



CORTEZ RACING ASSOCIATION
A CALIFORNIA NONPROFIT CORPORATION



COMMODORE'S CUP REGATTA

From San Diego Bay to Mission Bay – Saturday, July 13th

From Mission Bay to San Diego Bay – Sunday, July 14th

SAILING INSTRUCTIONS

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

1. RACING RULES:

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, except US Sailing Prescriptions to Rules 63.2 and 63.4 will not apply.
- 1.2 RRS Appendix V1: Penalty At The Time Of An Incident, and Appendix V2: Penalty Taken After A Race, will apply.
- 1.3 Class Rules of PHRF San Diego (www.phrfsandiego.org) will apply to classes #1-6, including the requirement for each boat to have a current, valid PHRF certificate issued by PHRF San Diego.
- 1.4 Amendments to these Sailing Instructions will be distributed using the CRA web site (www.cortezracing.com) and will be available at the R/C Boat on race day(s) when code flags "L" and "A" are on hoist during Race Check-In.
- 1.5 Local Advisory: 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)." *Any boat participating in a CRA race that is identified in any complaint from 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 and A5 are modified to add that the R/C may disqualify a yacht infringing this instruction without a hearing.*
- 1.6 NAVAL and CRUISE SHIP PROTECTION ZONE: No vessel is allowed within 100 yards of NAVAL or CRUISE SHIPS.
- 1.7 Per RRS 42.3(h), competitors may use an engine or other propulsion method to avoid situations in 1.5 and 1.6 provided they gain no significant advantage in the race.
- 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 The following Rules are modified as indicated: RRS 55 in SI 1.8; RRS 62.1(a) in SI 6.2; RRS A2 in SI 10.3; RRS 44.1 in SI 12; and RRS 60.2, 63.1, and A5 are modified in SI 1.5, 3.6, and 8.4.

2. SCHEDULE OF RACES

- 2.1 Two races are scheduled.
- 2.2 The scheduled time of the warning signal for Race 1 on Sat., July 13 is **11:55AM**.
The scheduled time of the warning signal for Race 2 on Sun., July 14 is **10:55AM**.

3. ENTRIES & CHECK-IN:

- 3.1 ALL eligible boats will have entered on-line at www.cortezracing.com, no later than **6:00pm** on Friday, July 12, 2019.
- 3.2 This regatta requires an entry fee of \$40 from non-CRA members. No charge for CRA members.
- 3.3 Late entries will **not** be accepted for this event. The Race Committee on station will **not** accept entries. Boats without entry forms on file will not be scored.
- 3.4 Yachts will have completed their "Check-In" when they check-in with and are acknowledged by the R/C, while clearly displaying their sail number and backstay pennant. Check-In will commence when the "L" flag is hoisted. Visual and radio

check-in (VHF 68) are acceptable until the first Warning Signal. Visual check-in may continue after the first warning at the sole discretion of the R/C (but not within one minute of any start).

- 3.5 A 6-sec/mile adjustment will be granted to all boats that bring a dinghy with an operating outboard on the race for use as a shuttle at Mission Bay. The dinghy must be used to shuttle racers from **other** boats between shore and back on Saturday afternoon and evening and until 9am on Sunday to qualify. Report dinghy to Committee Boat at the start on Saturday **and** show dinghy and motor to the PRO, **Cleve Hardaker** rafted up on *Sojourn*, at Mission Bay to qualify for adjustment.
- 3.6 All boats shall have clearly visible sail numbers. Missing, improper, inconsistent, unclear, illegible, or numbers other than those used for Check-In, are not permitted and may result in being scored DNF. [DP] This modifies RRS Appendix A5.

4. CLASSES, CLASS PENNANTS, AND STARTING ORDER

4.1 Numeral pennants will represent the class flag. The class numeral pennant must be flown from the backstay of all yachts when checking in, while racing, and when finishing.

