

TEXOMA SAILING CLUB

2010 ICEBREAKER SERIES

SAILING INSTRUCTIONS

1. RULES:

This race series is governed by the 2009-2012 Racing Rules of Sailing (RRS), except as any of those are changed by these sailing instructions.

The Race Committee functions in RRS 89 will be performed jointly by the TSC Race Captain (or designee) and a Race Officer for each day of racing. The TSC Race Captain is responsible for Sailing Instructions and Scoring, and the daily Race Officer is responsible for all on-the-water conduct of the races. The Race Officer must be a full member of TSC. Other qualified individuals may serve as Race Officer only when directly approved by the TSC Race Captain.

2. ENTRIES:

A properly executed entry and release of liability form must be received with entry fee prior to racing in this series. The fee for the series is \$75.00 for non-TSC members, \$60.00 for TSC members and \$55.00 for TSC members with proof of membership in US Sailing.

Entries will be accepted at any time during the series. Only those entries received by 11:00 am on February 27, 2010 will be included in the overall series scoring.

2.1. Each boat shall carry no less than two persons aboard when racing.

2.2. Lifelines shall be made of stranded stainless steel wire or single-braided Dyneema® rope. RRS Rule 49.2 is changed to include Dyneema® within the definition of "wire."

2.3. Entrants will elect to sail in the following PHRF Classes: Spinnaker, Cruising Spinnaker, Cruising Sails or Leisure Class. Within the Spinnaker class, only one type of spinnaker, either symmetrical or asymmetrical, can be declared and used by Spinnaker Class entrants. To qualify for the Cruising Spinnaker class, a cruising spinnaker may be used (with a foot not to exceed 180% of the boat's J dimension) and the boat cannot be equipped with any form of bowsprit and the spinnaker tack must be secured within 2 feet of the forestay attachment point. Boats in the Leisure class are restricted to only boats using in-mast furling mainsails. For all classes, sail inventory declarations cannot be changed during the series.

2.4. PHRF Calculations: The handicap number expressed in seconds per nautical mile and its product with course rhumbline distance when deducted from the boat's elapsed time yields the corrected time. The length of the courses determined by the Race Officer will be final.

2.5. PHRF Handicapping: The Chief Handicapper shall assign a base handicap to each boat. His assignments shall be final. Adjustments to the base handicap will be made in accordance with paragraphs 2.4.2, 2.4.3, and 2.4.4.

2.5.1. The base PHRF handicap makes the following assumptions:

2.5.1.1. Maximum headsail size LP=155%J

2.5.1.2. Spinnaker pole not longer than J, Spinnaker maximum girth 1.8J

2.5.1.3. All spars, sail plan and hull dimensions are production standard and unmodified.

2.5.1.4. Folding (optimized) prop blades (if equipped with inboard engine) or an outboard.

2.5.1.5. Asymmetrical spinnakers cannot exceed the square footage of the allowed symmetrical spinnaker for the same boat.

Deviations from above must be declared at registration for proper handicapping. Failure to do so is grounds for protest.

2.5.2. Spinnaker boats electing to be handicapped under class rules rather than generic PHRF rules will be given a base handicap which assumes class sail sizes and class equipment configurations. Adjustments in paragraph 2.4.3 will be made in addition.

2.5.3. Spinnaker Class will use the following adjustments to the base PHRF number:

2.5.3.1. For headsails over 155% LP or class limit, deduct 6.

2.5.3.2. For oversized spinnaker and/or spinnaker pole, deduct 6.

2.5.3.3. For a fixed blade (non-optimized) propeller with inboard engine, add 3.

2.5.4. Cruising Spinnaker, Cruising Sails and Leisure Classes will use the following adjustments to the base PHRF number:

2.5.4.1. Maximum headsail LP 125%, add 6.

2.5.4.2. Roller furling headsail as the only headsail, add 3.

2.5.4.3. Roller furling main, add 3.

2.5.4.4. For a fixed blade (non-optimized) propeller with inboard engine, add 3.

Headsails greater than 155% and double headsails are prohibited in the Cruising Sails Class.

