



James Craig Predicted Log Regatta

Long Beach to San Diego via Oceanside

July 14-15, 2023

Hosted by the

LONG BEACH YACHT CLUB

The James Craig Trophy was originally known as the James Bennett Trophy. The first contest was in 1907 from New York to Bermuda. The Deed specified that after a skipper won it three times, it was to be kept by the winner. The first and second contests were won by James Craig who elected not to compete for it again and the contest was dropped in 1909. Craig retained the trophy until 1921 when he presented it to the National Association of Engine & Boat Manufacturers for their sponsorship and the name of it was changed to James Craig Trophy. They also made changes in the Deed of Gift, but kept the requirement that the course be at least 150 ocean miles in length. The original silver trophy was stolen in 1925 and NAEBM replaced it with one of gold. From 1927 until 1940 there were no contests, but in 1941 it was placed in competition for the Newport to Coronado event conducted by SCCA and LBYC. Previously the course has traveled from Long Beach to Ensenada via San Diego. Commencing in 2014 it runs from Long Beach via Oceanside to San Diego.

Tom Collins

The Overall Craig regatta consists of two major legs. Originally the two legs ran from Newport to San Diego and then returned with SCCA boats doing the S-N legs and SDCA boats doing the reverse. Next the first leg ran to San Diego on Saturday, we laid over at SDYC on Sunday, then the second leg ran to Ensenada on Monday. However, due to changing times, in recent years it has stayed within the United States. In 2014 the Craig Regatta was changed to provide a stop at the Oceanside Yacht Club. This breaks the long run from Long Beach to San Diego into two shorter and therefore more enjoyable legs. The Donaldson first leg, sponsored by LBYC, runs from Long Beach to Oceanside. The second leg, sponsored by SCCA, is the Corredores de Baja (translates: Racers of Baja) and runs from Oceanside to San Diego. Points and trophies for both the Donaldson and Corredores legs are determined in the regular manner. Three sets of trophies are awarded. One set for each day's leg, plus a set for the overall regatta. Total error for the overall Craig Regatta is determined by combining and averaging the weighted errors from each contest.

Previous Craig Winners

1941	Anne C			1974	Blue Chip	Ed Lloyd	SYC
1942-45	No Competition Due to World War II			1975	Sonic	Bob Guhl	CYC
1946	Hoaloha	Don A. Allison	HYC	1976	Nyna Rose	Ralph Chadwick	CYC
1947	Reveller II	Frank C. Ruppert	LBYC	1977	Misty Sea	Tom Collins	HYC
1948	Veralee II	Lawrence McDowell	LBYC	1978	Sunset Queen	Mel Lurie	MYC
1949	Bob-A-Dee	Frank C. Moyer	WCYC	1979	Nani Kai	Dexter Wood	LBYC
1950	Veralee II	Lawrence McDowell	LBYC	1980	Sunset Queen	Mel Lurie	MYC
1951	Veralee II	Lawrence McDowell	LBYC	1981	Dynamite	Paul Stagg	SWYC
1952	Charlotte Ann	T.A. Benavides	WCYC	1982	Sea Wolf	Rob Wulffson	SIYC
1953	Reveller IV	Frank C. Ruppert	LBYC	1983	Contrail	Paul Leland	VYC
1954	Gilber IV	Gilber Barbris	LBYC	1984	Misty Sea	Tom Collins	HYC
1955	Doken	Ray Bridges	LBYC	1986	Misty Sea	Tom Collins	HYC
1956	Topper III	R.A. Hoffman	HYC	1988	Sweet Agnes	Jack Kahlo	HYC
1957	Reveller V	Frank C. Ruppert	WCYC	1990	Contrail	Paul Leland	DRYC
1958	El-Ser-Co II	M.N. Shansby	HYC	1992	Star of Minorca	Walter del Mar	CYC
1959	Reveller V	Frank C. Ruppert	LBYC	1994	Misty Sea	Tom Collins	FWYC
1960	Reveller V	Frank C. Ruppert	LBYC	1996	Misty Sea	Tom Collins	FWYC
1961	Little Slam	Jack Hughey	SIBYC	1998	Misty Sea	Tom Collins	FWYC
1962	Largo	Thol Simonson	LBYC	2000	Nightwatch	Bob Roth	CYC
1963	Largo	Thol Simonson	LBYC	2002	Misty Sea	Tom Collins	HHYC
1964	C-Shell	Lewis F. Conant	DRYC	2004	Misty Sea	Tom Collins	HHYC
1965	Dolphin	Herbert Ritts	CYC	2006	Black Jack	Craig Ryan	SYC
1966	Reveller VI	Frank C. Ruppert	LBYC	2008	King's X	Dale King	SYC
1967	Reveller VI	Frank C. Ruppert	LBYC	2010	Nightwatch	Bob Roth	CYC
1968	Crest	Harry H. Palmer	HHYC	2012	Misty Sea	Tom Collins	CIYC
1969	Reveller VI	Frank C. Ruppert	LBYC	2014	Grand Plan	Bernie Blockhus	DRYC
1970	Reveller VI	Frank C. Ruppert	LBYC	2016	Misty Sea	Tom Collins	CIYC
1971	Circe	Eugene Grant	CYC	2018	Misty Sea	Tom Collins	CIYC
1972	Shipmates	Bob Wilson	CYC	2021	Inamorata	Bill McCormick	LBYC
1973	Sirene	Dr. Ed Riesen	LBYC	2023	???		

