

2003 ISLAND YACHT CLUB

SADIE HAWKINS RACE

SAILING INSTRUCTIONS

1.0 RULES This Regatta will be governed by the 2001-2004 ISAF Racing Rules of Sailing (RRS), the prescriptions of USSA, SF Bay YRA Standard Racing Instructions except as amended by these sailing instructions.

1.1 One Design Class Rules: Yachts competing in a one-design class division are subject to class rules as established by the local one design fleet. Membership in the local one design fleet and/or class association shall not be required. Membership to local YRA is also not required.

1.2 Non Competing Yachts: Competitors are advised that non-competing yachts may or may not be governed by the ISAF Racing Rules of Sailing as adopted by the USSA and that the Inland Rules of the Road govern meetings with non-competing yachts.

2.0 ENTRIES Races are open to monohull and multihull displacement sailboats with an overall length of 18 feet or more with a female skipper/helmsperson and full crew of any gender. Membership in a yacht club is not a requirement to race. Entries will be accepted until 1200 hours on the day of the race.

2.1 Entry Fee: \$15.00 for the US SAILING members, \$20 for non-members.

2.2 PHRF Ratings: Each yacht racing in a PHRF division is required to have a current PHRF certificate issued by the Northern California PHRF Committee on file at the YRA of San Francisco Bay office. Yachts which do not meet this requirement will be given a PHRF rating by the Race Committee which in the committee's sole judgment reflects the speed potential of the yacht. There will be no appeal of a rating so assigned except by providing the committee with a copy of the current Northern California PHRF Certificate.

2.3 Modification to Rule 50: Rule 50 may be modified as follows: Yachts may use any sailplan for which its PHRF rating certificate is valid. Any yacht whose PHRF rating is based upon a sailplan which is not in compliance with Rule 50 shall be assessed a penalty of 9 seconds per mile.

3.0 COURSES AND MARK DESCRIPTIONS: Refer to attached course sheet which is attached hereto and made a part hereof.

4.0 MANAGEMENT: The Island Yacht Club shall have full power to interpret the rules and conditions governing each race, to decide eligibility and protests, and to reject the entry of any yacht.

4.1 On the Water Communications: The Race Committee will monitor VHF channel 69 for traffic concerning withdrawals and emergencies in the racing fleet. The Race Committee will either broadcast on VHF channel 69 or hail from the IYC chase boat any instructions relating to cancellation or abandonment of races.

4.2 Changes to the Sailing Instructions: Changes may be made prior to the warning signal for any race to which the changes apply. Notification of the change must be made to all yachts for the change to be valid. Changes normally will be mailed to all entrants by the Monday prior to the race but they also may be made orally over VHF channel 69. RRS Rule 25 is amended to add: "All yachts should monitor VHF channel 69" or come within hail when international code flag L is displayed from the committee boat.

5.0 MINIMUM EQUIPMENT: All yachts must comply with the US Coast Guard equipment requirements for recreational vessels. Yachts racing one-design must have the minimum prescribed in the class rules. The Race Committee recommends the use of Personal Flotation Devices.

6.0 RESPONSIBILITY: It is the sole responsibility of the skipper of each yacht to decide whether or not to start or continue any race.

7.0 INTERFERENCE WITH COMMERCIAL TRAFFIC: Yachts must not interfere with large commercial vessels. Yachts doing so and thereby endangering their own safety and/or that of the commercial vessel will be subject to protests and/or disqualification.

8.0 SAIL NUMBERS: Sail numbers WILL be required on the mainsail. Participants are required to notify the principal race officer of alternate sail numbers prior to the first warning signal. Any yacht finishing after dark must illuminate its sail number so it can be read by the Race Committee.

9.0 START/FINISH LINE: The start/finish line is an imaginary line between an orange flag on the race committee boat and orange buoy. There may also be a limiting buoy near the committee boat, which is not part of the starting line. No boat shall pass between this buoy and the committee boat while racing.

10.0 STARTING TIMES AND SIGNALS: Refer to Entry Form. The hoisting and lowering of flags as prescribed in ISAF RRS Rule 26 shall define the starting sequence. The starting signal for each class/division shall be the warning signal for the next to start.

10.1 Check In: Yachts are required to check in by sailing by the race committee vessel prior to the first warning signal. Yachts failing to check in will be scored "DNS".

