

## **BAHIA CORINTHIAN YACHT CLUB**

**Presents the**

# **THE BAHIA CORINTHIAN INVITATIONAL 2011**

**Predicted Log / Cruiser Navigation Contest**

**Saturday; June 4<sup>th</sup>, 2011**



**Bahia Corinthian Yacht Club Invitational Trophy**

The following article concerning the history and evolution of the Sharkie and BCYC Invitational Predicted Log contests was contributed by Staff Commodore Tom Collins. As the two contests have intermingled histories, this identical article will also be included on the back of the cover sheet for the Sharkie Predicted Log contest.

## **History of the SHARKIE and BCYC INVITATIONAL**

### **Predicted Log / Cruiser Navigation Contests**

Back in the 1970s, Shark Island Yacht Club was the predominate force in Predicted Log Racing in the Newport Beach area. BCYC indicated interest in participating and the SCCA dispatched a few Skippers from the area to host seminars at their Club and help them develop a cadre of Predicted Log Racing Skippers. In order to help develop these prospective Skippers, BCYC was key in creating the Orange Coast Predicted Log group whose primary focus was on seminars and weekend training races. This effort was successful and produced a number of fine contestants out of BCYC. In the early eighties, the majority of the SCCA Skippers hailed from SIYC and DRYC with SIYC taking the Simonson top club Season Points Trophy regularly. SIYC sponsored the SIYC (Invitational?), which was a major Brugman contest and was run a week or two before the Fourth of July. When feeder races were created, the Four Winds Yacht Club created the Sharkie as a feeder to the SIYC race. At that time we had a log racer named Dave Ritchie who was quite a character. When he won the Sharkie and found that it had no Perpetual Trophy, he immediately went out and bought one. Of course, his name was clearly shown as the first winner, although I believe it had been run once or twice before. Incidentally, that perpetual was later used for the Two Harbors race until recently when the yacht club currently sponsoring that race replaced it.

Things changed at SIYC; their membership began to dwindle and the club soon closed its doors. I believe that it was at this time that the BCYC offered to replace the SIYC trophy race with one of their own. The contest was named the BCYC Invitational (although it has always been open to all and therefore is not really an invitational). It has been run as the primary Brugman contest and has retained the approximate same date as the SIYC contest. Typically, by that time of year, the weather off Newport Beach is becoming quite nice and the contest has always been very popular with our Skippers. Further, BCYC has established a reputation for hosting a first class event. SCCA is pleased and proud to have BCYC host this classic and important race.

# **BAHIA CORINTHIAN INVITATIONAL 2011**

## **Predicted Log / Cruiser Navigation Contest**

**Saturday; June 4<sup>th</sup>, 2011**

### **General Information**

**Sponsored by:----- Bahia Corinthian Yacht Club**

**Sanctioned by: ---- SCCA & NACA**

**Eligibility: ----- All eligible members of SCCA Member Yacht Clubs**

**Points:----- SCCA Top-Ten, NACA, Brugman, Bathke, Simonson Club Trophy, Bobrick, Spring Series, and Lurie First-Year Trophy.**

**Trophies: ----- BCYC Invitational Cup Perpetual Trophy, Keeper Trophies for first five places, and First-Place/First-Year Trophy.**

**Race committee:-- Daryl Creighton @ Home: 310-377-7645 or Cell: 310-357-4709**

**Committee boat: -- FREE SPIRIT on VHF 71**

**Scorer: ----- Tom Collins @ Cell: 818-383-6292**

**Rules:----- SCCA Cruiser Navigation Contest Rules 2007, updated through March 10<sup>th</sup>, 2010.**

**Skippers' meeting:None... see Note 1 on the Course and Rules page for handling of the Predicted/Actual log forms.**

**Observers: ----- Skippers will provide their own observers.**

**Communications: Use VHF 71 as a working channel.**

**Postponement: ---- Rescheduling or cancellation notice will be provided on VHF 71.**

**Observer logs: ---- After berthing at BCYC, observers should turn in the predicted and actual logs and the official timepiece within one-half hour (if possible and as a courtesy) to the scorer's boat, Misty Sea, but no later than 1430 hours.**

**Awards dinner**

**and presentations: Scheduled for 1930, Saturday evening, June 4<sup>th</sup>, at the BCYC following a no-host cocktail party commencing at 1830. Reservations are mandatory. Trophy presentation to follow.**

## BCYC 2011 COURSE

*(From the start to CP-3, the course will keep your vessel in a minimum of 10 fathoms depth.)*

Start: ----- RW "NWP" Mo (A) ----- 50 yards starboard

WP-1:----- At skipper's discretion anywhere between the Start and CP-1.

