

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

DECEMBER 2014



BE SPEED ORIENTED

KENT BAKER REVIEWS THE WESTERN CHALLENGE & THE 9 RULES OF RACING

DN TECH

6 PROPOSALS FOR THE AGENDA OF THE 2015 ANNUAL MEETING
PREPARED BY JANE PEGEL US805

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Cover Photo: Peter Johanson from the 2014 Western Challenge



GET A SAIL NUMBER MEMBERSHIP INFORMATION

Contact IDNIYRA Treasurer
Wes Wilcox US5414
2030 Muller Rd.
Sun Prairie, WI 53590
Cell: 608 628-9590
Email: wmw102@gmail.com



ADVERTISE WITH US

Contact IDNIYRA
Executive Secretary
Deb Whitehorse
1200 East Broadway
Monona, WI 53716
Phone: 608-347-3513
Email: exec.secretary@idniyra.org

Runner Tracks Editor: Deb Whitehorse Email: exec.secretary@idniyra.org

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- 2013 Tomasz Zakrzewski
- 2012 Tomasz Zakrzewski
- 2011 Ron Sherry
- 2009 Matt Struble

North American Championships

- 2014 Ron Sherry
- 2013 John Dennis
- 2012 Ron Sherry
- 2011 Ron Sherry
- 2010 Ron Sherry

European Championships

- 2009 Vaiko Voorema



photo: gretchendorian.com

REGATTA DATES

WEB SITES & TELEPHONE HOT LINE NUMBERS

Regatta conditions change FAST!
Keep up to date by calling the hot lines and checking the web sites.

WEBSITES

IDNIYRA WEB SITE: ICE.IDNIYRA.ORG/
IDNIYRA BULLETIN BOARD DNAMERICA.ORG/FORUM
EUROPEAN IDNIYRA: IDNIYRA.EU

TELEPHONE HOT LINE NUMBERS

DN WESTERN REGION 608-313-5156
DN CENTRAL REGION 810-328-3660
DN EASTERN REGION 508-377-6100



Photo: Chris Clark US4789



THE TOLEDO ICE YACHT CLUB ENCOURAGES ALL DN SAILORS TO HAVE A SAFE AND SUCCESSFUL SEASON

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WESTERN CHALLENGE

December 5-7, 2014
Minnesota
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December 5-7, 2014



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dnamerica.org/forum/
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CENTRAL LAKES

January 10-11, 2015
dnamerica.org/forum/
Hotline: 810-328-3660



WESTERN LAKES

January 3-4, 2015
dnamerica.org/forum/
Hotline: 508-377-6100



GOLD CUP & NORTH AMERICAN CHAMPIONSHIPS

Host Region: Eastern Lakes, Mountain Lakes, and Canada
Register Jan. 24.
Racing Jan. 25-31, 2015
dnamerica.org/forum/
Hotline: 508-377-6100



EUROPEAN CHAMPIONSHIPS

March 1-6, 2015
icesailing.org



NEW ENGLAND CHAMPIONSHIPS

To be announced
neiya.org



CANADIAN CHAMPIONSHIP

To be announced
wnethercote@eastlink.ca

PHOTO: GRETCHEN DORIAN
GRETCHENDORIAN.COM
2011 GOLD CUP

INTERNATIONAL CLASS OFFICERS 2014-2015

NORTH AMERICAN COMMODORE

Kent Baker US5219
Phone: 419-509-5526
Email: kentb@bex.net

NORTH AMERICAN VICE COMMODORE

Eric Anderson US5193
Phone: 860-367-7806
Email: eric.anderson5193@att.net

NORTH AMERICAN SECRETARY

Geoff Sobering US5156
1850 Sheridan Street
Madison, WI 53704
Phone: 608-235-3746
Email: sobering@gmail.com

NORTH AMERICAN TREASURER

Wes Wilcox US5414
2030 Muller Rd.
Sun Prairie, WI 53590
Phone: 608-628-9590
Email: wmw102@gmail.com
Membership information or sail
number questions should be directed
to the North American Treasurer.

NORTH AMERICAN WEBMASTER

Jim McDonagh US5214
2205 California Street NE Suite 101
Minneapolis, MN 55418
Phone: 612-435-2002
Email: us5214@iceboating.net

EUROPEAN COMMODORE

Jörg Bohn G-737
Bad Zwischenahn, Germany
Email: commodore@idniyra.eu

EUROPEAN VICE COMMODORE

Attila Pataki M-100
H-8230 Balatonfüred, Hungary
Email: vicecommodore@idniyra.eu

EUROPEAN SECRETARY

Chris Williams K-1
Great Britain
Email: secretary@idniyra.eu

EUROPEAN TREASURER

Dr. Christian Seegers G-551
Hamburg, Germany
Email: treasurer@idniyra.eu

EUROPEAN JUNIOR PROGRAM MANAGER

Stan Macur P-111,
Dubiskiego 11, 10-752 Olsztyn, Poland,
Email: juniorprogram@idniyra.eu

EUROPEAN WEBMASTER

<http://www.icesailing.org>
Dietmar Gottke
webmaster@idniyra.eu

NORTH AMERICAN EXECUTIVE SECRETARY

Deb Whitehorse
Phone: 608-347-3513
Email: exec.secretary@idniyra.org
Advertising requests, comments, and article contributions for Runner Tracks or the
Year Book should be directed to the North American Executive Secretary.

NORTH AMERICAN REGIONAL COMMODORES

CANADA

Warren Nethercote KC3786
Phone: 902-478-2517
Email: wnethercote@eastlink.ca

EASTERN LAKES

Eben Whitcomb US4775
Phone: 860-399-1147
Cell: 860-304-6319
Email: ebenw3@comcast.net

CENTRAL LAKES

Bill Cutting US5430
Phone: 231-264-5232
Cell: 231-499-9760
Email: us5430@gmail.com

MOUNTAIN LAKES

Bill Van Gee US3435
Phone: 315-483-6461
Email: dn3435@juno.com

WESTERN LAKES

Mike Miller US5369
Cell: 612-868-2949
Email: Miller.m@mchsi.com

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BE SPEED

ORIENTED

PLEASE TAKE THE TIME TO REVIEW THE NINE RULES OF ICEBOAT RACING AND DO SO AGAIN AS IF THE FUTURE OF ICEBOATING DEPENDED ON IT.

SAILORS SHOULD REALIZE THAT ICEBOAT RACING RULES DIFFER FROM SAILBOAT RACING RULES IN A NUMBER OF FUNDAMENTAL WAYS

I apologize for the long article, but this one deserves each of your careful thought and consideration. I ask that all of you take time to review the documents, and do so again as if the future of iceboating depended on it. Discuss with your travel buddies and sailing partners.

After each event, the IDNIYRA officers discuss safety issues and how to do things better. As we well know, the National Iceboat Authority (NIA) was founded as a well thought-out set of rules that could be used in all classes and in every locale.

Every time there is a problem or question, a careful review of the NIA rules will reveal a solution. Matter of fact if everyone sailing could just sail by the 9 Right of Way rules of the NIA. (Part IV, section B), the only time anyone would ever have a collision would be as a result of loss of control.

