

KARACHI YACHT CLUB
CLUB RULES 2004
(Incorporating all amendments upto & including March 1, 2010)

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A RESUME OF THE CLUB'S HISTORY

Very little is known of the early days of yacht racing in Karachi Harbor but in the "Daily Gazette" of 22nd June 1880 there is a notice that "the windy weather we have had lately has made our harbor rather unpleasant for boating".

The Karachi Yacht Club, originally known as the Karachi Sailing Club, was founded in 1911. The prime mover in the formation of the club was the late Mr. Punnett of the Customs Service, the club's first Commodore. The Club premises, originally situated at Manora, came into existence in 1912 on land in possession of the Indo-European Telegraph Company whose pier the Club used and whose cable ship "the Patrick Stewart" was moored close by. To the Club building a large extension was made in 1925 and quarters for Tindals were provided in 1930.

Although no Club existed until 1911, there was sailing going on as a sport for many years in Karachi prior to that date. The Karachi Boat Club records the sailing of small boats in the creeks in 1885 but the sport was never developed by that club.

In 1919, there were three Tomtits MEG, ELISE and PIXIE and seven Cutters. The owners and others keen on sailing organized sailing picnics on Saturdays up the creeks and to the Oyster Rocks but no racing took place. Later the idea of racing met with very little support. Due to the efforts of Major Willis of Gunners (late general E.H. Willis, Governor of Jersey), opposition was overcome and he presented a Cup to be raced for by the cutters. This Cup is still in the Club.

With the addition of four Tomtits, NOISETTE, BERYL, NYMPH and MAGRO racing started regularly in 1920, weekly on Thursdays. In the absence of Club House-members, on race days were taken to their boats in a launch from the Native Jetty, tea being served during the trip. Starting arrangements for races were made from a barge moored off Manora.

In 1921, two Tomtits from the Karachi Sailing Club visited Bombay. They were MEG owned by Lieut. Trench, R.E., and NOISETTE owned by the officers of the R.A.F., Karachi. In the same year the Viceroy visited Karachi to open the Hardinge Bridge and a regatta was held in the harbor whilst he was touring it with the Port Trustees. In 1927 the Viceroy, Lord Irwin, visited the Club and took part in a race.

In order to produce a class of boat smaller than a Tomtit 14-foot Sailing Dinghies were introduced in 1932 and proved very popular. The first four were built at Drigh Road by Aircraftsman Everett, R.A.F. A previous attempt to introduce a new class of Dinghy was made in 1914 but, although there were six boats, the Enterprise proved a failure and the class was abandoned.

The presence of the Western Command in Karachi, serving with which were several keen yachtsmen, made 1938 very active in the Club. There were 17 Tomtits and 18 Dinghies and on one occasion at least, every boat turned out

to race. A very fine Cup was presented by the officers of the Western Command, on their departure towards the end of 1938, to be raced for by the Dinghy fleet. This Cup is with the Club.

In June 1939, H.E. Sir Lancelot Graham was elected Commodore and due to his efforts a long lease of the Manora site on special terms was obtained from the Government of India but security of tenure was not possible.

The Clubs activities were curtailed during the Second World War By September 1941, when petrol rationing was introduced, the number of attending yacht owner was about 19. Thereafter difficulties became more pronounced particularly with the desertion of paid hands owing to higher wages being easily obtainable elsewhere and racing ceased in the summer of 1942.

A little later, all sailing was prohibited but, after a few months, sailing was allowed, restricted to the upper channel during daylight.

During this period, owing to difficulties of access and upkeep and with some owners away on active service a number of boats were sold out of Karachi or up the Gulf.

Early in 1943, the question of finding a new site for the Club was raised as the site at Manora had become incapable of expansion and the space available for boats would, on return to normal times, be inadequate. It was felt that, with no security of tenure and with the developments that had been taking place at Manora, it was possible that the Club would have to give up its site.

At this period there was considerable progress by the Port Trust on the reclamation of land on the western side of the channel which provided a favorable site on the mainland with the added advantage of road access.

Towards the end of 1943, the Port Trust offered the Club a lease of land at West Wharf, and at the Annual General Meeting held on 27th September

1943, it was decided to accept the lease and to transfer the Club building to this site.

Racing on a restricted scale was recommended and took place from Manora until the middle of 1944 when the Club buildings had been re-erected on the new site. Regular racing from West Wharf commenced in July 1944. The fleet then consisted of 10 Tomtits and 9 Dinghies, though one or two of the former and about half of the latter were more or less permanently laid up.

The cost of transferring the old Club buildings and of a new boat shed, slipway, quarters, etc., was met from the Club's liquid assets and the popularity of the new site was soon evidenced by a steadily growing membership and a gradually increasing Dinghy fleet.

At Partition in August 1947, the Club experienced a minor crisis on the departure of the Hindu staff and many of its Service and I.C.S. members. Owing to the new status of Karachi as a capital city with the tremendous influx of new comers the Club soon entered a popular period.

By 1949, membership was limited to 120, increased in 1951 to 135, and several new Dinghies were built. By December 1950, while there were no new Tomtits, the number of Dinghies was 30 and in 1951 the decking of Dinghies was permitted.

It had been possible to improve the amenities of the Club; eight additional quarters for Tindals being built and running water installed in 1949, and electric lights in 1950.

By 1954, there were 35 Dinghies but racing activities during the first half of that year were handicapped by the dredging and reclamation work to the south-east of the Club. By March 1957, the Dinghies numbered 30 with 9 Tomtits.

In 1924, the Directors of British India Steam Navigation Co. Ltd., presented "The B.I.Cup" to be won outright and have continued to do so annually, with the exception of the war years 1943/48. It is now however a challenge cup.

In 1950, the officers and men of H.M.S. "Mauritius" presented a cup to be raced for against the Club by teams of Her Majesty's Ship visiting Karachi in boats provided by the Club. This cup is still with the club.

In 1950, the Rules, Byelaws, etc., were revised and in 1951 the rule was adopted allowing members to retain their membership whilst permanently absent from Karachi. Visiting Members were made a class of membership in 1952 and Associate members in 1956.

At the end of March 1956, the buildings at West Wharf were handed over to the Pakistan Navy who had purchased them for Rs. 49,500. We were allowed to occupy them while the new premises, etc., were being constructed on Bunker Island, a portion of which the Karachi Port Trust had leased to us.

The Club transferred to its new buildings at the end of January 1957 and only two days racing were lost during the move.

On 23 February 1957, the President of Pakistan formally opened the new premises before an estimated 350 persons.

The total cost of the new Club buildings slipway, hard standing, etc., was over Rs. 150,000 which was financed partly by the sale of the buildings at West Wharf site, a Building Fund (for which an appeal was launched in May 1956) to which members, non-members and firms generously contributed Rs. 40,000 in cash in additions to gifts in kind and services rendered, and partly out of the available financial resources.

With greater facilities for members, the revised rules in March 1957 increased the total permitted membership to 175 Permanent and 75 Associate members, and the latter membership was again increased to 100 in November 1958.

A new one design class of 14'-6" boats, called, "Karachi Flyer" was started with 7 in the fleet during mid-1959. These were evolved from a prototype made by Air Vice-Marshals A. McDonald, R.A.F., during his service as C-in-C Pakistan Air Force.

The Club started sailing to the new I.Y.R.U. Rules on 1st June, 1959.

In 1962, British Overseas Airways Corporation presented the "Speedbird Cup" (which is still with the club) for competition by the Flyer fleet and the British India Steam Navigation Co., Ltd. presented a second "B I" Cup for separate competition by the Tomtits.

In 1964 the venue of the Club Annual London Reunion was changed to the Little Ship Club where it has since been held with increasing popularity.

In September 1965, the outbreak of hostilities between India and Pakistan resulted in the closure of the Club under the Security Regulations controlling the Karachi harbor area. No organized sailing was possible for five months and activities were limited to beach parties, where a few privately acquired mini-sailors, were in constant use, and to the use of a Club "annex" established in a small flat with distant views of the harbor and sea.

Resumption of sailing in February 1966 found the Club with reduced membership but with the boats in good order, thanks to the attention of the Club Tindals who with difficulty had managed to get over to the Club and to put the boats into the water with reasonably regularity.

In 1970, the Club imported ten fibre glass Larks by special assignments. To provide Trophies for the new class there was some re-allocation mainly from the Tomtit events.

As a result of the war with India in December 1971, the Club was again closed and as the harbor remained closed to foreign nationals until April 1973, the Club went through a difficult period. Some racing was organized at

Sandspit, but with the Club closed there was considerable loss in revenue and a dwindling in membership, some boats were removed from the Club whilst others deteriorated through lack of use.

Consequently, when the club reopened in 1973, it was found necessary to run all races on a combined fleet basis. Even so, there was little support for Tuesday racing and this was discontinued in November 1974. Subsequently official races were introduced on Sunday mornings in addition to the informal afternoon races.

In 1973 Cadet Class of membership was introduced. In 1975, the club sent a team privately to Colombo to compete in the 5th Southern Asian Yachting Regatta.

During 1975/1976 the Enterprise boat was introduced to the Club. Subsequently this class of boat has become very popular and the club members today own a large number of this class of boats.

In September 1978 the club organized a very successful 7th Southern Asian Yachting Regatta in Karachi in which teams from India, Sri Lanka, Hong Kong, Singapore, Dubai and Pakistan took part. This was the first international Yachting Regatta in Pakistan and became instrumental in promoting Yachting as a sport in the country.

In November 1978 Members of the club participated in the VIII Asian games held in Pattaya, Thailand, in which Byram D. Avari, in the Enterprise Class, won the first Yachting Gold medal for Pakistan. This was an outstanding performance considering strong opposition from India, Sri Lanka, Thailand and others. For this achievement Byram was given a Pride of Performance Award by the President of Pakistan.

In the following years, yachting gained a great deal of popularity in the country and the competence of our sailors became as good as any in the world today. Another encouraging sign is the interest being shown by the young

members and the club is proud that in the Asian Regatta in Bombay in 1981 a bronze medal was won in a junior competition.

During 1980/1981 the club undertook the task of major restoration of its club premises. At the same time a well needed facility of a toddler's pool and a play area for children was added.

In the 9th Asian games held in Bombay in November 1982 Pakistan sent teams to participate in Enterprise, O.K., Fireball and Windsurfer classes. Byram Avari with his wife Goshpi was once again outstanding and won a gold medal, for the second time running, again in the Enterprise class. Capt. Khalid Akhtar (from the Navy) also showed excellence in sailing the O.K. class of boats and also won a gold medal.

With the advent of the 1978 Asian Games, the Club increased its fleet with the induction of the Enterprise Class, which is still being sailed in the Club. The 80's saw the induction of Toppers, Wayfarers, windsurfers and the Hobbie Cat Fleet. Incidentally the Wayfarer class is now the most popular fleet overtaking the Enterprise. The 90's saw the induction of the Miracles. The latest class to be added in the Club are the Nacras in 2004.

The Club looks back with pride for its contribution to sailing in Pakistan now that the performance of sailors in the country has reached a level where 2 out of 3 gold medals won in the IX Asian games were in the yachting events.

