



Cortez Racing Association  
A California Nonprofit Corporation

Presents the 40<sup>th</sup> Annual  
**San Diego Bay Beer Can Series**  
May 22<sup>nd</sup> thru July 31<sup>st</sup> – Except July 3<sup>rd</sup>



# 2019 SAILING INSTRUCTIONS





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The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

### 1 RULES

- 1.1 The Regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), including US Sailing Prescriptions, except US Sailing Prescriptions to Rules 63.2 and 63.4 will not apply.
- 1.2 Class Rules of PHRF San Diego ([www.phrfsandiego.org](http://www.phrfsandiego.org)) will apply to PHRF classes, including the requirement for each boat to have a current, valid PHRF certificate issued by PHRF San Diego. A PHRF class boat racing without a valid PHRF San Diego certificate will break RRS 78. [DP]
- 1.3 Rules of any other class entered as a class will apply to that class (see NOR 5.2).
- 1.4 Racing boats encountering non-racing craft shall conform to USCG "Navigation Rules, International-Inland" ([www.navcen.uscg.gov/](http://www.navcen.uscg.gov/)). Be advised that no vessel has the "right-of-way" over a large ship in the deep-water channel. **USCG Navigational Rule 9 will be strictly enforced.** All competitors are asked to observe USCG Navigational Rule 9, which in part reads "A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway." Further, USCG Navigational Rule 34, in part reads "...When vessels in sight of one another... doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the (horn)." To keep from infringing this rule, do not cross the bow of any ship in the channel within two (2) of her ship lengths. *Any boat participating in a CRA race that is identified in any complaint from a RC boat, the Coast Guard, Harbor Pilot or commercial vessel captain that has sounded 5 horns will be presumed to have infringed this instruction. RRS 60.2, 63.1, A4 and A5 are modified to add that the R/C may disqualify a yacht infringing this instruction without a hearing. RRS 90.3 is modified to add that this disqualification shall not be excluded.*
- 1.5 Per RRS 42.3, competitors may use an engine or other propulsion method to avoid situations in 1.4 provided they gain no significant advantage in the race.
- 1.6 NAVAL and CRUISE SHIP PROTECTION ZONE: No vessel is allowed within 100 yards of a NAVAL or CRUISE SHIP.
- 1.7 Any R/C Vessel, including the pin or mark set boat displaying the R/C insignia, is authorized to signal and direct any racing vessel or any class to alter course for clear compliance with Rule 9 traffic.
- 1.8 RRS 55 is changed by adding the following sentence to the rule: 'However, discarding biodegradable bands when setting a sail is permitted.'
- 1.9 Only one headsail may be used at a time when racing, except briefly as a part of changing sails.
- 1.10 The following Rules are modified as indicated:
  - RRS 29.2 in SI 11.1;
  - RRS 35, A4 and A5 in SI 14.1;
  - RRS 44.1 in SI 13;
  - RRS 55 in SI 1.8;
  - RRS 61 in SI 15.1;
  - RRS 62.1(a) in SI 11.3 and 18.5;
  - RRS A4 and A5 in SI 10.5;
  - RRS 60.2, 63.1, A4 and A5 are modified in SI 1.4, 8.1, 8.5, 10.4, 10.6, and 17.



## 2 NOTICES TO COMPETITORS

- 2.1 Official notices and amendments will be available from either the R/C vessel per 2.2 below or online through the EVENT NOTICE BOARD on the Beer Can Series page of the CRA website: [www.cortezracing.com](http://www.cortezracing.com). Any notice posted online by 6pm on the day before any race will be considered applicable, and will not be distributed by the R/C boat.
- 2.2 "L" Flag over "A" Flag means an amendment to the SAILING INSTRUCTIONS and/or an official notice is being distributed from the R/C vessel.

## 3 RESERVED

## 4 SCHEDULE OF RACES

- 4.1 Dates of Racing: every Wednesday, beginning May 22 and ending July 31, except there will be no racing Wednesday July 3, 2019.
- 4.2 Number of races: One race per day will be sailed for all classes.
- 4.3 The scheduled time of the warning signal for the first class each Wednesday is 5:50pm.

## 5 CLASSES, PENNANTS, AND STARTING ORDER

- 5.1 All boats are required to display the sponsor's pennant from their backstays. Boats failing to do so are subject to Part 5 of the RRS. [DP]
- 5.2 All boats are required to fly numeral pennants from their backstays according to their class to be assigned in an amendment to follow based on registration. [DP] This amendment will also identify the starting order.

## 6 RACING AREA

- 6.1 The racing area covers the general locale known as North San Diego Bay.
- 6.2 The starting area for all races will be near the center of Harbor Island (offshore from the ½ mi. Range Markers). For navigation, refer to NOAA CHART # 18773, San Diego Bay.

