



Mornington Yacht Club 2025 - 2026 Sailing Season

MYC – MCC NAV RALLY General Instructions

DRAFT V2.2



GENERAL INSTRUCTIONS APPLYING TO ALL Nav Rally Events

1.0 Organizing Authority

The Organising Authority for Nav Rally Events shall be the Power Boat Committee, Mornington Yacht Club (MYC).

2.0 Rules

All Nav Rallies conducted by Mornington Yacht Club (MYC) will be governed by the following rules:

- (a) the rules as defined in the MYC – MCC Nav Rally General Instructions, MYC – MCC Special Nav Rally Instructions, and MYC – Notice of Event documents available on the MYC [Power HQ](#) web page;
- (b) Safety and Marine Regulations that govern the use of vessels in the waters of Port Phillip and Corio Bay made and applicable pursuant to the Marine Safety Act 2010 (Vic) ("MSA"), Marine Safety Regulations 2023 (Vic) (MSR), Vessel Operating and Zoning Rules (VOZR) for Victorian Waters, International Regulations for Preventing Collisions at Sea 1972 (COLREGS), Relevant rules made by Port Managers or Waterway Managers and relevant Harbour Master Directions (collectively referred to as "Safety and Marine Regulations").
- (c) Safety and Marine Regulations may be found HERE: [Boating Safety Handbook](#)

1.2 Code of Conduct

- 1.2.1 Competitors and support persons shall comply with all reasonable requests from Event or Club Officials.
- 1.2.2 Members/Skippers shall ensure all visitors abide by the [MYC Code of Conduct](#) and [OH&S policies](#) while engaging in any activity with MYC.
- 1.2.3 Members/Skippers will be responsible for all visitors they introduce to the Club premises.

1.3 Weather and Safety

- 1.3.1 If the Bureau of Meteorology issues a Strong Wind Warning or higher for the waters of Port Phillip prior to the start of Nav Rally Events, all nav rallies shall be abandoned for the day.
- 1.3.2 If the forecast winds and/or observed or expected actual winds exceed 12 knots in the course area, the Nav Rally Coordinator may cancel the event up to 24 hours before the event. Any event cancellations will be notified on the Official Notice Board located on the Power HQ web page, and by email or SMS message to registered skippers for the event. Events cancelled due to weather may be re-scheduled.
- 1.3.3 The attention of competitors is drawn to the provisions of the Marine Act and Boating Regulations regarding the wearing of Personal Flotation Devices.
- 1.3.4 The Nav Rally Radio Communications Channel (Communications Channel) shall be VHF Ch 73. Special Nav Rally Instructions may declare an alternative Communications Channel for a specific event. Competitors are strongly advised to also monitor VHF Ch 16 in 'Dual Watch' mode

1.3.5 Sign On and Sign Off on the Day

Signing On and Off is all about your safety.

1.3.6 Preamble:

Signing On is a confirmation of your intention to participate in a Nav Rally Event - and creates an obligation for you to also Sign Off.

Signing Off signals the completion of your time participating in the event at MYC and confirms to the Cruise Director that you, your crew and your boat are now safe.

The Sign On and Sign Off procedure for all boats shall be performed via SMS using the Skipper for the day's event registered Mobile number - supplied during entry via the Sailsys Online Entry System. Skippers must ensure they Sign On and Off in a timely manner.

An SMS from Sailsys will be sent to each entrant prior to the first event of each day for Sign On, and a further Sign Off SMS will be issued for that day.

Your obligations for Signing On include the accurate completion of a Crew List for every race via your SailSys profile and, within the same time constraints.

1.3.7. SIGN On and OFF for Boats participating in Nav Rally events

- (a) A boat shall Sign On for a Nav Rally event via the Sign On link sent by SMS and respond accordingly at least 15 minutes before their scheduled start time of the first event of the day. Skippers shall ensure all crew are correctly listed for the race in their SailSys account at least 10 minutes prior to a boat's scheduled Start time.
- (b) A boat shall Sign Off after Finishing via the Sign Off link sent by SMS as soon as practical but no later than 1 hour after the Finishing the course
- (c) If the Rally is abandoned competitors shall Sign Off via the Sign Off link sent by SMS as soon as practical.
- (d) A boat that does not Start or retires from participating shall notify the Nav Rally Coordinator prior to leaving the course area and shall Sign Off via the Sign Off link sent by SMS as soon as practical
- (e) Should a boat be unable to Sign On or Sign Off via the SMS links due to exceptional circumstances, then the boat must contact the Nav Rally Coordinator by SMS or telephone 0402133255 or telephone the Race Office (03 5975 6805) to advise and seek acknowledgement that they are Signing On or Signing Off and shall do so in accordance with the timing constraints set out in Clause 1.3.7.(a) & (b).
- (f) A boat that Finishes and failed to Sign On shall be scored DSQ without a hearing
- (g) A boat that Finishes and failed to Sign Off shall be scored DSQ without a hearing