JAMES CRAIG TROPHY REGATTA

Sponsored by

Long Beach Yacht Club

Sanctioned by

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

James Craig Perpetual Trophy - Overall
Donaldson - Long Beach to Oceanside Leg Trophy
Corredores – Oceanside to San Diego Leg Trophy
Keeper Trophies – Donaldson, Corredores, & Craig Overall
C. King Brugman Series Points – Craig Overall
Bathke & Lurie First Year Trophy Points - Each Leg
Simonson & Top Ten Trophy Points - Each Leg
N.A.C.A. Season Points - Each Leg

- ENTRY REQUIREMENTS:** Open to all eligible members of SCCA and SDCA member clubs.
- RULES:** SCCA Rules, latest revision, shall apply. (www.socalcruiserassociation.org)
- REGATTA COMMITTEE:** Chairman - Bobby Frazier, (562) 254-1634
Scorer - Tom Collins, (818) 383-6292
Committee Boat: Misty Sea, VHF Channel 71
- OBSERVERS:** Provided by the skipper in accordance with SCCA Rules.
- LOG FORMS:** Use SCCA Official Entry Form (www.socalcruiserassociation.org)
- LBYC BERTHING:** Mooring at LBYC will be by reservation.
- SKIPPER'S MEETING:** All skippers shall meet in the Skippers Cove at LBYC at 1830 on Thursday, July 13 to turn in predicted logs and receive any instructions.
- OCEANSIDE BERTHING:** Contact OYC Dockmaster on VHF channel 68 upon arrival for slip assignment. Some slips may be at the adjacent Jolly Roger restaurant guest dock for which there is a charge. To be fair, any such docking charges will be pro-rated among all boats.
- SDYC BERTHING:** Any assignments will be announced on VHF 71 during contest. Monitor SDYC on VHF 69 during docking for last minute changes.
- OBSERVER LOGS** Observers shall deliver the logs to the scorer within 30 minutes but in no event more than one hour after berthing. Due to the limited time available for scoring, late logs will not be accepted or scored.
- REGISTRATION:** Skippers are to register at the office at OYC and SDYC after docking.
- AWARDS:** Results and trophies for the Donaldson leg will either be presented at the dinner at OYC on Friday or with the Corredores and Overall results at SDYC on Saturday, July 15. Cocktails commence at 1630.
- RESERVATIONS:** Reservations must be made by June 29 to assure berthing at Long Beach, Oceanside, and San Diego Yacht Clubs and for the awards dinners. Return the attached form.