CP-1: ----- 33° 33.0' N / 117° 49.5' W

WP-2:----- At skipper's discretion anywhere between CP-1 and CP-2.

CP-2: ----- 33° 30.5' N / 117° 46.0' W

WP-3:----- At skipper's discretion anywhere between CP-2 and Turn Point-1 (TP-1).

TP-1:----- R "2SJR" FI R 2.5s WHIS ----- 300 yards port or as safety dictates

CP-3: ----- 1.0 nautical mile TRUE west from TP-1.

WP-4----- At skipper's discretion anywhere between CP-3 and CP-4 / COMMON TIME.

CP-4: ----- 33° 29.0' N / 117° 47.0' W is the COMMON TIME POINT @ 1000 for a vessel with a base speed of 11.0 knots ----- See Note 1 below

WP-5:----- At skipper's discretion anywhere between CP-4 and CP-5.

CP-5 ----- 33° 32.0' N / 117° 49.8' W

WP-6:----- At skipper's discretion anywhere between CP-5 and the Finish.

Finish: ----- RW "NWP" Mo (A) ----- 50 yards starboard

Official distance is approximately 22.5 nautical miles.

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### EQUIPMENT ALLOWED AND RULES:

1. Compute a start time based on crossing the COMMON TIME LINE true east or true west of CP-4 @ 1000. Draw the COMMON TIME LINE from CP-4 TRUE east for vessels with a base speed of less than 11.0 knots. Draw the COMMON TIME LINE from CP-4 TRUE west for vessels with a base speed greater than 11.0 knots.
  - a. Move the Common Time point for your vessel 200 yards true east of the Common Time Point at CP-4 for every .5 knots or fraction thereof that your vessel's speed is less than 11.0 knots base speed.
  - b. Move the Common Time point for your vessel 150 yards true west of the Common Time Point at CP-4 for every 1.0 knot or fraction thereof that your vessel's speed is greater than 11.0 knots base speed.
2. If traffic or any item of safety such as separation from another contestant causes the contestant to delay or move up his/her start, the observer should note the different start time on the actual log and as a note on the back on the back of the actual log. Vessels should announce "Five minutes to start" via VHF 71 and resolve any change of start time with another vessel(s) by one-minute increment(s) to the mutual agreement of the skippers involved.

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3. The Predicted Log shall be sealed in an envelope and given to the observer prior to the start of the contest. Both the Predicted and Actual logs along with the official timepiece shall be turned in to the scorer within one-half hour (if possible and as a courtesy) to the scorer's boat, Misty Sea, but no later than 1430 hours.
  4. Use chart: 18746 – Ed. 38; dated 11/2009.
  5. Any and all equipment aboard the vessel may be used except that which is prohibited.
  6. Use of the following data from any source is prohibited:
    - a. Clock time or elapsed time.
    - b. Vessel speed (except as derived from an engine tachometer).
  7. The contest WILL allow an Open Log where during the contest the skipper may have access to all times recorded on the Actual Log. Official waypoint times and the Turn Point-1 (TP-1) time will be recorded on the back of the Actual Log.
  8. NO handicap scoring.
  9. If the Start / Finish buoy RW "NWP" Mo (A) or Turn Point-1 buoy R "2SJR" FI R 2.5s WHIS is missing, call the Start, TP-1, and Finish positions by GPS.
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**BAHIA CORINTHIAN INVITATIONAL 2011  
Predicted Log / Cruiser Navigation Contest**

**Saturday; June 4<sup>th</sup>, 2011**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Telephone #** \_\_\_\_\_ **E-mail address** \_\_\_\_\_

**Boat name:** \_\_\_\_\_

**Yacht club:** \_\_\_\_\_

**Beam:** \_\_\_\_\_ **Boat length:** \_\_\_\_\_

**I will require berthing on Friday, June 3<sup>rd</sup>, 2011:** \_\_\_\_\_

**I will require berthing on Saturday, June 4<sup>th</sup>, 2011:** \_\_\_\_\_

**I plan to arrive on Friday, June 3<sup>rd</sup>, 2011, by** \_\_\_\_\_ **hours.**

**Dinner Friday, June 3<sup>rd</sup>, for** \_\_\_\_\_ **persons. Open seating; regular club menu.  
Please make reservations to facilitate serving.**

**Awards dinner for** \_\_\_\_\_ **on Saturday evening, June 4<sup>th</sup> at 1930  
hours, cocktails at 1830 hours. Dinner cost is to be announced. Pay at the door.**