*FAISAL KHAN
COMMODORE
March 1, 2010*

**COMMODORES AND VICE COMMODORES
SINCE 1930**

Commodores:	Vice Commodores:	Year			
A. S. Campbell	C.G.Hawes	1930	J.C. Rigby	J. Astell-Burt	1960
A. S. Campbell.	W.S.Kennholts	1931	A.W. Samuel	J.PI Bray	1961
A. S. Campbell	B.J. Whitby	1932	W.E. Ashfull	J. Astell-Burt	1962
A. S. Campbell	A.C. Murray	1933	I.G. Worsnop	A.W. Samuel	1963
A.C.Murray	F Godbert	1934	J. Astell-Burt	J.F. Fewings-Tate & Col.	1964
A.C.Murray	W.L.C.Trench	1935		D.W. Boman	
W.S.Kenholts	F Gobiet	1936	Col. D.W. Boman	J.A. Bennett	1965
F. Godbert	A.C.Murray	1937	J.A. Bennett	J.S. Katrak	1966
A.C.Murray	F.Godbert	1938	J. S. Katrak	W.R.A. Kimber	1967
Sir Lancelot Graham	Lt. Cdr. R. R. Caws	1939	W.R.A. Kimber	J.R.D Hermon	1968
Sir Lancelot Graham	Lt. Cdr. R. R. Caws	1940	J.R.D Hermon	J.L. Porter	1969
M. Napier	F. Godbert	1941	J.L. Porter	J.R. McCarthy	1970
M. Napier	J. M. Peters	1942	W.R.A. Kimber	S.D. Shroff	1971
F. Godbert	R.L. Coghlan	1943	S.D. Shroff	R.D. Kabraji	1972
Sir Hugh Dow	G. Godbert	1944	R.D. Kabraji	N. Dastur	1973
Sir Hugh Dow	D. B. Brow	1945	N. Dastur	E.M. Brown	1974
Capt. R. R. Caws	G. G. Ray	1946	E.M. Brown	B.D. Avari	1975
R.L. Coghlan	J. Wright	1947	B.D. Avari	L.J. Wyman	1976
Capt. R.R. Caws	R. Simpson	1948	L.J. Wyman	R.T. Sethna	1977
J.C. Rigby	J. Wright	1949	R.T. Sethna	J.G.H.Thwaite	1978
J. Wright	J.E.A. Low	1950	J.G.H.Thewaites / B.D.	B.D. Avari	1979
M. Napier	P.T. Ensor	1951	Avari		
J.E.A. Low	J.C. Rigby	1952	B.D. Avari	B.R. McKenna	1980
J.E.A. Low	J.P. Bray & J.C. Rigby	1953	V.H. Faizi Quraishi	B.R. McKenna	1981
J.C. Rigby	A.V.LeCocq	& 1954	A. Marvi	V.H. Faizi Quraishi	1982
	V.W.Hummerston		V.H. Faizi Quraishi	N. Dastur	1983
J.P. Bray	W.J. Richmond	1955	V.H. Faizi Quraishi	J.S. Kemp	1984
W.J. Richmond	V. Pollard	1956	J.S. Kemp	N. Dastur	1985
W.J. Richmond	V. Pollard	1957	V.H. Faizi Quraishi	N. Dastur	1986
J.P. Bray	F.W. Fegen & M.J. McNulty	1958	A. Marvi	M. Pickard	1987
V. Pollard	M.J. McNulty	1959	A. Marvi	M. Pickard	1988
			V.H Faizi Quraishi	H. Mauer	1989
			H. Mauer	V.H. Faizi Quraishi	1991
			H. Mauer	V.H. Faizi Quraishi	1992

V.H. Faizi Quraishi	A.E. Deane	1993
V.H. Faizi Quraishi	A.E.Deane	1994
A.E.Deane	Rafi Jamaluddin	1995
A.E.Deane	Rafi Jamaluddin	1996
Rafi Jamaluddin	V.H. Faizi Quraishi	1997
Rafi Jamaluddin	V.H. Faizi Quraishi	1998
Rafi Jamaluddin	Dr. Mervyn Hosein	1999
V.H. Faizi Quraishi	Dr. Mervyn Hosein	2000
V.H. Faizi Quraishi	Dr. Mervyn Hosein	2001
V.H. Faizi Quraishi	Dr. Mervyn Hosein	2002
John R. Stoney	Dr. Tariq Bukhari	2003
Dr. Mervyn Hosein	Mr. John R. Stoney	2004
Mr. Khalid Mahmood	Mr. Johnny Sadiq	2005
Mr. Johnny Sadiq	Dr. Tariq Bukhari	2006
Dr. Tariq N. Bukhari	Mr. Khalid Mahmood	2007
Mr. Nadeem Khalid	Mr. Dinshaw B. Avari	2008
Mr. Faisal Khan	Mr. Khalid Mahmood	2009
		2010

RULES

(Incorporating all amendments upto & including March 1, 2010)

I PRELIMINARY & INTERPRETATION

- 1 The Club shall be called the Karachi Yacht Club. The objects of the Club are to provide opportunities for sailing, motor boating and other facilities as required by members.
- 2 The Club pennant and burgee shall be dark blue with a gold dhow in the centre.
- 3 The word “Karachi” in these rules includes Karachi, Manora, Mauripur, Korangi, Drigh Road, Malir and such other places as the Committee may from time to time direct.
- 4 Any question of interpretation shall be decided only at general meeting provided that, where it appears to the Committee that the matter is urgent, the Committee shall have power to take the necessary action to be confirmed by a general meeting called as soon thereafter as may be convenient.

II MEMBERS

- 1 The Club shall consist of six classes of members:- Permanent, Associate, Outstation, Honorary, Visiting, Temporary Expatriate and Cadet.
- 2 The Permanent and Associate membership of the Club of those members residing in Karachi shall be limited to a number to be fixed from time to time by a general meeting.

The limits shall now be taken as 175 Permanent and 200 Associate Members, which figures shall include those on leave from Karachi and those temporarily absent from Karachi for a period not exceeding seven months;

In promoting the objects of the Club the Committee may at its discretion keep available for future candidates who are potential yachtsmen, a number of vacancies for Associate membership within the limit fixed.

Notwithstanding such limitation the Committee shall have the power to admit to ballot any person who is owner in whole or in part of any boat on the Club Register; as defined in Section 11 Rule 7.

- 3 (a) Any person wishing to join the Club as an Associate, Outstation, Temporary Expatriate Member or Visiting member must be proposed by one and seconded by another Permanent member to both whom he/she must be personally known. Every proposal shall be in writing signed by the proposer and seconder and sent to the Honorary Secretary on the Club’s printed nomination form properly completed giving the name, residence and profession or occupation of the candidate and any further information which the Committee may from time to time by any bye-law prescribe or in any particular case require.
- (b) An Associate Member may be invited by the Managing Committee to become a Permanent Member only after he has acquired sole ownership of a sailing boat (as defined in Rule sec. II sub-section 7) which is registered and kept at the Club and has been a member of the Club for a period of time considered

appropriate by the Managing Committee and is considered fit and competent to become a Permanent Member considering all other facts and aspects.

As on or after April 1, 2004, if a Permanent Member is not a sole owner of a sailing boat (as defined in Rule II.7) which is registered with the Club and kept at the Club, such Member shall cease to be a Permanent Member and shall thereafter continue as an Associate Member.

A Permanent Member shall be required to retain sole ownership of a sailing boat (as defined in Rule II.7) which is registered and kept at the club.

If at a later date the Member so relegated to Associate Membership status acquires sole ownership of a sailing boat (as defined in Rule II.7) the Member may be eligible to be invited by the Managing Committee to become a Permanent Member subject to meeting the requirements and conditions as enunciated in this Rule.

- (c) Election of candidates for Associate, Temporary Expatriate and Outstation, Cadet Membership will be by ballot at or subsequent to a meeting of the Balloting Committee. The Balloting Committee will consist of the Committee together with 10 Permanent Members to be appointed by the Committee for this purpose. Subject to the discretion of the Committee every candidate must have arrived at and be in Karachi during the whole period from the time when he is proposed for membership to the time when his election is complete. His proposer or seconder must also be resident in Karachi during the same period.

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(a)

In the event of a proposer and seconder both leaving Karachi before their candidate comes up for ballot a further application will be submitted signed by a new proposer and seconder and the candidate's application will not be thereby prejudiced.

A candidate shall not be declared elected unless a minimum of 10 votes is cast in his favor. Two black balls shall exclude election irrespective of the number of votes cast.

The ballot shall be open for 15 days and during that period it shall be the responsibility of the proposer or seconder to bring the candidate for election to the Club in order that he may be introduced to the Balloting Committee.

Two members of the Committee shall be present when the ballot box is opened and shall record the result.

No ballot shall be void by reason of any informality or irregularity in voting which in the opinion of the Committee cannot have affected the ballot.

(b)

If the candidate has been duly elected, notification of his election shall be sent to him by the Membership Secretary together with a bill for his entrance fee where payable and his subscription in advance, upon payment of which, but not before, he shall be considered a member of the Club. If the amount so due, is not paid by a candidate within two months of the date of election, such election shall be void; unless such candidate shall account for the delay to the satisfaction of the Committee.

- No candidate, after having failed to secure election, shall be brought forward again for election or be entertained in the Club within a period of four months from the date of the completion of the ballot.
- 5 A candidate for election may use the club if invited to do so by the Committee. It shall be a condition of such an invitation that the candidate shall deposit with the Honorary Treasurer a sum equal to the entrance fee and initial Development Fund Levy appropriate to the class of membership. The club staff will accept signed chits only after the deposit is paid. This sum will be offset against his membership fee if he is elected and will be returned to the candidate, less any sums due from him to the club, if he for any reason does not become a member within three months of the invitation being made.
- Until his election is confirmed, a candidate's proposer and seconder shall be liable for his debts to the club.
- 6 On election the member shall be provided with a copy of the rules and bye-laws of the Club which shall either be handed to him personally or sent by registered post. His receipt of them shall be deemed to mean that he accepts them.
- 7 For purpose of Permanent Membership, a "sailing boat" shall mean a class racing sail boat recognized under the Club's Sailing Rules to be a class of boat raced at the Club and which is maintained in a sea-worthy condition.
- To determine sea-worthiness of a boat, it shall be necessary for the boat to be annually certified as having passed its test for buoyancy and test for rigging and has been sailed for a continuous two hours period during that one year. It shall be the responsibility of the
- 8 Permanent Member to ensure that the sailing boat complies with the above requirements.
- (a) Any person passing through Karachi or any person resident In Karachi who occupies a position of distinction may, after being duly proposed and seconded, be elected on Honorary Member by the Committee for such period as the Committee may determine. The Committee may withdraw the Honorary Membership of any such person at its discretion.
- (b) The Honorary Secretary may under instructions from the Commodore, issue Honorary Membership invitations to the officers of a Naval ship visiting Karachi and to visiting members of recognized Yacht Clubs for a period not exceeding four weeks. These invitations will be offered in anticipation of the sanction of the Committee.
- 9 (a) Any person on a visit to Karachi for a period not exceeding twelve months and wishing to take part in the Club's sailing activities may be elected a Visiting Member. He must be proposed and seconded by two permanent members of the Club and his application approved by any two members of the Committee. He may then use the Club facilities subject to clause. (b).
- (b) A visiting member shall deposit the full amount of Club Entrance Fees and Development Levy with his application. For each calendar month or part thereof that he remains a member, 1/12th of this amount shall be deducted by the Club. The balance amount will be refunded to him when he resigns from the Club, notice of which has to be given in writing to the Club Office.

- 10 Members' spouses and their children under 18 years of age may use the club under the same membership but shall have no vote and shall not rank as members.
- 11 Outstation Member:
- (a) Any person who is eligible to apply for permanent or Associate Membership but who is permanently resident outside the boundaries of Karachi division and does not maintain residential accommodation for himself or his family members within the boundaries of Karachi Division may apply to join as an Outstation Member. In the event of a member who is initially elected as an Outstation Member subsequently moving within the Karachi division boundaries, he will require to become an Associate Member. He shall pay an additional Entrance Fee equivalent to the difference between the Entrance Fee paid as an Outstation Member and the Entrance Fee for an Associate Member as prescribed in Rule III.1.a
- (b) As per Rule 12 a Member who due to his change of residence subsequently becomes an Outstation Member and later again returns within the Karachi division boundaries, will, on his return, be reinstated in his previous grade of Membership, Associate of Permanent if still a boat owner and will not be required to pay any additional Entrance Fee.
- 12 Outstation Member:
- Any Permanent, Associate, or Cadet Member, whose permanent residence changes to a location outside the Karachi Division boundaries, may apply to become an Outstation Member and be exempt from further subscriptions whilst absent from Karachi.
- 13 Cadets and Visiting Members, are not permitted to sign chits and shall pay for all club facilities by use of coupons. Subject to the exception made in Rule 14.
- 14 The Cadet class of membership will be open to bonafide school/university students, Marine Academy trainees, sea scouts or to persons who belong to other such education/training institutions, between the ages of 12 and 24 years. This class of membership will be limited in number, which may be determined by the Managing Committee from time to time. Girl students will also be eligible to become members under this class.
- Cadets will not be charged entrance fee/annual subscription but shall be required to pay a monthly subscription as determined by the Managing Committee, but on attainment of their majority at 18, they may opt to join as Associate Members at the entrance fee prevailing as at the date of their joining as a Cadet or if children of active members, at the rate prevailing as at the time of their parents' entry to the Club.
- Cadets will have no voting rights nor will they be eligible to stand for election as an office bearer on the Committee.
- Cadets may make use of the Club's facilities on such days as approved by the Managing Committee from time to time.
- They will not be permitted to bring any guests to the club. They will be allowed to sign chits on payment of a security deposit as fixed from time to time.

