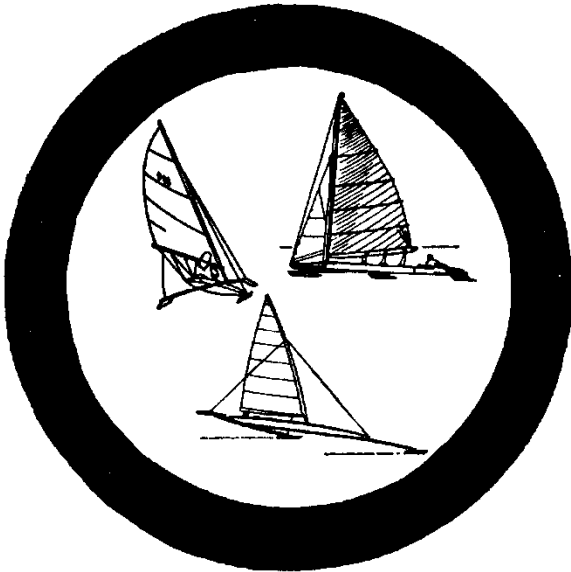


**Constitution and Racing Rules
of the
National Iceboat Authority**



October 31, 2015

CONSTITUTION of the NATIONAL ICEBOAT AUTHORITY

Article I. Name.

The name of this organization shall be the NATIONAL ICEBOAT AUTHORITY.

Article II. Objects.

The organization was formed to act as a body that will advise iceboating enthusiasts on the proper methods of conducting iceboating races and to establish a set of racing rules and then to handle appeals from protests and advise iceboaters as to the proper interpretation and application of these rules; to encourage the establishment of local iceboat clubs; to provide a medium for the exchange of ideas for the purpose of developing better rules for the conduct and regulation of iceboat racing; to provide a common meeting place for an annual dinner for commingling of members, the exchange of ideas, and developing of personal and social relationships among iceboat enthusiasts.

Article III.

Section 1: Its membership shall consist of:

(a) Iceboat associations and clubs.

(b) Individual members who are persons interested in promoting safety in iceboating

Section 2: All the above classes of membership shall, upon payment of the initiation fees and any levied dues, be eligible to receive all publications of the AUTHORITY and to be represented at the annual symposium of the AUTHORITY.

Article IV. Directors.

Section 1: The directors of the AUTHORITY shall be seven in number, namely:

Paul Goodwin, Tim McCormick, Thomas K. Nichols, Jane Pegel, Ron Sherry, Dan Clapp, Jay Yaeso.

Section 2: A director shall hold office until such time as he wishes to retire or is expelled by unanimous vote of the other directors. At such time, the association he represents (or other group as chosen by the directors) shall submit names of replacements to the directors and they shall choose a replacement.

Article V. Duties of Directors.

Section 1: Acting as a group, the directors will hear and decide, in conformity with the Racing Rules, all appeals involving the interpretation of the Racing Rules of the AUTHORITY by the Judges and (or) Race Committee of any association or club which is a member of the AUTHORITY, providing the local hearing body gives its consent.

Section 2: The directors may amend the Racing Rules by a five-sevenths vote.

Section 3: The directors shall choose, from among their ranks, one member to serve as Secretary-Treasurer. This person shall keep a record of the proceedings of all meetings of the directors; shall keep a roll of members; shall collect all moneys and deposit same in a bank approved by the directors; shall pay all bills and keep an accurate account of same; shall see that all before mentioned reports are sent to members; shall receive appeals.

Section 4: The directors will consider and act upon application for membership in the AUTHORITY.

Section 5: The directors shall see to it that updated Racing Rules are available on internet websites that can be accessed free of charge.

Article VI. Representation.

When a new director is chosen, care must be taken so that he represents a group that is numerous at the time.

Article VII. Meetings.

Section 1: The directors shall meet at such times and places that are convenient to them. Such meetings may be in person or by mail, electronic mail, or phone.

Section 2: Meetings to hear appeals must be held with all reasonable promptness from the time the Secretary receives an appeal.

Section 3: Five-sevenths representation of the directors (in person or by proxy) shall constitute a quorum. Except a director shall not take part in a hearing of an appeal involving a yacht in which he was an owner or on which he was a sailor at the time of the incident in question. A three-fourths majority of directors present is required for any decision regarding an appeal.

Section 4: The directors (wholly or singly) must preside over a general meeting of all members to be held annually at a time and place to be announced by the directors in the annual report of the previous year. At this meeting discussion will be held pertaining to subjects on an agenda, the contents of which shall be announced at the beginning of the meeting. The chairman, selected by the directors from among their ranks, may limit discussion as he sees fit. Individual members of the AUTHORITY are eligible to attend this meeting. Each club and association member may send two delegates to represent it.

Article VIII. Initiation Fees and Dues

Section 1: Members shall pay an initiation fee in these amounts:

- (a) Associations: \$10.00
- (b) Local Clubs: \$5.00
- (c) Individuals: \$2.00

Section 2: Dues to the extent of the initiation fee may be levied annually. Members will be billed on November 1. Dues shall be paid by January 1, and on March 1 delinquent members will be removed from the roll.

Article IX. Resignation and Expulsion.

The membership of any Association, Club, or individual may be forfeited by voluntary withdrawal or disbandment, by non-payment of levied dues before March 1 of each year, or by a five-sevenths vote of the directors.

Article X. Amendments.

Amendments to this Constitution may be adopted at any meeting of the board of directors by a unanimous vote of those present.

Article XI. Policy

Section 1: This organization is organized exclusively for and is and will be operated exclusively for the purposes specified in Article II "Objects" as set forth above.

Section 2: No part of its net income will inure to the benefit of any individuals or persons whomsoever.