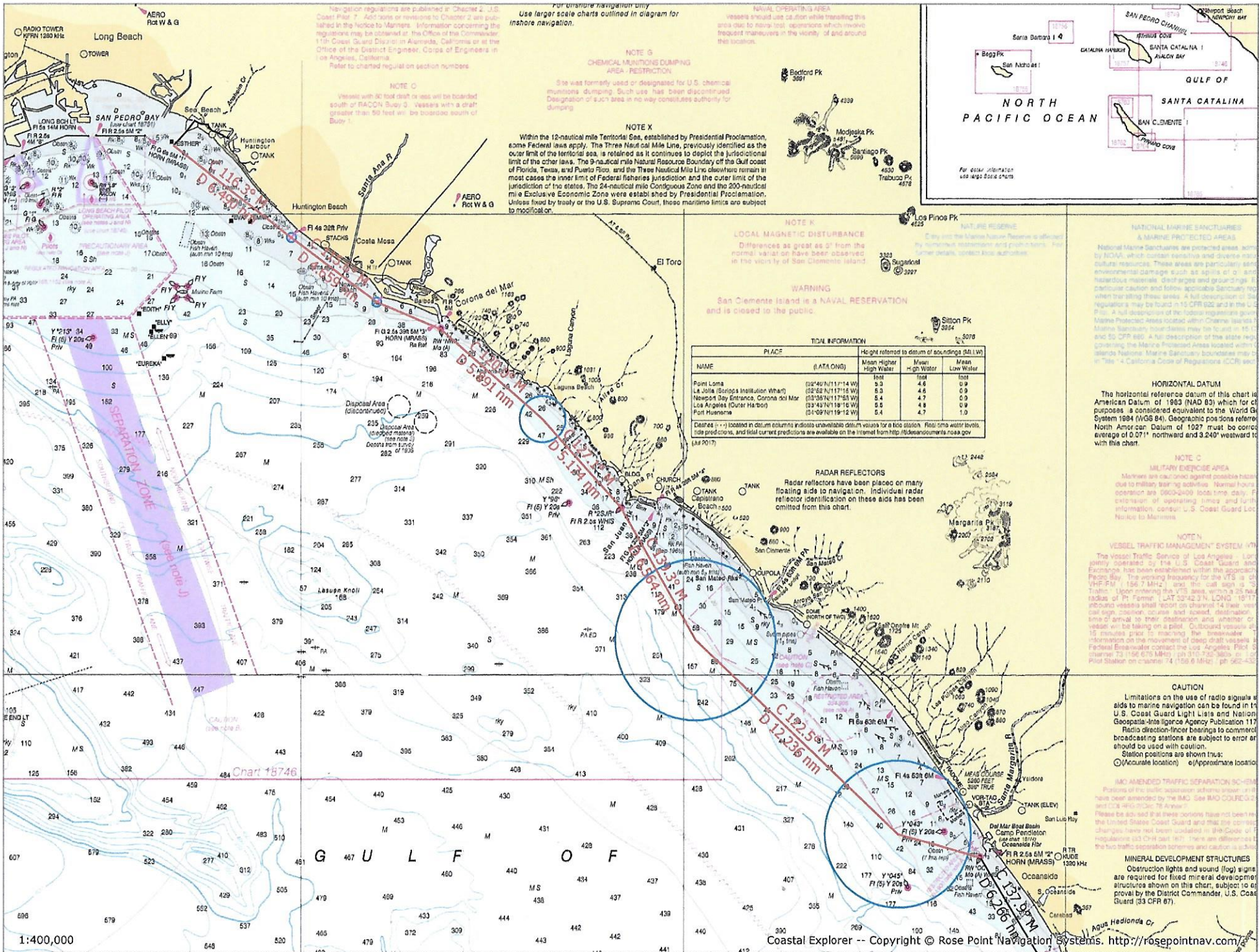
CRAIG REGATTA
Donaldson - Long Beach to Oceanside Leg
July 14, 2023

Course:

Start:	Anaheim Bay entrance buoy G "1" Fl 4s BELL	50 yards Abeam
Checkpoint 1:	Huntington Beach Pier as a range	375-425 yards Port
Checkpoint 2:	Newport Beach Pier as a range	375-425 yards Port
Checkpoint 3:	Newport Harbor Entrance Buoy RW "NWP" Mo (A)	50 yards Port
Checkpoint 4:	Temple Hill Above Laguna Beach	1 NM Offshore
Checkpoint 5:	San Juan Rock Buoy R "2SJR" Fl R 2.5s WHIS	50 yards Port
Checkpoint 6:	SAN MATEO PT LT Fl 4s 63ft 9M PA	3.5 NM Port
Checkpoint 7:	Camp Pendleton South Light Fl 4s 53ft 6M	3.2 NM Port
Finish:	Oceanside Entrance Buoy RW "OC" Mo (A) WHIS	50 yards Abeam

