

**INTERNATIONAL POWER BOAT ASSOCIATION, INC.
GENERAL INFORMATION AND STANDARD RULES**

REVISED MAY -2015

TABLE OF CONTENTS

PURPOSE	1
ORGANIZATION	1
CONTEST PROGRAM	1
GENERAL SANCTION REQUIREMENTS	2
SCORING	2
AWARDS	2
OUT-OF-AREA CONTESTS	3
OTHER INFORMATION	3
NATIONAL ACTIVITIES	
STANDARD RULES	
5	
NO. 1. - RULES	5
NO. 2. - ELIGIBILITY REQUIREMENTS	5
NO. 3. - CREW REQUIREMENTS	6
NO. 4. - CONTEST COURSE	6
NO. 5. - CONTROL POINTS	6
NO. 6. - OBSERVER REQUIREMENTS	6
NO. 7. - PREDICTED LOG (Before the Contest)	7
NO. 8. - CONTEST PERFORMANCE AND LOG	7
NO. 9. - SAFETY RULE	9
NO. 10. - DUTIES OF OBSERVERS	9
NO. 11. - JUDGING COMMITTEES	10
NO. 12. - COMPUTING & CONTEST COMMITTEES	10
NO. 13. - TIME ALLOWANCES	11
NO. 14. - PENALTIES	11
NO. 15. - DISQUALIFICATION	12
NO. 16. - PROTESTS	12
NO. 17. - SELECTION OF WINNER	13
NO. 18. – MULTIPLE CONTESTANT	13
SPEED HANDICAP FACTORS	15
IPBA PAST COMMODORES	16
RECORD OF CHANGES	17

INTERNATIONAL POWER BOAT ASSOCIATION, INC.

PURPOSE

The purpose of the IPBA is to promote safe piloting of pleasure vessels and to sponsor and sanction predicted log races to improve the piloting and seamanship abilities of the contestants. (By Laws Article 1 Section 2.)

ORGANIZATION

The IPBA sanctions cruiser navigation contests in the Pacific Northwest, generally recognized as including British Columbia in Canada and Washington and Oregon in the United States. The IPBA is composed of two sections: Gulf of Georgia Section, covering British Columbia; and Puget Sound Section for Washington state. As of 2015, the Gulf of Georgia Section is in-active. All Gulf of Georgia current members are recognized as members of IPBA North for NACA and PYCA purposes and are welcome to participate in all IPBA sanctioned events. Additionally, Gulf of Georgia yacht clubs may join the IPBA at any time through petition to the IPBA Board along with the payment of the IPBA yacht club dues, and through such capacity, sponsor IPBA sanctioned navigation contests.

The Puget Sound Section is further divided into two areas, Puget Sound North and Puget Sound South, for purposes of contest scheduling and conduct. Principal membership consists of organized yacht or boating clubs that are accepted by the Board of Trustees and known as "Club" members. Club membership dues are based on the number of active members in the club, except for set minimum and maximum amounts. Individuals who belong to a member "Club" are known as "Associate Members" and pay no dues.

IPBA is governed by a Board of Trustees consisting of four officers and four non-officer trustees. Each year officers are elected from the respective sections to maintain at least one officer from each section at all times. Also, two trustees are elected from each of the two sections. All sections operate their contest programs utilizing a standard set of rules and procedures, as contained herein.

IPBA regular meetings are scheduled on the first Saturday in February, within 10 days of the first of May and in November before Thanksgiving (in the United States). The latter is the Annual Meeting and is coordinated with the Awards Banquet. The Sections meet in October to elect section representatives for the Board of Trustees who are announced at the Annual Meeting. Club delegates and interested associate members are urged to attend all meetings of the association or sections.

CONTEST PROGRAM

IPBA sponsors annually an International Cruiser contest and a Century 21 International Challenge contest. Every second year IPBA sponsors the Alaska contest. The former Van-Isle contest is no longer scheduled.

The International is generally scheduled on the weekend closest to the middle of July and the course will be near or crossing the international boundary. All associate members or others by invitation are eligible to compete. The Puget Sound Section awards bonus points toward season awards for participation in this contest. (See scoring)

The Century 21 is a team contest between the Puget Sound sections. Each team must contain the same number of eligible contestants but may not exceed six. The Century 21 is now (starting in 1985) conducted in conjunction with the International Cruiser Race. The teams are selected by each section based on the contestants' performance during the preceding year. The scores made by the best four contestants (or number of eligible contestants if less than four) on each team are used in determining the winning team. Participation does not count toward other local or national awards.

The Alaska contest is a special contest involving a competitive cruise, now generally from the San Juan or Gulf Islands, to Juneau, Alaska. This historic contest was first run in 1928 as the Capital-to-Capital International Cruiser Race from Olympia, Washington, to Juneau, Alaska. Participation is restricted only to the extent the cruiser must be suitable for such a trip. There are several trophies awarded for placing in each of the two major legs of the contest and for overall winner. Since 1987, participation may count as two contests toward other local or national awards if sanction is approved.

The contest program in each of the three operating areas includes, in addition to the IPBA sponsored contests, IPBA sanctioned and local yacht club sponsored contests. The contest committee of the sponsoring club, assisted by the applicable IPBA committees, is responsible for contest planning, course layout, special rules and log publication, contest conduct and scoring.

GENERAL SANCTION REQUIREMENTS

The general requirements for sanction of a contest are:

1. Contest courses shall be not less than 12 miles nor more than 30 miles in length, with the exception of the IPBA sponsored contests (ICR, Century 21 and Alaska), which may exceed 30 miles.
2. Contest courses shall include at least four (4) but not more than seven (7) legs (control points).
3. Sponsor may limit minimum flat water speed to 7 knots.
4. U.S. Coast Guard permit (for contests in Puget Sound and Lake Washington) shall be obtained by the sponsoring club.
5. A contest entry fee of \$13.00 for each contestant shall be collected by the sponsoring club and shall be forwarded to the IPBA treasurer after the contest.
6. All contests are now scored for National Points according to the current scoring formula of the North America Cruiser Association. As soon as feasible after each contest, a copy of the contest Special Rules, all contest logs, and results sheet shall be sent to the Section Scoring Chairman. After recording the IPBA scores, the Section Scoring Chairman will forward the scores to NACA for National Point Scoring.

SCORING

The procedure for establishing the winner and order of finish in a contest is described under Standard Rule No. 17.