Section 3: It will not devote a substantial part of its activities to influence legislation, or participate in a political campaign for or against any candidate for office.

Section 4: In the event of dissolution its net assets, if any, shall be distributed to such organization, exempt from income taxes under section 501(c) subparagraphs 3 or 7 of the Internal Revenue Code of 1954, as is then chosen by the then Directors of this organization.

The Racing Rules of the National Iceboat Authority

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.

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.

ABANDONMENT – An ABANDONED race is one which is stopped while it is in progress and which can be re-sailed 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. 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.

- 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. 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 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. 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 (L_1) is noted and the yacht leading (not necessarily the leader at L_1) at the completion of the second lap must complete that second lap before L_1 plus 9 minutes. (In this case, within 16 minutes of starting time.) Her time is noted (L_2). L_2 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.
 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 placement of a visual signal (e.g. flag, flare) at the leeward 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 worst race in the series, disregarding the race in question, did not start, did not finishes, 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 prize-winning yachts have complied with the racing rules, sailing instructions, and class rules.
 - 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. 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.
 - 1. A yacht in motion shall keep clear of a yacht stopped.
 - 2. A yacht sailing a 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. A right-of-way yacht shall not alter her course so as to mislead or prevent a non-right-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 OBSTRUCTION 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. (Ref: rules interpretation on page 22)
 9. After finishing a race, a yacht shall keep clear of the course and yachts still racing.
- C. Sailing the Course
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 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 wind propulsion. 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 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.

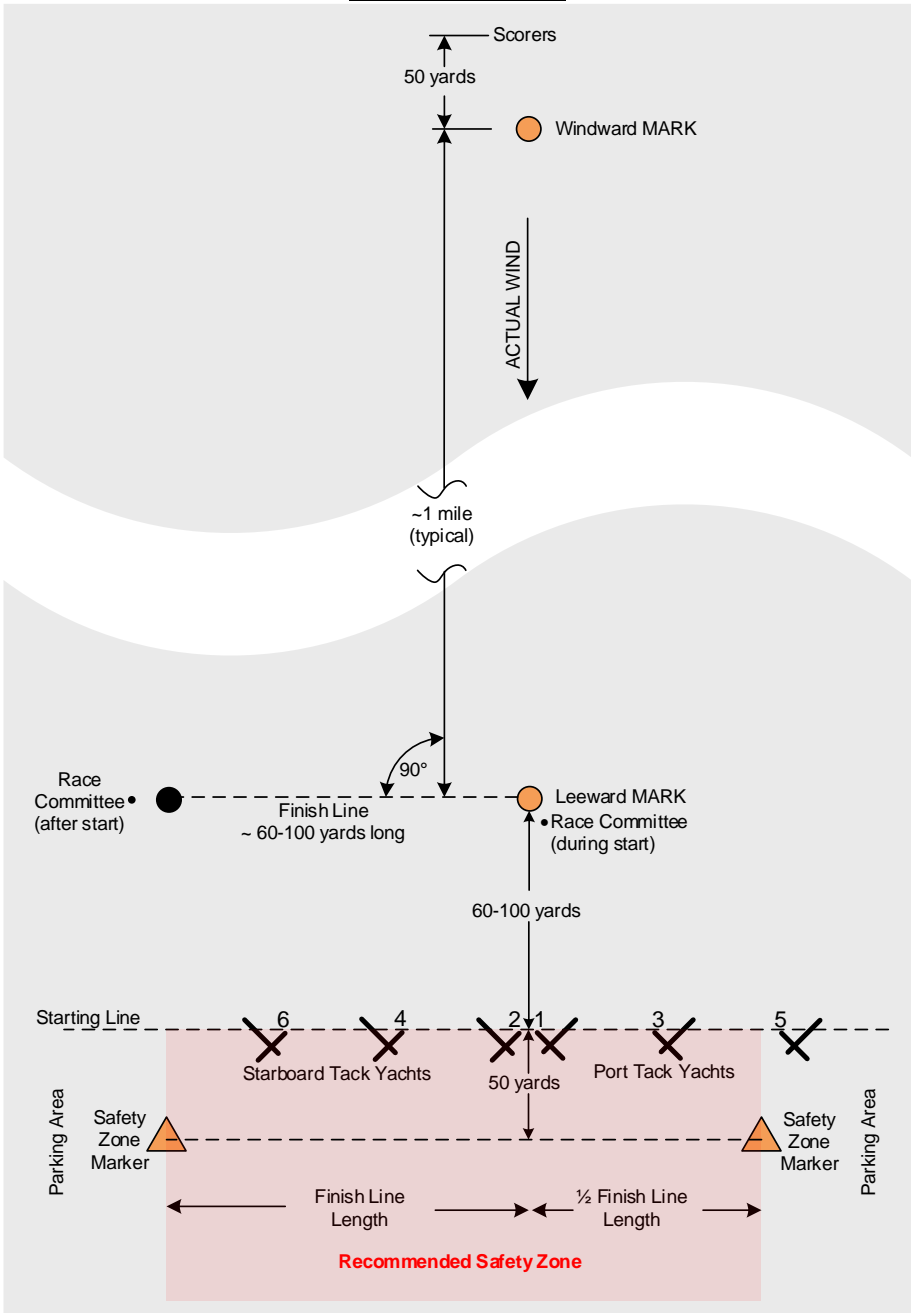
D. Appeals to the National Iceboat Authority

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:

