



**CORTEZ RACING ASSOCIATION**  
A CALIFORNIA NONPROFIT CORPORATION

**The Dennis Conner  
Around the Coronado Isles  
Race**



Sponsored by SD BOATWORKS  
PHRF-SD Championship Event  
& Dennis Conner's Birthday!  
Saturday, September 14, 2019  
**NOTICE OF RACE**

**1 RULES**

- 1.1 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS), except US Sailing Prescriptions to Rules 63.2 and 63.4 will not apply.
- 1.2 *Appendix V: Alternative Penalties*, will **NOT** apply.
- 1.3 Class Rules of [PHRF San Diego](#) apply to Classes #1-6, including the requirement for each boat to have a current, valid PHRF certificate issued by PHRF San Diego. PHRF "RLC" ratings will be used to score all races.
- 1.4 Rules of any other class entered as a class will apply to that class.
- 1.5 [The US Sailing Safety Equipment Requirements \(SER\) for monohull sailboats](#) have been revised and new [multihull SERs](#) have been approved for 2019. The "Coastal" requirements represent the minimum requirements for this race, except as modified by Attachment A.
- 1.6 The notation '[DP]' in a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
- 1.7 The following rules will be modified in the Sailing Instructions:  
RRS 55 Trash Disposal: Discarding biodegradable bands when setting a sail is permitted.  
RRS 62.1(a) Redress: Removes grounds for redress due to failure of hails for OCS boats.  
RRS 60.2, 63.1, and A5 are modified in SI to allow the race committee to disqualify a boat without a hearing due to infringing USCG Navigational Rule 9 or not having clearly visible sail numbers.

**2 ELIGIBILITY AND ENTRY**

- 2.1 The regatta is open to all members of organizations affiliated with US Sailing.
- 2.2 To be eligible, yachts in PHRF Classes 1-6 must appear on the current PHRF San Diego roster.
- 2.3 Boats in one-design fleets wishing to participate in this race as a class and register five or more entries will be scored and will receive trophies as their own class. Fleet Captains should contact the CRA Race Committee Chair, Colleen Cooke, to register their intent to race in one-design configuration and bypass the PHRF Class requirement.
- 2.4 All eligible boats must enter on-line at [www.cortezracing.com](http://www.cortezracing.com), no later than **6pm** on Friday, September 13, 2019.

2.5 Late entries will only be accepted from CRA members. Late entrants may not check in by radio, but must provide to the R/C, in writing, the owner's name, DOB and zip code, boat name and type, sail number, class, and RLC rating, to complete their entry.

### 3 FEES

\$40 Registration fee for non-CRA members; \$5 discount with [USSA](#) membership. No charge for CRA members.

### 4 CLASSES AND CLASS PENNANTS

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

4.2 CRA 2019 class breaks are as follows:

Class		Pennant
Class 1	PHRF Spinnaker RLC of -999 to -1	#1
Class 2	PHRF Spinnaker RLC of 0 to +75, where PF $\geq$ 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 $\geq$ 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
SDCatA	Non-Spin All ratings	Green
One-Design Classes	Separate one-design classes of 5 or more entries	

### 5 SCHEDULE

5.1 One race is scheduled.

5.2 The scheduled time of the warning signal for the first class is **10:55 AM**.

5.3 The starting order is expected to be in reverse order with non-spinnaker boats starting first and multi-hulls starting last. The starting order will be specified in the SIs.

5.4 Expect at least 10 minutes between starts.

5.5 Classes may be combined dependent upon entries. In the absence of a class, the following classes will move up in the starting order.

### 6 SAILING INSTRUCTIONS

The final SI's will be available on CRA's web site ([www.cortezracing.com](http://www.cortezracing.com)) **prior to 6:00 PM on Friday, September 13, 2019.**

### 7 VENUE

7.1 The starting area is in the vicinity of San Diego Channel Buoy #9.

7.2 The Racing Area covers the general locale known as San Diego Bay, Los Coronados Islands, the Pacific Ocean, and will include Mexican waters. For navigation, refer to [NOAA Charts](#) #18765 and #18733.

7.3 The course will require boats to round North Coronado Island to Port. Distance for handicap purposes: 30.6 N.M.

## 8 PENALTY SYSTEM

RRS 44 is in effect **without** modification.

## 9 SCORING

9.1 The Low Point Scoring System of Appendix A will apply.

9.2 One race is required to be completed to constitute a regatta.

## 10 RADIO COMMUNICATION

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]

## 11 PRIZES

11.1 Race results will be published on the CRA web site ([www.cortezracing.com](http://www.cortezracing.com)).

11.2 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 class.

