

# CAPITAL TO CAPITAL LEG ONE ALASKA 1000

Leg One is the first in a series of races that will take our intrepid team of power boaters from Olympia to Juneau. This is the latest incarnation of a race first run in 1928. We hope to have as many Alaska 1000 racers as possible but we also encourage all other racers to join in. Let's give them a good send off.

Assemble at Swan Town Marina on Thursday, 27 May. The Leg One race will start at 8:00 am on Friday, 28 May. Call Swan Town to reserve moorage.

Register and submit your Predicted and Contest Logs at the Committee Boat on the dock at Swan Town Marina between 1800 and 2000 on Thursday, 27 May. The race will start at 8:00 am on Friday and there will not be sufficient time for morning registration.

Although the Leg One race finishes at the Tacoma Narrows Bridge, the Alaska 1000 racers will continue north to be ready for the ICR start on 31 May near Bedwell Harbor. Other racers are encouraged to compete in the ICR, but some may choose to return to their home port upon completion of the Leg One race. In either case deliver, e-mail, FAX or mail your Contest Log to the race committee. Details will follow.

Mail your check and registration to George Babbitt. Let's give our Alaska 1000 racers encouragement, a little competition and our best wishes.

George Babbitt  
Race Chairperson  
253-857-8687

6775 Weather Glass LN  
Gig Harbor, WA 98335  
[gbabbitt@centurytel.net](mailto:gbabbitt@centurytel.net)

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## CAPITAL TO CAPITAL LEG ONE ALASKA 1000

### Registration Form

Contestant \_\_\_\_\_ Boat Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ IPBA # \_\_\_\_\_ Yacht Club \_\_\_\_\_

This confirms my entry in the Capital to Capital Leg One Contest. Race registration of **\$16.00** is enclosed.

Make checks payable to Gig Harbor Yacht Club. Mail to: George Babbitt  
6775 Weather Glass LN  
Gig Harbor, WA 98335

**CAPITAL TO CAPITAL LEG ONE**  
**ALASKA 1000**  
**28 May 2010**  
**Schedule of Events**

- |                  |  |
|------------------|--|
| Thursday, May 20 | Please make sure we have received your registration and that you have made marina reservations at Swan Town  |
| Thursday, May 27 | Arrive at Swan Town Marina   |
| 1600 - 2000      | Socialize on the dock. Guests invited.   |
| 1800 - 2000      | Submit Predicted and Contest Log to Race Committee   |
| Friday, May 28   |  |
| 0700             | Committee Boat departs dock  |
| 0700 - 0730      | Racers depart dock   |
| 0800             | Assemble at Olympia Shoal Light. Skippers will be instructed to proceed, in order of start, to Dofflemyer Point where they will execute a running start. |
| 0940             | First boat finishes at Narrows Bridge  |
| 1135             | Last boat finishes at Narrows Bridge   |
| 1730             | Submit Contest Log to George Babbitt by mail, e-mail, FAX.<br><b><u>NOTE: There are no social or meal plans following the race.</u></b>                  |
| Saturday, June 5 |  |
| 1800             | All Contest Logs must be received. Race results will be announced as soon as possible after all Contest Logs have been received.                         |

George Babbitt:

**Address:** 6775 Weather Glass Ln, Gig Harbor, WA 98335

**Phone:** 253-857-8687 (home); 253-225-2081 (cell)

**FAX:** 253-857-8687 (FAX) call before sending

**E-Mail:** gbabbitt@centurytel.net

**IPBA Special Rules**  
**CAPITAL TO CAPITAL LEG ONE**  
**ALASKA 1000**  
**28 May 2010**

(1) **Rules:** This contest shall be conducted under the Standard rules of the International Power Boat Association, as available on the IPBA website [www.ipbalogracing.org](http://www.ipbalogracing.org), and as modified by these Special Rules.

