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CORTEZ RACING ASSOCIATION

A CALIFORNIA NONPROFIT CORPORATION
San Diego, CA



Presents the **44th Annual**
San Diego Bay Beer Can Series
May 22nd thru July 31st – Except July 3rd



2024 SAILING INSTRUCTIONS

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: The Naval and Cruise Ship Protection Zone is a 500-yard regulated area of water surrounding all US Naval and Cruise Ship Vessels. All vessels within 500 yards of such vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by an official patrol. No vessel is allowed within 100 yards of Naval and Cruise Ship traffic.
- 1.3 Entry into the NAS North Island Security Zones 100 yards around Pier Bravo and vessels moored to it ([CFR 165.1105](#)) and the aircraft carrier turning basin ([CFR 165.1104](#)) is prohibited.
- 1.4 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.
- 1.5 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.
- 1.6 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.
- 1.7 If the Race Committee boat is damaged because 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 16.2.
- 3.3 **In the event of an on-the-water emergency, contact the US Coast Guard on VHF Channel 16 directly and immediately before contacting 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 Dates of Racing: every Wednesday, beginning May 22 and ending July 31, except there will be no racing Wednesday July 3, 2024.
- 5.2 Number of races: One race per day will be sailed for all classes.
- 5.3 The scheduled time of the warning signal for the first class each Wednesday is 5:41pm.

6 CHECK-IN

- 6.1 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.
- 6.2 Check-in commences when the "L" flag is hoisted on the R/C Boat.
- 6.3 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 6.1 above.
- 6.4 No check-ins will be acknowledged after the first warning at 5:41pm.

7 CLASSES AND STARTING ORDER

- 7.1 Class breaks and starting order will be determined by the Race Committee based on entries. Official class assignments for the regatta will be established and posted as an amendment to the SIs on the online regatta event site no later than 6pm Monday, May 20, 2024. Provisional assignments MAY be posted earlier. This amendment will also identify the starting order.
- 7.2 The Organizing Authority retains final authority for a boat's class placement.

8 RACING AREA

- 8.1 The racing area covers the general locale known as North San Diego Bay.
- 8.2 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.

9 COURSES

- 9.1 No later than the warning signal, the RC signal boat will display the course designator. The RC may also broadcast this information on VHF and Text. An error in broadcasting this information shall not constitute grounds for granting redress. This changes RRS 62.1(a).
- 9.2 Attachment A shows the courses. All marks listed are considered rounding marks.



10 MARKS

- 10.1 See the Attachment A for descriptions and locations of all marks.
- 10.2 The use of an autonomous mark will not be grounds for redress. Routine movement of autonomous marks will not be grounds for redress. This includes minor readjustments and marks returning to station after having been pushed away by a competitor. This modifies RRS 62.1(a).

11 OBSTRUCTIONS

- 11.1 After properly starting, a boat shall not sail through the starting line during a starting sequence. This ranks as an obstruction for the purposes of Part 2 of the RRS. Skippers in violation of this paragraph shall be subject to a DSQ imposed by the RC without benefit of a hearing. This modifies RRS 60.2, 63.1 and A5. **However, when either end of the starting line as defined in SI 12.1 is removed, there is no line and therefore no obstruction exists!**

12 THE START

- 12.1 The starting line will be between a staff displaying an orange flag on the RC 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.
- 12.2 A distance buoy may be streaming from the RC signal vessel. This buoy is considered a permanent part of the RC vessel.
- 12.3 The first warning each day is scheduled for 5:41pm. The warning signal for each succeeding class shall be made with the starting signal of the preceding class.
- 12.4 **NEW THIS YEAR!** *The Starting Sequence* as described in RRS 26 will be changed as follows:

| Min. before Start | Visual Signal | Sound Signal | Meaning |
|-------------------|---------------|--------------|---------|
| 4 | Class Flag ↑ | One | Warning |
| 3 | P ↑ | One | Prep |
| 1 | P ↓ | One Long | One Min |
| 0 | Class Flag ↓ | One | Start |



- 12.5 [DP] 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.
- 12.6 A boat starting later than 3 minutes after her starting signal will be scored *Did Not Start* without a hearing. This changes RRS A4 and A5.

13 RECALLS

- 13.1 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.
- 13.2 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 over a loud hailer and/or on VHF 68. It is the responsibility of each boat to start properly.
- 13.3 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).
- 13.4 A 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.

14 THE FINISH

- 14.1 The finish line will be between a staff displaying a blue flag on the RC vessel at the starboard end and the course side of the port end finishing mark (mark A).
- 14.2 In the event that the pin mark is missing, boats may finish by passing on either side of the RC, within 3 boat lengths.
- 14.3 Boats finishing during a "Start Sequence" must finish within 3 boat-lengths distance outboard of the RC boat end of the line and draw the RC's attention to their finish. See NoR 11 Obstructions.
- 14.4 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 RC.
- 14.5 Competitors are asked to quickly clear the finish line as soon as possible.



