

REVISED: FEBRUARY 11, 2025

SAN DIEGO CRUISER ASSOCIATION

CONTEST RULES

FOR THE CONDUCT

OF

PREDICTED LOG

CRUISER NAVIGATION CONTESTS

SAN DIEGO CRUISER ASSOCIATION CONTEST RULES

PART I - DEFINITIONS AND REQUIREMENTS

A. ASSOCIATION:

The term ASSOCIATION or the acronym SDCA as used in these rules shall always mean the "SAN DIEGO CRUISER ASSOCIATION".

B. POWER CRUISER MINIMUM REQUIREMENTS:

1. Inboard Cruisers
 - a. Nineteen feet in length
 - b. One inboard engine
 - c. Deleted 1-10-2025

2. Outboard Cruisers
 - a. Sixteen feet in length
 - b. One outboard engine
 - c. Deleted 1-10-2025

3. Minimum speed

Cruisers must maintain a speed through the water of not less than six knots throughout the contest. Exceptions: Rule 16 or Rule 20 in effect, or specified by contest instructions.

C. EQUIPMENT:

During a contest, each competing cruiser shall have on board the equipment required by law plus any additional items required by the Contest Committee. Contest numbers shall be affixed to the cruiser so as to be plainly visible from port and starboard. Each cruiser shall properly display an Association member organization burgee and a proper ensign. Each cruiser shall carry a depth sounder or lead line, two anchors and line, and an approved marine VHF radio-telephone.

Compasses, tachometers, autopilots, peloruses, stadimeters, and hand bearing compasses may be used to determine horizontal or vertical angles on marks, ashore or afloat, but may not be used to take the observed altitude of any celestial body during any contest. If the vessel is equipped with radar, the radar should be activated during the contest in a mode without navigational data. In Division I, the use of computers, Global Position Satellite (GPS) receivers, chart displays, and other electronic navigational devices during

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the contest is expressly forbidden unless specifically addressed and permitted as part of the Contest Instructions provided by the Contest Committee.

D. ELIGIBILITY

1. Power cruiser must conform to the requirements in paragraphs (B) and (C) above.
2. Contest privileges are extended to members of any member organization in good standing with the Association.
3. Non-member Contestants shall be subject to such special rules as may be established by the Contest Committee and the Association.

E. SANCTIONING REQUIREMENTS

A minimum of three (3) starters is required for sanction of a SDCA contest.

F. INSPECTION

A cruiser must be made available prior to the contest for inspection by the assigned Observer.

All of the requirements in PART I are mandatory. The Observer shall notify the Contestant of any non-compliance prior to the start of the Contest, and shall record any deficiencies in the Observer's Log. Failure to comply during the contest then, is grounds for disqualification.

G. POSTPONEMENT AND CANCELLATION

A postponed contest is one which is not started and which can be rescheduled at any time the Contest Committee may decide. The Contest Committee Chairman may postpone a contest should unfavorable weather or other circumstances make postponement advisable. If Small Craft Advisories are posted and any part of the contest course be outside the imaginary line from Point Loma Light to Zuniga Jetty "Z" (Colregs demarcation line), postponement or cancellation is mandatory. Should it become necessary to postpone a contest, the committee will announce the postponement on a proper working channel, after calling participating cruisers on channel 09 or 16 VHF. A postponed contest shall be rescheduled as soon as possible, allowing time to notify all Contestants. Cancellation of postponement of a contest shall be the responsibility of the Chairman of the Contest Committee with notification to the Commodore, SDCA.

H. DISQUALIFICATIONS

The use of the word "shall" throughout this entire set of rules means "mandatory", and failure to comply is grounds for penalty or disqualification.

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I. NOVICE

The Novice category was suspended as of April 11, 2009.

J. CONTEST YEAR

The Contest year is based on a period from January 1 through December 31.

