



**Royal Motor Yacht Club
Broken Bay
Multihull Division**

**Rules Regulations and Events Programme
2011-2012 Season**



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MULTIHULL DIVISION

www.royalmotor.com.au/multihulls

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RMYC MULTIHULL DIVISION

SAILING INSTRUCTIONS - INSHORE POINTSCORE SERIES, SPRINT SERIES AND CALENDAR

1. Rules

- 1.1 Multihull Division races are governed by the Racing Rules of Sailing 2009 – 2012 (RRS) of the International Sailing Federation and any subsequent amendments, the Prescriptions and Special Regulations (SR) of Yachting Australia, these Sailing Instructions and any relevant Notice of Race.
- 1.2 “Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.” (RRS Basic Principle)
- 1.3 Particular attention is also drawn to RRS Part 1 Fundamental Rules, which relate to Safety, Fair Sailing, Acceptance of the Rules, Decision to Race and Anti-Doping.
- 1.4 Any amendments authorised by the Management Committee between re-printings of this handbook will be communicated to Members by email for immediate implementation. There is space at the back of this handbook to record such amendments.

2. Racing

- 2.1 Multihull Division races on Saturdays.
- 2.2 Races are not held over Easter, on RMYC "Open Day", the Christmas/New Year period or Monday public holiday long weekends.
- 2.3 Scheduled racing is automatically cancelled on any day when there is a Bureau of Meteorology gale warning in force affecting Broken Bay or Pittwater.
- 2.4 The Committee may also cancel or postpone races at their discretion if other exceptional conditions would make sailing hazardous. Should this be necessary, as much advance notice as is possible will be given.

3. Series

- 3.1 Four seasonal “performance handicap” (PHS) pointscore series are held each year, usually with a break of two weeks between series.
- 3.2 There are four non-pointscore handicap start races held during the year – one at the end of each seasonal pointscore.
- 3.3 The Multihull Sprint Series comprises a number of short distance windward-leeward races. See page 14 for details.

4. Eligibility

- 4.1 All boats entering Multihull Division events must conform to YA Special Regulations PART 1 requirements.

- 4.2 "Off the beach" boat classes may not compete.
- 4.3 There shall be provision for stowage of sails, equipment and crew effects below deck.
- 4.4 The committee reserves the right to accept or reject any entry.

5. Safety

- 5.1 Annual safety audits are conducted at the start of each new sailing season by the division's safety equipment auditors or at other times by special arrangement - for which a fee may be charged.
- 5.2 All boats competing in Multihull Division races must comply with YA Safety Category 6 and the Waterways Authority Safety Regulations for Enclosed Waters. Any boats competing in any Ocean event must comply with a minimum of YA Special Regulations Category 4 or higher, or as stated in the Sailing Instructions for that event. Safety Equipment Forms can be downloaded from the Multihulls website.
- 5.3 Single handed sailing is not permitted.

6. Insurance

- 6.1 All boats must be covered with appropriate Racing Insurance including compulsory legal liability cover. Any boat not having insurance shall not compete in any series.

7. Entries

- 7.1 Prior to racing, all boats must have lodged a completed, signed Race Entry Form with the RMYC office and paid the appropriate fee. This form can be downloaded from the Multihulls website or obtained from the RMYC office. The form must be signed by the boat's owner or owner's representative.
- 7.2 The race entry form must be accompanied by a copy of current insurance details and a signed, audited Category 6 or higher safety equipment form.
- 7.3 Sail numbers must be displayed in accordance with RRS 2009-12 Appendix G.

8. Race Definition

- 8.1 One boat starting and finishing constitutes a race. If no boats finish then the race will be classified as a "No Race" not a discard.

9. Start Line

- 9.1 Races may be started either from the RMYC tower or from a committee vessel which will be normally positioned in the vicinity of the RMYC.
- 9.1 For committee vessel starts, the start line will be an imaginary line between the flagpole at the rear of the committee vessel and a laid mark at the port end of the line. To start, all boats must pass between a flag mark off the committee vessel and the laid mark.

- 9.2 For RMYC tower starts, the start line is an imaginary line between the RMYC tower and a large red/orange inflatable buoy moored approximately 250 metres west of the tower.
- 9.3 Boats starting a race from the tower must not pass between the “barging buoy” (usually a small orange flag buoy moored approximately 50 metres off the club seawall moorings) and the RMYC tower except **only** as provided for in 15.2 and 15.3 below.
- 9.4 Note that RRS 18 (Giving Mark Room) does not apply at a starting mark.

10. Finish Line

- 10.1 Unless shortened at a rounding mark or other location, the finish line is an imaginary line between the RMYC tower and a large red/orange inflatable buoy moored approximately 250 metres west of the tower.
- 10.2 Boats finishing a race must not pass between the flag mark (usually a small orange flag buoy moored approximately 50 metres off the club seawall moorings) and the RMYC tower.

