



CORTEZ RACING ASSOCIATION
A CALIFORNIA NONPROFIT CORPORATION

West Marine CHALLENGED AMERICA REGATTA

Saturday, June 12, 2010

SAILING INSTRUCTIONS

1. RACING RULES:

- 1.1 The West Marine Challenged America Regatta will be governed by the rules as defined in the Racing Rules of Sailing, 2010 – 2012, including U.S. Sailing Prescriptions.
- 1.2 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. **The MIR rule is not in effect.**
- 1.3 Amendments to these Standard Sailing Instructions will be distributed using the CRA web site (www.cortezracing.com) and will be available at the Committee Boat when code flags "L" and "A" are on hoist during Race Check-In.
- 1.4 PHRF "RLC" Ratings will be used to score all races. PHRF non-spinnaker offsets will not be used for scoring. Yachts shall carry all "Standard Equipment" listed in the PHRF SC Class Rules for Category 4 events (<http://www.phrfsocal.org/class.htm>).
- 1.5 Classes, class pennants and pennant colors: **Class pennant, matching the class, must be flown from the backstay of all yachts while checking in and while racing. All class pennants must be a minimum of 3" tall and 18" long, and clearly visible to other racers and the committee boat.**

			Pennant
Martin 16's		One Design	Black
Class 1	Spinnaker	Random Leg Rating of +6 and below	#1
Class 2	Spinnaker	Random Leg Rating of +9 through +69, with a performance factor of 3.0 and greater (sport boats) length	#2
Class 3	Spinnaker	Random Leg Rating of +9 through +69, with a performance factor Less than 3.0; Random Leg Rating of +72 through +84; Random Leg Rating of +87 through +135 with LOA 42 feet or greater	#3
Class 4	Spinnaker	Random Leg Rating of +87 through +135 with LOA less than 42 feet	#4
Class 5	Spinnaker	Random Leg Rating of +138 and greater	#5
Class 6 (CRA)	Non-Spinnaker	All Ratings	#6
Class 6A (PHRF)	Non-Spinnaker	Random Leg Rating less than 177	Green
Class 6B (PHRF)	Non-Spinnaker	Random Leg Rating 177 and greater	Yellow

Non-Spinnaker boats racing in both CRA and PHRF High Points series, must display **BOTH** #6 and the applicable green or yellow pennant.

- 1.6 Racing boats encountering non-racing craft shall conform to 1.2 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. USCG Navigational Rule 9 will be strictly enforced.
Any boat participating in a CRA race that is identified in any complaint from the Coast Guard, Harbor Pilot or commercial vessel captain that has sounded 5 horns will be presumed to have infringed this instruction. RRS 60.2, 63.1 and A5 are modified to add that the Race Committee (R/C) may disqualify a yacht infringing this instruction without a hearing.
- 1.7 NAVAL and CRUISE SHIP PROTECTION ZONE: No vessel is allowed within 100 yards of NAVAL and CRUISE SHIP traffic.
- 1.8 Sailing Instructions 1.6, 3.6, 3.7, 4.3, 9.2, 9.3, 10.1, 11.1 and 12 modify the RRS.

2. ENTRIES & CHECK-IN:

- 2.1 The West Marine Challenged America Regatta requires an ENTRY FEE of \$50.
- 2.2 Online entry is required. Go to CRA's website (www.cortezracing.com). A fully and correctly completed entry form and fee (see 2.1) must be completed prior to the first warning of all races, unless noted otherwise.
- 2.3 Yachts will have completed their "Check-In" when they check-in with and are acknowledged by the R/C, while clearly displaying their sail number and backstay pennant. Radio check in (VHF 68) for a properly entered yacht is acceptable prior

to the first Warning Signal. All check-In will commence when the "L" flag is hoisted (around 11:15 a.m.), and will cease at the first warning.

