

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

The Racing Rules of the National Iceboat Authority¹

November 15, 2018

Part I Definitions

When one of the terms defined in Part 1 is used in its defined sense in the definitions or rules, it is printed in CAPITAL letters. All definitions rank as rules.

ACTUAL WIND – The natural wind.

WINDWARD-LEEWARD COURSE – A course sailed around two MARKS, an imaginary straight line drawn between the two MARKS is parallel to the ACTUAL WIND.

STANDARD COURSE - A WINDWARD-LEEWARD COURSE with a finish line placed 90 degrees from the ACTUAL WIND and a safety zone.
(Reference: Appendix I)

DARLING COURSE – A STANDARD COURSE modified with the addition of two DARLING MARKS. (Reference: Appendix I)

INLINE COURSE – A DARLING COURSE modified with the finish line being placed in line with the windward and leeward MARKS. (Reference: Appendix I)

ON-THE-WIND – A yacht heading less than 90° from the direction from which the ACTUAL WIND is blowing is ON-THE-WIND.

OFF-THE-WIND - A yacht heading more than 90° from the direction from which the ACTUAL WIND is blowing is OFF-THE-WIND.

STARBOARD TACK – A yacht is on a STARBOARD TACK when the ACTUAL WIND is approaching her from her right side.

PORT TACK - A yacht is on a PORT TACK when the ACTUAL WIND is approaching her from her left side.

WINDWARD YACHT and LEEWARD YACHT – When two yachts are on the same tack, the one on the side from which the ACTUAL WIND is blowing is the WINDWARD YACHT, the other is the LEEWARD YACHT.

TACKING – A yacht is TACKING from the moment she is beyond head-to-ACTUAL WIND until her mainsail has filled on the other side.

JIBING – A yacht is JIBING when, with the ACTUAL WIND aft, the foot of her mainsail crosses her centerline until it has filled on the other side.

1 Rules interpretations are shown as footnotes

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

OBSTRUCTION – Any object a yacht cannot safely sail over.

MARK – Any object, which a yacht must round or pass on a required side to properly round the course.

DARLING MARK – A MARK that is positioned in line with and between the windward MARK and the leeward MARK. The imaginary line between the MARK and its accompanying DARLING MARK is considered part of the MARK. (ref: Appendix I)

OUTSIDE – In rule 8 of the Right-of-Way Rules, any yacht to the right of another yacht is the OUTSIDE yacht.

CANCELLATION – A CANCELLED race is one which cannot thereafter be sailed.

POSTPONEMENT – A POSTPONED race is one which is not started at its scheduled time and which can be sailed at any time the Race Committee may direct.

COMPLETED – A race is COMPLETED when all yachts have finished, or the Over All Time Limit has passed.

ABANDONMENT – An ABANDONED race is one which is stopped while it is in progress or discarded within 30 minutes of being COMPLETED and which can be resailed at the discretion of the Race Committee.

Part II Management of Races

Part II is written in a manner that can be applied to club races and large regattas. Any

specifics such as wind velocity restrictions, course length, scoring systems, temperature minimums, ice thickness and condition, and number of boats on one course must necessarily be adapted to the type of boat being sailed.

A. Notice of races shall contain the following information (Ref: Appendix III, A):

1. That the races will be sailed under the rules of the National Iceboat Authority and those of the association or class concerned.²
2. Date, place, of regatta and starting time of first race.
3. Class or classes for which races will be held.
4. Amount of entrance fee.
5. Time and place of registration.
6. Number of prizes.
7. Time and place for receiving sailing instructions.
8. Number of races scheduled and number required for a complete series.

2 It is not the intent of the NIA to address the rules and regulations that govern the equipment used on iceboats. The use of electronics, radios, electrical, or hydraulic devices should be governed by the relevant sailing association or class rules.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

B. Sailing Instructions (Ref: Appendix III, B):

1. May be written or verbal.
2. Contents:
 - a. Course location.
 - b. Course description, including MARK description.
 - c. Starting time.
 - d. Starting and finishing signals.
 - e. Time limit of race (over-all time limit and time per mile for each class).
 - f. Time limit within which and address at which protests shall be lodged and heard.
 - g. Description of scoring system.
3. Distribution - shall be available to each yacht.
4. Changes- written or verbal changes to the sailing instructions can be made not later than two minutes prior to the starting signal.