Cadets must observe all rules and bye-laws of the Club failing which the Managing Committee may take any suitable action against a defaulting cadet including expulsion from the club.

A cadet may singly or jointly with two other cadets own a boat, but the ownership of a boat will not entitle the cadet/cadets to any rights conferred on Permanent Members by virtue of ownership of boats.

Boats owned by cadets will be liable to the same hard fee and maintenance charges as are payable by a Permanent Member for that class of boat.

15 Temporary Expatriate Member

This class of membership may be offered to foreign nationals on short term posting to Karachi.

- (a) Entrance fee will be US \$ 500, until revised
- (b) Monthly subscription will be US \$ 50 until revised. This will cover the monthly subscription, development levy, launch charges and all other monthly and annual subscription.
- (c) Hard rent for a centerboard dinghy will be US \$ 5 per month. Charges for keel boats and motor boats will be decided by the Committee.
- (d) All Club Rules for Members will be applicable, including proposal for membership and balloting.
- (e) The membership will cease automatically upon permanent change of residence away from Karachi.
- (f) The membership may be converted to Associate Member upon payment of the difference in the Entrance Fees as applicable at that time.

16 Surviving Spouse

Upon the death of a member, the membership will be transferred to the surviving spouse, if applied for within one year.

17 Divorced Spouse

If a member and spouse are divorced, the spouse may apply for separate membership at the same Entrance Fee which was in effect at the time of election of the member.

18 Married Spouses

Spouses of Permanent & Associate Members in good standing may apply for independent Associate membership, with a view to permanent Status if they otherwise qualify, on payment of the same Entrance Fee which was in effect at the time of election of the Member.

III *Entrance Fees & Subscription:*

- 1 (a) Members shall pay entrance fees, Club development fund levy and monthly subscriptions as determined at General Meetings from time to time.

Candidates awaiting election must deposit the amount of entrance fee, club development levy and offer subscriptions in advance.

- (b) The Club will refund Rs. 150,000 to a new member who within 12 months of joining the Club purchases sole ownership of a sailing boat in sea-worthy condition,

which boat is registered and kept at the Club – “sailing boat” and “sea worthy” defined as per Club Rule II(7) and such member having raced at least six (6) times that year. (As per AGM of Sunday, October 25, 2009)

(c) Permanent and Associate Members will pay Annual Subscription as fixed from time to time.

2 Outstation Members who visit the Club on more than two days in any calendar month will be charged the full month’s subscription for their class of membership.

IV *Power to Charge Club Assets:*

1 Any General Meeting shall have the power to authorize the Committee to charge any form of the assets of the Club as security for money to be borrowed or for any other legitimate purposes of the Club; provided that the proposal shall be approved only if two thirds or more of the members eligible to vote have approved the Resolution in person or through proxy.

V *General Meetings:*

1 The management and direction of all matters pertaining to the Club shall vest in the Permanent Members expressed by their votes in general meetings provided that this rule shall not debar the Committee from taking any action permitted to them under these rules.

2 (a) The Annual General Meeting shall be held as soon after the 30th June as may be convenient. The business there at shall include the election of Commodore and Committee, the election of Auditors and fixing their remuneration, the consideration of the Committee’s report and adoption of the audited accounts for the previous year ended 30th June, and any other business subject to Rules 6 & 7 Section V.

(b) The Half yearly General Meeting shall be held as soon after the 31st December as convenient.

The purpose of this meeting will be to consider the un-audited half yearly Accounts covering the period 1st July to 31st December June.

Other business may also be transacted at this meeting in terms of Rules V.4 subject to the statutory notice in terms of Rules V.6 and V.7 being given.

3 The Committee may at any time and shall on the requisition in writing of 5 or more permanent members convene a special general meeting.

4 Any business may be transacted at any general meeting and without prejudice to the generality of Rule 1 of this section, only general meetings shall have the power;

- assets among all Permanent Members who have paid the full Entrance Fee vide Section III Rule 1. (a) And upon completion thereof the Club shall be dissolved.
- (i) to change these rules provided a simple majority of all permanent members of the Club shall have voted in person, or in writing with the signature authenticated by the Hon. Secretary, in favor of any such change in the Rules, and
- (ii) To authorize the Committee to raise money by issuing debentures charging the funds and property of the Club. Until such authority is given the Committee shall have power to borrow money by a bank overdraft or by personal loans.
- 5 (a) The winding up of the Club shall be effected only at an annual general meeting or at a special general meeting to be called for the purpose, provided that the proposal shall be approved only if three-quarters or more of the members present at the meeting vote in favor and that this Resolution shall be confirmed by a majority of three-quarters or more of the Members present and voting at a Special General Meeting which shall be called for the purpose not less than one month thereafter.
- (b) Upon the passing of a Resolution for dissolution the Committee shall forthwith, or upon such date as shall be specified in the Resolution, proceed to realize the property of the Club, and after discharging all liabilities shall divide the remaining
- 6 Notice of any general meeting and of the business to be transacted there at shall be dispatched by the Honorary Secretary to Permanent Members at least 14 days before the date fixed for the meeting, and a copy shall be posted on the Club Board.
- 7 Any Permanent Member wishing to put forward a proposal at a general meeting shall send a notice to reach the Honorary Secretary at least twelve days before the date fixed for the meeting a copy of which shall then be circulated to all permanent members and posted on the Club Board.
- 8 Where the notice by the Honorary Secretary is of the annual general meeting it shall be accompanied by a copy of the audited accounts, the Committee's report and a voting paper containing the names of all members qualified to serve as Commodore and on the Committee.
- 9 A vote in favor of a member as Commodore shall, if the member is not elected Commodore, count as a vote in his favor as a member of the Committee.
- 10 Voting papers must be dispatched to reach the Honorary Secretary at least one day before the date fixed for the annual general meeting. Those received thereafter shall be considered invalid.

11 The ordinary rules of procedure and voting shall be followed at every general meeting and in particular that:-

- (i) The quorum at every Meeting shall be 15 Permanent Members present in person. Should such number not be present, the Meeting shall be adjourned to such a date as Managing Committee may fix and communicate to all Permanent Members. If at such an adjourned Meeting a quorum is yet not present within half an hour from the time appointed for the Meeting, the Permanent Members present shall be quorum and may transact the business for which the Meeting was called.
- (ii) For any reason and especially for enabling members to consider any proposal raised at the meeting for which insufficient notice may have been given, a general meeting shall have the power to adjourn to a later date.
- (iii) Every proposal (unless otherwise expressly provided by these rules) shall be decided by a majority of votes. Except as under Rule 10 of this section, voting shall ordinarily be by a show of hands, except in a secret ballot under Rules 9 & 10 of this section and Rule 11 of section VII.

12 (a) Any General Meeting including an Annual General Meeting shall have the power to consider and take immediate disciplinary action against any

member who is reported by the Committee to have committed one or any of the following grave misconducts:

- (i) if convicted by any court of an offence involving moral turpitude.
 - (ii) Committing an act in and out of the Club considered detrimental to the interest of the Club.
 - (iii) Gross misbehavior such as in the opinion of the General Meeting, requires immediate action in order to maintain the character and respectability of the Club.
 - (iv) Committing any act with the purpose of discrediting the authority of the Committee.
 - (v) Behaving in a manner such as to insult, deride and ridicule the Committee and the members thereof.
 - (vi) Deliberately obstructing a member of the Committee from carrying out his duties and/or interfering with the normal functions or activities of the club.
- (b) Provided however, the Managing Committee shall have the right, subject to unanimous written consensus of all members of the Managing Committee, to temporarily suspend any member in writing for any misconduct under clauses 12(a)(iii), (iv)

and (v) above for upto a period of one month from date of such Notice to such member.

In such an event, the Managing Committee shall call such member in writing to an especially constituted Managing Committee Meeting for this purpose to show cause as to why further action should not be taken against such member as enumerated in clause 12(c) below.

If in such especially constituted meeting the Managing Committee is satisfied with such member's written explanation, then such suspension shall be withdrawn forthwith.

If the Managing Committee is not satisfied with such explanation, then further action shall be taken under Rules 12(c) and 13 below.

(c) The Committee shall present a report of the General Meeting and recommend either of the following two actions:

(i) Suspension of membership for a specified period.

(ii) Immediate expulsion.

(As per AGM of Sunday, Feb.21,2010)

13 In the event of a report under Rule V.12(c)(i) above, the Committee shall have the power to-

(a) Suspend the member and prohibit use of the Club for any period up to four months, and / or

(b) Relegate the member's status from Permanent to Associate
(As per AGM of Sunday, Feb.21,2010)

14. No member against whom action has been taken under Rules V.12 and V.13 and VII.11 shall ever be eligible for Permanent membership status for a period of seven years.

VI COMMITTEE AND AUDITORS

1 The committee shall consist of a Commodore and six other members, all of whom must be Permanent Members resident in Karachi. It shall be elected as provided in Section V Rule 2 (a), 8, 9, & 10, at the annual general meeting.

2 The Committee may at its discretion co-opt any Permanent Member either to fill a temporary vacancy or to supplement their strength for any other reason. The total strength of the Committee resident in Karachi at any one time shall not exceed eight including co-opted and ex-officio members but excluding the Commodore.

A member, excluding the Commodore, leaving Karachi for four months or more shall be considered to have vacated the seat.

3 The Committee shall ordinarily meet at least once a month. At any time the Commodore or Honorary Secretary may and at the request of 3 or more members shall convene a meeting. Four Committee men shall constitute a quorum and ordinary rules of procedure shall be followed.

4 The Committee shall meet as soon after the annual general meeting as may be convenient to:-

- (I) Elect one of their members as Vice-Commodore.
- (ii) Elect an Honorary Secretary who, if not an elected member of the Committee, shall be an ex-officio member of the Committee.
- (iii) Elect an Honorary Treasurer who, if not an elected member of the Committee, shall be an ex-officio member of the Committee.
- (iv) Appoint 10 Permanent members as members of a Balloting Committee.
- (v) Appoint an Honorary Sailing Secretary.
- (vi) Appoint a Sailing Committee.
- (vii) Appoint a Handicap Committee.
- (viii) Appoint other office holders.
- 5 The Committee may at any time appoint sub-committees and delegate any power to them, and shall name a specific member in the case of each sub-committee as being in charge of the working of the sub-committee and the exercise of the duties delegated to it. The Commodore and the Honorary Secretary shall be ex-officio members of all committees and sub-committees, and the member in charge shall preside in the absence of the Commodore.
- 6 At its monthly meetings the Committee shall:-
- (I) Arrange the program of races for the following month. The Committee shall have power to settle the conditions of all races, and shall issue a printed program which shall be presented or sent to members before the beginning of the month to which it relates. The program shall contain all new notifications and changes in the bye-laws and sailing rules.
- (ii) Appoint a Duty Officer, Sailing Committee if considered necessary.
- 7 The Committee shall be responsible for the upkeep and repair of the Club, for the engagement of servants, for all refreshment arrangements and generally for the day to day administration of the Club.
- 8 The Committee may from time to time make, alter and repeal sailing rules and bye-laws. Such bye-laws shall, provided they are not inconsistent with the rules of the Club for the time being, be binding on all members and be construed as part of the rules of the Club until the rules are rescinded or varied by the Club in the general meeting.
- 9 The Honorary Secretary shall keep the register of members, the minutes of proceedings of the Committee and of General Meetings and other records of the Club.
- 10 The funds of the Club shall be kept by the Honorary Treasurer under the supervision of the Committee. The Committee shall have power to expand the Club funds in such manner as they think fit in accordance with these rules and the objects of the Club.

- 11 The Sailing Committee shall consist of at least three members; care being taken as far as may be convenient to secure representation of owners in the various classes. A member who is himself concerned as owner or helmsman of a yacht involved in a protest shall not act on the Committee to determine the protest. This Committee shall decide all protests submitted to it, and the protest together with a record of the decisions and other relevant matter shall be kept in a file to be maintained in the Club which shall be open to the inspection of members at all times. The Honorary Sailing Secretary shall keep a record of boats on the Club Register and shall maintain the Protest Register.
- 12 The Handicap Committee may consist of any number of persons, care being taken as far as convenient to secure representation of owners in the various classes.
- 13 A Committee Member not attending Committee Meetings for three (3) monthly consecutive meetings shall be deemed to have resigned from the Committee

VII LIABILITIES & DUTIES OF MEMBERS

- 1 Bills for expenses incurred in the previous month and for entrance fees and subscriptions payable in advance should be presented or sent to members not later than the 10th of the month.
- 2 In the event of any member failing to pay his bill by the 20th of the month in which it is presented, he shall be reminded of the debt by the Honorary Treasurer by letter which shall be registered if the member is resident out of Karachi and requested to pay the same within 7 days if resident in Karachi within 14 days if

resident elsewhere in Pakistan and within one month otherwise.