Special Instructions:

1. Common Time: Checkpoint 7 at 1330.
2. Official distance: 47.8 nautical miles. Scoring will not use a handicap.
3. Charts 18746 – 40th Ed., 18774 – 12th Ed., were used to prepare this course.
4. This is an open log contest. The skipper may have access to all times recorded on the front and back of the log throughout the entire contest.
5. All equipment aboard the vessel may be used except that which is prohibited.
6. Use of any means to determine clock, elapsed, or arrival time is prohibited.
7. GPS, including speed, may be used in this contest. Display of any time functions such as ETA, ETE, TTG, TIME, must be prevented by use of opaque tape or other means. Chart plotters, subject to the above restrictions, are permitted.
8. GPS may be used for locating and calling checkpoints. Checkpoints specified to be passed within 500 yards must be called by visual observation, regardless of the electronically indicated position. In the event a mark is missing or not visible, use GPS to mark.
9. Skippers are reminded that restrictions prohibit passing within ¼ mile of US Navy and certain other vessels. Severe civil penalties apply for violations. The course between CP 6 and 7 is just outside the charted "Military practice area".



Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additional regulations to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained of the Office of the Commander, 11th Coast Guard District in Alameda, California or of the Office of the District Engineer, Corps of Engineers in Los Angeles, California. Refer to charted regulation section numbers.

For offshore navigation only
Use large scale charts outlined in diagram for inshore navigation.

NAVAL OPERATING AREA
Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.

NOTE G
CHEMICAL MUNITIONS DUMPING AREA - RESTRICTION
Site was formerly used or designated for U.S. chemical munitions dumping. Such uses have been discontinued. Designation of such sites in no way constitutes authority for dumping.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE K
LOCAL MAGNETIC DISTURBANCE
Differences as great as 6° from the normal value have been observed in the vicinity of San Clemente Island.

WARNING
San Clemente Island is a NAVAL RESERVATION and is closed to the public.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (M.L.W.)	Mean High Water		Mean Low Water	
		foot	meter	foot	meter
Point Loma	(32°40'N/117°14'W)	5.0	4.6	0.9	0.9
La Jolla (Barrington Institution Wharf)	(32°52'N/117°14'W)	5.0	4.6	0.9	0.9
Newport Bay Entrance, Corona del Mar	(33°05'N/117°05'W)	5.4	4.7	0.9	0.9
Los Angeles (Outer Harbor)	(33°43'N/118°16'W)	5.0	4.8	0.9	0.9
Port Humboldt	(37°09'N/124°12'W)	5.4	4.7	1.0	1.0

Distances in parentheses in datum columns indicate unavailability of datum values for a tide station. Flood time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidalpredictions.noaa.gov> (L&N 2017).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NATIONAL MARINE SANCTUARIES
National Marine Sanctuaries are protected areas administered by NOAA, which contain historic and diverse natural/cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and hazardous materials. Spill response and clean-up procedures are different and follow special procedures. Refer to the chart for these areas. A full description of the regulations may be found in 15 CFR 902 and in the U.S. Code. A full description of the Federal regulations governing Marine Protected Areas located within Channel Islands National Marine Sanctuary may be found in 16 CFR 15.12 and 50 CFR 600. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 4 California Code of Regulations (CCR) section 069000.

HORIZONTAL DATUM
The horizontal reference datum of this chart is American Datum of 1983 (NAD 83) which for all purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to North American Datum of 1927 must be corrected average of 0.07' northward and 0.240' westward to this chart.

NOTE C
MILITARY EXERCISE AREA
Marines are authorized against possible hazards due to military bearing operations. Normal hours of operation are 0600-2400 local time daily. Full extension of operating times and further information, contact U.S. Coast Guard Local Notice to Mariners.