3. NOTICES, CHANGES, SIGNALS MADE ASHORE TO COMPETITORS

Notices to competitors, changes in sailing instructions, and/or other signals made ashore will be displayed on the TSC Notice Board located at the TSC Clubhouse. Code Flag "L" will be displayed with the notices and changes, by 11:00 am on day notice is to take effect.

4. RACING SCHEDULE:

This racing series will be held on February 27, March 13 and March 27. There will be three (3) planned races each day. The first warning will be signaled at 12:25 pm on February 27 and at 11:55 am for the remaining race dates. Postponed or abandoned races may be re-sailed on one of the later scheduled race days in this series, if any such dates remain.

When more than one race will be held on a day, the warning signal for the succeeding race(s) will be made as soon as practicable. To alert boats that another sequence will begin soon, code flag "F" will be displayed for at least four minutes before a warning signal is displayed. One sound will be made on raising; no sound need be made for lowering the "F" flag.

5. CLASS FLAGS

Class Flags will be:

Spinnaker Class

Red Flag

Cruising, Cruising Spinnaker and Leisure Class

Yellow Flag

6. RACING AREA:

The races will be held on Lake Texoma. Courses may start at mark A in the Little Mineral Arm or along or within one mile either side of a line due east from Rocky Point.

7. COURSES:

The course for each Class will be designated no later than the warning signal for that Class. The Race Officer shall select a basic around-the-buoys course designated by a letter from A to E or a point-to-point course designated by a number from 1 to 3. The course letter and number of laps for all classes may be displayed at the same time. The spinnaker class (S) should be placed on the left of the board and the cruising classes (W) on the right of the board, respectively. (Example: S A3 W A2).

7.1. Basic around-the-buoys courses are diagrammed in Attachment A to these sailing instructions. The diagrams show the order in which marks are to be rounded or passed and the side on which each mark is to be left. Courses A, B and C will be designated by the identifying letter and the total number of laps to be sailed. (Example: A2, B1, C2)

7.2. Basic Course Descriptions

Course A - Windward, leeward, finish downwind between committee boat and Mark 2. Mark 2 is the same as the start/finish pin.

Course B - Mid-leg start, windward, leeward, windward, finish upwind between committee boat and start/finish pin.

Course C - Mid-leg start, triangle, finish upwind between committee boat and start/finish pin.

Course D - Triangle followed by windward, leeward (Gold Cup), finish downwind between committee boat and Mark 3. Mark 3 is the same as the start/finish pin.

Course E - Mid-leg start, triangle, windward, leeward, windward (Olympic), finish upwind between committee boat and start/finish pin.

Course F - Windward, leeward, finish downwind between committee boat and the finish pin.

- 7.3. The approximate magnetic bearing from the RC boat to Mark 1 will be displayed from the race committee signal boat.
- 7.4. The starting and finishing marks are marks of the course only:
 When starting or finishing.
 When the start/finish pin serves as the leeward mark for Course A with multiple laps specified.
 When the start/finish pin serves as the leeward mark for Course D.
- 7.5. The start/finish line is a prescribed line for courses B, C, and E. After a boat starts, the line shall not be crossed other than when the boat is finishing. The Race Officer will score a boat that violates this instruction as DNF without further hearing. This changes RRS A5.

7.6. POINT TO POINT COURSE DESCRIPTION LIST

1. A(st) - D(p) - E(p) - A(f) 10.95 nm
 2. A(st) - E(s) - D(s) - A(f) 10.95 nm
 3. Or Marks designated by committee boat; with roundings defined by the committee.
- st = start p = port s = starboard f = finish

Course distances shown are approximate. The actual length of courses set will be determined by the Race Officer and will be final.

7.7. FOUL WEATHER COURSES:

Under heavy air conditions the Race Officer may elect to move the starting line to the Mark "A" area. The start will then be at Mark A. The Race Officer will select and display course 1, 2, or 3 from the point to point course description list.

7.8. MARK DESCRIPTIONS:

TSC marks are orange or yellow tetrahedrons.

- A** TSC Mark in Little Mineral.
- D** TSC Mark 0.5 nm west of Cartwright Light.
- E** TSC Mark 0.5 nm west of Washita Point Light.
- H** TSC Mark near the mouth of Sandy Creek.
- N** TSC Mark due north of the Point Restaurant.
- R** TSC Mark 1.6 nm south-southwest of the Point Restaurant.
- O** TSC Mark within one mile either side of a line due east from Rocky Point.