1.3.8 All boats should report to the MYC Tower any observed significant circumstances that may adversely affect the safety of any competitors in the race. *e.g. items as sudden increases in wind strength over 33kts and/or increased sea state; a man overboard situation, including that of another boat; flotsam that may be hazardous to boats, etc,*

1.3.9 Competitors shall report all incidents that have resulted in injury or are of an adverse nature that could affect the safety of the boat or crew while participating, *e.g. collision with another boat, man overboard or any similar event.* An Incident Declaration Form shall be lodged with the Club at the first reasonable opportunity by all boats involved in the incident detailing the nature of the event, any injury to crew or damage to the boats. Incident Declaration Forms will be available from and shall be lodged at the MYC Office.

1.4 Notices to Competitors/ONBs

- 1.4.1 The MYC Nav Rally Official Notice Board (ONB) shall be published on the MYC website [Power HQ page.](#)
1.4.2 Notices to Competitors shall be posted on the ONB.

1.5 Changes to Rally Instructions

- 1.5.1 Any change to Rally Instructions shall be posted on the Official Notice Board at least one hour before the advertised start time of any event they affect.

1.6 Schedule of Nav Rally Events

- 1.6.1 The Schedule of Nav Rallies shall be the Calendar of Events as displayed on the MYC website <https://www.morningtonyc.net.au/calendar.html>
- 1.6.2 Any changes to the Schedule of Events shall be posted on the Official Notice Board preferably 5 days before the date of the event(s) affected by the change, or later.

- 1.6.3 Nav Rallies that are abandoned or cancelled may be rescheduled to a later date.

1.7 Class Flags

Class flags are not used in Power Boat Nav rally events.

1.8 Areas that are Obstructions

- 1.8.1 The Mornington Harbour shall be considered an Obstruction when competing in rally events. Competitors shall not enter into the waters of an Obstruction while competing.
- 1.8.2 The Harbour Obstruction shall be the area of water bounded by Mornington Pier; the outer Speed Restriction Pile, the Harbour Limit Clearance Buoy adjacent to the finishing line, the inner Speed Restriction Pile and the Public Boat Launching Ramp. See Appendix B.
- 1.8.3 Boats should not pass between the yellow Outer Speed Restriction Pile laid NE of the Mornington Pier and the pier at any time. Respecting the rights of the users of the pier is paramount.
- 1.8.4 The Mussell Farms in both Dromana Bay and in Balcombe Bay between Mornington and Mount Martha are Obstructions. Danger – do not enter inside their boundaries.

1.9 Scoring for Nav Rallies

- 1.9.1 Times and Scoring for Nav Rally events is administered using The Checkpoint system. Skippers are responsible to record their Actual Time of Arrival at each course mark on their personalized Boat Log Form as detailed in section 2.7 in this document, and email or SMS their completed Boat Log Form to the Nav Rally Coordinator as soon as practicable on the day of the event.
- 1.9.2 Actual Times of Arrival for each boat shall be entered into the Checkpoint Software by the Nav Rally Coordinator later on the day of the event. The software calculates the number of seconds difference between Estimated and Actual Arrival Times at each mark and assigns 1 penalty point ("points lost") for each second difference in these times. Early points at one mark do not cancel out late points at other points – all points lost accumulate for a total for each boat for each event.
- 1.9.3 Penalties shall be allocated for each occurrence of the following conditions:

Condition	Penalty (per offence)
Each second early or late at a course mark	1 point (Time Points Lost)
Failure to pass or round any mark on the correct side	10 penalty points
Blatant change of speed as per clause 2.6.6	10 penalty points
Failing to maintain a run to the start line at approximately 90 degrees to the start line	10 penalty points
Hindering another competing boat in the act of starting	10 penalty points
Failure to record a time at a mark	30 penalty points
Failure to give way to other boats with right of way	Disqualification
Collision with another boat or physical course mark	Disqualification
Deliberately hindering another competing boat	Disqualification
Breach of a fundamental Rule	Disqualification
Failure to Sign on or Sign off	Disqualification
Failure to Start within 15 minutes of scheduled start time	DNS Did Not Start
Failure to Finish within 15 minutes of scheduled finish time	DNF Did Not Finish