## 7 THE COURSES AND MARKS

- 7.1 Attachment A shows the courses.
- 7.2 All marks are rounding marks (except the start and finish) and are indicated on the course list in Attachment A.

## 8 CHECK-IN

- 8.1 Prior to the first warning on each race day, each boat shall check-in with the R/C by passing close aboard, on starboard tack and hailing her class and sail number. Failure to properly check-in with and be acknowledged by the R/C may result in being scored DNS without a hearing. This modifies RRS 60.2, 63.1, A4 and A5.
- 8.2 Check-in commences when the "L" flag is hoisted on the R/C Boat.
- 8.3 Radio check-in (VHF68) is acceptable, however, is not official until the R/C has confirmed check-in over the radio. Heavy radio traffic may require a boat to physically check-in. Trying, but not succeeding with, radio check-in will not relieve a boat from the requirements, and consequences, of 8.1 above.
- 8.4 All Check-ins will cease, and NO check-ins will be acknowledged after the first warning.
- 8.5 Sails shall have clearly visible sail numbers that conform to Appendix G of the RRS. Sails with sail numbers other than those specified on the entry form, may not be used at check-in or finishing. RRS 60.2, 63.1, A4 and A5 are modified to allow the race committee to disqualify a boat without a hearing for not having clearly visible sail numbers.

## 9 RESERVED

## 10 THE START

- 10.1 The starting line will be between a staff displaying an ORANGE FLAG on the R/C signal boat at the starboard end and the course side of the port end starting mark (mark A), in the area offshore from the ½ mile Range Markers on Harbor Island.
- 10.2 A distance buoy may be streaming from the R/C signal vessel. This buoy is considered a permanent part of the R/C vessel. If the Race Committee boat is damaged as a result of a boat breaking a rule, that boat shall pay for the repairs.
- 10.3 The first warning each day is scheduled for 5:50pm. The warning signal for each



- succeeding class shall be made with the starting signal of the preceding class.
- 10.4 Boats whose warning signal has not been made shall keep clear of the starting area. This is not just the starting line. Boats in violation may be scored DSQ without a hearing. This modifies RRS 60.2, 63.1, A4 and A5.
  - 10.5 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
  - 10.6 After starting properly, a boat shall not sail through the start/finish line except when finishing. This ranks as an obstruction under RRS 19. Boats in violation shall be scored DSQ without a hearing. This modifies RRS 60.2, 63.1, A4 and A5. *However, when either end of the line as defined in 10.1 or 12.1 is removed, there is no line and therefore no obstruction exists!*

## 11 RECALLS

- 11.1 RRS 29.2, General Recall, is modified as follows in the last sentence: The recalled class will go to the end of the starting order and will restart after all other classes have started. The warning signal for a recalled class will be made at the start of the last class. Recalled classes will restart in the order in which they were recalled. First Substitute will be removed with the preparatory signal of the next class.
- 11.2 As a courtesy, the R/C will attempt to hail by sail number on VHF radio channel 68 "On Course Side" (OCS) boats as soon as possible after the start when all OCS boats have been identified.
- 11.3 Failure of equipment to make a hail, failure to hear a hail, or delay in hailing will not be grounds for redress. This modifies RRS 62.1(a).
- 11.4 A R/C Pin/Mark vessel may be stationed near the buoy end of the starting line, and is authorized to identify and hail premature starters.

## 12 THE FINISH

- 12.1 The finish line will be between a staff displaying an ORANGE FLAG on the R/C vessel at the starboard end and the course side of the port end finishing mark (mark A).
- 12.2 In the event that the pin mark is missing, boats may finish by passing on either side of the R/C, within 3 boat lengths.
- 12.3 Boats finishing during a "Start Sequence" may elect to finish within 2 boat-lengths distance outboard of the Pin End buoy or the R/C boat.
- 12.4 For every race, each skipper shall log their finish time and the positions of other close finishers who are ahead, overlapped, and/or behind. Be prepared to furnish this information if requested by the R/C.
- 12.5 Competitors are asked to quickly clear the finish line as soon as possible.

## 13. PENALTIES

- 13.1 RRS V1, Penalty at the Time of the Incident, shall apply: *"The first two sentences of Rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or Rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'"*
- 13.2 RRS V2, Penalty Taken After a Race, shall apply: *"After a race, a boat that may have broken one or more rules of part 2 or Rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to the race office that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun."*

## 14 TIME LIMIT

- 14.1 The time limit for the first boat in a PHRF class to finish a race shall be 7:50pm. One design classes are excluded from this requirement. Boats in any class not finished by 8:00pm will be scored DNF. This modifies RRS 35, A4 and A5.
- 14.2 When a boat retires from a race, **the R/C must be notified before leaving the course area.** Informing the R/C vessel can be accomplished by either (a) sailing (motoring) to the R/C vessel OR (b) radioing the R/C vessel (VHF 68). Failure to do this may result in entry rejection for other CRA races. If the R/C vessel does not answer, relay the information with another race participant to avoid punitive action, or keep trying.

