

# IPBA PREDICTED NAVIGATION RALLY SANCTIONING

Rev 0: May 03, 2020

(In accordance with IPBA Rules 2003 Updated May 2015 – rev 05-2015)

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## **SECTION I. IPBA SANCTION REQUIREMENTS**

1. The application packet should be sent to the Sanctioning Chair via email, at least 60 days prior to the scheduled date of the contest.
  - a. The host club shall submit:
    - i. One copy of the standard Sanctions application form.
    - ii. Entry Form for the Contest.
    - iii. One set of the proposed Special Rules, including the NOAA chart to be used and the rally course description.
    - iv. Individual Leg and Distance Chart.
    - v. Chartlet showing basic proposed contest route.
  - b. SEND APPLICATION PACKET TO: Sanction Chair: Jim Anderson
    - i. Email: [jamesa101@centurytel.net](mailto:jamesa101@centurytel.net)

**NOTE:** The special rules shall not be distributed to contestants until approved by the Sanction Committee. Approval and/or Comments will be returned to the Contest Committee Chair via email.

2. The general requirements for sanction of a contest are:
  - a. Contest courses shall be drawn/described in such a way to allow a contestant to layout/navigate using the current version of the NOAA chart specified in the special rules. You may find most recent “corrected through” pdf versions at (<https://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>).
  - b. Primary ‘Aids to Navigation’ and other physical/geographical features (identifiable on NOAA chart specified in special rules) shall be used for all Control Points.
  - c. Exceptions to “b.” above may be allowable by describing in a consistent manner, the desired feature using the following criteria:
    - i. Location described in Lat/Lon and description of how/where the Lat/Lon was derived.
    - ii. A “photo-clip” of area on the NOAA chart employed.
    - iii. An editorial description of the navigation mark with as great detail as possible.
    - iv. A photo of the navigation mark (could be clipped from the shoreline photo website [<https://fortress.wa.gov/ecy/shorephotoviewer/>]).
  - d. Contest courses shall be not less than 12 nautical miles nor more than 30 nautical miles in length, with the exception of the IPBA sponsored contests (ICR, Century 21 and Alaska), which may exceed 30 nautical miles.
  - e. Contest courses shall include at least four (4) but not more than seven (7) legs (control points).

**Note:** If the Host Club incorporates more than one contest rally into a double rally, the maximum number of legs (control points) may be eight (8) unless in a multi-rally contest there is a common leg in which case there shall be seven (7) legs.

- f. Sponsor may limit minimum flat water speed to 7 knots or less.
- g. A U.S. Coast Guard Marine Event Applications shall be submitted to the U.S. Coast Guard by the sponsoring club (for contests in Puget Sound and Lake Washington).

## **SECTION II. SANCTIONING CHAIRMAN'S CHECKLIST**

Receipt of Sanction Application will be acknowledged by phone or email.

In general, the following items will be reviewed during the North and South Puget Sound "Rally Description and Special Rules" Sanctioning Process:

- Type of start is defined (standing start or running start). Allowable navigational equipment is specifically defined. (Radar allowed only in participant declared emergency situations. - Computer displays, w/o GPS impute, allowed)
- "Blind Ranges" are **NOT** used for Control Points.
- Control Points are clearly defined and easily identified.
- Course Description includes a table with projected leg Range and Bearings, to assist participants in plotting the rally.
- Course is designed to avoid crossing situations, the Sanctioning Chair is authorized to approve crossing situations that are unavoidable and/or do not pose a significant safety hazard.
- Consideration given to the need for "turning distance" in shallow water, near bridge openings, and any area requiring a "minimum standoff" distance.
- Contest has at least four (4), but not more than seven (7) legs (control points).