- 1.9.4 The line winner of the event is the boat who has successfully started and finished the course and was not disqualified and has accumulated the lowest number of total points for the event being the sum of time points lost plus any additional penalty points assigned.
- 1.9.5 The Handicap winner is the boat with the lowest number of total points minus handicap points.
- 1.9.6 Results of Nav Rally events are displayed on the MYC website via the [Current Times and Results](#) button on the [Power HQ](#) page.
- 1.9.7 Results of an Event are published initially as PROVISIONAL to allow time for competitors to check the results and notify of any discrepancies. Disputes shall be notified by email to the Nav Rally Coordinator within 48 hours of the event start for consideration. Decisions of the Nav Rally Coordinator are final. After this time period the results will be published as FINAL.

1.9.8 One starter in a Nav rally event shall constitute a competition event, since the competition is primarily against the clock.

1.9.9 DETAILS of **POINTS LOST Scoring**

A boat's performance in a Nav Rally event is scored based on its **Total Points Lost** for the event, which is the sum of the **Time Points Lost** at each mark, plus any additional **Penalty Points Lost** allocated for mistakes/breaching rules of Nav Rally.

1 Time Point is lost for each second difference between the Estimated Arrival Time at each mark with the boat's Actual Time of Arrival for each mark of the course.

Additional penalty points are lost for each occurrence of the rule breaches as defined in section 1.9.3.

Total Points Lost = Time Points Lost + Penalty Points

Details of Time Points Lost for each boat are reported in the events "Detailed Results" page on the MYC Sportspage website, showing estimated and actual arrival times and time points lost at each mark. This page also identifies any penalties assigned.

A boat's placing or POSITION for the DAY FLAG competition are reported on the "Summary Results" page for an event, showing **Total Points Lost** and each boat's POSITION ranking ordered by Lowest Total Points Lost = 1st place, next lowest = 2nd place, etc. A column identifies how many Penalty Points are included in the Total Points column.

1.9.10 Nav Rally Competition Details

There are several competitions run in parallel from the same set of Nav rally events. Links to results of the Competitions are displayed on the MYC Sportspage, with links available from MYC website Power HQ as detailed in 1.9.6 above.

- **Day Flag Competition** – winning boat on the day has the lowest **Total Actual Points Lost** for the day.
- **Season Championship Competition** – winning Boat has the highest Nett "**Championship Position Points**" earned from the sum of its best position results in **4 of the 6 season events** based on Actual Points Lost. This is analogous to Line Honours, or scratch handicap results.
- **Season Consistency Competition** – Boat with the highest Nett "**Handicap Position Points**" earned from the sum of its best position results in 4 of the 6 season events using **Total Handicap Points Lost**. This is the Handicap based competition.
- **Starts/Finishes Competition** – winning boat has the lowest number of points lost for the sum of the Start Line and Finish Line marks.

Position Points are earned based on a boat's ranked position in the list of competitors in an event according to the following calculation:

- **All Finishers earn Position Points = #Starters + 3 – Boats Position number**
- Finishers receive a minimum of 3 Position points
- Starters who do not finish earn 1 Position point
- Non-starters get 0 Position points.

This means each finishing boat earns more Position Points in an event with a larger number of competitors than in an event with a smaller number of competitors.

For example:

- 1st place in an event with 6 starters is worth $6 + 3 - 1 = 8$ Position Points
- 2nd place in an event with 6 starters is worth $6 + 3 - 2 = 7$ Position Points
- First place in an event with 3 starters is worth $3 + 3 - 1 = 5$ Position Points
- 3rd place in an event with 3 starters is worth $3 + 3 - 3 = 3$ Position Points

1.9.11 Nav Rally Handicaps

The handicap value in Nav Rally comps equals the number of **time points per mark** which are subtracted from the Time Points Lost to determine the Handicap Points Lost for an event. A lower handicap value indicates a more proficient boat/crew. A higher handicap value indicates a less proficient boat/crew.

Each boat has a DAY Handicap – used to calculate the Day's Points Lost, and a SEASON Handicap – used to calculate the Season's Points Lost.

The handicap value is analogous to the Average Time Points Lost per mark. A boat with a handicap of 10 is rated as on average getting 10 points early or late at each mark. Single digit handicaps represent reasonably proficient results. Low single digits represent very good proficiency.