K. Divisions

- 1 Division 1, also known as tachometer and compass (T&C) shall be constrained by the following: No speed or distance measuring devices or navigational aids such as Radio Direction Finders, Omega, Omni, Loran, GPS, averaging or integrating tachometers, recording or summation speed logs, or recording time interval fathometer shall be used except in cases of reduced visibility for safety reasons only. The use of radar without GPS information is expressly permitted. Only those instruments that: measure and / or control the rate of rotation of the engine (s) or propeller shafts; measure and / or control the boat's direction relative to the earth's magnetic pole; measure visual angles for obtaining bearings, either vertical or horizontal; measure the speed and / or direction of the wind; Autopilots and Depth Sounders may be used. These restrictions shall not prevent the use of such devices, aids or recording devices in a "blind" recording mode wherein they are not accessed or viewed by a Contestant or Crew Member during the time of conduct of a contest. However, Contest Instructions may permit the use of some or all navigational equipment onboard the vessel, including GPS receivers, Chart Plotters, and Computers equipped with Navigation Programs, provided no time or speed based information is available to the Contestant or Crew Member. Variations may include limited use of certain equipment. Permitted equipment may differ between contests as stated in the Contest Instructions. Time or speed information pertaining to a completed leg of a contest may be provided directly by the Observer to a Contestant or Crew Member when permitted in the Contest Instructions.
- 2 Division II, also known as Use All, shall be allowed to use all navigation equipment aboard the vessel except that the vessel may not be configured to automatically turn from one leg to the next. Additionally, no time of day or elapsed time may be visible or heard aboard the vessel.

PART II - CONTEST MANAGEMENT

A. GENERAL AUTHORITY

All contests run under the authority of the Association shall be authorized and approved by the SDCA Commodore or a Sanction Committee if one is approved by the Commodore and scheduled in accordance with current Association policy. All contests will be arranged, conducted and judged by a Contest Committee under the direction of the sponsoring organization.

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B. CONTEST COMMITTEE

The Contest Committee has the responsibility for planning and conducting a fair and equitable contest. The Contest Committee shall be governed by these rules, contest instructions and when applicable by other rules of proper authority. The Contest Committee shall consist of a Chairman, a ~~Scorer~~ Chief Observer and other such members as may be necessary to survey log forms, both predicted and actual and to insure that the contest rules are followed. All matters relating to the contest shall be subject to the Contest Committee's approval and control. All questions and disputes shall be referred to it for action. The Contest Committee shall be responsible for planning all functions related to the contest under the guidance of the rules and policy of the Association.

C. PROTEST COMMITTEE (See Part V)

D. CONTEST COURSE & INSTRUCTIONS

1. Contest Course

a. Charts

The Contest Committee shall lay out the course on official government charts using buoys, channel markers, lighthouses, range markers or prominent points of land. The description of all check points and route points will be shown on the most recent corrected charts available.

b. Check Points

The officially timed start, intermediate points and finish, hereafter called check points, must be adequately described including data required for positive identification. Check points may be described by latitude and longitude. Check points define the start and end locations of scored legs.

c. Route Points

The untimed intermediate points, hereafter called route points, must be adequately described including data required for positive identification. Route points may be described by latitude and longitude.

d. Blind Points

A Blind Point is a leg for a specified heading and distance. The contestant specifies the number of minutes and seconds for the blind point leg, and documents the time on the Contestant's Log (white sheet) and the Observer's Log (Green Sheet). The call of the Blind Point shall be made by the Observer or the Contestant as arranged by the Observer and Contestant. The count down to the call of the Blind Point is to be arranged between the Contestant and the Observer. If a stopwatch is used by the Contestant, it must be zeroed at the end of the Blind Point and verified by

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the Observer. After arriving at the Blind Point the Contestant shall immediately execute the next part of the contest instructions.

e. Timed Run

A Timed Run is a leg wherein the contestant may time the specified leg. If a stopwatch is used by the contestant, it must be zeroed at the end of the timed run and verified by the observer.

f. Distance and Legs

The minimum length of the course shall be twelve (12) nautical miles and the minimum distance between check points shall be one-half (1/2) mile.

There shall be a minimum of four (4) scored (not blind point or timed run) legs with three (3) check points in addition to the Start and Finish. A scored leg may include a blind point leg and/or a timed run leg, but shall include a scored distance independent of the blind point leg and/or timed run leg of at least one-half nautical mile.

g. Direct Leg

When a leg is designated as Direct, no planned dog legs may be executed. The planned course shall be the shortest distance from the beginning to the end of the leg

2. Contest Instructions

The contest instructions will be prepared and submitted for approval at least one calendar month before the scheduled date of the contest to the Commodore or the Sanction Committee, if one has been appointed. Formal approval must be obtained prior to the contest for it to be run under the authority of the Association.

