



**CORTEZ RACING ASSOCIATION**  
 A CALIFORNIA NONPROFIT CORPORATION  
 &  
**CORONADO YACHT CLUB**



Present  
**THE CROWN CUP REGATTA**

Benefitting the



*"TAKING CARE OF THEIR FAMILIES WHILE THEY PROTECT OURS"*

**A PHRF-SD Championship Series Event**  
**SAILING INSTRUCTIONS**

Saturday, June 3, 2023

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**1 RULES**

- 1.1 Local Advisory: 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." RRS 60.2, 63.1, and A5 are modified to add that the Race Committee (RC) may disqualify a boat infringing this instruction without a hearing. RRS 90.3 is modified to add that this disqualification shall not be excluded.
- 1.2 [DP] NAVAL and CRUISE SHIP PROTECTION ZONE: A naval protection zone exists in a radius of 500 yards ([CFR 165.2015](#)) around U.S. naval vessels greater than 100 feet in length, except when the large naval vessel is moored or anchored within a restricted area. All vessels within a naval vessel protection zone shall operate at the minimum speed necessary to maintain a

safe course and shall proceed as directed by an official patrol, and when within such zone, no vessel is allowed within 100 yards of a large U.S. naval vessel ([CFR 165.2030](#)). No vessel is allowed within 100 yards of a cruise ship ([CFR 165.1108](#)).

- 1.3 Per RRS 42.3(i), competitors may use an engine or other propulsion method to avoid situations in SI 1.1 or 1.2 provided they gain no significant advantage in the race.
- 1.4 Add new rule 41(e): (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
- 1.5 If the Race Committee boat is damaged as a result of a boat breaking a rule, that boat shall be responsible for the repairs.

## 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 In accordance with RRS 90.2 (c), oral changes to the Sailing Instructions may be made on the water. A change is in effect when the Race Committee (RC) signal boat displays Flag **L** over **A** with one sound signal. This means come within hail of the RC boat to receive the oral changes to the Sailing Instructions.

## 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Official notices and amendments will be available online through the [EVENT NOTICE BOARD](#) on this event's page on the [CRA](#) website.
- 3.2 On the water, the RC will monitor and communicate with competitors on VHF radio channel 68. Please contact them to notify of a boat's intent to withdraw from racing per SI 19.1.
- 3.3 **In the event of an on-the-water emergency, contact the US Coast Guard on VHF Channel 16 directly and immediately, then inform the RC.**

## 4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

## 5 SCHEDULE OF RACES

- 5.1 Three races are scheduled for all spinnaker classes. One long race is scheduled for the non-spinnaker class.
- 5.2 The scheduled time of the warning signal for the first race is **11:55am**. The warning signal for the subsequent races will be as soon as possible after the completion of the previous race.

## 6 ENTRIES & CHECK-IN

- 6.1 [DP] Boats will have completed their entry when they check-in with and are acknowledged by the RC, while clearly displaying their sail number and class pennant.
- 6.2 Check-In will commence when the "L" flag is hoisted.
- 6.3 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).

## 7 CLASS STARTING ORDER

- 7.1 The class starting order for the first race will be as follows:

Start Order	Class	Numeral Pennant
1 <sup>st</sup>	Non-Spin	7
2 <sup>nd</sup>	PHRF 4	4
3 <sup>rd</sup>	PHRF 5	5
4 <sup>th</sup>	J/24	6

The starting order for subsequent races may vary and will be dependent on all boats in a class finishing the race.

- 7.2 The RC may cancel or combine starts or start classes of boats while other classes are still finishing. It is the responsibility of a boat to start at her signaled start time. You may expect a gap of at least one minute between starting sequences.

## 8 RACING AREA

- 8.1 The racing area will be the San Diego Bay. For navigation, refer to NOAA Chart #18773, San Diego Bay.
- 8.2 The starting area will be in the vicinity of buoys SD28 and SD30.

## **9 COURSES**

### **9.1 Spinnaker Classes:**

- 9.1(a) The course number, approximate compass bearing to the weather mark, and distance between the start line and the corresponding weather mark will be displayed onboard the RC boat no later than the first warning signal for each spinnaker class.
- 9.1(b) Courses may be posted and changed up to the warning signal for any class.
- 9.1(c) The course will be selected from Attachment A. All marks listed are considered rounding marks.
- 9.1(d) In the event only one gate mark is in position, that mark shall be rounded to port.

### **9.2 Non-Spinnaker Class:**

- 9.2(a) The course number, approximate compass bearing and distance to the first mark will be displayed onboard the RC boat no later than the first warning signal.
- 9.2(b) The course will be selected from an amendment to the sailing instructions to be posted before 0800 on the day of the race.

