



Cortez Racing Association

The 2006 San Diego Bay Summer Beer Can Series

Sailing Instructions

A Weekly 10 Race Series on Wednesday Evenings
May 31st thru August 9th, 2006 – Except July 5th

Note: Entering the series requires an ENTRY FORM & FEE from every racer. NO Exceptions.

1. RULES:

- 1.1 This Regatta will be governed by the rules as defined in the Racing Rules of Sailing, 2005 – 2008, including US Sailing Prescriptions, USCG "Navigation Rules, International-Inland"; Bylaws and Class Rules of PHRF Southern California and PHRF San Diego; The Entry Form, Notice of Race; these Sailing Instructions and any amendments hereto will apply.
- 1.2 Yachts must carry all USCG-required safety equipment, including functional "running" lights.
- 1.3 **Contact with or forcing another boat to make contact with the Race Committee (R/C) boat may be grounds for disqualification by the R/C without a hearing. This modifies RRS 63.1, Requirement for a Hearing.**
- 1.4 Racing boats encountering non-racing craft shall conform to 1.1 above, USCG Navigation Rules, International-Inland. Be advised that no vessel has the "right-of-way" over a large ship in the deep water channel. Interference with deep draft vessels will be grounds for protest by the Race Committee. **Rule 9 will be strictly enforced.**
- 1.5 The R/C Course Control Vessel is authorized to signal and direct any racing vessel or any class to alter course for Rule 9 traffic.
- 1.6 **SECURITY ZONES:** The Naval Protection Zone is a 500 yard regulated area of water surrounding all US Naval Vessels of 100' or more. All vessels within 500 yards of a US Naval Vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by any official patrol. **NO VESSEL IS ALLOWED WITHIN 100 YARDS OF A US NAVAL VESSEL OR A CRUISE SHIP.** These zones are permanently in effect.
- 1.7 Sailing Instructions 1.3, 9.4, 9.6, 10.1, 10.3, 12.3, 13.1, 14.1, 14.3, 15.1, 16.1, 17.3, and 19.1 modify the RRS.

2. ENTRIES and CHECK-IN:

- 2.1 A completed entry form must be delivered to Cortez Racing Association per the Entry Protocol and listed requirements on the Official 2006 Summer Beer Can Series Notice of Race and Entry Form. **No entries will be accepted by the R/C.**
- 2.2 Prior to the first warning on each race day, each yacht shall check-in with and be acknowledged by the R/C Check-In Team and display their backstay pennant. **Yachts must have matching Mainsail and Headsail numbers.** Radio check-in (VHF69) is acceptable prior to a yacht's preparatory time unless Paragraph 4.1 below is in effect. Race Check-In commences with the hoisting of the "L" Flag by the R/C vessel, after anchoring at the location described in 6.1 below. **Keep clear of the R/C boat** while they are anchoring or maneuvering "On-Station".

3. NOTICES TO COMPETITORS--CHANGES IN SAILING INSTRUCTIONS:

- 3.1 Official notices and amendments will be available from the R/C vessel per 4.1 below and if time permits, www.cortezracing.com.

4. SIGNALS MADE AFLOAT:

- 4.1 "L" Flag over "A" Flag means an amendment to the SAILING INSTRUCTIONS and/or an official notice is being distributed from the R/C vessel. Other signals are referred to in Paragraphs 2, 5, 9, 10, and 11 in these SAILING INSTRUCTIONS.

5. SCHEDULE FOR ALL RACES:

- 5.1 "Sequence Start" warning (5 horns) is scheduled at 5:49 pm (1749).

6. STARTING and RACING AREAS:

- 6.1 The STARTING AREA for all races will be near the center of Harbor Island. (Near the ½ mi. Range Markers across from Marina Cortez). For navigation, refer to NOAA CHART # 18733, San Diego Bay.
- 6.2 The RACING AREA covers the general locale known as North San Diego Bay.

