QCYC/SYC

Eagle Harbor Rally 2018

**Special Rules**

(1) This Rally will be conducted under the Standard Rules of the International Power Boat Association, Jan 2003 Edition revised, as modified by these Special Rules. A copy of the Standard Rules is available on request and can be obtained from the Contest Committee.

IPBA rules require that the contestants operate in a safe manner in compliance with all Pilot Rules, Rules of the Road and Navigation laws, including local laws enacted by proper authority applicable to the Contestant’s cruiser in the area where the Contestant is operating. (Rule 8 I). Failure to comply with the Rules of the Road results in a 1% Penalty or disqualification. (Rule 14 a).

(2). Observers will be provided for all contestants registered prior to April 2, 2018. Contestants who register after that date may be required to provide an exchange observer. The Contest Committee will assign the observers at Log turn in. Remember that observers are honored guests on the contestant’s cruiser. Contestants normally provided lunch for their observer and a portion of the dinner fee covers part of the cost for the observer’s dinner.

(3). Predicted and Contest Logs shall be completed in ink and shall be submitted to the contest committee between 900 and 1030 hours in the QCYC Club House. Completed and signed Contest Log shall be returned to the contest committee after completing the contest in the same location no later than 1630 hours. Contest Logs shall be accepted only when submitted with the observer and contestant present together. NOTE: IPBA REVISED (Nov 2012) simplified standard Log forms are the only forms acceptable to be used in IPBA Rallies. The paper version of the form is available. An electronic version (Excel and PDF format) is available on the IPBA website. The areas that are shaded on the Predicted and Contest Logs MUST be completed at check in. CHECK all your entries against any worksheets and/or observer timing sheets. No changes can be made after logs are turned in and accepted by the committee.

ATTENTION CONTESTANT: If you submit your Contest Log after the Rally with your TOTAL SECONDS OF ERROR entered on the log sheet, the Contest Committee will try to contact you in the event your score differs from what the Contest Committee has calculated. IPBA adopted in 2013 a simplified version of the log forms. The excel program now has a place on the Contest Log where you can enter your TOTAL SECONDS OF ERROR into the Contest log as well as the actual times of day. You may enter the actual times of day into the contest calculation program and print out your CONTEST LOG with results and you can TURN IN the printed CONTEST LOG with results. ONLY turn in ONE Contest Log. Either the contest log which was returned to you in the morning with Times of Day entered in ink OR the print out of your CONTEST LOG with results. DO NOT turn in the Calculation log but retain it (and the original contest log if you turn in the PRINTED CONTEST LOG with results) until after the awards have been announced. The signed Contest Log which is returned to you in the morning shall be given to the observer to verify Timed Runs and RPM adjustments are proper.

(4). Time shall be Pacific Daylight Time. A stopwatch will be allowed only for timed runs, time outs, and verification of reading the official time by the observer in accordance with Rule 8o. Only a stop watch will be used for timed runs and shall be available to the Observer who shall confirm the proper time has been run. The stopwatch shall be cleared and stopped when its use is no longer permitted.

(5). Throttles may be adjusted during the Rally to adjust RPM from the basic RPM shown on the Contest Log plus 10% and lower to idle speed without taking engine(s) out of gear.

(6). The IPBA handicap as set forth in the Standard Rule Book shall apply.

(7). Flat water speed is the speed of the cruiser at the basic RPM shown on the log without consideration for wind or current. There shall be five finish time brackets, which is called “finish class” on the log form, as follows.

 Finish Brackets Flat Water Speed Finish Times:

 1 8.00 and under 14:20 - 14:30

 2 8.01 to 8.50 14:35 - 14:45

 3 8.51 to 9.00 14:50 - 15:00

 4 9.01 to 9.50 15:05 - 15:15

 5 9.51 and over 15:20 - 15:30

 (8). Plaques will be awarded to the first, second and third place contestants and to the first place in each of five classes in accordance with the IPBA Rules. The “Eagle Harbor” Perpetual award will be presented to the first place contestant overall. A Team Trophy will be presented to the best four boat team from any IPBA club. A novice plaque will be awarded to the best finish by a novice.

NOTE: The race/rally will be conducted as an 8 leg race (like the ICR) with the trophies awarded to the best performances in the 8 leg race. However, in an effort to make up for so many First of the Season Racers/Ralliers not able to participate in that race and accumulate IPBA or NACA points; the first four legs will be scored as the Eagle Harbor ONE and the last four scored as Eagle Harbor TWO; for both NACA and IPBA points. There will only be one Rally fee. Rally results may be viewed at the IPBA web site: https://ipba12.wildapricot.org/

(9**). Navigation Aids**: Radar may be on Standby and NOT USED except when needed under IPBA rules for safety purposes only. Auto pilots may be used if not connected to GPS. Auto pilots and other instruments may display magnetic/Gyro. GPS compasses must only display “heading” and not course over ground (COG). Cellular telephones must be turned off. Chartplotters and Computers using Navigation programs, not connected to GPS or displaying or using GPS data, course made good, speed, tracking, Time of Day or Lat Lon may be used in place of small scale charts. A large scale (2 or 3 page) printout of the course is still required which the observer may need to review. A DATA Logger may be used to record your track and supplied to the judges if needed. Recent IPBA rule changes: SPEED OVER GROUND (SOG) **will be allowed** during some Rallies in 2018 as a test of the use of electronics. GPS SOG WILL be allowed in this Rally. NO other GPS data is allowed and all other such info shall be covered with opaque tape. Radar and Chartplotter with GPS connected will NOT be allowed except as provided under the safety rules. Average speed calculations using Coastal Explorer “track” function shall NOT be displayed or used during Rally.