The 2014 Great Western Challenge was indeed a challenge. Beautiful weather and great ice was in our favor, but despite fairly light-to-moderate winds there were more collisions than we would expect. Luckily the injuries would be minor, but some of the boats did not fare so well.

After lots of careful thought, we could not come up with any definite reasons for this problem. The course was not to blame, but we extended safety zone and darling mark distances on Sunday just to be safe. "Blame it on the full moon" said one sailor. I wish I could do that and just move on.

But here is some reading that I do feel applies. In our own IDNIYRA yearbook I found the December 1, 1973 IDNIYRA interpretations of the NIA rules which states the following :

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 AS A PRIME CONCERN, BUT RATHER SHOULD BE USED TO AVOID COLLISIONS.**



2014 Western Challenge Gold Fleet
Lake Kegonsa, Madison, WI
Photo: Peter Johanson

1. 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.

2. 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.

3. 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.** At the ends of the line, a windward yacht must allow a leeward yacht room to finish.

If you read the preceding 3 points, then read the 9 NIA Right Of Way Rules, I think most of us will re-evaluate the way we conduct ourselves on the course.

by: **Kent Baker** US5219
DN North American Commodore

BE PREPARED FOR A POP QUIZ ON THE 9 NIA RULES AT YOUR NEXT REGATTA. PRACTICE BY VISITING IDNIYRA.EU AND TAKING THE RULES TEST

Go here to find the simple 3-page PDF booklet of the absolute minimum required rules knowledge you must have to safely race an iceboat:
ice.idniyra.org/content/ Know_Your_Rules

My final analysis of these situations: There is **"Speed Oriented"** sailing, and there is **"Position Oriented"** sailing.

The highest-ranked sailors seldom use the rules or aggressive moves to gain a position or two. Matter of fact they happily give up a position here and there to insure that nothing threatens their boat speed. The smoothest, safest roundings, tacks, and jibes will allow the best acceleration and speed. That is "Speed Oriented" ice-sailing.

Then there are those who seem to be fresh off of their Laser sailboat. "Rubbing is Racing" mentality is still with them. Problem is at least 90% of the time, contact between two boats results in at the least loss of control. But it may easily lead to the end of your sailing day, season, or even your life. Sorry to be blunt, or alarming.

Please observe yourself. If you are making "Position Oriented" maneuvers, you MUST do so in a safe manner. Give some room, even to those that don't have rights to any. Assume there are boats out of your field of vision. And continue to look for those hidden boats as you head up (or down) into a tack (or jibe). Remember that just because you see them doesn't mean they see you!

Please check out the ice.idniyra.org site from time to time. There you can find links for the NIA rules and we plan on doing some in depth analysis of rules situations that have recently been observed.

Sail Fast! Sail Safe!
-Kent Baker
IDNIYRA Commodore

P.S. I advise you all to be prepared for a "Pop Quiz" on the 9 NIA rules at your next regatta. You may practice by visiting the website idniyra.eu and click on the IDNIYRA Safety Check link (or RULES LEARN) links to test yourself.

TEST YOUR KNOWLEDGE OF THE RULES ONLINE

1. Go to idniyra.eu
2. Click on "NIA Rules LEARN" in the right column of the home page
3. Study the nine NIA Rules
4. Go back to idniyra.eu
5. Click on "NIA Rules TEST" in the right column of the home page.
4. Answer three random questions about the NIA Right-of-way and Sailing Rules



Photo: Peter Johanson



Photo: Peter Johanson

THE 9 RULES

NATIONAL ICE BOAT AUTHORITY PART IV SAILING RULES

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. Each yacht shall be entitled to room to cross the finish line.
9. After finishing a race, a yacht shall keep clear of the course and yachts still racing



Photo: Peter Johanson



Photo: Peter Johanson

NIA DEFINITIONS

THE RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY PART I DEFINITIONS

When one of the terms defined in Part I 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.

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.

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.




Aerial view of Western Challenge

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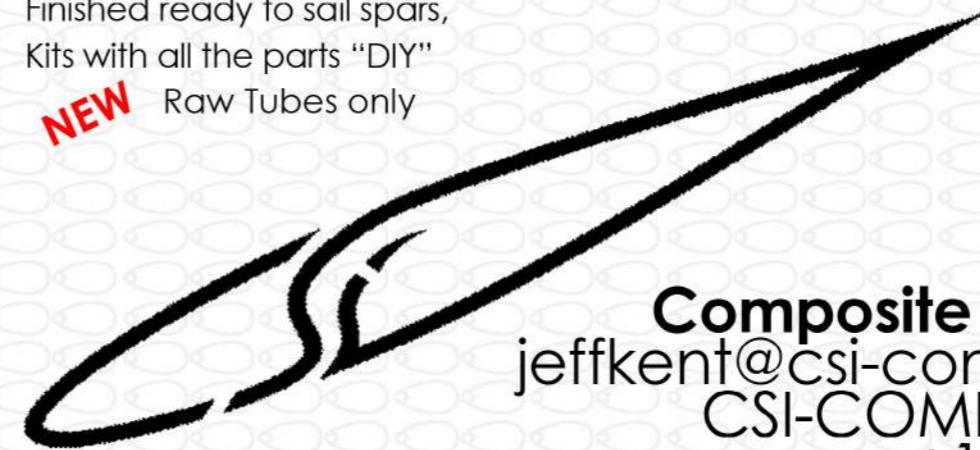


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DN TECH



DN SAIL SPECIFICATIONS

PROPOSALS FOR THE AGENDA OF THE 2015 ANNUAL MEETING PREPARED BY JANE PEGEL US805

DN Sail Specifications

Proposals for the agenda of the 2015 annual meeting prepared by Jane Pegel to

- (1) clean up some language in the sail specs and interpretations
- (2) define measurement points at tack and clew
- (3) clarify procedures to measure sail girth at mid point and quarter points.

Note: There are no substantive changes

Proposed new language appears in red type.

G. Sail

- G.2 Replace the word "hoist" with the word "luff" and require the bolt rope in the luff. Shift bolt Rope requirement from current G.6. **Luff shall be 14' (4267 mm) or less. A bolt rope is required.**
- G.3 Require the bolt rope in the foot. **The foot shall be 8'10" or less (2692 mm) or less. A bolt rope is required.**
- G.5 Rewrite G.5 first sentence. **There shall be three girth measurements taken by folding the sail in quarters according to the procedure specified in G.18.** Top girth measurement 3.3" (990.6 mm) or less. Middle girth measurement 5'8" (1727 mm) or less. Bottom girth measurement 7'6" (2296 mm) or less.
- G.6 Rewrite G.6 to include the definition of the measurement point at the forward upper corner of the headboard. Shift the bolt rope to G2 and G. 3. Delete the interpretation dated 11/20/2011.

