



# CORTEZ RACING ASSOCIATION

## A Nonprofit California Corporation

# STANDARD SAILING INSTRUCTIONS

Effective March 24, 2010

**SPECIAL NOTICE:** These SI's govern most standard CRA events. When a special event involves changes to these SI's, there will be advisories in the NOR for that event. The standard SI's and course sheets may be modified at any time.

It is each skipper's responsibility to check the website for SI's 24 hours before each race to be sure he (she) is sailing with the "current" SI's. Any changes made within 24 hours of a race start will be issued as an amendment by the Race Committee (R/C) boat. Prior to that time, changes made and posted online will stand.

### 1. RACING RULES:

- 1.1 2010 standard CRA races and regattas will be governed by the rules as defined in the Racing Rules of Sailing, 2009 – 2012, including US 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.
- 1.3 Amendments to these Standard Sailing Instructions will be distributed using the CRA web site ([www.cortezracing.com](http://www.cortezracing.com)) and will be available at the R/C Boat on race day(s) 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: **A class pennant, matching the class, must be flown from the backstay of all yachts while checking in, while racing, and while finishing.** All non-numeric class pennants must be a minimum of 3" tall and 18" long, and clearly descriptive and visible to other racers and the R/C boat in order for a boat to be entered and scored. **CRA classes shall utilize PHRF class breaks, as follows:**

			Pennant
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	Non-Spinnaker	All Ratings	#6

- 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 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 All CRA races and regattas REQUIRE an online entry from CRA and non-CRA members (see 2.2 online entry).
- 2.2 Online entry is required. Go to CRA's website ([www.cortezracing.com](http://www.cortezracing.com)). A fully and correctly completed entry form and fee (where applicable, see 2.3) must be completed prior to the first warning of all races unless noted otherwise. (Some races have more stringent requirements where special NORs and/or SIs are provided.) READ THE NORs.
- 2.3 A \$20 entry fee is required by non-CRA members in most races or regattas. Some regattas or series have different specific requirements, and require payment even by CRA members.

- 2.4 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. Check-In will commence when the "L" flag is hoisted. 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 NEVER within one minute of any start).

### 3. STARTING & RACING AREAS:

- 3.1 The STARTING AREA for most standard CRA bay races will generally be near the center of Harbor Island.
- 3.2 The RACING AREA covers the general locale known as San Diego Bay. For special events, refer to that "Notice of Race". 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 R/C 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 R/C 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 R/C 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 R/C 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 with 5 minute intervals between starts. To signal the "Sequence Start" warning, one minute prior to the first warning the R/C may sound 5 long horn blasts as a courtesy. "Sequence Start Time" 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, and shall not be grounds for protest or redress. Generally, classes will be started in the order beginning with Class 1 and ending with Class 6. NOTE: The R/C may cancel or combine starts. It is the responsibility of a yacht to start at its signaled start time. Watch the flags on the R/C.
- 3.8 The scheduled time of the Warning signal for the first class on a typical race day is **11:55 AM**. For special events, refer to that event's NOR.
- 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 R/C will attempt to hail premature starters over a loud hailer and/or on VHF68, but 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 R/C assist 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, and will restart in accordance with RRS 29.2. It is the intent of the R/C 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 R/C boat no later than the first warning signal for each class. Courses may be posted and changed up to the warning signal for any class. Course numbers refer to the current CRA Chart and Course Guide. Racing conditions may preclude using standard courses. Racers are required to monitor VHF 68 for race course information, which may change, due to these conditions.

### 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 3.8 above), may elect to finish within 2 boat-lengths distance outboard of the Pin End buoy or the R/C boat.

## 8. TIME LIMIT:

- 8.1 If no yacht in a class has finished by 4:00 PM on the day of the race, the race will be abandoned for that class. Yachts not finished by 4:30 PM will be recorded as DNF. For all two-race regattas, if no yacht in a class has finished the second race by 4:30 PM, the race will be abandoned for that class. Yachts not finished by 5:00 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 R/C.
- 8.2 When a yacht retires from a race or chooses not to compete in the second race, **the R/C 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 that race and entry rejection for other CRA races. If the R/C vessel does not answer, leave the information with another race participant to avoid punitive action, or keep trying.

## 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 – there will be no throw outs. This modifies RRS Appendix A2.
- 9.3 All hoisted sails shall have clearly visible sail numbers. Missing, improper, inconsistent, unclear, illegible, or numbers other than those used for Check-In, are not permitted, and will result in being scored DNF.
- 9.4 Boats checking in will be scored using the latest information in the CRA Roster database (based on membership forms or latest entry forms (required for non-members or members changing any information from the latest database, i.e., class, ratings, sail numbers, etc.).
- 9.5 Failure to comply with 9.3 & 9.4 will be grounds to be scored as DNC or DNF. This modifies RRS appendix A5.
- 9.6 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 R/C Chair at [corte racing2009@pobox.com](mailto:corte racing2009@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 any other involved yachts, display a red protest flag, and are required to have a Protest Flag on display when finishing, then must inform the R/C **AFTER** finishing but 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 [after race party] will be provided by 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 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(b), 63.1, 63.6, and 66.
- 11.2 After a protest is filed, one representative (conforming to RRS 63.3(a)) of each boat may appear before an arbitrator. No witnesses are permitted.
- 11.3 If the arbitrator decides that the protested or protesting boat infringed a rule, the arbitrator will penalize the infringing boat by applying a maximum six (6) minute time penalty or a disqualification. Arbitrations will not be reopened and arbitration rulings and penalties are not subject to redress. If both parties do not agree to the decision and proposed penalty by the arbitrator, 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.

11.4 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

**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 Race results will be announced at the after race meeting, published on the CRA web site ([www.cortezracing.com](http://www.cortezracing.com)) and posted at Fiddler's Green Restaurant, Shelter Island.

14.2 Series and Regatta trophies will be awarded at the conclusion of that Series or Regatta. 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.