Calculation of Handicap Total Points Lost in an event

- Handicap Points Lost = Actual Time Points Lost minus Handicap value times the # of marks in the course for the event.
- E.g. handicap of 10 means that in a Nav Rally with 12 marks = 120 Points is subtracted from the Actual Time Points Lost to determine the Handicap Points Lost result.

Initial Handicap Value

A new boat entering their first nav rally is assigned a starting Day handicap of 15 and season handicap of 15.

Variable Handicaps Recalculated Automatically

A boat's handicap values are updated after each event, based on

- Updated handicap value is influenced by the average of the 3 best results of the latest 5 events competed in
- For newer boats with less than 5 events history, handicap is influenced by the average of all previous events competed in
- Maximum points lost at a mark is capped at 120 for handicap recalculation purposes only
- Handicap values are capped to a maximum value of 30 to prevent poor performance by some boats unduly distorting the competition.

1.10 Nav Rally Results

- 1.10.1 Nav Rally Times & Results shall be available via the MYC website [Power HQ](#) via the 'Current Times and Results' button.
- 1.10.2 All race and series results shall be considered provisional until the Trophies and Prizes are presented.

1.11 Emergency Procedures

- 1.11.1 In an emergency the MYC Rescue Plan shall be activated.
- 1.11.2 The Rescue Plan is detailed in the Policy and Procedures Manual, Sailing Portfolio which can be viewed via the links in Clause 1.2.2 of this document.

PART 2

ADDITIONAL DETAIL INSTRUCTIONS FOR NAV RALLY EVENTS.

2.1 Nav Rally Marks

- 2.1.1 Marks for Nav Rally courses are either physical marks or virtual marks defined by GPS coordinates. A table of mark names, a brief description and its coordinates are published in the Courses page accessible via the [Power HQ](#) webpage.
- 2.1.2 Some Virtual marks are defined only by their GPS coordinates with no nearby physical reference.
- 2.1.3 Some Virtual Marks are defined as being a distance away (e.g. 200m or 300m) from charted physical marks and/or in line with transit bearings to a second physical mark or charted physical feature such as a pier or creek. Such Virtual Marks are illustrated graphically in the Course Map description documents they appear in. The nearby physical marks can be useful visual indicators to skippers and crew when navigating a course.

2.2 Nav Rally Courses

- 2.2.1 MYC Nav Rally Courses are identified by a 3 digit Course number e.g. 108
- 2.2.2 The Course Number to use in a specific Nav Rally event is identified in the Nav Rally Special Instructions for that event on [Power HQ](#) page.

2.3 Changing the Course

- 2.3.1 If a course change is required for an event, it will be advertised as a Notice to competitors on the ONB no less than 24 hours before the scheduled start of that event.

2.4 Nav Rally Competitors

- 2.4.1 Skippers who want to compete in Nav Rally events must register for the event and enter their details – personal, boat, and crew in the MYC – MCC Sailsys system from a link on the Online Entry section of the [Power HQ](#) page.
- 2.4.2 The boats registration number is used as the Nav Rally competitor's 'Sail Number' during the entry process and will be visible in the Results
- 2.4.3 Each skipper must nominate for each event their planned constant boat speed over ground in the range between 5 – 20 knots and inform the Nav Rally Coordinator of this speed no later than 24 hours prior to the Event Start time.
- 2.4.4 A GPS based navigation system is required to navigate a Nav Rally course. The use of any autopilot devices to automatically control steering or speed is prohibited and will result in DSQ Disqualification.