Contestants are awarded points, determined by the following method, for each contest toward season and national trophies and awards:

1.
$$\text{Points} = 1000 - \frac{700 \times (\text{Finish Place} - 0.79)}{(\text{Number of contestants} - 0.79)}$$
2. The “number of contestants” is defined as the number of contestants who, in the opinion of the contest committee, have started the contest course with intention of completing the contest.
3. A contestant who started but is unable to finish receives 300 points.
4. A contestant who is disqualified is counted as a contestant for point scoring purposes but receives no points.
5. The points are rounded to the nearest whole number.

The Puget Sound Section awards points for participation in the International Cruiser contest as determined above, times a factor of 2.25 to encourage participation in this major contest.

AWARDS

Awards for the individual contests are the responsibility of the sponsoring organization.

IPBA awards trophies and plaques for the International Cruiser contest as follows:

1. Perpetual trophy and plaque for 1st, 2nd and 3rd place overall.
2. Perpetual trophy for the highest placing contestant who is competing in the International for the first time.
3. Perpetual Silver Tray and plaque for 1st place in each of five classes. Classes are determined by predicted speed (Rule 17 B).
4. Plaques for 2nd and 3rd place in each of the classes.
5. Participation plaques may also be awarded.
6. Perpetual trophy to the club having the highest percentage of potential participants in the contest.

IPBA awards a perpetual trophy to the section having the winning team in the Century 21 contest. The contestants on each team are each awarded a plaque, with a larger size for the winners.

Seven perpetual trophies and keeper plaques are awarded for the Alaska contest: 1st, 2nd and 3rd place for the leg to Prince Rupert; 1st place Prince Rupert to Juneau; 1st, 2nd and 3rd place overall; and the Iceberg Trophy awarded for the biggest faux pas.

The five best skippers from each of the three operating areas are eligible to compete for the title “Pacific Northwest Champion” during the International Cruiser contest each year. Determination of eligible skippers is based on the preceding year’s performance. The eligible skipper placing highest during the International Cruiser contest is awarded the title, a plaque and the “Commodore’s Trophy”.

A perpetual trophy and plaque for “Skipper-of-the-Year” are awarded for the best season performance in each of the three operating areas based on the following:

The Jerry Bryant Trophy for the North and the Armstrong Trophy for the South area are awarded based on points accumulated by contestants in the International race plus their best four area contests; or their best six contests, excluding the International. Points are also subject to out-of-area contest considerations as indicated below.

The Killam “Skipper” trophy is awarded to the contestant accumulating the most points from all Gulf of Georgia sanctioned contests each season and is also subject to out-of-area contest considerations as indicated below.

Plaques are also awarded for 2nd and 3rd place overall for the Gulf of Georgia and Puget Sound South areas and for 2nd, 3rd, 4th, and 5th place overall for the Puget Sound North area.

Plaques are awarded to the Novice of the Year for each operating area. A Novice is a contestant who has completed less than three years from the date of their first contest entered.

Members of non-IPBA clubs and boating organizations can compete for all race and annual/perpetual trophies. Members of non-IPBA and boating organizations may win annual and perpetual trophies, but the trophies will reside in the host (sponsoring) club trophy case. Annual IPBA trophies, if won by a member of a non-IPBA club or boating organization, will remain with the last IPBA member club to have won the particular trophy.

OUT-OF-AREA CONTESTS:

An out-of-area (foreign) contestant is a person participating in a contest that is conducted by an organization in an IPBA area or section different from the domicile of their home club or sponsoring organization. Contestants participating in a foreign area will be scored by the official scorer for that area and have their standings upgraded throughout the season.

Contestants shall qualify for annual awards if they participate in four or more contests in **their home area. Points earned in a foreign area contest may be counted toward their home area points total. Contestants may only compete for their home area overall annual awards, i.e., Skipper of the Year and Top 3 or Top 5 racer awards.**

Each area scorer will consider the two major legs of the Alaska Race as home area contests.

OTHER INFORMATION

Racing numbers are required to be shown during a contest. Numbers are available from an IPBA officer or an IPBA representative at any IPBA contest.

A racing flag, consisting of the international code flag for Romeo with a blue star added in the center, may be flown during contests only as a signal that the cruiser is competing in a contest. This flag may be obtained from an IPBA representative at any contest.

An IPBA identification flag is also authorized and available. This flag is similar to the racing flag except that a black triangle is added, the base of which is the side of the flag next to the flag staff, and the letters IPBA are on the triangle in orange. This flag is also available from an IPBA representative. The IPBA flag may be flown at any time at a location on the boat appropriate for such a flag.

The IPBA Secretary maintains a current address list of member clubs, active contestants, officers, trustees, delegates and certain other interested people. Mailing labels for contest log distribution or other IPBA associated functions may be obtained from him.

NATIONAL ACTIVITIES

IPBA maintains membership in the Pacific Coast Yachting Association (PCYA) and the North American Cruiser Association (NACA).

PCYA sponsors the Barusch Trophy contest, symbolic of the Pacific Coast Championship, held annually during the last week in June. Representatives of member associations, all on the west coast, are invited to send two representatives to compete in the contest. The contest location in the past has been held in the area of the PCYA Commodore, traditionally rotating between San Diego, Los Angeles, San Francisco and the Pacific Northwest on a four year cycle. IPBA pays dues to PCYA for each operating area, consistent with having two representatives from each area, as contestants in the Barusch. Selection of representatives to compete in the Barusch is based on the preceding year's season performance.

The object of the NACA is the promotion of the sport of cruiser navigation contests in North America. NACA was formed in 1979 and ties together associations throughout North America each of which conducts a program of contests. At the request of the IPBA, each of its three operating areas is treated as a separate association with respect to the NACA. The principal activities of the NACA are to:

- A. Provide national scoring. Every contestant in each of the contests of the associations is scored on a uniform basis for award of annual national trophies. The scoring method described above for local scoring is the same method used for national scoring.
- B. Award five national trophies and approximately 24 individual keeper plaques for various season performance accomplishments.
- C. Sponsor a North American Invitational cruiser navigation contest each year to which one representative from each association is invited to compete. The previous year's National Champion and the winner of the previous year's NAI may also be invited. The location of the contest rotates among the associations. The representative from each IPBA area is selected based on the contestant's standing toward the Skipper-of-the-year trophy for the area during the preceding year.
- D. Publish and distribute a periodic newsletter, known as the CRUISER LOG, containing news and information pertaining to the sport, including scoring reports as the contest season progresses.