11. Prohibited Water

- 11.1 While racing, a boat shall not sail between the moorings and the adjacent shoreline of Pittwater including the shoreline of Scotland Island. This area shall be considered as Prohibited Water (i.e. continuing obstruction for boats that are racing).
- 11.2 All navigation marks rank as “Obstructions” eg Palm Beach Pile, Salt Pan Cove Pile, etc. and also must be passed on their designated side while racing.

12. Starting Time

- 12.1 The starting time for all races **prior** to the commencement of daylight saving is **1130** hours.
- 12.2 The starting time for all races **after** the commencement of daylight saving is **1230** hours.
- 12.3 Any boat crossing the start line more than 10 minutes after the start signal shall be deemed a "non starter".

13. Time Limit

- 13.1 Time limit for racing where not otherwise specified is 4.5 hours.
- 13.2 Boats who are unable to complete the course within the time limit or are otherwise retiring, should advise the Starting Officer by radio or telephone.

14. Starting Procedures

As per RRS Part 3, Section 26, as follows:

<i>Signal</i>	<i>Flag and sound</i>	<i>Minutes before starting signal</i>
Warning	Green Class flag; 1 sound	5
Preparatory	P,I,Z,Z with I, or black flag	4 1 sound
One-minute	Preparatory flag removed	1 1 long sound
Starting	Green Class flag removed; 1 sound	0

15. Starting Penalties

15.1 It is incumbent upon boats to start correctly. RRS 29 and 30 cover the correct starting procedures as summarised below.

15.2, If any part of a boat's hull, crew or equipment is on the course side of the starting line or its extensions during the **one minute before her starting signal**, she shall thereafter sail from the course side across an extension to the pre-start side before starting. (RRS 30.1 – Round-an-End Rule). *[This provision is designed to penalise the potentially dangerous practice of “dip starting”]*. Offenders infringing this rule will be scored OCS (On Course Side – see section 19 below) whether or not Code flag I is displayed. .

15.3 If any boat or its equipment or crew is on the course side of the Start Line at the **starting signal**, the Starting Officer will display Code flag X with one sound signal. Any offender(s) not complying, by rounding a Starting Mark and recrossing the line in the correct direction, will be scored OCS.

15.4 The Starting Officer may broadcast details by radio of boats infringing 15.2 or 15.3 above. Boats who may have infringed are encouraged to contact the Starting Officer by radio.

15.4 The Notice of Race for specific events may alter these procedures.

16. Recalls

16.1 Individual recall as per RRS 29.1 (Code flag X with one sound). General recall as per RRS 29.2 (First Substitute with two sounds)

17. Shortened Courses

- 17.1 Most Multihull courses contain a time-based shortening provision based on the position of the leading boat. There are two primary aims of a shortening procedure. To maximise, to the extent possible, the number of boats finishing in the time limit and to safeguard lives and property should the weather deteriorate.
- 17.2 While the inbuilt time-based course shortening procedure is adequate in the majority of situations, when other considerations intervene, the Starting Officer will consult with the Captain or, if unavailable, his delegated officer. They will determine whether or not to shorten and how to achieve this. The Starting Officer will communicate this decision to the fleet by radio.
- 17.3 In the event that a course is shortened, all boats should make every effort by voice or radio to alert others. In light winds, all competitors should keep an eye on the movements of the lead boats.

18. Handicaps

- 18.1 Each boat will be provided with a separate handicap for handicap start races, and series pointscore races. In respect to handicap start races, starters who have not received their handicap start time should contact the race organiser no later than 9am on the day of the race. Handicap start races do not form part of the pointscore series.
- 18.2 Performance handicaps for series pointscore races are determined for each boat in accordance with the Division's computerised race management system (TopYacht) and will usually vary from race to race. In calculating performance handicaps, the system takes into account previous boat/skipper performance relative to other boats in the fleet.
- 18.3 Boats measured under the Offshore Multihull Rule (OMR) are entitled to participate in the OMR pointscore series.
- 18.4 Handicaps used in the OMR pointscore series will be as published from time to time by the Multihull Yacht Club of Queensland adjusted for default crew weight and will not usually vary from race to race. Notwithstanding, changes in a boat's configuration impacting upon its OMR rating must be advised to the Division's handicapper.
- 18.5 If a boat sails in an OMR pointscore race using a non-rated configuration, she must declare this to the Division's handicapper or another committee member. Her OMR score for that race will be RAF (Retired After Finishing - see section 19 below). Her PHS and line honours scores for that race will not be affected.