Contest instructions must contain the following information:

- a. Entry requirements.
- b. Date and official finish time of contest.
- c. Sponsor and sanctioning bodies.
- d. Trophies – perpetual and take home.
- e. Contest Committee members.
- f. Rules in effect for the contest.
- g. Place and time of log delivery after the contest.
- h. Special instructions on moorings, parades, communications, dinner, safety, etc.
- i. Instructions concerning Observer assignment.
- j. Course check points – description as shown on chart, distance from and side of passage, total approximate contest distance, chart numbers.
- k. Rule changes not contained in the current rule book.
- l. Instructions for communications regarding postponement or cancellation.

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- m. Whenever the contest course deviates from normal practice, explicit instructions shall be given, including method for judging compliance.
- n. Specific Instructions regarding the permitted use of electronic navigational equipment, including GPS receivers, chart plotters, and computer navigational displays.

E. CONTEST RESULTS

The Scorer shall insure that all computations leading to the actual percent error are correct and so certify on each actual log, shall issue no scores until all Observer notes of rule infractions and protests are resolved, and shall deliver the results to the Contest Committee Chairman as soon as possible.

In the event the Scorer, the Observer, or the Contestant disagrees as to the final score issued for the Contestant, the Commodore shall immediately convene the Race Committee to investigate. After researching, the Committee shall determine the correct score. Such score shall be final.

A copy of the contest results, signed by the Scorer, shall be given to the Commodore of the Association for his records. A copy of the results along with a letter describing the resolution of any protests (See part V) shall be given to the Vice Commodore for maintaining the total point score. A copy of the results shall be given to the Rear Commodore for forwarding to the North American Cruiser Association

- F. **FLAG OFFICERS:** The Flag Officers of the Association are ex-officio members at any deliberation of any meetings of Contest Committee.

PART III – DUTIES OF CONTEST OBSERVER

The Observer shall:

1. Have full knowledge of these rules and obtain from the Contestant the contest instructions and Observers' Log and shall use all facts thereon in addition to these rules.
2. Conduct an equipment inspection of the competing cruiser as set forth in part 1.
3. Verify with the skipper of the cruiser that the official timing watch is set as close as possible to local time using WWV, www.time.gov or GPS.
4. Immediately after crossing the starting line, ensure that all portable timepieces are stowed out of sight for the entire period of the contest and insure that all time

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pieces are off or covered and muffled, e.g., clocks, (Division 1 - distance measuring devices, speedometers, GPS, pagers). Stopwatches used for Blind Point measurement and Timed Run measurement may be openly displayed, but must be zeroed when not in use and only set to stopwatch mode. Cell phones must be turned off except in the case of an emergency where they may be kept on in the custody of the Observer.

5. Maintain and record a copy of the Observer's Log provided, as follows:
 - a. During the contest, handle the log form and the official watch so that no other person on board except the Scrutinizer will become aware of the log form's contents or the time of day.
 - b. At each Check Point, including the Start and Finish, at the call of "Mark", record the hours, minutes & seconds in the Observer's log.
 - c. Note failure to pass any designated point within the required distance and on the correct side.
 - d. Note on the log any failure by the Contestant to see or call a check point.
 - e. Record in the log facts regarding rule infractions, stops, rescues, assistance to their boats, time out / in, and time and reason for use of restricted equipment.
 - f. Make such additional entries on the log as are pertinent, and sign the log in the required places.
 - g. Deliver the Predicted Log and the Observer's Log to the Scorer or the Contestant for delivery to the Scorer.
6. After crossing the finish line, phone the Observer's Log results to the Scorer.
7. After the finish, if required by the Contest Committee, turn in the official time watch to that committee and verify that its error is accurately recorded on the log form.
8. If the Chief Observer is unable to assign a qualified Observer to the Contestant, or in the event the assigned Observer fails to report for the contest in time, the Contestant shall select another person, but not the Contestant, to serve as the official Observer. The substitute Observer shall be identified by the Contestant on the Official Logs. The substitute Observer shall be subject to approval by the Contest Committee following the contest.
9. Conduct oneself as an invited guest aboard the Contestant's cruiser.