7. COURSES AND MARK DESCRIPTIONS:

- 7.1 Refer to the attached Course Reference Table only. Do not use the Standard CRA Race Course Table. It is different.
- 7.2 The course for each Class will be posted on a White board on the R/C vessel no later than the "Start Sequence" Warning Signal. In addition, the pin-end R/C Boat may display courses.
- 7.3 The Race Committee may attempt to broadcast the courses on VHF 72 during Check-In, prior to the Warning Signal for Class A. Additionally, during each class start sequence when the "P" flag is up, the course number and description may be broadcast on VHF 72. Do not attempt to hail the RC on this channel. They will not respond.

8. ENTRY CRITERIA, CLASS ASSIGNMENTS, PENNANTS and RATING ASSIGNMENTS:

- 8.1 Entered sailing vessels are assigned to the scoring classes listed below. Class A through Class G vessel entry is limited to displacement type, self-righting mono-hull craft from 20 feet LOA to 60 feet LOA. Sailing vessels greater than 60' LOA require prior "Series/Race" entry approval from the Regatta and R/C Chairmen. Class Scoring will use an arbitrary handicap system for assigning ratings. It is based on the current PHRF-SD Class Rules and PHRF-SD "RLC" Handicaps.
- 8.2 PHRF "Random Leg" Ratings (RLC) will be used to score each or all of the evening series. Non-spinnaker offsets will not be used.
- 8.3 **Class Assignments:** The Rating Type used for class assignments is the **PHRF RLC rating**. Final Class assignments are determined by the CRA Handicapper and Scorer using a format to match similar sailing craft in the 10 classes, based on the number and types of boats entered for the Series. Entries falling outside the "General Criteria" listed for each class below shall be individually assigned to the appropriate class by the CRA Handicapper & Scorer.

Spinnaker Fleet:

Pennant:	Classes:	Style Type:	General Criteria: (RLC Ratings)
White	Class A	Performance Boats	(LOA from about 30' to 70' with handicaps under about 60)
Black	Class B	Displacement Boats	(LOA 34' to 60' with handicaps under about 60)
Hot Pink	Class G	Displacement Boats	(LOA 34' to 60' with handicaps from 60 to about 114)
Orange	Class C	Performance Boats	(LOA 29' to 37' with handicaps from 60 to about 117)
Yellow	Class D	Performance Boats	(LOA 23' to 33' with handicaps from 114 to about 177)
Green	Class E	Displacement Boats	(LOA 27' to 38' with handicaps 114 to about 177)
Blue	Class F	All remaining Spinnaker	With handicaps 177 and above

Non-Spinnaker Fleets (Two Pennants):

Black/Lt Blue	Class H	Big Boats	Boats with LOA 36' to 60' with handicaps below 120
Green/Lt Blue	Class I	Medium Boats	All other Boats with handicaps 177 and below
Blue/Lt Blue	Class J	Small Boats	All Boats with handicaps above 177

- 8.4 Each racing yacht must display a BACKSTAY PENNANT as indicated above. **Yachts not displaying a "proper" backstay pennant will not have completed their check-in and may not be scored in that race.**
- 8.5 **(A) Ratings For Scoring:** Yachts holding current, valid PHRF certificates will be scored using their local area PHRF handicap, and are bound by all PHRF class rules. (The PHRF MIR Rule is not applicable to this Regatta.)
(B) Ratings adjustments for yachts without PHRF certificates are as follows and are applied to the PHRF Buoy/RLC rating for that boat.
 1. Headsails (Largest. No further adjustment for using a smaller headsail.):
 - a. LP > 155% of J = minus six (6) sec/mi.
 - b. LP up to 155% of J = no adjustment.
 2. Other modifications to a boat's stock configuration will be rated according to the 2004 PHRF Southern California Fleet Handbook. The CRA Handicapper will have final authority for rating assignments used for scoring.
- 8.6 Star boats racing in non-spinnaker classes shall have 2/3s of their PHRF Non-Spinnaker Offset included as a negative adjustment of their normal PHRF handicap. The PHRF Non Spinnaker Offset is otherwise not used in this series.
- 8.7 Once a race has been scored, no re-scoring will occur for rating adjustments not reported in writing to the R/C prior to that race.