19. Scoring

- 19.1 The Low Point scoring system is used as per RRS Appendix A.
- 19.2 A boat's highest/worst scores will be discarded from its total in the following manner: 8 or more races completed there will be 2 discards and less than 8 races, 1 discard.
- 19.3 The boat with the lowest number of points in a Series after discards, will be the winner of that Series.
- 19.4 The table below provides the principal scoring codes used in the Division's races:

Code	Meaning	Score
DNC	Did Not Come to the starting line	Series entrants +1
DNS	Came to start but Did Not Start	Starters +1
DNF	Did Not Finish	Finishers +1
DSQ	Disqualified	Series entrants +1
OCS	On Course Side of starting line	Finishers +1
RAF	Retired After Finishing	Finishers +1

20. Prizes

- 20.1 Presentation of prizes and race results for Saturday races will be in the RMYC "Bistro Area" 1 hour after the last boat finishes. Prizes not collected on Saturdays will pass to the next placed boat represented at the presentation.
- 20.2 Series prizes will be presented at an Annual Prizegiving evening in July, or otherwise as determined by the Committee. The Committee will determine the number of prizes to be awarded depending on the number of boats entered in a series. Prizes not collected will not be forfeited.
- 20.3 Points for each boat will be summed across the four series taking into account discards as determined in 19.2 above. The boat with the lowest total points across the four series will be declared the "Overall Winner" (Club Champion) for the year and be recorded as such on the perpetual trophy retained by the Club.
- 20.4 Handicap pointscore series and overall series ties will be resolved in accordance with the procedures in RRS Appendix A8.
- 20.5 One or more prizes may be awarded for "line honours" performance in a season. "Line honours" means the first correctly finishing boat across the line not subsequently retiring or being disqualified.
- 20.6 The boat with the greatest number of line honours first places in a season will be the line honours winner. If two or more boats finish the season with an equal number of line honours first places, prizes will be shared amongst those boats.
- 20.7 One or more prizes may be awarded for performance in the OMR pointscore series.

21. Race Entry Fees For Multihull Pointscore Series

- 21.1 For RMYC Members: \$120 per point score series; yearly in advance "block entry" for all four series \$370; casual entry fee \$20 per race. The \$370 includes annual subscription to Yachting Australia and membership of the RMYC Multihull Division.
- 21.2 For non-RMYC Members: \$180 per point score series; casual entry fee \$25 per race.

22. Race Entry Fees For Sailing Division Series

- 22.1 RMYC multihull members paying the block entry fee may enter races conducted by the RMYC Sailing Division for an additional payment of \$45. In 2011-12, this includes Monday Twilights, Sunday and Winter series, Good Fellowship, Friday and Ocean series.

22.2 A separate Entry form must be submitted for these events. Forms are available from the Sailing Division website or from the RMYC office.

23. Payment of Racing Fees

23.1 Block Entry racing fees must be paid **no later than** the second week in July.

23.2 Boats with unpaid fees continuing to race beyond the end of July will be scored DNC.

23.3 Fees for boats entering individual series only eg Winter, Spring, Summer, Autumn must be paid prior to the commencement of that series or by the second week in July in the case of Winter races.

24. Protests

24.1 A boat should be meticulous in observing the rules and in promptly completing penalties (which might be to retire) when they have broken a rule.

24.2 If a protest is to be lodged, the requirements of Part 5 of the RRS must be met, noting that time is of the essence. International Code "B" is a suitable red flag, and must be conspicuously displayed when applicable.

24.3 When lodging a protest, a boat must ensure that the date, time, name of the receiving person and his/her signature must be clearly marked on the form The protest may be lodged with RMYC race officer or any of RMYC Multihull Committee officials.

24.4 A boat lodging a protest must lodge the protest form within two hours of the last boat finishing for Inshore races, by 2130 on the night of the race for Monday Twilight races and within twenty-four (24) hours of its finishing time for Offshore races.

24.5 It is noted that a protest might involve a boat or boats from different organizing authorities and/or might apply to a boat which has broken a rule when not racing. In these cases, the protest should be lodged with RMYC as above, AND (if applicable) should also lodged at the first reasonable opportunity with the other organizing authority, including a copy of the protest lodged at RMYC.

24.6 Yachting Australia has developed a Standard Protest form which is suitable and is available from RMYC office or downloaded directly from YA. Use of this form is recommended, but not mandatory.

24.7 Mediation is available after the race with a member of the Committee if an outside view is sought on an incident. If the parties are not satisfied with the outcome of the mediation, then they can proceed to lodge a protest in accordance with the RRS and to a hearing with the Protest Committee without prejudice.