4.2 Classes shall use the *CRA 2019 Class Breaks*, based on RLC ratings, as follows:

Initial Starting Order			Pennant
Class 1	PHRF Spinnaker	RLC of -999 to -1	#1
Class 2	PHRF Spinnaker	RLC of 0 to +75, where PF ≥ 4.0	#2
Class 3	PHRF Spinnaker	RLC of 0 to +75, where PF < 4.0, RLC of +76 to +86, RLC of +87 to +140 with LOA ≥ 42' and PF < 4.0	#3
Class 4	PHRF Spinnaker	RLC of +87 to +140 with LOA < 42'	#4
Class 5	PHRF Spinnaker	RLC of +141 to +999	#5
Class 6	Non-Spin	All Ratings	#6
Class 8	Multi-hulls	All Ratings	#8

4.3 All races will be started in accordance with RRS 26. **NOTE:** The *warning* signal for each succeeding class will be made approximately **5 min. AFTER** the *starting* signal of the preceding class. A courtesy "four blast" horn signal may be used to alert all yachts that a starting sequence is about to begin in approximately one minute. The starting sequence for all races will be as follows with subsequent warning signals for each class at 5 min. following the previous start:

*****NOTE THE (MOSTLY) REVERSE ORDER START*****

Time	Event
11:55am (Sat.) 10:55am (Sun.)	1 st Warning
1 st Warning + 5 min	Start Class 6
1 st Warning + 15 min	Start Class 5
1 st Warning + 25 min	Start Class 4
1 st Warning + 35 min	Start Class 3
1 st Warning + 45 min	Start Class 2
1 st Warning + 55 min	Start Class 1
1 st Warning + 65 min	Start Class 8

**Should a class fail to show up to race, subsequent classes will move up in the starting order.

**The Race Committee may choose to combine classes, and so affect later class start times!

Check the visual signals on the RC boat!

5. THE START AND RACING AREAS:

- 5.1 The starting area for Race 1 on Saturday is in the vicinity of buoy SD9. The starting area for Race 2 on Sunday will be outside of Mission Bay North Jetty.
- 5.2 The Racing Area covers the general locale known as San Diego Bay, Mission Bay, and the Pacific Ocean. For navigation, refer to NOAA Chart #18765, "Approaches to San Diego Bay; Mission Bay".
- 5.3 The Start Line for Saturday's race will lie between a staff with an orange flag on the Race Committee vessel and San Diego Channel Buoy #9. The Starting Line for Sunday's race will lie between a staff with an orange flag on the Race Committee vessel and an orange tetrahedron.
- 5.4 If the Race Committee boat is damaged as a result of a boat breaking a rule, that boat shall pay for the repairs.

- 5.5 Yachts whose Class Warning Signals have not been made shall keep clear of the starting area and vessels attempting to start. [DP]

6. RECALLS:

- 6.1 Individual Recalls will be signaled by a horn blast as the long sound signal, in accordance with RRS 29.1. As a courtesy, the R/C will attempt to hail boats "On Course Side" (OCS) as soon as possible over a loud hailer and/or on VHF 68, but it is the responsibility of each yacht to start properly.
- 6.2 Failure of electronic equipment, failure to hear a hail, order of hail, or delay in hailing will not be grounds for redress. This modifies RRS 62.1 (a).

7. COURSES:

7.1 Saturday Race 1:

Course 1 (Classes **1, 2, 3, & 4**): After starting, leave San Diego Channel Buoy #8 to Port, round TG-1 (Navy Mooring Buoy: 32°38.58'N 117°10.78'W) to Starboard, leave San Diego Channel Buoy SD (aka #1: 32°37.335'N 117°14.748'W) to Starboard, and finish (see Section 8.1).

The distance for scoring purposes is 15.8nm.

Course 2 (Classes **5, 6, & 8**): After starting, leave San Diego Channel Buoy #3 to Starboard, and finish (see Section 8.1).

The distance for scoring purposes is 11.4nm.

7.2 Sunday Race 2:

Course 3 (All Classes): After starting, leave San Diego Channel Buoy #3 to Port, and finish (see Section 8.2).

The distance for scoring purposes is 12.4nm.

8. THE FINISH:

- 8.1 The Race 1 finish line will be between any of the first three white 5mph buoys that are set in a row across the Mission Bay channel.
Please see Supplement A for a photographic aide.
- 8.2 The Race 2 finish line will be between SD buoys 16a and 17. For navigation, refer to NOAA Chart #18773, "San Diego Bay".
- 8.3 There will be no RC on station at either finish. The skipper shall take the GPS time when the boat crosses the above described finish line and send an e-mail to Shelly.Raming@gmail.com and report: **Sail #:** _____, **Boat Name:** _____, **Class:** _____ **Finish Time (GPS):** hr: _____ min: _____ sec: _____, **Name and telephone number** _____, **and the sail number and the time ahead of or behind the nearest finishing yacht(s)** _____. Prudent skippers have photographic evidence of position and time at finishes.
- 8.4 Finishing information must be reported within **1 hour** of a boat's finish from each race. Failure to comply with this SI may result in a score of DNF. This modifies Appendix A5.