- G.6 **Head of sail.**
- a. **The width of the headboard shall be 4" (101.6mm) or less.**
 - b. **The overall dimension of the head of the sail, including bolt rope, shall be 5.5" (139.78 mm) or less.**
 - c. **The location of the measurement point at the forward upper corner of the headboard is determined by projecting a straight line parallel to the luff, excluding the luff bolt rope, to the point where it intersects with a line projected from the uppermost point of the headboard and perpendicular to the luff. (Ref. diagram Forward upper corner of headboard).**

G.8. **Batten pockets shall lie at 90 degrees plus or minus 5 degrees to the leech as defined in G. 17 (Ref G.25a,5, Procedure for measuring a DN sail.)**

G.17 **The leech, defined as the straight line between the forward upper corner of the headboard and the point where the leech intersects the foot at the clew, excluding the foot bolt rope, shall be measured with the sail free of battens and with 5 lbs. (2.3 kg) of tension. (Ref. G.6.c. and diagrams Upper forward corner of head board and Clew)**



G.18 **The three girth measurements shall be measured with battens removed and such tension as is required to remove wrinkles.**

- a. **The middle girth is measured between the mid points of the luff, excluding the bolt rope, and leech at the trailing edge. The mid point of the luff is found by folding the sail so the forward upper corner of the headboard lines up with the intersection of the luff and foot at the tack, excluding the bolt rope(s). The mid point of the leech at the trailing edge is found by folding the sail so the forward upper corner of the headboard lines up with the intersection of the leech and foot at the clew, excluding the bolt rope(s).**

- b. **The top girth is measured between the quarter points of the luff, excluding the bolt rope, and leech at the trailing edge. The top quarter girth point on the luff is found by folding the sail so the forward upper corner of the headboard lines up with the mid point on the luff, excluding the bolt rope. The top quarter girth point on the leech is found by folding the sail so the forward upper corner of the headboard lines up with the mid point on the leech at the trailing edge.**

- c. **The bottom girth is measured between the quarter points of the luff, excluding the bolt rope, and leech at the trailing edge. The bottom quarter girth point on the luff is found by folding the sail so the tack at the intersection of the luff and foot, excluding the bolt rope(s), lines up with the luff mid point. The bottom quarter girth point on the leech is found by folding the sail so the clew at the intersection of leech and foot, excluding the bolt rope, lines up with the mid point on the leech at the trailing edge. (Ref. G.5., G.6.c and diagrams Upper forward corner of headboard, Tack and Clew)**

G20. **The profile of the sail along the leech at the trailing edge shall be such that the maximum inward curve of the edge of the leech shall not exceed 3/4" from a line drawn from the back of the headboard to the outer end of the second batten pocket from the top; and from a line drawn from the outer end of the top batten pocket to the outer end of the third batten pocket from the top.**

G.21 **The profile of the leech at the trailing edge above the top batten pocket shall be such that no part of the sail extends outward more than 1/4" from a line drawn from the back of the headboard to the outer end of the top batten pocket.**

G.24 **The luff, defined as a line between the forward upper corner of the headboard and the intersection of the foot and luff at the tack, excluding bolt ropes, shall be measured with the sail free of battens and under 5 lbs (2.3 kg.) of tension. (ref. G. 6.c. and diagrams Upper forward corner of headboard and Tack)**

- G.25 Add a new G.25 by shifting Interpretation 12/01/2012 Procedure for measuring a DN sail.
- a. **Preparing the sail for measuring:**
 - 1. **The sail shall be free of the mast and boom.**
 - 2. **Battens should be removed.**
 - 3. **Lay the sail on a hard surface (table, floor, or ice sailing surface).**
 - 4. **Measure each specified dimension one-at-a-time with tension applied only across the line of measurement as is sufficient to remove wrinkles except as specified in G.17, G.24, and G.25c.1.**
 - 5. **Use the following points of measurement when measuring location of battens and batten pockets and pocket angles.**
 - aa. **Locate the straight line leech by stretching a strong or small diameter rope from the forward upper corner of the headboard to the clew, excluding the bolt rope. (ref. G.6.c. and G.17)**
 - bb. **The top edge of a batten pocket is located along the top of the inside width of the pocket. The centerline of the batten pocket is located in the center of the inside width of the pocket.**
 - 6. **Use the location of the forward upper corner of the headboard (ref. G.6.c) as the location of the hole in the head of the sail when folding to measure the girths. (ref.G.18.)**



b. To determine the location of the top batten pocket and spacing between battens (ref. G. 7):

1. In G.7 the measuring point on the top of the headboard is located at the forward upper corner of the headboard (ref. G.6.c.). All points along the top edge of the pocket must comply with the 27" (686 mm) minimum dimension from the head (ref. 25.a.5.bb.)

2. The spacing between the battens is measured between the centerline of the batten pockets where the centerline intersects with the straight line leech (ref G.25.a.5.aa)

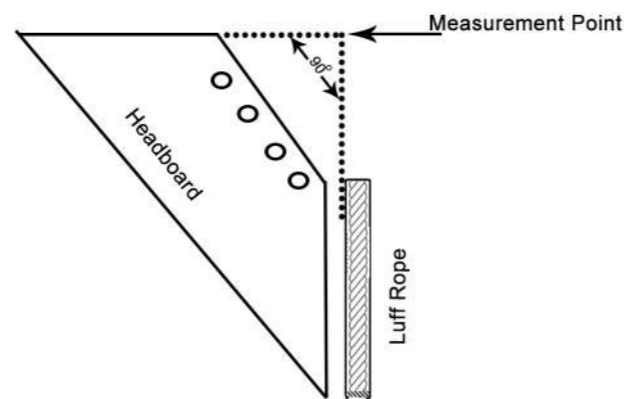
c. To determine the angle of the battens pockets (ref. G.8.):

- NEW**
1. Pin the head, tack and clew in place on the hard surface while applying tension along the luff, foot, and straight line leech to remove wrinkles. The leech at the trailing edge should not lift away from the hard surface.
 2. Measure the angle between the straight line leech and the top edge of the batten pocket. (ref. G.25.a.5.aa and bb).
 3. Measure one-pocket-at-a-time.
 4. Place the base of a protractor along the straight line leech, centered at the top edge of the batten pocket (ref. G25.a.5.bb) and facing the luff.
 5. Read the angle at the top edge of the pocket. (ref. G.25.a.5.bb).

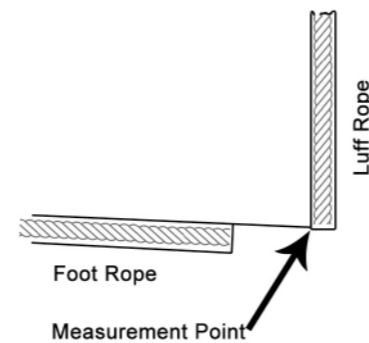


Photo: Peter Johanson

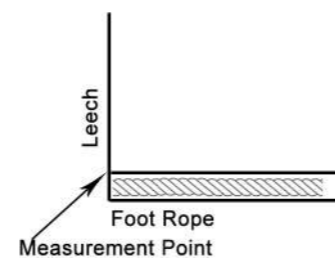
G. 6C. FORWARD UPPER CORNER OF HEADBOARD



G. 24 TACK



G. 17 CLEW



MORE PROPOSALS TO AMEND THE DN SPECIFICATIONS, TO BE PLACED ON THE AGENDA FOR THE 2015 ANNUAL MEETING.