## **10 MARKS**

### **10.1 Marks will be as follows:**

- W Mark 1a (outer): red tomato
- W Mark 1a change: orange tetrahedron with a black band
- W Mark 1 (inner): yellow tetrahedron
- W Mark 1 change: orange tetrahedron
- Gate Mark 2 (2s & 2p): yellow tetrahedrons
- S Mark (start): red ball
- F Mark (finish): small green tetrahedron
- Various government buoys to be used by the Non-Spin class.

## **11 THE START**

- 11.1 The starting line is between a staff with an orange flag on the RC vessel at one end and the course side of a red ball near the RC boat at the other end as shown on Attachment A.
- 11.2 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes. Otherwise, this may be seen as a breach of RRS 23.1.
- 11.3 As a courtesy, one minute prior to the first warning the RC will sound 4 horn blasts.

## **12 RECALLS**

- 12.1 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC will hail her sail number as soon as possible on VHF 68. It is the responsibility of each boat to start properly.
- 12.2 Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a boat's redress for request. This changes RRS 62.1(a).
- 12.3 An RC assist vessel may be stationed near the Pin Buoy end of the starting line and is also authorized to identify and hail premature starters.

## **13 CHANGE OF THE NEXT LEG OF THE COURSE**

- 13.1. The race committee may, without signal, move a mark to change the direction up to 10 degrees or the length up to 10% of the previous length, provided that no boat is sailing to the mark. This changes RRS 33.
- 13.2 The race committee may, without signal, adjust a gate or finish line mark while boats are on the first half of the leg. This changes RRS 33.
- 13.3 To change the next leg of the course more than allowed by SI 13.1, the race committee will lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## **14 THE FINISH**

- 14.1 The finishing line is between a staff with a blue flag on the RC vessel at one end and the course side of a green tetrahedron near the RC boat at the other end as shown on Attachment A.

## 15 PENALTY SYSTEM

15.1 Further to NoR 8.2: RRS V1, *Penalty at the Time of the Incident*, and RRS V2, *Penalty Taken After a Race*, shall apply.

## 16 TIME LIMIT

16.1 If no boat in a class has finished by **4:30 PM** on the day of the race, the race will be abandoned for that class.

16.2 Boats not finished by **5:00 PM** will be recorded as DNF. This modifies RRS 35, A4 and A5.

## 17 HEARING REQUESTS

17.1 RRS 61 is modified to add this additional requirement: A boat intending to protest shall report her intentions and the boat(s) being protested to the RC boat on station upon finishing or retiring and obtain RC acknowledgment. Radio reports of protests are only accepted from boats that are retiring from the race.

17.2 The Protest Time Limit expires 60 minutes after the RC boat docks at CYC. The Protest Time Limit will be posted on the [EVENT NOTICE BOARD](#).

17.3 Protests may be filed electronically to Colleen Cooke, PRO, at sailorcookie2@gmail.com or (619)852-5010. Protests may also be filed in person to any member of the CRA Board, the CRA Race Committee, or CYC Race Committee.

17.4 The parties involved will be listed, in the order of filing, on the [EVENT NOTICE BOARD](#) and protests will be heard as soon as practicable. This posting constitutes the notice required by RRS 63.2, *Time and Place of the Hearing*.

17.5 An arbitration meeting may be held prior to a protest hearing according to RRS Appendix T for breaches of the rules of Part 2 or rule 31 where there is no serious damage or injury, if a USSA Certified Judge is available. Protests not resolved through arbitration will be referred to the Protest Committee for a hearing, which may occur at a later date.

## 18 SCORING

18.1 Scoring will occur as stated in the NoR.

## 19 SAFETY REGULATIONS

19.1 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Informing the RC can be accomplished by either (a) sailing (motoring) past the RC vessel OR (b) radioing the RC vessel (VHF 68).

19.2 Notwithstanding any safety requirements, the ultimate safety of a boat 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 boat 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.

## 20 RACE RESULTS & TROPHY AWARDS

20.1 Race results will be published on the [EVENT NOTICE BOARD](#) on this event's page on the [CRA](#) website .

20.2 Awards celebration and party to benefit the SEAL Family Foundation at CYC immediately following the racing.

## 21 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 3, *Decision to Race*. The race organizers (CRA, CYC, 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 or CYC 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.

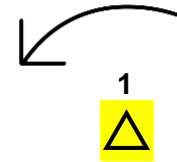
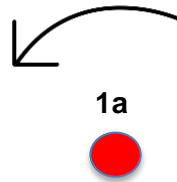
## 22 FURTHER INFORMATION

Contact Colleen Cooke, CRA Race Committee Chair, at (619)852-5010 or sailorcookie@cox.net.

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**Attachment A:**  
**Crown Cup Regatta Course Chart**  
 (All rounding marks are to port)

Course	Marks
1	S, 1a, 2, 1a, Finish
2	S, 1a, 2, 1a, 2, 1a, Finish
3	S, 1a, 2, 1, Finish
4	S, 1, 2, 1, Finish
5	S, 1, 2, 1, 2, 1, Finish



*Not drawn to scale!*

