

GENERAL RULES AND REGULATIONS OF THE INTERNATIONAL SKEETER ASSOCIATION

10-16-2016

Part I. Rules Governing Sanctioned Events

Section 1. Racing Rules

- 1.1 All sanctioned races will be run in accordance with the Constitution and Racing Rules of the National Iceboat Authority and those of the International Skeeter Association for sanctioned events.

Section 2. Safety

- 2.1 The host fleet, in sponsoring a regatta or sanctioned event of the Association, shall not proceed unless there have been arrangements for adequate and speedy rescue and conveyance to hospitalization. In making known all regatta arrangements to the International Race Committee, this particular arrangement must be thoroughly detailed, approved and posted.

Section 3. Course and Time Limit

- 3.1 The course, if possible, should measure not less than one mile between marks.
- 3.2 The race shall be a minimum of 8 miles, distance measured in a straight line between and around the marks.
- 3.3 The lap time limit shall be 7 1/2 minutes per mile.

Section 4. Classification of Yachts

- 4.1 Yachts shall be divided into racing classes as follows:
 - Class A -- Single place yachts, or two-place tandem
Whose mast, when measured along the mast, does not exceed 28'-6" from the deck to top of mast, including all mast and deck hardware.
 - Class B -- Two place yachts, side-by-side
 - Class C -- Single place, two place tandem, or two place side-by-side yachts whose mast, when measuring along the mast, does not exceed 20 feet 3 inches from deck to top of mast, including all mast and deck hardware

Section 5. Names, Letters and Numbers of Yachts

- 5.1 Each yacht shall carry on both sides of her sail a letter, 12" high in a dark color, designating her fleet as registered with the Association and below this letter her number, also 12" high in a dark color as assigned to her by the Secretary-Treasurer of the Association.
- 5.2 The sail numbers shall be assigned by the Association and remain so until canceled by it or retired permanently by the Association. A member in good standing for ten consecutive years retains his number and this number can be reassigned only upon release of the former owner.
- 5.3 Numbers are assigned to members, not to yachts. A member retains his number even though he may acquire a different yacht.
- 5.4 Each yacht shall carry on both sides of her hull a name, of the owner's selection, in letters not less than 3" high, in a color contrasting to that of the hull side.
- 5.5 A one design class yacht may use its assigned class number on its sail in all I.S.A. sanctioned events provided it indicates such an intention to do so at the time of registration.
- 5.6 No commercial information will appear on any part of an ice yacht other than the standard sailmaker or builders marks. Those marks must comply with the following criteria: One sailmaker mark may appear on each side of the sail. The entire mark must be within 16" of the tack of the sail. One or two builders marks may be displayed on a part of the yacht made by that builder. All builders marks must be smaller than 6" x 6". This requirement will apply from 7:00 AM on the first scheduled day of the regatta until after the close of the award ceremony on the final day of the regatta.

Section 6. Ownership of Yachts

- 6.0 Person whose name is on entry shall be deemed owner of yacht and any substitution of skippers for each race must be declared at time of registration.
- 6.1 No yacht shall be entered in any sanctioned event unless she is the bona fide property of a member or members of the Association.
- 6.2 The person chartering a yacht shall be deemed the owner.

Section 7. Sails

- 7.1 Sails may be changed at will, except that at sanctioned events no more than two sails will be used during the entire regatta, unless specifically permitted by the International Race Committee by reason in of irreparably damage to one of the original two entered.

Spars may be changed at will, except that at sanctioned events no more than one spar will be used during the entire regatta, unless specifically permitted by the International Race Committee by reason in of irreparable damage to the spar originally entered.

- 7.2 All entries shall have their sails conform to one of the following measurement formulas:
The triangle shall be measured in one of the two following ways:

$$\text{AREA} = \frac{\text{AE} \times \text{CB}}{2} \quad \text{or} \quad \text{AREA} = \frac{\text{AC} \times \text{BD}}{2}$$

A -- Top of pin headboard hole. (Tape may be hung in this pin).