10.2 Late Starts: No yacht will be scored as starting if the vessel starts more than 15 minutes after the division/class starting time unless given permission to do so by the race committee.

10.3 Course Signal: Courses will be signaled by international code number flags and will not be changed after the preparatory signal for that division/class is made. ISAF Rules are hereby amended to state that each division/class's starting signal will be shown at the preparatory signal. Course signal will be dropped with the starting signals during the one minute interval prior to the division/class start.

10.4 Twice Around: The twice around signal will be made by the display of international code flag "T" below the course flag. RRS Rule 25 is amended to provide for this meaning indicating that yachts are to sail the course twice around except that they shall not pass through the start/finish line except when preparing to start, starting the first round, and finishing the second round.

11.0 MISSING MARKS: Missing marks may be replaced by temporary club marks or a committee chase boat displaying the Race Committee flag and international code flag "M".

12.0 RESTRICTED AREA: The area between Coast Guard Island and the four day marks ("1", "2", "4", and "6") off its western end is restricted. This is foul with sunken wrecks and must be treated as if it were an extension of the island.

12.1 Restricted Area - Start/Finish Line: Any yacht whose preparatory signal has not been made must stay clear of any yacht whose preparatory signal has been made. Yachts shall not cross the start/finish line after the preparatory signal for the first start has been made unless they are preparing to start, starting or finishing.

13.0 POSTPONEMENT: The signal to postpone will be the hoisting of the answering pennant and firing of two signals. The postponement period will end with the lowering of the answering pennant and be signaled by a sound signal. One minute after the ending of the postponement period, the warning signal will be made by signifying the resumption of the regular starting sequence.

13.1 Change of Starting Times: The International code flag "P" will be flown indicating that a postponement has taken place.

14.0 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" on the committee boat. Each yacht individually recalled will be attempted to be hailed "over early" by sail number. 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.

14.1 General Recall: Recall of the entire class/division will be signaled by hoisting the "First Substitute" international code pennant and two sound signals to call attention to the general recall signal. All starting yachts will start again at the next five minute starting signal and sail the course signaled at their original preparatory signal. All following starts will start five minutes later in the assigned sequence. International code flag "P" shall be flown.

15.0 SHORTENED COURSE: If the course is shortened, the IYC chase boat will take station at a mark of the course to establish a new finish line. The chase boat will display international code flag "S" and the blue Race Committee flag to indicate the course is shortened and the IYC chase boat is on stations to record your finish per ISAF Rule 32.

16.0 TIME LIMIT: The time limit shall be 1700 hours. If one boat finishes in the division/class, the time limit will be extended by 20 minutes.

