protest, whichever is the latter.

## **20. Disqualification**

- 20.1 A vessel will be disqualified for any of the following reasons:-
- (a) Undue recklessness;
  - (b) Disregard for safety;
  - (c) Flagrant disregard of the Rules or the Spirit of the Event;
  - (d) Compete in an unregistered vessel;
  - (e) Competing while not being a member of RQYS or a recognised yacht club;
  - (f) For pre-running the published course;
  - (g) If a radio or any other signalling device is used to assist during the event. (This does not include time checks or legitimate requests)
  - (h) Failure to observe and comply with Rule 12 (Navigation and other Equipment).

If a vessel is disqualified in any event, her skipper and crew shall not be eligible to participate in any re-run of the event.

## **21. Protests**

- 21.1 A vessel may protest against The Committee or against another boat.
- Protests must meet the following requirements:-
- Must be in writing and be signed by the skipper or his representative and his navigator.
  - Must be accompanied by the prescribed Protest Fee, if any.
  - Must be lodged with a member of The Committee or a Flag Officer within 30 minutes of the display of results.
- At the time of delivery of the protest, the protestor must be accompanied by the senior member of his club present, if the event is an interclub event. The senior member may advise the protestor as to whether the protest should be lodged or not, however he shall not prevent the protest being lodged if the protestor wishes to do so after receiving that advice.
- Where applicable or necessary for clarity, diagrams must accompany the protest.
- The protest shall set out the grounds on which it is made and any other information considered pertinent to the protest.
- When a protest is against another vessel, all reasonable efforts shall be made by the protesting vessel to inform the skipper or crew of the other vessel that a protest is being lodged.
- When the protest is against The Committee, a Protest Committee shall be appointed by the Senior Flag Officer of RQYS present at the time, or if not present another committee member.

When the protest is against The Committee, a protest Committee of at least three members thereof, or such independent persons as may be appointed by The Committee, shall hear the protest. The committee or the protest Committee may allow the Protestor to remedy at a later time (ie at the hearing) any details as required by Rule 21.1.

Should The Committee or the Protest Committee decide that the protest does not conform to the requirements of Rule 21.1, then it shall inform the Protestor that the protest will not be heard and the reasons for such decision.

When the Protest Committee decides a protest conforms with all the requirements of Rule 21.1, it shall call a hearing as soon as practicable and advise all interested parties of the time reasonable time allowed for the preparation of a defence. The parties to the protest, or a representative of each, shall have the right to be present, but all others, except one witness at a time while testifying, shall be excluded.

The Protest Committee may instigate a protest of its own should evidence obtained during a protest hearing indicate that another vessel may have breached the rules.

Failure on the part of any interested parties, or a representative, to attend the protest hearing may justify The Committee or the Protest Committee, in its discretion, determining the protest as it thinks fit.

The Protest Committee shall make its decision promptly after the hearing. It shall be communicated to the parties involved and shall, where practicable and in the opinion of the Protest Committee appropriate, state fully the facts found and the grounds upon which the decision was made.

The decision of the Protest Committee shall be final and no appeals shall be lodged against the decision.

## **GUIDELINES FOR SETTING A COURSE FOR A PREDICTED LOG EVENT**

As these guidelines are advisory only, they are not part of the Competition Rules.

- A. The Course Setter shall determine the following details of the course:
- (1) length
  - (2) start time
  - (3) start and finish areas
  - (4) date
- Subject to the general direction of the Power boat Committee and after due consideration of:
- (a) Tide
  - (b) depth of water in the prescribed area
  - (c) currents in the prescribed area
  - (d) possible prevailing weather conditions on the proposed date and start time.
- B. The chart used for setting and subsequently running the course is to be:-
- (1) the latest edition
  - (2) new in good condition
  - (3) without any folds
  - (4) as best as you can determine, free of exposure to extremes of temperature or moisture.
  - (5) not laminated as the laminating process may distort the chart.
- C. If more than one chart is an option for the event, use the chart with the largest scale.
- D. When charting:-
- (1) only use quality steel or draftsman's scales for measuring distances, latitude and longitude, and grid references as variations in production quality, temperatures during production and temperatures during use can make plastic rules inaccurate.
  - (2) It is essential to use quality charting equipment.
  - (3) use very sharp pencils and leads of a hard grade.
- E. Distance measurements will be to the accuracy of one millimetre of the scale of the chart being used or better.
- F. Course points and marks of the course shall be given as applicable in either latitude or longitude or as grid references. Latitude and longitude shall be given as degrees, minutes and either seconds or decimals of a minute, while grid references shall be expressed to three decimal places.