B -- After edge of sail at top of boom

C -- Junction of extension of after edge of mast and extension of top of boom

D -- After edge of mast

E -- Top of boom

AE -- Shortest distance, but E must not fall outside of B

BD -- Shortest distance

- 7.3 The top of the eye in the headboard will be within 1 inch of the top of the headboard itself. The inner edge of the eye will not be farther out than 2 1/2 inches from the after edge of the mast. No part of the actual headboard will extend over 5 inches from the after edge of the mast. Only one useable hole will be allowed in the headboard.
- 7.4 The roach shall not exceed 12 inches beyond the straight line between the one useable hole in the headboard and the after edge of the sail at the boom. The roach will be measured by placing approximate 2 inch arcs on a 12 inch radius from the centerline of each batten pocket at the after edge of the sail to its approximate high point in relation to an imaginary straight line between the one useable hole in the headboard and the after edge of the sail at the boom so that when a tape or lie is suspended from a pin on the hoisting shackle and stretched taut to the after edge of the sail at the boom it will be plainly visible whether the roach is within or outside of the 12 inch limit
- 7.5 The total area shall be measured by the smallest trapezoid that is defined by points "FGHI" shown on the sail diagram. Line "HI" must pass through point "A". Line "GF" must include the boom and all its hardware. Lines "HI" & "GF" must be parallel. The altitude "J" of the trapezoid is the vertical or shortest distance between line "HI" & "GF". "J" starts at point "A" and is to be measured under the conditions specified in section 7.7 (A) & 7.7 (B). Line "GH" must include all of the roach of the sail. Line "IF" must include all of the front edge of the mast but not the rigging. The total area in sq. ft. shall be determined by the formula $\frac{HI + GF}{2} \times J$. The total area shall not exceed 140 sq. ft. (See attached diagram). The length of lines "HI" & "GF" shall be measured with mast, boom and sail off, the yacht in a horizontal position i. e. flat on the ice. If any portion of the mast (rigging not included) extends more than 6" beyond "GF" or "HI" then the areas of the boom (including hardware) extending 6" beyond "GH" must be similarly included in the 140 sq. ft. total area.

7.6 Each Club or Fleet will appoint a sail measurer whose duties shall be to measure total sail area I.e. triangle and trapezoid and certify with the Official Stamp all sails in compliance with the I.S.A.rules.The sail stamp is as follows:

I.S.A. SAIL	
CERTIFICATE	
AE	
BC	
YEAR	TA-

I.S.A. SAIL	
CERTIFICATE	
AC	
BD	
YEAR	TA-

7.7 A Skeeter is a cat rigged ice yacht having a total area of no more than 140 sq. ft. The area of the sail triangle “ABC” shall be 75 sq. ft. maximum or 65 sq. ft. minimum for class A & B and 40 sq. ft. minimum for class C when measured by one of the two formulas described in section 7.2 with the following additional steps:

- (a) Sails will be measured on the yacht and the spar as rigged for normal sailing conditions.
- (b) A spring scale (ice or produce type) will be secured on the trimming (handgrip) end of a sheet rope or device, rigged through the blocks used in normal sailing conditions and a steady tension produced to put a load of 560 to boom. Friction to be neglected and simple mechanical advantages used in calculated the tension at the scale.

Examples: 4 over 3 pulleys give 7:1 ratio or 560 7 = 80# sheet
 4 over 4 pulleys give 8:1 ratio or 560 8 = 70# sheet
 5 over 5 pulleys give 10:1 ratio or 560 10 = 57# sheet

7.8 Re-cut sails must be measured and stamped.

7.9 Anyone doubting the legality of a sail may protest to the International Race Committee to have the sail in question checked, and if the sail in question is found illegal, the yacht shall be disqualified from the race in which she used the sail.

7.10 At the conclusion of the regatta, and before presentation of the awards, the point leader in each division shall have his sails measured by the official I.S.A. Measurer if requested by competing yacht in writing

7.11 The International Skeeter Association Secretary shall have available necessary equipment such as sail certificate stamp and scale for use by the Fleet measurers.

7.12 Any sail measured at a regatta, except in the event of a protest shall pay a \$10.00 measuring fee. No sails shall be measured less than 90 minutes prior to the first scheduled race of the regatta.

Section 8. Racing Restrictions

8.1 Each entry shall carry only a legal, stamped sail.

8.2 Each skipper must be a member in good standing of the Association.

8.3 Skippers in Class A, B, C, Nite and Renegade shall wear a good quality safety helmet during each race of the entire sanctioned event.

8.4 Only one yacht registered under the same owner may enter a race or regatta. Scores made by different yachts of the same owner may not be combined in any series.

8.5 It shall be the responsibility of the race committee and/or the International Race Committee and its appointed judges, acting together as a majority and not independently, to check al entries at the starting line for complete eligibility regarding the skipper, crash helmet, stamped sail, etc. Ineligible entries will be refused a starting position.

- 8.6 A yacht shall not receive outside assistance nor use any gear other than that on board when she starts. This rule includes any electronic / electric or battery operated communication device. Exception to rule would be rendering assistance to disabled yacht and assisting disabled competitor at the start of the race.