In addition to association memberships, NACA accepts and encourages individual memberships. Individual members receive a yearbook and the CRUISER LOG (six to seven issues per year). Annual dues are \$10.00. An additional contribution is welcomed if one wishes to provide more support. While it is not necessary to be a member to be scored, the individual memberships are necessary to maintain an effective organization and outstanding national awards program. Applications for membership may be obtained from the IPBA secretary.

STANDARD RULES FOR CRUISER NAVIGATION CONTESTS
INTERNATIONAL POWER BOAT ASSOCIATION, INC.
2003 EDITION

STANDARD RULES

The following Standard Rules for Cruiser Navigation Contests are the regulations which guide all contestants as they enjoy this sport in the spirit of friendly competition. They have been developed over the years to make participation as easy for the novice and occasional contestant to understand as it is for the seasoned "old timer." IPBA encourages everyone to participate in Cruiser Navigation Contests as a contestant, navigator, observer or in any other way. If you would like further information or assistance, contact your IPBA representative or any IPBA official.

No. 1. – RULES

- A. These are the STANDARD RULES intended for governing Cruiser Navigation Contests sponsored or sanctioned by the IPBA.
- B. In each contest these rules will be supplemented by SPECIAL RULES containing:
1. Date of the contest.
 2. Course of the contest.
 3. Starting and Finishing Lines and Control Points.
 4. Entrance fees, if required.
 5. Observer requirements.
 6. Time of start, finish or whatever time for control.
 7. When and where to present the contest log to the contest committee before and after the contest.
 8. Official timepiece requirements and other control requirements.
 9. All other pertinent instructions, including any deviation or exceptions from these STANDARD RULES.
- C. All contestants shall compete on the scheduled contest date following all SPECIAL RULES, especially as regards start and finish time.

No. 2 - ELIGIBILITY REQUIREMENTS

- A. Cruiser Navigation contests sponsored or sanctioned by the IPBA may be entered by any member of a boating club or association belonging to and in good standing with the International Power Boat Association. Qualified contestants who are members of clubs or associations not belonging to IPBA may be invited to participate by a member of an IPBA member club..
- B. The contestant must own, or have legal use of, and be in command of a cruiser meeting the following specifications:
1. The cruiser may be of any size, but the Starting committee shall not be required to accept the predicted log of a contestant whose cruiser has a flat water speed through the water of less than seven knots.
 2. The cruiser shall be equipped with permanent berths, approved head(s) and have galley and living quarter space equivalent to at least one-third the length of the cruiser.
 3. The cruiser shall be equipped with fixed fuel tank(s). These tank(s) need not be permanent but must be connected to the main fuel system in such a manner as to eliminate all hazards connected with transferring fuel while underway. Refueling during the contest by pouring from portable tanks is strictly prohibited.
 4. The cruiser must be equipped as required by safety laws governing the waters traversed.
 5. The cruiser and its equipment shall be sufficiently well maintained as to be judged safe to operate. See 10G. A current CME decal is recommended, for U. S. cruisers.

6. The cruiser shall have a functioning marine radio and shall fly a club burgee during the contest. Permission to participate without complying with this rule shall be at the discretion of the contest committee.
7. An IPBA contest flag flown only during the contest is recommended.

No. 3 - CREW REQUIREMENTS

There shall be at least two able-bodied persons, at least fifteen years of age, on board a cruiser during a contest, in addition to the observer.

No. 4 - CONTEST COURSE

- A. The contest course shall be established in the SPECIAL RULES for the contest and shall be clear and concise in explanation, naming each body of water traversed by the course as described in the commonly used charts of that area.
- B. At all times during the contest, contestants shall have aboard their cruisers charts on which they have plainly marked the exact courses they intend to make good over the bottom in running the contest. These charts must be available to the observer at all times.
- C. The course prescribed in the SPECIAL RULES shall be laid out by the contestant and clearly marked on charts of not less than 1:85,000 scale, and the courses must be through waters safe for navigation.
- D. The Official Mileage stated in the SPECIAL RULES shall be the shortest practical distance for the given course plus 0.3 nm. The Official Mileage shall be determined by the section Sanctions Chariman.
- E. Each Race Committee has the discretion to use either: (a) degrees, minutes and seconds; or (b) degrees and decimal minutes when specifying position coordinates in a race.

No. 5. - CONTROL POINTS

- A. The Control Points will be described in the SPECIAL RULES for each contest, along with the Starting Line and Finish Line.
- B. Whenever possible, solid geographical fixes shall be used for control points with a clear and concise description thereof in the rules.
- C. Directions shall be included in the SPECIAL RULES outlining the maximum distance away from a control point at which a contestant may call his time, and also a description of the bearing in relation to the cruisers heading, such as "abeam on the port hand" etc., when first occurring.
- D. The SPECIAL RULES shall specify the type of start required (standing start or running start).

No. 6 - OBSERVER REQUIREMENTS.

- A. Aboard each competing cruiser during the contest shall be at least one observer representing the judging committee.
- B. At the time a contestant presents his predicted log to the contest committee before the start and complies with other requirements of the rules, the contest committee will assign the contestant an observer. No more than one observer may be assigned without permission of the contestant.
- C. Each observer will be an honored guest aboard his assigned cruiser from the time he is assigned until the contest is over and the contest log is surrendered to the contest committee.
- D. Each observer shall have a thorough knowledge of the duties of an observer. See Rule No. 10.
- E. A contestant may refuse an assigned observer for due cause.
- F. The contestant may assign a scrutinizer to verify the accuracy of the recorded times provided he/she has no knowledge of the contestant's predictions and is honor bound to not reveal observed times to the contestant.

No. 7 - PREDICTED LOG (Before the contest)

- A. On the forms provided with the SPECIAL RULES, each contestant shall prepare his predicted log and contest log which must be submitted to the contest committee, as specified.