8. THE START:

- 8.1. Races will be started using RRS Rule 26, with a warning signal given 5 minutes before each start. It is planned that **Spinnaker Class** boats will start first, followed by **Cruising Sails, Cruising Spinnaker and Leisure Class(es)** boats. However, actual flag signals will govern the start sequence in all cases. The failure of a sound signal shall be disregarded.
- 8.2. The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the port-end start/finish mark. The start/finish mark is designated as the start/finish pin or S/F Pin in these instructions and in the course descriptions. (On point to point courses the finish or S/F Pin will be located to the port side of the committee boat when sailing from the last mark.)
- 8.3. **Boats whose Warning signal has not been made shall keep clear of the starting area and of all boats whose Warning signal has been made.**
- 8.4. A boat starting later than fifteen (15) minutes after its starting signal will be scored by the Race Officer as DNS. This changes RRS A5.
- 8.5. A boat or mark tied to the committee boat will be considered a part of the committee boat. Any boat which makes contact with this boat or mark will be considered as hitting the committee boat.

9. CHANGE OF COURSE AFTER THE START:

When changing the course after the start, the RC may move the original mark to a new position, lay a new mark and lift the original mark, or designate a new sequence of mark roundings. Any mark to be rounded after the new or moved mark may

be relocated without further signaling to maintain the original course configuration. A change of course will be signaled per RRS 33.

10. THE FINISH

The finishing line will be between the staff displaying an orange flag on a race committee boat and the finishing mark..

11. TIME LIMIT:

The time limit for races on Courses A-E will be three (3) hours; The time limit for races on Courses 1-3 will be five (5) hours. The Race Officer will abandon a race on Courses A-E if no boat has passed the first mark within 60 minutes from the starting time. The Race Officer will abandon a race on Courses 1-3 if no boat has passed the first mark within 90 minutes from the starting time. These time limits apply to each Class separately. Boats failing to finish within thirty (30) minutes after the first boat finishes in their Class or within the time limit, whichever is later, may be assigned a finishing place. No warning signal shall be made after 16:25.

12. PROTESTS:

The Race Officer will make a sound signal upon docking. A written protest must be filed with the TSC Race Captain or designee at the TSC Clubhouse within 30 minutes from the time the Race Officer makes the sound signal upon docking. A Protest Committee will hear and rule on protests as soon as possible. Protest forms are available at the TSC clubhouse.

A notice will be posted on the TSC Notice Board after the expiration of the filing time limit informing the competitors when there is a hearing in which they are parties to a protest or named as witnesses. It is the responsibility of the skipper who is party to a protest to read the board.

13. SCORING

13.1. The Low-Point Scoring System of RRS Appendix A will apply. Ten (10) races are scheduled, of which 2 races shall be completed to constitute a series. A boat's series score will be the total of her individual race scores, less scores excluded as follow.

Races completed	Number of scores to be excluded
8 or more	2
6 or 7	1
5 or less	0

13.2. If all planned races are not completed by 6:59 pm on March 27, 2010, the TSC Race Captain shall declare the series terminated and finalize the scoring based on the races sailed.