Section 9. Crew

- 9.1 Not more than one person is to be permitted on a yacht during a race except by permission of the International Race Committee.
- 9.2 All persons starting a race must sail the entire race.

Section 10. Equipment

- 10.1 All ballast and equipment carried at the start must be carried throughout the race.
- 10.2 No yacht may use shifting ballast.
- 10.3 No yacht may drag its main sheet on the ice.
- 10.4 Prohibit the use of any device while the boat is being sailed which will allow:
- A. Change to adjustment on the forestay or side stay
 - B. Change in elevation or lowering, fore or aft movement to the mast.

Part II. Rules Governing the Annual Championship Regatta

Section 1. Procedure

- 1.0 The races will be sailed for the following classes, the International Skeeter Association division A, B, and C, in accordance with all their rules and regulations, the International Renegade Association ice yacht in accordance with all their rules and regulations, and the International Nite class association ice yacht in accordance with all their rules and regulations. Schedule of fleets to be rotated each year with the second fleet being first the following year, and the first class to last.
- 1.1 The regatta shall be attempted to be sailed Friday, Saturday and Sunday, beginning not earlier than 10:00 a.m. on Friday. The preferred date, providing the Northwestern I.Y.A. annual regatta is postponed and conditions are suitable, is the second weekend in January, for three consecutive days, i.e. Friday, Saturday and Sunday.
- 1.2 Conference call Procedure:
Wednesday evening 8 days prior to Friday the first day of the event, prior to 6:00 PM Central. Conference call to be run by an officer of the class and attended by all available ISA race committee members. Roll call. Poll the ISA race committee members one by one as to any possible sites for the event. At the end of the call; Update public information as to possible sites (Time to gather as much information as possible about possible sites.)
Sunday evening 4 days prior to Friday the first day of the event prior to 6:00 PM Central. Conference call to be run by an officer of the class and attended by all available ISA race committee members. Roll call. Gather updates on all possible sites. At the end of the call; Update public information as to possible sites. Identify a primary site and secondary site if available. (Time to gather more information about possible primary site, secondary sites if necessary, and get weather updates to assess the probability of a successful event)
Tuesday evening 2 days prior to Friday the first day of the event, 6PM Central or Wednesday morning 10:00 AM Central. Conference call to be led by an officer of the class and attended by all available ISA race committee members. Roll call. Discuss final details, Hotels, Launching. Make the decision. At the end of the call; Update public information with primary site launching and lodging information and the final call. If the final call must wait until noon on Wed then post that to public information.
- 1.3 It is recommended that the Sunday prior to the Regatta be used for determining the possible regatta site. This information shall be available by 6 p.m. Central time. The decision to call or postpone or cancel a regatta must be made by 12:00 noon Central time on Wednesday (or the second day prior to the regatta).
- 1.4 When a class is complete with three or more races by 1:00 p.m. on the last day, the regatta for that class will be complete and the standings will be final.
If one class of the series starts before 3:00 p.m., the other classes needing a race to complete their regatta can start after 3:00 p.m. to complete the series.

No race will be started after 3:00 p.m. except for those classes needing a race to complete their regatta.