15 PENALTY SYSTEM

- 15.1 RRS V1, Penalty at the Time of the Incident, shall apply.
15.2 RRS V2, Penalty Taken After a Race, shall apply.

16 TIME LIMIT

- 16.1 The time limit for the first boat in a class to finish a race shall be 7:45pm. Boats not finished by 8:00pm, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat in their class that finished by 8:00pm. This changes RRS 35, A5.1, A5.2 and A10.
16.2 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) past 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.

17 HEARING REQUESTS

- 17.1 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 RC boat on station upon finishing and obtain RC acknowledgment. A boat that does not finish and intends to protest shall report her intentions and the boat(s) being protested to the RC boat via radio and obtain RC acknowledgment.
17.2 The protest time limit expires at **9:00pm** each race day. The Protest Committee may extend this time if there is good reason to do so.
17.3 Written protests may be filed electronically or in person. To file electronically, send to **Rich Chambers**, Protest Chair, at RichChambers@earthlink.net. The US Sailing app is an excellent tool for this purpose. Protests may also be brought to the RC at the after-race party. Protests may be filed with any member of the CRA Board or RC.
17.4 The parties involved will be listed, in the order of filing, online through the [event notice board](#) and will be heard as soon as practicable, which may be another day. This posting constitutes the notice required by RRS 63.2, *Time and Place of the Hearing*.
17.5 Arbitration will be available on Wednesday nights after racing according to Appendix T for breaches of the rules of Part 2 or Rule 31 where there is no damage or injury, if a USSA Certified Judge is available.

18 SAFETY REGULATIONS

- 18.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
See SI 16.2
18.2 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.

19 POST RACE ACTIVITIES

- 19.1 The dates and location of the post-race festivities are as listed on the CRA website: www.cortezracing.com.
19.2 All skippers and crews are invited to the post-race parties, which will be outdoors at each venue. 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).

20 DISCLAIMERS OF LIABILITY

- 20.1 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, 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.

Colleen Cooke
CRA Race Committee Chair
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5/13/24



Attachment A

CORTEZ RACING ASSOCIATION

2024 Beer Can Courses



SAN DIEGO BEER CAN SERIES '24

| Course # | Mark | Mark | Mark | Mark | | Hdcp Dist |
|----------|------|-------|-------|------|--------|-----------|
| 1 | X | Y | CB21 | | Finish | 2.0 |
| 2 | X | Y | FM19 | | Finish | 2.3 |
| 3 | X | Y | Z-BC | | Finish | 3.0 |
| 4 | X | Y | CB22 | | Finish | 4.0 |
| 5 | X | Y | CB23 | | Finish | 5.1 |
| 6 | X | Y | CB24 | | Finish | 5.9 |
| 7 | X | Y | BP18S | | Finish | 7.6 |
| 8 | X | Y | 26 | | Finish | 8.7 |
| 9 | X | Y | 21 | FM19 | Finish | 2.4 |
| 10 | X | Y | 21 | ZBC | Finish | 3.1 |
| 11 | G1 | CB21 | | | Finish | 2.5 |
| 12 | G1 | FM19 | | | Finish | 2.9 |
| 13 | G1 | Z-BC | | | Finish | 3.4 |
| 14 | G1 | CB22 | | | Finish | 4.4 |
| 15 | G1 | CB23 | | | Finish | 5.6 |
| 16 | G1 | CB24 | | | Finish | 6.3 |
| 17 | CB19 | CB21 | | | Finish | 2.8 |
| 18 | CB19 | FM19 | | | Finish | 3.0 |
| 19 | CB19 | Z-BC | | | Finish | 3.7 |
| 20 | CB19 | CB22 | | | Finish | 4.6 |
| 21 | CB19 | CB23 | | | Finish | 5.8 |
| 22 | CB19 | CB24 | | | Finish | 6.5 |
| 23 | CB19 | BP18S | | | Finish | 8.1 |
| 24 | CB17 | CB21 | | | Finish | 4.3 |
| 25 | CB17 | FM19 | | | Finish | 4.7 |
| 26 | CB17 | Z-BC | | | Finish | 5.3 |
| 27 | CB17 | CB22 | | | Finish | 6.3 |
| 28 | CB17 | CB23 | | | Finish | 7.3 |
| 29 | CB17 | CB24 | | | Finish | 8.1 |
| 30 | CB17 | BP18S | | | Finish | 9.6 |

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 yellow tetrahedron bearing approx. 270°M approx. 0.6nm from start/finish line.
- Y** A yellow tetrahedron bearing approx. 120°M approx. 80 yards from "X". (Offset mark.)
- Z-BC** A yellow tetrahedron approximately 0.3 nm east of FM19.
- FM19** Cement fleet mooring buoy bearing approx. 190°M from approx. 0.2nm from east end of Harbor Island.
- A** An inflatable mark or bot, approx. 300 yards to the south of the committee boat. (The "pin" end).
- BP18** Coronado Bridge Pier "18" as shown on NOAA chart 18773 and rounded to starboard.



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