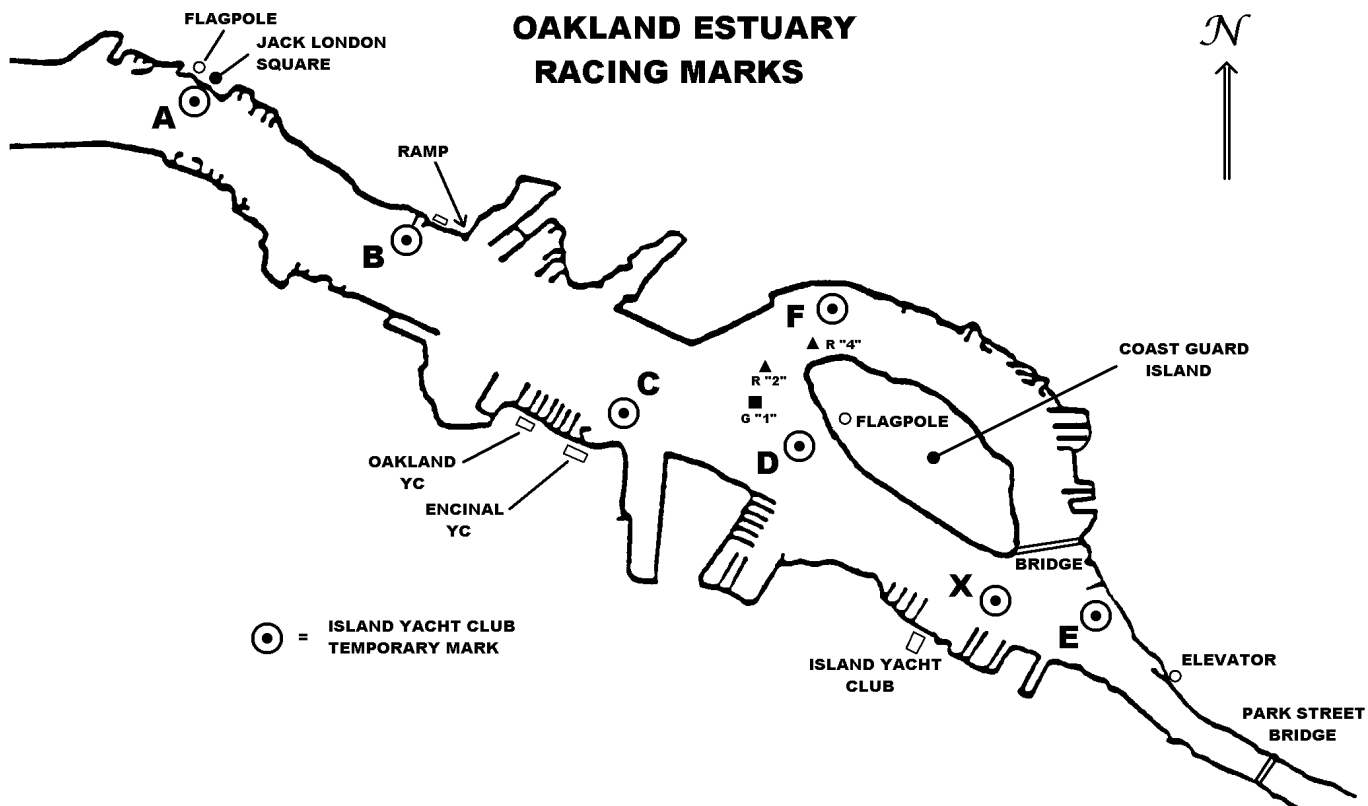
17.0 WITHDRAWALS: Any yacht withdrawing from a race must notify the Race Committee of that fact either by hail or by phoning IYC Clubhouse 510-521-2980.

18.0 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 Ave., Alameda, CA 94501.

19.0 RACE RESULTS: Results will be posted at the IYC Clubhouse Regatta board.

20.0 SCORING: RRS Rule A2 Low Point Scoring System, as amended herein, will be in effect. 1 for first place, 2 points for second, 3 for third, etc. All yachts scored as "DNF" will be scored as # of starters plus 1. Yachts scored as "DNS" or "DNC" will be scored as # of starters plus 2. Yachts scored as "DSQ" will be scored as # of starters plus 3.

21.0 TROPHIES: Trophies or prizes will be awarded by Island Yacht Club for each division as such: first place for all divisions/classes with two or more vessels, second place for five or more, third place for ten or more, fourth place for fifteen or more.



MARKS

- X Orange buoy mid-channel in Estuary, off Island Yacht Club
- A Orange buoy on Oakland side of Estuary, off flagpole on pier at Jack London Square
- B Orange buoy on Oakland side of Estuary, off Pelican Landing
- C Orange buoy on Alameda side of Estuary, off Encinal Yacht Club
- D Orange buoy on Oakland side of Estuary, off flagpole at W. end of Coast Guard Island
- E Orange buoy on Oakland side of Estuary, approx. 0.05 nm East of Coast Guard Island
- F Orange buoy in Brooklyn Basin N. Channel, off the "Ark" restaurant

COURSES

Course	Start	Mark	Mark	Mark	Mark	Mark	Finish	Length
1	X-S	B-S	D-S	A-S	E-S		X-S	5.50
2	X-S	B-S	D-S	B-S	E-S		X-S	4.90
3	X-S	C-S	D-S	A-S	E-S		X-S	4.45
4	X-S	C-S	D-S	B-S	E-S		X-S	3.85
5	X-S	B-S	E-S				X-S	3.10
6	X-S	B-S	F-S	E-S			X-S	3.60
7	X-S	C-S	E-S				X-S	2.10
8	X-P	E-P	A-P	D-S	B-P		X-P	5.50
9	X-P	E-P	B-P	D-S	B-P		X-P	4.90
10	X-P	E-P	B-P				X-P	3.10
11	X-P	E-P	C-S	F-S			X-P	3.90
12	X-P	E-P	D-P	C-P			X-P	2.20
13	X-S	C-S	F-S	D-S	A-S	E-S	X-S	5.35
14	X-S	C-S	F-S	D-S	B-S	E-S	X-S	4.50