



**CORTEZ RACING ASSOCIATION**  
A CALIFORNIA NONPROFIT CORPORATION  
San Diego, CA



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

Sponsored by SD BOATWORKS  
Celebrating Dennis Conner's Birthday!  
**Saturday, September 13, 2025**



### **NOTICE OF RACE**

#### **1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The [Racing Rules](#) of Sailing*, including US Sailing Prescriptions, except [US Sailing Prescriptions](#) to Rule 63.1 will not apply.
- 1.2 Safety Equipment Requirements
  - 1.2.1 US Sailing [Nearshore](#) Safety Equipment is required in addition to all required USCG boating requirements.
  - 1.2.2 US Sailing [Coastal](#) Safety Equipment is recommended with the exceptions in NoR 1.2.3.
  - 1.2.3 US Sailing Coastal Safety Equipment Items 2.4.1 – 2.4.8 from the [US Sailing Coastal SERs](#) are required and apply to all boats whose factory configurations include lifelines, stanchions, pulpits, and toe rails with the following modification: SER 2.4.4 – Lifelines may have factory installed coating.
- 1.3 Under World Sailing Test Rule DR21-01, change the definition *Start* as follows:  
***Start*** A boat *starts* when her hull having been entirely on the pre- start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
  - (a) at or after her starting signal, or
  - (b) during the last 15 seconds before her starting signal.  
When a boat *starts* in accordance with item (b) of the definition *Start*, she may return to the pre-start side of the line to comply with item (a) of the definition of *Start*, but, if she does not, she shall receive a Scoring Penalty calculated in accordance with RRS 44.3(c).
- 1.4 Rule 60.4(a)(2) is changed as follows:  
*(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or*

#### **2 SAILING INSTRUCTIONS**

- 2.1 The sailing instructions will be available by **5:00pm** on Friday, September 12, 2025, 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.

### 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 class certificates.
- 4.3 All eligible boats must enter on-line at [the event site](#), no later than **6:00pm on Thursday, Sept. 11, 2025**.
- 4.4 [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.
- 4.5 Classes will be based on entries and will be assigned by the Organizing Authority. The OA retains final authority for a boat's class placement.
- 4.6 The following classes will be offered:

ORR Big Boats	<ul style="list-style-type: none"><li>Boats shall have a 2025 <a href="#">ORR</a> certificate</li></ul>	In general, the ORR class is for boats with a negative PHRF rating and LOA > 40'.
ORC Spin	<ul style="list-style-type: none"><li>Boats shall have a 2025 <a href="#">ORC</a> certificate.</li></ul>	Spinnaker classes.
ORC Sport Boats	<ul style="list-style-type: none"><li>Boats shall have a 2025 <a href="#">ORC</a> certificate.</li></ul>	In general, sport boats will be ≤ 40' and displace < 5000 pounds, with high aspect ratio jibs.
PHRF Non-Spin	<ul style="list-style-type: none"><li>Boats shall have a 2025 valid PHRF certificate issued by either <a href="#">PHRF San Diego</a> or <a href="#">PHRF SoCal</a>.</li></ul>	Boats are encouraged to take advantage of any "Cruising Adjustments" offered through PHRF.
J/24	<ul style="list-style-type: none"><li>Boats shall be members of the <a href="#">J/24</a> Class Association.</li></ul>	A minimum of five boats per class are needed to be scored as a One Design Class.
Multihull	<ul style="list-style-type: none"><li>Boats shall have a 2025 valid PHRF certificate issued by either <a href="#">PHRF San Diego</a> or <a href="#">PHRF SoCal</a>.</li></ul>	
AMSS	<ul style="list-style-type: none"><li>Boats shall be members of the AMSS.</li></ul>	Ratings shall be provided by the AMSS.

The Fleet Captain of any other one-design fleet wishing to participate in this race as a class and register five or more entries should contact the CRA Race Committee Chair, Colleen Cooke, by Sept. 8, 2025, to register their intent to race in one-design configuration. Boats will then be scored and receive trophies as their own class.

- 4.10 Official Class assignments for the regatta will be established and posted as an amendment to the NoR on the [online regatta event site](#) no later than noon on Friday, September 12, 2025. Provisional assignments may be posted earlier.
- 4.11 [DP] The class numeral pennant must be flown from the backstay of all yachts, *except J/24s and multihulls*, or in a prominent manner on the stern, when checking in, while racing, and when finishing. Competitors shall supply their own numeral pennant.
- 4.12 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.13 Late entries will only be accepted from CRA members and for a class other than ORC, due to WRS ratings for ORC classes. 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 and

applicable ratings, 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.
- 5.2 NO charge for CRA members!

## **6 SCHEDULE**

- 6.1 One race is scheduled.
- 6.2 The scheduled time of the warning signal for the first class is **10:55am**.
- 6.3 The starting order is expected to be in reverse order with slower boats starting first. The starting order will be specified in the SIs.
- 6.4 Expect varied amounts of time between starts, as conditions dictate.
- 6.5 Yachts not finished by **6:00am** Sunday will be scored DNF. This modifies RRS 35.

## **7 VENUE AND COURSE**

- 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 and finish themselves in the vicinity of San Diego Channel Buoy #5, an estimated distance of 30nm.

## **8 PENALTY SYSTEM**

- 8.1 RRS 44.1 is in effect **without** modification.
- 8.2 RRS Appendix V2, Post-Race Penalties, will apply.

## **9 SCORING**

- 9.1 One race is required to be completed to constitute a regatta.
- 9.2 ORR boats will be scored using their *Light, Medium or Heavy* Ratings by Wind Speed (TCF), as appropriate.
- 9.3 The [ORC](#) classes will use [Weather Routing Scoring](#) provided by [ORC](#). The TCFs for all ORC boats will be emailed by 9:00am on race day. In any case that the WRS time correction factors cannot be applied, the *Predominant Reaching* or *Windward/Leeward 50/50* ratings will be applied based on wind direction and strength.
- 9.5 PHRF classes will be scored using Time-on-Time based on their RLC ratings.
- 9.5 PHRF non-spinnaker offsets will be used for scoring the Non-Spin class.
- 9.6 Notwithstanding the provisions of rules 90.3(a), (b), (c), and (d), there shall be no changes to a race's scores resulting from action, including the correction of errors, initiated more than 48 hours after

- (1) the protest time limit for that race;
  - (2) being informed of a protest committee decision after that race; or
  - (3) the results are published.
- However, in exception, changes to scores shall be made resulting from a decision under rules 6, 69, or 70.

## **10 RISK STATEMENT**

- 10.1 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.**

## **11 INSURANCE**

- 11.1 Each participating boat shall be insured with adequate, valid third-party liability insurance.

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

- 12.1 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. See [“cruise to nowhere”](#).
- 12.2 Boats not complying with 12.1 above must comply with U.S. Customs procedures for arrival from a foreign port on their own.
- 12.3 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.
- 12.4 Boats not complying with the definition of “innocent passage” in 12.3 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!

## **13 PRIZES**

- 13.1 Race results will be published on the CRA web site ([www.cortezracing.com](http://www.cortezracing.com)).
- 13.2 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.

- 13.3 The winner of each class of 2 or more will have their name engraved on the "*SD Boatworks Perpetual Trophy*", donated by *SD Boatworks*.
- 13.4 Trophies will be awarded at the CRA Annual Members' Meeting at the end of the year.

#### **14 FURTHER INFORMATION**

- 14.1 Questions may be addressed to the RC Chair, Colleen Cooke, at [sailorcookie@cox.net](mailto:sailorcookie@cox.net), or (619)852-5010