2.5 The Start

- 2.5.1 The official Start Time for each Nav Rally event is published in the MYC Calendar entry for that event, and in the Nav Rally Special Instructions for that event. Typically 11:00:00 am start for Power Boats. Skippers shall keep their own watch for times so they can start at their allocated start time.
- 2.5.2 Each competitor boat registered for a Nav Rally will be allocated a start time by the Nav Rally Coordinator and emailed this information the day before the event along with a personalized Boat Log Form which identifies the Estimated Time of Arrival (ETA) for that boat at each course mark.
- 2.5.3 Individual Start Times are allocated by the following logic. The lowest speed boats go first. Boats of the same nominated speed are sequenced in random order 2 minutes apart. Faster boats start times are delayed by a time equal to the difference in course run time compared to the previous boat plus 2 minutes interval. This is to avoid fast boats overtaking slower boats.
- 2.5.4 If Sail boats participate in the same event as Power Boats, they are usually started an hour earlier e.g. 10:00:00 am because they are so much slower (typically 5-7 knots) than power boats (typically 10-20 knots) This does not eliminate the possibility of power boats overtaking sail boats on the course, but provides finish times for most boats closer together to facilitate social gatherings afterwards.
- 2.5.5 The list of Start Times for all boats shall be published via the [Power HQ](#) page the day before the event.
- 2.5.6 The starting line is defined in the Course Map file and identified in the Course Route.GPX file as Mark number 0. It is typically between a virtual mark 200m offset from a corresponding physical mark nearby – e.g. a corner yellow buoy of the Dromana Bay Mussell Farm.
- 2.5.7 The starting area is defined as the rectangular area 200m behind the start line. Boats are requested to

keep clear of the Starting Area until 2 minutes before their start time and not impede other boats starting before them.

- 2.5.8 A boat that starts later than 15 minutes after her allocated start time shall be scored *Did Not Start* (DNS).
- 2.5.9 The skipper should target to cross the start line at his allocated starting time travelling at his nominated constant speed over ground heading in a straight line towards the next mark.

2.6 Navigating the Course

- 2.6.1 The skipper shall load the supplied course Route.GPX file into their Nav equipment in advance of the event, and configure the display of the device to facilitate navigation of the predefined nav course route.
- 2.6.2 Chartplotter settings recommended include: Graphical Display of the boats actual heading, numerical display of DTW Distance to Waypoint, COG Course over ground, SOG Speed over ground, Chart orientation automatically rotated so that either boat heading or Course heading is displayed UP.
- 2.6.3 Before starting his run up towards the Start Line, the skipper should activate GOTO navigation for the relevant course route so it will direct him to the first mark 0 which is the start line. Skippers shall ensure that Track Recording is turned ON to record the actual track followed.
- 2.6.4 Skippers shall endeavour to steer a proper course to each mark – meaning a straight line to the next mark. The Boat Log Form lists the bearing and distance to each mark for reference and guidance. It is expected that skippers may steer a slightly different CTS Course to Steer to compensate for wind or current drift to achieve the desired COG Course over ground towards the next mark.
- 2.6.5 Skippers must pass each mark on the correct side, leaving the mark to the designated side of the boat as defined in the Course and displayed in the Boat Log Form. If you pass on the wrong side you must report this on your Boat Log Form, and 10 penalty points are allocated for each occurrence. You may continue on the course – there is no requirement to go back around and pass the mark on the correct side.
- 2.6.5 Skippers shall endeavour to maintain their nominated constant Speed Over Ground travelling towards each mark. The GPS readout of actual SOG is the best guide for this. Skippers are expected to make any required adjustments to engine RPM to maintain the target SOG Speed Over Ground compensating for wind, waves, and current.
- 2.6.5 Skippers are allowed/expected to adjust their target constant speed to a different speed on each leg to compensate for early or late arrival at the previous mark, and/or additional time required to make the turn to the new leg bearing. This is so they have good opportunity to arrive at the next mark at the theoretical ETA on their Log Form. This compensated speed value can be estimated based on the number of seconds needed to be compensated for when travelling the distance of the leg at your nominated speed. Skippers may calculate in advance what speed adjustment (+/-) from their nominated speed would be needed to make up for 10 seconds early or late over the distance of this leg, and then adjust their target leg speed by much for each multiple of 10 seconds you need to compensate for.
- 2.6.6 It is prohibited to purposely increase or decrease speed over ground from the nominated or compensated constant speed for a leg when approaching a mark when it is done for the express purpose of compensating for an anticipated early or late arrival at the coming mark for the current leg. 10 Penalty points apply for each occurrence. Skippers should self report this if it occurs as an honour system. If competitors see other boats doing this they should report it to the Nav Rally Coordinator with details of which boat on which leg of the course at which time of day, and estimate of the magnitude of the speed change made up or down.