- B. On the predicted log and the contest log, the contestant shall enter the hour, minute and second he will start. ONLY on the predicted log shall the contestant enter the predicted running time between each Control Point in hour, minutes and seconds, and any other required predicted time entries. The contest log shall have one and ONLY one time entry for the predicted start time.
- C. The contestant shall enter on the contest log the compass course to be made good and elapsed time for any timed courses designated by the SPECIAL RULES.
- D. The contestant shall enter on the contest log whatever engine RPM's are required to conform with the SPECIAL RULES.
- E. The setting adjustments of variable pitched propellers, if installed, must be entered in the predicted log and contest log, and under the same conditions as engine RPM's.
- F. Upon receipt of the predicted log and contest log, the contest committee shall stamp, initial or otherwise specially mark the contest log, which becomes the official observer contest log.
- G. It is the responsibility of the contestant to submit a legible predicted and contest log. The contestant's log may be rejected by the contest committee if, in their opinion, the logs are considered not legible.

No. 8 - CONTEST PERFORMANCE AND LOG

- A. Contest numbers shall be affixed to the cruiser so as to be plainly visible from port, starboard and astern.
- B. The contestant's timepiece used must be accurate and be set within 30 seconds of the Official Time before heading for the Starting Line.
- C. All time entries in the Logs shall be Navy time (00:00:01 to 24:00:00) to the nearest second only.
- D. All references to time in these rules or in the SPECIAL RULES or in the predicted and contest Logs shall be based on the current local time in effect on the day of the contest.
- E. The contestant must start on his predicted starting time as indicated by the official timepiece aboard the cruiser, within a plus or minus five minute window. A contest start shall occur when the contestant advises the observer he is starting and the cruiser crosses the starting line. A second start is not allowed and, except as otherwise provided for in these rules, all elapsed time from start to finish shall be included in the race computation. A contestant cruiser shall not cross the Starting Line except when executing a contest start. Contestants and their cruisers shall be subject to all contest rules and conditions, during the contest period, which begins five minutes prior to the contestant's start window and finishes when the contestant crosses the finish line.
- F. Immediately after the contestant has started his contest, all timepieces and time indicating devices must be put in the custody of, or under the control of, the observer, with any exceptions allowed by the SPECIAL RULES being carefully followed.
- G. Re-calibration of electric/electronic tachometers aboard a contestant's cruiser is not allowed during the contest period.
- H. Trim tabs shall not be adjusted during the contest.
- I. The contestant must comply with all Pilot Rules, Rules of the Road and Navigational Laws, including local laws enacted by proper authority, applicable to his cruiser in the area in which he is operating at the time.
- J. No one having knowledge of the contest predictions shall have any access to any time indicating device of any nature, nor may they avail themselves of any method, including counting, of determining the time of day or any period of elapsed time, except during periods specified by the SPECIAL RULES. Only a stopwatch may be used on courses where the SPECIAL RULES designate that timepieces are allowed.
- K. The contestant shall control the RPM's of each engine as designated on his contest log with variation only as allowed in the SPECIAL RULES (Normally plus or minus 10% maximum).
- L. The contestant must make good the courses marked on his chart and must hold his heading when approaching a mark until the mark is properly positioned and called before changing course. For penalties, see Rule No 14E.

- M. Prior to starting the race, each contestant shall monitor VHF channel 9 for the purpose of pre-start communications. All pre-start communications shall be conducted on this channel so that all contestants are privy to the conversations. Contestants must switch to channel 16 immediately prior to their race start. Radio transmitters and receivers shall be open and monitoring the Distress and Calling Frequency (VHF Channel 16) only. If prevailing circumstances and conditions cause reduced visibility that would affect the safety of the vessel or any other vessel, radar, if installed and operable, may be used. Radar may be used at any time the skipper deems it necessary for safety. No penalty shall be assessed for use of radar under these circumstances. The visibility of Loran, GPS or any other electronic device by the contestant or navigator, whereby boat speed data may be obtained, is forbidden during the contest period except under conditions specified under Safety Rule No. 9. Instruments that may be used are those which measure and/or control the rate of rotation of the engine(s) or propeller shaft(s), measure and/or control the boat's direction relative to the earth's geographical or magnetic pole, measure visual angles for obtaining bearings, either vertical or horizontal, and measure the speed and/or direction of the wind. Autopilots and Depth Sounders may also be used **as long as they do not receive GPS signals**. Chart Plotters and Computers using Navigation programs and Electronic Charts may be used to replace small scale printed charts as long as the Chart Plotter or Computer is not connected to GPS and does not display SOG, COG, Time of Day, Tracking or Latitude or Longitude. A large scale printout of the course is required and made available to the Observer to review. The deletion of the use of radar and the allowable use of Chartplotters and Computers will be effective for any contest run after March 6, 2010.
- N. All control points must be seen and identified by the contestant and his observer.
- O. The recommended method for taking time at a control point is as follows:
- The observer (if assigned by the contestant), contestant or the person representing the contestant in the confirmation of time (see Rule 6F), may start a stopwatch at the instant the arrival is called. This stopwatch may be used by the observer and non-contest participant to verify the reading of the official timepiece. **ONLY** persons that do not have knowledge of the predicted contest times may use the stopwatch for official timepiece comparison.
- P. No device or combination of devices from which time may be determined shall be allowed except as provided above. (Examples are: totalizing odometers, hour meters, taffrail logs, chiming devices, flowmeters or any other time-telling device).
- Q. If the contestant deviates from the required RPM's or from his specified course, including any emergency maneuvers such as a 360 degree turn, notation shall be made on the log (or attached thereto) stating where and why the deviation occurred and its duration. Any observation of such deviation by any other contestant should also be similarly noted. All noted deviations shall comply with conditions as specified under Rule No. 13 - TIME ALLOWANCE.
- R. Should a contestant go to the aid of another vessel, notation shall be made of the time deviation, as measured by stopwatch or observer's determination. The contest may be restarted by returning as nearly as possible to the point of departure from the course. A full report shall be included with the contest log. All noted deviations shall comply with conditions as specified under Rule No. 13 - TIME ALLOWANCE.
- S. Note requirements for protests. (See Rule No. 16 - PROTESTS)
- T. The contest log must be completed to the full extent required by the SPECIAL RULES. Contestants are encouraged to enter their calculation of Total Seconds of Error in the box provided on the Contest Log. The contestant must accept the score that the official race scorer computes unless the contestant enters the Total Seconds of Error. If the Total Seconds of Error differs, the Race Committee will attempt to contact the contestant at the cell number/contact information prior to the awards.
- NOTE: Even though contest committees compute all results, contestants are encouraged to complete the calculations prior to turning in the log as an aid to assuring the log is complete and accurate.
- U. The contestant shall affix his signature to the contest log before surrendering it to the contest committee after the contest, thus certifying his satisfaction with the notations thereon and the accuracy of the account therein. If he regards any notation as incorrect, he shall make notations thereof on the back of the contest log. The contestant, not the observer, is ultimately responsible for the accuracy and legibility of all information on the contest log.

