



**CORTEZ RACING ASSOCIATION**  
A CALIFORNIA NONPROFIT CORPORATION  
and

**SOLAR&E**  
RISTORANTE ITALIANO BAR LOUNGE

**SOLAR&E**  
RISTORANTE ITALIANO BAR LOUNGE  
present the

## **2016 COMMODORE'S CUP REGATTA**

From San Diego Bay to Mission Bay – Saturday, July 16th

From Mission Bay to San Diego Bay – Sunday, July 17th

# **SAILING INSTRUCTIONS**

### **1. RACING 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, 63.2 and 63.4 will not apply. Sections B and D of Appendix T will apply.
- 1.2 USCG "Navigation Rules, International-Inland" ([www.navcen.uscg.gov/](http://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](http://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.
- 1.4 Amendments to these 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.
- 1.5 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.*
- 1.6 Per RRS 42.3(h), competitors may use an engine or other propulsion method to avoid situations in 1.5 provided they gain no significant advantage in the race.
- 1.7 RRS 55 is changed by adding the following sentence to the rule: 'However, discarding biodegradable bands when setting a sail is permitted.'
- 1.8 NAVAL and CRUISE SHIP PROTECTION ZONE: No vessel is allowed within 100 yards of NAVAL or CRUISE SHIPS.
- 1.9 The following Rules are modified as indicated: RRS 55 in SI 1.7; RRS 62.1(a) in SI 6.2 and 10.6; RRS A2 in SI 10.3; RRS 35 in SI 9.2; RRS 44.1 in SI 12; and RRS 60.2, 63.1, and A5 are modified in SI 1.5, 8.3 and 10.4.

### **2. SCHEDULE OF RACES**

- 2.1 Two races are scheduled.
- 2.2 The scheduled time of the warning signal for Race 1 on Sat., July 16 is **11:55AM**.  
The scheduled time of the warning signal for Race 2 on Sun., July 17 is **10:55AM**.

### **3. ENTRIES & CHECK-IN:**

- 3.1 ALL eligible boats will have entered on-line at [www.cortezracing.com](http://www.cortezracing.com), no later than **6:00pm** on Friday, July 15, 2016.
- 3.2 This regatta requires an entry fee of \$40 from non-CRA members. No charge for CRA members.
- 3.3 Late entries will **not** be accepted for this event. The Race Committee on station will **not** accept entries. Boats without entry forms on file will not be scored.
- 3.4 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 not within one minute of any start).

- 3.5 A 6-sec/mile adjustment will be granted to all boats that bring a motorized dinghy on the race for use as a shuttle at Mission Bay. The boat and motor must be used to shuttle racers between shore, pontoon and boats to qualify. Report dinghy to Committee Boat at the start on Saturday **and** show dinghy and motor to the PRO, **Cleve Hardaker**, at Mission Bay to qualify for adjustment.

**4. CLASSES, CLASS PENNANTS, AND STARTING ORDER**

4.1 Numeral pennants will represent the class flag. The class numeral pennant must be flown from the backstay of all yachts when checking in, while racing, and when finishing.

4.2 CRA shall utilize PHRF class breaks, modified as follows:

			<b>Numeral Pennant</b>
Class 1	Spinnaker	Random Leg Rating of -999 to -10	#1
Class 2	Spinnaker	Random Leg Rating of -9 to +50	#2
Class 3	Spinnaker	Random Leg Rating of +51 to +89	#3
Class 4	Spinnaker	Random Leg Rating of +90 to +137	#4
Class 5	Spinnaker	Random Leg Rating of +138 to +999	#5
Class 6	Non-Spin	All Ratings	#6
Class 8	Multi-Hulls	All Ratings	#8

4.3 All races will be started in accordance with RRS 26. **NOTE:** The warning signal for each succeeding class will be made approximately **5 min. AFTER** the starting signal of the preceding class. A courtesy "five blast" horn signal may be used to alert all yachts that a starting sequence is about to begin in approximately one minute. The starting sequence for all races will be as follows with subsequent warning signals for each class at 5 min. following the previous start:

\*\*\*\*\*NOTE THE (MOSTLY) REVERSE ORDER START\*\*\*\*\*

<i><b>Time</b></i>	<i><b>Event</b></i>
11:55am (Sat.) 10:55am (Sun.)	1 <sup>st</sup> Warning
1 <sup>st</sup> Warning + 5 min	Start Class 6
1 <sup>st</sup> Warning + 15 min	Start Class 5
1 <sup>st</sup> Warning + 25 min	Start Class 4
1 <sup>st</sup> Warning + 35 min	Start Class 3
1 <sup>st</sup> Warning + 45 min	Start Class 2
1 <sup>st</sup> Warning + 55 min	Start Class 1
1 <sup>st</sup> Warning + 65 min	Start Class 7

\*\*Should a class fail to show up to race, subsequent classes will move up in the starting order.

\*\*The Race Committee may choose to combine classes; check the visual signals on the RC boat.

**5. THE START AND RACING AREAS:**

5.1 The starting area for Race 1 is in the vicinity of buoy SD9.

The starting area for Race 2 will be outside of Mission Bay North Jetty.

5.2 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".

5.3 The Start Line for Saturday's race will lie between a staff with an orange flag on the Race Committee vessel and a yellow inflatable tetrahedron in the vicinity of San Diego Channel Buoy #9. The Starting Line for Sunday's race will be between a yellow inflatable tetrahedron and an orange flag aboard the Committee Boat.

5.4 If the Race Committee boat is damaged as a result of a boat breaking a rule, that boat shall pay for the repairs.

5.5 Yachts whose Class Warning Signals have not been made shall keep clear of the starting area and vessels attempting to start.

## 6. RECALLS:

- 6.1 Individual Recalls will be signaled by a horn blast as the long sound signal, in accordance with RRS 29.1. As a courtesy, the R/C will attempt to hail boats "On Course Side" (OCS) as soon as possible over a loud hailer and/or on VHF 68, but it is the responsibility of each yacht to start properly.
- 6.2 Failure of electronic equipment, failure to hear a hail, order of hail, or delay in hailing will not be grounds for redress. This modifies RRS 62.1 (a).

## 7. COURSES:

### 7.1 Saturday Race 1:

Course 1 (Classes **1, 2, 3, & 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 SD Channel Buoy #3 to Starboard, and finish (see Section 8.1).

The distance for scoring purposes is 15.5nm.

Course 2 (Classes **5, 6, & 7**): After starting, leave San Diego Channel Buoy #3 to Starboard, and finish (see Section 8.1).

The distance for scoring purposes is 11.6nm.

### 7.2 Sunday Race 2:

Course 3 (Classes **1, 2, 3, & 4**) : After starting, leave San Diego Channel Buoy #3 to Port, round TG-1 (Navy Mooring Buoy: 32°38.58'N 117°10.78'W) to Port, leave SD Channel Buoy #8 to Starboard, and finish (see Section 8.2).

The distance for scoring purposes is 17nm.

Course 4 (Classes **5, 6, & 7**): After starting, leave San Diego Channel Buoy #3 to Port, and finish (see Section 8.2).

The distance for scoring purposes is 13nm.

## 8. THE FINISH:

- 8.1 The Race 1 finish line will be between Mission Bay Channel entrance marks 1 (FI G 6s 42ft 5M "1" HORN) and 2 (FI R 2.5s "2") as described on NOAA Chart #18765.
- 8.2 There will be no RC on station at the finish. The skipper shall take the GPS time when the boat crosses the above described finish line and send an e-mail to [sailorcookie@cox.net](mailto:sailorcookie@cox.net) or a text to (619)852-5010 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)** \_\_\_\_\_.
- 8.3 Finishing information must be reported within 3 hours of a boat's finish. Failure to comply with this SI may result in a score of DNF. This modifies Appendix A5.
- 8.4 The Race 2 finish line will be in the vicinity of buoy SD17. For navigation, refer to NOAA Chart #18773, "San Diego Bay". There will be a committee boat from SWYC on station. Finish between an orange flag on the RC boat and SD17 from the direction of the last mark. Thank you SWYC for providing a finish boat for our race!