- 1.5 Registration closes at 10:00 a.m. Friday for drawing starting positions. At 10:00 a.m. the racing shall be canceled at that site for any classification of yachts A, B or C that does not have two (2) yachts registered. Late entrants are to contact the International Race Committee for starting positions.
- 1.6 In the event of an incomplete regatta, it may be rescheduled or transferred to another location. All completed races are canceled and regatta started from scratch on a later date.
- 1.7 Every attempt will be made prior to the first Friday in February to put one weekend between a complete "NIYA" and a rescheduled I.S.A. regatta (or vice versa). If either the "NIYA" regatta or the I.S.A. (or both) is not completed on the first Sunday in February, then they will be scheduled weekly until completed.
- 1.8 After the 2nd weekend in February the regatta will go to the best Ice regardless of the east / west preference rotation.
- 1.9 In all races the first yacht finishes her race after completing the scheduled number of laps within the time limit. Regardless of which lap she is sailing, any following yacht finishes the race when she crosses the finish line after the finish of the first yacht. In each race a yacht will be scored ahead of all yachts with fewer laps. Any yacht not crossing the finish line within 30 minutes of the first yacht will be scored according to her finish in the previous lap. If she has completed no laps, she will be scored DNF.
- 1.10 (b) In order to achieve a nine race regatta, any class failing to sail all races scheduled for a given day may make up those races on subsequent days. The make-up schedule will be announced and posted by the race committee each day, with the goal to have every fleet complete all of their scheduled races.
- 1.11 Split fleet system if more than 36 yachts are registered:
 - (a) Three races (as opposed to heats) may constitute a regatta. If the regatta reaches the fourth and fifth race, any cancellation of consolation fleet races will in no way affect the validity of any of the championship fleet races.
 - (b) Drawing for starting positions and heat assignments for the first race shall be in the starting area after registration has closed. Late entrants should report to the International Race Committee for starting position. Anyone who registers late and reaches the starting area after the racing has started may not sail in any heat in the race in progress unless the heat in progress fails to make time limit or for some other reason is abandoned to be re-sailed at a later time. Likewise, a yacht that scores a DNF in a heat may not race in the opposite heat of that race.
 - (c) The first race is sailed two separate heats (A_1 and B_1). Each yacht's heat assignment is determined by the drawing.
 - (d) The second race is sailed in two separate heats (A_2 and B_2). The odd position finishers in A_1 and B_1 (prior to protests) sail in heat A_2 . They line up with the yachts from A_1 at the even numbered starting blocks. The even finishers in A_1 and B_1 (prior to protest) sail in heat B_2 and line up like A_2 .
- 1.12 Possible sites for the championship Regatta prior to the second weekend in February will be set as follows:
 - (a) Alternate the ISA Championship Regatta in the East & West Regions every other year.
 - (b) Active clubs shall be rotated at the top of the list ahead of the balance of the clubs.
 - (c) An active club is one that had three or more boats sail in the previous I.S.A. Championship Regatta.
 - (d) Active and inactive portions of the possible sites will have the club in order in which they had the Regatta last with the previous club at the bottom of the respective portion of list.
 - (e) On the second weekend in February and after, regardless of East or West preference or club rotation, the regatta will go to best available Ice.
- 1.13 A steady wind of 25 MPH or more or temperature below 10°F may be used as guidelines for postponement of a race. The Race Committee may consider starting races with winds over 25 MPH or temperature under 10°F if the combination of wind, temperature and ice conditions permit.

Section 2. Points

- 2.1 Race finishing positions shall be determined according to Section 1.9.
- 2.2 Low point scoring system (first 1 point, second 2 points, etc.) shall award points to each yacht finishing a race and not thereafter being disqualified equal to the yachts finishing position. Lowest total points win.
All other yachts (DNS, RAF) shall score points equal to one more than the number of yachts registered in the fleet.
Yachts scoring a DNF will be awarded points one more than the number of yachts finishing that race.
Yachts DSQ'd will be awarded points equal to two more than the number of yachts registered in the fleet.
For scoring purposes only, the finish position of the yacht being disqualified will be filled by moving the other yachts up.
Added yachts will readjust the previous day's fleet size for scoring purposes.
The finishing positions will be scored as the forward part of the mast crosses the finish line.
- 2.3 In the event of a tie, the tie shall be broken in favor of the yacht that has beaten the other the greater number of times. If a tie still exists, the tie shall be broken in favor of the yacht with the greater number of first places, then second places, etc. If a tie shall still exist, similar championship prizes shall be awarded to the yachts remaining involved in the tie and perpetual trophies shall be awarded on a dividend time of retention basis and the trophies so engraved.
- 2.4 In case of a change in ownership of a yacht, all points previously accumulated shall be canceled and shall not remain with the yacht to the benefit of a new owner nor remain with the owner to the benefit of a new yacht.
- 2.5 Deleted.
- 2.6 If two yachts finish in a dead heat, both yachts shall receive the number of points for that place and the next yacht shall receive the number of points for the second position below that of the dead-heat yachts. If the dead-heat is for first and a trophy is involved, the trophy will be engraved accordingly.
- 2.7 A yacht that is involved in a collision with another yacht after the start and is thereby disabled and is clearly adjudged not to have been at fault and through the resultant disability cannot complete the prescribed course shall receive the number of points applying to the finishing place one worse than the number of yachts which complete that heat satisfactorily.
- 2.8 Deleted.
- 2.9 If the windward mark has shifted or become missing during the last lap of a race, the International Race Committee may opt to score the race by one of the following:
- The race may be canceled or abandoned by the International Race Committee in accordance with Part II, H, 2 of the Constitution and Racing Rules of the National Iceboat Authority.
 - The International Race Committee may score the race based on the finishing positions of every yacht if the absence of the mark or confusion caused by its being shifted has not caused any change in the position of any yacht in the race.
 - The International Race Committee may score the race based on every yacht's recorded position at the previous leeward mark if the absence of the mark or confusion caused by its being shifted causes any change in the position of any yacht in the race.
 - When in doubt as to whether or not the absence of the mark or confusion caused by its being shifted has caused any changes in the position of any yacht in the race, the Race Committee is recommended to proceed according to Part A of this section.
- 2.10 If a yacht has rendered assistance to another yacht or person in peril, and the International Race Committee has not discounted the race, ordered the race re-sailed, canceled the race or abandoned the race in accordance with Part II, J. Accidents, of the Constitution and Racing Rules of the National Iceboat Authority, then the yacht which rendered assistance may petition for compensatory points by filing a written request for the same with the International Race Committee. If the International Race Committee determines that the yacht is eligible for compensatory points, the points awarded shall be those points corresponding to that yacht's series average.