C. Officials - duties and responsibilities

1. Race Committee
 - a. Personnel (course personnel, starters, timers, scorers)
 1. Course personnel:
 - a. Determine if conditions (wind, ice, temperature, visibility) are safe; mark dangerous sections of ice.
 - b. Supply MARKS and components for starting line. DARLING MARKS should be distinguishable from other MARKS.
 - c. Set course (MARKS, starting line, and if applicable, safety zone).
 2. Starters:
 - a. Supply flags, loud speakers, and audible signals.
 - b. Start race.
 3. Timers: Time laps and the race.
 4. Scorers:
 - a. Supply score sheets, pencils, master scoreboard at headquarters, tallies for drawing for starting positions.
 - b. Are positioned in teams of two persons each, to windward of the windward MARK and at the end of the finish line opposite to the leeward MARK.
 - c. Record the race as follows: Each team has a score sheet. The score sheet is divided into as many columns as there are number of laps in the race. As the yachts pass the MARK, one member of the team calls the sail numbers to the other member, who writes them down on the score sheet. A new lap column is started each time the leading yacht completes a lap. After starting a new lap column, continue to mark all yachts in that column regardless of lap position until starting another lap column with the leading yacht. In the case of yachts which have been lapped by the leaders, the number of laps completed may be determined by the number of times such yacht's sail number has been tallied.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

After the last yacht finishes, the scorers must then work back through their tally sheet to determine which yachts, and in what order, finished the race properly.

d. Post starting positions for succeeding race.

e. Transfer race results to master scoreboard and add up points.

f. Determine final finishing positions in the series.

b. Safety: The Race Committee should have on hand:

1. First aid equipment.

2. Phone number of first aid squad.

3. Equipment for getting boats and persons out of the water.

2. Judges

a. Authority - have the ultimate authority over all other officials in all incidents involving interpretation and enforcement of the rules governing all aspects of the race.

b. Must enforce all rules.

c. Oversee the race and must protest all violations of the rules.

d. Hear and decide protests.

D. Courses- all courses shall be WINDWARD-LEEWARD courses, MARKS left to PORT.

1. The course includes all MARKS, the starting line, the finish line, and, if applicable, the safety zone. See Appendix I for course diagrams.

2. Typical spacing of MARKS

a. The MARKS of a WINDWARD-LEEWARD course are typically spaced 1 mile apart.

b. When using a DARLING COURSE or INLINE COURSE, the spacing between the MARK and its accompanying DARLING MARK is typically 100 yards when the windward and leeward MARKS are spaced 1 mile apart.

E. Starting

1. It is recommended that the starting line be a line perpendicular to the ACTUAL WIND and set 60-100 yards to leeward of the leeward MARK of the course and consist of marked positions. The center of the starting line shall lie on an extension of an imaginary line through the MARKS of the course. Numbered starting positions shall be placed along the starting line at intervals at least four times the length of the runner plank, odd numbers running from the center rightward and even numbers running from the center leftward (standing facing the course).

a. The components of the starting line do not rank as MARKS of the course.

2. Starting positions for the first race shall be drawn by lot (or shall be determined by another means if so announced in the sailing instructions) before the first race. Entries arriving after the drawing shall be assigned positions on the ends of the line. For succeeding races a yacht will start at the position

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

corresponding to her finishing place in the immediate preceding race and DNF's, DSQ's, and DNS's shall be assigned positions at the ends of the line by the race committee.

3. Starting Procedure

- a. At the starting line the Race Committee shall announce the course, number of laps, time limit for the race and for each lap, and if applicable, instruct all yachts not starting to clear the safety zone.
- b. When blocks are used to mark the starting positions, each yacht's windward runner is placed at the starting position, odd numbers on PORT TACK, even numbers on STARBOARD TACK if the PORT and STARBOARD TACK start system is used. When the starting positions are connected with a rope or wire, the leeward runner is placed at the starting position.
- c. The Race Committee shall check to make sure all yachts are laid off (headed) similarly and the Committee has the authority to require a yacht to alter her heading.
- d. There shall be a preparatory signal approximately 1 minute before the start. This shall be a visual signal made by the starter standing near the leeward MARK. He shall raise a flag or raise his arms. This may be accompanied by an audible signal (megaphone or gun).
- e. The starting signal shall be the lowering of the starter's flag or arms. It may be accompanied by an audible signal. The visual signal governs the start; the audible signal is only a supplement.
- f. After the starting signal, skippers may begin to move their yachts away from the starting line, either by pushing or sailing.
 1. No yacht may be in forward motion at the starting signal.
 2. A yacht that arrives at the starting line after the starting signal must come to a stop on the starting line before beginning the race.
 3. When using a safety zone, it is recommended that when one class is lined up on the starting line when another class is racing, the starting positions to windward of the safety zone be vacated to leave room for yachts finishing to clear the finish line.

F. Finishing

1. STANDARD COURSE or DARLING COURSE

- a. The finish line is 60 to 100 yards long and perpendicular to the ACTUAL WIND. It lies between a stake and the leeward MARK. The stake is placed so that a yacht crossing the finish line from the direction of the windward MARK shall leave the leeward MARK on her PORT side. The Race Committee will be positioned on an extension of the finish line at the stake end of the line.
 - b. The finish line shall be shifted at any time so as to remain perpendicular to the ACTUAL WIND.
- #### **2. INLINE COURSE**
- a. The finish line is 60 to 100 yards long and is parallel to the ACTUAL WIND. It lies between the leeward MARK and the 1-2 starting positions.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

A finishing yacht shall leave the leeward MARK on her PORT side.

b. After finishing, yachts should make every attempt to approach the parking area by sailing around the odd end of the starting line.