No. 9 - SAFETY RULE

- A. If a contestant believes that conditions have become unsafe because of reduced visibility or unusual sea conditions, he may invoke the Safety Rule by notifying the observer that he intends to proceed under the Safety Rule until further notice.
- B. After invoking this rule, the contestant may take all means he considers necessary for the safe navigation of his cruiser including slowing, stopping, maneuvering, and using his radar, radio, or other equipment. The contestant may request the observer to tell him when he has run a given time from his last mark.
- C. The observer shall, to the best of his ability, list matters pertinent to the contest occurring during the time the Safety Rule is invoked, including the following listed items, and the contestant shall wherever possible advise the observer as to the information to be set forth:
 - 1. Times during which the Safety Rule was invoked.
 - 2. Navigational and operational action taken by the contestant.
 - 3. Time of use of radar and other navigational equipment.

 - 4.. Estimated range of visibility, together with significant changes in such range.
 - 5.. Sea and weather conditions.
- D. The contestant shall as soon as possible, either during or after the contest, advise the contest committee that he has invoked the Safety Rule and, at the first opportunity after the contest, he shall request approval of his action.
- E. The judging committee shall have the authority to question the contestant, observer and other witnesses, including witnesses from other boats in the area, and shall rule as to whether or not the contestant was justified in invoking the Safety Rule.
- F. If the ruling is against the contestant, he shall be penalized as provided in the rules for whatever infraction of the rules took place. If the ruling is in favor of the contestant, there will be no penalty and the leg or legs will be scored as run.
- G. If the committee rules that the contestant properly invoked the safety rule but could not maintain course and/or speed, then the Scorer shall eliminate those legs involved during the time the safety rule was in effect and the contestant shall have no error for such legs and his predicted elapsed time for the eliminated legs shall not be included in the figure for the predicted total elapsed time, or the predicted time for such legs shall be included and the contestant shall be given the average error in seconds of all racers completing such legs, whichever method shall result in the largest total percentage of error for the contestant.

No. 10 - DUTIES OF OBSERVERS

- A. If, in the opinion of the observer, the condition of the crew or cruiser to which he has been assigned is such that running the contest would be unsafe, he shall report this condition to the contest committee. If the observer's opinion is substantiated by the contest committee, an observer will not be required to serve on this cruiser.
- B. Any and all infractions of the rules shall be noted on the back of the contest log or on a separate sheet attached to the log.
- C. It is the responsibility of each contestant to assist the observer in the discharge of his duties and to ascertain that all log entries are clear, concise and complete. The contestant is responsible for the accuracy of such data and information.
- D. The observer must set down in the contest log the time of day in hours, minutes and seconds the cruiser starts and also the time in hours, minutes and seconds it passes each control point, the finish line and any other time required by the SPECIAL RULES. No control point arrival times are to be given to any contest participants until after the finish line has been crossed.
- E. Any radical variations or departures from the specified courses must be described fully in the contest log, including the time of day at the beginning or end of such occurrence and its duration.

- F. Any radical variation from the specified RPM's shall be described fully in the contest log, including the time of day at the beginning or end of such occurrence and its duration.
- G. The observer shall note on the contest log any unusual circumstances or actions of any contestants.
- H. The observer shall attach his signature to the contest log before turning it over to the committee at the finish, thus certifying his satisfaction with the notations and the accuracy of the account therein. If the observer regards any notation as incorrect, he shall make notations thereof on the contest log or on a separate paper attached to the log to be surrendered to the contest committee.
- I. The observer must conduct himself so as to be able to fairly and impartially carry out his functions. Should an observer fail in the performance of his duties during the contest, and there is evidence that he is not properly recording the contest log, the contestant may appoint a member of his crew to serve as temporary observer for the balance of the contest. At the finish of the contest, the temporary observer will prepare a signed affidavit that he honorably carried out the duties of observer to the best of his ability. The affidavit, together with a signed statement by the contestant giving the reasons for relieving the assigned observer, shall be delivered with the contest log to the contest committee at the finish of the contest. The merits of the case shall be judged by the judging committee and their decision shall be final.

No. 11 - JUDGING COMMITTEE

- A. In sanctioned contests, three qualified participating contestants will be established as the official judging committee. The host racing committee is responsible for identifying the members of the judging committee. It will be the responsibility of the judging committee to review all contest logs and to receive any protests. The judging committee, by majority vote of the judges, shall assess appropriate penalties for any deviation from these rules or from the SPECIAL RULES. The judging committee shall also evaluate any requests for time allowance and shall rule on any other controversial matter.
- B. In situations involving a penalty or time allowance, the judging committee shall abide by these rules in making decisions. However, in the event that the circumstances are not properly covered in the rule, they shall come to a decision based on the best information as to the facts in question. Before assessing a penalty, the judges shall acquire all the pertinent facts and, if necessary, they shall request any of the contestants, observers, or crew members involved to appear before them to provide information. No penalty shall be assessed in a controversial matter without attempting to provide the participant with the opportunity to present testimony.
- C. Preliminary, unofficial contest results shall be posted as soon as possible and information must be made available upon request of any interested parties regarding the reason for penalties and disposition of protests against any contestant. Rule No. 16B must be followed for resolution of any disagreement with the decisions of the judges.
- D. The judges may request review of any contestant's chart to assist in their decisions.
- E. A judge, if also a contestant, shall disqualify himself in ruling on a penalty, if he was involved in the protest that would require a penalty.

No. 12 - COMPUTING AND CONTEST COMMITTEES

- A. It shall be the responsibility of the contest committee to process all logs before the start of the contest (see Rule No. 7) and, after the finish, to receive the contest log from the observer and his contestant, checking the log for completeness. The contest committee shall scan the Logs for protests and notations, all of which must be called to the attention of the Judging committee.
- B. In the event weather conditions would make participation unsafe, the contest committee has the authority to delay or cancel the contest.
- C. The Computing committee shall be primarily responsible for the accuracy of all arithmetic calculations required and shall note with corrections any errors. Any irregularities must be reviewed by the judges.