PREPARED BY JANE PEGEL US805

PROPOSAL TO ALLOW PARA-ARAMID FABRIC (KEVLAR) IN THE CONSTRUCTION OF THE TILLER.

Submitted by Geoff Sobering US5156

Amend the Interpretation General dated 11/23/87: "Material - Kevlar cloth may not be used in DN constructions with the exception of the tiller, reference Spec A22 "

Amend the last sentence in Spec. A22 to specify that para-aramid fabric is allowed in the construction of the tiller: "Material is optional and may include para-aramid fabric."

Reason: Research has demonstrated the post crushing structural integrity of Kevlar/epoxy tubes is good whereas glass/epoxy and carbon/epoxy tubes were bad. The carbon shatters more readily, increasing the likelihood of fragments remaining where the skipper may have incurred injury.

Comments from members of the Technical Committee: Kevlar has a compression strength much lower than carbon and glass fiber. It has not been demonstrated that para-aramid fabric in the tiller will be a significant improvement, and should not be allowed.

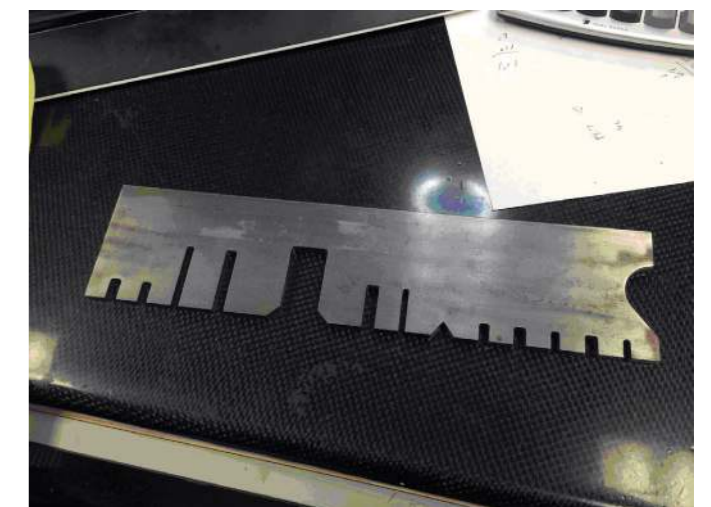


Photo: Peter Johanson

PROPOSAL FOR IDNIYRA TO INVEST IN TWO GAUGES USED TO MEASURE RUNNERS FOR COMPLIANCE WITH SECT. E.

Submitted by the Technical Committee

The governing committee should authorize the expenditure for gauges to measure runners. (As pictured directly below.)



PROPOSAL TO REORGANIZE SECTION G. SAIL OF THE SPECIFICATIONS AND INTERPRETATIONS GOVERNING THE DN SAIL

Submitted by Jane Pegel US805 with the help of Ron Sherry US44

This proposal appears in a separate attachment (pages 12-14 in this Runner Tracks)

Reason: The current format of the sail specs and accompanying interpretations is difficult to read and understand. The intent of this proposal is improve the way the sail specs are presented. It makes no substantive change in the specifications or interpretations.



Photo: Peter Johanson

PROPOSALS TO AMEND SPEC H.2 AND H.3. TO ALLOW BRAIDED SYNTHETIC ROPE FOR RIGGING.

Submitted by Chris Clark US4789

Amend spec H.2. to read: "All stays shall be steel cable or braided synthetic rope. The minimum diameter shall be 0.118 (3 mm)."

Amend spec H.3 to read: "Halyard shall be either steel cable or braided synthetic rope and shall be 3/32" (2.3 mm) or greater in diameter."

Reason: The request to allow rope halyards and stays is simply a usability improvement. Braided rope stays and halyards are common place in many soft-water sailboat classes. Allowing rope would make halyards home buildable and keep in spirit with the DN class history. Rope will not kink, develop meat hooks or start to fail inside a swage where it is hard to find. I believe the rope stays could easily be fitted to the current hounds and stay adjusters. Halyards could work easily with a shackle at the headboard and many of the current halyard adjusters would work with rope. The only one that would not be ideal is the design which currently uses balls on the halyard due to the high possibility of chafe. Simply changing to one or the other design of halyard adjusters is a simple task. The term braided allows commercially available cordage but disallows rigid and semi rigid composite fabrications such as those produced for many high performance racing sailboats.

Comments from members of the Technical Committee: Prior to the annual meeting it is anticipated that the rope stays will have been tested. Cable is well tested. It has been suggested that knots weaken the rope, therefore eye splices are necessary. Consequently there appears to be little cost savings when using rope stays. If it is known that 1/8" 1 X 19 cable does not meet DN strength requirements on the forestay.

It is suggested that when allowing braided synthetic rope that there be a requirement for a minimum tensile strength. Strength could be increased by allowing rigid and semi-rigid rope, but at increased cost.

PROPOSAL TO AMEND SPEC. H.3. TO ALLOW ROPE HALYARDS.

Submitted by Dag Eriksson S74 and Tomas Lindgren S81

Amend Spec. H. 3 to read: "Halyard shall be either steel cable with a minimum diameter of 3/32" (2.4 mm) or rope of optional material with a minimum diameter of 3/32" (2.4 mm)"

Reason: This will be less expensive and more simple to use than cable.

Comments from members of the Technical Committee: Cable halyards resist abrasion inside the mast walls and last a long time, occasionally being able to transfer from a broken mast to a new mast, though rope may be a satisfactory material.



PROPOSAL TO ADD SPEC H.13.A. TO SPECIFY THAT ALL STAYS CONNECT TO THE MAST HOUND AT A COMMON POINT.

Submitted by the Technical Committee

New H.13.a. "All stays shall connect to a common component (which may consist of one or more sub-components) which attaches to the mast hound at a single point."

Reason: A request was made to attach the three stays to the mast at different heights measured from the base of the mast. The opinion of the members of the technical committee is that the plans show the stays connecting to a single point and also that the ability of the mast to rotate relies on the commonly used single point connection between the stays and the hound. Connecting the stays at other than a single point would also affect the bending characteristics of the mast.



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IDNIYRA EUROPE MINUTES AND DECISIONS OF NATIONAL SECRETARIES

IDNIYRA-EUROPE
INTERNATIONAL DN ICE YACHT RACING ASSOCIATION EUROPE
IDNIYRA-EUROPE SOCIETY E.V.
MINUTES AND DECISIONS OF NATIONAL SECRETARIES
RIGA, LATVIA 12 - 14 SEPTEMBER 2014

TOPIC 1 ASCERTAINMENT OF A QUORUM

It was confirmed that the invitation to the Annual meeting was issued in time and a quorum was present. Attendance list of the general meeting has been forwarded to the Treasurer

Present:

IDNIYRA EXECUTIVE BOARD

Commodore	Joerg Bohn
Vice Commodore	Attila Pataki
Insurance Manager	Niklas Mueller-Hartburg
Junior Programme Manager	Stan Macur
Webmaster	Dietmar Gottke
Secretary	Chris Williams

National Secretaries

Austria	Roland Huber
Czech Republic	Vladislav Ptasnik
Estonia	Jaan Akermann
Hungary	Attila Pataki
Latvia	Madars Alvikis
Netherlands	Hennie van den Brink
Poland	Maciej Brosz
Sweden	Tomas Lindgren
United Kingdom	Chris Williams

United States	Deb Whitehorse
---------------	----------------

Proxy votes


Finland and Germany	represented by Tomas Lindgren
Russia	represented by Joerg Bohn
Switzerland	represented by Chris Williams

Apologies were received from the Treasurer, Finland, Germany, Russia and Switzerland.