RACING DATES

WINTER 2011

4 June No Race – Safety Inspection	11 June No Race – Queen's b'day Long weekend	18 June	25 June	2 July
9 July	16 July	23 July	30 July	6 August
13 August	20 August Sprint Series	27 August H'Cap Start		

SPRING 2011

3 September No Race - Lay Day	10 September	17 September	24 September	30 Sep-2 Oct * Lock Crowther Regatta
8 October	15 October	22 October No Race – RMYC Open Day	29 October	5 November
12 November Sprint Series	19 November	26 November H'Cap Start		

Note: Daylight Saving commences Sunday 2 October 2011

SUMMER 2011-12

3 December No Race - Picnic Day	10 December	17 December	24 December No Race – Xmas, New Year	31 December No Race – New Year's Eve
7 January	14 January	21 January	28 January	4 February
11 February	18 February Sprint Series	25 February H'Cap Start		

AUTUMN 2012

3 March No Race - Picnic Day	10 March	17 March	24 March	31 March*
7 April No Race – Easter	14 April	21 April	28 April	5 May
12 May	19 May Sprint Series	26 May H'Cap Start		

Note: Daylight Saving ends Sunday 1 April 2012

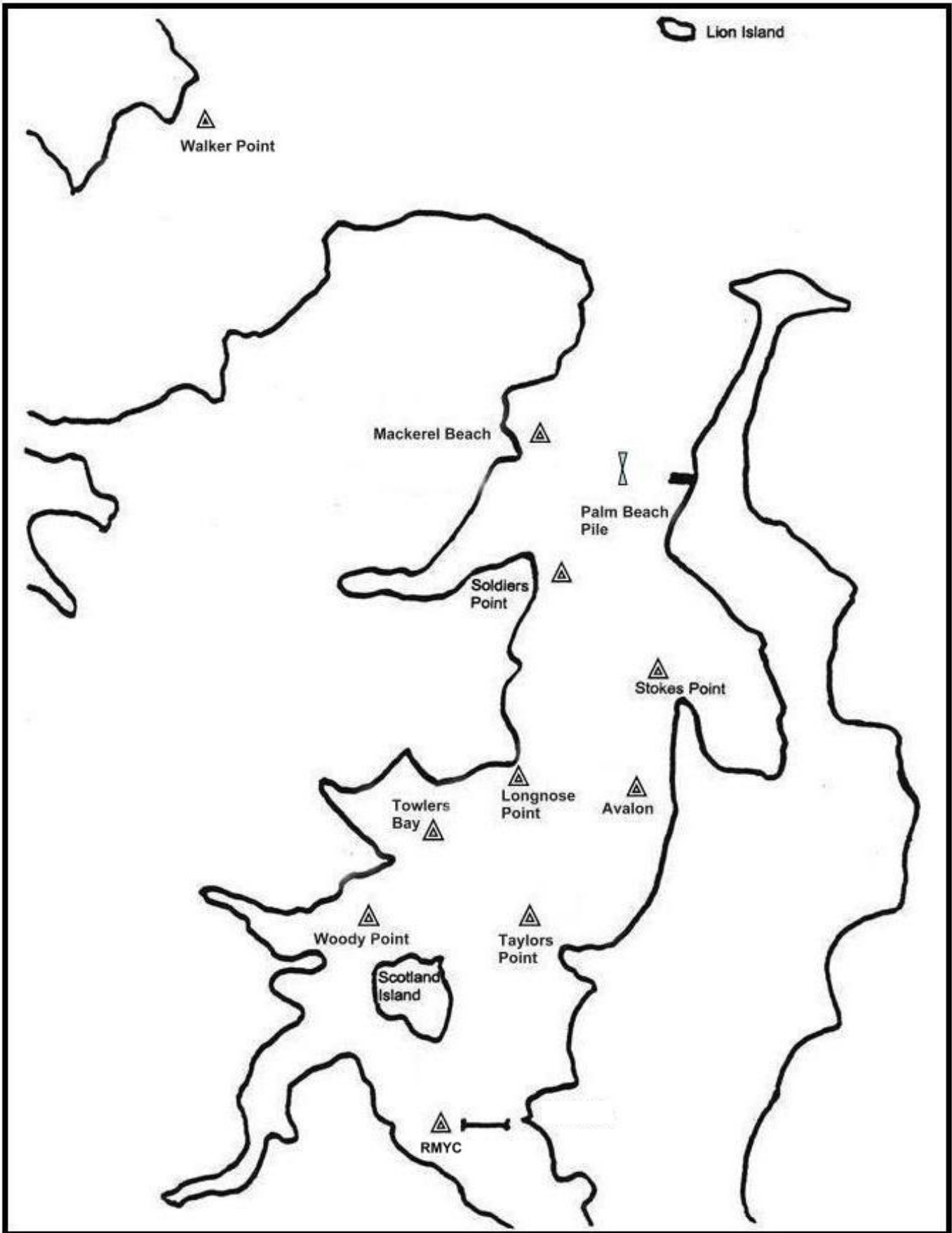
WINTER 2012

2 June No Race – Safety Inspection	9 June No Race – Queen's b'day Long weekend	16 June	23 June	30 June
7 July	14 July	21 July	28 July	4 August
11 August	18 August Sprint Series	25 August H'Cap Start		

