

**SBYC CHARITY REGATTA  
POWER BOATING PERPETUAL TROPHY  
PREDICTED LOG CONTEST RULES  
SEPTEMBER 7, 2008**

**1. INTRODUCTION**

This is a contest intended to challenge planning and navigation skills using basic, traditional instruments along with good judgment to compensate for the effects of winds, currents, traffic and obstacles.

Skippers of any powered vessel are welcome as provided below and will compete in one class.

On or shortly before Regatta Day Skippers may pick up at the SBYC front desk or website a [description of an ocean course](#) consisting of at least three legs, each identified by a pair of marks such as buoys, race marks, ranges, or landmarks described by name and type and/or latitude and longitude. The course will be less than 12 nm in total length so it can be traversed in less than two hours at six knots or faster.

Each Skipper will plan a trip around the course, predicting exact elapsed time for each leg at any speed six knots or faster. The resulting Predicted Log will then be turned in to the Contest Committee on Regatta Day at the Skippers meeting.

Individual starts will be used. An Observer on each boat will record the time of mark passage throughout the contest including Start and Finish.

Skippers may not use any timepiece, GPS, LORAN, speedometer, speedlog, or other means to directly measure time, elapsed time, location, or vessel speed.

Skippers may use a magnetic compass, engine tachometer(s), an autopilot controlled by a magnetic compass, RADAR, and basic navigational tools as specified below.

The winner is the Skipper with the lowest total percentage error of all legs scored separately and after application of an APBA/SCCA handicap designed to help equalize the effects of various boat speeds.

The SBYC Predicted Log Perpetual Trophy will be awarded to the winner, with take-home trophies for first through third places.

**2. ENTRY FEE**

The Entry Fee is a contribution to Visiting Nurse & Hospice Care of Santa Barbara.

### **3. ELIGIBILITY AND MINIMUM VESSEL REQUIREMENTS**

1. Any member of a SCYRA club may compete.
2. Vessels must meet the safety requirements of the United States Coast Guard for coastal waters cruising.
3. Vessels must have a suitable anchor and sufficient rode for inshore use.
4. Vessels must have an operational VHF marine radio.
5. Skippers are responsible for the safety of their crew and guests and safe operation of their vessel including compliance with Rules of the Road at all times.

### **4. COURSE**

1. The course will be five to twelve nautical miles long with a minimum one-quarter mile distance between marks. There will be a minimum of three scored legs.
2. Legs will be defined by buoys, channel marks, lighthouses, range marks, race marks, or prominent features. All will be described by name and type and/or by latitude and longitude in the Contest Instructions.

### **5. CONTEST INSTRUCTIONS**

The contest instructions will include:

1. Time and location of Skipper's meeting.
2. Place and time of Actual Log delivery after the contest.
3. Any special instructions on communications and/or safety.
4. Course mark descriptions, side of passage, leg distances and bearings, and total contest distance.
5. Rule changes.
6. Instructions for communication regarding postponement or abandonment.

### **6. AMMENDMENT, POSTPONEMENT, ABANDONMENT**

1. The Contest Committee may amend the Contest Instructions at any time after publication until the deadline for submittal of Predicted Logs.
2. The contest may be postponed before or abandoned after the start by the Contest Committee and Skippers notified by radio or other available means.

3. The contest will not be shortened after the start

## 7. ALLOWED EQUIPMENT

The following equipment **MAY BE** used by Skippers:

1. RADAR, including bearing and distance.
2. Propeller shaft or engine tachometer(s).
3. Magnetic compass or electronic fluxgate compass.
4. Autopilot that it is controlled by a magnetic or electronic fluxgate compass. It **MAY NOT** be controlled by any satellite or radio-based navigation device such as a GPS or LORAN and such devices must be disconnected or disabled.
5. Devices that measure visual angles for obtaining bearings.
6. Instruments that measure the speed and/or apparent direction of the wind.
7. Depth indicators.
8. Paper charts with courses and distances drawn with ordinary plotting instruments.
9. Chart plotters and/or computers displaying electronic charts showing course and distance. However, satellite or radio-based navigational input such as GPS or LORAN is **NOT ALLOWED** and must be disconnected or disabled.
10. VHF Radio. Skippers **MUST** monitor the VHF channel specified in the Contest Instructions or specified at the Skippers Meeting but should initiate radio contact with other Skippers and/or the Contest Committee for safety matters only.

## 8. DISALLOWED EQUIPMENT

The following equipment **MAY NOT** be used:

1. Satellite or radio-based navigation systems, such as GPS and/or LORAN.
2. Timepieces or anything that provides a direct indication of current time or elapsed time, such as clocks, chimes, watches, GPS, LORAN, or engine hour meters.
3. Anything that provides a direct indication of speed through the water or over bottom, such as GPS, LORAN, speedometers, or logs.
4. Anything that provides a direct indication of latitude and/or longitude, such as GPS or LORAN receivers, chart plotters, or computer-based navigation systems.