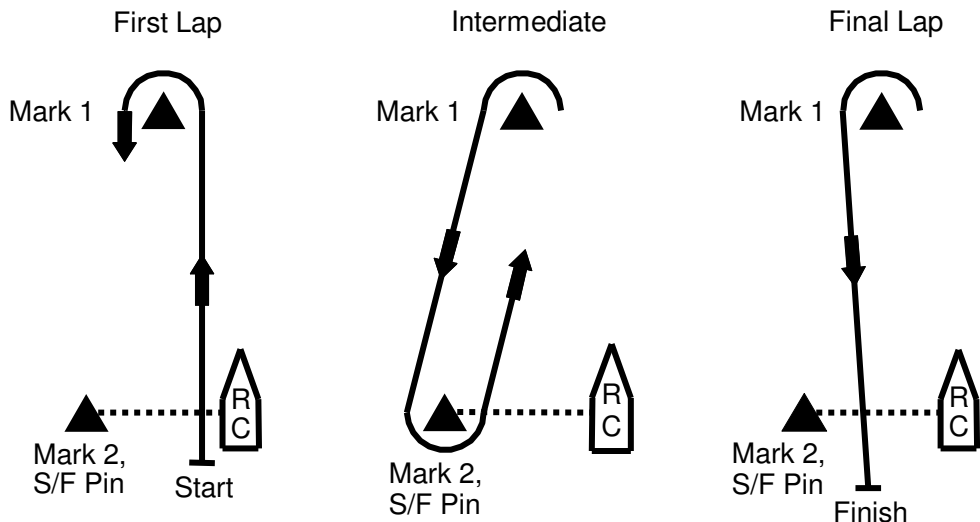
13.3. An entrant who serves as Race Officer for a series race will receive points for the races served as Race Officer equal to the average of his/her boat's scores in the remainder of the Icebreaker series races.

14. AWARDS

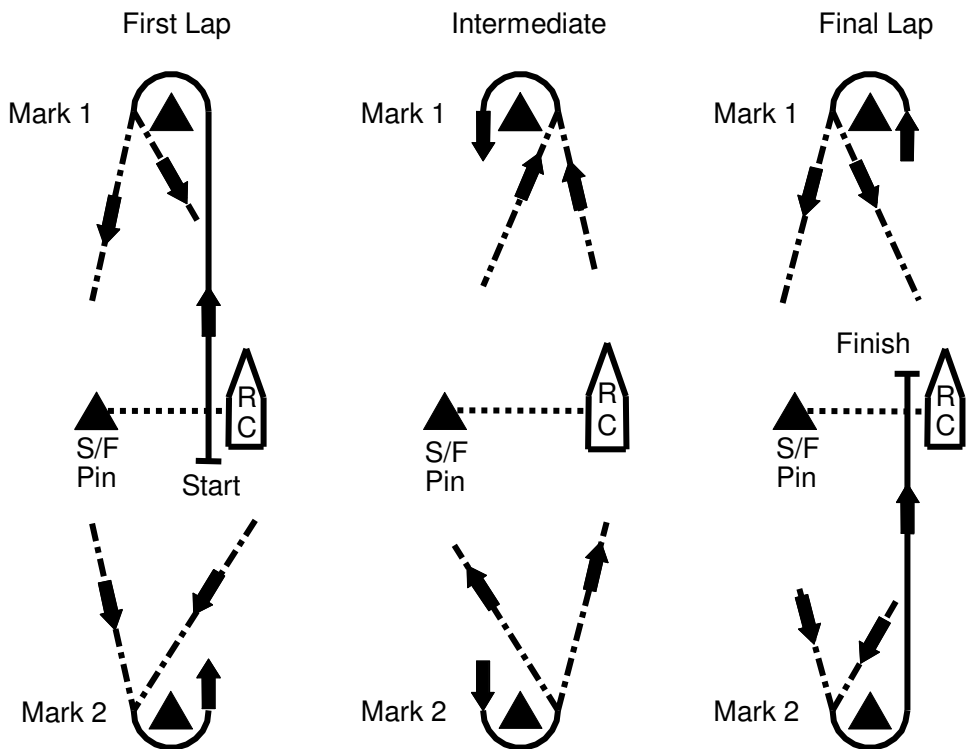
CLASS WINNER TROPHIES - Boats in first, second or third place in the final standings in a Class shall receive an award. If 4 or less boats are entered in a Class only two awards will be given. If 2 or less boats are entered in a Class only 1 award will be given. Class winner awards will be presented at the TSC Clubhouse after scoring has been completed on March 27, 2010. Winners must be present to receive their award.

TSC CHAMPIONSHIP POINTS - TSC member boats (or those whom have applied for membership and pending approval) will be awarded TSC Championship points equivalent to her finish position in the Icebreaker series.