2.7 Timing the Course

- 2.7.1 Each boat is responsible for accurately determining and recording the ACTUAL time of arrival at each mark of the course. It is an honour system. Times shall be recorded as the **Time of Day** (not elapsed time) accurate to the second in format hh:mm:ss.
- 2.7.2 The recommended timing device is a crew member's mobile phone with a Clock app that displays the time of day in hours:minutes:seconds. Eg. ClockZ app via the Apple App Store for iPhones or for Android **Digital Clock Seconds** app on Google Play.
- 2.7.2 The Nav Rally Coordinator will prepare a personalized Boat Log Form for each boat based on the course route, the skippers nominated constant boat speed, and their allocated start time. It will be emailed to the skipper the day before the event. The Boat Log Form Lists each mark of the course, which side to pass it on, the distance and bearing to each mark, the Estimated Time of Arrival for that boat at the mark, and space to record the Actual time of Arrival. The skipper shall print this form and use it on the day to record the Actual Time of Day they arrive at each mark of the course in hours:minutes:seconds format.
- 2.7.3 The official reference Time of Day is Internet Time as displayed by the mobile phone clock app used.

- 2.7.4 A boat is considered to have arrived at a mark when its GPS Navigation equipment on board indicates it has reached the mark. The Nav equipment settings shall be configured to determine arrival based on crossing the imaginary line from the course mark perpendicular to the course bearing to that mark. Do not configure the GPS unit to designate arrival at a mark when it comes within a nominated radius circle distance from the mark, as this
- 2.7.5 The skipper will assign timing duties to himself and his crew members. One person should watch the GPS Nav display monitoring the reported DTW Distance to Waypoint. When this switches from a small value to a large value you know the GPS has determined arrival at the mark and it switches automatically to the next waypoint. The graphic display will also rotate to the new course heading for the next leg which is very noticeable for large course heading changes but not obvious at all for small heading changes. The watcher should call out NOW when the mark is reached.
- 2.7.6 Another crew member is assigned the role of Timer – he needs to be minding the timing device ready to record the time setting when the watcher calls NOW e.g. either by remembering the time seconds, or by taking a screenshot image of the timer for a physical record. That same person or a 3rd crew member can be assigned the role as RECORDER to write the actual time arrived in the Boat Log Form.

2.8 The Finish

- 2.8.1 Start and Finish Lines are defined separately for each Course in its corresponding Course Map document. Many courses start and finish near the Marine Farm in Dromana Bay close to the entrance to Martha Cove, and use Virtual Marks defined 200m away from the physical yellow corner marks of the Marine Farm.
- 2.8.2 A boat which crosses the finish line later than 15 minutes after its Estimated Finished Time shall be scored Did Not Finish (DNF).
- 2.8.3 Skippers shall review their recorded actual track of the course to check for any marks passed on the wrong side and indicate this on the Boat Log Form. Skippers shall sign and date their Boat Log Form and email or SMS it to the Nav Rally Coordinator as soon as practicable after finishing the course
- 2.8.3 Social get togethers near the course finish after all competitors have completed the course are a valued part of Nav Rally Events. Specific plans will be identified in the Nav Rally Special Instructions for each event. Sometimes it is a get together on land e.g. at Martha's Table or Martha's Café. Sometimes it may be a raft up at Pebble Beach outside the entrance to Martha Cove - or at your MYC Clubhouse.

2.9 Time Limits

- 2.9.1 Boats participating in a Nav Rally Event should be on the water in the assembly area for the course not less than 10 minutes before their scheduled start time.
- 2.9.1 Any Boat in a Nav Rally Event which crosses the start line more than 10 minutes later than its predicted start time will be scored Did Not Start without a hearing.
- 2.9.2 Any Boat in a Nav Rally Event which crosses the finish line more than 15 minutes later than its predicted finish time will be scored Did Not Finish without a hearing.

2.10 Fundamental Rules

- 2.10.1 Rendering Assistance - Every power yacht shall render all possible assistance to any vessel or person in peril when in a position to do so.
- 2.10.2 Responsibility - It shall be the sole responsibility of each skipper to decide whether or not to start or to continue in an event.
- 2.10.3 Fair Tactics - A competitor shall participate only by competent navigation, boat handling and skill. A competitor may be disqualified under this rule if a clear violation of the above principle occurs.
- 2.10.4 Minimum Crew - All competitors are required to carry at least one crew in addition to the skipper whilst competing.

PART 5

SPECIAL Nav Rally INSTRUCTIONS

5.1 Special Nav Rally instructions

- 5.1.1 Special Nav Rally Instructions (SNRI's) may be issued for specific Nav Rally events to address event specific non-standard details not covered in these General Nav Rally Instructions.
- 5.1.2 SNRI's for each event shall be available on the ONB located via the [Power HQ](#) page no less than 1 hour prior to the start of the race.

APPENDIX B

MORNINGTON HARBOUR OBSTRUCTION