TOPIC 2 OPENING REMARKS AND REVIEW OF THE SEASON 2013/2014

The Commodore opened the meeting by welcoming all present, with special thanks to Deb Whitehorse who represented IDNIYRA-North America, where the DN class has its roots. It was important to be linked with mutual respect and understanding in order to develop the class and meet challenges regarding rules, safety and friendship. The Commodore then thanked the Latvian Secretary Madars Alvikis for being this year's host, and all Board members for their contribution. He wished everyone a successful meeting

 **AUSTRIA** – Not a normal season. Beautiful ice on December 1st and much sailing in Corinthia. Before Christmas sailing on the Reschensee but remainder of season no sailing in Austria. Best sailing Lake Lipno with many DN events. We are very proud of newcomer Philipp Hribar (OE777) who sailed in the WC/EC in A Fleet with a good

performance – a sailor with a future. Oldie Peter Munnich continues to perform and won the "First Mitropa Trophy". Despite the difficult season more Austrian sailors found their way to the races. Further information www.eissegeln.at



CZECH REPUBLIC - Training started in the Alp lakes of Corinthia with Austrian DN sailors in early December 2013. The Czech fleet then

trained in late December at Lake Lipno. A very strange winter weather pattern made Lipno one of the few DN sailable lakes in Europe for more than 8 weeks through December to February, most of the time with black ice; however this weather pattern also brought lack of wind. The first regatta 28-29.12.2013 – Austrian Championship 2013 held at Lipno and attended by 37 sailors from 6 countries. 4-5.1.2014 More than 80 DN sailors from all over Europe gathered on the starting line at Lipno regatta. However, due to lack of wind no race finished.

18-19.1.2014 Over 40 sailors stood on the starting line at Lake Lipno again but just before the start fog arrived, covering the lake for the rest of the weekend so no race finished. The lake lifeguard had to be alerted when 3 sailors were missed at the harbour but they were all found OK.

Lakes Lipno and Machovo were sailable during the second half of January and training organised there. February was the best month in terms of completed races.

1.2.2014 Czech Republic DN Championship at Lipno, 21 sailors from 3 countries.

2.2.1014 Austrian DN Championship 2014 at Lipno, 18 boats, 3 countries.

8-9.2.2014 Midtropha Trophy organised by Czech Fleet for the first time. 30 DN sailors from 5 countries.

14-16.2.2014 Polish Championship attended by one Czech sailor.

1-8 March WC and EC 2014 in Haapsalu were attended by 4 Czech sailors who placed themselves in groups B and C.

In April 2014 one Czech sailor took part in three regattas in Baikal week.

The number of active Czech DN sailors has remained constant for the last 3 years at around 15. Less international attendance took place in the 2013/2014 season. However Czech fleet members provided good support organising regattas at Lake Lipno and we also enjoyed outstanding mutual cooperation with the Austrian fleet in terms of support, equipment, judges and resources.

One newcomer, David Krizek, a professional water sailor, was gained for DN sailing. No Ice-Optimist sailors but one or two DN sailors intend to involve their kids who are growing into Ice Optimist age for next season.



ESTONIA – The Estonian iceboating season started late. We got some ice in the middle of February but then it started to snow and the weather got warm again. Sailors started to

sail at the end of February and from that time we sailed every weekend. We managed to run 4 ranking regattas. The best thing for us was being the host for World Championships 2014 which was also the last regatta of the season because after that it got warm. Also there were 2 new Junior DN sailors and 3 new Ice Optimist sailors who took part from local regattas. Estonians also opened a new ice sailing

home page: www.esticesailing.ee



GERMANY – Generally the weather was cold, but while as well. On 25-26 January 14 DNs sailed at Lake Goldberg in MV. On the first weekend of February we finally found ICE at "Stettiner Haff" by Dietmar Gottke. This was the first time that DNs sailed that area! Several other lakes and Bodden areas were not safe, however. The German Nationals were sailed with 4 nations, 7 races in Gold and 8 in Silver. Holger Petzke G890 won the Regatta in front of Darek Kardaz P13 and Marek Stefaniuk 107. The Silver Fleet winner was Lars Moller D126 before Sebastian Obermeiner G517 and Martin v. Wettum H404. Nice Regatta with very nice hosting. At the Europeans we had only 16 sailors from Germany, 7 in Gold Fleet, 3 in Silver and 6 in Bronze. Holger Petzke came 12th as Best German this season. Bernd Zeiger



HUNGARY – In Hungary the ice sailing season finished 3 years ago and we have had no safe and sailable ice on any of the water reservoirs since 2011/2012 season. Most Hungarian ice yachts rest on shelves and there is little enthusiasm shown by our sailors except for those willing to travel. This lack of Hungarian ice makes it very hard to involve junior and senior sailors. Soft water sailing starts for the top junior sailors in March and finishes in November and the rest of the year is usually spent sailing in the Adriatic and other South seas. We could not organise the Hungarian Championships but some of our sailors competed in other nations' regattas, visited Lake Lipno several times, and competed in the Mitropa Cup and the WC/EC.



LATVIA – Three good regattas with lots of action and quality sailing. Opening regatta, Latvian Nationals and Cup of Kisezers. 4 – 5 Ice Optimists, 4 Junior DN and 3 newcomers.



THE NETHERLANDS – No ice therefore no races at home. We now have 488 paying members. The 50th Anniversary of DN Netherlands was celebrated with a very nice and well attended party



POLAND – A late season starting 25th January and finishing early March. Ten regattas took place and two new places for racing found. Lake Ewing: (53o50'17.2"N 19o35'08.6"E) good shore infrastructure and access, dimensions 2.3 x 2.4 km depth 2.3m, and Vistula Lagoon: (54.273490, 19.414610) an ice boat friendly place. In WC Polish sailors dominated with first 3 places in Gold Fleet and the first place in Europeans. Ice sailing fleet is now 66 seniors, 23 juniors, 13 younglings and 34 Ice Optimists. A total of 6 more than in 2013.



RUSSIA – Sergey Pulkov (R5) has been elected as the new Russian Commodore. A total of 20 regattas in Russia this season including 7 fleet cups (Vladivostock), Baikal Cup and Russia Championship. Regrettably we are unable to commit to hosting WC 2016 on Baikal but we are happy to consider another year at a later stage.



SWEDEN – A tricky ice winter but a lot of sailing for those prepared to travel. A late start following a warm autumn. Excellent conditions after New Year in Ostersund where more than 12 DNs trained for 3 days on black ice. Vaiko Voorema ran a training camp for 2 days in January for 10 plus Swedish sailors, 2 Finnish and one Dutch. Two accidents caused the postponement, after just one race, of the Swedish championship to December (2014). We are trying to sail more in Finland and Estonia when conditions allow and also to coordinate national championships to avoid clashes of dates. A record number of Swedish sailors participated in the WC/EC in Estonia though with limited success when compared with past regattas at this level.