(10). The recommended charts for this Rally is N.O.A.A. Chart 18440. The Official Mileage for Rally 1 is **14.3** nautical miles and Rally 2 is **13.3** nautical miles, and for the combined Rally is 27.6 nautical miles, which cannot be exceeded.

(11). This Rally shall be conducted at Cruise Speed unless otherwise directed in the Course Description.

(12). All contestants shall lay out courses as direct as practical while maintaining at least 200 yds from all shorelines, docks and bridges except 100 yds off when speed is less than 7 kn.

 (13) **Observer’s Dinners on Saturday: NOTE: the meal format for Saturday night has changed – please see the Social description. Please bring a steak or other meat for your observer.**  The other fixings for the observers will be provided by the contest committee as a portion of each dinner ticket price and rally fee helps offset the cost. As customary, skippers are expected to provide lunch for their observer.

(14) **Multiple Contestants on the same boat**: are allowed under the IPBA rules adopted Nov 12, 2011

(16) **VHF Channel 9** has been adopted by IPBA for all pre-Rally communication. Monitor VHF 9 before the Rally and VHF 16 during the Rally.

**Course Description – Eagle Harbor 2018:**

**START - Abeam Decatur Reef Buoy “2” at least 25 yds to STARBOARD**

**START RALLY # 1** From a standing start abeam Decatur Reef Buoy “2” at least 25 yards to starboard proceed to R “4” 25 yards to starboard. Then proceed to CP-1 which is Orchard Rocks buoy R “6” abeam to starboard, within 25 yards.

**CP 1 – Abeam Orchard Rocks Buoy R “6” 25 yds to STARBOARD** (47°34.438’N

122°32.038’W)

At CP-1 Orchard Rocks buoy R “6” proceed to leave R “8” abeam to starboard within 25 yards. From R “8” commence Timed Run #1 maintaining a course over ground of 305°T for 0.40 nautical miles. Then proceed to CP-2 Point White Light “10” abeam to starboard within 50 yards.

**CP 2 – Abeam Point White Light “10” 50 yds to STARBOARD** (47°35.388’N

122°34.021’W)

Then proceed to commence Timed Run #2 maintaining a course over ground of 260°T

for 0.40 nautical miles. At the conclusion of Timed Run #2, turn to starboard and proceed to the extension of the Point White Pier 200-300 yards. From Point White Pier turn to starboard and proceed to CP-3 which is the extension of the road at Fletcher Bay Point 300 yards to starboard.

**CP 3 – Extension Fletcher Bay Road 300 yds to STARBOARD** (47°38.540’N 122°34.947’W)

From CP-3 Fletcher Bay Road Extension commence Timed Run #3 maintaining a course over

ground of 278°T for 0.37 nautical miles. At the conclusion of Timed Run #3 proceed to leave

University Point no closer than 200 yards off of, Illahee Pier (47°36.764’N 122°35.478’W) 300

yards to starboard, and Illahee State Park Pier (47°36.079’N 122°35.527’W) 200 yards to

starboard. From Illahee State Park Pier turn to port and maintain a heading of 155°T until on a

range of the Point White Light and Point Glover. When on the range turn to starboard and

proceed to CP-4 which is when abeam the East Bremerton Gazebo (47°34.035’N

122°36.297’W) to starboard 300 yards.

**CP 4 – Abeam East Bremerton Gazebo 300 yds to STARBOARD** (47°34.035’N 122°36.297’W)

From CP-4 East Bremerton Gazebo **START RALLY # 2** turn to port and commence Timed Run

# 4 maintaining a course over ground of 120°T for 0.35 nautical miles. At the conclusion of

Timed Run #4, turn to port and proceed to CP-5 Waterman Point Light “11” abeam 100-150

yards to starboard.

**CP 5 – Abeam Waterman Point Light “11” 100-150 yds to STARBOARD** (47°35.118’N

122°34.307’W)

From CP-5 Waterman point proceed to leave Glover Point 150 yards to starboard, Point Glover

Light R “9” abeam to starboard 50 yards, and Middle Point 200 yards to starboard enroute to

CP-6 which is Orchard Point Light when abeam 200 yards to starboard.

**CP 6 – Abeam Orchard Point Light 200 yds to STARBOARD** (47°33.964’N

122°31.800’W)

From CP-6 proceed on a heading of 155°T until on a range of the North tip of Blake Island and

Northwest point of Blake Island. From the Blake Island range commence Timed Run # 5

maintaining a course over ground of 251°T for a distance of 0.45 nautical miles. At the

conclusion of Timed Run #5 proceed to an extension of the former “Harper Dock” location by

maintaining a heading of 158°T until abeam the house located at 47 31.342 N 122 31.197 W,

(See Pictures) which is the first house North of the road and telephone poles.

**CP 7 – Abeam “Harper Dock” House** (47 31.342 N 122 31.197 W)

From CP-7 turn to port commence Timed Run #6 maintaining a course over ground of 82°T for a distance of 1.90 nautical miles. At the conclusion of Timed Run #6 turn to port and proceed to Blake Island East Light 300 yds to port. From Blake Island East Light turn to starboard and proceed to CP 8 Decatur Reef Buoy “2” 200-300 yards to port.

**CP 8 (Finish) –Abeam Decatur Reef Buoy “2” 200-300 yds to PORT** (47°34.920’N 122°28.370’W)

After finish proceed to the QCYC Eagle Harbor outstation.