



BEER CANS

Cortez Racing Association
A California Nonprofit Corporation
In partnership with Silver Gate Yacht Club
Presents the 34th Annual San Diego Bay Beer Can Series
May 29th thru August 7th – Except July 3rd
2013 SAILING INSTRUCTIONS



CASA DEL PERRO III



5/21/13

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Presents the 34th Annual Beer Can Series

A Weekly 10-Race Series - Wednesday Evenings May 29th thru August 7th – Except July 3rd

2013 SAILING INSTRUCTIONS

1 RULES

- 1.1 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS), including US Sailing Prescriptions, except US Sailing Prescriptions to Rules 60 and 63.2 will not apply.
- 1.2 USCG “Navigation Rules, International-Inland” (www.navcen.uscg.gov/) apply when a vessel that is sailing under the Racing Rules of Sailing meets a vessel that is not.
- 1.3 Class Rules of PHRF San Diego (www.phrfsandiego.org) will apply, including the requirement for each boat to have a current, valid PHRF certificate. However, Rule 8 (MIR rule) of the PHRF class rules will not apply. This is a PHRF Category 4 event. PHRF “RLC” ratings will be used to score all races. PHRF non-spinnaker offsets will not be used for scoring. PHRF class breaks will not be used.
- 1.4 Class Rules of the J-105 One Design Class will apply.
- 1.5 Yachts must carry all USCG-required safety equipment, including functional “running” lights.
- 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. **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.” Further, USCG Navigational Rule 34, in part reads “...When vessels in sight of one another... doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the (horn).” 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 Per RRS 42.3(h), competitors may use an engine or other propulsion method to avoid situations in 1.7 provided they gain no significant advantage in the race.
- 1.8 NAVAL and CRUISE SHIP PROTECTION ZONE: No vessel is allowed within 100 yards of NAVAL and CRUISE SHIP traffic.
- 1.9 **Any R/C Vessel, including the pin or mark set boat displaying the R/C flag, is authorized to signal and direct any racing vessel or any class to alter course for clear compliance with Rule 9 traffic.**
- 1.10 Sailing Instructions 1.6, 7.2, 8.1, 10.4, 10.5, 10.6, 11.1, 11.3, 14.1, 15.1, 16, 18.1, 19.1, 20.1 modify the RRS.

2 NOTICES TO COMPETITORS--CHANGES IN SAILING INSTRUCTIONS

- 2.1 Official notices and amendments will be available from either the R/C vessel per 3.1 below or online at www.cortezracing.com. Any notice posted online more than 24 hours before any race, will be considered applicable, and will not be distributed by the R/C boat. We strongly encourage all participants to check the website for any amendments or other notices to racers within 24 hours prior to any race.

3 SIGNALS MADE AFLOAT

- 3.1 "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.

4 SCHEDULE FOR ALL RACES

- 4.1 Dates of Racing: every Wednesday, beginning May 29 and ending August 7, **except** there will be no racing Wednesday July 3.
- 4.2 Number of races: One race per day will be sailed for all classes.



5 CLASSES, PENNANTS, AND SCHEDULED STARTING ORDER

- 5.1 All boats are required to display the sponsor's pennant from their backstays. Boats failing to do so are subject to Part 5 of the RRS.
- 5.2 All boats are required to fly numeral pennants from their backstays according to their class as stated below.

Class, class numeral pennant and starting order:

Class Pennant Class Description:

A 1 Performance Boats (LOA about 40' to 70', performance factor ≥ 3.5)

B 2 Displacement Boats (LOA from about 39' to 50' w/handicaps 0 to 75)

NOTE: Classes C & D may start together

C 3 Performance Boats (LOA about 24' to 39', performance factor ≥ 3.5)

D 4 J-105 One Design

E 5 Displacement Boats (LOA from about 30' to 45' w/handicaps 60 to 105)

F 6 Displacement Boats (LOA from about 28' to 38' w/handicaps 99 to 132)

NOTE: Classes G & H may start together

G 7 Displacement Boats (LOA from about 29' to 36' w/handicaps 135 to 170)

H 8 Displacement Boats (LOA from about 20' to 29' w/handicaps above 170)

NOTE: Classes I & J may start together

I 9 Big Boats Non Spin (LOA greater than 30')

J 0 Small Boats Non Spin (LOA from about 20' to 30')



6 RACING AREA

- 6.1 The RACING AREA covers the general locale known as North San Diego Bay.
- 6.2 The STARTING AREA for all races will be near the center of Harbor Island (offshore from the ½ mi. Range Markers). For navigation, refer to NOAA CHART # 18773, San Diego Bay.

7 THE COURSES

- 7.1 Attachment A shows the courses.
- 7.2 The courses for all classes will be posted on a board on the R/C vessel no later than 1745. This modifies RRS 27.1.