9. THE START:

- 9.1 The Starting Line will lie between a staff with an ORANGE FLAG on the R/C vessel and an inflated BUOY ("A" Mark).
- 9.2 A distance buoy may be streaming from the R/C station vessel. This buoy is considered part of the R/C vessel.
- 9.3 **Yachts whose preparatory signal has not been made shall keep clear of the starting area and of all yachts whose preparatory signal has been made. After starting properly, a yacht shall not sail through the "Starting Line" except when finishing.**
- 9.4 Yachts in violation of 9.3, or other starting area wrongs, may be subject to a +3 minute time adjustment issued by the R/C without a review. This modifies RRS 63.1, Requirement for a Hearing.
- 9.5 "Pin" adjustments (re-positioning) may be made for a period of 2 minutes immediately following a "Class Start" signal.

- 9.6 All races will be started in accordance with RRS 26 except as modified in these instructions. To signal the "Sequence Start" warning, one minute prior to the first warning the R/C will sound 5 long horn blasts. The "Sequence Start Time" and first warning (1750) will be signaled by the hosting of the Class A flag (white) accompanied if possible by a sound signal. The time of these signals, and all subsequent signals, are listed in the "Beer Can Series Timing Sequence Table" following. Times shall be taken from the visual signals. The absence of a sound signal shall be disregarded.

2006 BEER CANS START SEQUENCE

Time	Timing (From 1 st Gun)	Visual Signal	Sound Signal	Event
1749	-01 Min	5 Courtesy Horns	5 horns	Sequence Courtesy
1750	00 Min	Warning Class A Pennant Up (White)	GUN	Race Sequence Start Class A Warning
1751	+01 Min	Preparatory P Flag Up	HORN	Class A Prep.
1754	+04 Min	P Flag Down	HORN	
1755	+05 Min	Start Class A Pennant Down (White) Warning Class B Pennant Up (Black)	Gun	Class A Start Class B Warning
1756	+06 Min	Preparatory P Flag Up	HORN	Class B Prep.
1759	+09 Min	P Flag Down	HORN	
1800	+10 Min	Start Class B Pennant Down (Black) Warning Class G & H Pennant Up (Hot Pink & Black/Lt. Blue)	Gun	Class B Start Class G & H Warning
1801	+11 Min	Preparatory P Flag Up	HORN	Class G & H Prep.
1804	+14 Min	P Flag Down	HORN	
1805	+15 Min	Start Class G & H Pennant Down (Hot Pink & Black/Lt. Blue) Warning Class C Pennant Up (Orange)	HORN	Class G & H Start Class C Warning
1806	+16 Min	Preparatory P Flag Up	HORN	Class C Prep.
1809	+19 Min	P Flag Down	HORN	
1810	+20 Min	Start Class C Pennant Down (Orange) Warning Class D Pennant Up (Yellow)	Gun	Class C Start Class D Warning
1811	+21 Min	Preparatory P Flag Up	HORN	Class D Prep.
1814	+24 Min	P Flag Down	HORN	
1815	+25 Min	Start Class D Pennant Down (Yellow) Warning Class E & I Pennant Up (Green & Green/Lt. Blue)	Gun	Class D Start Class E & I Warning
1816	+26 Min	Preparatory P Flag Up	HORN	Class E & I Prep.
1819	+29 Min	P Flag Down	HORN	
1820	+30 Min	Start Class E & I Pennant Down (Green & Green/Lt. Blue) Warning Class F & J Pennant Up (Blue & Blue/Lt. Blue)	Gun	Class E & I Start Class F & J Warning
1821	+31 Min	Preparatory P Flag Up	HORN	Class F & J Prep.
1824	+34 Min	P Flag Down	HORN	
1825	+35 Min	Start Class F & J Pennant Down (Blue & Blue/Lt. Blue)	Gun	Class F & J Start