### NOTES:

- If the Host Club incorporates more than one contest rally into a double rally, the maximum number of legs (control points) may be eight (8). (Unless in a multi-rally contest there is a common leg in which case there shall be seven (7) legs.)
- The ICR shall have eight (8) legs.
- LAT-LON information is presented uniformly in either, degrees and decimal (minutes) or degrees/minutes/seconds formats.
- No turns are greater than 135 degrees.
- Official Mileage is the shortest practical distance for the given course, plus 0.3 NM approx. (example 19.1 NM is appropriate).
- Rally legs are based on the shortest distance between waypoints, without regard to "turn distances".
- A rally "Chartlet" is provided to assist participants.
- Total contest mileage is between 12 and 30 nautical miles except that the ICR may exceed 30 nm.
- Responsibility for "Observer" dinner costs will be defined. Please include a comment on how this will be handled (i.e. club pays, skipper pays, observer pays)
- Vague descriptions should be avoided (i.e. "as directly as possible", "...as possible", etc.)

- Radio: “Prior to starting the rally, each contestant shall monitor VHF Channel 9 for the purpose of pre-start communications.
- Sufficient time is allowed between the end of the rally to moor boat and complete RALLY LOG. (Travel time, plus one hour).

### **SECTION III. RALLY PLANNING AND SPECIAL RULES**

1. U.S. Coast Guard application (for contests in Puget Sound) shall be sent to Sector Puget Sound at least 135 days (60 days for recurring events) before the planned event date by the sponsoring club. Currently, the U.S. Coast Guard is not issuing permits however they will send a letter to the sponsoring club acknowledging receipt of the application.
2. 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 as soon as possible following completion of the contest. Individual Host Club Committees may add additional fee requirements to help their contest budgets.
3. The Host Club rally committee is responsible for identifying the members of a judging committee. The Judging Committee for the contest shall consist of three judges.
4. All contests are scored for National Points according to the current scoring formula of the North America Cruiser Association.
  - a. As soon as feasible after each contest, the complete IPBA scoring spreadsheet (SYC Scoring Spreadsheet V1.1) or equivalent, shall be forwarded to the IPBA Scoring Chairman.
  - b. The Host Club shall retain all Contest Logs for at least **ONE YEAR** following the contest to facilitate post contest registered concerns.

NOTE: After recording the IPBA scores, the IPBA Scoring Chairman will forward the scores to NACA for National Point Scoring.

5. In addition to these “sanction” instructions there is a template for the “IPBA Form for Special Rules”. This form is designed to be used for most contests. Use of this form will facilitate the Sanctions Committee work and standardizes the form of the special rules used for the various contests. Rally’s, which involve unusual patterns, may use different Special Rules. However, allow more time for sanctioning of such contests.
6. When completing the IPBA Form, a handicap is used in all cases except for contests on Lake Washington where no handicap is customarily used.
7. The maximum allowable throttle adjustment for variable throttle contests is typically plus or minus 10% however other adjustment allowance may be specified. **NOTE: DURING THE CONTEST, TRANSMISSIONS MUST ALWAYS REMAIN IN FORWARD GEAR.**
8. An appropriate finish bracket should be designated and the time of day for each finish bracket should be used. It is suggested each finish bracket should be 10 minutes with a 5-minute interval between each bracket. A 3-Finish bracket schedule **SHOULD** be used if the contest is expected to involve less than 18 boats and the finish line is not constricted. It is up to the Host Club committee to determine if a 5-bracket or 3-bracket finish schedule is to be used.
9. The form only describes awards offered consistent with the standard rules. Other or different awards may be offered, in which case the awards provision of the form should be modified.
10. 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.