3. STARTING & RACING AREAS:

- 3.1 The STARTING AREA will generally be near the center of Harbor Island.
- 3.2 The RACING AREA covers the general locale known as San Diego Bay. For navigation, refer to NOAA Chart #18773, San Diego Bay.
- 3.3 The "L" flag, when on hoist, indicates the R/C is "On Station" for race Check-In procedures.
- 3.4 The Starting Line will lie between a staff with an ORANGE FLAG on the Race Committee vessel and an INFLATABLE BUOY ("A" Mark) near the R/C boat. (NOTE: "A" Mark is also the Pin End of the Start/Finish line.)
- 3.5 An inflatable distance buoy may be streaming from the Race Committee vessel and this buoy is considered part of the R/C vessel. For purposes of RRS 31.1 (Touching A Mark), this buoy is to be considered part of the RC signal vessel.
- 3.6 Yachts whose Class Warning Signals HAVE NOT been made shall keep clear of the starting area and vessels attempting to start. After properly starting, a yacht shall not sail through the "Starting Line" or "Finishing Line" unless actually finishing. Skippers in violation of Paragraph 3.6 may be subject to a DSQ imposed by the Race Committee without benefit of a hearing. This modifies RRS 63.1, Requirement for a Hearing.
- 3.7 All races will be started in accordance with RRS26. To signal the "Sequence Start", one minute prior to the first warning the R/C will sound 5 long horn blasts. Any class "Sequence" will be signaled by the hoisting of the appropriate class pennant(s) and a warning sound. The absence of a sound signal shall be disregarded. The starting "Sequence" will tentatively be in the following order: Class 1-6, followed by the Martin 16's. NOTE: The RC may change or combine starts. It is the responsibility of a yacht to start at its signaled start time.
- 3.8 The scheduled time of the Warning signal for the 1st class of the 1st race is **11:55 AM**.
- 3.9 When two races are scheduled on a single day, the starting sequence for the second race MAY begin before all yachts have completed their first race. The beginning of the Starting Sequence for the second race will be signaled in accordance with Paragraph 3.7

4. RECALLS:

- 4.1 **INDIVIDUAL RECALLS** will be signaled by a horn blast as the long sound signal, in accordance with RRS 29.1. The Race Committee will attempt to hail premature starters over a loud hailer and on VHF68. It is the responsibility of each yacht to start properly. The failure of a yacht to hear/receive a hail shall not be grounds for redress.
- 4.2 A Race Committee vessel may be stationed near the Pin Buoy end of the starting line and is also authorized to identify and hail premature starters.
- 4.3 **GENERAL RECALLS** will be signaled by hoisting the "First Substitute" flag and two (2) gun blasts (or horns), in accordance with RRS 29.2. The new start for the recalled class will be 5 minutes after their recalled start signal. In modification of RRS 26 & 29.2, the new warning signal for the recalled class will be made 4 minutes before the new start, (with the "P" flag and "Class" flag being raised). The "First Substitute" flag will be lowered when the "P" and "Class Warning" flags are raised. Subsequent starts will be delayed accordingly. It is the intent of the Race Committee to avoid General Recalls by using the Individual Recall (Section 4.1 above) to the maximum extent possible.

5. COURSES:

- 5.1 The Race Course Number will be displayed onboard the Race Committee boat no later than the first warning signal for a race. Course numbers refer to the [Standard online CRA Course Sheet/Table](#). When racing conditions preclude using typical courses and when code flags "L" and "A" are on hoist during Check-In and until lowered, racers are required to monitor VHF 68 for additional race and course information.

6. SHORTENED COURSE:

- 6.1 After the starting signal, courses may be shortened at any mark. The Finish Line will lie between the mark at which the course is being shortened and an Orange Flag onboard the R/C or Pin boat. In accordance with RRS 32 and Racing Signals, the R/C or Pin boat will display code flag "S" and shall attempt to call attention to these visual signals with sound signals.

7. FINISHING:

- 7.1 The Finish Line will lie between an Orange Flag onboard the R/C boat and a nearby buoy ("A" Mark). In the event that the pin mark is missing, yachts may finish by passing on either side of the R/C, within 3 boat lengths. Yachts finishing during a "Start Sequence" (Section 3.9 above) must finish outboard of the R/C boat, between the orange flag on the R/C boat and the closest orange diamond ½ mile marker on Harbor Island.

8. TIME LIMIT:

- 8.1 If no yacht in a class has finished by 3:30 PM on the day of the race, the race will be abandoned for that class. Yachts not finished by 4:00 PM will be recorded as DNF. If an " E" (echo) signal flag is raised and on hoist prior to the first warning of a race, these finish deadline times may be extended at the discretion of the Race Committee.
- 8.2 When a yacht retires from a race or chooses not to compete in the second race, **the Race Committee 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 disqualification from the race.

9. SCORING:

- 9.1 The low point scoring system, RRS Appendix A of the Racing Rules, will be used for all CRA Race and Regatta scoring.
- 9.2 All races will count for the total score, and one race constitutes a series. This modifies RRS Appendix A2.
- 9.3 All required sails shall have clearly visible sail numbers. Improper, inconsistent or numbers other than those used for Check-In, are not permitted.
- 9.4 All scores posted on the website will stand, regardless of accuracy or errors, after 72 hours from first posting. No changes will be made after that time. Questions regarding scoring can be addressed to the RC Chair at cortezracing2010@pobox.com.