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10. Have the right to withdraw as the assigned Observer aboard a Contestant's cruiser at any time. If the withdrawal occurs such that there is insufficient time to have another Observer assigned, the Contestant may appoint a crew member to serve as temporary Observer for the contest. At the finish of the contest, the Temporary Observer will prepare a signed affidavit that he / she honorably carried out the duties of Observer to the best of his / her ability. The assigned Observer will notify the Contest Committee, as soon as possible, of the reason for having withdrawn. If applicable, a protest will be filed at the same time that notification is given.

PART IV - RULES UNDERWAY

1. Upon getting underway, with the assigned Observer on board, Contestants and their cruisers shall be subject to all contest rules and conditions for the duration of the contest.
2. No competing boat shall interfere with the fair start of another competing boat.
3. If competing boats are about to pass a visual check point or route point at about the same time, the outside boat shall give the inside boat room to clear. After the first Contestant has started, no times shall be given over radio, (instead of time of day, report minutes or seconds).
4. The contest rules in order of precedence are:
 - a. The rules of the road (COLREGS) in effect shall prevail except as provided in Rule 3.
 - b. Contest Instructions.
 - c. These Contest Rules.
5. Prior to start, the white prediction sheet shall be sealed in an envelope. The crew is not allowed to know the time of day after the Contestant's start.
6. All predictions must be made by the Contestant on the log forms provided by the Association or an equivalent containing the same material. Reproductions are permitted.
7. All Observer entries must be made on the log forms provided by the Association. Reproductions are permitted.
8. The Contestant shall sign the predicted log and the Observer's log in the appropriate places. The Contestant shall be responsible to ensure that the actual times are recorded in the Observer's Log, and that these times are transmitted by the Observer via telephone or in person to the Chief Scorer within the time specified in the contest instructions.

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9. The Predicted Log and the Observer's Log shall be submitted to the Scorer by the time specified in the contest instructions.
10. All cruisers should monitor VHF channel 16 or the channel specified in the contest instructions during a contest for essential contest communications, safety or emergency communications. Calls can be initiated by a skipper to determine the nature of such communications.
11. This entry, concerning the use of Dog-Legs, has been deleted by approval of the SDCA membership by a vote conducted 11/16/2013.
12. The call " Mark " shall be the time the check point or route point is first abeam while on a course from the previous check point.
13. No means for determining the time of day or time intervals shall be allowed the Contestant or crew during the contest, except the Contestant may assign one crew member who has not had access to the predicted times to verify accurate recording of "Mark" times on the log and/or independently record the "Mark" times. This person, know as the Scrutinizer, may not communicate the times to any other member of the crew. The Observer will be notified before the start of the contest as to who will act as Scrutinizer. If the Scrutinizer and Observer disagree as to any time, both versions shall be noted on the back of the log form.
14. Deleted Replaced by rules for Divisions on January 14, 2025
15. A Contestant is encouraged to render aid if asked for or needed. Stops because of emergency, mechanical breakdown, kelp or debris, or rendering assistance to a disabled boat are permitted up to a maximum time limit of one (1) hour. Stops are also permitted when continuing on the planned course would enter a patrolled Naval Security Zone or violate Naval Security Regulations requiring a clearance for U.S. Naval Vessels or Cruise Ships. Under this rule, the Contestant shall call "stop" and when it is safe to continue, return to the position of stop , call "start" and resume contest. The Contestant may not return to a previous timed Check Point for restart. Upon resuming the contest after a stop of 15 minutes or more, notify other participants by VHF radio of the nature of the problem and estimated time of arrival at the finish check point. The Observer is to record circumstances and times. The method of scoring shall be as follows
 - a. Observer to inform Contestant of time-out and running time of that leg. Contestant to make up time, if possible, or
 - b. Ask the Scorer to correct the actual elapsed time by the amount of the time-out.