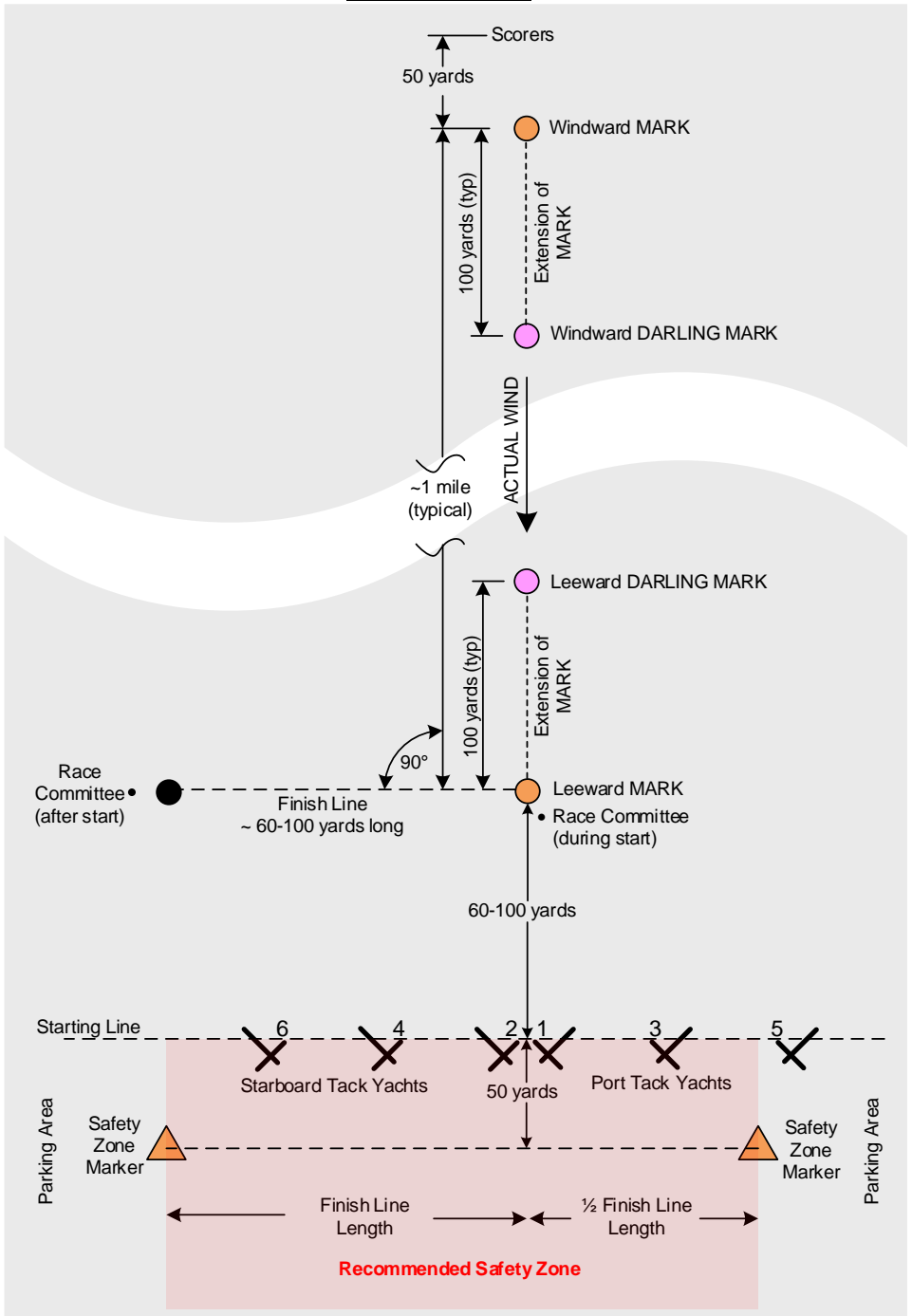
- a. The written consent to the appeal signed by the Judges rendering the original decision.
 - b. A copy of the sailing instructions.
 - c. A copy of the protest.
 - d. The names of the parties represented at the hearing, and of any party duly notified of the hearing, but not represented.
 - e. A copy 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.
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.