- 3 Any member failing to pay within the time specified may be deprived by the Committee of the privileges of the Club, and his name may be posted until he does so. If he then fails to pay within one month if in Pakistan and within three months otherwise, his name shall be struck off the list of members and if an owner or part owner of any boat or boats registered with the club, he shall not be permitted to remove them from the club premises and the club shall be deemed to be authorized by the owner or part owner to sell the boat or share of the boat on his behalf and reimburse itself from the proceeds.

The Club shall have a lien on boat or share of a boat registered with the Club by a member in respect of any bill outstanding. In the event of the owner or part owner of the Boat registered with the Club either resigning or leaving Karachi permanently without having paid his bill and if the said bill, or any subsequent commitment shall be unpaid for a period of three months at any time after his resignation or permanent departure from Karachi, the Club shall be deemed to be authorized by the owner or part owner to sell the boat or share of the boat on his behalf and reimburse itself from the proceeds thereof. The balance of the purchase price in excess of three months' hard rental and other outstanding dues shall be refunded to the said owner or part owner if he is resident in Pakistan. If any said owner or part owner has left Pakistan permanently, any balance will be held by the Club on behalf of the said owner or part

- owner for a period of two years after which it shall revert to the Club.
- 4 Without prejudice to Rule 3 of this section the Committee shall have power to demand payment of any bill amounting to more than Rs:50/- within 24 hours or such longer time that they may allow. The Committee may deprive the member of the privileges of the Club if such member fails to pay within the time specified and until the bill has been paid in full.
- The Committee shall have the power to demand that certain members or classes of members shall pay for all supplies from the Club by coupons, should they consider it necessary in the interests of the Club.
- 5 On furnishing an explanation satisfactory to the Committee a member, whose name has been erased under Rule 3 of this section for non-payment of his debt may be reinstated on payment of such debt together with an entrance fee and subscriptions due up to date.
- 6 No supplies shall be furnished to any member who has been deprived of the privileges of the Club.
- 7 It shall be incumbent upon members to ascertain their indebtedness to the Club before leaving Karachi. If any such member fails to pay any bill after it has in the opinion of the Committee, been demanded of him he shall be proceeded against under Rule 3 of this Section, and if he is an Honorary member under Section II Rule 8 or a candidate for election under Section II Rule 5 his proposer and seconder shall be liable for the amount.
- 8 No member shall give to any servant of the Club any gratuity on any pretext whatever and any servant found to have received a gratuity may forthwith be discharged. Members may subscribe to a staff gratuity box once every year.
- 9 All damage done to Club property shall be paid for at cost by the person inflicting it provided that if it appears to the Committee that damage was willful they shall have power to inflict, in addition a penalty up to six times the cost of the damage.
- 10 The Committee shall maintain a suggestion book to be kept in the custody of the barman for the record of suggestion and complaints by members. In particular complaints against the Club employees may be recorded in this book and members shall be precluded from taking any other action against them. As far as may be such will be disposed of by the Honorary Secretary, matters beyond his powers being referred to the Committee.
- 11 Immediate cognizance of any infringement of the rules, bye-laws or sailing rules shall be taken by the Committee and any member who shall persist in any infringement, or shall use the Club-house for any unlawful gaming or for the playing of any unlawful games, or whose conduct in or out of the Club shall in the opinion of the Committee be unworthy of the character of a gentleman or be calculated to cause annoyance to other members or be detrimental to the character and respectability of the Club shall be subject to expulsion or a term of suspension under the award of a general meeting convened for the purpose.

Provided at least 14 days before such meeting he shall have had notice thereof and of the intended resolution of his expulsion or suspension and that he shall at such meeting and before the passing of such resolution have had an opportunity of giving orally or in writing an explanation or defense of his conduct as he may think fit. A notice under this rule will be held to have been duly given if sent by prepaid post to the address of the members as appearing in the Club books.

Pending such an award the Committee shall have power to prohibit such member from making any use of the Club. No such award shall be made by the general meeting unless two-thirds of those present and voting are in favor, the vote to be made by secret ballot. After such an award has been passed the member shall be struck off the list of members or suspended as the case may be and intimation of the fact sent to him by registered letter by the Honorary Secretary.

- 12 Except with the agreement of the Committee a Permanent Member shall not sell a boat of any class for which the Club promotes races or a share in such a boat to a person other than a member of the Club or a candidate for membership unless he has first offered for sale such boat or part share in a boat to members of the Club or candidates for membership by means of an advertisement on a Club Notice Board for a period of one month. The onus will be on the purchaser of a boat or share of a boat to ensure that the Club does not have a lien on, or authority to sell, any boat or share of a boat under rule VII 3. In event of a member purchasing a boat or share of a boat on which the Club

has a lien or is authorized to sell, the purchaser shall be liable to pay the Club the monies due to the Club by the former owner.

- 13 It is a condition of Membership of the Club that the Club shall neither be responsible for any loss or damage occasioned to a Member or his guest or a guest of the Club by the Club, its Members, servants or agents which may arise for any reason whatsoever nor for any loss of life or personal injury to a Member or his guest or a guest of the Club while using the Club premises or the Club Launch or while participating in Club or other activities including sailing racing or otherwise.

BY-LAWS

KARACHI YACHT CLUB EFFECTIVE FROM MARCH 2010

1. CLUB HOURS
Subject to the orders of the Managing Committee (the "Committee"), the Karachi Yacht Club (the "Club") shall be kept open daily, except Fridays and public holidays (unless notified otherwise).
2. PRIVATE PARTIES

There are two categories of parties permitted -

1. A private, Member's event, party is a function arranged at the club by a Member of the club with the permission of the Managing Committee for a maximum of 400 guests who may include non-members, and whereby the permitted club premises are reserved exclusively for the party.
2. A party organized by non- members or other commercial events on behalf of companies, other clubs or any other organization, for a maximum of 550 guests, may be permitted on a case to case basis by the Managing Committee, whereby the permitted club premises are reserved exclusively for the party.
3. The Member or non Member must make an application to the Managing Committee through the Club Office in writing. Applications must be submitted at least seven days before the date of the proposed party. Reservation will be accepted on a “**first come first served basis**”.
4. In the case of parties or other events planned by non members the specific purpose and anticipated number of participants must be intimated at the time of application.
5. Parties may be only arranged on the following days and times:

Monday to Friday after 5 PM

Saturday after 7 PM

No private parties will be allowed on Sundays

and Public Holidays

All parties shall terminate at 3AM latest.

6. For parties arranged on Saturday evenings or the evening before a public holiday the member making the booking shall be responsible for ensuring that the clubhouse is cleared and cleaned for use by club members on the following morning.
7. The club premises permitted for private parties are the areas listed below and all other areas shall be prohibited (swimming pool may not be used unless specific application and permission has been granted):
 - **The landing jetty**
 - **The club-house including the changing rooms & toilets**
 - **The lower deck and the area around the swimming pool**
 - **The kitchen area**
 - **The Garden**
8. Key staff of KYC will be present to assist with organization of all parties. Their duties will include the recording of the

state of the premises before and after any party, and keeping guests out of prohibited areas. If there is any damage during the party, the costs of all remedial works will be charged to the members account. The KYC staff will comprise of: **Club Steward / One barmen / Handyman / Watchman / Sweeper (one / two as necessary)**

Members have to provide for their own security arrangement at Keamari Jetty.

9. This staff is not adequate to fully serve any sizeable party and the member / function organizer will need to make his arrangements for bearers, cook etc.
10. Catering (food and special equipment if any) and the staff required will be arranged by the member / function organizer at his own expense. Kitchen facilities, crockery, cutlery and glass tumblers for 100 persons will be available from the club. Anything extra must be arranged by the member.
11. There will be a charge levied by the club to cover the key staff costs, power costs and contribute towards wear and tear on the club equipment and premises. This charge will be

reviewed and revised as and when determined by the Managing Committee. The current charges for each category of party are:

Private Member Parties		Non-member & Commercial Events/parties	
Number of Guests	Charge	Number of Guests	Charge
Security Deposit	NIL	Security Deposit	Rs. 50,000
1	Rs. 7,500		
2	Rs. 10,000		
3	Rs. 15,000	1-300	Rs. 200,000
4	Rs. 20,000	301-400	Rs. 250,000
5		401-550	Rs. 300,000
No party over 400 persons		No party over 500 persons unless permitted by MC	
<ul style="list-style-type: none"> • Launch, additional lighting, decorations, generator & catering costs to be borne by party. 			

- Parties will not interfere with normal sailing activities on ANY day or with any Club Member
- The above rates include ONE day setup free. Thereafter, the MC unanimously agreed to a charge of Rs. 25,000 for each set-up day in excess of one day. For instance, if three days are used prior to the event to set-up for the event, then two days will be charged @Rs. 25,000 per day.
- For non-member/commercial parties, Club generator will NOT be used.

The Security deposit shall be deposited with the Club Office latest one week before the event. At the discretion of the Managing Committee, any damages to the Club property or violations of the rules, will result in a penalty and the amount determined shall be deducted from the Deposit.

12. The club will provide all soft drinks and bill them to the member at current club rates.
13. For launch ferry services the member may either make his own arrangements or arrange with the Club Secretary, in which case the launch man should be paid directly.
14. Fancy lights, shamianas, decorations, music, etc. will be arranged by the member at his own expense. The Club

Generator can provide electricity up to 25KW. Any heavy electric requirements must be first be approved by the Honorary Secretary.

15. All costs arising from the party will be billed to the member. If the party is cancelled for any reason whatsoever less than three days before the event, a cancellation charge of **Rs.1,000/=** will be levied.
16. The club disclaimers regarding any loss or injury to any person from any cause notified to all members and placed on the notice board shall apply in their entirety.

3. GUESTS

- (a) The names of visitors to the Club must be entered in the Visitor's Book by the members introducing them. No guest resident within the 25 mile radius from the Club house may be introduced on more than six occasions in any calendar year; provided however, that this may be waived by the Committee as required from time to time.
- (b) A member may not invite more than 10 guests at one time to the Club, except after prior application to the Honorary Secretary.
- (c) Members will be required to pay such charges for guests as has been set by the Committee in its discretion, from time to time.
- (d) Rights of Admission are reserved to the Club and Committee may refuse entry to any guest of a Member and need not assign any reason whatsoever.

4. BAR AND CATERING

- (a) No private aerated waters, soft drinks, tea/coffee/green tea or any type of food or beverage will be allowed to be brought, opened or used at the Club, except on those days which have been authorized by the Committee, nor can the Club provide storage facilities for Members private supplies.
- (b) Members who bring their own food for consumption at the Club are required to pay a cover charge per person – which charge will be set by the Committee from time to time in its own discretion - except on those days when Club catering is not available or when special dietary requirements cannot be catered for by the Club’s caterer.
- (c) For lunches booked in advance or for lunches booked on the phone first thing in the morning on a club day and the member does not show up, the member will be charged for the catering, unless sold to another member;
- (d) BUT, for lunches booked by a member WHEN HE COMES TO THE CLUB but he subsequently does NOT consume the item, there will be no charge.

5. USE OF CLUB

(a) Definition:

- THE LOWER DECK is the concrete apron between the Club-House and the sea-wall slipway.
- THE MAIN DECK VERANDAH runs along the front of the Club-House.
- THE MAIN DECK LOUNGE is the enclosed area of the club-House excluding the changing rooms.
- THE UPPER DECK consists of the open space at the head of the stairs.

(b) Children and Ayah:

- (i) Children under the age of 12 years are not allowed to play noisy games on the Main Deck Verandah or

Lounge or behave in any way likely to annoy members; and are not allowed to go on the Upper Deck.

- (ii) Ayahs are not allowed in any part of the Club.

6. SWIMMING

This is to strictly advise all Members that swimming in the slipway of the Club, from the launch landing jetty, in the waterfront of the Club and in Karachi Harbour is strictly prohibited. Members are aware the Yacht Club does not have a lifeguard on duty. Members hereby acknowledge that that they and others accompanying them - spouse, children, family and guests - swim at the Club Pool and Sail in the harbour and the waters around Karachi at their own risk and liability. Member further acknowledges that the Karachi Yacht Club is not liable in any way for any accidents and injuries incurred to any of the above. Member and spouse, children, family and guests/visitors further indemnify the Karachi Yacht Club from any liability and from any acts of commission or omission.