MULTIHULL DIVISION COURSES

COURSE 21 (10.7 nm approx)#	START, STOKES (P), WOODY (P), STOKES (P), WOODY (P), AVALON (S), FINISH (Note: If the lead boat rounds the Stokes Point mark for the second time later than 1.30pm*, all boats shall leave the mark to port and sail straight to the finish).
COURSE 22** (12.2 nm)	START, TOWLERS (S), AVALON (S), RMYC (S), TOWLERS (S), AVALON (S), RMYC (S), TOWLERS (S), AVALON (S), FINISH (Note: If the lead boat rounds the RMYC Mark the first time later than 1.30pm* the race will finish at the RMYC Mark. If the lead boat rounds the RMYC Mark for the second time later than 2.00pm* the race will finish at the RMYC Mark.
COURSE 23 (21.7 nm)	START, LION ISLAND (P or S), TAYLORS (S), LION ISLAND (P or S), FINISH (Note: If the lead boat reaches the Taylors Point mark later than 1.30pm*, then all boats shall leave the mark to starboard and sail straight to the finish.)
COURSE 24 (14.2 nm)	START, STOKES (P), WOODY (S), MACKEREL (S), TAYLORS (S), WOODY (S), STOKES (P), FINISH (Note: If the lead boat rounds the Mackerel Beach mark later than 1.30pm*, all boats shall leave the mark to starboard and sail straight to the finish.)
COURSE 25 (13.6 nm)	START, WALKER (P), FINISH.
COURSE 26 (16.9 nm)	START, LION ISLAND (P), MACKEREL (P), LION ISLAND (P), FINISH (Note: If the lead boat rounds the Mackerel Beach mark later than 1.30pm*, all boats shall leave the mark to port, and sail straight to the finish).
COURSE 27 (11.9 nm)	START, LION ISLAND (P or S), FINISH.
COURSE 28** (19.1 nm)	START, MACKEREL (S), RMYC (S), STOKES (P), RMYC (S), MACKEREL (S), FINISH. (Note: If the lead boat rounds the RMYC Mark the first time later than 1.15pm*, the race will finish at the RMYC Mark. If the lead boat rounds the RMYC Mark for the second time later than 1.45pm*, the race will finish at the RMYC Mark.
COURSE 29 (21.0 nm)	START, DANGAR ISLAND MARK (S), FINISH.
COURSE 30** (14.5 nm)	START, STOKES (P), MACKEREL (P), RMYC (S), STOKES (P), MACKEREL (P), FINISH. (Note: If the lead boat rounds the RMYC Mark later than 1.30pm* the race will finish at the RMYC Mark).
COURSE 31 (15.3 nm)	START, LION ISLAND (P), WALKER (P), FINISH.
COURSE 32 (8.5 nm)	START, TOWLERS (S), TAYLORS (P), STOKES (P), MACKEREL (P), FINISH. (Note: If the lead boat rounds the Stokes Point mark later than 1.30pm*, all boats shall leave the mark to port and sail straight to the finish).
<p>*ADD ONE HOUR TO THESE TIMES DURING DAYLIGHT SAVING.</p> <p>#COURSE LENGTHS ARE APPROXIMATE (GPS) STRAIGHT LINE DISTANCES</p> <p>**THE RMYC MARK IS A LARGE RED/ORANGE CYLINDRICAL BUOY MOORED APPROX. 250 METRES WEST OF THE RMYC TOWER.</p>	

COURSE MAP



Sprint Series – Sailing Instructions

1. General

1.1. Races for the Sprint Series will be run towards the end of each seasonal pointscore series. Tentative dates for 2011-12 Sprint Series races are 20 August, 12 November, 18 February, 19 May. The Series will consist of a number of races run back to back over a short windward-leeward course using existing fixed or laid marks. The number of races will depend on how many can be fitted into the timeframes outlined below

1.2. Course location will be one of the following options:

1.2.1. South Pittwater area north of Scotland Island.

1.2.2. Between Palm Beach and Mackerel Beach and south to Longnose Point

1.2.3. Broken Bay

2. Courses

2.1. Courses will be windward-leeward courses with approximately 1 nautical mile legs over two laps.

2.2. The windward mark is to be left to port.

2.3. The leeward mark is to be left to starboard.

2.4. Courses will depend on the location as described below. Courses for each location are defined as per the table below which define the windward mark position. These will be indicated by the starting boat at the beginning of the starting sequence.

