

# Santa Barbara Yacht Club

## **REVISED ALLOWING GPS USE PREDICTED LOG CONTEST RULES POWER BOATING PERPETUAL TROPHY**

**August 25, 2009  
Vice Commodore Roger Chrisman**

### **1. INTRODUCTION**

This is a contest intended to challenge planning and navigation skills using basic, modern navigational 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 before Regatta Day Skippers may pick up at the SBYC front desk or website the 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 about 10 nm in total length so it can be traversed in two hours or less at five knots or faster.

Each Skipper will plan a trip around the course at any speed, predicting exact elapsed time for each leg. This "Predicted Log" will then be turned in to the Contest Committee on Regatta Day before starting the course.

Each Skipper may start the course at any time after 1000 and before the start of the Sailboat Regatta at 1300.

An Observer on each boat will record the time of mark passage throughout the contest including Start and Finish. Each Skipper will supply his/her own Observer.

Skippers MAY NOT use any timepiece, GPS, LORAN, speedometer, speedlog, or other means to directly measure vessel speed, time, elapsed time, estimated time of arrival, estimated time enroute, or tides and currents.

Skippers MAY use magnetic compasses, engine and shaft tachometers, autopilots, basic GPS or LORAN functions, RADAR, and basic navigational tools as specified below.

**GPS, LORAN, and RADAR MAY BE USED to indicate current position, and distance and bearing to mark. All prohibited GPS, LORAN, and RADAR functions must be disabled or obscured. Masking tape over prohibited display items is acceptable.**

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 any 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 by latitude and longitude in the Contest Instructions.

## **5. CONTEST INSTRUCTIONS**

The contest instructions will include:

1. Place and time of Predicted Log delivery before the contest and the Actual Log after.
3. Any special instructions on communications and/or safety.
4. Course marks, side of passage, leg distances and bearings, and total 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 1000 on Regatta Day.

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.
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. GPS or LORAN chart plotters or computers displaying electronic charts showing vessel position, range and bearing to mark. All prohibited functions specified below must be disabled or obscured.
10. VHF Radio. Skippers must monitor the VHF channel 71 but should initiate radio contact for safety matters only.

## **8. DISALLOWED EQUIPMENT**

The following equipment MAY NOT be used:

1. Timepieces or anything that provides a direct indication of current time, elapsed time, predicted time enroute, or predicted time of arrival such as clocks, chimes, watches, GPS, LORAN, or engine hour meters. Disabling or obscuring selected display items is acceptable.
2. Anything that provides a direct indication of speed through the water or over bottom, such as GPS, LORAN, speedometers, or logs.

## **9. OBSERVER**

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

1. Have the same responsibility and obligation to conduct a fair and equitable contest as if he/she was a member of the Contest Committee.

2. Ensure that all time and speed measuring devices and displays are covered or silenced so that no other person can become aware of their contents.
3. Record the Time of Day in Hours, Minutes and Seconds and the side of mark 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 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 total 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. Intoxication.
2. Violation of The Rules of the Road.
3. Conduct unbecoming a gentleman/woman or unsportsmanlike behavior.
4. Obtaining present time, elapsed time, or predicted time of arrival 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.
2. The Contest Committee may protest a Skipper in writing as a result of Observer remarks or other reasons.
3. Protests must be submitted to the Committee as soon as possible and before the deadline for submittal of Actual Logs.
4. The Contest Committee will notify the affected parties upon the receipt of a protest.
5. 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.
6. 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.
7. 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.
8. 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.
9. There will be no appeal to the decision of the Protest Committee.