8 CHECK-IN

- 8.1 Prior to the first warning on each race day, each yacht shall check-in with and be acknowledged by the (R/C). Failure to properly check-in and be acknowledged by the R/C, may result in being scored DNS. This modifies RRS 60.2, 63.1 and A5.
- 8.2 Physical check-in may commence when the “L” flag is hoisted on the R/C Boat. Physical check-in must occur while clearly displaying the boat’s sail number and backstay pennant.
- 8.3 Radio check-in (VHF68) is acceptable and will commence at 1715. Radio check-in is not official until the R/C has confirmed check-in over the radio. Heavy radio traffic may require a boat to physically check-in. Trying, but not succeeding with, radio check-in will not relieve a boat from the requirements, and consequences of 8.1 above.
- 8.4 All Check-in will cease, and NO check-ins will be acknowledged after the first warning.

9 MARKS

- 9.1 All marks are rounding marks (except the start and finish) and will be as indicated on the course list, Attachment A.

10 THE START

- 10.1 The Starting Line will lie between a staff with an ORANGE FLAG on the R/C signal boat and mark “A”, in the area offshore from the ½ mile Range Markers on Harbor Island.
- 10.2 A distance buoy may be streaming from the R/C signal vessel. This buoy is considered a permanent part of the R/C vessel. If the Race Committee boat is damaged as a result of a



- boat breaking a rule, that boat shall pay for the repairs.
- 10.3 The first warning each day is scheduled for 1750. After the first start, subsequent classes will start at five (5) minute intervals and as described in RSS 26.
- 10.4 Yachts whose warning signal has not been made shall keep clear of the starting area. This is not just the starting line. Yachts in violation may be scored DSQ without a hearing. This modifies RRS 60.2, 63.1 and A5.
- 10.5 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A5.
- 10.6 **After starting properly, a yacht shall not sail through the “Starting Line” except when finishing.** Yachts in violation shall be scored DSQ without a hearing. This modifies RRS 60.2, 63.1 and A5.

11 RECALLS

- 11.1 RRS 29.2, General Recall, is modified as follows in the last sentence: The recalled class will go to the end of the line and will restart after all other classes have started. The warning signal for a recalled class will be made at the start of Classes I & J. Recalled classes will restart in the order in which they were recalled. First Substitute will be removed with the preparatory signal of the next class.
- 11.2 As a courtesy, the R/C will attempt to hail by sail number on VHF radio channel 68 “On Course Side” (OCS) yachts as soon as possible after the start when all OCS yachts have been identified.
- 11.3 Failure of equipment to make a hail, failure to hear a hail, or delay in hailing will not be grounds for redress. This modifies RRS 62.1(a).
- 11.4 A R/C Pin/Mark vessel may be stationed near the buoy end of the starting line, and is authorized to identify and hail premature starters.

12 THE FINISH

- 12.1 The finish line will lie between a staff with an ORANGE FLAG on the R/C vessel and mark “A”.
- 12.2 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.



12.3 Competitors are asked to quickly clear the finish line as soon as possible; engine on!

13. PENALTIES AT THE TIME OF THE INCIDENT:

For all classes, 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 in an incident while racing or rule 31. However, when she may have broken one or more rules of Part 2 in an incident while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.*'

14 TIME LIMIT

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

15 PROTESTS

15.1 *RRS 61 is modified to add the additional requirement:* A boat intending to protest shall report her intentions and the boat(s) being protested to the R/C boat on station after finishing but before retiring from the course area and obtain R/C acknowledgment. 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).

15.2 Protests shall be in writing and filed with a member of the Protest or Race Committee at the post-race party location within 1 hour of the time of the R/C boat docking.

15.3 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 (or arbitration) will be heard as soon as practicable. This posting constitutes the notice required by RRS 63.2, Time and Place of the Hearing.

16. PENALTIES TAKEN AFTER A RACE (Appendix T2)

T2.1 After a race, a boat that may have broken a rule of Part 2 or rule 31 while racing may take a Post-Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c), except the percentage will be based on the number of boats starting in that class. This changes Rule 44.3(c). However, rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by informing the race



committee in writing and identifying the race number and when and where the incident occurred.

T2.2 The Post-Race Penalty shall be

- (a) 20%, if taken before the protest time limit, or
- (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

17. PROTEST ARBITRATION (Appendix T5)

T5.1 An arbitration meeting may be held prior to the protest hearing for each incident resulting in a protest by a boat involving a rule of Part 2 or Rule 31, if a USSA Judge or Umpire is available, and only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T5.2 Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) the protest is invalid,
- (b) no boat will be penalized for breaking a rule, or
- (c) one or more boats will be penalized for breaking a rule, identifying the boats and penalties.

T5.3 A boat that may have broken a rule may take a Post-Race Penalty as provided in Section 13. However, the penalty in rule T2.2(a) is available only until the protest time limit or until the beginning of the arbitration meeting, whichever is earlier. During a meeting, a boat may take a penalty by acknowledging her acceptance of the penalty in writing.

T5.4 If a boat asks to withdraw her protest, the arbitrator may act on behalf of the protest committee in accordance with rule 63.1 to accept the withdrawal.