IPBA Rules require that 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 8i). Failure to comply with the Rules of the Road results in a 1% penalty or disqualification. (Rule 14a)

(2) **Observers:** Because the race does not return to the starting point, transportation of observers will be difficult. Gig Harbor based observers may ask to debark at the Gig Harbor City Dock. We will make maximum use of exchanged crew members and guests aboard north bound boats.

(3) **Logs:** Contestants must prepare their Predicted and Contest Logs in ink and submit them to the Contest Committee aboard a boat to be named between 18:00 and 20:00 on Thursday 27 May. Return the completed and signed Contest Log to George Babbitt before 18:00, 5 June. Each contestant should calculate and enter the error in seconds and percentage of error on the Contest Log to assist the Committee in calculating the results. Contestants and observers must sign the Contest Log. Observer should provide a telephone number in case questions arise. Observers, however, are not required to be present when the Contest Log is submitted to the Committee. **SPECIAL NOTE: The surest way to deliver your Contest Log is the U.S. Mail. Take a pre-addressed and stamped envelope to the race. Mail it to George Babbitt (6775 Weather Glass Ln, Gig Harbor, WA 98335) from your port of call on 28 May. You may also FAX or send it as an e-mail attachment if you have the required communications.**

(4) **Times:** All times are Pacific Daylight Time. A stop watch shall be allowed only for timed runs, time outs, and verification of reading the Official Time by the Observer in accordance with Rule 80.

(5) **Throttles (RPM):** Engine RPM may be adjusted plus or minus 10% from planned RPM.

(6) **Navigation Aids:** After the start, no instrument shall be visible to the contestant or crew that displays: time of day, course over ground, speed over ground, latitude/longitude or range to an object afloat or ashore. Radar, if installed, will left in standby. If the skipper decides radar is needed to assess the risk of collision, immediately turn it on. Notify and instruct the observer to record the time of day when the radar was turned on and the time of day when it was returned to standby. The judges will eliminate that leg from the contestant's race. Instruments displaying relative wind speed and direction are allowed. Autopilots are allowed, but cannot be connected to GPS. Monitor Channel 16 but make no VHF transmissions except for safety reasons. Do not use cell phones or similar devices.

**Electronic Charts without GPS:** Chart plotters and Computers using Navigation programs may be used to replace small scale printed charts (requiring a dozen or more pages of chart printouts) but not displaying or using GPS data, course made good, speed, tracking, Time of Day or Lat Lon. A large scale chart of the course is still required which the observer may need to review. All racers using a **Electronic Charts without GPS** in this fashion must **write on their log forms:**  
**“Using Electronic Charts without GPS**

(7) **Handicap:** The current IPBA handicap as set forth in the Standard Rule Book shall be employed to get a net percentage of error. For predicted speeds of less than 7 knots, the handicap for 7 knots shall be used; for predicted speeds of more than 23 knots, the handicap for 23 knots shall be used. Predicted Speed in knots is determined by multiplying the Official Mileage by 3600 and dividing by the total number of seconds predicted by the Contestant to complete the course. Predicted Speed shall be rounded to the nearest 1/10<sup>th</sup>.

(8) **Pre-Start Assembly:** This is the first leg of the Capital to Capital Race and a photo opportunity. All boats will assemble south and east of the Olympia Shoal Light. The starting order of all boats will be posted prior to the race. At **8:00 am** the starter will introduce boat #1 (on VHF Ch 68) and direct the skipper to proceed to the START at Dofflemyer Point. After a short delay, the starter will direct boat #2 to proceed to the start. **(Boats will start in order based on flat water speed; fastest boats first)**. This procedure will be repeated until all boats have left Olympia Shoal. Skippers must maintain their starting order and adequate spacing throughout the 2.9 nm run to Dofflemyer Point

The official start will be abeam the Dofflemyer Point Light, and will be a running start at SLOW speed. Boats will start based on their flat water speed; fastest boats first.

(8) **Finish Times:** There are no required finish times for this race. Skippers will enter their finish bracket on the Predicted and Contest Log based on the following table:

<u>Finish Bracket</u>	<u>Flat Water Speed</u>
1	8.00 and under
2	8.01 to 9.0 incl.