## 15 PROTESTS

- 15.1 *RRS 61 is modified to add the additional requirement: A boat intending to protest shall report in person her*



- intentions and the boat(s) being protested to the R/C boat on station upon finishing and obtain R/C acknowledgment. A boat that does not finish and intends to protest shall report her intentions and the boat(s) being protested to the R/C boat via radio and obtain R/C acknowledgment. [DP]
- 15.2 Red Protest Flags shall be displayed from the backstay. On boats without backstays, the protest flag will be displayed in a prominent position on the stern.
  - 15.3 Written protests shall be lodged with a representative of the Protest Committee located at the post race meeting area within one hour of the R/C Boat docking at the finish of the race day. The Protest Committee may extend this time if there is good reason to do so. US Sailing Protest Forms may be available from the representative.
  - 15.4 The parties involved will be listed, in the order of filing, at the post-race meeting area and online through the EVENT NOTICE BOARD on the Beer Can Series page of the CRA website: [www.cortezracing.com](http://www.cortezracing.com). This posting constitutes the notice required by RRS 63.2, Time and Place of the Hearing.
  - 15.5 Arbitration will be available on Wednesday nights after racing according to Appendix T for breaches of the rules of Part 2 where there is no damage or injury. Protests and Requests for Redress not resolved through arbitration or scoring inquiries will be referred to the protest committee for a hearing.
  - 15.6 Protest hearings will be held on the Friday following the Wednesday of the involved incident at SDYC at 6:30PM based on the availability of the Protest Committee, except protests lodged on the last night will be heard that night, if possible.

## 16. RESERVED

## 17 WITHDRAWAL

A boat intending to withdraw from racing shall notify the R/C of her withdrawal. Failure to do so may result in disqualification by the R/C for the remaining B/C races, and/or future CRA events. This modifies 60.2, 63.1, A4 and A5.

## 18 SCORING

- 18.1 Ten races are scheduled in the series. One race is required to be completed to constitute a series.
- 18.2 For every three races, one race will be excluded. Races abandoned by the R/C will affect the number of excluded races. Any race abandoned by the RC will count as one of the three throw-outs.
- 18.3 The rating on a boat's certificate that is in effect at the time of a boat's entry will apply to all races in the series regardless of whether the boat's rating is changed during the series.
- 18.4 PHRF "RLC" ratings will be used as the default for scoring all PHRF classes and to determine class breaks. However, the PRO may elect, on a race-by-race basis for each class, to use the "Buoy" ratings, should conditions permit. Courses signaled with a "B" designation will indicate Buoy ratings are expected, but the final decision will be determined based on actual race conditions. PHRF non-spinnaker offsets will not be used for scoring.
- 18.5 The PRO's decision regarding the rating assigned will not be grounds for redress. This modifies RRS 62.1 (a).

## 19 RADIO COMMUNICATIONS

- 19.1 The Race Committee will monitor VHF Ch.68 for radio traffic regarding the regatta.
- 19.2 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP]
- 19.3 In the event of an on-the-water emergency, contact the US Coast Guard on VHF Channel 16 immediately.

## 20 POST RACE ACTIVITIES

- 20.1 The dates and location of the post race festivities are as listed on the CRA website: [www.cortezracing.org](http://www.cortezracing.org).
- 20.2 All skippers and crews are invited to the post-race parties. Please note that all alcoholic beverages consumed at the parties must be purchased at the Host facility. Beverages and spirits are not to be brought to the host facility. Skippers are to inform their crew and guests that inappropriate conduct at the hosted post-race parties will not be tolerated, and may result in sanctions against the boat, skipper, and crew (RRS 69). Refer to the NOR for additional activities and awards.

## 21 PRIZES

- 21.1 Sponsor awards will be presented nightly following each scheduled race.
- 21.2 Other drawings, prizes, awards, etc., will also be presented nightly following each scheduled race.
- 21.3 The coveted Beer Can Trophies will be awarded to series top contestants in each Class (with 3 exclusions) at the after race event following the last race of the series.



- 21.4 Winners must be present to receive trophies and other awards. No awards, prizes, trophies etc., will be held over.
- 21.5 The winner of the series in each class (with 3 exclusions) will have their boat name added to the perpetual "Beer Can Winner" trophy.
- 21.6 The name of the boat in each class with the lowest score with no exclusions who participated in all races, excepting those abandoned by the R/C, will be added to the "10 Race Class Overall Winner" perpetual trophy.