APPENDIX I: RACE COURSE CONFIGURATIONS

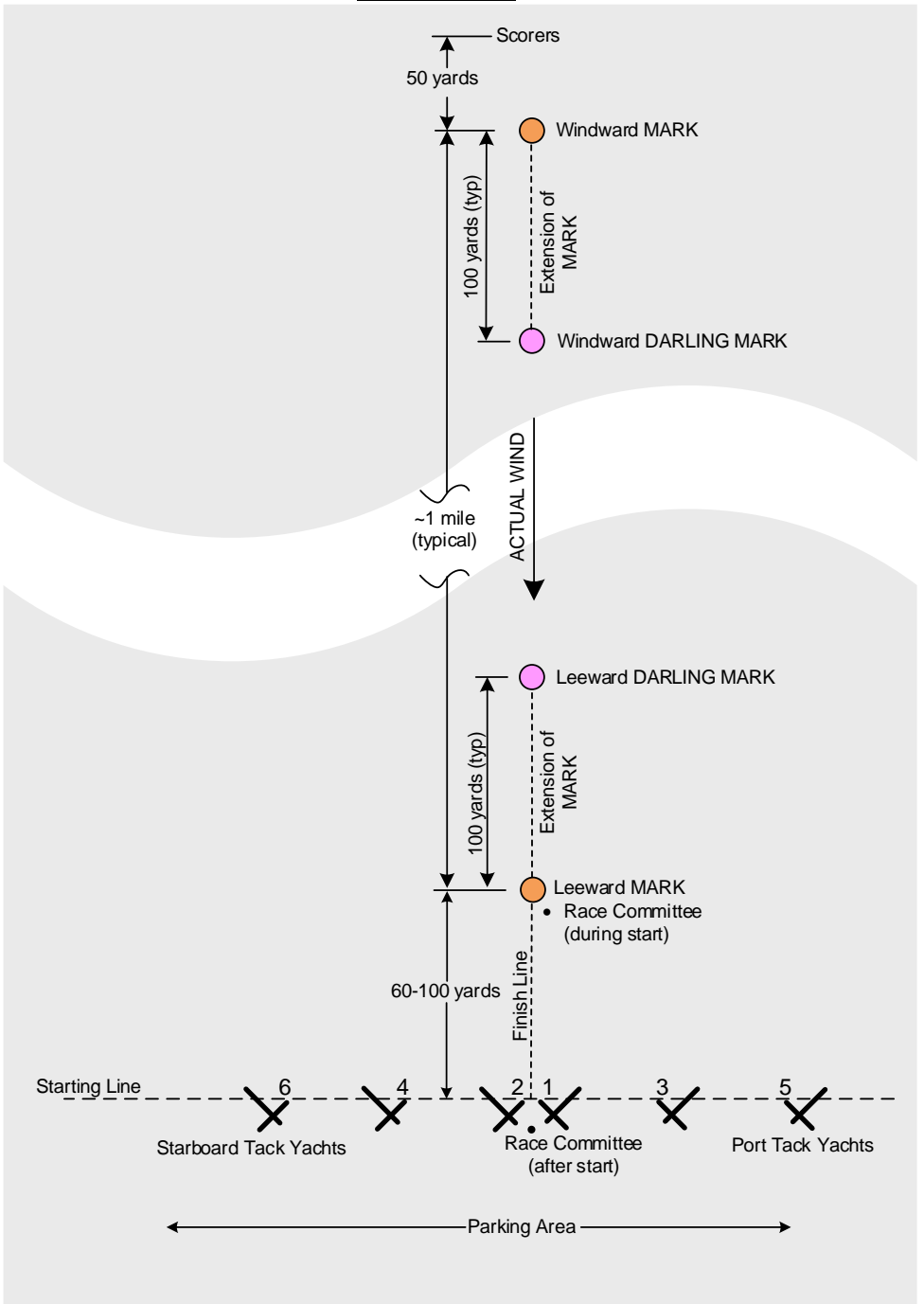
STANDARD COURSE



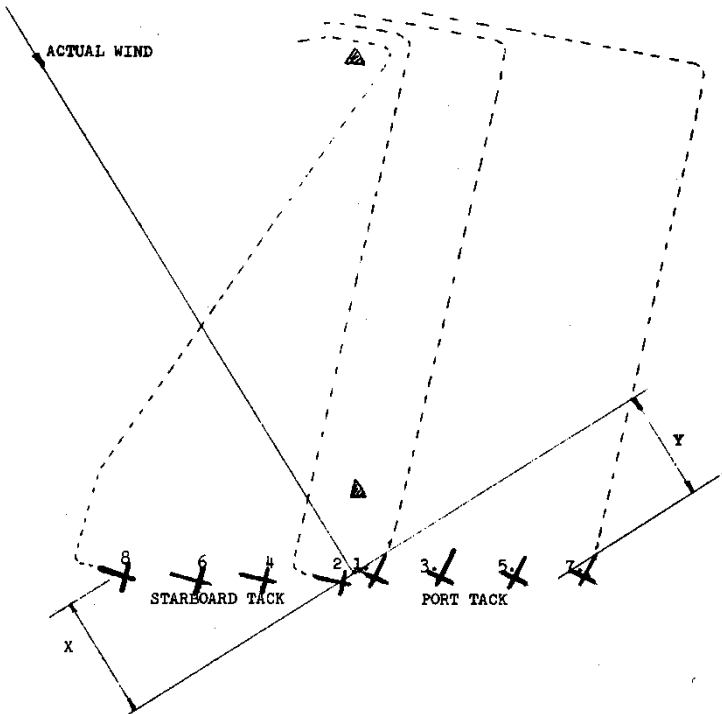
DARLING COURSE



INLINE COURSE



Appendix II
How a Poor Course Ruins a Race



- The course is not parallel to the ACTUAL WIND. Look what has happened:
1. Yacht #7 is the distance X plus Y behind yacht #8 before the race has even started.
 2. The STARBOARD TACK yachts have had to head for each others' tails in order to fill their sails. It will be hard for them to avoid collisions while getting away from the starting line.
 3. The dotted lines representing the courses the yachts would take to reach the WINDWARD MARK indicate the unfair advantage received by favored yachts when the course is set improperly.

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 scoring system will be: _____
7. 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: _____

APPENDIX V
PROTEST PROCEDURE

A. Structure of the Protest Committee

1. The protest committee shall consist of 3 or more persons, who shall be referred to as Judges. It is recommended that there be an odd number of Judges so that there will not be a tie vote in a divided decision.
2. An interested party may give testimony in the protest hearing but shall not take part in the discussion or decision. An interested party is: a competitor in the series in which the incident occurred or, in a protest against the actions of the race committee, a member of the race committee for the series.

B. Protest Committee Procedure

In a protest hearing the Judges should give equal weight to all testimony; should recognize that honest testimony can vary and even be in conflict as a result of different observations and recollections; should resolve such differences as best it can; should recognize that no yacht is guilty until her infringement has been established to the satisfaction of the Judges; should keep an open mind until all the evidence has been submitted as to whether the protestor or the protestee or a third yacht, when one is involved in the incident, has infringed a rule.