**Sunday morning brunch: Suggest you make reservations at BCYC office on Saturday,  
June 4<sup>th</sup>.**

**BCYC telephone contact number: 949-644-9530**

**Mail to: Bahia Corinthian Yacht Club  
Attn: Susie Brodrick  
Front Office Director/Marina Administrator  
1601 Bayside Drive  
Corona Del Mar, CA 92625**

**Above information must be received by May 27<sup>th</sup>, 2011, at BCYC in order to plan  
berthing arrangements. Mooring list will be given to BCYC at that time.**

# SOUTHERN CALIFORNIA CRUISER ASSOCIATION

## Official Predicted Log Entry Form

Vessel: \_\_\_\_\_ Race: \_\_\_\_\_

Racing Number: \_\_\_\_\_ NACA Number: \_\_\_\_\_ Race Date: \_\_\_\_\_

### PREDICTED LOG

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

I am entering this race 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 race, 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 as against any such Association and/or Club and/or their officers, directors, committees or members.

Signature \_\_\_\_\_ Date \_\_\_\_\_

**Skipper (Print)** \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ ZIP \_\_\_\_\_ Yacht Club \_\_\_\_\_

Observer Name (Furnished) \_\_\_\_\_ (Assigned) \_\_\_\_\_

Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_

**First-Year Racers Only:**

I certify that it has been less than 12 months since I ran my first log race.

Signature \_\_\_\_\_

(SCCA Form revised 11/28/05)

# SOUTHERN CALIFORNIA CRUISER ASSOCIATION

## Official Observer Actual Log Form

Vessel: \_\_\_\_\_ Race: \_\_\_\_\_

(Observer to fill in gray areas:) \_\_\_\_\_  
 Actual Racing Number Displayed: \_\_\_\_\_

### ACTUAL LOG

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

#### Blindpoint Predictions

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

Optional for skipper:  
 I have calculated my error to be \_\_\_\_\_

#### Committee Use Only

**Watch Error (Seconds)** \_\_\_\_\_ Fast Slow  
 \_\_\_\_\_ % Error

#### Equipment check list to be completed by Observer (Y or N)

SCCA Burgee _____	YC Burgee _____	Two Anchors and Rode _____	All clocks covered? _____
Depth Sounder _____	VHF Radio _____	Speed-logs covered? _____	Chartplotter used? _____
GPS used? _____	If GPS used, are all the prohibited items on the GPS units taped over? _____		

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

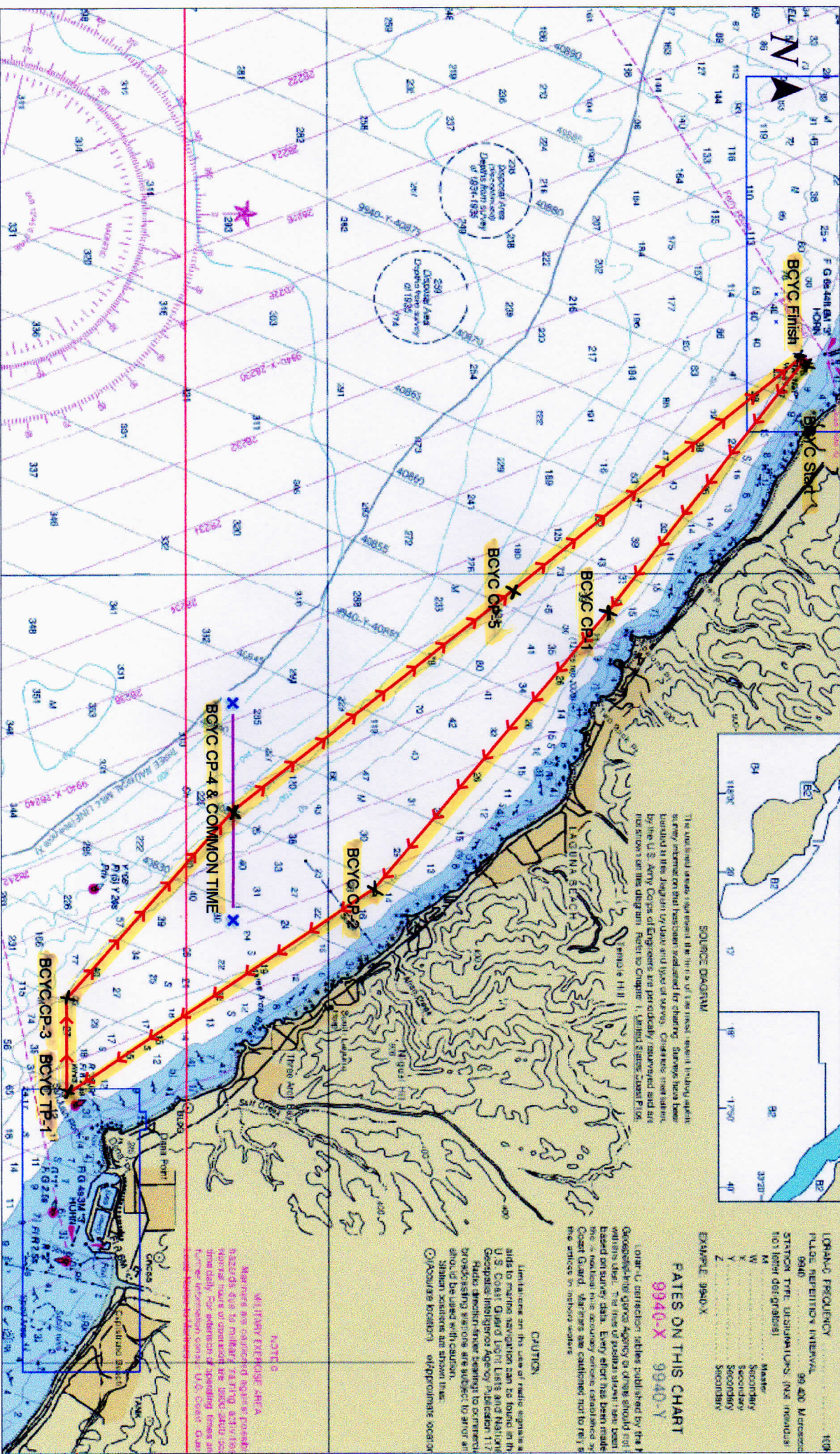
I have read the current SCCA rules and certify that I have abided by them.