South Pittwater			
Course number	Wind Direction	Windward mark	Start location
1	SW	Woodys fixed mark	Near Avalon mark
2	S	Laid mark East of Scotland Is.	Off Longnose Point
3	SE	Taylor's fixed mark	Morning Bay (North of Woodys Point)
4	E	Avalon fixed mark	Near Woodys mark
5	NE	Stokes Point fixed mark	North East of Scotland Island
6	N	Longnose fixed mark	East of Scotland Is.
7	NW	Towlers fixed mark	Near Taylor's point

Palm Beach			
Course number	Wind Direction	Windward mark	Start location
1	SW	Laid mark North East of Longnose Point	Stokes Point
2	S	Laid mark East of Longnose Point	Off Soldiers Point
3	SE	Avalon fixed mark	Off Soldiers Point
4	E	Laid mark near Palm Beach	Near Currawong Beach (South of Mackerel mark)
5	NE	Laid mark between Palm Beach & West Head	Near Currawong Beach (South of Mackerel mark)
6	N	Laid mark between Palm Beach & West Head	Between Soldiers Pt & Palm Beach
7	NW	Mackerel fixed mark	Stokes Point

Broken Bay
Broken Bay Sprint Races will use an upwind laid mark for all wind angles.
Racing will be within a boundary from Juno Point, Challenger Head, Lion Island and Barrenjoey. Areas deemed Category 4 will not be considered

2.5. The leeward mark will be laid as close as possible directly downwind of the nominated windward mark, and will also act as the port end of the starting line.

3. Start

3.1. The start line will be perpendicular to a line to the windward mark. The start boat will be anchored at the starboard end of the line.

3.2. The first race will start at 11.30 EST or 12.30 DST. The starting sequence for the second and subsequent races will start approximately 5 minutes after the last boat finishes the previous race.

3.3. Should the second or subsequent race need to be postponed then this will be indicated by the raising of the AP flag after the last boat finishes the previous race. This could occur if the starting line needs to be moved, the wind is light or highly variable, or if weather conditions are considered hazardous.

3.4. Starting sequence will be as per the Handbook Instructions.

3.5. Any yacht starting a race will be deemed a starter.

4. Finish & retiring

4.1. The finish will be at the end of the downwind leg between the leeward mark and the start boat.

4.2. Any yacht retiring will notify the start boat via VHF radio or at the club within one hour of the last boat finishing the last race.

5. Shortened Course & Time Limits

- 5.1. If the fastest boat does not round the leeward mark (ie. crosses the line between the leeward mark and the start boat) one hour after the start then the race will be shortened to one lap, indicated by Code Flag S on the committee boat. The start boat may indicate the shortened course via sound signal and/or VHF radio.
- 5.2. If the last boat finishes after 2.45pm EST or 3.45pm DST then no further races will be run. Code flags N over A accompanied by three sound signals will indicate the termination of the day's racing.

6. Scoring and Prizes

- 6.1. One discard will be allowed for every four races sailed.
- 6.2. Each boat will be awarded points for each race based on PHS and OMR handicaps.
- 6.3. PHS handicaps will be based on previous handicap from last preceding season pointscore race and will not change during the day.
- 6.4. Prizes will be awarded each race day for 1st, 2nd and 3rd on PHS. Prizes not collected on race day will pass to the next placed boat represented at the presentation on race day.
- 6.5. The overall Sprint Series winner will be the boat with the lowest number of PHS points summed across each of the race days. Ties will be broken in accordance with RRS Appendix A8.
- 6.6. The OMR Sprint Series winner will be the boat with the lowest number of OMR points summed across each of the race days. Ties will be broken in accordance with RRS Appendix A8.
- 6.7. Sprint Series prizes will be presented at the RMYC Multihulls annual presentation dinner. Prizes not collected will not be forfeited.

MULTIHULL DIVISION MEMORANDUM / BYLAWS

ORIGINS

Following representations from a small group of multihull owners/enthusiasts, in February 1994, the Board of the Royal Motor Yacht Club Broken Bay approved the formation of a Multihull Division operating under the normal Club requirements.

Now in its 17th year of operation, the Multihull Division has a regular racing program and invites membership from all people with an interest in the multihull class – whether that interest is in racing, cruising or the social camaraderie associated with the Division's activities.

Today, a major event for the Division, is the organisation and hosting of the annual Lock Crowther Memorial Regatta held over the October long weekend.

OBJECTIVES

- To develop and encourage the sailing of Multihull yachts in a safe and friendly manner, building camaraderie between the Division's Members and all those interested in Multihull sailing
- To run and administer sail racing under the rules and requirements of Yachting Australia and to encourage Multihull cruising
- To provide assistance and advice to all those interested in Multihull yachts
- As Members of the Royal Motor Yacht Club Broken Bay, to abide by the Charter and Articles of Association and By-Laws including being an active and self-funding Division

ADMINISTRATIVE CODE

1. Generally:

Being a Division of the Royal Motor Yacht Club Broken Bay, our Members are subject to the Club's Articles of Association, as well as the various By-Laws of the RMYC Broken Bay (copies of which are available at the RMYC office).