NO. 13 - TIME ALLOWANCES

- A. Requests for time allowance to comply with Rules of the Road (360 degree turn, for example), for mechanical difficulty, or to aid or assist another mariner, will be considered if substantiated in writing. Full particulars including time of day of such occurrence, resulting elapsed time and all other supporting details must be given. Such a request must be written on the reverse side of the contest log.
- B. When necessary to stop dead in the water or depart from the course for the reasons given above, the position of the cruiser should be noted on the contest log, together with the time of day when such a stoppage occurred. The elapsed time of the stoppage must also be determined by the use of a stopwatch or by noting the time of day when the contest is resumed. The contest must be resumed from as near the point of stoppage as possible.
- C. If a contestant stops or departs from the course for any of the above reasons, there shall be no penalty assessed, provided proper time notations are entered on the contest log. The time the cruiser is stopped shall be deducted from the actual elapsed time between Control Points to determine the contestant's corrected running time and therefore his error for that leg.

NOTE: The time of day required in the above situations must be observed (and noted) only by the observer and NOT by the contestant.

No. 14 - PENALTIES

The Judging committee is authorized to assess penalties for any or all infractions of the STANDARD and SPECIAL RULES. If, in the opinion of the Judging committee, the intent of these rules or the spirit of the contest has been violated, the contestant may be appropriately penalized or disqualified. The following schedule of penalties shall be assessed unless prior exception has been declared:

- A. Rules of the Road - Failure to observe the Rules of the Road, 1.0% for each infraction. Also see Rule No. 15G covering disqualification for gross or willful violation.
- B. Turning in Logs – Logs submitted after the prescribed turn-in times, both before the race (predicted log) and after the race (contest log), may be refused by the contest committee. If late logs are accepted by the contest committee, no penalty will be assessed for late turn-in.
- C. Incomplete Logs - Failure to submit complete and accurate information on all spaces required on all forms, provided such information is essential for computing the contestant's score, 0.25% penalty for each infraction.
- D. Predicted Timed Runs - Failure to run predicted elapsed time within plus or minus five (5) seconds, 0.25% penalty for each occurrence.
- E. Charting and Following Courses - Failure to establish a course distinctly on proper charts and to follow courses as prescribed by the SPECIAL RULES, including failure to chart and follow the course with reference to distance proximity of Starting Lines, Control Points, Finish Lines and other specified points, 0.5% for each infraction.
- F. Actual Starting Time - If a contestant deviates from his predicted starting time by more than five (5) minutes, plus or minus, the difference between his actual starting time and his predicted starting time will be determined. A penalty of 0.1% for each minute or fraction thereof greater than five (5) minutes will be assessed, but, the maximum penalty will be 0.5%.
- G. Stops or RPM Change - If a contestant stops or otherwise changes his speed for any reason not allowed in these or the SPECIAL RULES, a penalty of 0.25% shall be assessed for each occurrence. In addition, the elapsed time while stopped will be included or deducted, whichever results in the greatest error for the leg.
- H. Contempt - If, in the opinion of the Judging committee, any contestant participates in any unsportsmanlike behavior, a 0.5% penalty will be assessed.
- I. Radio - A 0.5% penalty shall be assessed if radio is used other than as allowed by Rule No. 9 - SAFETY RULE.
- J. Starts - A contestant performing a false start or failing to start as specified in the SPECIAL RULES, shall be assessed a penalty of 0.25%.

Note: A false start involves a contestant crossing the starting line before executing a proper contest start.

- K. Contest Numbers - If the contestant fails to properly display contest numbers when required and available from the contest committee, a penalty of 0.25% shall be assessed (no penalty if lost due to weather).
- L. Failure to find and call any control point shall add a 1.0% penalty per missed control point. In such event, the legs having in common the intermediate control point not called or found shall be scored as a single leg.
- M. A contestant who designates the wrong finish bracket, based on flat water speed, shall be penalized 0.25%.
- N. The Judging Committee shall have the authority to establish and assess appropriate penalties for violations of rules in this handbook not specifically covered by the preceding penalties.

No. 15 - DISQUALIFICATION

A contestant may be disqualified on the basis of any of the following but subject to the judges decision that there were no extenuating circumstances:

- A. Failure to meet the eligibility requirement.
- B. Failure to pay entrance fees, if such fees are required.
- C. Failure to meet the crew requirements.
- D. Failure to run the contest with an officially assigned observer.
- E. Any infractions of the Time Rules, if in the opinion of the Judging committee, the infraction could have resulted in an unfair advantage and, especially, if it appears to be intentional.
- F. Time trials over any portion of the contest course after the contest SPECIAL RULES are published. Any activity or observations whereby current velocity and/or direction are measured in the area of the contest course is considered a time trial. Contestants and crew will avoid unnecessary operation in the area of the contest course, once identified, to the extent practicable.
- G. Gross violation of Rule of the Road or Navigational Laws.
- H. Acceptance of help during the contest from another vessel or person not aboard at the start.
- I. Use of any device using radio frequency signals in such a manner that time or speed is obtained directly or indirectly, except when such device(s) are used in accordance with SAFETY RULES No. 9A and 9B.

No. 16 - PROTESTS

- A. Protests pertaining to other contestants or to the observer must be made in writing, fully describing the situation, time and where it occurred. Such protests must be signed and submitted promptly to the contest committee after the finish. Protests for actions observed during the contest must be attached to the contest log.
- B. Protests pertaining to the decision of the judges shall be submitted in writing to any IPBA official within two hours after the contest committee posts and/or announces the contest results. This official must deliver the protest to the Executive committee of the IPBA for further review and final action (See Rule No. 11C - JUDGING COMMITTEE).

No. 17 - SELECTION OF WINNER

Overall rating of the contestants performance must always be accomplished. At the option of the sponsoring club, class rating for awards may be determined.

