



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

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.
- 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 Entry into the NAS North Island Security Zones is prohibited. These zones include 100 yards around Pier Bravo ("ammo pier") and vessels moored to it ([CFR 165.1105](#)) and the aircraft carrier turning basin ([CFR 165.1104](#)).
- 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 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.
- 1.6 If the Race Committee boat is damaged because of a boat breaking a rule, that boat shall pay 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 through 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 16.1.
- 3.3 **In the event of an on-the-water emergency, contact the US Coast Guard on VHF Channel 16 directly and immediately.**

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

6 ENTRIES & CHECK-IN

- 6.1 [DP] Boats will have completed their "Check-In" 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 All yachts must check-in prior to one minute before the warning signal for their class. No check-in will occur after one minute before or during a starting sequence for any class.

7 CLASS STARTING ORDER

- 7.1 The starting order is as follows:

Class	Pennant
J-24	#7
PHRF 6 Non-Spin	#6
PHRF 5 Spinnaker	#5
PHRF 4 Spinnaker	#4
PHRF 3 Spinnaker	#3
PHRF 2 Spinnaker	#2
PHRF 1 Spinnaker	#1
PHRF 0 Spinnaker	#0
Multi-Hulls All	#8

*******NOTE THE REVERSE ORDER START*******

- 7.2 In the absence of any class, all other class starts will be moved up accordingly. The Race Committee may combine classes dependent upon the number of boats coming to the starting area. Note the reverse starting order. It is the responsibility of a boat to start at her signaled start time.

8 RACING AREA

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

9 COURSES

- 9.1 After starting, round North Coronado Island to Port and finish. Distance for handicap purposes: 29.3nm.

10 THE START

- 10.1 The first Warning signal will be at 10:55am.
- 10.2 The Starting Line will lie between a staff with an orange flag on the RC vessel and a yellow inflatable mark near SD Buoy 9.
- 10.3 An inflated distance buoy may be streaming from the RC vessel and this buoy is considered part of the RC vessel. For purposes of RRS 31.1 (Touching A Mark), this buoy is to be considered a permanent part of the starting mark.
- 10.4 [DP] Yachts whose Class Warning Signals have not been made shall keep clear of the starting area and vessels attempting to start.
- 10.5 All classes will be started in accordance with RRS 26. To signal a class start, one minute prior to the warning the RC will sound 4 long horn blasts as a courtesy. It is the intention of the RC that classes start **5 to 10 minutes apart**, or more, dependent upon the prevailing conditions.

11 RECALLS

- 11.1 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 over a loud hailer and/or on VHF 68. It is the responsibility of each boat to start properly.
- 11.2 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 THE FINISH

- 12.1 The finish line will be between SD buoys 5 and 6.
- 12.2 There will be no RC on station at the finish. The skipper shall take the time when the boat crosses the above described finish line (GPS Time) and send an e-mail to Shelly.Raming@gmail.com and report: **Sail #:**_____, **Boat Name:**____, **Class:**____, **Finish Time (GPS):** hr:____ min:____ sec:____, **Name and telephone number** _____, **The sail number and the time ahead of or behind the nearest finishing yacht(s)**_____. Prudent skippers keep photographic evidence of position and time at finishes or screen shots of GPS apps (see also SailFreeGPS).
- 12.3 Finishing information must be reported within 2 hours of a boat's finish. Failure to comply with this SI may result in a score of DNF. This modifies Appendix A5.

13 TIME LIMIT

13.1 Yachts not finished by 6:00 AM Sunday will be scored DNF. This modifies RRS 35.

14 PENALTY SYSTEM

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

15 HEARING REQUESTS

15.1 Protests shall be initiated in compliance with Rule 61.

15.2 Protests must be filed, in writing, no later than two hours after finishing.

15.3 Scanned, photographed, or e-mailed protest contents must be sent to sailorcookie@cox.net.

15.4 Protests will be scheduled for a later date. This constitutes the notice required by RRS 63.2, Time and Place of the Hearing.

16 SAFETY REGULATIONS

16.1 A boat that retires from a race, or chooses not to compete after checking in, must notify the RC. Email the scorer, Shelly Raming, Shelly.Raming@gmail.com, to report retirement and provide Sail #, Boat Name, plus owner's name and telephone number. Failure to do this may result in rejection of entry from future CRA races. *We'll worry about you, and you don't want that guilt!*

THIS IS A SAFETY ISSUE. ESPECIALLY SINCE THIS IS AN OCEAN RACE, PLEASE COMPLY!!!!!!!!!!

16.2 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.

17 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, 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.

18 FURTHER INFORMATION

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