

**RACING RULES**  
Of the  
**South Bay Scooter Club**  
(Revised November 1995)

1. The Race Committee shall consist of five judges appointed by the Commodore.
2. A number shall be assigned by the race committee of the club. No ice yacht shall be timed by the committee unless it carries the numbers properly applied and these numbers shall be registered in the club book opposite her name and shall be her Official Number.
3. These numbers shall be displayed on both sides of the main sail and above the upper reef points.
4. At least (3) three boats must start in order to constitute a race for prizes or points. Two races may be held simultaneously at different locations providing ice conditions make it necessary to travel. Open races for special prizes will not count for seasons points unless so designated by the Race Committee.
5. All crew members for prizes or points races must be members in good standing of the South Bay Scooter Club of Long Island, Inc.
6. When ice yachts are lined up for the start of a race, no one but the crew shall assist in the start of the ice yachts.
7. Crews on boats defined as Scooters are not allowed to use creepers or spikes on their shoes.
8. Captains may take off or put on crew at any time during a race after rounding the first mark.
9. No piking allowed unless boats break in water.
10. In a race where it is for a trophy the course shall be approximately 3 miles in one lap and shall be 4 times around or 12 miles and shall be sailed in 60 minutes or less to be called a race.
11. In other races the course shall be approximately 3 miles in one lap and 3 times around or 9 miles and shall be finished in 45 minutes or less to be called a race.

12. Any ice yacht fouling stake boats or marks unless forced by another ice yacht or failing to turn all marks, shall be disqualified.

13. Should any stake boat, buoy or other mark be absent or moved from its proper place during a race, the race may be resailed or not, at the option of the Race Committee.

14. Right of Way

a Interfering at starting within 100 yards of starting buoys, unless in the opinion of the judges such interference was intentional shall not be considered a foul.

b When two yachts are approaching one another so as to invoke risk of collision, one of these shall keep out of the way of the other as follows:

1. A yacht that is running free shall keep out of the way of a yacht that is close hauled.

2. A yacht that is close hauled on the port tack shall keep out of the way of a yacht that is close hauled on starboard tack.

3. When both are running free, with the wind on different sides, the yacht that has the wind on the port side shall keep out of the way of the other.

4. When both are running free, with the wind on the same side, the yacht that is to the windward shall keep out of the way of the yacht that is to the leeward.

c A yacht shall be deemed to have wind on the opposite side to that on which she is carrying her main boom.

d An overtaking yacht shall (*as long as an overlap exists*) keep clear of the yacht that is being overtaking.

e Should an overlap exist between two yachts when both of them are about to pass a mark on the required side. The outside yacht must give the inside yacht room to pass clear of the mark.

f An overlap is established when an overtaking yacht has no longer a free choice of which side she shall pass. The overlap continues to exist as long as the leeward yacht by luffing, or by the weather yacht bearing away is in danger of fouling.

g A yacht may luff as she pleases in order to prevent another yacht from passing her to windward, provided she begins to luff before an overlap is established.

h A yacht shall not bear away out of her course as to hinder another passing it to leeward.

i A yacht shall not be entitled to her rights on a new course until she has filled away. A yacht may not tack so as to invoke risk of collision with another yacht. Unless she can gather proper way on her new tack before a collision would occur. Nor as to invoke risk of collision with another yacht which because of her new course or position can not keep out of the way. A yacht that tacks so close in front of another as to cause the latter to alter course to avoid a collision before the former has gathered proper way, must be disqualified.

j When two yachts both close hauled on the same tack are converging by reason of the leeward yacht holding a better wind and neither can claim the right of a yacht being overtaking, then the yacht to windward shall keep clear.

k When a yacht is approaching a shore, shoal, rock, vessel or other dangerous obstruction, and can not get clear by altering her course without fouling another yacht then the latter shall, on being hailed by the former, give room at once. In case one yacht is forced to tack or bear away in order to give way, the other shall also tack or bear away at the same time as possible, without danger of fouling. Should such obstruction be a designated mark of the course, a yacht shall not force another to tack under the provisions of this rule.

