



CORTEZ RACING ASSOCIATION

A CALIFORNIA NONPROFIT CORPORATION
San Diego, CA

The Dennis Conner Around the Coronado Isles Race



Sponsored by SD BOATWORKS
A PHRF-SD Championship Event
Celebrating Dennis Conner's Birthday!
Saturday, September 11, 2021
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 Prescription to Rule 63.2 will not apply.
- 1.2 *Appendix V: Alternative Penalties*, will **NOT** apply.
- 1.3 Class Rules of [PHRF San Diego](#) apply to PHRF classes, including the requirement for each boat to have a current, valid PHRF certificate issued by PHRF San Diego.
- 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 2021.
The "Coastal" requirements represent the minimum requirements for this race, except as modified by Attachment A.

2 SAILING INSTRUCTIONS

- 2.1 The sailing instructions will be available by **5:00pm** on Friday, September 10, 2021, on the [online official notice board](#).

3 COMMUNICATION

- 3.1 The online official notice board is located [here](#), or through the [CRA](#) website.
- 3.2 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio channel 68.
- 3.3 [DP] Except in an emergency, a boat that is racing shall not make voice or data transmissions outside of her own boat and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones.

4 ELIGIBILITY AND ENTRY

- 4.1 The regatta is open to all members of organizations affiliated with US Sailing.
- 4.2 The regatta is open to all boats with valid PHRF-SD certificates.
- 4.3 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.

- 4.4 All eligible boats must enter on-line at www.cortezracing.com, no later than **6:00pm** on Friday, September 10, 2021.
- 4.5 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.6 [DP] 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. RRS 60.2, 63.1, and A5 are modified to add that the RC may disqualify a boat infringing this instruction without a hearing.
- 4.7 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, email address, phone number, boat name and type, sail number, class, RLC rating, and the name and number of an emergency contact who is not on the boat, to complete their entry. Submission of this information to the RC represents the boat's acceptance of the liability waiver in the registration form and that they agree to be bound by *The Racing Rules of Sailing* and by all other rules that govern this event.

5 FEES

- 5.1 \$40 Registration fee for non-CRA members; \$5 discount with [USSA](#) membership.
- 5.2 NO charge for CRA members!

6 CLASSES AND CLASS PENNANTS

- 6.1 The following classes will be offered: *PHRF Spinnaker, PHRF Non-Spin, J-24, Multi-Hull, SDCatA, other one design.*
- 6.2 Spinnaker class breaks will be determined by the Race Committee based on entries. Official spinnaker class assignments for the regatta will be established using RLC handicaps and posted as an amendment to the NoR on the online regatta event site no later than **12:00pm** Friday, September 10, 2021. Provisional assignments may be posted earlier.
- 6.3 [DP] The class numeral pennant must be flown from the backstay of all yachts, or in a prominent manner on the stern, when checking in, while racing, and when finishing. Competitors shall supply their own numeral pennant.
- 6.4 The Organizing Authority retains final authority for a boat's class placement.

7 SCHEDULE

- 7.1 One race is scheduled.
- 7.2 The scheduled time of the warning signal for the first class is **10:55am**.
- 7.3 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.
- 7.4 Expect at least 10 minutes between starts.
- 7.5 Classes may be combined dependent upon entries. In the absence of a class, the following classes will move up in the starting order.
- 7.6 Yachts not finished by **6:00am** Sunday will be scored DNF. This modifies RRS 35.

8 VENUE AND COURSE

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

8.2 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.

8.3 The course will require boats to round North Coronado Island to port and finish themselves between buoys 5 & 6. Distance for handicap purposes: 29.3nm.

9 PENALTY SYSTEM

9.1 RRS 44.1 is in effect **without** modification.

10 SCORING

10.1 Boats will be scored using Time-on-Distance.

10.2 PHRF “RLC” ratings will be used as the default for scoring.

10.3 PHRF non-spinnaker offsets will be used for scoring the non-spinnaker class only.

11 RISK STATEMENT

11.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

12 INSURANCE

12.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

13 U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS

13.1 Customs clearance at the Shelter Island dock is not required by **boats** of American registry that are properly entered in the race, do not terminate the voyage in Mexican waters, or do not contact another vessel while in Mexican waters. Such vessels are not considered by U.S. Customs to have left the United States.

13.2 Boats 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 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 Boats 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 or diving.

14 PRIZES

- 14.1 Race results will be published on the CRA web site (www.cortezracing.com).
- 14.2 Regatta prizes will be awarded using the listed procedure: one prize in each class of 2 - 4 boats, two for 5 - 7 boats, three for 8 or more, based on the number of starters in the class.
- 14.3 The winner of each class of 2 or more will have their name engraved on the "***SD Boatworks Perpetual Trophy***", donated by *SD Boatworks*.
- 14.4 Trophies will be awarded at the CRA Annual Members’ Meeting at the end of the year.

15 FURTHER INFORMATION

- 15.1 Questions may be addressed to the RC Chair, Colleen Cooke, at 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 may also be found on the on-line [Notice Board](#) for this event.

The following relief is granted from the Coastal Equipment Requirements:

- 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, but it is not required.
- 3.2.1 – Jacklines in place while racing; not required but recommended
- 3.6.2 – Orange smoke flares not required but USCG certified recommended
- 3.7.2 – Fulfilling 3.7.1 will satisfy and replace this requirement.
- 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 at all thru-hulls required on board - soft plugs not required but recommended (existing hard or soft plugs satisfactory)
- 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