**(9) Awards**

Plaques will be awarded to the “overall” first, second and third place contestants and to the first place contestants in each of the three classes. Certificates will be awarded to contestants finishing 2nd and 3rd in class.

**(10) Chart and Mileage:**

The recommended charts for this contest are 18448, 18445, and 18456. The Official Mileage for this contest is 19.2 nautical miles which cannot be exceeded.

**(11) Course Description:**

The contest course is bounded by the navigable waters of Puget Sound from Budd Inlet to the Tacoma Narrows Bridge.

**(12) Chartlet**

The attached chartlet is intended to assist you in planning your course. It is not suitable for navigation. The written Course Instructions and Special Rules take precedence over the information on the chartlet.

**(13) Additional Instructions:**

Upon completion of the contest do not impede the path of other contest boats approaching the finish line. Remember to observe posted speed limits in Gig Harbor, Keyport, and Liberty Bay.

**(14) Currents:** The Narrows, North End mid-stream, 28 May 2010 PDT

<u>Slack</u>	<u>Max.</u>	<u>Current</u>
0050	0313	2:60F
0521	0923	4:76E
1250	1611	6.03F
1955	2301	2.62E

**(15) Start and Control Point Names and Locations:**

START: Dofflemyer Point

47°08'26.05"N; 122°54'26.42"W

47°08.4342'N; 122°54.4403'W

CP-1: Johnson Point Light

47°10'40.99"N; 122°48'54.09"W

47°10.6832'N; 122°48.9015'W

CP-2: Eagle Island Reef Light

47°11'26.21"N; 122°42'01.02"W

47°11.4368'N; 122°42.0170'W

CP-3: Toliva Shoal Light  
47°12'08.58"N; 122°36'24.70"W  
47°12.1430'N; 122°36.4117'W

FINISH: Narrows Bridge  
47°15'57.62"N; 122°32'52.77"W  
47°15.9603'N; 122°32.8795'W

**CAPITAL TO CAPITAL LEG ONE**  
**ALASKA 1000**  
28 May 2010  
**Race Course Description**

**Pre-Start:** Assemble at Olympia Shoal Light (south and east of Olympia Shoal) prior to 8:00 am. Do not confuse "Olympia Shoal Light" with the "West Olympia Shoal Light 1". The starter will introduce (on VHF Ch 68) each boat individually and direct the skipper to proceed to Dofflemyer Point. Maintain starting order; do not pass; maintain adequate spacing.

**Start:** At SLOW speed make a running start on TR-1 (course 20°T for 0.6 nm). Call the start when abeam Dofflemyer Point Light to starboard at 200 to 400 yards. Resume CRUISE speed at the end of TR-1. Proceed through Dana Passage keeping Itsami Ledge Light to starboard, and then to CP-1, Johnson Point Light, no closer than 100 yards to starboard.