NOTE N
VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)
The Vessel Traffic Service of Los Angeles - Long Beach is jointly operated by the U.S. Coast Guard and ExxonMobil. It has been established within the geographic region of the VTS. The working frequency for the VTS is 42 VHF FM / 156.7 MHz and the call sign is "33 Traffic". Vessels entering the VTS area, within a 25 nautical mile radius of Point Loma, must be equipped with a VTS receiver. Inbound vessels shall report on channel 14 their vessel call sign, course, speed and intended destination area of arrival to their destination and when they are bound vessels will be taking on a pilot. Outbound vessels at 15 minutes prior to reaching the breakwater will report on the movement of deep draft vessels to the VTS. For Federal Breakwater contact the Los Angeles Pilot Service (33 156 675 MHz) on 310 740 330 or 310 740 330 on channel 74 (156.6 MHz) on 310 660 430.

CAUTION
Limitations on the use of radio signals or aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geographic Intelligence Agency Publication 117. Radio direction-finder bearings to national broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◊ (Approximate location)

UNCOMPLETED TRAFFIC SEPARATION SCHEMES
Portions of the public awareness scheme have not been completed by the I.M.O. See I.M.O. COGSA 2001 and I.M.O. COGSA 2002 for details.
Please be advised that these portions have not been approved by the United States Coast Guard and that the proposed changes have not been included in the Code of Federal Regulations (33 CFR 167). There are differences in the two traffic separation schemes.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

1:400,000

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SOUTHERN CALIFORNIA CRUISER ASSOCIATION

Official Cruiser Nav Rally Entry Form

Vessel: _____ Rally: _____

SCCA Number: _____ NACA Number: _____ Rally Date: _____

PREDICTED LOG

Checkpoints (no waypoints or blindpoints)	Predicted Clock Time		
	Hrs.	Mins.	Secs.
Start			
1			
2			
3			
4			
5			
6			
7			
8			

I am entering this rally at my own risk and will save, hold harmless and indemnify the SOUTHERN CALIFORNIA CRUISER ASSOCIATION, and such other Club and/or Association that may be sponsoring, hosting, or sanctioning this rally, together with their officers, directors, committees and members, from any and all liability or responsibility of any nature whatsoever for accidents, damage or injury to myself, my crew, my guests and my boat, and for any damage I or my boat might cause to any other boat, person or property, and I waive and relinquish any claim I might have for injury or damage to myself or my boat and against any such association and/or club and/or their officers, directors, committees, or members.

Signature: _____ Date: _____

Skipper (print) _____

Address _____

Email _____ Yacht Club _____

Home Phone _____ Cell Phone _____

Observer Name (Furnished) _____ (Assigned) _____

First Year Duffendants Only:

I certify that it has been less than 12 months since I participated in my first SCCA cruiser nav rally.

Signature _____

(SCCA Log Form revised 04/08/2021)

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

Official Observer Actual Log Form

Vessel: _____ Rally: _____

(Observer to fill in gray areas)

Actual Vessel Number Displayed: _____

ACTUAL LOG

Checkpoints (to be entered by Skipper)	Port or Stbd.	Yards Off	Predicted Start Time		
			Hrs.	Mins.	Secs.
			Adjusted Start Time		
			Hrs.	Mins.	Secs.
Start					
1					
2					
3					
4					
5					
6					
7					
8					

Optional for Skipper:

I have calculated my error to be: _____

Blind Point Predictions				
From C.P.#	To B.P.#	Elapsed Time		
		Hrs.	Mins.	Secs.

Committee Use Only		
Watch Error (Seconds)	_____	Fast
	_____	Slow
	_____	% Error

Equipment checklist to be completed by Observer (Y or N)

SCCA Burgee	_____	YC Burgee	_____	All clocks covered ?	_____
Depth Sounder	_____	VHF Radio	_____	Chartplotter used?	_____
GPS Used ?	_____	If GPS used, are all the prohibited items on the GPS taped over?			_____

Observer is to record all unusual occurrences, rule violations, etc., on reverse side.

I have read the current SCCA rules and certify that I have abided by them.

Observer _____ Date _____

I have participated in this rally in the true spirit of yachmanship and have abided by all rules of the SCCA.