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16. A Contestant shall not take a time-out or know the elapsed time on any stop, mechanical failure, or interruption except as provided in Rule 15, unless specified in the contest instructions.
17. The passage distances for the check points, blind points and route points as stated in the contest instructions are maximum distances and Contestants shall pass within these maximum limits.
18. Actual start shall be within 60 seconds of the predicted start time.
19. 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 the rule, the Contestant may take all means he considers necessary for the safe navigation of his vessel including slowing, stopping, maneuvering and using otherwise prohibited equipment.
 - 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 safety rule was invoked.
 - (2) Navigational and operational action taken by the Contestant
 - (3) Time and use of otherwise prohibited navigational equipment.
 - (4) Deleted April 8, 2017.
 - (5) Deleted April 8, 2017.
 - (6) Estimated range of visibility, together with significant changes in such range.
 - (7) Sea and weather conditions
 - d. The Contest Committee may appoint a protest committee to evaluate whether an advantage was gained over Contestants who did not invoke the Safety Rule. Changing visibility must be noted.
 - e. If an advantage was found to be gained, then the Contestant must be disqualified. If not, the Scorer shall eliminate those legs involved during the time the Safety Rule was in

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effect. These shall have no error nor will their predicted elapsed times figure be included in the base figure for the total elapsed time run.

- f. In arriving at a judgement in the case, the Contest Committee should quiz the Observer as well as all others who were in the same vicinity at the time of invoking the Rule.
20. Should the Observer fail in the proper performance of his / her duties during the contest, due to being incapacitated, or if there is evidence that the Observer is not properly recording the log, the Contestant may appoint a member of the crew to serve as temporary Observer for the balance of the contest. At a signed affidavit that he / she honorably carried out the duties of Observer to the best of his / her ability. This affidavit, together with a signed statement by the Contestant giving the reasons for relieving the Observer, shall be delivered with the Observer's log to the Contest Committee at the finish of the contest.

PART V – PROTESTS, PENALTIES, DISQUALIFICATIONS AND APPEALS

A. PROTESTS

1. A Contestant may protest another Contestant by alleging an infraction of a contest rule. He must make a written statement indicating that it is intended as a protest and outlining the pertinent facts and designating the contest rule or instruction violated. The Contest Committee itself may protest a Contestant as a result of Observer remarks or other data brought to the attention of the Contest Committee. The Committee's allegations must be formalized in writing.
2. A protest must be submitted to the Contest Committee within the time specified for the submittal of the actual log form. If the facts upon which a protest would be based are not known at such time, then the protest must be made at such time as the protestor learns of such facts, but in no event later than the completion of scoring for the contest by the Contest Committee. (If the protesting cruiser is disabled, twenty four (24) hours will be allowed.)
3. Upon receipt of a protest, the Contest Committee shall notify the interested parties so that data and witnesses may be made available at the proper time to the Protest Committee.
4. A Protest Committee shall be formed by the Contest Committee and shall consist of three persons a Chairman and two members. They shall be chosen from knowledgeable yachtsmen or experienced Observers. The individuals chosen shall be disinterested parties, ie, not a guest or an Observer on a cruiser protesting or being protested, or a Contestant whose contest or seasonal point standing could be materially affected by the outcome of the hearing. The word "materially" as used herein shall be defined to mean a "a reasonable possibility that the Contestant's opportunity for winning a contest, contest series, or annual trophy or award will be affected". The Protest Committee shall be advised in their duties and rules by the Chairman of the Contest Committee or an officer of the Association.

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5. The Protest Committee shall convene in a timely manner, and hear the evidence of the alleged rule infraction, essential witnesses and the defense of the protested Contestant.
6. A Contestant shall not be disqualified or penalized without a hearing by the Protest Committee unless the Contestant waives his right to a hearing.
7. The Contestant being protested may request postponement of a hearing for cause, not to exceed ten (10) days. In the event he is then unavailable, except in the case of illness, the Committee may decide in his absence and notify him of the results by mail.
8. The protestor may request postponement of a hearing, for cause not to exceed ten (10) days. In the event he is then unavailable, except for illness, the protest will be dismissed and the results of the contest shall stand.
9. If, after hearing all the evidence, the Protest Committee decides that a Contestant beyond reasonable doubt has violated a contest rule or a substantive part of a contest instruction, he shall be disqualified, or penalized as set forth in the rules.
10. The reasons for the Protest Committee findings and decision (i.e., either a denial of the allegation, disqualification, or penalty) shall be given in a formal written signed statement and submitted to the Scorer of the Contest Committee. A copy of the statement shall be given to the Contest Committee Chairman who will submit it to the Association Commodore.
11. Under extenuating circumstances, the Commodore of the Association may authorize a protest to be made after the time limitation set forth in these rules.