3. A yacht finishes when any part of her hull or equipment crosses the finish line while leaving the leeward MARK to PORT.

a. If provided for in the Sailing Instructions, the finish of a yacht may be recorded when the forward part of the mast crosses the finish line while leaving the leeward MARK to PORT.

4. The finish of the first yacht shall be indicated by a flag displayed by the Race Committee as described in the sailing instructions; this may be supplemented by an audible signal.

G. Time Limit

1. Lap Time Limit - Time allowed for sailing any lap of the course.

a. The Race Committee establishes and announces the lap time limit. Individual clubs, classes, or associations may have a predetermined time per mile in their rules.

b. If at any time during a race no yacht completes any lap within the lap time limit, the race must be CANCELLED or ABANDONED.

c. Valid Race - A race is valid if any yacht makes each lap within the lap time limit.

d. Example case: If the lap time limit is 9 minutes, the leading yacht must complete the first lap before the starting time (ST) plus 9 minutes. If the leader completes the first lap at ST plus 7 minutes, her time at the completion of the lap (L1) is noted and the yacht leading (not necessarily the leader at L1) at the completion of the second lap must complete that second lap before L1 plus 9 minutes. (In this case, within 16 minutes of starting time.) Her time is noted (L2). L2 plus 9 minutes is the time for any yacht to complete the third lap, and so on for each lap.

2. Over All Time Limit - Any yacht not finishing within 30 minutes of the first yacht shall be designated Did Not Finish (DNF). This time limit may be altered by class, club, or association rules.

H. CANCELING, POSTPONING, ABANDONING, Changing Course

1. The Race Committee may CANCEL, POSTPONE, or change the course before the start provided it informs all yachts verbally or in writing.

2. The Race Committee may CANCEL or ABANDON a race after the start if a MARK has shifted or the course for any reason becomes unsafe.

a. When a MARK has shifted:

1. The Race Committee should make every attempt, without endangering the safety of racing yachts or Race Committee personnel, to reset or replace the MARK while the race is in progress, without abandoning the race.

2. Yachts should round any portion of the MARK that remains in the original position.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

3. If no portion of the MARK remains in the original position, yachts should round the portion in the shifted position until the MARK is reset, replaced, or the race is abandoned.

3. The Race Committee must CANCEL or ABANDON a race after the start if no yacht makes any lap time limit.

4. The course may not be altered after the start.

5. All yachts concerned shall be notified as to the date, time, and place of the resail of a POSTPONED or ABANDONED race.

6. The signal for CANCELING or ABANDONING a race shall be the display of a visual signal (e.g. black flag or electronic flare) by the Race Committee from their finishing position and, if safety permits, laying down the leeward MARK. This may be supplemented by an audible signal to get the skipper's attention and additional flags displayed near the windward MARK.

I. Dead Heat- In the case of a dead heat in any one race, add the points for the place for which the yachts are tied and the place (or places, if more than two yachts are involved in the tie) immediately below the tied yachts and divide equally. Any yacht finishing immediately after the tied yachts shall be awarded the position corresponding to one worse than the number of yachts finishing ahead of her.

J. Accidents

1. In the event of an accident, the Race Committee may ABANDON or CANCEL the race. Each yacht must render every possible assistance to any yacht or person in peril, even if the person in peril is not racing. A yacht that renders assistance may file a written request for compensatory points and the Judges may award her points equal to: her series average, disregarding the race in question, did not start, did not finish, and disqualifications.

2. A skipper of a yacht in distress shall make every attempt to signal all passing yachts and, if possible the Judges whether he is seriously injured or not. If he is not, he should get out of his cockpit and stand up and walk around the yacht.

K. Resailed Races; When a race is to be resailed:

1. All yachts entered in the original race shall be eligible to sail the resailed race.

2. Subject to the entry requirements of the original race, and at the discretion of the Judges, new entries may be accepted.

3. Rule infringements in the original race shall be disregarded.

4. The Race Committee shall advise the yachts concerned of the date, time, and place of the resailed race.

L. Award of Prizes

1. Before awarding the prizes, the Race Committee shall be satisfied that all prizewinning yachts have complied with the racing rules, sailing instructions, and class rules.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

2. If, within a 60 day period from the original date of award, the Judges shall find that a yacht did not comply with the racing rules, sailing instructions, or class rules, they may demand return of the award.