- G. Distances of:
- (1) Course Points
  - (2) Marks of the Course
  - (3) Leg Distances
  - (4) Check Point positions
  - (5) Check Transit positions
- Must be measured by a mathematical model approved by the Power boat Committee. (The manual measurement of these distances on the chart for positioning these points is only to be used to confirm the calculations.)
- H. Accumulated leg distances and the overall course length calculated on the chosen mathematical model must not vary more than 0.1%. This variation is only to allow for accumulated rounding of leg lengths.
- I. Checking Transit points must be measured from the previous Turn Point to the position and from the next Turn Point to position and the accumulation of these two distances is not to vary from the leg length by greater than 0.1%.
- J. The distance of the Checking Transit point is to be given as a total distance from the Start Point.
- K. Intended check positions shall be plotted first and the course then laid through them to keep Checking transit points in compliance with the listed requirements
- L. Water based Check Points shall be positioned with consideration of the:-
- (1) tide
  - (2) depth at that position
  - (3) current and its direction
  - (4) prevailing weather conditions for the proposed date, during the time which the fleet is expected to pass that position, and the:
    - (a) size
    - (b) type
    - (c) ground tackle
    - (d) electronic positioning/navigation equipment of the vessel to be used.
- M. Both land and water based Check Point positions are to be set with consideration of the:-
- (1) distance of the position from the course
  - (2) distance of the position from the transit line up marks
  - (3) the position and angle of the sun during the time the fleet is expected to pass the position
  - (4) the possibility of fog, haze or rain
- The check position operators must be able to clearly identify each vessel passing the point by its "numbers" and be able to readily see the timing transit line up marks for accurate timing. The Position may be set with consideration of the check point position utilising optical aids.
- N. Check boat positions should, wherever possible, be positioned in an even distribution over the length of the course.
- O. Check Point timing transits:-
- (1) wherever possible will be 90 degrees to the line of the course
  - (2) will not be less than 85 degrees to the line of the course.
- P. Wherever possible leg lengths shall not be less than 500 metres.
- Q. Wherever possible turns shall not be greater than 110 degrees.
- R. Check Transit positions:-
- (1) shall not be within 100 metres of a turn point.
  - (2) and preferably not within 200 metres of a turn point.
- S. The Course:-
- (1) shall not be set within 50 metres of any navigation aid, fixed mark or navigation hazard without the consent of the Power Boat Committee.
  - (2) 100 metres is a recommended minimum distance.

- (3) Notice of the course running within 100 metres of navigational aid, fixed mark or navigational hazard should be notified in the course instructions.
- T. Marks of the Course:-
- (1) must be clearly visible and easily identifiable from a reasonable distance.
  - (2) The reasonable distance will be subject to:-
    - (i) the nature of the course
    - (ii) the area in which it is conducted
    - (iii) and the purpose of the mark of the course
  - (3) this distance would be determined with the aid and consideration of a non-competing member of the Power Boat Committee experienced in log eventing.
  - (4) may be positioned using electronic distance measuring or positioning devices.
- U. Reference marks shall preferably be not within 100 metres of the course.
- V. Temporary buoys that are used as Marks of the Course are to be moored securely on the shortest possible line with consideration of the current during the event
- W. Start Points are to be positioned so:-
- (1) there is a sufficient marshalling area behind or abeam the Start point for the:-
    - (i) number
    - (ii) size and
    - (iii) type
 of vessels expected to compete in the event
  - (2) vessel arriving to compete in the event:-
    - (i) do not need to pass within 100 metres of the Start Point
    - (ii) preferably not need to pass within 500 metres of the Start Point
  - (iii) will preferably not pass through the Start Boat Checking Transit if one is being used (this can be addressed in the course instructions).
- X. Finish Points are to be positioned so:-
- (1) there is a sufficient dispersal area after or abeam the Finish Point for the:-
    - (i) number
    - (ii) size
    - (iii) and type
 of vessels expected to compete the event
  - (2) vessels having completed in the event:-
    - (i) do not need to pass within 100 metres of the Finish Point
    - (ii) preferably not need to pass within 500 metres of the Finish Point
    - (iii) will not pass through the Finish boat Checking Transit if one is being used (this can be addressed in the course instructions).

## **Check Point Vessel Guidelines for a Predicted Log Event**

*As these guidelines are advisory only, they are not part of the competition Rules.*

### **Equipment and Crew Requirements**

- \* The optimum number of active check points is five.
- \* Each check boat should include a crew of at least 4 persons with duties as follows:
  - \* Observer – calls the number and instant of each competitor as they pass the check point. Preferably records this on a tape recorder as a continuous sequence.
  - \* Time Keeper – calls the time coinciding with the instant of the competitor passing the point as called by the observer.
  - \* Recorder – records the competition number and time of each boat as these are called by the observer and time keeper and records these IN THE ORDER OF PASSING not in the expected order as printed on the check sheet.
  - \* Verifier – assists with identification of competition numbers and records same information as per the recorder.