10. PROTESTS:

- 10.1 Protests shall be initiated in compliance with Rule 61 except as amended by these Sailing Instructions. Competitors intending to protest another boat(s) shall immediately hail those other yachts, display a red protest flag, and are required to have a Protest Flag on display when finishing, then must inform the Race Committee **AFTER** finishing or before retiring from the course area. Skippers must provide the R/C with 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.
- 10.2 Red Protest Flags shall be displayed from the backstay. On yachts without backstays, the protest flag will be displayed in a prominent position on the stern.
- 10.3 Protests shall be submitted in writing on a standard US Sailing Protest Form and filed with an official CRA Representative at the post race meeting area within 60 minutes of the R/C Boat docking at the finish of the race day. The Protest Committee may extend this time if there is good reason to do so. (The location of meeting area will be posted on the R/C boat.)
- 10.4 The parties involved will be listed, in the order of filing, at the post-race meeting area 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.

11. PROTEST ARBITRATION

- 11.1 For protests involving an infringement of a rule of Part 2 of the RRS, an Arbitration hearing may be held prior to the protest hearing. After the protest forms are lodged pursuant to the sailing instructions 10.3, one representative from each boat will testify before an Arbitrator. No witnesses shall be allowed.
- 11.2 After the testimony of each representative, the Arbitrator shall reach one of the following conclusions
- There was no breach of a rule. If the representatives agree, the protest is withdrawn and cannot be reopened. If any representative disagrees, the matter goes to protest hearing.
 - There was a breach of a rule by one or more of the boats involved. The representative(s) of the offending boat(s) have the option of accepting a 40% alternative penalty (calculated as in Rule 44.3 [c]) or submitting the matter to the protest hearing. If the penalty is accepted, the matter cannot be reopened or made the subject of a redress request.
 - The matter should go to a protest hearing. Arbitrators may be called as a witness to verify consistency of facts found as presented to the Protest Committee in unresolved hearings.
- 11.3 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.

12. ALTERNATIVE PENALTIES:

RRS 44.1, Taking a Penalty, and 44.2, Two-Turns Penalty, will apply. RRS 44.2 is modified to require only one prompt turn, including one tack and one gybe.

13. RESPONSIBILITY, SAFETY & PERSONAL FLOTATION:

- 13.1 It is the sole responsibility of the skipper of each yacht to decide whether or not to start and/or continue to race.
- 13.2 After the starting sequence is complete, the R/C vessel will make every attempt to monitor VHF channel 68.
- 13.3 Notwithstanding any safety requirements, the ultimate safety of a yacht 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 yacht 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 crew members know where it is stowed and how it is used.

13.4 While racing, each competitor will be required to have onboard and accessible, a "wearable" PFD. The use of PFDs by individuals and skippers is encouraged at all times. If in the opinion of the R/C conditions warrant the use of PFDs, the R/C will signal the "Y" flag accompanied by multiple rapid horn blasts, indicating RRS 40 is in affect.

14. RACE RESULTS & TROPHY AWARDS:

14.1 An after-race party will be held in the West Marine parking lot behind the West Marine store on Rosecrans. Race results will be announced there and published on the CRA web site (www.cortezracing.com).

14.2 Trophies will be awarded using the listed procedure. One trophy for 4 yachts, two for 5-7 yachts, three for 8 or more, based on the number of finishers in that Series or Regatta.

14.3 Yachts sailing in violation of the PHRF Class Rules and/or these Sailing Instructions are ineligible for Trophy Awards.

15. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk (see RRS 4, Decision to Race). The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Cortez Racing Association COURSE TABLE

All races start and finish at "A". Marks are to be left to port unless they are followed by "s"; leave the latter to starboard. Distances are calculated from current charts and are subject to change due to occasional buoy repositioning by the US Coast Guard.