Part III General Requirements

A yacht intending to race shall, to avoid subsequent disqualification, meet these general requirements:

1. Pay all required membership and entrance fees.
2. Meet the measurement requirements of the association sponsoring the race.
3. Shall not be sailed by a professional(s) ice yachtsman. A professional being defined as anyone who accepts money for sailing on an ice yacht. If the status of an ice yachtsman (as to amateur or professional) is questioned, the National Iceboat Authority shall be the ultimate authority in determining his status.

Part IV Sailing Rules

The purpose of the following rules is to prevent collisions.³ Any infraction of these rules is cause for disqualification.

A. Fair Sailing. In all situations, the Judges, Race Committee, and contestants must act in terms of common sense, safety, and good sportsmanship.

B. Right-of-Way Rules.⁴

1. A yacht in motion shall keep clear of a yacht stopped.
2. A yacht sailing OFF-THE-WIND shall keep clear of a yacht sailing ON-THE WIND.
3. When two yachts are sailing ON-THE-WIND, the yacht on the PORT TACK shall keep clear of the yacht on the STARBOARD TACK. When two yachts are sailing OFF-THE-WIND, the yacht on the PORT TACK shall keep clear of the yacht on the STARBOARD TACK.
4. When two yachts sailing ON-THE-WIND are on the same tack, the WINDWARD YACHT shall keep clear. When two yachts sailing OFF-THE-WIND are on the same tack, the LEEWARD YACHT shall keep clear.⁵

3 The Sailing Rules and Race Management Rules are designed to provide a safe and fair race. The rules should not be used with tactical advantage a prime concern, but rather should be used to avoid collisions.

4 Sailors should realize that iceboat racing rules differ from sailboat racing rules in a number of fundamental ways, most prominent of which are: starboard tack does not always have right-of-way; windward yacht has right-of-way off the wind; there is no three length rule at an iceboat course mark.

5 Once the forward most part of the yacht catching up from behind has come past the after most part of the yacht ahead, one yacht is windward, the other leeward. The yachts must then be governed by their responsibilities as windward and leeward yachts.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

5. A right-of-way yacht shall not alter her course so as to mislead or prevent a nonright-of-way yacht from keeping clear. When a faster moving yacht approaches another yacht on the same tack from the rear, the faster yacht must not sail so close that the slower yacht cannot keep clear.
6. A yacht may not TACK or JIBE so as to involve the probability of collision with another yacht which, owing to her position or speed, cannot keep clear.
7. A yacht approaching and unable to clear an OBSTUCTION without fouling or endangering another yacht may signal the other yacht for room to clear. The signaled yacht shall at once give room and if it is necessary for her to TACK or JIBE, the signaling yacht shall also TACK or JIBE immediately thereafter.
8. When approaching or rounding a MARK, an OUTSIDE yacht shall keep clear and a faster moving yacht approaching another yacht from the rear shall stay clear of a yacht that has started her rounding maneuver.
 - a. When yachts sailing ON-THE-WIND on opposite tacks are approaching a MARK, the PORT TACK yacht shall keep clear of the STARBOARD TACK yacht.
 - b. Each yacht shall be entitled to room to cross the finish line.⁶
9. After finishing a race, a yacht shall keep clear of the course and yachts still racing.

C. Sailing the Course ⁷

1. At the start a yacht must be laid off (headed) similarly to other yachts on the line. A skipper may demand that the race committee require another yacht to change the degree to which she is laid off.
2. A yacht shall be disqualified without protest if she starts prematurely.
3. After a yacht starts and until she rounds the windward MARK for the first time, a yacht shall not pass between the center of the starting line (positions 1 and 2) and the leeward MARK.
4. A yacht not leaving a MARK on the required side or not rounding all MARKS in proper sequence shall be disqualified.
5. Except when avoiding an accident, a yacht shall be disqualified if she fouls a MARK, fouls a DARLING MARK, or passes over the imaginary line connecting the MARK and the accompanying DARLING MARK.
6. Yachts are required to pass over the finish line only at the finish. On previous laps of the course, they need not cross the finish line.

D. Propulsion – A yacht may not employ any means of propulsion other than the

6 This rule is for the ends of the line and is designed to keep the race committee from getting killed and to avoid general havoc in the finishing area. Port tack yachts shall keep clear of starboard tack yachts except at the committee end of the line where port tack must be given room to finish. And at the ends of the line a windward yacht must allow a leeward yacht room to finish.

7 The rules do not allow boats to collide at the start or shortly thereafter and all sailing rules apply here as they do elsewhere on the course.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

action of the wind on the sails. However, the crew (unassisted by anyone except for reasons of physical disability as authorized by the Judges) may push the yacht to achieve windpropulsion. Other pushing shall be cause for disqualification.

E. Safety Zone – When using the STANDARD COURSE or the DARLING COURSE, the Race Committee shall designate a safety zone (ref: Appendix I) to leeward of the starting line. A yacht not competing in the race about to be started or the race in progress shall not enter the safety zone. After a warning by the Race Committee, a yacht found to be in the Safety Zone without just cause may be disqualified or otherwise penalized according to the provisions of Part V of the rules.