- \* A check boat kit will be provided to each check boat and will include:
  - \* 3 sets of Check Sheets with vessels listed in order of anticipated arrival at the check point and including the anticipated time at that point
  - \* A stop watch set to telecom time by the Organising Committee
  - \* Biros
  - \* Paper for use as working sheets or for observations
  - \* Two copies of the Squadron's Log Event rules
  - \* Clipboard
  - \* Written instructions for locating the Check Point
  - \* A photocopy of the relevant part of the chart marked up with:
    - \* the course including the direction from which boats will approach the Check Point
    - \* the method of locating the Check Point
    - \* the line of site along which competitors will be checked.
  - \* Small calculator
  
- \* The check boat kit and stop watch is to be collected on the morning of the event – **The time on this watch is not to be altered. Personal time pieces are not to be used as alternatives.**
  
- \* Check Boats should additionally carry:
  - \* two pairs of binoculars
  - \* a hand bearing compass
  - \* tape recorder (if possible)
  
- \* Each check boat will have a mobile phone on board. The number is to be given to the O.O.D.  
NB: (It is preferable to use a telephone rather than the radio to communicate with other officials)
  
- \* The mobile phone number of the O.O.D. to be given to each check boat.
  
- \* Check sheets should be accompanied by a report listing infringements and observations of unusual incidents.
  
- Check Boat crews are directed to apply penalty points in accordance with Rule 16. Special reference is to be made to Rules 16(e), 19.1 and 19.6 whereby the check boat is required to record the time when the vessel crosses the reverse transit.
  
- \* Consumption of alcohol should be avoided until after all aspects of the check procedure have been completed.
  
- \* Check boats should be in position 45 minutes before the first competitor is scheduled to pass. Allowance should be made for possible difficulties in setting the correct position arising from current, wind and visibility conditions. A plastic milk bottle or similar container on a nylon line attached to a 'besser' block dropped on the Check Point location provides an accurate reference point for anchoring the check boat.
  
- \* Check boat skippers should take precautions to confirm that they remain on the correct station at all times.
  
- \* Check boat skippers should allow for possible minor variations in position due to conditions and be prepared to shorten or lengthen the anchor line or have the observer move forward or aft in the boat to maintain the best possible observation line.
  
- \* Anchors shall be of sufficient size, with ground tackle to suit, so that vessels may be securely positioned. A stern anchor should be used to prevent swing.
  
- \* If a check point location is not given as a latitude and longitude, do not attempt to convert it for location by GPS. Use the instructions provided.
  
- \* If GPS is to be used to locate a point, it should be checked, on the day, at a beacon or other correctly plotted feature before locating the check point.
  
- \* Where a check point location is difficult to locate or a check boat skipper is inexperienced, the O.O.D. will confirm the location, on site, before the first competitor passes that point.

- \* Information on courses and check points must be kept confidential.

### **Safety**

It is essential that the start point (or Check Point 1) notify the check boat vessels as to the number of vessels which start in the event and when each check point vessel has recorded the same number it will report to the starter (or Check Point 1) the number recorded and ask for permission to leave station. If this number is less than the number which started then the start boat (or Check Point 1) shall be notified and any previous check point queried. If no report has been received from a competing vessel regarding breakdown or withdrawal, then check point vessels shall immediately check the legs following the check point at which the vessel was last recorded. If the boat is not located by the above actions, a search should be started.

### **General**

If a check point vessel should get into difficulties after the event has started, it shall report directly to the O.O.D. as to the nature of the trouble and what assistance is required. This report should be by mobile phone.

### **After the Last Competitor**

Points lost on time must be calculated on completion of the event and before the sheets are handed to the Committee representative.

- \* Where possible check boat crews shall calculate penalty points as noted in Rules 16, 19.1 and 19.2.
- \* Check sheets should be accompanied by a report listing infringements, observations of unusual incidents and the recommended penalty in each case.
- \* All crew should be in agreement with the accuracy of the result sheets and with the penalties to be imposed and the reasons for them.
- \* The O.O.D. shall arrange to collect the data sheets from each check boat after the last boat has passed and the data sheets have been completed.
- \* The check boat data sheets are to be taken to the Committee Vessel by each check point observer or recorder for debriefing and advice regarding problems, uncertainties, infringements and penalties, or alternatively should be collected by someone involved in course decision making, such as the O.O.D. who shall debrief the check boat crew on board.