



# CORTEZ RACING ASSOCIATION

A CALIFORNIA NONPROFIT CORPORATION  
San Diego, CA



## SAILING INSTRUCTIONS COMMODORE'S CUP REGATTA Honoring Cmdre. Chuck Bowers

With a special  
appearance by the  
“Dickie Walker”

Presented by  
*Koehler Kraft*  
Boat Building and Service Since 1938  
“We Fix Boats”

July 13 - 14, 2024

### 1 RULES

- 1.1 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.
- 1.2 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 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, then contact the RC when there is time.**

### 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 Two races are scheduled.
- 5.2 The scheduled time of the warning signal for Race 1 on Sat., July 13 is **11:55AM**.  
The scheduled time of the warning signal for Race 2 on Sun., July 14 is **10:55AM**.

### 6 ENTRIES & CHECK-IN

- 6.1 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 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 All races will be started in accordance with RRS 26. **NOTE:** The *warning* signal for each succeeding class will be made at least **5 min. AFTER** the *starting* signal of the preceding class (class starts are planned to be approximately 10 min. apart). A courtesy "four blast" horn signal will be used to alert all yachts that a starting sequence is about to begin in approximately one minute.
- 7.2 The class starting order for the race on Saturday, July 13, will be:

Start Order	Class	Numeral Pennant
1 <sup>st</sup>	PHRF 4	4
2 <sup>nd</sup>	ORC Sport	2
3 <sup>rd</sup>	ORR-Ez	1
4 <sup>th</sup>	ORR Big Boat	0
5 <sup>th</sup>	Non-Spin	7
6 <sup>th</sup>	J/24	6
7 <sup>th</sup>	PHRF 5	5

- 67.3 The class starting order for the race on Sunday, July 14, will be:

Start Order	Class	Numeral Pennant
1 <sup>st</sup>	Non-Spin	7
2 <sup>nd</sup>	J-24	6
3 <sup>rd</sup>	PHRF 5	5
4 <sup>th</sup>	PHRF 4	4
5 <sup>th</sup>	ORC Sport	2
6 <sup>th</sup>	ORR-Ez	1
7 <sup>th</sup>	ORR Big Boat	0

**8 RACING AREA**

- 8.1 The starting area for Race 1 on Saturday is in the vicinity of buoy SD9. The starting area for Race 2 on Sunday will be outside of the Mission Bay North Jetty.
- 8.2 The Racing Area covers the general locale known as San Diego Bay, Mission Bay, and the Pacific Ocean. For navigation, refer to NOAA Chart #18765, “Approaches to San Diego Bay; Mission Bay”.

**9 COURSES**

- 9.1 Saturday Race 1:
  - Course 1 (Classes 0, 1, 2, 4):* After starting, leave San Diego Channel Buoy #8 to Port, round TG-1 (Navy Mooring Buoy: 32°38.58'N 117°10.78'W) to Starboard, leave San Diego Channel Buoy SD (aka #1: 32°37.335'N 117°14.748'W) to Starboard, and finish. (approximately 16.1nm)
  - Course 2 (Classes 5, 6, 7):* After starting, leave San Diego Channel Buoy #3 to Starboard, and finish. (approximately 10.6nm)
- 9.2 Sunday Race 2:
  - Course 3 (All Classes):* After starting, leave San Diego Channel Buoy #3 to Port, and finish. (approximately 10.0nm)

**10 THE START**

- 10.1 The Start Line for Saturday's race will lie between a staff with an orange flag on the Race Committee vessel and San Diego Channel Buoy #9. The Starting Line for Sunday's race will lie between a staff with an orange flag on the Race Committee vessel and a yellow tetrahedron.

- 10.2 [DP] Yachts whose Class Warning Signals have not been made shall keep clear of the starting area and vessels attempting to start.

## 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 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 request for redress. This changes RRS 62.1(a).

## 12 THE FINISH

- 12.1 The Race 1 finish line will be between any of the first three white 5mph buoys that are set in a row across the Mission Bay channel. Please see SI Supplement A for a photographic aide.  
**NOTE!** If only one buoy is present, the [USSA Prescription to RRS 34](#), **Mark Missing: Race Committee Absent**, will apply. That prescription reads as follows:  
*"US Sailing prescribes that, if a finishing mark is missing but another one remains in place, the finishing line is a line through the remaining mark at a 90° angle to the last leg and of the shortest practicable length. If the race committee is absent when a boat finishes, she should at the first reasonable opportunity report to the race committee her finishing time and her position in relation to nearby boats."*
- 12.2 The Race 2 finish line will be between SD Channel Buoys #9 & #10.
- 12.3 There will be no RC on station at the finish of either race. 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](mailto: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 (SailFreeGPS). Please do not send photographic evidence unless it is requested. Please send actual finish time, not elapsed time.
- 12.4 [DP] Finishing information must be reported within 1 hour 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 There is no time limit for **Race 1** on Saturday.
- 13.2 If no boat in a class has finished **Race 2** by 3:00 PM on the day of the race, the race will be abandoned for that class. This modifies RRS 35, A4 and A5. See NoR 6.3 regarding the time limit for all racing on Sunday.

## 14 PENALTY SYSTEM

- 14.1 RRS V1, Penalty at the Time of the Incident, shall apply: *"The first two sentences of Rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or Rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'"*
- 14.2 RRS V2, Penalty Taken After a Race, shall apply: *"After a race, a boat that may have broken one or more rules of part 2 or Rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to a race officer that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun."*

## 15 HEARING REQUESTS

- 15.1 For Race #1, protests must be filed, in writing, with a CRA board member or race official at Mariner's Basin, no later than two hours after finishing. Electronic filing to [sailorcookie@cox.net](mailto:sailorcookie@cox.net) qualifies as "in writing".
- 15.2 For Race #2, the protest must be filed, in writing, with a CRA board member or race official within one hour of the protesting boat's finish time.
- 15.3 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, which may be at a later date. This posting constitutes the notice required by RRS 63.2, Time and Place of the Hearing.

## 16 SAFETY REGULATIONS

- 16.1 [DP] When a boat retires from a race, **the R/C must be notified**. Informing the R/C can be accomplished by either  
(a) radioing the R/C (VHF 68) OR  
(b) contacting RC Chair Colleen Cooke at (619)852-5010 OR  
(c) emailing Scorer Shelly Raming at [Shelly.Raming@gmail.com](mailto:Shelly.Raming@gmail.com).

Failure to do this may result in entry rejection from other 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, SWYC, 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 SWYC 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](mailto:sailorcookie@cox.net).