7. OUT OF BOUNDS

The Club is “out of bound” to private, non-members’ boats (motorized or sail) unless specifically authorized in writing by the Committee from time to time.

8. DOGS

Dogs and Cats are not allowed in any part of the Club premises.

9. LAUNCH SERVICE

Launches will be run in accordance with a schedule circulated to all Members and at a charge to members to be fixed by the Committee from time to time. If a launch service is required outside the normal schedule shown on the timetable, private arrangements, which will be charged for, must be made with the

Head Tindal/Serang or Assistant Serang or you may make your own individual arrangements.

10. Club Hours

Club Hours shall be set by the Committee from time to time and notified to all Members.

11. CHARGES FOR PRIVATE PARTIES

Notwithstanding clause 2 of these Bye-laws, charges for Private Parties shall be set by the Committee from time to time and notified to all Members.

12. SWIMMING POOL RULES

- a) All swimmers do so at their own risk, KYC is not liable for any injury, accident or fatality.
- b) The member and spouse are responsible for their family and guests at all times.
- c) Children below the age of 3 years are only allowed in the toddler's pool - they are not allowed in the big pool – and only when supervised by an adult.
- d) Children below the age of 3 must wear water proof diapers.
- e) Children between the ages of 3 and 6 can only swim in the big pool when accompanied by their parents or a responsible adult aged above 18 who must also be in the pool and who knows swimming.
- f) No food or beverages are allowed in the pool or within the blue matting area.
- g) No hard toys are allowed in the pool, only soft toys, that do not damage the pool tiles or cause hurt or damage to other swimmers or areas, are permitted.
- h) Anyone playing in the pool must not disrupt other swimmers.
- i) Diving and jumping into the pool is strictly prohibited.
- j) All swimmers must wear appropriate swimming attire.

- k) The member will be charged for any damage caused by his/her family or guests (including the replacement of the pool water if necessary).
- l) Rowdy behavior is not permitted.
- m) Running in the pool area is not permitted.
- n) The Committee has the right to refuse entry to Members, their family or guests from swimming or to remove such people from the Club if rules & bye-laws are not being observed.
- o) Everybody must shower before entering the pool.
- p) Everybody must dry up before entering the Club house.
- q) Diapers can only be changed in the changing rooms.
- r) Person with skin disorders and infectious diseases are prohibited from swimming.

13. EMAIL COMMUNICATION

All communications to the Club must be addressed to the Honorary Secretary and copied to other concerned Office Bearers, where necessary.

All communications to the Club must be in writing, in hard copy and signed by the Member.

Email communication will NOT be entertained nor will communication received in the incorrect format and such communication shall not be answered or acknowledged by the Honorary Secretary or the Committee.

14. ENTRANCE FEES & MONTHLY SUBSCRIPTION

Entrance fees & subscription amounts will be applicable as approved by the General Body of Permanent Members from time to time.

15. The Committee has the right to refuse entry to Members, their family or guests from the Club or to remove such people if rules & bye-laws are not being observed.

16. DISCIPLINARY ACTION

It has come to the notice of the Committee that on several occasions at the Club – specially at our evening events – the Club Manager and staff are not treated with the proper decorum that they deserve. No one working with the Club under any employment classification shall be struck, abused, humiliated, insulted or in any way punished by any member or guest of member. If you have any issues with ANYONE, please bring it to the attention of the Honorary Secretary or any member of the Managing Committee. Please note that action under Rule VII (11) will be strictly enforced if such complaint is proved against any member.

16. All Rules as introduced, amended or deleted from time to time by the Committee must be observed by each Member, spouse, family and guest.
17. Members are requested to contact the Honorary Secretary with any queries, clarifications, etc. who in turn will forward the same or refer the said Member to the relevant Committee Member.
18. These By-laws may be amended from time to time by the Committee at it's discretion.
19. Form of Cadet Membership & Indemnity -

The following application for Cadet Membership shall be used alongwith Indemnity –

Quote –

Conditions for Cadet membership

- 1) An application for Cadet membership alongwith completed data form is required for Cadet membership of the Club. Right of refusal for Cadet membership, for any reason, is the sole discretion of the Managing Committee.
- 2) Cadet membership entitles the cadet to use the facilities (boats and pool) of the Club only. Cadet members are not allowed to use any other part of the club or facilities unless accompanied by a KBC full member (temporary or permanent).
- 3) Cadets are not permitted to bring any guests to the club, except when expressly permitted by the committee.
- 4) ALL Cadets are to indemnify the Club for any losses due to accidents during the use of the Club facilities, by signing these terms and conditions for use of Cadet facilities.
- 5) It is clearly understood by all that Karachi Yacht Club is not responsible for any mishap or injury of any kind to the Cadet when at the club or while using the facilities or on the water.
- 6) ANY damage to the boats is the responsibility of the Cadets on the boat. The Cadets taking the boats or using the equipment are responsible to check all equipment before using it and inform the Captain of Boats of any damage before use. Report all accidents in writing on the register available at the Club.
- 7) A cadet is allowed to use a boat for upto 15 minutes

only, if another cadet is waiting for the boat also.

8) "The Captain of Boats may restrict the use of the boats to a particular member or members practicing for a regatta in which those boats are to be used, and for such periods of time as the Captain of Boats may consider necessary.

9) The Cadet is required to familiarize himself with all the rules of racing/Club

10) The Cadet is responsible to conduct themselves in the true spirit of sportsmanship and bad behavior/conduct will not be tolerated at any time.

11) The Club reserves the rights to suspend / terminate Cadet membership at anytime without assigning any reason and regular members of the Club may, if required, refer the suspension to the Managing committee for necessary action.

12) Any objection and/or protest for any reason should be made in writing.

Undertaking

I have read the rules and regulations and agree to abide by these and any additional rules that may be incorporated in the future. I will present myself in an orderly and disciplined fashion when at the Karachi Yacht Club. I also certify that all the information provided in and with this form is true and current. (Students members are required to have their parent/guardian to sign this form in acceptance of the terms and conditions).

Candidate's
signature

Date

Guardian / Parent
Signature

Relation to Candidate

Note: Violation of rules and regulations, terms and conditions or providing false information may result in suspension or even permanent ban from the Karachi Yacht Club.

INDEMNITY

"In consideration of the Karachi Yacht Club ("Club"), at my request, allowing my son/daughter, _____ (name of child) to use the facilities of the Club and learn sailing in Karachi Harbour, we _____ (name of both parents), hereby irrevocably agree and accept that -

1) The Club, which includes its Commodore & Managing Committee Members, officers, operators, managers, workers, contractors, representatives, agents, tinals & boatmen shall not be liable for any incident or accident which may take place during, before &/or after the sailing classes &/or presence of _____ (child's name) at the Club and in particular during making use of the Club &/or its facilities.

2) I acknowledge that swimming in the slipway of the Club is strictly prohibited as is swimming in the waterfront of the Club and in Karachi Harbour.

3) I am aware the Club does not have a lifeguard on duty.

4) I acknowledge that ____ (child's name) swims at the Club & sails in the harbour and the waters around Karachi at our own risk and liability.

5) I, my spouse, child(ren) & family confirm that we hereby indemnify, defend and hold harmless the Club, its successors, assigns, the Commodore & Managing Committee Members, officers, operators, managers, workers, contractors, representatives, agents, tindals & boatmen, from and against any and all actions, damages, liabilities, losses, expenses and claims for any injury or damage to person or property as well as any loss or penalty that may arise from or out of any act or omission of the Club or Managing Committee Member, officers, operators, managers, workers, contractors, representatives, agents, tindals & boatmen."

Father's Name & Signature: _____
CNIC # _____

Mother's Name & Signature: _____
CNIC # _____

Date: _____, 2009

Unquote

Honorary Secretary
Karachi Yacht Club

November 2008

SAILING RULES
2005

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publishes the Racing Rules of Sailing every four years. The current version covers the period 2000 to 2004.

Racing at the Club shall be governed by the latest version of the ISAF Racing Rules of Sailing except as provided under Part IV of these Rules.

Honorary Sailing Secretary

March 2010

PART I CLASSIFICATION AND GENERAL

- 1.The classes for racing and recognized by the Club shall consist of Miracles, Enterprises, Wayfarers, Hobiecats, Catapults, Nacras and Lasers and such other classes as the Managing Committee (hereinafter referred to as "Committee") may from time to time determine.
- 2.The specifications of the classes shall be as per the respective international class rules provided that, at its entire discretion, the Sailing Committee may permit any yacht not complying with the class description to compete in that class. The Sailing Committee shall not be bound to accede to any such request, and members purchasing yachts which do not conform, do so at their own risk. Members must have valid measurement certificates for all yachts entered for races, as laid down in the Class Rules.
- 3.The Club rejects all responsibility for any damage or loss caused to or by boats or their equipment, whether caused by employees of the Club or otherwise. Members must bear such risks themselves or take out insurance cover.
- 4.All craft, sail and power, registered with the Club, shall be subject to twice yearly buoyancy testing in accordance with the class rules or shall carry adequate life saving gear.

FOREWORD

The Sailing Rules were first revised in November 1974. Since then there have been substantial changes in the classes of boats being raced at the Club.

When the Club was originally founded in 1911, there were seven Tomtits being raced. By 1938 this number had increased to seventeen and in addition there were eighteen Karachi Dinghies. Now, there is only one Dinghy and one Tomtit in commission, the latter which is maintained by Mr. V.H. (Faizi) Quraishi. The Tomtit, Karachi Dinghy and Karachi Flyers are not raced. In 2004 the Managing Committee refurbished and recommissioned the Karachi Flyer. The main racing fleet now consists of Enterprises, Wayfarers, Lasers, 470s, various forms of Catamarans, Miracles and Nacras (catamarans). There are eight Toppers, six Lasers, and six Miracles. In the catamarans there are four Catapults and three Hobbie-16s and now four Nacras.

In addition to the above there are other dinghies and windsurfers.

The International Yacht Racing Union (IYRU) has now converted itself into the International Sailing Federation (ISAF). As in the past it revises and

5. Owners of power boats shall comply with whatever registration formalities are required by the port authorities and the Club rejects all responsibility for any penalty which may be incurred by owners of power boats not complying with the regulations of the port authorities, which may or may not be moored off the Club or on its premises.

6. Helmsman also means helmswoman and he/his/him means she/hers/her as relevant.

PART II. ENTRIES TO RACES

1. Eligibility for racing

(a) No person resident in Karachi (as defined in Section 1, Rule 3 of the Club Rules), shall be allowed to take the helm in any race, other than a friendly race, sailed under the auspices of the Club, unless he or she is a member of the Club, or a candidate for election who has been proposed and seconded, or a member's wife or child as provided for under Clause 2 of this Section. If any such non-member does take the helm in any race, the yacht shall be disqualified.

(b) Subject to II(2) (below), guests of members, who are visiting Karachi for less than 15 days and who have knowledge of sailing, may take the helm in any race except where special conditions prohibit such action. The fact shall be reported to the Sailing Secretary and the D.O.S.C. before the race and such helmsmen will be given a personal handicap equal to the lowest personal handicap in that race. Under no circumstances will such a helmsperson be allowed to take away the Club trophy, in case of being the winner.

(c) Any Member who commences racing shall be given an initial personal handicap of zero, unless the Member is a complete

novice to sailing and is starting to race for the very first time, in which case such Members shall start at +5 handicap.

2. Children

No child under the age of 15 years may helm a boat in an official Club race with the exceptions of the Pat Bray Cup and the Rieteke and Hilde Oord Challenge Cup or any other race or series of races as may be determined by the Sailing Committee. Individual permission may be given at the discretion of the Sailing Committee.

3. Race / Rescue-boat fees

The entrance fees for a race shall be such sums as may be decided from time to time by the Committee, the amounts being debited against the helmsmen. Race fees shall be charged to ALL helmspersons participating in a race - including boats referred to in II(1)(b) above - DNF, DQ and such other boats which started the race but could not finish the race for one reason or the other. Likewise rescue boat fees shall be payable by all helms who require outside assistance during a race, to DNS boats and to cruising boats.

4. Declaration form

Unless otherwise notified, entries shall be made on the Entry Declaration Form prior to the start of the race. Failure to sign the Form (on going out and when returning) within the prescribed time will result in the helmsman being recorded as "did not finish".