15. A preparatory sound device will be executed five minutes before the starting signal.

16. The Race Committee shall have full power to suspend any of the rules by so stating in the instructions for the race or by agreement with the owners of the competing yachts.

17. The sail area of a scooter shall be determined as outlined below. The "small boats" designated as having 150 sq. feet or less shall include boats with a total actual sail area in jib and mainsail, of 150 sq. feet or less exclusive of roach. Roach will, however, be subject to the limitations set forth below. Boats with "canes" and or bent masts or other later developments will nevertheless still be subject to same actual area rules.

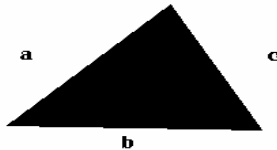
Actual area of sail shall include: All sail area in the jib measured when in sailing trim on the boat with all halyards properly swayed up taught. All sail area in the mainsail measured when in sailing trim on the boat with all halyards and outhauls swayed up taught with a 25 pound strain on the free end of a five part mainsheet.

Determination of area may be done in any of the ways outlined below as seems appropriate or necessary to give the true area.

a Any sail shall be measured as follows: The foot shall be measured from the tack to the clew. The luff shall be measured from the tack to the true apex going through a point on the luff of the sail 5 inches below the top of the sail. In the case of sleeve type sails, the tack shall be the after side of the mast at a point where the boom would normally intersect the mast. The leech shall be measured from the clew to the

apex going through the after side of the headboard or cane. Thus the apex is a point in space where the luff and leech lines meet. The area of the above measured triangle shall be computed as follows: The same procedure will apply to the jibs as well as mainsails. In the case of a gaff headed sail it shall be so measured as to give two triangles the area of which shall be added together.

$$\text{First find } S = \frac{a+b+c}{2}$$



$$\text{Area} = \text{Sq. root of } S*(S-a)*(S-b)*(S-c)$$

b From the areas found in “a” above, any area in the triangle not actually sail area, i.e. at the apex, shall be deducted. This area may be measured and calculated as a simple right triangle or laid off to scale on paper and found with a planimeter.

c All sail areas forward of the luff line measured above (to be called luff roach) and all area aft of the leech line measured above (to be called leech roach) shall be excluded from the 150 sq. foot sail area limit.

d The amount of total roach shall not exceed 20% of the foot of the sail. This roach is a cumulative figure including luff and leech roach combined, i.e. If a bent mast is used, the luff roach will then cause a decrease in the allowable leech roach to maintain the 20%. The maximum amount of roach shall be measured in each instance to determine the total regardless of vertical location.

e In those instances where the mast is enclosed by the sail cloth, the forward side of the mast shall be considered the point of maximum luff roach to determine the luff measurements. Notwithstanding any of the above the intent is that no boat shall have more than 150 sq. feet of total sail area exclusive of roach in the mainsail and jib, the roach shall be proportionate to the foot of the sail but excluded from the sail area.

18. Points shall be scored on a low point system, i.e., 1<sup>st</sup> place boat receives 1 point, 2<sup>nd</sup> place boat receives 2 points, 3<sup>rd</sup> place boat receives 3 points and so on. DNFs receive 1 point more than the total of all starting yachts. In order to be eligible for point trophies a yacht must have started in at least half of all races in it's class. The best qualifying races will be scored as follows: i.e., 6 races held requires 3 races to qualify = 3 races scored. 7 races held requires 4 races to qualify = 4 races scored. In all races held on any day other than weekends or holidays all the yachts in those races will receive a score of twice the position placed in such races.

19. There shall be no running of boats except to give them a start when stopped in a race.

20. Starting positions shall be drawn from a suitable receptacle.

These rules shall supersede all other rules that have been in force prior to November 1995.