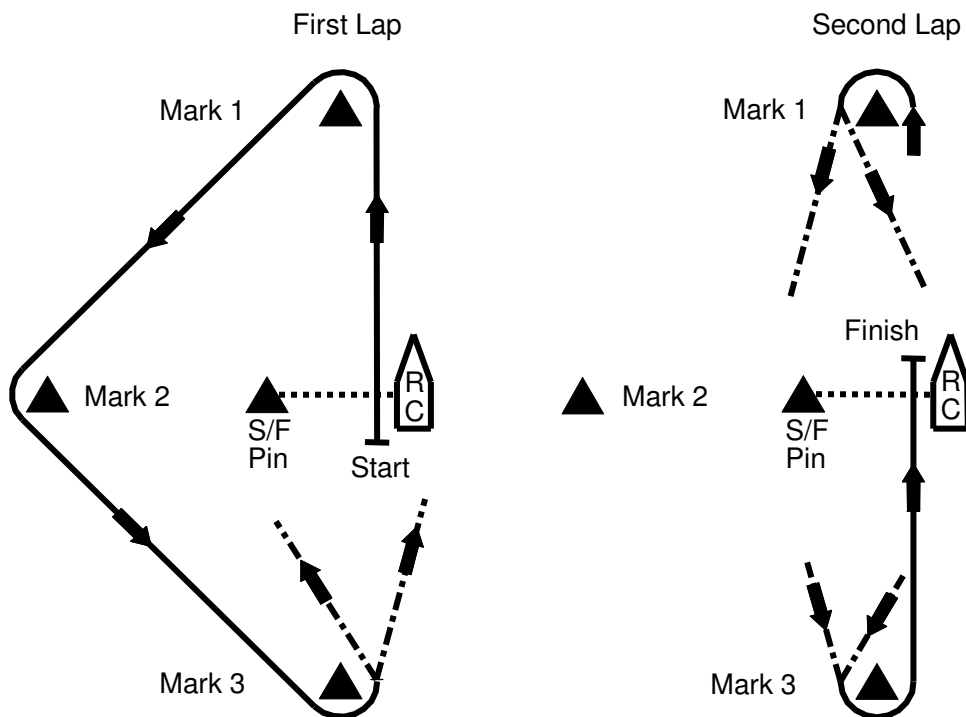
ATTACHMENT A



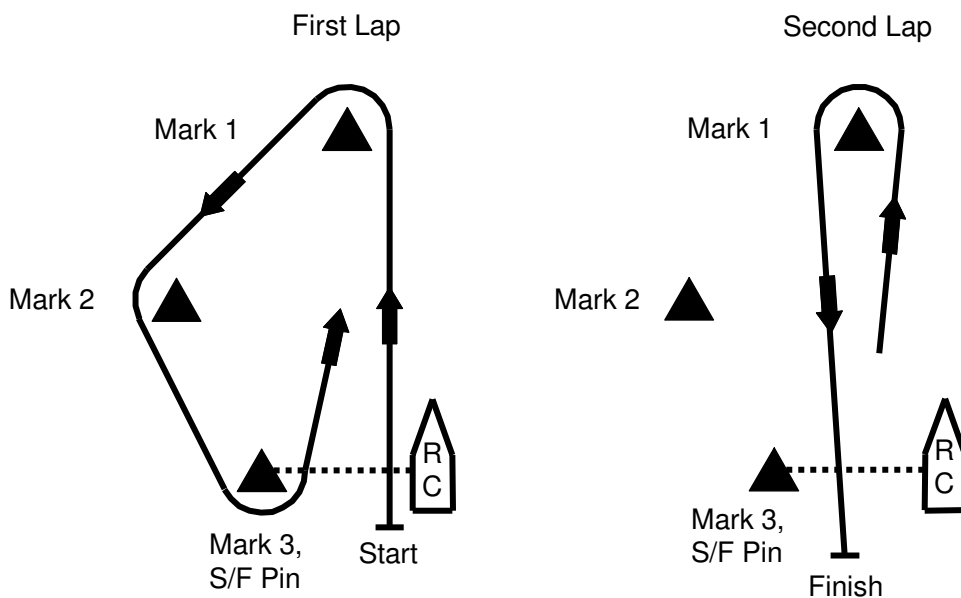
Course A --> Windward, leeward, finish downwind between committee boat and Mark 2. Mark 2 is the same as the start/finish pin. Number of laps will be designated by **A#**, where # is 1, 2, 3, . . n.