#### **SECTION IV. RALLY COURSE DESCRIPTION AND SPECIAL RULES PLANNING**

1. 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.
2. The length of the course shall be at least 12 nautical miles and usually not more than 30 nautical miles. For the official mileage, add no more than 3/10 nautical mile to the course as measured to allow contestants flexibility in laying out the course. The course shall contain at least four (4) control points including the finish but not more than seven (7) control points including the finish
  - a. Unless the sponsoring club incorporates two (2) or more navigation rally courses into one contest. In this case, there may be up to eight (8) control points including the finish.  
**NOTE:** The ICR will contain eight (8) control points, including the finish.
  - b. In the event, the sponsoring club incorporates two (2) or more navigation rally courses into the Special Rules, add no more than 3/10 nautical miles to each navigation rally course distance.
3. The location and description of the start (standing start or running start), control points and finish should be contained within the narrative text of the course description. When latitude and longitude is noted, it should be consistently presented in degrees, minutes, and decimals of minutes **OR** degrees, minutes, and seconds. It should not be necessary to refer outside of the description to a separate list to determine the start, any control point, or the finish.
4. Geographical points and ranges will be used for control points, if possible. Ranges should be open and not closed. Buoys in deep water move and are not preferred control points. Each body of water over which the course is run shall be named.
5. Whenever possible, solid geographical fixes shall be used for all control points, with a clear and concise description thereof in the rules.
6. CONTROL POINTS:
  - a. Directions shall be included in the SPECIAL RULES outlining the minimum and maximum distance away at which a contestant may call his time.  
**NOTE:** Distance away from or off of may be described as “within” distance.
  - b. Directions shall have a description of the bearing in relation to the cruisers heading, such as “abeam on the port hand” etc., when first occurring.
  - c. Blind ranges shall not be used
  - d. Every attempt shall be made to avoid using a distance off of more than 300 yards
7. INTERMEDIATE LEG TURN POINTS:
  - a. Directions should be included in the SPECIAL RULES outlining the minimum and maximum distance away at which a contestant may call his time.  
**NOTE:** Distance away from or off of may be described as “within” distance.
  - b. Directions shall have a description of the bearing in relation to the cruisers heading, such as “abeam on the port hand” etc., when first occurring.

8. 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.
9. The **Official Mileage** stated in the SPECIAL RULES shall be the shortest practical distance for the given course plus 0.3 nm (0.3 nm for each rally course in the event two or more rallies are combined). The Official Mileage shall be determined by the section Sanctions Chairman.
10. When submitting the contest for sanction, provide the distances and courses which were measured for each leg between the start, each turn, each control point and the finish and which were used to calculate the official mileage for the contest. This information will expedite review by the Sanctions Committee. This information will be added to the Course Description to encourage novices and new contestants to participate.
11. The course should be laid out so that it can be navigated safely as required and not create possible time out situations. For example, allow sufficient room from shore, docks, etc. for turns, overruns on timed legs, etc.; avoid points where the course crosses back over other parts of the course and turns which result in a small angle between courses (greater than 135 degrees); have a separation between the course out and the course in when in narrow channels; and refrain from turning into restricted areas.
12. Discrepancies found on the NOAA Charts, that the sponsoring club is aware, must be noted in the Course Description.
13. The special rules may limit the minimum contest flat water speed to 5 knots. Speeds under seven knots have same handicap as seven knots.
14. Any proposed deviations to these guidelines must be brought to the attention of the Sanctioning Chairman, during the sectioning process. The Sanctioning Chair is authorized to approve deviations that are unavoidable and/or do not pose a significant safety hazard.

## Application for IPBA Sanction

Submit to: Section Sanctions Chair  
(See below and/or on the web under Officers Section for Sanctions Chair Contact Information)

Name of Host Club: \_\_\_\_\_

Name of Contest: \_\_\_\_\_

Date of contest: \_\_\_\_\_

Submit one copy each of (1) the Special Rules for the Contest, (2) the Contest and Predicted Logs, (3) Projected Leg Ranges and Bearings, (4) the Contest Entry Form, and CHARTLET to assist participants in identifying the course, with this application,

Contest Personnel: Names and telephone numbers of Committee Chairman and, if any, Committee Members.

Chairman: _____	Phone: _____
	Email: _____
Members: _____	Phone: _____
	Email: _____
_____	Phone: _____
	Email: _____

Three (3) Judges nominated by Host Club:

#1 \_\_\_\_\_ #2 \_\_\_\_\_ #3 \_\_\_\_\_

Has a Marine Event Application for the Contest been sent directly to the Coast Guard?  
\_\_\_\_\_ Yes \_\_\_\_\_ No

### For Host Club:

Print Name: \_\_\_\_\_ Signature: \_\_\_\_\_

Address: \_\_\_\_\_  
City State Zip

Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_

Date: \_\_\_\_\_

**Application Approved, subject to conditions/comments noted below or attached.**

**Sanction Chair Approval: By \_\_\_\_\_ Date: \_\_\_\_\_**

**Return to IPBA Sanctions Chair: Jim Anderson;**  
[jamesa101@centurytel.net](mailto:jamesa101@centurytel.net)