Skipper _____ Date _____

(SCCA Log Form revised 04/08/2021)

Corredores de Baja

HISTORY

Created in 1979, the Corredores de Baja contest ran from San Diego to Ensenada in association with the James Craig Cruiser Navigation Contest. Before that, the SDYC "International" contest had run from San Diego to Ensenada in August in conjunction with the LBYC Hall Scott contest that ran from Long Beach to San Diego. By 1979 SDYC had dropped the International due to issues with the Mexican authorities and the Hall Scott was dropped because of the 1977 oil shortage leaving the Craig as the only Long Beach - San Diego contest. Because the Craig provided for a one-week lay-over in San Diego before the return portion was run from San Diego to Long Beach, some of those who had previously participated in the International conceived the idea of the Corredores as a side trip contest during the lay-over. Then in 1982 the Corredores was substituted for the return Craig leg. The new Craig-Corredores leg was run from San Diego to Ensenada on Monday and that evening the awards dinner was held at a restaurant ashore where the trophies were presented for both the Corredores and the Craig Overall. In 1986, to avoid the perpetually cold and overcast, sometimes stormy May-June weather, the date for the Craig was moved from Memorial Day weekend to the first weekend following July Fourth.

Although not an official activity of the Craig-Corredores contest, an adjunct to the Corredores involved participation by most skippers in the whimsical Todos Santos Yacht Club. Originally held at Todos Santos Island off Ensenada, the TSYC Opening Day was later held on the Ensenada dock. Opening day was typically filled with various enjoyable activities for all. The Corredores became a very popular element of the Craig Rally. Unfortunately, several things have led us to stop traveling on down to Ensenada. These include the rapidly escalating price of fuel, the need for Mexican insurance and fishing licenses, Mexican Port Captain fees, new US customs clearance requirements, and other complications relating to clearing into Mexico and back into the U.S. for such a short stay.

The present Craig breaks the 90-mile San Diego leg of the Craig into two segments with a stop in Oceanside. With most boats running slower these days to conserve fuel, this will keep the legs under fifty miles each allowing more reasonable start times. The leg to Oceanside on Friday is the Donaldson and the Saturday San Diego leg is the Corredores.

Tom Collins

CRAIG REGATTA
Corredores - Oceanside to San Diego Leg
July 15, 2023

Course:

Start:	Oceanside Entrance Buoy RW "OC" Mo (A) WHIS	50 yds Port
Checkpoint 1:	STANDPIPE south of Carlsbad	1 NM Offshore
Checkpoint 2:	Entrance/Highway Bridge at San Eljo Lagoon	1 NM Port
Checkpoint 3:	Range: North Measured Mile near Sorento	1 NM Offshore
Waypoint 1:	1 NM True South of C.P. 3	
Checkpoint 4:	DOME at La Jolla	1 NM Offshore
Checkpoint 5:	Range: BLDG at Quivira Basin & TOWER 338ft FI R Lt While 180°T from CP4	
Checkpoint 6:	San Diego Approach buoy RW "SD" Mo (A) WHIS RACON (- -)	50 yards Port
Waypoint 2:	San Diego Approach buoy G"3" FI G 6s	150 yards Port
Checkpoint 7:	San Diego Entrance Channel buoy R "6" FI R 4s	50 yards Abeam
Waypoint 3:	San Diego Entrance Channel buoy R "12" FI R 2.5s	50 yards Abeam
Finish:	San Diego Entrance Channel buoy R"14" Q R	50 yards Stbd

Special Instructions:

1. Common Time: Waypoint 2 at 1300.
2. Official distance: 41.5 nautical miles. Scoring will not use a handicap.
3. Charts 18765, 17th Ed., 18772, 48th Ed., 18773, 43th Ed., 18774, 12th Ed., were used to prepare this course.
4. Although official waypoints are a required course of travel, they are not checkpoints. Skipper may "mark" any official waypoint; observer is to record the time on the back of actual log.
5. This is an open log contest. The skipper may have access to all times recorded on the front and back of the log throughout the entire contest.
6. All equipment aboard the vessel may be used except that which is prohibited.
7. Use of any means to determine clock, elapsed or arrival time is prohibited.
8. GPS, with speed, may be used in this contest. Display of any time functions such as ETA, ETE, TTG, or TIME, must be prevented by use of opaque tape or other means. Chart plotters, subject to the above restrictions, are permitted.
9. GPS may be used for locating and calling checkpoints. Checkpoints specified to be passed within 500 yards must be called by visual observation, regardless of the electronically indicated position. In the event a mark is missing or not visible, use GPS to mark.
10. Use caution to avoid kelp between CP5 and CP6. (*Usually* grows in depths less than 60')
11. Skippers are reminded that restrictions prohibit passing within ¼ mile of US Navy and certain other vessels. Severe civil penalties apply for violations.