10. RECALLS:

- 10.1 There will be no General Recalls. This modifies RRS Rule 29.2.
- 10.2 INDIVIDUAL RECALLS will be signaled in accordance with Rule 29.1 with a horn blast and a raised "X" Flag. The Race Committee will attempt to hail with a loud hailer and on VHF69, the sail number(s) of the recalled yacht(s). **Regardless of whether or not a hail is heard or transmitted, it is the responsibility of each yacht to start properly. The "X" Flag will remain on hoist until all boats have started correctly, or until four (4) minutes have elapsed, whichever occurs first.**
- 10.3 OCS yachts "on the line" who fail to re-start properly will be given an "X" Flag Time Penalty equal to 5 minutes in lieu of a DSQ, at the discretion of the R/C. This modifies RRS Appendix A5 Scoring.
- 10.4 An R/C Pin/Mark vessel may be stationed near the buoy end of the starting line, and is authorized to identify and may hail premature starters. **R/C Pin/Mark Vessels are to be considered "Obstructions"!**

11. SHORTENING COURSE:

11.1 In accordance with RRS Rule 32.1, courses may be shortened at any mark. The R/C or Pin Boat will display the "S" Flag with 2 sounds.

12. THE FINISH:

12.1 All races will finish at "A" Mark, unless shortened per 11.1 above.

12.2 The finish line will lie between a staff with an ORANGE FLAG on the R/C vessel and an inflated BUOY ("A" Mark).

12.3 Yachts making contact with the Pin End Buoy when finishing or hitting it and then passing outside of the finish line, are considered "Finished". However, a 1 minute time penalty will be assessed by the R/C. **Do not attempt to re-round or re-finish. Please clear the "Finish Line" area quickly.** This modifies RRS 28, 31 and A5.

12.4 For every race, each skipper shall log their finish time and the positions of those other close finishers who are ahead, overlapped, and/or behind. Be prepared to furnish this information if requested by the R/C.

12.5 Yachts without a visible backstay pennant and matching Mainsail and Headsail numbers may not be scored.

13.1 TIME LIMIT:

13.1 Boats not finished by 2000 hours (8:00 PM) will be scored DNF. This modifies RRS 35.

13.2 When a yacht retires from a race, THE RACE COMMITTEE MUST BE NOTIFIED before leaving the course area. Informing the Race Committee can be accomplished by either (a) sailing (motoring) past the R/C OR (b) radioing the R/C vessel (VHF 69). Failure to do this may result in disqualification by the R/C for the remaining races.

14. PROTESTS:

14.1 Protests shall be initiated in compliance with Rule 61, except as amended by these Sailing Instructions. Competitors intending to protest other yachts shall immediately hail the other yacht(s) (RRS Rule 61.1), display a red protest flag, and are required to inform the Race Committee after finishing or before retiring from the course area. Skippers must inform the R/C of the sail number(s) or name(s) of the protested yacht(s) and receive R/C acknowledgment. This modifies RRS 61.1(a), Protest Requirements.

14.2 Protests must be in writing, on a standard US Sailing Protest Form and filed by 9:00 PM with the CRA Protest Marshall or his representative, at the post race party location for that day's race. The parties involved will be listed in the order of filing on a notice posted on the podium at the after race party, 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.

14.3 Arbitration hearings may be held prior to the protest hearing for all protests involving violations of Part 2 of the Racing Rules of Sailing. This changes RRS 60.1, 63.1, 63.6, and 66. After a valid protest is filed, one representative (conforming to RRS 63.3(a)) of each boat may appear before an arbitrator. No witnesses are permitted. If the arbitration participants agree that the protested or protesting boat infringed a rule, the arbitrator will penalize the infringing boat by applying a maximum four (4) minute time penalty or a disqualification. Arbitrations will not be reopened and arbitration rulings and penalties are not subject to redress. If the arbitration fails to resolve the protest, a regular protest hearing will be held at a time and place to be determined by the Protest Committee and the parties to the protest shall be notified. When the protest is referred to the jury, the arbitrator shall not be a member of the jury hearing the protest, but may be called as a witness by the jury. The Protest Committee may assess a Time Penalty of not less than 6 minutes in lieu of disqualification at its discretion.