The Royal Motor Yacht Club Broken Bay conducts quarterly Divisional Management Meetings to update the Division Heads re: By-Law and policy changes, as well as an exchange of views to improve Divisional activities.

2. Management:

The management of the Division is vested in the Committee. The Committee is appointed at the Annual General Meeting by way of a vote by those Members eligible to vote. There are two primary Committee positions: Captain and Vice Captain.

The Committee may appoint others to the positions of Treasurer, Handicapper, Lock Crowther Co-ordinator, Safety Officer, Public Relations Officer, Newsletter Editor or any position the Committee deems to be to the benefit of the Division.

3. Appointment of Committee - Eligibility Requirements and Voting:

The position of Captain may only be filled by a financial Boat Owner Member and Member of the Multihull Division.

The position of Vice Captain may only be filled by a financial Boat Owner Member and Member of the Multihull Division.

Each of these positions must be nominated and seconded by an adult financial Boat Owner Member on the appropriate form published with the Notice of Meeting advice.

The Nominees must sign their concurrence to stand for election on a form, which also bears the signature and names of the Nominator and Secunder.

Nominations must be lodged with the Secretary of the RMYC Broken Bay at least 7 days prior to the date of the A.G.M.

If insufficient Nominations are received for all Officers, Members may be proposed and Seconded for the vacant positions at the A.G.M. or any adjournment thereof.

In the case of multiple nominations for committee positions, the meeting Chairperson can ask Members present at the A.G.M that a motion be passed and seconded for a show of hands to decide the successful nominee, unless there is a motion for a secret ballot.

A Member of the Committee ceases to be a Member of the Committee when he or she resigns by notice in writing to the Division, or has been absent from Committee Meetings without written reasons for more than six months.

Outgoing Committee Members must pass over all materials and information relating to their position to a newly elected Committee.

4. Powers and Duties of the Committee:

- To prepare financial budgets for submission to RMYC Broken Bay Management

annually;

- To administer and manage all aspects of the Division's activities including:
 - Sailing calendar maintenance and implementation of the Club's Sailing Rules, including Safety Standards of boats;
 - Saturday and supplementary Pointscore Competitions and Interclub Competition organisation.
- Organisation, communication and management of social functions with the objective of encouraging camaraderie and development of the Multihull class of yacht;
- Presentation Dinner and Trophy maintenance;
- Writing, editing, production and distribution of the Divisional Newsletter;
- Management and control of Membership and Divisional Boat Register;
- Financial management of all Divisional expenses and the seeking of sponsorship and other fundraising projects;
- Recommendations for Club capital expenditure;
- Maintain a close and harmonious relationship with RMYC Broken Bay Management, other Divisions, YA and other Multihull Clubs to ensure that the Club has an effective communication channel on all issues;
- To provide consultation, leadership and innovation in planning the Club's direction;
- Any other activities deemed appropriate by the Committee from time to time.

5. Committee Meetings:

Committee meetings to be held 2 monthly and meetings with Members to be held 6-monthly with a formal Agenda for items to be discussed and Minutes documented to record decisions made.

The aim of the Committee is to thoroughly review all issues and agree to their decisions by consensus. In the event of consensus not being reached, a vote is taken with the majority being recorded as the decision. In the event of an equal vote, the Chairman of the Meeting will have a casting vote to resolve the issue.

A quorum of the Committee shall be a majority of Committee Members. If a quorum is not present, the Meeting will be adjourned and set for a new date within seven days.

Any Member wishing to attend the Committee Meeting on a casual basis, may be invited at the discretion of the Committee Members. All Members wishing to attend, or to have tabled any issue for discussion, must do so in writing 7 days prior to the scheduled Committee Meeting by submitting their documented request to the General Manager of the Royal Motor Yacht Club Broken Bay.

Any Member attending on a casual basis shall have no voting rights at the Committee meeting to which they attend.

6. Conduct of the Annual General Meeting:

The AGM is held at the RMYC Broken Bay on or about the third Wednesday in June. The purpose of the meeting is to elect a Committee for the next year and to consider resolutions which have been advised 7 days prior to the meeting.

Nominations for Committee positions and any other business on which the meeting is required to vote, must be lodged with the General Manager of the RMYC Broken Bay in writing with a Proposer and Secunder at least 7 days prior to the AGM date.

In the circumstances that no nominations are received prior to the AGM, nominations may be accepted at the meeting.