5. Sail numbers

No yacht shall be considered as having entered for a race unless her number as laid down in the appropriate Class Rules is clearly displayed or the Sailing Committee has exempted her from this requirement.

6. Handicaps

All (boat, personal, crew, etc.) handicaps shall be fixed by the Sailing Committee and will be liable to revision from time to time.

7. Effective or collective handicap

If special conditions do not apply in a race or a series, whereby handing over the helm is prohibited, the helm and/or mainsheet may be taken by the crew for the purpose of racing; provided that the effective or collective handicap for that boat shall incorporate the lower of the personal handicaps of the helmsmen and crew.

8. Novice

A novice is defined as a person who has not won a prize for sailing in any official Karachi Yacht Club race other than as a result of participation in a team race, or as may be determined from time to time by the Sailing Committee.

9. Buoyancy Aids

All cruise/race participants (helm & crew) must wear a buoyancy aid. If a tindal is a crew, a buoyancy aid – at no charge to the club participant – must be provided to him. For this purpose, the Club owns some buoyancy aids, which members, children, guests and tindals may use, but will be held responsible for returning them back after use. A nominal rental shall be charged to the

member for use of club-owned buoyancy aids (except for use by tindals).

10. Prior Booking of Tindals

No member can book a tindal for cruising/ racing on a racing day, in advance, without being personally present at the Club and No telephone, fax or email requests will be entertained.

11. Whistles

Emergency whistles – available from the Club – must be permanently attached to ALL buoyancy aids and must ONLY be used in an emergency to hail a fellow sailor or rescue boat(s).

12. Rescue Boat Procedures

The rescue boats will position themselves in the racing area so as to keep all or most of the racing boats in view. If any boat requires assistance, the rescue boat closest to it will render assistance, and if it is not possible for the helm and crew to continue sailing the boat, they and the boat will be towed to the nearest mooring buoy and tied up securely to it until the end of the race when the boat will be towed back to the Club. If the boat has capsized and cannot easily be righted or if it is swamped and cannot be bailed out, the helm and crew will be taken on board the rescue boat while their boat will be tied up to the nearest available buoy until the end of the race. ***PLEASE DO NOT INSIST ON BEING TOWED BACK TO THE CLUB WHILE THE RACE IS ON. IT IS IMPORTANT THAT THE RESCUE BOATS REMAIN IN THE RACING AREA WITH THE RACING BOATS UNTIL THE END OF THE RACE FOR THE SAFETY OF ALL BOATS.*** Provided however, in case

the rescued person(s) suffers an injury or condition which requires immediate medical help, the person(s) will be taken to the Club, or Keamari jetty, immediately. The rescue boat will then return to its normal duties with the race without further delay.

All rescue boats must be fitted out with basic first aid kits which contain – gauze pads, dettol/savlon, polyfax ointment, burnol ointment, panadol & brufen tablets, crepe bandages, adhesive tape, scissor, bandage strips and Angised (heart) tablets.

PART III. CONTROL OVER RACES

1. Sailing instructions

The written sailing instructions for the Karachi Yacht Club shall consist of these sailing rules, the course as set out on the course board, any written notifications including the monthly sailing programme, any special conditions for particular prizes and the standard method of awarding points.

2. Duty Officer Sailing Committee (DOSC)

The duties of the DOSC shall be as laid down in Part VI.

3. Course alterations

If it becomes necessary to make any alteration in the course after it has been posted, or to issue any special sailing instructions – but in either case before the 1st start signal - the Flag R of the International Code will be hoisted at the yardarm of the club flagstaff or the starting boat flagstaff, and helmsmen must then

return to the club for instructions. The starting signal will be delayed suitably.

4. Postpone, cancel or abandon

The Sailing Committee or, in the absence of a quorum, the D.O.S.C. shall have power to postpone, cancel, or abandon any race in case of unfavourable weather or for any other reason.

a)The postponement signal shall be the lowering of the fleet warning &/or preparatory flag(s) to the "dip" accompanied by a suitable sound signal or hail, which will serve to postpone the start of the race(s) for five minutes and may be repeated to effect further postponements of five minutes. Participants should be verbally advised/hailed as far as possible.

b)The cancellation or abandonment signal shall be the hoisting of the Flag N of the International Code over the fleet flag and in the absence of a fleet flag, over the warning & preparatory flags. Participants should be verbally advised/hailed as far as possible.

c)The abandonment signal shall be the same with, in addition, making a sound signal twice. Participants will be verbally advised/hailed as far as possible.

d)The hoisting of storm warning 4 in the port shall result in the cancellation or abandonment of organised races whilst it or more serious warnings remain hoisted. For description of storm warning signals, see Part VII below.

5. Time limit

- a) A race shall be abandoned unless the first yacht crosses the finishing line before the time limit which, unless otherwise notified, shall be sunset.
- b) The Sailing Committee, may at its discretion, order a race that has been cancelled or abandoned to be resailed.
- c) A minimum of three boats shall qualify a race to be sailed. If one yacht only finishes, a "sail over" shall not be allowed.
- d) A race may be shortened by flying the shorten course signal (Flag 'S'), which shall indicate that all marks in the set course after the next outer limit buoy to be passed by the leading yacht after the signal is made, are cancelled. Outer limit buoy will then mark the end of the finishing line, but it must be passed or rounded on the side indicated in the set course. Shorten course shall only be done on approval of the DOSC or a member of the Sailing Committee present.

6. Race Committee

The Sailing Committee shall be the judge of all races and shall decide all questions requiring immediate disposal. For the purposes of the ISAF Rules, the Sailing Committee is the Race Committee.

7. Protests

Protests shall be heard by the Sailing Committee or its nominees on the same evening when possible but in any case not later than the following race day. The absence of the protestee will not be allowed to hold up proceedings. The organising of a protest committee shall be the responsibility of the D.O.S.C., and thereafter of the Chairman of the Protest Committee.

8. Protest fee

A fee of Rs. 100 in the form of a signed bar chit, shall be deposited with every protest and counter protest, which shall be forfeited in the event of the protest being lost.

PART IV. RACING RULES

1. All races will be sailed under the 2000 to 2004 or subsequent International Sailing Federation (ISAF) Rules except as provided in (3) below:

2. Amendments made to ISAF rules from time to time will not come into effect until notified by the Committee.

3. The following ISAF rules shall not apply-

- Changing the Course
- Persons in charge
- Fog signals and lights
- Damages
- Gross Misconduct
- Appeals - Part 5, Section D
- Entry and Qualification
- Race Organisation
- Appeals Procedure
- Notice of races
- Sailing instructions

Provided that, the Sailing Committee in its discretion may by prior notification extend the operation of any or all of these rules to any race.

4. The Club's rescue boat shall be positioned an adequate distance ahead of all oncoming ships and if any KYC sailing boat comes in between the rescue boat and the ship, such sailing boat will be disqualified. Further, a KYC yacht crossing or attempting to cross the bows of an oncoming

ship, if the pilot has blown two or more long blasts on the whistle or horn, shall be disqualified.

5. No yacht, when racing, shall cross any hawser attached from a vessel berthed, berthing or unberthing, to any object above or on the water.
6. The declaration form shall be signed by helmsmen within 45 minutes of the last boat finishing a race. Failure to sign the form within the prescribed time will result in the helmsman being recorded as "did not finish"

PART V MARKS

1. The marks are defined on the course posted on the course board by the D.O.S.C.
2. The outer limit of the starting line is marked with a buoy known as the Outer Limit Buoy (OLB).
The inner limit of the starting line, when stated on the course board, is marked by a buoy known as Inner Limit Buoy (ILB).
When starting at the Club the starting line is the flag mast and OLB.
3. When starting away from the Club the starting line is the committee boat and the new OLB. The finishing line has the same definition as the starting line, when finishing away from the club.
4. All shore and shoal marks must be passed on the proper size.
5. In the event of a discrepancy between the written course and the marks/course diagram the written course (even in the event of errors in the written course) shall be deemed to be the "correct" one.

PART VI

DUTIES OF DUTY OFFICER SAILING COMMITTEE

The DOSC is by definition the person appointed by the Sailing Committee to act as its representative for a specified occasion or period in order to control races.

The D.O.S.C. will:

- 1) be appointed for duty each month and, if unable to be present on any race day, make arrangements for the duties to be undertaken by a member of the Sailing Committee or by any other person approved by the Sailing Committee.
- 2) select a course and post it with tidal & other information on the course board at least forty-five minutes before the Warning signal. The proposed course should be approved by a member of the Sailing or Managing Committee, and in their absence, by a senior helmsman whose handicap is minus 5 or better. Thereafter to arrange the setting of the buoys.
- 3) arrange to supervise the Start and Finish of all races. He may use his discretion to postpone the start of any race, if necessary, by five minute intervals and must notify all participants accordingly.
- 4) ensure that rescue launches are adequately manned & equipped and stocked with the complete first aid kits.
- 5) be responsible for shortening course, if considered advisable, cancelling or abandoning any race when necessary, and ensuring that correct signals are given to all participants.
- 6) be responsible for arranging the handicaps of all helmsmen racing and record them on the Declaration Sheet alongwith details of the type of crew taken. Onus of signing this sheet is on the helmsman though.
- 7) receive any protest and, after entering in the Protest Register, arrange for the protest to be heard at the earliest opportunity. The D.O.S.C. will

continue to be responsible for the hearing of a protest occurring during his period of duty until the case is completed and thereafter enter the result in the Protest Register.

- 8) work out race results with special reference to handicaps.
- 9) announce results within two hours of the last boat finishing.
- 10) enter in pencil the result of each race in the Result Register.
- 11) on conclusion of the last race of a series determine the winner of the series and inform the Prizes Secretary.
- 12) correct results sheets and the Register when protests have been decided.
- 13) Arrange the recording of the finishing time of each boat.
- 14) Confirm at the completion of the race that all boats are accounted for.
15. Check that boats otherwise eligible to race have passed the buoyancy test as defined by class rules. Boats without a valid buoyancy test are to be entered as DNC (Did not complete).
16. GUIDELINES FOR BEGINNER DOSCs -
 - a) Before deciding upon the course, establish the wind direction and strength and the state of the tide. Sailing outside harbour limits is not allowed in monsoons (from May 15 to beginning October). Regardless of the period, if sea conditions are unfavourable, the DOSC, in his discretion, should NOT set a course outside the harbour.
 - b) The course should contain approximately equal proportions of beats, reaches and runs, should last about one hour and 30

minutes except under specially defined circumstances and have an alternate finishing mark if required.

AVOID - Running Starts, Loops at the mark, Gybes in heavy weather, Dead runs when the wind is strong and gusty and minimise main channel crossing
Ensure the course is approved by a Member of the Sailing Committee, or in their absence, by a Member of the Managing Committee.

- c) Define marks concisely if there is any room for doubt.
- d) Write special instructions or conditions on the Board.
- e) Personal buoyancy must be worn by all participants
- f) To ensure proper timings of the starting flags, signals and 1-minute ball. The DOSC/Race Officer at the starting desk should count out loud the last five seconds.
- g) Be prepared to withdraw if participating and take any necessary action to provide assistance to any boat that gets into difficulties.
- h) The following abbreviations are useful on results sheet:

DNC	(Did not compete i.e. did not rank as a starter)
DNS	(Did not start i.e. ranked as a starter but filed to start)
PMS	(Started prematurely or otherwise failed to comply with the starting position)
RET	(Retired)
DNF	(Did not finish)
DSQ	(Disqualified)
YMP	(Yacht Materially Prejudiced)
- i) It is important to complete the race results sheet fully. Its quite simple once one understands. So ask for help from a more experienced member if in doubt.

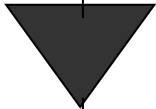
PART VII STORM WARNING SIGNALS



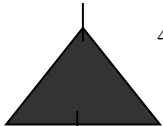
1. Caution:- There is a region of squally weather in which a storm may be formed. (A ship leaving port may run into danger during its voyage).



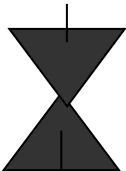
2. Warning:- A storm has formed. (No immediate danger to the port but ships leaving port might run into storms).



3. SQUALL:- The port is threatened by squally weather.



4. STORM WARNING:- The port is threatened by a storm. (Insufficient danger yet to justify extreme measures of precaution).



5. GALE WARNING:- The port will experience severe weather from gale force winds.

See additional flags/signals at the end of these Sailing Rules.