14.2 At the discretion of the Arbitrator or Protest Committee, a "Position" penalty (20%, 40%, etc.) may be used in lieu of a "Time" penalty for a penalized yacht

15. SCORING:

15.1 The Low Point Scoring System, RRS Appendix A, will apply except as amended here. For the ten (10) race series, one (1) race shall be completed to constitute a series. The series will be scored with 3 throw-outs. The number of throw-outs will NOT be reduced by the number of races abandoned by the R/C. This modifies RRS Appendix A2.

15.2 In addition, the yacht in each class with the lowest score, with no throw-outs, and who participated in all 10 races between May 31 and August 9, excluding those abandoned by the R/C, will be added to the "10 Race Class Overall Winner" perpetual trophy.

16. ALTERNATIVE PENALTIES:

16.1 RRS Rule 44.2 (The Two-Turn Penalty) will apply. Rule 44.2 is modified here to require prompt completion of only one tack and one jibe.

17. RADIO COMMUNICATIONS:

17.1 The Race Committee will attempt to monitor VHF 69 for Race Check-in except during any Starting Sequence.

17.2 The Race Committee may attempt to broadcast the courses on VHF 72 during Check-In, prior to the Warning Signal for Class A. Additionally, during each class start sequence when the "P" flag is up, the course number and description may be broadcast on VHF 72. Do not attempt to hail the RC on this channel. They will not respond.

17.3 Courtesy Broadcasts: A designated observer, who may be a member of the race committee, may report all visual Signals displayed by the R/C boat over the designated VHF channel. Information reported by the designated observer is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the R/C visual signals, which govern the conduct of the race. Error or omissions on the part of the designated observer will not be considered as grounds for redress. This modifies RRS rule 62.1.

18. SAFETY:

- 18.1 It is the sole responsibility of the skipper of each yacht to decide whether or not to start or to continue to race.
- 18.2 While racing each competitor, including all crew, are required to have, onboard and accessible, a "wearable" PFD. The use of PFD's by individuals and skippers is encouraged at all times.

19. SAIL NUMBERS:

- 19.1 All required sails shall have clearly visible sail numbers. Sails with sail numbers other than those specified on the entry form and used for check-in are not permitted. Failure to comply may result in a score of DNC. This modifies RRS Appendix A5.

20. PRIZES:

- 20.1 The coveted Beer Can Trophies will be awarded to series winners in each Class. Additionally, sponsor awards will be presented nightly following each scheduled race.

21. POST RACE ACTIVITIES: The dates and location of the post race festivities are as listed:

5/31/06	Silver Gate Yacht Club	7/12/05	Bali Hai Restaurant
6/7/06	Island Palms Hotel	7/19/06	Bali Hai Restaurant
6/14/06	Silver Gate Yacht Club	7/26/06	Silver Gate Yacht Club
6/21/06	Bali Hai Restaurant	8/2/06	Bali Hai Restaurant
6/28/06	Bali Hai Restaurant	8/9/06	Bali Hai Restaurant

- 21.1 All skippers and crews are invited to the post race parties. 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 yacht, skipper and crew (RRS 69). Refer to the Race Entry Protocol Sheet for additional activities and awards.