UNITED KINGDOM – No ice but K13 sailed very well in WC/EC at Haapsalu.



NORTH AMERICA – The racing season began at the informal Western Challenge regatta in La-Crosse, Wisconsin where approximately 60 racers gathered to kick off the season on Lake Onalaska. Sailors from Canada and the east

coast of America drove many hours to attend their first Western Challenge. Countries representing sailors who flew in from international destinations included Russia, the Netherlands and Sweden. Conditions were extremely cold with temperatures hovering below 10F (-12C) for much of the regatta. The 2013 Central Lakes Regional regatta was the first official regatta of the season sailed on Lake St. Clair near Detroit, Michigan. The majority of sailors hailed from the Central Region with some travelling from the Western and Eastern regions as well. 16-year old Griffin Sherry US4 won the Gold fleet. Conditions tended towards light air and sticky ice. The 2014 Western Lakes Regional regatta was attempted on Green Lake, Wisconsin but after one race was postponed due to unsafe sailing conditions brought on by shell ice. This regatta is rescheduled for December 13-14 this year. Minnesota sailor Mike Miller is the new DN Western Regional Commodore. The 2014 North American Championship was sailed on Lake Champlain in Plattsburgh, New York after the primary site of Peru, Illinois was snowed out. Conditions were brutally cold with temperatures again below 10F (-12C). Ron Sherry US44 won the North Americans.

As usual, if one was willing to travel, many opportunities existed for DN racing across North America. Daniel Hearn has spearheaded a development programme for those who are interested in DN sailing but do not have the time, money or some other barrier to putting a programme together. Daniel, along with several other Madison, Wisconsin DN sailors, put together a few DN and Ice Optimist programmes with donated equipment. This created quite a bit of interest from new ice sailors but snow prevented much sailing and we wait until 2015 to see how this progresses. The Canadian Championship was sailed in Kingston, Ontario and won by James "T" Theiler US5227.



TOPIC 3 APPROVAL OF THE MINUTES OF NATIONAL SECRETARIES MEETING 2013

These were AGREED and APPROVED.

TOPIC 4 MATTERS ARISING FROM TOPIC 3 NOT COVERED BY THIS AGENDA

There were no matters.

TOPIC 5 LETTERS TO THE BOARD

There were no letters to the Board.

TOPIC 6 WC/EC 2014 REPORT

The World and European Championships, planned for Poland, were finally held in Estonia. The winter ended unusually early in Europe, leading to very few options remaining. The decision turned out to be the right one but tight as well. Less than a week after the event, the ice in Haapsalu broke up.

The Commodore said it had been a pleasure to work with all involved and expressed his thanks to Vice Commodore Attila Pataki, Vaiko Voorema, Tomek Zakrzewski for their ice scouting and many more involved in the decision taken. The Professional Race Committee (PRC) once again did a fantastic job, thanks to Stan Macur and his crew. The Mayor of Haapsalu had provided the excellent support of his town regarding access to the ice and official permits and others. Special thanks were accorded to former World Champion Endel Voorema, who was present at the Opening Ceremony and also presented the World Cup to the winner Karol Jablonski.

TOPIC 7 WC/EC JUNIOR DN AND ICE OPTIMIST 2014 REPORT

Junior Programme Manager briefed:

Junior World's 2014 was organized by Latvian DN Fleet in cooperation with Junior Programme Manager on Lake Kisezers in Riga, Latvia. Regatta was held 19-21 February 2014 with two days 17-18 as practice days and 78 participants in two classes, DN Junior and Ice Optimist, from 6 countries: Estonia, Lithuania, Latvia, Poland, Russia and Sweden. February 18 was an excellent sailing practice day with good weather, medium-strong wind and many training races with plenty of participants. Full regatta programme was completed with 7 races per fleet and also Euro Cup races. The race committee was a little small but worked very well with good support from the nice sailing club just at the lake with constructions, garages, safety equipment, bar, WC, parking etc. The police office from Riga was a little upset

about sailing on the lake but after professional control on the ice we obtained official permission to run the regatta. Trophy presentation was in the sailing club with trophies for the top 10 sailors and souvenirs for all participants.

TOPIC 8 FINANCIAL REPORT 2013/2014

The Treasurer had emailed the Report for 2013/2014 and a comparison of costs 2006 to 2014 which showed a steady balance over all through those years (see Annexes A and B). Vladislav Ptasnik checked the figures and declared all correct and was warmly thanked. The Commodore briefed that the financial information will not be available on the website but is available via National Secretaries, who will all have copies in order to take questions should there be any. Board members are similarly informed and available for questions. It was emphasised that some expenses such as accommodation and parties are very much "country" dependant. The Treasurer was warmly thanked for his very clear presentation of all the financial information.

TOPIC 9 LESSONS LEARNED FROM WC/EC 2014 AND JUNIOR WC/EC 2014

Several accidents in Europe during the season and in the WC/EC, and the Rule Test at the WC/EC check-in showed that an unacceptable number of DN sailors do not have adequate knowledge of the NIA Racing Rules. A rule of particular concern is Rule 8 as applied to Rounding the Mark, which is substantially different from water sailing rules for essential SAFETY reasons. A long and comprehensive discussion agreed:

NIA Rule Test

- a. At check-in for EC2015 all participating sailors will take an NIA Racing Rule test. Failure at the first test will mean a second test one hour later. Failure at the second test will result in a hearing and possible ban from the regatta.

ACTION: PRC

- b. Webmaster will provide a facility on IDNIYRA.eu for self-testing NIA Racing Rules.

ACTION: Webmaster

- c. National Secretaries are to be aware of the NIA Rule test requirement which will be included in the NOR with the procedure that will be used at check in for EC2015.

ACTION: National SecretariesAdditional Darling Mark

The Swedish proposal to have an additional Darling Mark on the race course as a trial at the EC2015 was agreed. See diagram at Annex C. The purpose is to broaden the angle of approach rounding the Leeward mark. In addition the adjusted finish line further downwind is for the protection of the scorers. SAFETY is the driver for all of the above. This will be trialled in national regattas and if successful used in the EC2015.

ACTION: PRC**TOPIC 10 JUNIOR PROGRAMME REPORT**

Junior Programme Manager reported a very good year with 78 participants from 6 countries in the DN Junior and Ice Optimist WC/EC in Latvia (Riga). Many Junior regattas in Poland, Estonia, Latvia and Sweden. The very high sailing level of many participants shows good promise for the future of the DN class. The current small number of countries could increase next year with Switzerland and possibly USA, Finland and Germany sailing. The Junior Programme meeting during the regatta in Latvia covered many aspects of junior ice sailing and the arrangements for JWC 2015 in Sweden.