Section 3. Trophies

3.1 If only one boat competes in any class, the perpetual trophy will be awarded but not engraved.

The number of trophies shall be as follows:

1 - 14 Boats	4 Trophy
15+ Boats	1/3 Fleet

3.2 Perpetual Trophies owned by the Association

- (a) World's Championship Trophy -- awarded to the winner of the annual International Skeeter Association Championship
- (b) Skeeter Ice Boat Club 30th Anniversary Trophy -- awarded to the runner-up in the annual International Skeeter Association Championship regatta
- (c) Ladies Championship Trophy -- awarded to the winner of the ladies' series at the annual International Skeeter Association regatta. It is in an inactive status until such time that interest warrants scheduling of ladies' races.
- (d) Lindstedt Memorial Trophy -- awarded to the winner of the fourth race of the annual International Skeeter Association Championship regatta. If only three races are sailed, it reverts to the third race. Under a split fleet system, it is awarded to the winner of the fourth race (first championship fleet race). If only three races are sailed, the winner of the third race heat who scores higher in the final standings is awarded the heat. If there is no regatta completed but one or two races completed (in the final weekend the regatta is attempted), the Lindstedt Trophy will be awarded to the winner of the second race, or the first if only one race is completed.
- (e) Siebke Memorial Trophy -- awarded to the skipper who travels the farthest to race his yacht in the annual International Skeeter Association Championship regatta. If, in the final weekend the regatta is attempted, there is no regatta completed, the Siebke Trophy shall be awarded.
- (f) David B. Rosten Memorial Trophy -- awarded to the winner of the first race in a single fleet regatta or the winner of the second championship race in a split fleet regatta.
- (g) Senior Trophy -- awarded to the skipper who has placed the highest in the "A" Division standings of the annual International Skeeter Association Championship who has reached his 50th birthday at the time the Championship is sailed each year.
- (h) "B" Division Champion Trophy
- (i) "C" Division Champion Trophy
- (j) Frank Trost Memorial Trophy -- awarded to the third place finisher in the "A" Divisions standings of the International Skeeter Association Championship regatta.
- (k) Half worlds ladies trophy -- awarded to the fourth place finisher in the "A" division or the highest place woman in the Skeeter Class.
- (l) Frank Trost Memorial Trophy -- awarded to winner of second race in the "A" Division.
- (m) Establishment of the following donated awards to be presented to the highest placing Yacht in there respective races:

B-Skeeter – 1st Place Perpetual Trophy
B-Skeeter – 2nd Place Perpetual Trophy
B-Skeeter – 3rd Place Perpetual Trophy

C-Skeeter – 1st Place Perpetual Trophy
C-Skeeter – 2nd Place Perpetual Trophy
C-Skeeter – 3rd Place Perpetual Trophy

Section 4. Finances

4.1 Prospective and actual host clubs for the annual Championship regatta and regional Championship regatta may submit to the Association Treasurer a listing of expenses incurred on behalf of the regatta. The Association shall reimburse each club up to a maximum of \$150.00 per club.

4.2 Two positions shall be compensated for their efforts in running the annual regatta. These positions will be elected at the annual meeting for the following year's event. The positions are:

1. Race Manager
2. Head Scorer

The persons holding these positions would be compensated by the ISA for:

1. Mileage to from and during the event per current IRS mileage standards.
2. Hotel expense during the event.
3. Meals during the event.

Part III. Awards of Territorial Divisions

Section 1. Awards of the Eastern Division

1.1 Perpetual Trophies of the Eastern Division

- (a) International Skeeter Association Eastern Division Championship Trophy (Fullerton Cup) -- awarded to the winner of the Annual Eastern Division Championship
- (b) Class "B" Eastern Division Championship Trophy (Sieder Trophy) -- awarded to the winner of the Annual Eastern Division Class "B" Championship
- (c) Class "C" Eastern Division Championship Trophy (Ross Trophy) -- awarded to the winner of the annual Eastern Division Class "C" Championship