2006 Summer Beer Can Series Committee

Regatta Chairperson: Renee Hirsh
R/C Chairperson: Peggy Crunican & Carol Herr
Fleet Captain: Chris Bennett
Scoring: Chris Bennett, Chair; Becky Rios
Sponsorship Coordinator: Renee Hirsh

Cortez Racing Association Commodore: Mike Dore
Trophy Chairperson: Joe Saad
Handicapper: Brian Hull
Protest Committee: Carolyn Sherman, Marshal
Website: Susi Graff & Four M Engineering

Principal Race Officer:
 Dave Hardy, CRA

R/C Course Control Officers:
 Jim Person, SDYC/CRA
 Jo Ann Sedgwick, SGYC
 Steve Ford, SGYC
 Carolyn & Dave Lancaster, SGYC
 Ed Grimes, SGYC

Committee Boat Skippers:
 Jim Lonergan, SWYC
 Bruce Greene, SDYC
 Wayne Coulon, SWYC

Digital Photography:
 Dennis St.Onge, Da-Woody.com



COURSE REFERENCE TABLE

2006 SAN DIEGO BAY BEER CAN SERIES

All marks are rounded to **Port.** All courses start and finish in the area north and west of **CB-21**
(southeast of the Sheraton East Hotel on Harbor Island)

<u>Course #</u>		<u>Marks</u>			<u>Approx. Handicap Distance</u>	
1.	X	CB-21			2.14 NM	
2.	X	Y	CB-21		2.27 NM.	
3.	X	CB-21	FM19		2.51 NM.	
4.	X	Y	FM19		2.57 NM	
5.	CB-19	CB-21			2.73 NM	
6.	CB-19	FM19			3.09 NM	
7.	X	CB-19	FM19		3.24 NM	
8.	X	CB-22	CB-21		3.96 NM	
9.	X	Y	CB-22	CB-21	4.19 NM	
10.	X	Y	CB-22	FM19	4.27 NM	
11.	CB-17	CB-21			4.35 NM	
12.	X	CB-19	CB-22		4.53 NM	
14.	CB-19	CB-22	FM19		4.61 NM	
15.	CB-19	CB-22	CB-21		5.09 NM	
16.	Y	CB-24	FM19		5.39 NM	
17.	X	CB-19	CB-23	CB-21	5.90 NM	
18.	X	Y	CB-24	CB-21	5.98 NM	
19.	X	Y	CB-24	FM19	6.05 NM	
20.	CB-17	CB-22			6.28 NM	
21.	X	CB-19	CB-23	FM19	5.96 NM	
22.	X	Y	CB-23	CB-22	CB-23	6.26 NM
23.	X	CB-19	CB-24		6.24 NM	
24.	X	CB-17	CB-23	CB-21	7.46 NM	
25.	X	CB-19	CB-24	FM19	6.57 NM	
26.	CB-17	CB-24			8.07 NM	
27.	X	Y	CB-24	CB-22	CB-24	7.76 NM
28.	X	Y	CB-26	FM19	8.90 NM	
29.	X	CB-19	Z		4.53 NM	
30.	CB-19	CB-22	Z		5.09 NM	
31.	CB-19	Z			4.38 NM	
32.	X	Y	CB-24	Z	6.27 NM	

Description of Marks (Refer to NOAA Chart 187723 for Navigation Purposes)

"X" Yellow CRA tetrahedron bearing approx 270M approx 0.5 nm from Start/Finish line.

"Y" Yellow CRA tetrahedron with black band bearing approx 120M approx 0.3 nm from "X"

"Z" Yellow or Green tetrahedron close by "Star of India", approx. 200 yds West of Anthony's Restaurant

CB-nn Numbered Channel Buoy as shown on NOAA Chart 187723

FM19 Cement fleet mooring buoy bearing approx 190M from approx 0.2 nm from East end of Harbor Island