1. Preliminaries:
 - 1.1. Note on the protest the time at which it is received by the race committee.
 - 1.2. Determine whether the protest meets the requirements of Rule V.A.3.a. and 3.b.
 - 1.3. A protest that does not meet the requirements of Rule V.A.3.a. and 3.b. should be refused.
 - 1.4. Determine if the Race Committee has notified the protested party as required by Rule V.A.4.
 - 1.5. The protest hearing should be scheduled according to the requirements of Rule V.A.5.
 - 1.6. The protest and any written statement regarding the incident (preferably photocopies) shall be available to all parties to the protest and to the protest committee for study before the taking of evidence.
2. The Hearing.
 - 2.1. The protest committee shall ensure that:
 - (a) a quorum is present as required by the club, class or association organizing the race.
 - (b) no interested party is a member of the protest committee or takes part in the discussion or decision. Ask the parties to the protest whether they object to any member on the ground of "interest".
 - (c) when any Judge sitting on the protest committee saw the incident, he shall give his evidence as a witness only in the presence of the parties to the protest and may be questioned.
 - 2.2. The parties to the protest (with a language interpreter, when needed) shall have the right to be present throughout the hearing. Each witness, unless he is a Judge sitting on the protest committee, shall be excluded except when giving his evidence. Observers may be admitted at the discretion of the Judges.
 - 2.3. Invite first the protestor and then the protestee(s) to give their accounts of the incident. Each may question the other(s). Questions by the Judges, except for clarifying details, are

preferably deferred until all accounts have been presented. Models are useful. Positions before and after the incident itself are often helpful.

- 2.4. Invite the protestor and then the protestee to call witnesses. They may be questioned by the protestor and protestee as well as by the Judges. The Judges may also call witnesses.
- 2.5. Invite first the protestor and then the protestee to make a final statement of his case, including any application or interpretation of the rules to the incident as he sees it.
- 2.6. The Judges may adjourn a hearing in order to obtain additional evidence.
3. Decision
 - 3.1. The Judges, after dismissing those involved in the incident, shall decide what the relevant facts are.
 - 3.2. The Judges shall then apply the rules and reach a decision as to who, if anyone, infringed a rule and what rule was infringed.
 - 3.3. Having reached a decision, put it in writing, then recall the protestor and protestee and read to them the facts found, the decision and the basis for the decision. Any rules infringed should be identified in the decision.
 - 3.4. Any party to the protest is entitled to a copy of the decision signed by the chairman of the Judges. A copy should also be filed with the Judges' records.
4. Yachts found to have infringed the rules should be penalized according to the provisions of Rule V.B.2.
5. If it is determined that a yacht's chances to win a prize were prejudiced by a rule infringement of the Race Committee Rule V.B.3 provides that the Judges may order the race resailed according to Rule II.K. It is recommended that the rules of the race organizers should provide for an alternative to resailing the race, such as (but not limited to) (1) awarding the prejudiced yacht a finish position equal to that of her worst race in the series, (2) award her a finish equal to the average of her finishes in the other races of the series.

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.

Rules Interpretations

**NATIONAL ICEBOAT AUTHORITY
P.O. Box 40
Williams Bay, WI 53191**

December 17, 1996

Mr. Paul E. Krueger
Northwestern Ice Yachting Association
Rt. 2, 3027 Siggelkow Rd.
McFarland, WI 53558

Dear Paul:

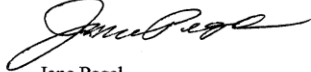
In response to your letter of November 7, 1996, regarding the use of electronics, radios, electrical and or hydraulic mechanical devices, outside assistance.

Reference the Constitution of the National Iceboat Authority, Article II Objects. The National Iceboat Authority advises on the proper methods of conducting iceboating races and interprets the racing rules that the Authority has established. Also reference Part IV of the Sailing rules, which states that the purpose of the rules is to prevent collisions.

It is not the intent of the National Iceboat Authority to address the rules and regulations that govern the equipment used on iceboats. Under NIA rules, Part II A.1., it is mandated that the notice of races specify that NIA and association or class rules will apply. The topics you have listed can be controlled by association and class rules.

Also the only reference to outside assistance in the rules of the National Iceboat Authority is in how to deal with compensatory points for yachts rendering assistance following an accident and the reference to assistance at the starting line or to return to wind propulsion for reasons of physical disability.

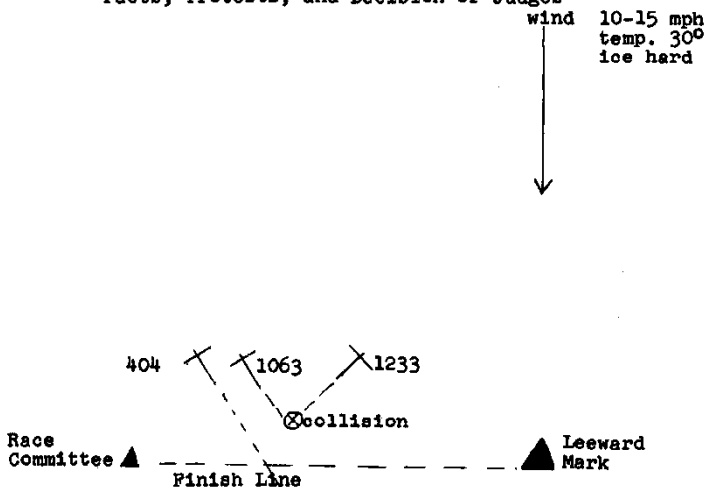
Sincerely,



Jane Pegel
Member, Board of Directors

NATIONAL ICEBOAT AUTHORITY
Decisions on Appeals
Appeal No.1
DN's 1233, 1063, and 404
Sailing Rules A, B-3, B-1; Protest Procedure
Facts, Protests, and Decision of Judges

Facts, Protests, and Decision of Judges



These are the facts as verified by the Judges.

In the final race of the 1965 Eastern DN Championship, yachts #1233, #1063, and #404 were approaching the finish line. 1233 was on a starboard tack, 1063 and 404 on port tack. 404 was to leeward of 1063 and these two were sailing parallel courses, approximately 9 ft. apart. 404's bow was abeam of the cockpit of 1063. 1233 was sailing a converging course with 404 and 1063. 1233 collided with 1063 at a point 15 yds. from the finish line and 25 yds. from the leeward mark. None of the three boats altered course prior to the collision. 404 sailed around the wreck and on across the finish line.