F. Ballast – A yacht must start and finish a race with the same ballast and crew.

Part V Protests, Disqualifications, Appeals

A. Protests

1. Parties to protests.
 - a. Who may protest:
 1. Any competing yacht.
 2. The Race Committee, or any member of the Committee.
 3. A Judge.
 - b. Who may be protested:
 1. Any competing yacht.
 2. The Race Committee.
2. It is mandatory for all the parties in 1a, above to protest any infringement of the Racing Rules, Parts I, II, III, IV. A protest may not be withdrawn.
3. A party entering a protest shall:
 - a. Make his intent to protest known to the Race Committee immediately after the race in which the rule infringement occurred or as soon as an infringement of other than the Sailing Rules is noted. A protest may be entered at a later time if the protesting party is unable to finish the race, but must be made within two hours of the finish of the day's racing unless the protesting party can prove, to the satisfaction of the Race Committee, that he was unable to meet the deadline.
 - b. Present the protest in writing at the time and place indicated in the sailing instructions, stating the rule violated, a statement of the facts, and a diagram to illustrate same (when relevant).
4. The Race Committee shall do its best to notify the protested party as soon as possible.
5. The Judges must call a hearing as soon as possible, allowing a reasonable time for preparation of defense. Protests from one day's

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

racing should be heard before the next day's racing begins and, on the last day of racing, before prizes are awarded. Failure on the part of any interested party to make an effort to attend the hearing may justify the Judges in dismissing the case or in deciding the protest as they see fit.

B. Decisions and Penalties

1. The Judges shall make a prompt decision and notify, verbally or in writing, the parties involved.
2. If, during the hearing, any yacht is found to have infringed any of the Racing Rules she shall be disqualified or otherwise penalized according to any special sailing instructions.
3. If the Race Committee is found to have infringed a Racing Rule and a yacht's chances to win a prize were prejudiced as a result of the infringement, the Judges may order the race resailed or award the prejudiced yacht in accordance with the alternative provided in any special sailing instructions. (Ref. Appendix V.B.5)

C. Interested persons must not take part in decisions. No Judge may hear a protest involving a yacht he owned or sailed on at the time in question or involving a Race Committee of which he was a member.

D. Appeals to the National Iceboat Authority

1. Appeals involving solely the interpretation of the Racing Rules may be taken to the National Iceboat Authority for final determination by any individual or group that is a member of the Authority.
2. Preparation of Appeal Papers- All appeals shall be in writing and shall set forth the grounds of the appeal and be signed by the appellant. They shall be filed with the Secretary of the Authority within thirty days after the rendering of the decision appealed from together with:
 - a. The written consent to the appeal signed by the Judges rendering the original decision.
 - b. A copy of the sailing instructions.
 - c. A copy of the protest.
 - d. The names of the parties represented at the hearing, and of any party duly notified of the hearing, but not represented.
 - e. A copy of the decision of the Judges containing a full statement of the facts found by them.
 - f. An official diagram prepared by the Judges in accordance with the facts found by it and signed by it showing:
 1. The direction and velocity of the wind.
 2. Temperature and ice conditions.
 3. Visibility.
 4. Positions and tracks of all yachts involved and their position in relation to the course and the MARKS of the course.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

3. Decisions of Directors of the National Iceboat Authority shall be in writing and the grounds of each decision shall be specified therein. The decision shall be made within 30 days of the date the appeal was properly filed with the Secretary and shall be sent to all parties to the infringement and appeal. The annual report of the Directors shall contain all the decisions.

Rules Interpretations

December 1, 1973

1. The Sailing Rules and Race Management Rules are designed to provide a safe and fair race. The rules should not be used with tactical advantage a prime concern, but rather should be used to avoid collisions.

2. Sailors should realize that iceboat racing rules differ from sailboat racing rules in a number of fundamental ways, most prominent of which are: starboard tack does not always have right-of-way; windward yacht has right-of-way off the wind; there is NO two length rule at an iceboat course mark.

3. The rules do not allow boats to collide at the start or shortly thereafter and all sailing rules apply here as they do elsewhere on the course.