- A. OVERALL RESULTS - The actual elapsed time for each leg corrected by any time allowances approved by the Judging committee shall be compared to the predicted elapsed time of the leg. The difference in time shall be the error, whether the boat is late or early at the Control Point. The sum of errors for each leg, reduced to seconds, shall be the total error for the contestant. This error shall then be divided by the total predicted running time for the entire contest converted to seconds. The resultant figure shall be multiplied by 100 for the uncorrected percentage of error. If a special handicap factor is employed, the uncorrected percentage of error is multiplied by this factor to get a net percentage of error. To this percentage is added any penalty percentages to provide the final percentage of error. Contestants will then be rated in the reverse order of this error, first place being awarded to the contestant having the lowest percentage of error.
- B. CLASS RESULTS (if prescribed by the sponsoring club) - To determine class winners, the recipients of overall awards will be removed from class award consideration. The remaining contestants will be organized sequentially by contest predicted running time in seconds, starting with the largest number and ending with the smallest number (slowest speed to fastest speed). The total number of class contestants will be divided by the number of award classes to determine the number of contestants in each class. If the number of contestants per class does not divide evenly, the number of contestants in the last classes will be increased by one until the remaining numbers are distributed. The remaining number can never be equal or greater than the number of classes. The following is an example of five classes for 42 class contestants:
- Class 1 - 8 contestants
 - Class 2 - 8 contestants
 - Class 3 - 8 contestants
 - Class 4 - 9 contestants
 - Class 5 - 9 contestants

Those contestants selected for each class will then be rated by percentage of error as in selection of the overall winner to determine the class awards.

No. 18 – MULTIPLE CONTESTANT

- A. Allow a maximum of three contestants per boat.
- B. A novice for this purpose is a contestant in his/her first year of competition with the year beginning on the date of the first contest entered.
- C. The primary contestant will use the normal boat name on the log sheets. The additional contestant(s) will use the boat name with the alpha suffix “B” (and “C” for the third contestant).
- D. Maximum of three contests as a multiple contestant.
- E. This rule will not apply to races on Lake Washington.
- F. For team trophy scoring purposes, only the best score will be used for calculating the team score. If more than one club is represented on a single vessel, the best score for each club will be used.
- G. The primary contestant’s predictions will be used to determine basic parameters such as Finish Class and Start Time.
- H. Determination of how the functions of helmsman and throttle adjustments are executed lies with the skipper.
- I. Each additional contestant is encouraged to develop their own contest predictions where variables can exist, e.g., current predictions. All veteran contestants must do their own calculations.
- J. Scoring input will be affected where individual predictions and results fall outside specified parameters, e.g. plus or minus five minute start window (assuming all contestants use the same finish time). Therefore, the predicted start times for additional contestants “B” and “C” will be considered the same as the primary contestant’s start time and all will be identically penalized if the start window is missed.
- K. All contestants must register and pay contest fees.

- L. Timed Runs: All contestants on the same boat will use the Timed Run times of the primary contestant and adjust their predicted leg times prior to handing in their logs at pre-race check-in.

IPBA SPEED HANDICAP FACTORS

Speed	Handicap	Speed	Handicap	Speed	Handicap	Speed	Handicap
7.0	0.5796	11.0	0.7739	15.0	0.8974	19.0	0.9840
7.1	0.5859	11.1	0.7777	15.1	0.9000	19.1	0.9859
7.2	0.5921	11.2	0.7814	15.2	0.9025	19.2	0.9877
7.3	0.5982	11.3	0.7850	15.3	0.9050	19.3	0.9895
7.4	0.6101	11.4	0.7886	15.4	0.9074	19.4	0.9913
7.5	0.6042	11.5	0.7992	15.5	0.9099	19.5	0.9931
7.6	0.6159	11.6	0.7958	15.6	0.9123	19.6	0.9948
7.7	0.6217	11.7	0.7993	15.7	0.9147	19.7	0.9966
7.8	0.6273	11.8	0.8027	15.8	0.9171	19.8	0.9983
7.9	0.6329	11.9	0.8062	15.9	0.9194	19.9	1.0000
8.0	0.6384	12.0	0.8096	16.0	0.9218	20.0	1.0018
8.1	0.6438	12.1	0.8129	16.1	0.9241	20.1	1.0035
8.2	0.6492	12.2	0.8162	16.2	0.9264	20.2	1.0052
8.3	0.6545	12.3	0.8195	16.3	0.9287	20.3	1.0068
8.4	0.6597	12.4	0.8228	16.4	0.9310	20.4	1.0085
8.5	0.6648	12.5	0.8260	16.5	0.9332	20.5	1.0102
8.6	0.6698	12.6	0.8292	16.6	0.9355	20.6	1.0118
8.7	0.6748	12.7	0.8324	16.7	0.9377	20.7	1.0134
8.8	0.6798	12.8	0.8355	16.8	0.9399	20.8	1.0151
8.9	0.6846	12.9	0.8386	16.9	0.9420	20.9	1.0167
9.0	0.6894	13.0	0.8417	17.0	0.9442	21.0	1.0183
9.1	0.6941	13.1	0.8447	17.1	0.9463	21.1	1.0198
9.2	0.6988	13.2	0.8477	17.2	0.9485	21.2	1.0214
9.3	0.7034	13.3	0.8507	17.3	0.9506	21.3	1.0230
9.4	0.7080	13.4	0.8537	17.4	0.9527	21.4	1.0245
9.5	0.7125	13.5	0.8566	17.5	0.9548	21.5	1.0261
9.6	0.7169	13.6	0.8595	17.6	0.9568	21.6	1.0276
9.7	0.7213	13.7	0.8624	17.7	0.9589	21.7	1.0291
9.8	0.7257	13.8	0.8652	17.8	0.9609	21.8	1.0306
9.9	0.7300	13.9	0.8680	17.9	0.9629	21.9	1.0321
10.0	0.7342	14.0	0.8708	18.0	0.9649	22.0	1.0336
10.1	0.7384	14.1	0.8736	18.1	0.9669	22.1	1.0351
10.2	0.7425	14.2	0.8763	18.2	0.9688	22.2	1.0366
10.3	0.7466	14.3	0.8791	18.3	0.9708	22.3	1.0380
10.4	0.7506	14.4	0.8818	18.4	0.9727	22.4	1.0395
10.5	0.7546	14.5	0.8844	18.5	0.9746	22.5	1.0409
10.6	0.7586	14.6	0.8871	18.6	0.9768	22.6	1.0423
10.7	0.7625	14.7	0.8897	18.7	0.9784	22.7	1.0438
10.8	0.7664	14.8	0.8923	18.8	0.9803	22.8	1.0452
10.9	0.7702	14.9	0.8949	18.9	0.9822	22.9	1.0466

Handicap = $0.5 \log_e V - 0.0079V - 0.3381$

$V = \text{predicted Speed} = \frac{\text{Official Mileage} \times 3600}{\text{Predicted seconds}} = \text{XX.X Knots}$, where V = Predicted Speed rounded to 0.1 knot.

