



ISLAND YACHT CLUB
34-YEAR-OLD
SILVER EAGLE LONG-DISTANCE RACE
SAILING INSTRUCTIONS – Revised July 9, 2009

SATURDAY

JULY 11, 2009

ELIGIBILITY: Open to those yachts whose owner(s), or bona-fide charters, are members of Yacht Racing Association of San Francisco Bay, other Yacht Racing Associations, or Yacht Clubs that meet or exceed the safety equipment requirements for racing in the Yacht Racing Association of San Francisco Bay.

ENTRIES: Entries must be filed with the Race Committee on official entry forms July 7, 2009. The entry fee of \$40.00 payable to Island Yacht Club and a copy of your racing certificate must be included with the entry form. Late registrations may be accepted after July 7, 2009 with a \$10.00 late fee.

RULES: This regatta will be governed by the 2009-2012 Racing Rules of Sailing (RRS), the prescriptions of USSA, and the YRA of San Francisco Bay Standing Sailing Instructions, except, as they may be amended or modified by these Sailing Instructions which take precedence.

MANAGEMENT: The Race will be under the management of the Race Committee of the Island Yacht Club, which shall have full power to interpret the rules and conditions governing the race, to decide protest and eligibility, and to reject the entry of any yacht.

MEASUREMENT/HANDICAPS: PHRF yachts shall have a current PHRF rating certificate issued by the Northern California PHRF Committee and will be verified by the YRA office. BAMA certificates /ratings will be verified by the BAMA Handicap Committee. Handicap will be based on PHRF seconds per mile. 57.9NM and 35NM will be used to compute results.

ONE-DESIGN / SHORT-HANDED ELIGIBILITY: Yachts racing as a one design class shall meet all of the requirements of their class association. All the yachts in a one-design class shall receive the same handicap rating and will be assigned a PHRF section by the Committee. A minimum of four (4) registered yachts are required for One Design eligibility. A minimum of four (4) registered yachts are required for short-handed eligibility.

START/FINISH LINE: The Start/Finish line shall be between outer yellow/blue buoy off the Golden Gate YC (YRA "X") to the orange mark on the GGYC race deck. Mark "X" shall be taken to starboard when starting and when finishing.

RESTRICTED LINE: Contestants are to keep 100 yards clear of the Start/Finish Line until their Preparatory signal has been given. After starting, no boat shall cross the Start/Finish Line except to finish.

DIVISIONS, COURSE ASSIGNMENTS, and START TIMES:

-----Available July 8, 2009-----

STARTING TIMES AND SIGNALS:

Races will be started using the following signals. Times will be taken from the visual signals; the absence of a sound signal shall be disregarded. This modifies RRS 26.

Signal	Minutes Flag(s)	Sound	Course Before Start	Signal
WARNING	Class flag	1 gun	5	N/A
PREPARATORY	PREP flag P or I	1 gun	4	N/A
	PREP flag removed	horn (long sound)	1	N/A
START	Class flag removed	1 gun	0	N/A

The first warning gun will be 1025 hours from the Golden Gate Yacht Club Race Deck. The warning signal for each succeeding division shall be made with or after the starting signal for preceding class. If required by RC, Warning Signal may be made later, on an even minute, without raising Postponement Flag.

COURSES:Course 1 – (47.4 NM):

X-S 16-S 12-S 18-P PCM-S 32-P NAS2-P SC1-S 18-P X-S

Course 2 – (30.6 NM):

X-S 16-S 12-S 18-P Brothers-S 33-S 18-P X-S

Descriptions:

X Yellow/Blue Sphere "X" Golden Gate Yacht Club
 12 G "1" FI G 4s Little Harding Rock
 16 Yellow Column "C" .2 nm east of Ft. Point "Blackaller"
 18 RG "BR" FI (2+1) G 6s Bell, Blossom Rock
 32 "A" FI Y 4s approx. 2.5 nm east of Army St. Terminal
 33 Red Buoy "4" FI R 4s, Oakland Inner Harbor Entrance Channel
 NAS2 NAS Alameda Channel Mark "R2" FI R 4s
 PCM R "2", FI R 2.5s, 10 ft., 4M
 (approx. 4 NM NNE of Pt. San Pedro; Petaluma River Entrance)
 SC1 Red & Green Buoy "SC" FI G (2+1) approx. 1 nm ENE of Mission Rock Terminal
 Brothers Both Brothers islands and the water between them, near FI 5s 61ft 17M

Additional Restrictions/Mark Roundings:

Berkeley Pier (F1 R 4 sec 15 ft 4M "2" Ra Ref) shall be passed on the west side of the marker.
 Castro Rock Buoy (R "2CR" F1 R 4 S) shall be passed on the west side of the marker.
 Pinole Shoal Channel shall be avoided -- see Special Note #1.