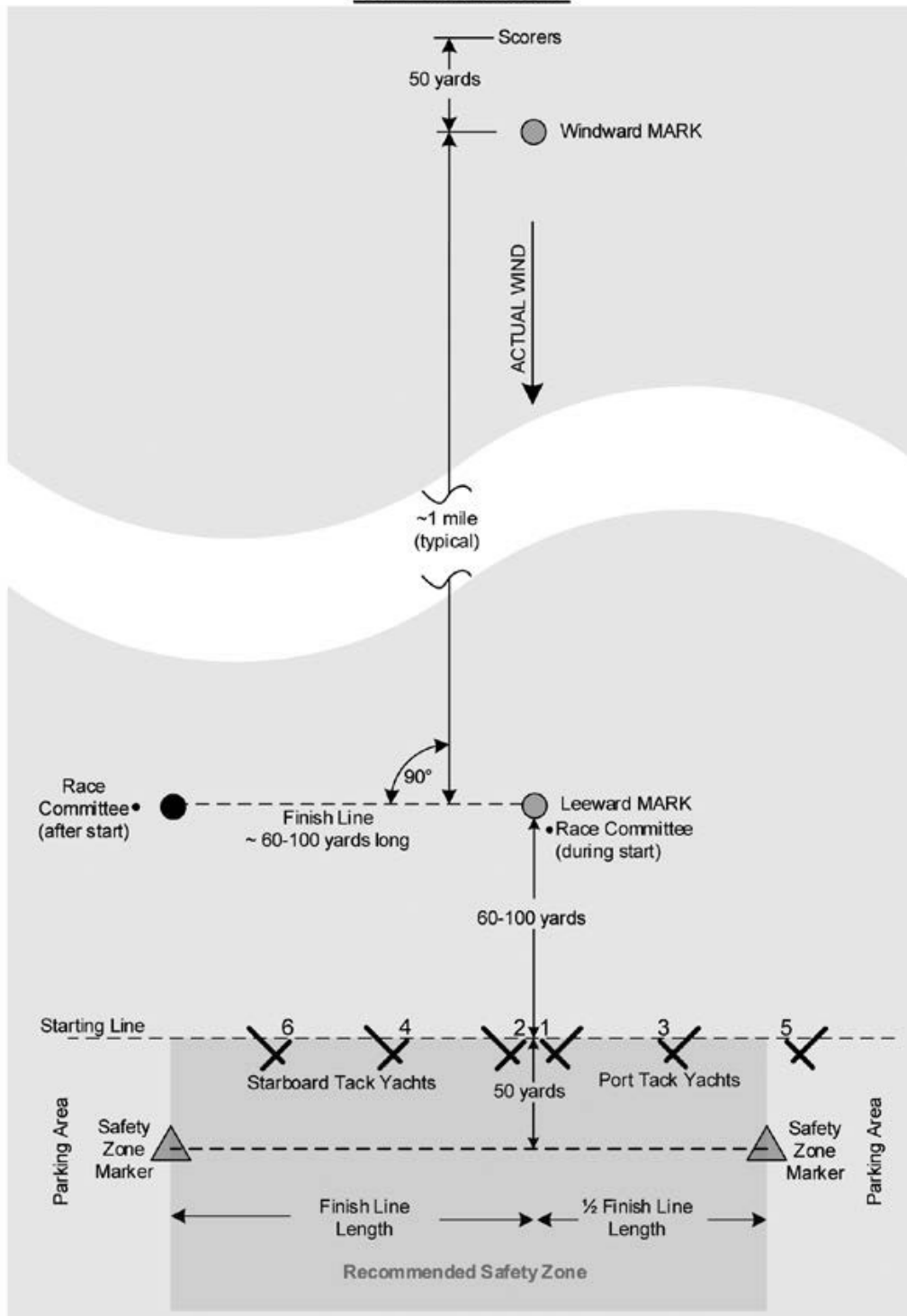
4. Right-of-way rule #8 giving each yacht room to finish is for the ends of the line and is designed to keep the race committee from getting killed and to avoid general havoc in the finishing area. Port tack yachts shall keep clear of starboard tack yachts except at the committee end of the line where port tack must be given room to finish. And at the ends of the line a windward yacht must allow a leeward yacht room to finish.

5. Once the forward most part of the yacht catching up from behind has come past the after most part of the yacht ahead, one yacht is windward, the other leeward. The yachts must then be governed by their responsibilities as windward and leeward yachts.

RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

APPENDIX I: RACE COURSE CONFIGURATIONS

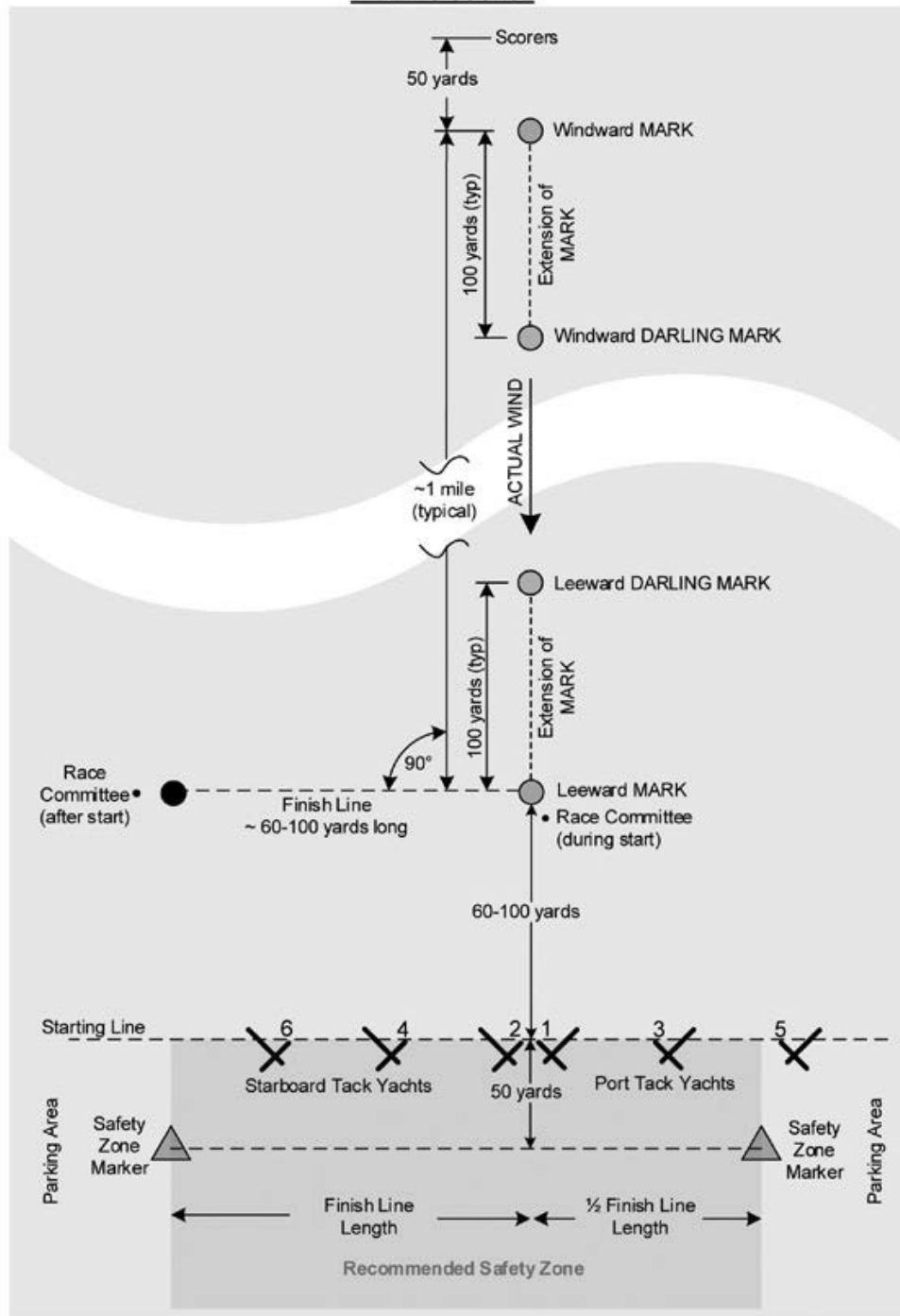
STANDARD COURSE



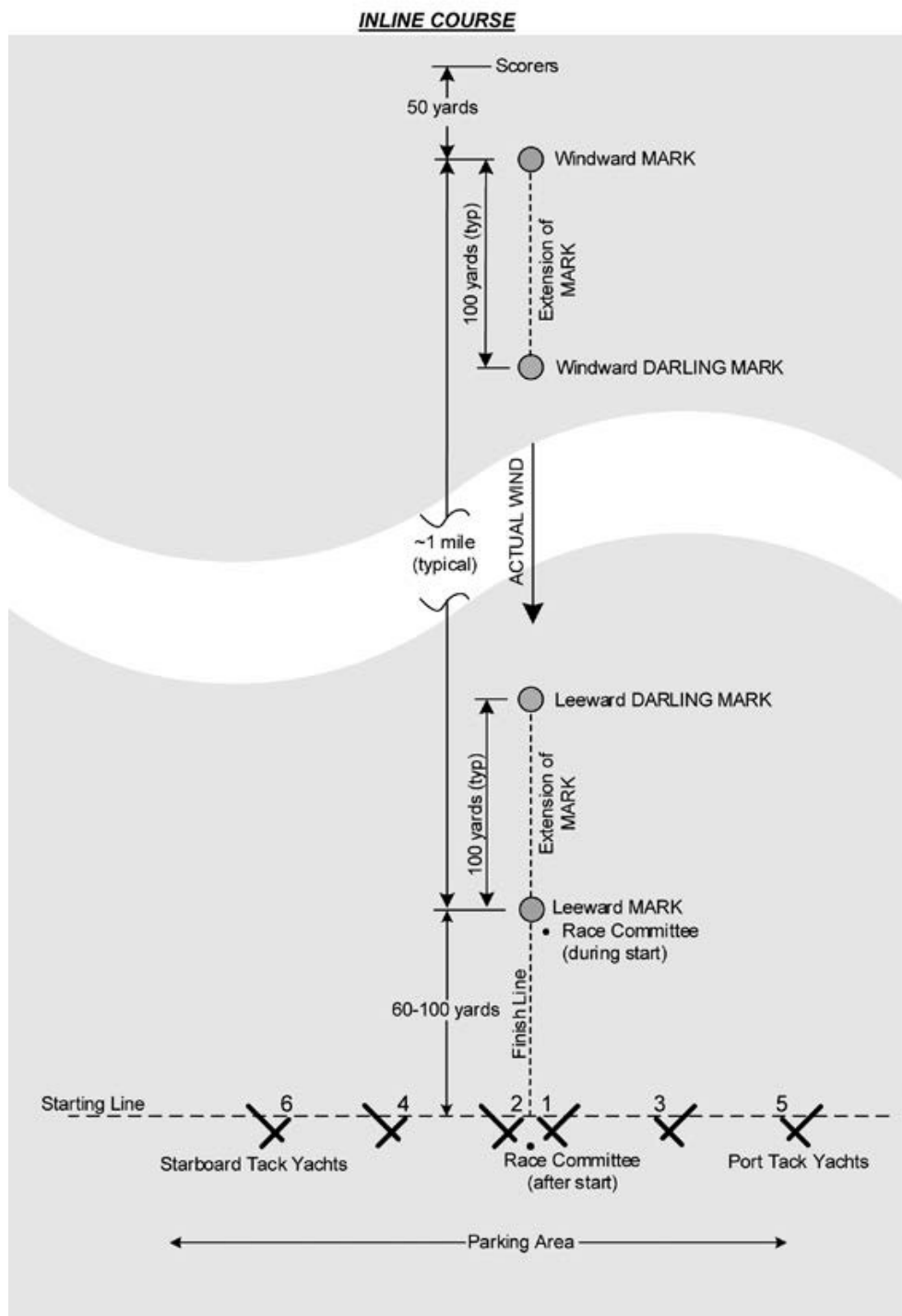
RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