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

Official Cruiser Nav Rally Entry Form

Vessel: _____ Rally: _____

SCCA Number: _____ NACA Number: _____ Rally Date: _____

PREDICTED LOG

Checkpoints (no waypoints or blindpoints)	Predicted Clock Time		
	Hrs.	Mins.	Secs.
Start			
1			
2			
3			
4			
5			
6			
7			
8			

I am entering this rally at my own risk and will save, hold harmless and indemnify the SOUTHERN CALIFORNIA CRUISER ASSOCIATION, and such other Club and/or Association that may be sponsoring, hosting, or sanctioning this rally, together with their officers, directors, committees and members, from any and all liability or responsibility of any nature whatsoever for accidents, damage or injury to myself, my crew, my guests and my boat, and for any damage I or my boat might cause to any other boat, person or property, and I waive and relinquish any claim I might have for injury or damage to myself or my boat and against any such association and/or club and/or their officers, directors, committees, or members.

Signature: _____ Date: _____

Skipper (print) _____

Address _____

Email _____ Yacht Club _____

Home Phone _____ Cell Phone _____

Observer Name (Furnished) _____ (Assigned) _____

First Year Duff Dancers Only:

I certify that it has been less than 12 months since I participated in my first SCCA cruiser nav rally.

Signature _____

(SCCA Log Form revised 04/08/2021)

SOUTHERN CALIFORNIA CRUISER ASSOCIATION

Official Observer Actual Log Form

Vessel: _____ Rally: _____

(Observer to fill in gray areas)

Actual Vessel Number Displayed: _____

ACTUAL LOG

Checkpoints (to be entered by Skipper)	Port or Stbd.	Yards Off	Predicted Start Time		
			Hrs.	Mins.	Secs.
			Adjusted Start Time		
			Hrs.	Mins.	Secs.
Start					
1					
2					
3					
4					
5					
6					
7					
8					

Optional for Skipper:

I have calculated my error to be: _____

Blind Point Predictions				
From C.P.#	To B.P.#	Elapsed Time		
		Hrs.	Mins.	Secs.

Committee Use Only

Watch Error (Seconds) _____ Fast _____ Slow _____ % Error _____

Equipment checklist to be completed by Observer (Y or N)

SCCA Burgee _____ YC Burgee _____ All clocks covered? _____
 Depth Sounder _____ VHF Radio _____ Chartplotter used? _____
 GPS Used? _____ If GPS used, are all the prohibited items on the GPS taped over? _____

Observer is to record all unusual occurrences, rule violations, etc., on reverse side.

I have read the current SCCA rules and certify that I have abided by them.

Observer _____ Date _____

I have participated in this rally in the true spirit of yachmanship and have abided by all rules of the SCCA.

Skipper _____ Date _____

(SCCA Log Form revised 04/08/2021)

CRAIG REGATTA

PARTICIPATION AND RESERVATION FORM

Berthing requirements

If required at Long Beach Yacht Club Thursday, July 13, estimated arrival time: _____
Oceanside and San Diego berthing assignments will be given out at the Skippers Meeting on Thursday or over VHF channel 71 when/if available. For last minute berthing assignments or changes, monitor VHF 68 at OYC and VHF 69 at SDYC.

Contestant:

Name: _____ Yacht Club: _____

e-Mail: _____

Cell Phone: _____

Boat Name: _____ Length: _____ Beam: _____

Donaldson Leg Dinner

Date: July 14, 2023

Place: Oceanside Yacht Club

Cocktails: 1830, Buffet Dinner: 1900

Awards: Following dinner or at SDYC on Saturday

Number of dinners requested - pay at the door: _____

Corredores de Baja Leg and Craig Regatta overall Awards Banquet

Date: July 15, 2023

Place: San Diego Yacht Club

Cocktails: 1830, Dinner: 1930

Awards: Following dinner

Number of dinners at \$TBD - pay at the door: _____

Please e-mail this form to arrive no later than June 29 to: Tom Collins - twc741@gmail.com