## 9. OBSERVER

Skippers will provide an Observer to maintain the Actual Log. The Observer will:

1. Have the same responsibility and obligation to conduct a fair and equitable contest as if he/she were a member of the Contest Committee.
2. Ensure that all time, distance, and location measuring devices are covered or silenced so that no other person can become aware of their contents or time.
3. Record the time of day in hours, minutes and seconds and the side of passage in the appropriate space on the Actual Log at each call of "MARK" by the Skipper.
4. Record on the Actual Log rule infractions, stops, rescue or assistance to other boats, and other unusual occurrences.

## 10. MARK PASSAGE AND CALL

1. The Skipper will call "MARK" at the time the mark is first abeam the intended course of the vessel, and the Observer will record the time on the Actual Log.
2. Marks must be passed at a safe distance but at no more than 50 yards.

## 11. TIME

Timepieces should be set close to local GPS time before the contest starts and must not be altered thereafter.

## 12. PREDICTED AND ACTUAL LOGS

All entries must be made on the supplied Predicted Log and Actual Log forms and submitted not later than the time stated in the Contest Instructions.

## 13. SCORING

1. The winner of the contest will be the Skipper who has the lowest percentage error of all Skippers after application of an APBA handicap.
2. The Raw Score will be expressed as a percentage and computed by dividing the sum of the absolute values of the differences between the predicted and actual elapsed times for each leg in seconds by the total predicted elapsed time for the contest in seconds.
3. The Final Score will be computed by use of the APBA (American Power Boat Association) handicap system. The formula is:  $\text{Raw Score} \times (18 + V) / 38$ , where V equals the adjusted predicted speed of the boat determined by the formula:  $V = (\text{Official Distance} \times 3600) / (\text{Total Predicted Seconds})$ .

4. The contest results decision of the Contest Committee will be final.

#### **14. DISQUALIFICATION**

1. Legal intoxicification.
2. Violation of The Rules of the Road.
3. Conduct unbecoming a gentleman/woman or unsportsmanlike behavior.
4. Obtaining present time or elapsed time during the contest.
5. Use of speed measuring devices during the contest.
6. Running the contest without an Observer.
7. Use of information from an outside source during the contest to an advantage.
8. Striking another boat, mark or obstruction.
9. Failure to give an inside boat room to clear at a mark.

#### **15. VIOLATIONS AND PENALTIES**

1. Turning, circling, stopping, or otherwise maneuvering from a straight line course for reasons other than safety or breakdown. Penalty: 2.0% of Final Score.
2. Interfering with another boat. Penalty: 2.0% of Final Score .
3. Failure to predict or find and call the start or finish. Penalty: DNF
4. Failure to predict or find and call an intermediate mark. Penalty: The legs having in common the mark missed will be scored as a single leg plus 2.0% of Final Score.
5. Failure to proceed to and/or call a mark due to safety reasons. Penalty: The two legs may be scored as one leg at the discretion of the Contest Committee.
6. Failure to pass a mark on the specified side or within the specified distance (except for reasons of safety, and provided the Skipper notifies the Observer in advance of his/her intentions). Penalty: 1.0% of Final Score.
7. Failure to comply with any part of the Rules for which a specific penalty is not provided: 1.0% of Final Score.

#### **16. PROTESTS**

In the Corinthian nature of the SBYC Charity Regatta, protests are discouraged.

1. A Skipper may protest another Skipper alleging an infraction of a Rule or Instruction and outlining the pertinent facts in writing.
  - b. The Contest Committee may protest a Skipper in writing as a result of Observer remarks or other reasons.
2. Protests must be submitted to the Committee before the deadline for submittal of Actual Logs.
3. The Contest Committee will notify the affected parties upon the receipt of a protest.
4. A Protest Committee will be formed by the Contest Committee and will consist of three knowledgeable but disinterested persons who will convene promptly and hear evidence of the alleged infraction and the defense of the protested Skipper.
5. The Protest Committee will deliver a signed statement setting forth its findings and decision to the Contest Committee and copies will be available to all interested parties.
6. A Skipper may not be disqualified or penalized without a hearing by the Protest Committee unless the Skipper accepts a penalty or disqualification without a hearing.
9. A Protest Committee may convene a hearing and render its decision in the absence of the Protester or Protested Skipper if either fails to appear or if the Contest Committee is unable to locate the Protested Skipper.
10. There will be no appeal to the decision of the Protest Committee.