YRA Standing Sailing Instructions Rule 10.0 Restrictions shall apply.

The US Coast Guard has established two Security Zones under Title 33 Code of Federal Regulations, Part 165.7 (a), which may not be entered without the prior permission of the Coast Guard Captain of the Port:

1. San Francisco International Airport – This security zone extends 200 yards seaward from the shoreline of the San Francisco International Airport.

2. Oakland International Airport – This security zone extends 200 yards seaward from the shoreline of the Oakland International Airport.

All bridge abutments are to be left clear by 25 yds. This also applies when rounding the Carquienez Bridge Tower.

For further information about Coast Guard Security Zones, please visit:
<http://www.d7publicaffairs.com/go/doc/823/194812/>

POSTPONEMENT: The signal to postpone will be the hoisting of the Answering Pennant and the firing of two guns. The postponement period shall end with the lowering of the Answering Pennant and the firing of one gun. The Warning Signal will be made one minute after the Answering Pennant is lowered. Yachts will then start in order indicated rather than at the designated time.

Yachts will then start in the order indicated rather at the designated time. In case of postponement, the time limit will be extended the time of the postponement.

INDIVIDUAL RECALL: Yachts prematurely across the starting line at their starting signal will be signaled by a sound signal and the hoisting of the International code flag "X". Each yacht individually recalled will be attempted to be hailed "over early" by sail number on VHF Channel 72. Yachts over early must restart or will be assessed a 20 minute penalty. The International code flag "X" will be lowered when all vessels have cleared the line. Nothing shall relieve a yacht from making a proper start.

GENERAL RECALL: Recall of an entire starting division will be signaled by the display of the First Substitute code pennant and the firing of two guns. The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule [30](#) applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.

INTERFERENCE WITH COMMERCIAL VESSELS: Per YRA Standing Sailing Instructions, Rule 2.0, yachts must not interfere with commercial vessels, naval vessels, or tug and their tows. Yachts so doing and thereby endangering their own safety or that of the commercial or government vessels may be subject to protest by contestants and/or the Race Committee, with the possibility of disqualification.

TIME LIMIT: 2359 hours on July 11, 2009.

RADIO CHECK-IN/WITHDRAWAL: The Race Committee will monitor channel 72. After arriving in the starting area, each yacht shall be responsible for successfully notifying the race Committee of her intention to race by radioing her sail number and receiving an acknowledgment on VHF Channel 72. A yacht failing to successfully notify the Committee will be scored DNS or DSQ, whichever is least penalizing under the scoring system applied to her fleet.

Please call the Race Committee on channel 72 as you approach the finish line. Identify your boat and sail numbers. Illuminate your sail numbers after sunset. Please monitor channel 72 for 5 minutes prior and upon completion of your finish to ensure that the Race Committee has correctly identified your boat.

Yachts withdrawing from the race shall be required to contact the Race Committee on channel 72.

There will be a mandatory check-in on channel 72 of all yachts still on the race course between 1630 and 1700 hours. Failure to do so will result in a DNF. Competing yachts are requested to relay this mandatory check-in information to the race committee by VHF to aid other vessels. Yacht finishing after

1900 hours shall take their own time and report it to the Race Committee at (510) 521-7442 by 1200 hours July 12, 2009.

PROTESTS: Protests must be filed in accordance with ISAF RRS on a standard ISAF protest form or facsimile and mailed on or before the Monday following the race to IYC Race Committee, 1853 Clement Avenue, Alameda, California 94501 or faxed to 510-521-2980.

RACE RESULTS: Race results will be available at the Island Yacht Club website, www.IYC.org or by mail, if requested.

SCORING: Yachts scored as "DNF" will be scored as # of starters plus 1. Yachts scored as "DNS" will be scored as # of starters plus 2. Yachts scored as "DSQ" will be scored as # of starters plus 3.

LIABILITY: Competitors and crews sail entirely at their own risk. Neither the Island Yacht Club, its Directors, Officers, nor any of the organizing bodies or committees or individuals appointed or volunteering for the Regatta, accepts an liability for damage, material or personal, suffered during the race or at any other time.

TROPHY PRESENTATION: The Trophy Presentation will be at Island Yacht Club on August 22, 2009 at 1830 hrs. Dinner available. Call John New at 510-521-7442 or email IYCRacing@yahoo.com.

SPECIAL NOTES

SPECIAL NOTE #1: Pinole Channel Restricted Area: As per Government Regulations #33CFR162.205, vessels drawing less than 20 feet are not permitted to enter or cross over the "Pinole Shoal Channel". The "Pinole Shoal Channel" area is bounded by Red Lighted Buoys #8, #10, #12 and #14 on the South and Green Lighted Buoys #7, #11, #13 and #15 on the North. Please refer to Chart 18652 page C. THIS MUST BE AVOIDED BY ALL PARTICIPATING YACHTS.