Cortez Racing Association

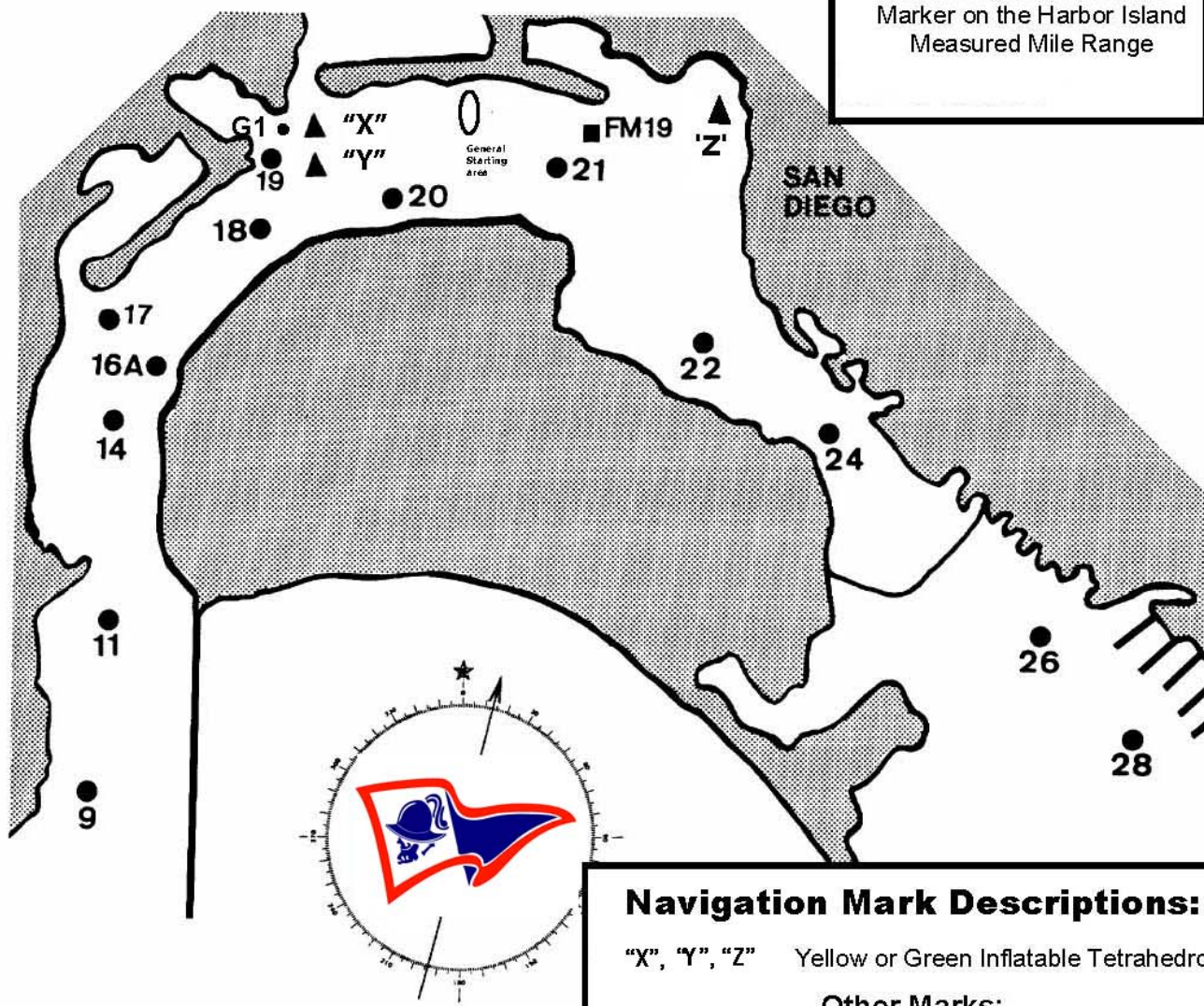
A California Non Profit Corporation

2006 BEER CAN SERIES

The Racing Area

Start and Finish Area:

Generally at the 1/2 mile
Marker on the Harbor Island
Measured Mile Range



Navigation Mark Descriptions:

"X", "Y", "Z" Yellow or Green Inflatable Tetrahedron.

Other Marks:

17, 18, 19, 20, 21, 22, 24, 26, etc.

These refer to San Diego Bay Channel Markers as listed
On NOAA Charts #187723.

G1 Refers to Green Channel Entrance Buoy #1 for the
Commercial Basin

FM19 Refers to Fleet Mooring #19

Note: San Diego Bay dredging operations may result in the temporary relocation of bay buoys! Obey Security Zone Regulations.