For speed greater than 23 knots, use 1.0479. For speeds less than 7.0 knots, use 0.5796.

IPBA PAST COMMODORES

1928-30	John Pierce	Olympia	1976	Kenneth M. Smith	Olympia
1931-32	H.J. Maury	Olympia	1977	Charles E. Lowrey	Poulsbo
1933-34	J.L. Patton	Queen City	1978	Andrew Robertson	Royal Vancouver
1935	Ernest Mallory	Olympia	1979	Rod L. Proctor	Seattle
1936	F.A. Harvey	Queen City	1980	Barry Hume	Burrard
1937	H.F. Syford	Tacoma	1981	W. Al Smith	Queen City
1938	Marvyn S. Allyn	Seattle	1982	Karl Bartsch	Vancouver Rowing
1939	L.J. Leonard	Tacoma	1983	Jim Scofield	Day Island
1940	Carl Bolin	Queen City	1984	E.C. "Bim" Clark	Burrard
1941	Russ Gibson	Seattle	1985	Robert H. Johnson	Poulsbo
1942-46	James Unicom	Seattle	1986	Larry F. Price	Olympia
1947	R.E. Fleisher	Queen City	1987	Neel McIntyre	Meydenbauer Bay
1948	Dr. L.F. Marshall	Burrard	1988	B.H. "Bev" Pillsworth	Airport
1949	Ray Hart Jr.	Bremerton	1989	A. Gilman Middleton	Seattle
1950	Dale Cogshall	Queen City	1990	Jim C. Harrison	Day Island
1951	Frank T. Walters	Tacoma	1991	Paul Sunich	Seattle
1952	Russell Rathbone	Queen City	1992	Patrick Frampton	Vancouver Rowing
1953	Frank Morris	Everett	1993	John Underwood	Meydenbauer Bay
1954	I. Evert Landon	Tacoma	1994	David White	Queen City
1955	Robert W.R. Day	Royal Vancouver	1995	Doug Lightheart	Airport
1956	Everett G. Henry	Rainier	1996	Mike Henry	Bremerton
1957	Richard G. McCann	Queen City	1997	Dick Perkins	Tacoma
1958	Harold D. Fowler	Meydenbauer Bay	1998	Dick Timmerman	Queen City
1959	Rod Willis	Rainier	1999	Brian Stanhope	Burrard
1960	Phil Butler	Seattle	2000	C.T. "Tom" Yarrington	Seattle
1961	Joe A. Park	Meydenbauer Bay	2001	Jeff Sayer	Olympia
1962	Edwin B. Chase, MD	Everett	2002	Gordon Dickson	Meydenbauer Bay
1963	Dan E. Marton	Queen City	2003	Graham Swindell	Burrard P.S.
1964	Carl F. Bruce	Rainier	2004	Tom Brooke	Poulsbo
1965	Tom J. Trapp	Royal Vancouver		Jerry Downer	Gig Harbor
1966	Charles A. Sparling	Meydenbauer Bay	2006	Don Larson	Gig Harbor
1967	John J. Meyer	Queen City	2007	Bob Good	Thunderbird YC
1968	John C. Rottler	Seattle	2008	Fred Cole	Port Orchard
1969	Neil Armstrong	Tacoma	2009	Scott Strandjord	Seattle
1970	R. Hamilton Smith	Royal Vancouver	2010	Jim Anderson	Gig Harbor
1971	Carl Wilhelm	Bremerton	2011	Bob Gautschi	Airport
1972	Edward R. Donohue	Seattle	2012	Bill Anderson	Queen City
1973	Ward M. Dolan	Meydenbauer Bay	2013	George Babbitt	Gig Harbor
1974	Howard O. Wilson	Queen City	2014	Ken Klett	Queen City
1975	John Murray	Royal Vancouver	2015	Clint Chapin	Meydenbauer Bay

RECORD OF CHANGES

DATE	DESCRIPTION	AUTHORITY
Nov 19, 2003	Dues increased to \$13.00. (GENERAL SANCTION REQMTS)	November 2003 meeting
Nov 19, 2003	Awarding of trophies to members of non-IPBA clubs or boating organizations. (AWARDS)	November 2003, meeting
Nov 19, 2003	First out-of-area contest counts as home contest if section has fewer than six scheduled contests. (OUT-OF-AREA CONTESTS)	May 2003 meeting
Nov 19, 2003	Specifying Lat/Lon positions. (RULE 4. – CONTEST COURSE)	November 2003 meeting
Nov 19, 2003	Added IPBA Past Commodores List	Standard update
Nov 19, 2003	Renumbered TABLE OF CONTENTS	Standard update
Nov 19, 2003	Dropped NOTES, APPENDIX and PHONE LIST pages	Standard update
Nov.20, 2004	Modified Lat/Lon Action Taken on Nov. 19, 2003 (RULE 4)	November 2004 Meeting
Feb. 5, 2005	Modified Use of Auto Pilots and Depth Sounders	February 2005 Meeting
May 4, 2008	Allow Radar in all races	May 4, 2008 Meeting
Nov. 22, 2008	Sponsorship of Non-Member Club Racer	November 2008 Meeting
May 3, 2009	Century 21 Contest Description	May 2009 Meeting
February 6, 2010	Deletion of Use of Radar and Use of Chartplotters and Computers	February 6, 2010 Meeting
May 8, 2011	Judging Committee Rule No. 11	May 2011 Meeting
November 12, 2011	Multiple Contestants Rule No. 18	November 2011 Meeting
February 4, 2012	Safety Rule # 9 scoring and penalties	February 2012 Meeting
February 4, 2012	Rule No. 7 Predicted Log - Eliminate reference to Predicted Log in regards to new Log Forms	February 2012 Meeting
February 2, 2013	Rule No. 7 Contest Log - Eliminate Option to use Calculation Log in regards to new Log Forms	February 2013 Meeting
Nov. 16, 2013	Awards - Plaques to be awarded to Novice of the Year for each operating area.	November 2013 Meeting
May 3, 2015	Organization defined as two sections; Century 21 contest between Puget Sound sections	May 2015 Meeting