B. PENALTIES

1. Subject to a Protest Committee's decision that there were no extenuating circumstances, a Contestant shall be disqualified for the following:
 - a. Using a time piece, radio or any other electrical, mechanical or optical device for timing purposes.
 - b. Turning in circles, stopping or other maneuvers for reasons other than safety or breakdown.
 - c. Excessive interference with another Contestant.
 - d. Running any portion of the official course for timed practice, speed or current determination, or "check out" after publication of the contest instructions.—This rule does not prohibit the Contestant from transiting the ocean or bay to participate in a scheduled contest, for calibration of boat speed on a designated measured mile, for

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pleasure boating purposes, for boat maintenance, or for fuel replenishment, should any of these activities happen to fall within a portion of the official contest route.

- e. Practicing starts which take the boat onto the contest course.
- f. Using the radio transmitter for other than essential contest communications, safety or emergency communications.
- g. Failing to turn in log within specified time after the contest, (unless excused by the Contest Committee).

2. Penalties are established for the following:

- a. Modified. Became 2.c.6. 11/14/2015
- b. Failure to find and call any check point. In such event – the legs having in common the check point not found or called shall be scored as a single leg and a 1.0% penalty shall be added to the log percentage error. Exception: no penalty shall be assessed for the failure to locate precisely, a blind point.
- c. A Contestant shall be penalized the percent of error shown for the following acts or violations. The penalty error shall be added to his / her log percentage error.
 - 1. Failure to display racing numbers.
0.5%
 - 2. Failure to pass a control point on the specified side except for reasons of safety.
0.5%
 - 3. Failure to pass a control point within the specified distance except for reasons of safety.
0.5%
 - 4. Failure to cover ships clocks or other exposed timepiece
2.0%
 - 5. Failure to comply with any part of the contest instructions or any part of these rules of which no penalty or disqualification has otherwise been provided.
1.0%
 - 6. Failure to start within 60 seconds of the predicted start time.
0.5%

C. APPEALS

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1. A Protestee or Protestor may appeal the decision of the Protest Committee. On appeal, only the facts and findings of the Protest Committee may be considered. No new evidence will be allowed. The appeal should be directed to the Association Commodore who with the Flag Officers will consider the appeal. If this Appeals Board contains interested parties, they must be replaced by yachtsmen mutually agreed to by the appealing Contestant and the Commodore of the Association. The appealing party must give notice of his intention to appeal immediately after his / her receipt of the decision of the Protest Committee.

2. If an appeal is upheld, the Association must correct the point standings for the contest.

PART IV - SCORING AND TROPHIES

- A. Divisions 1 and 2 shall be scored separately. To be scored officially, a division must have the minimum number of contestants. The winner of a contest shall be the skipper who has the lowest percentage of error of all the Contestants the Division. The percentage of error shall be computed by dividing the sum of the absolute values of the elapsed time errors on each leg expressed in seconds, by the total predicted elapsed time in seconds and then multiplying the quotient times 100. In the event a discrepancy exists between the predicted clock times and predicted elapsed times submitted, the predicted clock times shall be considered as superseding. For the purpose of computing the actual elapsed time for the first leg of the contest, the actual clock starting time shall be used.

- B. In the event that the outcome of a protest involves a Contestant who might be the recipient of an award, no trophies will be awarded pending the decision of the Protest Committee or Appeals Board. The decision of the Appeals Board, if applicable, will be final as to award of trophies.

- C. A skipper shall be awarded points for each contest entered toward season standings and trophies, except no points shall be awarded in any contest with less than three (3) starters. Points shall be determined by the current scoring method used by the North American Cruiser Association.
 1. A skipper who is disqualified shall receive no points but shall be counted as a Contestant for point scoring purposes. A skipper who started the contest but is unable to finish, shall receive 300 points.

 2. The number of Contestants shall be defined as the number of Contestants who, in the opinion of the Contest Committee, have started the contest course with the intention of completing the contest.

 3. The number of points shall be rounded to the nearest whole number as follows:

X.000 to X.4999 = X

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$$x.500 \text{ to } X.9999 = X + 1$$

$$4. \quad \text{Points} = 1000 - 700 \times \left(\frac{\text{Finish place} - .79}{\text{No. of Contestants} - .79} \right)$$

- D. In the event a tie exists in determining season standings or making other determinations based on accumulated point standing, fractions of numbers shall be computed to the extent necessary to break the tie.