TOPIC 11 TECHNICAL COMMITTEE REPORT

Dag Erikssen reported by email ahead of the meeting that most Technical Committee discussions had concerned sail and runner measurement with much work done by Jane Pegel. Runner measuring continues to cause confusion and in particular the E9 Specification which as shown in Year Books 2011, 2012, 2013 and 2014 does not have adequate control of the sharpness of the runner leading edge. This was considered potentially to lead to a very dangerous situation and a lengthy discussion concluded that the key sentence last featured in Year Book 2010 should be reinstated. This sentence was

"The remaining portion of the leading edge may not be sharpened to an edge radius of less than 1/16" (1.6 mm)"

Strong support for this recommendation was obtained via Skype during the meeting. It was agreed that this must be referred to the Technical Committee Chairman for urgent resolution so that all sailors are prepared for the 2014/2015 season. This will be included in the NOR for EC2015.

ACTION: COMMODORE**TECHNICAL COMMITTEE Europe, & STAN MACUR**

Post Meeting Note: The wording of the third sentence of Specification E9 will now read

"The leading edge must be rounded to an edge radius of not less than 1/16" (1.6 mm) and shall be faired to the side of the steel as allowed in E.12"

TOPIC 12 IDNIYRA-EUROPE INSURANCE REPORT

Insurance Manager reported over all insurance process worked very well with all sailors cooperating. Uniqua Insurance company very helpful and quick to respond. Still no insurances for Russian sailors except for single event insurance. The suggestion to increase the mandatory minimum insurance cover to One Million Euros will be reviewed at the 2015 meeting. Until then the mandatory minimum cover will remain at €500 000. **ACTION: Insurance Manager**

TOPIC 13 IDNIYRA-EUROPE NA CONTACT REPORT

Communication between DN Europe and DN North America continue to progress in a positive direction with sailors making the effort to travel and compete with each other on both continents as well as use email to discuss race management and technical issues. Five Americans attended the NN Gold Cup in Estonia including Oliver Moore, Eastern Regional Commodore Eben Whitcomb, James "T" Thieler, Ron Sherry, Hal Bowman, Deb Whitehorse, and Pete Johns. It was beneficial to Eben Whitcomb, Oliver Moore, and James "T" Thieler to take notice of how the Gold Cup was managed because their Eastern Region will be in charge of the Gold Cup for 2015. Mercedes Auger, who assists with scoring at North American regattas, was also invited by Stan Macur to observe the Polish scoring team in action during the 2014 Gold Cup. Deb Whitehorse was grateful to have been asked by PRO Stan Macur to spend time observing the scoring team and travel to the ice with the Race Committee each day. Deb Whitehorse, in her Executive Secretary role, was also called upon during the Gold Cup regatta to provide some context for the E9 specification change.

TOPIC 14 DISCHARGE OF THE BOARD OF OFFICERS

It was unanimously agreed that the Board of Officers (the Commodore, Vice Commodore, Insurance Manager, Treasurer, Junior Programme Manager, Web Master and Secretary) had discharged their duties according to the Constitution in a very satisfactory manner.

TOPIC 15 ELECTION OF IDNIYRA-EUROPE OFFICERS (FOR 2 YEAR PERIOD)

The following were elected by acclamation for a 2-year period:

Commodore
Vice Commodore
Treasurer
Insurance Manager

TOPIC 16 DETERMINATION OF CONTRIBUTIONS TO IDNIYRA-EUROPE SOCIETY E.V AND EC 2015 ENTRY FEE

It was agreed that the contributions to the above would remain unchanged at:

- IDNIYRA-Europe Society e.v. €45 per member nation and per registered starter in EC 2015
- Entry fee for EC 2015: €150 per registered starter. A total of €195 Junior DN and Young Sailor (aged 21 – 25) fee for EC 2015 €75 (50% of Senior DN entry fee)
- DN Juniors and Young Sailors do not pay the IDNIYRA fee

TOPIC 17 BUDGET 2014/2015

The Commodore briefed the budget which had been emailed ahead of the meeting (copy attached at Annex D). It was unanimously approved and the treasurer was thanked for its clear and concise presentation.

TOPIC 18 VARIOUS PROPOSALS

- Stan Macur briefed that there were now tools available to make measurement of DN sails considerably easier.
- Following a discussion concerning the mast balance point, the Commodore undertook to draft a proposal for class vote.

ACTION: Commodore

- Sail Halyard. Tomas Lindgren suggested that the wire halyard should be replaced with Dyneema which is lighter and stronger, considerably cheaper and easily replaced. He undertook to draft a proposal for class vote.

ACTION: Tomas Lindgren**Topic 19 Year Book and Runner Tracks**

Year Book and Runner Tracks are both available on line. Deb Whitehorse requested National DN membership lists by November 1st 2014 for the 2015 Year Book – in Excel format.

Articles from European ice sailors for Runner Tracks

would be greatly appreciated. Email to Deb Whitehorse debwhitehorse@iceboating.net

ACTION: National Secretaries**TOPIC 20 INTERNET COMMUNICATIONS**

Webmaster reported:

- The new website (set up in 2013) has run with no complications. All services worked seamlessly and are well accepted by users.
- The splitting of official information and news from entertainment has been successful with entertainment now on the Facebook channel.
- The new domain idniyra.eu has much greater use than icesailing.org which will remain.
- The insurance ID assignments and the registration process have been a great success and the work devoted to this success is very much appreciated.
- The "Office" section has expanded considerably with the Year Book, Runner Tracks, all Board Minutes, ranking and decisions of the Board and much more available. The results archive will be completed step by step.
- Junior DN and Ice Optimist (under Juniors) are now part of IDNIYRA-Europe.
- The new "DN Market" was much used last season.
- Webmaster looks forward to setting up an NIA Right-of-Way Test to improve the rule knowledge of ice sailors and result in greater safety on the race course.
- The Webmaster requested that any changes in contact details be emailed to him.

The Webmaster was warmly thanked for his work throughout the year on our excellent website.

TOPIC 21 WC/NA 2015

January 24th to 31st, 2015, East Coast of North America.

TOPIC 22 EC 2015

Host nation: Netherlands Sunday 1st March to Friday 6th March
Check-in Sunday 1st March. Racing starts Monday 2nd March
Plan for 16 races per fleet (throw out after 5 races)
10 runners allowed
Maximum 5 races per fleet per day (last 5 races Europa Cup)
3 races (Gold Fleet) completes championship
Notice of Race (NOR) 1st December 2014

Registration opens 1200 2nd January 2015 and closes midnight 14th February 2015

Insurance closes midnight 11th February 2015

Payment closes Wednesday 18th February 2015.

TOPIC 23 HOST NATIONAL SECRETARIES MEETING 2015

Sweden's offer to host the 2015 National Secretaries Meeting was accepted with pleasure.

It will take place in Stockholm Friday 17th April to Sunday 19th April 2015.

TOPIC 24 WC/EC 2016

Commodore briefed that regrettably the plan to hold the WC/EC 2016 on Lake Baikal had been cancelled by mutual agreement with the Siberian authorities and IDNIYRA-Europe due to the current political uncertainties. It was hoped to hold a WC/EC there in the future.

The offer from the Czech Republic and Austria to host the 2016 WC/EC was warmly welcomed.