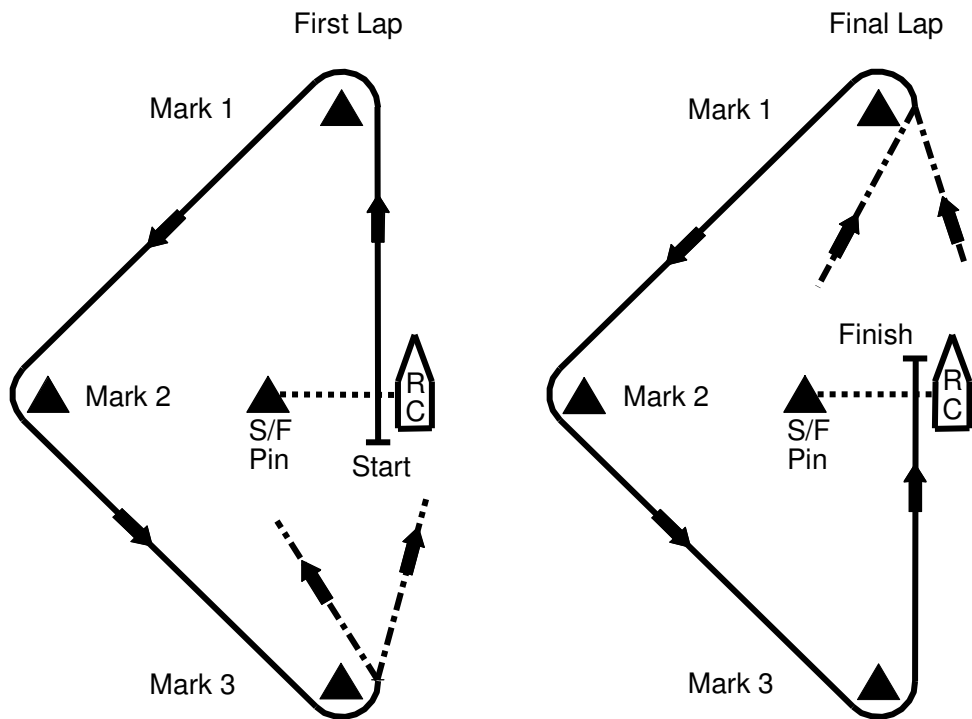
Course B --> Mid-leg start, windward, leeward, windward, finish upwind between committee boat and start/finish pin. Number of laps will be designated by **B#**, where # is 1, 2, 3, . . n.