PART VIII

FORMULAS FOR RACE RESULTS & HANDICAP ADJUSTMENTS

Individual Race Position Calculation: -

• Start Time	:	a
• Finish Time	:	b
• Elapsed Time	:	c = (b - a)
• Boat Handicap	:	d
• Personal Handicap	:	e
• Crew Handicap	:	f
• Net Handicap	:	g = (d + e + f)
• Corrected Time	:	h = $\frac{C \times 100}{g}$

→ Position determined by sorting Corrected Time (h) in Ascending Order

Handicap Adjustment Calculation: -

- Corrected Time 2: $i = \frac{C \times 100}{d + e}$ (without Crew Handicap 'f')

Mean Corrected Time: j = Middle Boat Corrected Time 2 after repositioning finished boats in ascending order of corrected Time 2

- Handicap Sailed to: $k = \frac{C \times 100}{j}$

→ Deviation = k - (d + e)

Average Deviation = $\frac{\text{Sum of Deviation for 2 or more Races in a Month}}{\text{No. of Races sailed in a Month}}$

If Average Deviation is ±1 or ±2, Personal Handicap (e) is adjusted accordingly. If more than ±2, adjustment is limited to ±2.

PART IX

CUPS, TROPHIES AND CONDITIONS

All challenge cups and trophies are the property of the Club and must not be taken out of Karachi by the holders; and must be returned to the Club within 6 months from date of presentation.

Most of the trophies listed were originally presented for a particular class of boats - Tomtits, Karachi Dinghies and Karachi Flyers - to be sailed for in a series of at least three races and with other conditions in some cases.

Since Tomtits, Karachi Dinghies and Karachi Flyers are no longer raced; and combined fleet racing is the norm the original conditions have been either altogether removed or altered to suit present day racing conditions.

Three team race trophies have retained the original conditions - Grayburn Challenge Cup, Mauritus Cup and Karachi Challenge Cup.

There are two trophies for single-handed racing in 2-man boats - Nymph Cup and Peel Yates Cup.

There are four trophies where ONLY boat handicaps apply - Peel Yates Cup, Copenhagen Cup, Lipton Tray, and the Avari Gold Medal Trophy (12 month series)

There are two trophies for lady helmspersons - Ladies Challenge Cup and Murray Challenge Cup.

There are two trophies for Tindals to race for - Pakistan Challenge Cup and the Tomtit Challenge Cup.

There are two trophies where the boats have to be rigged by the helmsperson and the Corinthian crew - Corinthian Challenge Cup and Sylvia Cup.

There is one trophy requiring a race upto Sandspit (past Baba Island) and back on an EBB Tide - Selene Cup.

There is one trophy for Corinthian crews - Crews Cup.

There is one trophy requiring the two man crew to be of different nationalities - Lewis Tray.

There are two trophies for children - Waterman Trophy and ~~Rietke & Hilde-Ørd Cup~~; and one trophy for junior (or novice) helmsmen – Pat Bray Cup.

There are two trophies requiring the race to include YARI CREEK - Manora Challenge and Theo Lelie Cup

There is one trophy for an annual series of twelve races - Avari Gold Medal Trophy.

There is one trophy with a +3 handicap advantage for lady helms and an additional +2 advantage if the crew is also a lady (with a maximum handicap of +5) – the Ilse Memorial Challenge Trophy.

LIST OF TROPHIES

1. BRASSEY CHALLENGE CUP
Presented in 1914 by Rt. Hon. The Earl Brassey, C.G.B.
 - 1.1 To be sailed for once in the cold weather and once in the monsoon.
 - 1.2 Handicaps by standard method will apply.
2. WILLIS CHALLENGE CUP.
Presented in 1914 by Major I E. H. Willis, R.A.(late Gen E A Willis, Governor of Jersey)
3. PUNNETT CHALLENGE CUP
Presented in 1918 by E. S. Punnett Esq.
4. GRAYBURN CHALLENGE CUP Team Race
Presented in 1919 by Mr. and Mrs. L. M. Grayburn.
 - 4.1 The cup will be sailed for by teams of the combined fleets in a series of not less than three races.
 - 4.2 The cup will go in rotation and a prize given to each helmsmen in the winning team.
 - 4.3 The Sailing Committee will draw up teams from entries as equitably as possible.
5. NYMPH CUP
Presented in 1923 by the owners of Tomtit "NYMPH".
 - 5.1 To be sailed for by helmsmen in 2-person dinghies.
 - 5.2 Course will be set by the Sailing Committee.
 - 5.3 Boats will be sailed single handed with no spinnakers permitted.
 - 5.4 Handicaps by standard method will apply.
6. MANORA CHALLENGE CUP
Presented in 1924 by Lt. Col. W. F. R. Webb, D.S.O.

- 6.1 The cup shall be a test of all conditions of sailing in Karachi. The course should include Yari Creek.
- 6.2 Handicaps by standard method will apply.

7. LADIES CHALLENGE CUP

Presented in 1925 by Colonel A. Fleming, D.S.O.

- 7.1 To be sailed for by lady helmswomen in Dinghies.
- 7.2 The helm to be taken by a lady throughout the race, except in case of urgent necessity when assistance may be given momentarily by a man to the lady at the helm, in which case the Dinghy must as soon as possible thereafter, make a complete circle. The man may retain the helm until the circle is completed.
- 7.3 Handicaps and course to be arranged by the Sailing committee.

8. CORINTHIAN CHALLENGE CUP

Presented in 1929 by J. O'Brien, Esq.

- 8.1 Boats to be rigged & sailed for by Corinthian crews only. No tindals or any other person may assist in rigging or launching of the boat. Tindals shall recover the trolleys.
- 8.2 (a) Mainsails must be furled and stowed (not lashed or covered) on deck, not bent on the boom, not attached to the main halyard.
(b) Jib must be on the deck not attached to the stem or the halyard.
(c) Spinnakers in their bag not attached to sheets.
(d) Rudders shipped ready on the pintle.
(e) Tillers shipped ready for use.
(f) Racing flags may be on halliards.
- 8.3 On the rigging signal, competitors shall hoist their sails and launch their dinghies.
- 8.4 After the prep. signal they will come under the rules of racing and will be responsible for all fouls, collisions and other accidents.

- 8.5 There will be a preparatory signal five minutes before the start. The starting signal will be made one hour after rigging signal. On getting under way competitors may prepare to cross the start line when the starting signal is made.
- 8.6 The racing flag where applicable must be flying in its correct position before the boat may cross the starting line.
- 8.7 Handicaps by standard method will apply.
- 8.8 No boats shall be permitted to be rigged on the slipway.

9. SYLVIA CUP

Presented in 1930 by C.E.O. De Smidt, Esq., D.S.O.

- 9.1 The race is intended to be a test of proficiency in the handling and maintenance of a Dinghy without paid assistance and crews shall be Corinthian; ½ % allowance for single-handed sailing in 2-man boats.
- 9.2 Dinghies shall be prepared for the race by their own Corinthian crews and preparation may be commenced one hour before the starting signal for each race.
- 9.3 Preparing the Dinghy will include where applicable:-
(a) Bending on mainsail to the boom.
(b) Bending on jib.
(c) Hoisting racing flag.
(d) Fitting sail batten, if required.

N.B. Sail, boom, and racing flag should be made available for inspection before preparation is commenced.

- 9.4 On no account will a tindal be allowed to handle the Dinghies after they have been taken over by their Corinthian crews.
- 9.5 The D.O.S.C. shall set the course at least one hour before the starting signal.
- 9.6 There shall be no other warning signal except the prep signal which shall be five minutes before the start.

10. CLUTTERBUCK CHALLENGE CUP
Presented in 1934 by Lt. Col. L. St. J. Clutterbuck, R.F.A.
11. MURRAY CHALLENGE CUP
Presented in 1934 by A. C. Murray, Esq.
11.1 To be sailed for by lady helmswomen in Dinghies.
11.2 In case of urgent necessity the helm may be handed over to a man in the dinghy (paid hands excepted) in which case, as soon as conveniently possible thereafter, the dinghy must make a complete circle. The man may retain the helm until the circle is completed.
11.3 Handicaps by standard method will apply.
12. DINGHY CHALLENGE CUP
Presented in 1936 by Dinghy owners and the members.
13. KOE CUP
Presented in 1936 by Captain Koe.
14. WESTERN COMMAND CUP
Presented in 1938 by Officers of the Western Command.
To be sailed for by Dinghies each year in the cold weather and in the monsoons.
15. ALCOCK ASHDOWN ROSE BOWL.
Presented in 1949 by the directors of Alcock Ashdown & Company Ltd.
16. COLIN MAUD TROPHY (A replica of Kipling's "ZAMZAMAH").
Presented in 1950 by Captain C. D. Maud, D.S.C., R.N.
To be sailed for twice a year under Standard Conditions.
17. GUY WARD CUP.
Presented in 1950 by Guy Ward, Esq.
18. FALSE ALARM TROPHY
Presented in March 1951 R. L. Coghlan, Esq.
Note. This trophy was presented by Mr. Coghlan on his departure from Karachi after 26 years of continuous active membership of the Club.
19. FAY SPOON
Presented in 1951 by R. Chilton Thomas, Esq.
20. MAURITIUS CUP Team/H.M. Ship
Presented in January 1951 by the Officers and ship's company of H.M.S. "Mauritius".
20.1 May be sailed for in two team races between the Karachi Yacht Club and ships of the Royal Navy on the receipt of a challenge from any of H.M. ships visiting Karachi. A challenge may be accepted by the Club only if a minimum of 6 boats are made available by members.
The terms "Royal Navy" and "H.M. Ships" includes the Commonwealth and "Ship" includes ships.
20.2 The cup is to be retained by the K.Y.C. who are to have it suitably engraved after each event. On the first visit of a ship competing for the cup, a ship's badge and a K.Y.C. burgee are to be exchanged.
20.3
(a) Teams will consist of boats upto 3 maximum on each side as the ship can provide helmsmen for one side (but see (f) below).
(b) Boats will be provided by the K.Y.C. unless otherwise arranged.
(c) Owner or their representatives will crew for the ship's team and crews for the K.Y.C. team will be provided by the ship.

- (d) No K.Y.C. member shall helm his own boat.
 - (e) Helmsmen and crew to change over boats for the second race.
 - (f) Active retired and ex-members of the R.N., R.N.R., and R.N.V.R., who are eligible to helm for the ship should she not be able to provide three helmsmen.
- 20.4 The course will be set by the D.O.S.C. of the K.Y.C.
- 20.5 Points will be awarded according to the standard method in use by the K.Y.C.
- 20.6 If in any calendar year no H.M. ship is able to compete for the cup, the K.Y.C. may put it up for two team races if thought fit, one team for which should preferably be composed of helmsmen eligible under condition 3(f) above.
21. SOUTH BRITISH POINTS CUP
Presented in 1951 by the South British Insurance Company Ltd.
- 21.1. To be awarded to the Dinghy gaining the best points scored for the series in question under the system for the time being in force for the standard method of awarding points in ALL races competed for during each period of six months, usually 1st January to 30th June and 1st July to 31st December in the following series.
- Lipton Tray
 - False Alarm Trophy
 - Sylvia Cup.
- 21.2 Point to be awarded by standard method.
22. PAKISTAN CHALLENGE CUP - for TINDALS
Presented in June 1953 by Sir Terence Creagh Coen, K.B.E., C.I.E.
- 22.1 To be sailed for annually by tindals actually in the employ of the Club.
- 22.2 The cup will be held by the Club and a replica or money prize presented to the winning tindal.
- 22.3 One race will be sailed on Pakistan Independence Day or any other day.
- 22.4 The course will be set by the Sailing Committee.
- 22.5 One member of the Crew shall be the owner of the boat or his nominees.
- 22.6 Handicaps by starts shall be set by the Sailing Committee.
23. PEEL YATES CUP
Presented in June 1954 by H. L. Peel Yates, Esq.
- 23.1 To be sailed for single-handed in 2 man Dinghies twice a year, preferably the last Saturday in February and in September, or on any other day Committee should decide.
- 23.2 The race to be of at least two hours duration.
- 23.3 Boat handicaps will apply only.
24. SELENE CUP
Presented in June 1954 by R. M. Innes, Esq., C.I.E.
- 24.1 To be sailed for by Dinghies and awarded to the winners of a single long distance race to be held once or at the most twice a year when there is a strong wind.
- 24.2 The donor's wish was that the race should be to Sandpit and back, in which case it should be sailed on an ebb tide, but the Sailing Committee will have discretion to alter the course if thought desirable.
- 24.3 Handicaps and starting groups to be arranged by the sailing Committee.
25. WALFORD BOWL
Presented in February 1956 by Mr. and Mrs. H. B. Walford.
26. CREWS CUP
Presented in november 1958 by J. C. Rigby, Esq.