1233 protested 1063 under Sailing Rule B-3, Port and Starboard Tack. No written protest was filed, only a verbal one, but the Judges held a hearing and disqualified 1063. In addition the Judges felt that 404 had violated the intent of Sailing Rule B-4, Off-the-Wind, Leeward Yacht Keep Clear. 404 was disqualified.

404 filed an appeal with the permission of the Judges on the grounds that 404 did keep clear of 1063 and that 1063 did not signal for 404 to give room for 1063 to clear 1233, therefore no burden was placed on 404.

Decision of the Directors of the National Iceboat Authority

1063 fouled 1233 under Sailing Rule B-3, the port tack yacht must keep clear. We uphold the decision of the Judges in disqualifying 1063.

1063 could have invoked both Sailing Rules B-4 and B-7 and thereby transferred the burden to 404 but 1063 did not do so. This relieves 404 of any burden in this particular situation. We reverse the decision of the Judges and re-instate 404.

1233 could have avoided the collision and should have done so, either by altering her helm or slacking her sheet to reduce speed, and then filed a protest. She did not use common sense so we disqualify her under Sailing Rule A, Common Sense, Safety, and Good Sportsmanship.

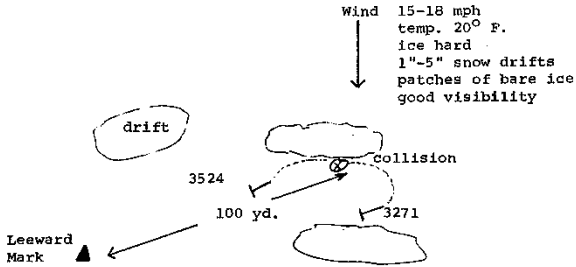
Sailing Rule A requires that a skipper always handle his boat with common sense. This is the most important rule. One must avoid a collision when at all possible. No race is important enough to risk damaging boats or injuring sailors.

A yacht in a position such as 404 should always be under control so that she can respond to any alteration of course by a yacht in a position such as 1063, should she be asked to do so. 404 fulfilled this obligation.

In this case no written protest was filed and there is some question as to whether or not a reasonable time was allowed for preparation of a defense. Race Committees and Judges should see to it that proper protest procedures are followed and that proper written records of the proceedings are kept on file by the group sponsoring the race.

Wallace E. Cross, Jr.
Elmer A. Millenbach
Jane W. Pegel
Robert E. Pegel
Homer R. Sieder
Directors, National Iceboat Authority
April, 1965

NATIONAL ICEBOAT AUTHORITY
Decisions on Appeals
Appeal No.2
DN's 3524 and 3271
Facts, Protests, and Decision of Judges



These are the facts as verified by the Judges.

In a practice race for DN class yachts sailed in 15-18 mph winds, on hard ice with 1-5" snow drifts, and 50% clear ice, DN 3524 and DN 3271 were sailing on-the-wind on port tack after rounding the leeward mark. 3271 was ahead to leeward of 3524, 50 yds, separating them. 3271 tacked onto starboard tack, 50 to 60 yds. separated the two yachts. They then converged sailing on-the-wind with 3524 on port tack, 3271 on starboard tack. 3524 continued for 15 yds. and then started to steer more off-the-wind to avoid 3271. 3271 sailed on the starboard tack for 20 yds. after tacking and then started to steer more off-the-wind to avoid a snow drift. At this time the two yachts were 30 yards apart and now heading directly for each other and thereafter collided almost head on with the bow of 3524 hitting the front starboard side of 3271.

3524 protested 3271 under Rule B-5. 3524 claimed he was turning off-the-wind to avoid 3271 but as the result of 3271 also turning off-the-wind there was a collision. The Judges felt that 3524 had not turned soon enough and had violated Rule B-3, port and starboard tack. 3524 was disqualified.

3524 filed an appeal with the permission of the Judges on the grounds of his original protest, under rule B-5, claiming 3271 turned and made it impossible for 3524 to avoid the collision.

Decision of the Directors of the National Iceboat Authority

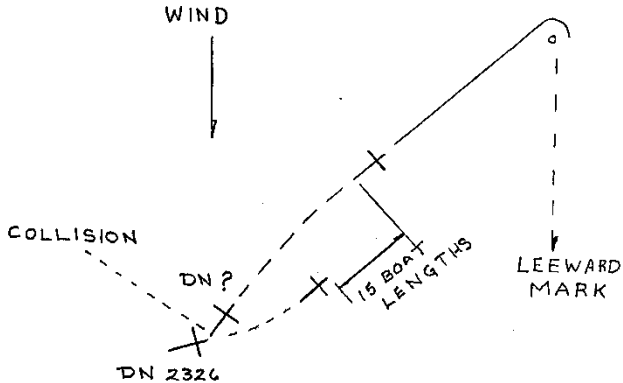
DN 3524 fouled 3271 under Sailing Rule B-3, the port tack yacht must keep clear. We uphold the decision of the Judges in disqualifying 3524.

DN 3271 should have been watching more closely when bearing off to avoid snow drifts. In altering her course when converging with a non-right of way yacht, she violated Sailing Rules A and B-5 and contributed to the eventual collision. Therefore 3271 is also disqualified.

Charles Boston, Elmer A. Millenbach, Thomas K. Nichols, Jane Pegel, Robert E. Pegel, John E. Ripp

Directors, National Iceboat Authority, March, 1982

NATIONAL ICEBOAT AUTHORITY
Decisions on Appeals
Appeal No.3
DN 2326 and DN ?
Sailing Rules B-4, B-5
Facts, Protest, and Decision of Judges



These are the facts as verified by the Judges.