Observer \_\_\_\_\_ Date \_\_\_\_\_

I have run this race in the true spirit of yachtmanship and have abided by all rules of the SCCA.

Skipper \_\_\_\_\_ Date \_\_\_\_\_

(SCCA Form revised 11/28/05)



**SOURCE DIAGRAM**

The data used herein represent the work of the most recent sounding party, or any reference on that location and/or year of survey. Soundings have been limited to the depth on top and year of survey. Corrections must be made by the U.S. Army Corps of Engineers are periodically measured and are not shown on this diagram. Refer to Computer 1, United States Coast Pilot, Volume 11, H-11, for more information.

**FATES ON THIS CHART**

9940-X 9940-Y

CHART FREQUENCY	100
PLATE NUMBER'S INTERVAL	99 400 Meters
STATION TIME (SUNRISE/LOWS) (MAY INCLUDE)	
(101 letter designation)	Major
W	Secondary
X	Secondary
Y	Secondary
Z	Secondary

EXAMPLE: 9940-X

**CAUTION**

Limitations on the use of radio signals in aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial Intelligence Agency Publication 117. Radio direction-bearing bearings to commercial broadcasting stations are subject to error and should be used with caution. Station locations are shown in the appropriate location.

**WATERS**

Waters are categorized as follows: **GREEN** (5-10 fathoms), **YELLOW** (10-20 fathoms), **ORANGE** (20-30 fathoms), **RED** (30-40 fathoms), **PURPLE** (40-50 fathoms), **BLUE** (50-60 fathoms), **WHITE** (60-70 fathoms), **BLACK** (70-80 fathoms), **GREY** (80-90 fathoms), **BROWN** (90-100 fathoms), **PINK** (100-110 fathoms), **PALE PINK** (110-120 fathoms), **VERY PALE PINK** (120-130 fathoms), **VERY LIGHT PINK** (130-140 fathoms), **VERY LIGHT BLUE** (140-150 fathoms), **VERY LIGHT GREEN** (150-160 fathoms), **VERY LIGHT YELLOW** (160-170 fathoms), **VERY LIGHT ORANGE** (170-180 fathoms), **VERY LIGHT RED** (180-190 fathoms), **VERY LIGHT PURPLE** (190-200 fathoms), **VERY LIGHT BLUE** (200-210 fathoms), **VERY LIGHT GREEN** (210-220 fathoms), **VERY LIGHT YELLOW** (220-230 fathoms), **VERY LIGHT ORANGE** (230-240 fathoms), **VERY LIGHT RED** (240-250 fathoms), **VERY LIGHT PURPLE** (250-260 fathoms), **VERY LIGHT BLUE** (260-270 fathoms), **VERY LIGHT GREEN** (270-280 fathoms), **VERY LIGHT YELLOW** (280-290 fathoms), **VERY LIGHT ORANGE** (290-300 fathoms), **VERY LIGHT RED** (300-310 fathoms), **VERY LIGHT PURPLE** (310-320 fathoms), **VERY LIGHT BLUE** (320-330 fathoms), **VERY LIGHT GREEN** (330-340 fathoms), **VERY LIGHT YELLOW** (340-350 fathoms), **VERY LIGHT ORANGE** (350-360 fathoms), **VERY