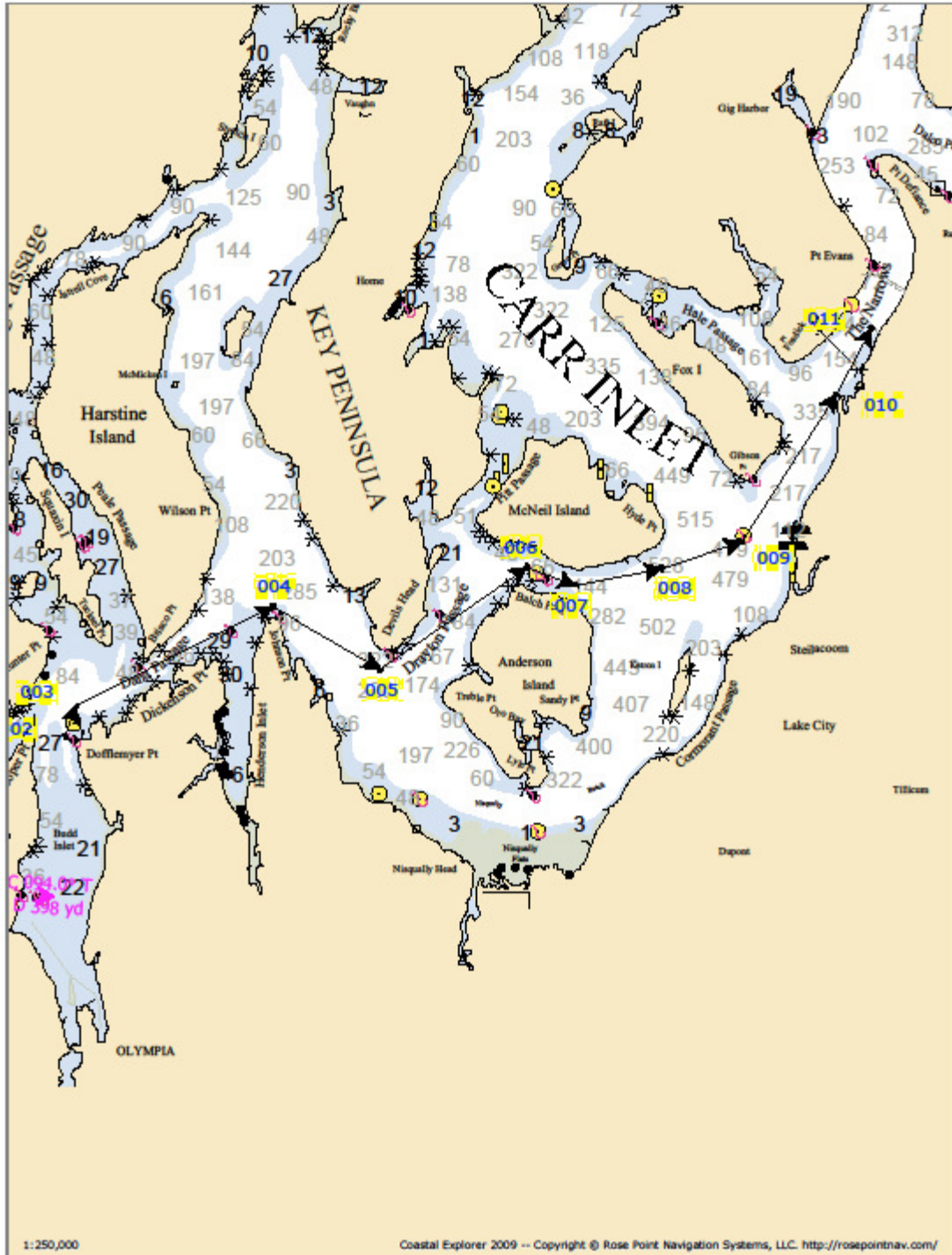
**From CP-1:** Proceed to CP-2, Eagle Is. Reef Light, abeam to starboard no closer than 100 yards. En route, pass by Devils Head Light and through Drayton Passage

**From CP-2:** Proceed to CP-3 via Balch Passage. Call the mark at CP-3 when abeam the Toliva Shoal Light no closer than 200 yards to port.

**From CP-3:** Proceed to the Finish when first beneath the south side of the new Narrows Bridge road bed. En route, pass the north end of Days Island between 200 and 400 yards to starboard.

**Official mileage: 19.2 NM.**

# CHARTLET



**RACE LEGS**  
**Approximate Bearing and Distance**

	<b>Name</b>	<b>Bearing (True)</b>	<b>Leg Distance (nm)</b>	<b>Total Distance (nm)</b>
START	Dofflemyer Point			
1	TR-1	20.0	0.600	0.600
2	Johnson Point	63.1	4.038	4.638
3	Devils Head Light	120.2	2.276	6.914
4	Eagle Island Light "1"	55.2	3.285	10.198
5	Bee Dock	110.7	0.948	11.146
6	Hyde Point	79.1	1.614	12.760
7	Toliva Shoal Light	71.2	1.548	14.308
8	Days Island	32.6	3.218	17.525
FINISH	Narrows Bridge	28.0	1.360	18.885