- 26.1 To be awarded to the regular Corinthian crew of the boat gaining the lowest penalty points in the Avari Gold medal series. (Originally Clutterbuck Cup Series)
- 26.2 The Committee may change the above conditions to suit the convenience of the Club provided that the cup is only awarded to crews of dinghies.

27. KARACHI CHALLENGE CUP Team

Presented in 1958 by W. J. Richmond, Esq.

- (a) The Karachi Challenge Cup is for competition between Karachi Yacht Club and yacht clubs outside Karachi. If practicable on the first occasion of a challenge by a club, the series should be held at Karachi, thereafter alternating between the challenging club and Karachi Yacht Club.
- (b) The Cup may be sailed for and a challenge issued to another Club only if a minimum of six boats are made available by members.
- (c) The cup shall always remain the property of and be retained at Karachi Yacht Club.
- (d) The team shall, if possible, consist of as many boats as the visiting club can provide helmsmen for. It is desirable that owners should not helm their own boats; but should be available as crew.
- (e) Representatives of the home club shall be made available to crew for the visiting team.
- (f) Whenever practicable the challenge match shall consist of a series of two races, the teams exchanging boats after the first race. Points shall be awarded according to the standard method in use for team races recommended by ISAF, the team gaining the most points to be the winner.
- (g) The Managing Committee of the Karachi Yacht Club may alter or amend these rules as they may consider necessary.

- ~~28.1 To be sailed for by Dinghies at such time as the Sailing Committee shall decide.~~
- ~~28.2 Each boat's crew must include persons of at least two nationalities as determined by their passports. (Tindals not to be counted for this purpose).~~
- ~~28.3 Handicaps by standard method will apply. (Lost / Untraceable)~~

29. SPEEDBIRD CUP.

Presented in 1961 by British Overseas Airways Corporation.

30. COPENHAGEN CUP

Presented in 1962 by Carl Johan Ipsen, Esq., M. Sc.
The boat handicaps only shall apply.

31. PAN-AM TROPHY (I)

Presented in 1962 by Pan-American World Airways Inc.

32. PINCHARD JUG.

Presented in 1962 by Brigadier F. B. Pinchard.

33. SERGIADI CUP

Presented in 1962 by Mr. and Mrs. Russell Sergiadi. To be sailed for in October each year under standard terms and conditions.

34. THEO LESLIE CUP

Presented in 1962 by Mrs. Theo Leslie.
To be sailed for by Dinghies, the course to include Yari Creek if possible.

35. LLOYD'S CHALLENGE CUP

Presented in 1963 by Lloyd's Register of Shipping.

36. TOMTIT CHALLENGE CUP- for Tindals.

Presented in 1963 by I. G. Worsnop, Esq.

~~28. LEWIS TRAY~~

~~Presented in October 1958 by Mr. Mrs. G. W. Lewis.~~

- 36.1 To be sailed for annually by tindals actually in the employee of the Club, strictly under KYC rules.
- 36.2 The cup to be held by the Club and a replica, or a money prize, presented to the winning tindal.
- 36.3 One race to be sailed on Pakistan Independence day or on any other day suitable.
- 36.4 Course to be set by the sailing Committee and should include Yari Creek with a rounding of Yari mark if practicable or Baba.
- 36.5 The race shall be of not less than 90 minutes duration.
- 36.6 One member of the crew shall be the owner of the yacht or his nominee.
- 36.7 Spinnakers shall not be permitted but jibs may be set on a whisker pole.
- 36.8 Handicaps by starts shall be set by the Sailing committee.
- The object of the race is to give tindals an opportunity of helming the yachts which they normally look after as well as to encourage them to learn and obey racing rules. It is expected that all owners will see that their yachts, sails and gear are reasonably well maintained to give all tindal helmsmen a fair chance to sail to the best of their ability.
37. JOHN HARDY TROPHY
Presented in 1964 by members of the club in memory of the late John Hardy.
38. LIPTON TRAY
Presented by A. W. Samuel, Esq., in 1964.
Boat handicaps only shall apply.
39. BOWMAN CUP
Presented in 1965 by Lt. Col. D. Bowman (US Army) Retd.
To be sailed for under standard terms and conditions.
40. DICKENS CUP
Presented in 1966 by L. A. H. Dickens Esq.

41. ~~PAT BRAY CUP~~
~~Presented by P. Bray, Esq., in 1966.~~
~~The intention of the donor was that the cup would be raced for in Dinghies by junior helmsmen. Until such time as there is sufficient number of junior helmsmen, the cup will be raced for by novices. (Lost / Untraceable)~~
42. ~~RIETEKE AND HILDE OORD CHALLENGE CUP~~
~~Presented in 1966 by Mr. and Mrs. H. J. Oord.~~
~~To be awarded annually to the winner of the Children's Regatta Dinghy Race. (Lost / Untraceable)~~
43. ~~BERN CUP~~
~~Presented in 1972 by Mr Ahmed-Faruque. (Lost / Untraceable)~~
44. COASTGUARDS TROPHY.
Presented in 1974 by the Coastguards to be competed for in a single off shore race during the cold weather. Conditions to be determined by the Sailing Committee.
45. MARY MUDIE CUP
Presented in 1947 by Miss Mary Mudie.
46. McCARTHY TROPHY
Presented by Mr. & Mrs. J. McCarthy to be raced for by Veteran Dinghies to be defined by the Sailing Committee.
47. ~~P & O CUP- Combined Fleet~~
~~Presented in 1974 by the directors of P & O Ltd. to replace the B.I. Cups which were originally presented in 1924 by the Directors of British India team Navigation Co. Ltd.~~
~~47.1 To be sailed during the monsoon on a date fixed by the Committee.~~

- ~~47.2 The cup will remain the property of the Club, but suitable prizes will be given to the winner each year.~~
- ~~47.3 The course shall be set by the Club Sailing Committee for each race and will not be less than one and a half hour's sailing.~~
- ~~47.4 Handicaps for boats and helmsmen will be set by the Sailing Committee. (Lost / Untraceable)~~
48. LIPTON TRAY (II)
Presented in 1977 by the Directors of Lipton Pakistan Ltd
49. M M Agha Cup
Presented in 1977 by Mr M M Agha
50. PHILIPS TROPHY
Presented in 1977 by Philips Electrical (Pak) Ltd
51. McNAMARA ROSE BOWL
Presented in 1978 by Mr Byram D Avari
52. BEHRAM DUBASH RESCUE TROPHY
Presented in 1980 by Mehersi Dubash in memory of her brother.
53. AVARI GOLD MEDAL TROPHY
Presented in 1983 by members of the Club to commemorate Byram & Goshpi Avari's Gold Medal in the Enterprise Class at the 9th Asian Games in 1982.
- The trophy is for excellence in helmsmanship all the year round and also for maintaining the boat in top racing conditions.
- 53.1 To be presented annually to the helmsman together with the boat scoring the lowest penalty points in a series of twelve monthly races spread over the calendar year from January to December.
- 53.2 Races to be selected by the Sailing Committee and posted on the Notice Board before the beginning of the year.
- 53.3 Penalty points to be the series 1,2,3,___(n+1), where "n" is the max number of boats in the series in any of the twelve races, awarded to the 1,2,3 ___nth boat. For boats which did not finish (DNF) or did not start (DNS) or were disqualified (DQ) the penalty points would be n+1 for that race.
- 53.4 Three discards shall be allowed, nine out of twelve races to count.
- 53.5 Only boats & helmsmen completing eight races shall be considered
- 53.6 Only boat handicaps shall apply.
54. LUFTHANSA
Presented in 1984 by Lufthansa Sailing Club
55. BLACHFORD CUP
- ~~56. BRITISH AIRWAYS (HOLIDAY) CUP
Presented by BOAC. (Lost / Untraceable)~~
- ~~57. CAPSIZE CUP
Presented by H.M.S. Loch Fada (Lost / Untraceable)~~
58. CALTEX CHAMPIONSHIP TROPHY
Presented by Caltex (Pakistan) Ltd
59. JACKSON MUG
Presented by Mr Jackson
60. R HERMON CUP
Presented by Mr R Hermon
61. PAN AM TROPHY (II)

Presented by Pan-Am Airways

62. COMMODORE'S- All classes
To be sailed for once a year on condition laid down by the commodore.

63. ILSE MEMORIAL CHALLENGE TROPHYS
Presented by Mr. Vazir (Faizi) Quraishi in remembrance of his late wife, Ilse, who was a regular sailor & helmsperson.

Date: Race is to be sailed on a Sunday closest to the 17th of January every year.

Racing Area: The race course will be set at least one hour before the start and will be in the general area of EAST and WEST TOWERS, depending on wind directions. The windward and wing / gibe marks may be moved if the wind shifts substantially.

Normal Club starting allocation for classes of boats will be followed.

Eligibility: Only members of the Club, their wives and children over 15 years old are eligible to participate in the race as helms or crew. Club Tindals may crew with the normal club handicap.

Racing Rules: The race for the Trophy is to be sailed offshore and will challenge & encourage ladies to helm in the race by giving each lady helmsperson a +3 handicap advantage - and an extra +2 advantage if the crew is also a lady - these handicap adjustments to be added to existing club handicaps, restricted to a maximum handicap of +5.

All other normal Club racing rules would apply.

The handicap for a helmsperson who does not as yet have a Club handicap will be 0 (zero) plus the special handicap advantage as above, if applicable.

Duty Officer: The DOSC for the race will be Mr. V.H. (Faizi) Quraishi

64. GERMAN AMBASSADOR'S CUP

The race would be held offshore during the winter months and within the harbour during the summer months for safety reasons. The handicapping would be for the Boats, Helms and Crew which will be on the Portsmouth System of Handicap as adjusted monthly by the KYC and based on that month's handicap when the Race is held.

The Race could be sailed by any Member of the Club, their spouse and minor children and the race would be around or in excess of 100 minutes. The Tindals would be handicapped as per KYC Rules as applicable on that date.

In addition to the Annual Trophy to be raced as above, this Trophy would be raced whenever a German ship is in town. The Rules for this would be as follows –

There will be two teams and the course would be inside the harbor, preferably a triangular course in front of the KYC. There will be two races of 40 minute duration (or thereabouts). Boats would be swapped between the two teams and the German Helmsman will have KYC crew and the KYC Helmsman will have German crews.

The KYC will present Mementos to the Helms and Crew of the German team. Officers and those invited by the German Ambassador and the German Consul General will be guests of the Club for food and beverages on that Sunday or holiday. No handicaps will apply for Boats, Helms or Crew. The course will be set by the Duty Officer, Sailing Committee for both races having identical crews. No paid crew/Tindals will be allowed.

Both teams will have as equally matched boats as possible and they will be swapped anyway for the second Race.

Honorary Sailing Secretary
KARACHI YACHT CLUB

MARCH 2010

RACING FLAGS

(courtesy-Paul Elvstrom explains *The Racing Rules of Sailing*)

Key: ▲ means that a visual signal is displayed or ▼ removed
● means a sound and ●●●● means repetitive sounds

AP		▲▲▲ Postponement One min to warning	N		▲▲▲ Abandoned: further signals ashore
AP		▲▲▲ Postponed to a later day	H		
A			P		▲▲ Preparatory signal One min to start
AP		▲▲▲ Postponed: further signals ashore	S		▲▲ Shortened course
H			X		▲▲ Individual recall
AP		▲▲▲ Postponed 1-6 hours	Y		▲▲ Life jacket
1-6			Z		▲▲ Prep + 1/2 penalty start rule One min to start
B		▲▲▲ Protest flag			▲▲▲ General recall One min to warning
C		●●●● Change of course while racing			no sound Comm. boat at finish
I		▲▲ Prep + round the ends ▼▲ One min to start			Leave marks to starboard
L		▲▲ Notice to competitors: come close/follow me			no sound Leave marks to port
M		●●●● New mark/round me			▲▲ Prep + hard start rule One min to start
N		▲▲▲ Abandoned: return to start area ▼▲ One min to warning			▲▲ End of start/finish line
N		▲▲▲ Abandoned: no more racing today			
A					

D		E		F		G		J		K		O	
Q		R		T		U		V		W			

1		2		3		4		5	
6		7		8		9		0	