DARLING COURSE

DARLING COURSE



RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY



RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

APPENDIX III

Sample Forms for Race Notices and Sailing Instructions (Part II, A & B)

A. Notice

(Name of Regatta)

1. All races will be sailed under the rules of the National Iceboat Authority and those of the (class or sponsoring association).
2. The regatta will be held (date) at (location). The first race will be held at (time, date).
3. Races will be held for classes: (class)
4. The entrance fee is (amount) per yacht.
5. Registration will be at (headquarters) on (date) from (time) to (closing time).
6. Trophies will be awarded to (how many places).
7. Skippers may obtain sailing instructions (where, when).
8. (Number of) races are scheduled for each class. (Number of races) are necessary for a complete regatta.

B. Sailing Instructions (distribute at registration desk or at skippers' meeting)

1. The course will be the (where the racing ice is in respect to place of registration).
2. The race course will be (description of race course used for each class) and racing MARKS will be (description of MARKS used for each class).
[Note to Race Committee: It is recommended that the race course configuration not be changed for the duration of a regatta.]
3. The starting time for each race:
4. The starting signal shall be the lowering of the starter's (arms or description of flag) approximately 1 minute after he raises his (arms or description of flag) to signify the preparatory signal. The finish of the first boat will be indicated by (description of flag and how it will be displayed at the finish) by the race committee.
5. The time limit per mile for each class will be: _____ Any yacht not finishing within 30 minutes of the first yacht shall be scored DNF.
6. The signal(s) for CANCELING or ABANDONING a race will be:
7. The scoring system will be: _____
8. Intention to protest must be reported to the race committee immediately after the race. Written protest must be filed with the Judges at (where they should be filed) within two hours of the finish of the last race of each day.

APPENDIX IV
NATIONAL ICEBOAT AUTHORITY PROTEST FORM

Regatta or series _____

Protesting yacht: Class _____ Sail Number _____

Skipper _____

Protested yacht: Class _____ Sail Number _____

Skipper _____

Date and race number of incident: _____

Witnesses who saw the incident: _____

Statement of the Facts

Rule(s) the protestor believes were violated: _____

Time protest was reported to Race Committee _____

Temperature: _____ Wind Velocity: _____ Visibility: _____

Ice condition: _____

Diagram

Indicate wind direction position and tracks of all yachts involved. Also, show their positions in relation to the course and the MARKS of the course.

Signature, skipper of protesting yacht: _____

FOR RACE AND PROTEST COMMITTEE (JUDGES) USE

Protest received (date, time): _____ By: _____
(official)

DECISION OF PROTEST COMMITTEE (JUDGES)

Facts Found

Decision and grounds, including rule(s) infringed and yacht(s) infringing.

Diagram:

yes or no _____'s diagram is endorsed.

yes or no Diagram constructed by the Judges is attached.

Chief Judge: _____

Names of other Judges hearing protest: _____

Date of hearing: _____ Date of Decision: _____