9. TIME LIMIT:

- 9.1 There are no time limits for either race.
- 9.2 When a boat retires from a race, **the R/C must be notified**. Informing the R/C can be accomplished by either (a) radioing the R/C (VHF 68) OR (b) contacting PRO Cleve Hardacker at (714)305-6513 OR (c) emailing Scorer Shelly Raming at Shelly.Raming@gmail.com. Failure to do this may result in entry rejection from other CRA races.

We'll worry about you, and you don't want that guilt!

*******THIS IS A SAFETY ISSUE. ESPECIALLY SINCE THIS IS AN OCEAN RACE, PLEASE COMPLY.*******

10. SCORING:

- 10.1 The Low Point Scoring System of Appendix A will apply.
- 10.2 One race is required to be completed to constitute a regatta.
- 10.3 Each boat's score shall be the total of her race scores. No score will be excluded. This modifies RRS Appendix A2.
- 10.4 PHRF "RLC" ratings will be used as the default for scoring all races and to determine class breaks. PHRF non-spinnaker offsets will not be used for scoring.

11. PROTESTS:

- 11.1 Protests shall be initiated in compliance with Rule 61 PROTEST REQUIREMENTS.
- 11.2 Protests must be filed, in writing, no later than two hours after finishing. USSA Protest forms are downloadable here: <https://www.ussailing.org/wp-content/uploads/2018/01/US-Sailing-2017-2020-Protest-Form.pdf>
Scanned, photographed, or e-mailed protest contents must be sent to Chris Bennett at xbennett@gmail.com.
- 11.3 All protests will be heard at a date to be determined later. This constitutes the notice required by RRS 63.2, Time and Place of the Hearing.

12. PENALTIES:

- 12.1 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.'"*
- 12.2 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 a race officer 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."*

13. RESPONSIBILITIES, SAFETY & PERSONAL FLOTATION:

- 13.1 It is the sole responsibility of the skipper of each yacht to decide whether or not to start and/or continue to race.
- 13.2 After the starting sequence is complete, the R/C will make every attempt to monitor VHF channel 68.
- 13.3 Notwithstanding any safety requirements, the ultimate safety of a yacht and her crew is the sole and inescapable responsibility of the owner or charterer. He/she must do his/her best to ensure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He/she must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He/she must ensure that all safety equipment is properly maintained and stowed, and that crewmembers know where it is stowed and how it is used.
- 13.4 While racing, each competitor will be required to have onboard and accessible, a "wearable" PFD. The use of PFDs by individuals and skippers is encouraged at all times.

14. RADIO COMMUNICATION

- 14.1 The Race Committee will monitor VHF Ch.68 for radio traffic regarding the regatta. Please contact them in the event of an emergency requiring outside assistance or to notify the Race Committee of a boat's intent to withdraw from racing per 9.3.
- 14.2 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]
- 14.3 In the event of an on-the-water emergency, contact the US Coast Guard on VHF Channel 16 immediately.

15. RACE RESULTS & TROPHY AWARDS:

- 15.1 Race results will be published on the CRA web site.
- 15.2 Regatta prizes will be awarded using the listed procedure: one prize in each class of 2-4 yachts, two for 5-7 yachts, three for 8 or more, based on the number of starters in the regatta. Prizes will be awarded at the CRA End of Year Meeting/Party.

16. 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.

17. POST RACE ACTIVITIES

Saturday Afternoon – Raft Up in Mariners' Cove, Mission Bay
Saturday Dinner, 6pm at The Pennant. See info in the NOR.
Saturday Night – Overnight Party in Mariners' Cove at your boat! 😊
Sunday- No after race party event. Finish and go home!

18. SUPPLEMENTS

Please refer to Commodore's Cup Supplements A and B as visual aides to navigation for this race.

****Please refer to the Notice of Race or your own tide chart to be aware of the very high and very low tides this weekend!****

CRA Race Committee Chair
Colleen Cooke
(619)852-5010

CRA Commodore's Cup **Supplement A:**

The finish at Mission Bay

In Mission Bay Channel, finish between any two of these first three white 5mph markers that stretch across the channel.