Only financial Members (over 18 years of age) of the Multihull Division are eligible to propose, second and vote at an A.G.M.

The meeting is conducted under the supervision of the RMYC Broken Bay Management, who maintains a register of attendees. Visitors are welcome to attend.

7. Membership:

Members of the Multihull Division must also be financial members of the Royal Motor Yacht Club Broken Bay.

Multihull Division charges an annual fee for membership of the Division. This fee is set by the Committee prior to the beginning of each new sailing season.

Only financial Boat Owner Members of the Multihull Division may stand for Committee positions and vote in the election of Committee members.

8. Financial Management:

Being a Division of the RMYC Broken Bay, the Division is not required to operate separate financial accounts. The Division does not operate bank accounts or cheque books or have any responsibility in these areas. The financial management of the Division is undertaken by the submitting of an annual Budget to RMYC Broken Bay designed to be self-funding.

All payments in relation to the Multihull Division are handled by the RMYC Broken Bay Accounts Department.

Should the Multihull Division accumulate surplus funds over the twelve months, the Committee will, taking into account the needs of the Multihull Division as a priority, make recommendation to the RMYC Broken Bay Board of Directors for the approval and manner in which these funds are to be disbursed or allocated to the RMYC Broken Bay Development Account.

The Royal Motor Yacht Club Broken Bay Treasurer and General Manager are responsible for the approval of budgets and authorisation of expenditure. A monthly statement is provided to the Division Treasurer for the information of the Committee.

The costs of operating the Multihull Division are significant and each year the Committee seeks significant sponsorship to cover expenditure shortfalls.

Membership fees are determined by the Committee to ensure the financial viability of the Division.

9. Life Membership:

The appointment of Life Membership to the Multihull Division is regarded a reward for a Member who has made significant contribution to the success of the Division "over and above that normally expected" over a substantial period of time.

The rewarding of this honour should be made around the time period the outstanding effort has been recognised and achieved, to ensure the contribution is recognised and not lost in the passage of time.

Such Nominee must be a financial Member of the RMYC Broken Bay and the Multihull Division.

The Nominee must have been a Member of the Club for a period not less than 7 years.

Not more than one Life Member may be elected annually, and there may not be more than four Life Members of the Division at any one time.

Nominations for Life Membership must be submitted to the Committee by a Nominator and a Secunder, both of whom must have been financial Members of the RMYC Broken Bay and the Multihull Division for the past five years.

A 75% majority at the Divisional AGM in this ballot must be achieved in favour of the resolution for a Nominee to be granted Life Membership, whether by a show of hands or a secret ballot if requested.

Once Life Membership has been granted, the recipient will no longer be required to pay annual Divisional membership fees, and will have his/her name recorded on the Division's Honour Board for Life Members.

The recipient will be required to continue to pay annual subscriptions to RMYC Broken Bay. Should the recipient cease to be a Member of RMYC Broken Bay, he/she will forfeit any rights attached to Life Membership to the Division.

10. G.S.T.

All fees are G.S.T. inclusive.

11. Rule Changes:

Changes to the Administrative Code require the approval of the RMYC Broken Bay Board of Directors and majority support of the Committee. Members of the Division may submit change requests to the Committee, whose majority vote will decide if they should be submitted to the Board.

Royal Motor Yacht Club Broken Bay




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Race Signals

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; dots with dashes (• - - •) mean repetitive sounds. When a visual signal is displayed over a class flag, the signal applies only to that class.







Postponement Signals

 AP Races not started are postponed. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or abandoned.	 AP over H Races not started are postponed. Further signals ashore.	 AP over A Races not started are postponed. No more racing today.
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↑ • • ↓ •




AP over a numeral pennant 1-6

Postponement of 1-6 hours from the scheduled starting time.

 1	 2	 3	 4	 5	 6
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↑ • • ↓ •

Abandonment Signals



 N All races that have started are abandoned. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is abandoned again or postponed.	 N over H All races are abandoned. Further signals ashore.	 N over A All races are abandoned. No more racing today.
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↑ • • • ↓ • • •

Preparatory Signals



 ↑ • ↓ • H Preparatory signal	 ↑ • ↓ • R Ready 1 min to start	 ↑ • ↓ • S Ready 30.0 sec to start	 ↑ • ↓ • B Black flag (Start 30.0 sec to start)
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Race Signals

 X Individual recall.	 First Substitute General recall. The warning signal will be made 1 minute after removal.
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



↑ •

Course Change Signals

 S No later than the warning signal. Sail the short course.	 C The position of the next mark has been changed.
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↑ •

Other Signals

 L Ashore: A notice to competitors has been posted.	 M The object displaying this signal replaces a missing mark.	 Y Wear personal buoyancy.	 Blue flag or shape This race committee boat is in position at the finishing line.
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