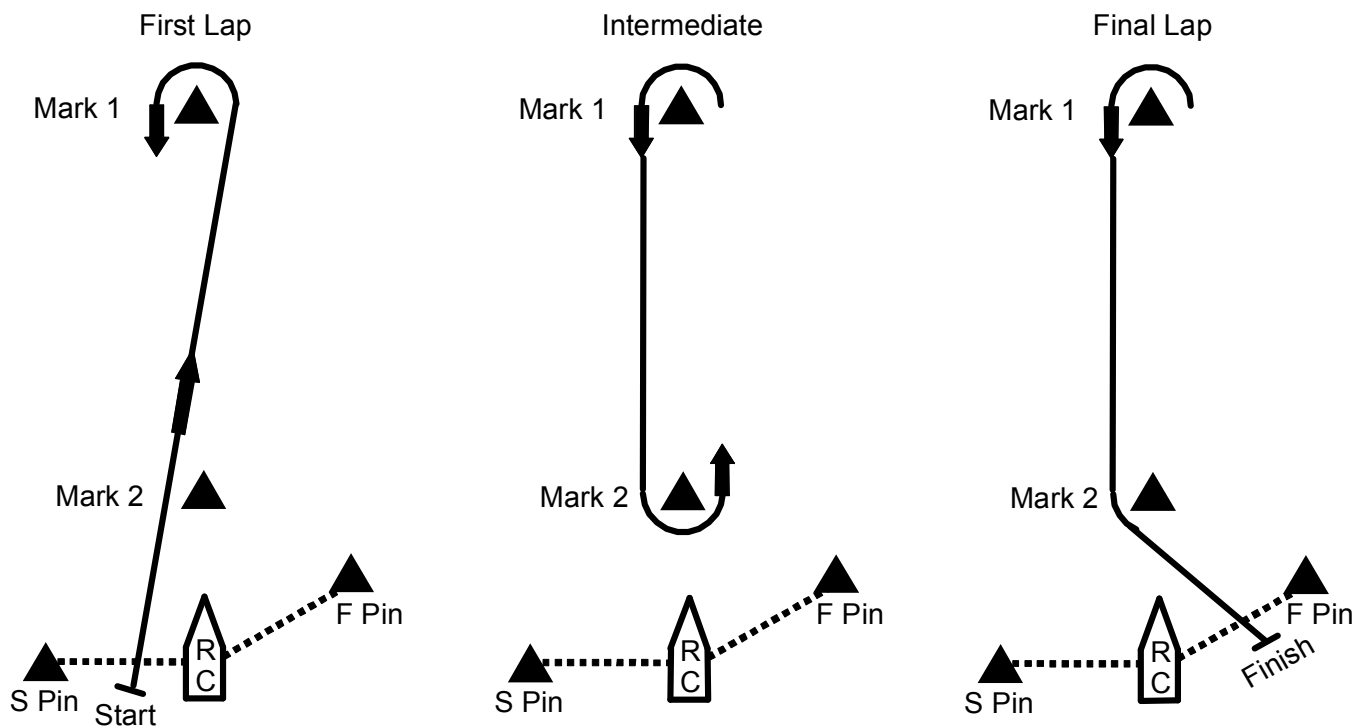
Course C --> Mid-leg start, triangle, finish upwind between committee boat and start/finish pin. Number of laps will be designated by **C#**, where # is 1, 2, 3, . . n. (**For RC reference only**, the bearing between Mark 2 and the committee boat is the windward heading mark, plus or minus 90 or 270 degrees and the distance to the committee boat is the same as from Mark 1 to the committee boat.)



Course D --> Triangle followed by windward, leeward (Gold Cup), finish downwind between committee boat and Mark 3. Mark 3 is the same as the start/finish pin. (**For RC reference only**, the bearing between Mark 2 and the committee boat is the windward heading mark, plus or minus 45 or 315 degrees and the distance to the committee boat is 1.4 times the distance from Mark 1 to the committee boat.)



Course E --> Mid-leg start, triangle, windward, leeward, windward (Olympic), finish upwind between committee boat and start/finish pin. (**For RC reference only**, the bearing between Mark 2 and the committee boat is the windward heading mark, plus or minus 90 or 270 degrees and the distance to the committee boat is the same as from Mark 1 to the committee boat.)



Course F --> Windward, leeward, finish downwind, leaving Mark 2 to port and between committee boat and the finish pin. Number of laps will be designated by F#, where # is 1, 2, 3, . . . n.

Texoma Sailing Club **Sailing Conditions Rating System** **Go / No-Go Formula**

_____ #1 Wind Speed

MPH	Points
8	0
9	1
10	5
11	10
12	14
13	19
14	24
15	28

MPH	Points
16	30
17	31
18	33
19	35
20	36
21	38
22	39
23	41

MPH	Points
24	42
25	44
26	46
27	47
28	49
29	50
30	52
31	53

MPH	Points
32	55
33	57
34	59
35	62
36	65
37	68
38	70

_____ #2 Ambient Temperature

Degrees	Points
60	2
58	4
56	6
54	8
52	10
50	11

Degrees	Points
48	13
46	14
44	16
42	18
40	20
38	22

Degrees	Points
36	28
34	38
32	46
30	58
28	66

_____ #3 Water Temperature

Degrees	Points
66	4
64	5
62	6
60	8
58	9

Degrees	Points
56	10
54	11
52	13
50	14
48	16

Degrees	Points
46	23
44	30
42	36
40	42
38	48

_____ #4 Weather Conditions

Other Conditions	Points
Sunny	-5
Overcast	0
Rain	+10
Lightening	+71

Lake Texoma Information
(903) 465-1491

_____ Total Points

Total the Point Count. If it is less than 60 points, sail.
 If it is 60 to 70 points, it is the race committee's decision to sail.
 If the point Count is greater than 70, there will be no sailing.