LIGHT RED** (360-370 fathoms), **VERY LIGHT PURPLE** (370-380 fathoms), **VERY LIGHT BLUE** (380-390 fathoms), **VERY LIGHT GREEN** (390-400 fathoms), **VERY LIGHT YELLOW** (400-410 fathoms), **VERY LIGHT ORANGE** (410-420 fathoms), **VERY LIGHT RED** (420-430 fathoms), **VERY LIGHT PURPLE** (430-440 fathoms), **VERY LIGHT BLUE** (440-450 fathoms), **VERY LIGHT GREEN** (450-460 fathoms), **VERY LIGHT YELLOW** (460-470 fathoms), **VERY LIGHT ORANGE** (470-480 fathoms), **VERY LIGHT RED** (480-490 fathoms), **VERY LIGHT PURPLE** (490-500 fathoms), **VERY LIGHT BLUE** (500-510 fathoms), **VERY LIGHT GREEN** (510-520 fathoms), **VERY LIGHT YELLOW** (520-530 fathoms), **VERY LIGHT ORANGE** (530-540 fathoms), **VERY LIGHT RED** (540-550 fathoms), **VERY LIGHT PURPLE** (550-560 fathoms), **VERY LIGHT BLUE** (560-570 fathoms), **VERY LIGHT GREEN** (570-580 fathoms), **VERY LIGHT YELLOW** (580-590 fathoms), **VERY LIGHT ORANGE** (590-600 fathoms), **VERY LIGHT RED** (600-610 fathoms), **VERY LIGHT PURPLE** (610-620 fathoms), **VERY LIGHT BLUE** (620-630 fathoms), **VERY LIGHT GREEN** (630-640 fathoms), **VERY LIGHT YELLOW** (640-650 fathoms), **VERY LIGHT ORANGE** (650-660 fathoms), **VERY LIGHT RED** (660-670 fathoms), **VERY LIGHT PURPLE** (670-680 fathoms), **VERY LIGHT BLUE** (680-690 fathoms), **VERY LIGHT GREEN** (690-700 fathoms), **VERY LIGHT YELLOW** (700-710 fathoms), **VERY LIGHT ORANGE** (710-720 fathoms), **VERY LIGHT RED** (720-730 fathoms), **VERY LIGHT PURPLE** (730-740 fathoms), **VERY LIGHT BLUE** (740-750 fathoms), **VERY LIGHT GREEN** (750-760 fathoms), **VERY LIGHT YELLOW** (760-770 fathoms), **VERY LIGHT ORANGE** (770-780 fathoms), **VERY LIGHT RED** (780-790 fathoms), **VERY LIGHT PURPLE** (790-800 fathoms), **VERY LIGHT BLUE** (800-810 fathoms), **VERY LIGHT GREEN** (810-820 fathoms), **VERY LIGHT YELLOW** (820-830 fathoms), **VERY LIGHT ORANGE** (830-840 fathoms), **VERY LIGHT RED** (840-850 fathoms), **VERY LIGHT PURPLE** (850-860 fathoms), **VERY LIGHT BLUE** (860-870 fathoms), **VERY LIGHT GREEN** (870-880 fathoms), **VERY LIGHT YELLOW** (880-890 fathoms), **VERY LIGHT ORANGE** (890-900 fathoms), **VERY LIGHT RED** (900-910 fathoms), **VERY LIGHT PURPLE** (910-920 fathoms), **VERY LIGHT BLUE** (920-930 fathoms), **VERY LIGHT GREEN** (930-940 fathoms), **VERY LIGHT YELLOW** (940-950 fathoms), **VERY LIGHT ORANGE** (950-960 fathoms), **VERY LIGHT RED** (960-970 fathoms), **VERY LIGHT PURPLE** (970-980 fathoms), **VERY LIGHT BLUE** (980-990 fathoms), **VERY LIGHT GREEN** (990-1000 fathoms).