18 WITHDRAWAL

18.1 A yacht intending to withdraw from racing shall notify the R/C of her withdrawal. Failure to do so may result in disqualification by the R/C for the remaining B/C races, and/or future CRA events. This modifies RRS 44.1, 60.2, 63.1 and A5.

19 SCORING

19.1 10 races are scheduled. The series will be scored using the “low points” scoring system, 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 A2, “Overall Winner” perpetual trophy.

19.2 Once a race has been scored, no re-scoring will occur for rating adjustments not reported in writing to the R/C prior to the yacht’s first race.

20 RADIO COMMUNICATIONS

20.1 The Race Committee will use VHF Ch.68 for giving course instructions, for all communications with competitors on the water and as an aid to provide information. This modifies RRS 41(c).

20.2 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile devices.

21 SAIL NUMBERS

21.1 Sails shall have clearly visible sail numbers that conform to Appendix G of the RRS. Sails with sail numbers other than those specified on the entry form, may not be used at check-in or finishing.



22 POST RACE ACTIVITIES

- 22.1 The dates and location of the post race festivities are as listed on the CRA website:
www.cortezracing.org.
- 22.2 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.

23 PRIZES

- 23.1 Sponsor awards will be presented nightly following each scheduled race.
- 23.2 Other drawings, prizes, awards, etc., will also be presented nightly following each scheduled race.
- 23.3 The coveted Beer Can Trophies will be awarded to series top contestants in each Class (with 3 throw-outs) at the After Race event following the last race in the series.
- 23.4 Winners must be present to receive trophies and other awards. No awards, prizes, trophies etc., will be held over.
- 23.5 The winner in each class (with 3 throw-outs) will have their boat name added to the perpetual "Beer Can Winner" trophy. In addition, the name of the yacht in each class with the lowest score, with no throw-outs, and who participated in all 10 races, excluding those abandoned by the R/C, will be added to the "10 Race Class Overall Winner" perpetual trophy.

Colleen Cooke
CRA Race Committee Chair
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Attachment A
2013 BEER-CAN SERIES COURSE LIST

Course #	Mark	Mark	Mark	Mark		Hdcap. Dist.
1	X	Y	CB21		Finish	2.1
2	X	Y	FM19		Finish	2.5
3	X	CB19	CB21		Finish	2.8
4	X	CB19	FM19		Finish	3.2
5	X	CB22			Finish	3.9
6	X	CB22	FM19		Finish	4.0
7	X	Y	CB22	FM19	Finish	4.2
8	X	CB17	FM19		Finish	4.8
9	X	Y	CB23	CB21	Finish	5.2
10	X	Y	CB24	CB21	Finish	5.9
11	X	CB19	CB23	FM19	Finish	6.0
12	X	CB17	CB22	CB21	Finish	6.3
13	X	CB19	CB24		Finish	6.6
14	X	CB19	CB24	FM19	Finish	6.7
15	X	CB17	CB23	CB21	Finish	7.4
16	X	CB17	CB23	FM19	Finish	7.5
17	X	CB17	CB24	FM19	Finish	8.3
18	X	Y	CB26	CB21	Finish	8.7
19	X	Y	CB26	FM19	Finish	8.8
20	X	CB15	CB24	FM19	Finish	9.5
21	X	CB28	FM19		Finish	10.0
22	X	CB15	CB26	FM19	Finish	12.3
23	X	CB15	CB26A	FM19	Finish	12.9
24	G 1	CB21			Finish	2.4
25	G 1	CB19	CB21		Finish	2.8
26	G 1	FM19			Finish	2.8
27	G 1	CB19	FM19		Finish	3.2
28	G 1	CB22			Finish	4.4
29	G 1	CB22	FM19		Finish	4.5
30	CB19	CB21			Finish	2.7
31	CB19	CB21	FM19		Finish	3.1
32	CB19	CB22	CB21		Finish	4.6
33	CB19	CB23	CB21		Finish	5.7
34	CB19	CB23	FM19		Finish	5.8
35	CB19	CB24	CB21		Finish	6.5
36	CB19	CB24	FM19		Finish	6.6
37	CB17	CB22	CB21		Finish	6.1
38	CB17	CB23	CB21		Finish	7.3
39	CB17	CB24	CB21		Finish	8.0
40	CB17	CB24	FM19		Finish	8.1
41	CB17	CB26			Finish	10.8
42	CB17	CB26A			Finish	11.5
43	CB15	CB24			Finish	9.2
44	CB15	CB26			Finish	11.9
45	CB15	CB26A			Finish	12.6

All marks are rounded to PORT.

- CB##** A numbered Channel Buoy as shown on NOAA chart 187723 (Dec 2005).
G 1 The green entrance marker buoy for Americas Cup Harbor as shown on NOAA chart 187723.
X A tetrahedron bearing approx 270°M approx 0.5 nm from start/finish line.
Y A tetrahedron with black band bearing approx 120°M approx 0.2 nm from “X”.
FM19 Cement fleet mooring-buoy bearing approx 190°M from approx 0.2 nm from East end of Harbor Island.
A An inflatable mark, approximately 100 yards to the south of the committee boat; the “pin” end of the starting line.