#	Marks	Hand. Dist.	#	Marks	Hand. Dist.	#	Marks	Hand. Dist.
01	X 21	2.1	34	17 21s 22 Z	6.7	67	X 16A As 21 Z	5.6
02	X 21 FM19	2.4	35	17 21s 24 Z	8.4	68	X 16A As 22 Z	6.7
03	X 20 FM19	2.6	36	19 Z 19 Z	8.5	69	X 16A As 24 Z	8.4
04	X 20 Z	3.8	37	17 FMI9 17 FM19	9.2	70	X 16A As 22 Z X Z	10.0
05	X 20 22 FM19	4.0	38	17 FM19 19 FM19	7.7	71	X 16A As 24 Z X Z	11.7
06	X 20 22 Z	4.7	39	19 21	2.8	72	X 22 X 22 Z	7.2
07	X 20 24 FM19	5.7	40	19 FM19	3.2	73	X 24 X 22 Z	9.4
08	X 18 Z	4.2	41	20 Z	3.3	74	X 24 X 24 Z	10.8
09	X 14 Z	6.6	42	20 22 Z	3.8	75	X Z X Z	7.0
10	X 9 Z	9.2	43	21-FM19-X-21-FM19-X-21-FM19	6.4	76	26As MI 30 MI 26 22	13.1
11	X 5 Z	11.8	44	X Zs 22s X Zs	7.7	77	26As MI 28 22	10.1
12	X 20 Z X Z	7.2	45	X Zs 22s X Zs 22s	8.9	78	26As MI 26A	8.3
13	X 16A Z X Z	8.6	46	X Zs 24s X Zs	9.5	79	Z X Z X 21	7.8
14	X 11 Z X Z	11.5	47	X Zs 24s X Zs 22s	10.7	80	FM19 X Z	4.7
15	X 9 Z X Z	12.5	48	X Zs 22s X Zs 22s X Zs	12.1	81	19 Z 19 FM19	6.2
16	X 22 Z X Z	7.7	49	X Zs 24s X Zs 22s X Zs	13.8	82	18 21 18 21	6.1
17	X 24 Z X Z	9.4	50	Z X 18 Z	6.3	83	X FM19 20 21	4.0
18	X 22 X Z	7.4	51	Z X 16A Z	7.5	84	X 21	2.2
19	X 24 X Z	9.0	52	Z X 14 Z	8.7	85	X Z X	5.35
20	X 26 X Z	12.0	53	22 X Z X	7.3	86	19 FM19 19	5.50
21	X 28 X Z	13.2	54	24 X Z X	9.1	87	X 22 X	5.74
22	X 16A 22 X Z	9.1	55	26 X Z X	11.9	88	19 Z FM19 19	6.48
23	X 16A 24 X Z	10.9	56	22 Z X 21	5.5	89	X 23 X	6.86
24	X 16A 26 X Z	13.7	57	22 Z X 22 Z	7.8	90	X 17 X 16	6.88
25	X 16A 28 X Z	15.0	58	24 Z X 21	7.2	91	17 FM19 X 18	7.24
26	X 18 22	4.7	59	26 Z X 21	10.0	92	X 15 X 16	8.01
27	X 18 24	6.5	60	Zs 22s Xs	4.4	93	17 21 17	8.06
28	X 18 26	9.3	61	Zs 22s Xs Zs Xs	7.7	94	X 18 21s 24 Z X	8.64
29	X 22 18 21	6.3	62	Zs 22s Xs 22s Xs	8.3	95	18 Z 15	9.40
30	X 24 18 21	8.2	63	22 X 22 Z	7.2	96	X 18 21s Z X 17	11.10
31	X 26 18 21	11.0	64	22 X 22 21s Z	8.1	97	X 15 18s Z 19 15 18s	12.10
32	17 Z 17 Z	11.6	65	X 9 22 Z	10.3			
33	17 Z 19 Z	10.1	66	X 5 22 Z	12.8			

Navigation Mark Descriptions (refer to NOAA Chart 18773)

- "A" CRA YELLOW or GREEN Inflatable, South of the middle of Harbor Island
- "X" CRA YELLOW or GREEN Inflatable, South of the west end of Harbor Island
- "Z" CRA YELLOW or GREEN Inflatable, Sest of the Embarcadero, near Star of India
- FM19 Cement Fleet Mooring Buoy, SSE of the east end of Harbor Island
- MI "Mud Island buoy", inflatable buoy positioned at approximately 32° 40' 21" N 117° 08' 90" W

Navigation Buoys:

- | | | |
|------------------------------|------------------------------|------------------------------|
| 5 SD 5, green channel buoy | 17 SD 17, green channel buoy | 24 SD 24, red channel buoy |
| 9 SD 9, green channel buoy | 18 SD 18, red channel buoy | 26 SD 26, red channel buoy |
| 11 SD 11, green channel buoy | 19 SD 19, green channel buoy | 26A SD 26A, red channel buoy |
| 14 SD 14, red channel buoy | 20 SD 20, red channel buoy | 28 SD 28, red channel buoy |
| 15 SD 15, green channel buoy | 21 SD 21, green channel buoy | 30 SD 30, red channel buoy |
| 16 SD 16, red channel buoy | 22 SD 22, red channel buoy | |
| 16A SD 16A, red channel buoy | 23 SD 23, green channel buoy | |