11.3 The winner of each class of 2 or more will have their name engraved on the "***SD Boatworks Perpetual Trophy***", donated by *SD Boatworks*.

11.4 Trophies will be awarded at the CRA Annual Members' Meeting at the end of the year.

## 12 DISCLAIMER OF LIABILITY

Sailing is an activity that has an inherent risk of damage and injury. Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. The race organizers (CRA, race committee, protest committee, host club, sponsors, or an 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.

### **13 U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS**

- 13.1 Customs clearance at the Shelter Island dock is not required by yachts of American registry that are properly entered in the race, do not terminate the voyage in Mexican waters, or do not make contact with another vessel while in Mexican waters. Such vessels are not considered by U.S. Customs to have left the United States.
- 13.2 Yachts not complying with 13.1 above must comply with U.S. Customs procedures for arrival from a foreign port on their own.
- 13.3 The UN Convention on the Law of the Sea (UNCLOS), Section 3 addresses “innocent passage”. Innocent passage is essentially a vessel's right to continuous and expeditious transit through a coastal state's territorial sea for the purpose of traversing the seas (without entering a state's internal waters, such as a port). (UNCLOS - Art. 18) Passage is considered innocent so long as it is not prejudicial to the peace, good order or security of the coastal nation. (UNCLOS Art 19). A coastal state is not permitted to require prior notification nor authorization in order for a vessel to exercise innocent passage. (Operational Law Handbook - US Army JAG School)  
There are, however, 12 activities that are deemed not to be innocent. Relevant here would be pollution, fishing, research or survey activities, or any other activity not having a direct bearing on passage.
- 13.4 Yachts not complying with the definition of “innocent passage” in 13.3 while sailing in Mexican waters must comply with Mexican procedures and regulations on their own. Do not pollute, no disorder, and no fishing!

### **14 FURTHER INFORMATION**

Questions can be addressed to the R/C Chair, Colleen Cooke, at [sailorcookie@cox.net](mailto:sailorcookie@cox.net), or (619)852-5010.

## Attachment A

US Sailing Coastal Safety Equipment is required in addition to all required USCG boating requirements.

USS Coastal Requirements can be found on the on-line Notice Board for this event.

### **The following relief is granted from the Coastal Equipment Requirements:**

- 2.1.2** – Hatch tethers not required but recommend (hatch/companionway covers required: currently installed hatches satisfactory if they provide protection from water entering the boat)
- 2.4.4** – Lifelines –lifelines are required existing installation is satisfactory
- 2.5.1** – Primary operating bilge pump required: currently installed bilge pump/switching/drainage/capacity satisfactory)
- 3.** – Personal & Deck Emergency equipment requirement: all listed items required onboard
  - 3.1.2** – PFD Crotch/leg straps not required but recommended
  - 3.1.2** - Waterproof light not required but recommended
  - 3.1.2** – Boat/crewmember names & reflective tape not required but recommended
  - 3.1.4** – Safety Harness & Tether: It is recommended that each crewmember have a safety harness and compatible safety tether with a snap hook at its far end and a means to quickly disconnect the tether at the chest end.
  - 3.2.1** – Jacklines in place while racing: not required but recommended
  - 3.6.2** – Orange smoke flares not required but USCG certified recommended
  - 3.6.4** – Parachute flares not required but USCG certified recommended
  - 3.6.6** – Hand-held flares required: non-expired USCG certification is satisfactory (SOLAS certification recommended). All yachts must meet the USCG onboard handheld flare requirements
  - 3.7.1** – Man overboard (MOB) rescue device required: self-igniting lighting required. Only one self-igniting light for man-over-board rescue device required per vessel.
  - 3.7.2** – MOB pole with self-igniting light required - drogue chute not required but recommended
  - 3.8.1** – VHF marine radio required: DCS capability recommended (currently installed radio/location/switching in proper operating condition satisfactory)
  - 3.8.2** – Handheld backup VHF radio required: DCS capability recommended
  - 3.16.2** – EPIRB/PLB not required but recommended
  - 3.18** – Depth Sounder required current installation satisfactory
  - 3.22** – Emergency plugs all thru-hulls required on board - soft plugs not required but recommended (existing hard or soft plugs satisfactory)
  - 3.27** – One (1) two-gallon bucket required; 2nd bucket recommended
  - 3.31** – All specified Gear Identification not required but recommended
  - 3.33** – Boats shall have a means to reduce main sail area (currently used method & reduction percentage satisfactory)
  - 4.3.2** – Safety at Sea training not required but highly recommended