## 9. TIME LIMIT:

- 9.1 There is no time limit for **Race 1**.
- 9.2 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. Boats not finished by 4:00 PM will be recorded as DNF. This modifies RRS 35. The RC boat will remain on station as late as 3:00pm, if necessary. Boats finishing after this time will finish according to the USSA Prescription for RRS 34, *Race Committee Absent*. Boats will then record the following information and provide this information to a CRA official at the after race events at SWYC: **Sail #:** \_\_\_\_\_, **Boat Name:** \_\_\_\_\_, **Class:** \_\_\_\_\_ **Finish Time (GPS):** hr: \_\_\_\_\_ min: \_\_\_\_\_ sec: \_\_\_\_\_, **Name and telephone number** \_\_\_\_\_, **The identity and the time ahead of or behind the nearest finishing yacht(s)** \_\_\_\_\_.
- 9.3 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 CRA Race Committee Chair Colleen Cooke at (619)852-5010. Failure to do this may result in entry rejection from other CRA races. If the R/C does not answer to either (a) or (b), leave the information with another race participant to communicate in order to avoid punitive action, or keep trying. *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.\*\*\*\*\***

## 10. SCORING:

- 10.1 The Low Point Scoring System of Appendix A will apply.

- 10.2 One race is required to be completed to constitute a regatta.
- 10.3 Each boat's score shall be the total of her race scores. No score will be excluded. This modifies RRS Appendix A2.
- 10.4 All boats shall have clearly visible sail numbers. Missing, improper, inconsistent, unclear, illegible, or numbers other than those used for Check-In, are not permitted and may result in being scored DNF. This modifies RRS Appendix A5.
- 10.5 PHRF "RLC" ratings will be used as the default for scoring all races and to determine class breaks. However, the PRO may elect, on a race-by-race basis for each class, to use the "OWC" ratings, should conditions permit. PHRF non-spinnaker offsets will not be used for scoring.
- 10.6 The PRO's decision regarding the rating assigned will not be grounds for redress. For this purpose, RRS 62.1(a) is changed.

## 11. PROTESTS:

- 11.1 Protests shall be initiated in compliance with Rule 61.
- 11.2 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.
- 11.3 For Race #1, protests must be filed, in writing, with a CRA board member or race official at Mariner's Cove, no later than two hours after finishing.
- 11.4 For Race #2, the protest must be filed, in writing, with a CRA board member or SWYC race official within one hour of the RC boat's docking time.
- 11.5 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.

## 12. ALTERNATIVE PENALTIES:

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.'*

## 13. 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.

## 14. 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.

14.1 When the protest is referred to the jury, the arbitrator shall not be a member of the jury hearing the protest.

## 15. RESPONSIBILITIES, SAFETY & PERSONAL FLOTATION:

- 15.1 It is the sole responsibility of the skipper of each yacht to decide whether or not to start and/or continue to race.
- 15.2 After the starting sequence is complete, the R/C will make every attempt to monitor VHF channel 68.
- 15.3 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 crewmembers know where it is stowed and how it is used.
- 15.4 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.

## 16. RADIO COMMUNICATION

- 16.1 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.
- 16.2 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.

## 17. RACE RESULTS & TROPHY AWARDS:

- 17.1 Race results will be announced at the after race meeting at Southwestern Yacht Club at or around 4pm on Sunday, July 17, and published on the CRA web site.
- 17.2 Regatta prizes will be awarded at Solare Ristorante, at a later date to be announced, using the listed procedure: one prize in each class of 2-4 yachts, two for 5-7 yachts, three for 8 or more, based on the number of starters in the regatta.

## 18. 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.

## 19. POST RACE ACTIVITIES

- 19.1 All skippers and crews are invited to Saturday's post race dinner ashore hosted by CRA and Solare; **there will be no Beer Garden nor will alcohol be served this year.**
- 19.2 Glass containers are not allowed in the park area or on the beach. Alcohol may only be consumed on vessels on the water. Each skipper is responsible for the behavior of their crew.

## 20. TIDAL REPORT

### Quivira Basin, Mission Bay, California

**16 July 2016 - 18 July 2016**

32.7667° N, 117.2333° W

2016-07-16

13:25 PDT 2.10 feet Low Tide

19:48 PDT 5.79 feet High Tide

2016-07-17

02:53 PDT -0.14 feet Low Tide

09:12 PDT 3.82 feet High Tide

CRA Race Director  
Colleen Cooke  
(619)852-5010