On March, 1984, DN class yachts were racing on Grand Lake, Nova Scotia. The ice was clear, smooth, and hard; visibility clear; wind 15-20 knots and gusty; temperature -6C.

DN 2326 and DN ? were sailing off-the-wind on starboard tack. DN 2326 was 15 boat lengths ahead and to leeward. DN 2326 skidded out and slowed down, and then recovered ahead of DN ?. DN ? was proceeding about twice as fast as DN 2326. DN ? struck DN 2326's stern at an angle as shown on the official diagram, breaking both fuselage sides abaft the cockpit, and tearing off the sternblock and deck. Both yachts retired from the race.

DN 2326 protested DN ? under Sailing Rule B-5, Faster Moving Yacht Approaching From the Rear. The Judges disallowed the protest, ruling that the collision was a consequence of DN 2326 having skidded out and coming up from leeward into the path of DN ? in a manner which did not allow opportunity to keep clear, applying Sailing Rule B-4, Off-the-Wind, Leeward Yacht Keep Clear, and Sailing Rule B-5, first sentence, Right of Way Yacht Altering Course.

DN 2326 filed an appeal with the permission of the Judges on the grounds that the wrong rule was applied.

Decision of the Directors of the National Iceboat Authority

As DN 2326 and DN (?) sailed off the wind on the starboard tack, DN 2326 was 156 ft. ahead of DN (?). DN 2326 skidded out and slowed down. As the faster moving yacht approaching from the rear, Sailing Rule B-5, second sentence, DN (?) is obligated to not run into DN 2326. DN (?) is disqualified.

Sailing Rule B-4 does not apply because the yachts were not abeam of one another, they were ahead and behind, thus there was no leeward nor windward yacht.

The first sentence of B-5 does not apply because when the alteration of course of DN 2326 occurred, she was 156 ft. ahead of DN (?), which is plenty of room for DN (?) to respond to avoid a collision. Under the existing ice and wind conditions DN (?) should have headed below DN 2326 and passed her to leeward.

If the two yachts had been sailing closer to one another, with DN (?) close behind DN 2326, then DN 2326 would have been obligated to not alter her course so as to prevent DN (?) from staying clear, Rule B-5, first sentence. This was not the situation in this incident.

Charles Boston
Elmer A. Millenbach
Thomas Nichols
Jane Pegel
Robert E. Pegel
John E. Ripp
Directors, National Iceboat Authority
May, 1984

NATIONAL ICEBOAT AUTHORITY
Decisions on Appeals
Appeal No.4
Renegade #327 Requests Compensatory Points

These are the facts:

Between races of the 1988 4-F regatta Renegade #327 sailed by Iver Johnson came to the assistance of the Renegade sailed by Bub Rose when Roses yacht sailed into the water as the result of having lost her steering control. The mainsheet line of #327 was used to haul the boat out of the water. Because the line was then frozen, #327 was unable to compete in the next race and was scored DNS. Four days following the completion of the regatta, the skipper of Renegade #327 filed with the race committee a request for compensatory points.

Decision of the Directors of the National Iceboat Authority

The skipper of Renegade #327 has two options:

- 1) He could have protested the Race Committee for violation of Part IV, Section. A. of the Sailing Rules, which requires the Race Committee to act in terms of common sense, safety, and good sportsmanship. A prudent committee of Judges considering such a protest would likely have found that the Race Committee in violation of IV.A. and, in accordance with Part V, Section B. 3, had prejudiced the chances of #327 to win a prize and ordered the race resailed.
- 2) He could request compensatory points according to Part II, Section J.

The rules do not specify a time limit for the filing of a request for compensatory points. Therefore the request filed by Renegade #327 was properly filed. The facts of the incident warrant the granting of compensatory points according to Part II, Section J. of the National Iceboat Authority rules.

Charles Boston
Elmer A. Millenbach
Thomas K. Nichols
Jane Pegel
Robert E. Pegel
John E. Ripp
Directors, National Iceboat Authority
November, 1988

NATIONAL ICEBOAT AUTHORITY
Decisions on Appeals
Appeal No. 5
Racing Rules Part II. H.2, Part V. B.3 and C.
Facts, Protests, and Decision of Judges

These are the facts:

During the first race of the Gold Fleet at the 1990 DN North American Championship regatta, one of the racing yachts knocked down the leeward mark. The mark rolled to leeward and then was retrieved by the race committee and re-set in it's original position. DN 3662 found it necessary to alter course to round the mark when it was out of position. DN 3662 filed a protest requesting that the race be resailed under the provisions of Rules Part II. H. 2. and Part V. B. 3.

A committee of five Judges heard the protest. The chairman of the Judges Committee was also chairman of the Race Committee. The other four judges were competitors in the Gold Fleet in this regatta and competitors in the first race.

The Judges found that DN 3662 had been materially prejudiced by the loss of the leeward mark. The protest was allowed and the race ordered resailed. The race was resailed.

With the permission of the Judges, DN 2936 appealed the Decision of the Judges on the grounds that under Rules Part V. C. and new Appendix V. A.2. the members of the Judges Committee were interested parties. DN 2936 requested that the decision of the Judges be nullified and that original first race be reinstated.

Decision of the Directors of the National Iceboat Authority

The appeal of DN 2936 meets the requirements of Part V. D. of the Racing Rules of the National Iceboat Authority.

The persons serving as Judges were interested parties, in violation of Part V. C. of the Racing Rules and the procedures set forth in Appendix V. A.2. When it did not appoint a properly constituted committee of Judges, the Governing Committee of the International DN Ice Yacht Racing Association failed to meeting it's responsibilities for Regatta Management as provided in the By-Laws of the Class.