**22. DISCLAIMER OF LIABILITY**

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event participate entirely at their own risk. See RRS 4, Decision to Race. The race organizers (CRA, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. As a condition of their participation in this regatta, competitors release all claims they may have against CRA and its officers, directors, members, committees and employees for damage to property, personal injury or death sustained in conjunction with or prior to, during or after the regatta. Competitors shall be responsible for damage or injury caused by their breach of The Racing Rules of Sailing or applicable governmental rules for the avoidance of collision.

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 CRA Race Committee Chair  
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**BEER CANS 2019 RACE SCHEDULE**

<i>Race #</i>	<i>Date</i>	<i>Venue</i>	<i>Sponsors</i>
1	May 22	SWYC	Driscoll Boat Works
2	May 29	SWYC	Quantum Sails
3	June 5	Bali Hai	Rig Works
4	June 12	SDYC	Ullman Sails
5	June 19	SDYC	SD Sailing Supply
6	June 26	SWYC	North Sails
Bye	July 3		
7	July 10	SGYC	Walter Johnson Yachts
8	July 17	Bali Hai	JK3
9	July 24	SGYC	Meridian Home Care
10	July 31	Bali Hai	Sunglass Optical Warehouse



Attachment A  
2019 Beer Can Courses



Course #	Mark	Mark	Mark	Mark		Hdcp Dist
1	X	Y	CB21		Finish	2.0
2	X	Y	CB20	CB21	Finish	2.1
3	X	Y	FM19		Finish	2.4
4	X	Y	CB20	FM19	Finish	2.5
5	X	Y	CB21	FM19	Finish	2.5
6	X	Y	CB22		Finish	3.9
7	X	Y	CB22	FM19	Finish	4.1
8	X	Y	CB23		Finish	5.1
9	X	Y	CB24		Finish	5.8
10	X	Y	BP18S		Finish	7.2
11	X	CB22			Finish	3.9
12	X	CB22	FM19		Finish	4.0
13	X	CB21			Finish	2.0
14	X	CB21	FM19		Finish	2.5
15	X	CB19	CB21		Finish	2.8
16	X	CB19	FM19		Finish	3.2
17	X	CB19	CB21	FM19	Finish	3.3
18	X	CB19	CB22		Finish	4.8
19	X	CB19	CB23		Finish	5.9
20	X	CB19	CB24		Finish	6.6
21	X	CB19	BP18S		Finish	8.0
22	X	CB17	CB21		Finish	4.3
23	X	CB17	FM19		Finish	4.8
24	X	CB17	CB22		Finish	6.3
25	X	CB17	CB23		Finish	7.4
26	X	CB17	CB24		Finish	8.1
27	X	CB17	BP18S		Finish	9.5
28	X	CB15	CB24		Finish	9.1
29	G1	CB21			Finish	2.4
30	G1	FM19			Finish	2.8
31	G1	CB19	CB21		Finish	2.8
32	G1	CB19	FM19		Finish	3.2
33	G1	CB22			Finish	4.4
34	G1	CB22	FM19		Finish	4.5
35	G1	CB23			Finish	5.5
36	G1	CB24			Finish	6.2
37	CB19	CB21			Finish	2.7
38	CB19	FM19			Finish	3.1
39	CB19	CB21	FM19		Finish	3.2
40	CB19	CB22			Finish	4.5
41	CB19	CB23			Finish	5.7
42	CB19	CB24			Finish	6.5
43	CB17	CB21			Finish	4.2
44	CB17	FM19			Finish	4.7
45	CB17	CB22			Finish	6.1
46	CB17	CB23			Finish	7.3
47	CB17	CB24			Finish	8.0
48	CB17	BP18S			Finish	9.4
49	CB15	CB21			Finish	5.3
50	CB15	FM19			Finish	5.7
51	CB15	CB22			Finish	7.1
52	CB15	CB23			Finish	8.2
53	CB15	CB24			Finish	8.9
54	CB15	BP18S			Finish	10.3

**All marks are rounded to port, except BP18, which will be rounded to starboard.**

- CB#** A numbered Channel Buoy as shown on NOAA chart 18773.
- G1** The green entrance marker buoy for America's Cup Harbor as shown on NOAA chart 18773.
- X** A tetrahedron bearing approx. 270°M approx. 0.5nm from start/finish line.
- Y** A tetrahedron bearing approx. 120°M approx. 80 yards from "X". (Offset mark.)
- FM19** Cement fleet mooring buoy bearing approx. 190°M from approx. 0.2nm from east end of Harbor Island.
- A** An inflatable mark, approx. 100 yards to the south of the committee boat. (The "pin" end of the start line.)
- BP18** Coronado Bridge Pier "18" as shown on NOAA chart 18773 and **rounded to starboard**.