In Part II. H.2. of the Racing Rules the word "may" gives the Race Committee the ultimate authority to determine whether or not a race is cancelled or abandoned if a mark is shifted. In the race in question the Race Committee's decision was to not abandon the race. Part V. B.3. allows the Judges to order the race resailed only if the Race Committee is found to have infringed a rule such that a yacht's chances of winning a prize were prejudiced as a result of the infringement. In this case the Race Committee did not infringe a rule since the decision to abandon or not to abandon is assigned to the Race Committee by the Racing Rules.

Therefore the decision of the Judges is nullified.

Charles Boston
Elmer A. Millenbach
Thomas K. Nichols
John E. Ripp
Directors, National Iceboat Authority
April 1, 1990

Abstaining as interested parties:
Robert E. Pegel
Jane Pegel

NATIONAL ICEBOAT AUTHORITY
Decisions on Appeals
Appeal No.6.
DN 4319 vs. DN 805
Racing Rule IV.B.6
Facts, Protests, and Decision of Judges

These are the facts found by the protest committee:

DN 4319 and DN 805 were sailing in a Skeeter Ice Boat Club Fall Series race. The wind velocity was 6 to 10 mph, the ice hard with a light touch of snow, temperature 30 degrees Fahrenheit. Both boats were sailing on-the-wind on starboard tack. DN 4319 was ahead and to leeward. DN 4319 tacked to port tack and layed off continuously to attempt to go astern of DN 805. As DN 4319 was initiating her tack, DN 805 anticipated taking a course astern of DN 4319 and was surprised at the continuing turn of DN 4319. The bow of DN 4319 hit the windward starboard side of DN 805 in mid cockpit. The impact occurred three to four seconds after DN 4319 initiated her tack to port tack. Both boats were taking extreme evasive action to avoid a collision.

The Judges decision:

DN 805 was found to have made no course alterations that misled or prevented DN 4319 from keeping clear.

DN 4319 was disqualified under Part IV.B.6. Her tack and dip were performed at so short a distance and so high a speed as to create the probability of a collision.

With the permission of the Judges, the skipper of DN 4319 forwarded an appeal to the National Iceboat Authority, stating that in his opinion the Judges did not correctly apply Rule IV.B.6

Decision of the Directors of the National Iceboat Authority

The National Iceboat Authority finds no reason to change the decision of the Skeeter Ice Boat Club regarding this protest.

Thomas K. Nichols
Jack Ripp
Charles Boston, ch.
Directors, National Iceboat Authority
September 14, 1995

NATIONAL ICEBOAT AUTHORITY
Decision on Appeals
Appeal No.7
Skeeter M-838 vs. Skeeter V-66
Rule V. D.2
Preparation of Appeal Papers

Skeeter M 838 filed an appeal from the protest decision rendered during the Northwestern Regatta.

The appeal document did not include the following documents as required by Rule V.D.2.

- a. Written consent signed by the Judges.
- b. Copy of the sailing instructions.
- d. Names of parties represented at the hearing.
- e. Copy of the decision of the Judges with statement of the facts found.
- f. Official diagram prepared by the Judges.

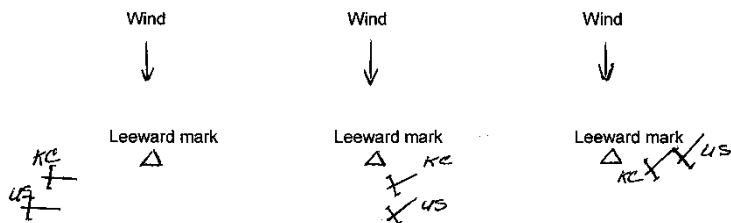
The chairman of the Northwestern IYA Race Committee was asked to re-open the hearing and record the decision of the protest committee and provide the required documents.

The hearing was not reopened and the necessary documents were not prepared.

The skipper of M-838 pursued the matter no further.

NATIONAL ICEBOAT AUTHORITY
Decisions on Appeals
Appeal No.8
DN US 4442 vs. DN KC 4361
Rule IV. B.8.
Approaching and rounding a mark

Facts, Protest, and Decision of Judges



The facts:

The first Bronze Fleet race of the 2003 DN World's Championship was sailed with temperatures at the freezing mark in a 10 mph wind on clear ice with good visibility. There was contact between US 4442 and KC 4361 while rounding the leeward mark. Each yacht filed a protest against the other. Neither yacht indicated the rule she considered to have been violated. However, each protest contained a diagram representing each skipper's interpretation of the events leading up to, and including contact.

A panel of three Judges heard the testimony of each skipper. In their decision, the Judges agreed that the diagram of the incident as prepared by KC 4361 represents the position of the two yachts as they approached and rounded the leeward mark.

The Judges decision: US 4442 was the outside yacht. KC 4361 was the inside yacht. US 4442 did not meet her obligation to keep clear under Rule IV.B.8. US 4442 was disqualified.

With the permission of the Judges, the skipper of US 4442 forwarded an appeal to the National Iceboat Authority, stating that in his opinion the Judges did not have a clear understanding of the relative position of the yachts during the incident.

Decision of the Directors of the National Iceboat Authority

The official facts found by the Judges Committee indicate that US 4442 was on the outside of KC 4361 as the two yachts approached the leeward mark. Therefore US 4442 is obligated under Rule IV.B.8. to keep clear during the rounding maneuver.

The decision of the Judges to disqualify US 4442 is upheld.

Charles Boston
Paul Goodwin
Timothy McCormick
Thomas K. Nichols
Jane Pegel

Robert. E. Pegel
John E. Ripp
Directors, National Iceboat Authority
March 31,2003