Estonia offered to host the 2018 WC/EC as part of their 130 years of ice sailing anniversary.

TOPIC 25 EC 2017

It was agreed that this would be decided at the next meeting.

ACTION: Secretary**TOPIC 26 OTHER BUSINESS**

The proposal from Madars Alvikis made at the previous National Secretaries meeting has been withdrawn.

The meeting closed at 11.15 and the Commodore thanked all for attending and their contributions. Madars Alvikis and his team were warmly thanked for all the excellent facilities provided and the wonderful Latvian musical evening on the Saturday.



Photo: Peter Johanson

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REGATTA RESULTS

2014 WESTERN CHALLENGE AN UNSANCTIONED EVENT
DECEMBER 6-7, 2014
LAKE KEGONSA, MADISON, WISCONSIN

GOLD FLEET

1-24

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	R8	PTS
1	US44	SHERRY, RON	1	(DNS)	1	1	2	1	1	1	8
2	US4691	DENNIS, JOHN	3	2	4	(DNF)	1	4	7	3	24
3	US4824	CHRISTENSEN, MARK	4	4	3	(DNF)	8	3	3	4	29
4	US5224	THIELER, JAMES	(DNF)	6	15	2	5	2	2	2	34
5	US4926	ORLEBEKE, STEVE	2	1	2	6	(DNF)	14	5	7	37
6	US5014	ISABELL, MARK	6	3	(16)	3	3	13	4	12	44
7	US5193	ANDERSON, ERIC	8	13	(17)	4	11	6	15	5	62
8	US5469	MOORE, OLIVER	12	7	11	11	4	8	(16)	11	64
9	US807	FRANCIS, JR	9	10	6	14	(21)	12	9	9	69
10	S713	GUSTRING, RICHARD	7	11	(27)	5	10	18	13	6	70
11	US1188	HADLEY, JIMMY	10	9	(25)	22	18	5	6	8	78
12	US4257	GLUEK, JIM	(18)	5	13	13	6	15	14	13	79
13	US5219	BAKER, KENT	5	17	8	17	14	11	10	(19)	82
14	US5352	HEARN, DANIEL	16	14	12	9	16	10	(26)	18	95
15	G737	BOHN, JORG	24	20	(DNS)	23	7	7	8	10	99
16	US4975	EVANS, ROBERT	13	16	14	16	12	(20)	18	15	104
17	US5298	BROWN, SCOTT	17	15	10	15	17	16	(21)	16	106
18	US5214	MCDONAGH, JIM	15	24	28	19	13	(DNS)	11	21	131
19	G551	SEEGER, CHRISTIAN	19	19	18	(26)	24	21	12	20	133
20	US5391	VERBURGH, TOM	(27)	21	19	12	22	17	19	26	136
21	US5432	BLOOM, MIKE	11	12	5	8	19	(DNS)	DNS	DNS	155
22	US4536	CRINION, BOB	22	28	21	20	(31)	23	27	17	158
23	US445	CAVE, BOB	28	23	23	7	27	(28)	25	28	161
24	US2766	VAN ROSSEN, PETER	(37)	18	26	24	33	19	20	22	162

REGATTA RESULTS

2014 WESTERN CHALLENGE AN UNSANCTIONED EVENT
DECEMBER 6-7, 2014
LAKE KEGONSA, MADISON, WISCONSIN

GOLD FLEET

25-45

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	R8	PTS
25	US5369	MILLER, MIKE	14	25	9	25	(DNF)	32	33	30	168
26	US5501	ORLEBEKE, PETER	23	8	7	10	25	(DNS)	DNS	DNS	173
27	US602	MEYER, TOM	25	27	24	29	20	26	(35)	27	178
28	US4923	SOLUM, JEFF	29	(36)	34	27	9	30	30	23	182
29	US5435	KJOLLER, JODY	20	32	(38)	33	15	27	28	33	188
30	US4882	WOLLAM, RICHARD	36	30	31	(DNF)	23	24	29	25	198
31	US4868	RICHARDS, JULIE	(35)	31	20	28	26	29	34	35	203
32	US4	SHERRY, GRIFFIN	DNF	(DNS)	22	21	29	33	23	32	210
33	US4775	WHITCOMB III, EBEN	31	22	(36)	18	32	35	36	36	210
34	US1630	CONNELL, DANIEL	26	33	35	34	34	25	24	(DNS)	211
35	H 467	VAN RIEMSDIJK, DIDERIC	DNF	DNS	(DNS)	DNS	28	9	17	14	218
36	US2360	JOHNS, PETE	34	29	30	30	35	(36)	32	34	224
37	KC5514	CURTIS, JOHN	33	35	29	31	(DNF)	34	37	29	228
38	US294	LOENNEKE, LOUIS	32	34	37	DNS	(DNS)	31	22	31	237
39	US2170	CREIGH, JOHN	21	26	33	32	DNF	(DNS)	DNS	DNS	262
40	US5414	SMITH,	DNS	DNS	(DNS)	DNS	DNS	22	31	24	277
41	US3271	JANKOWSKI, MIKE	30	37	32	DNF	(DNS)	DNF	DNS	DNS	299
42T	US4783	WILCOX, WES	DNS	DNS	(DNS)	DNS	DNS	DNS	DNS	DNS	350
43T	US216	POTCOVA, RICHARD	DNF	DNS	(DNS)	DNS	DNS	DNS	DNS	DNS	350
44T	US4148	DIXON, TIM	DNS	DNS	(DNS)	DNS	DNS	DNS	DNS	DNS	350
45T	US4961	DAVENPORT, JOHN	DNS	DNS	(DNS)	DNS	DNS	DNS	DNS	DNS	350

REGATTA RESULTS

2014 WESTERN CHALLENGE AN UNSANCTIONED EVENT
 DECEMBER 6-7, 2014
 LAKE KEGONSA, MADISON, WISCONSIN

SILVER FLEET

1-24

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	R8	PTS
1	US5508	SUGAR, TIM	(4)	1	1	1	1	1	1	3	9
2	US5522	METZLOFF, KYLE	3	4	5	(5)	3	3	3	2	23
3	US5536	SCHMIDT, MATT	6	5	(13)	4	5	2	2	1	25
4	US1277	BOWMAN, HAL	5	6	2	2	4	(9)	9	4	32
5	US5166	BERGER, CHRIS	1	2	4	7	2	8	(15)	11	35
6	US5507	BARNETT, MIKE	2	3	6	6	(9)	5	5	9	36
7	US4148	DIXON, TIM	(10)	7	8	9	8	7	8	8	55
8	US5486	ELSMO, DAVID	7	11	(12)	11	6	10	4	7	56
9	KC3786	NETHERCOTE, WARREN	8	13	10	(13)	7	11	6	13	68
10	US5534	FOSTER, ANDREW	15	8	14	(23)	13	13	10	15	88
11	US5506	HURD, CHARLIE	14	12	11	10	15	18	11	(22)	91
12	US5479	HEARN, FRANKIE	(DNS)	DNS	3	3	10	6	13	5	92
13	KC4684	SAMPSON, ART	16	15	20	17	(20)	12	17	12	109
14	US4335	GLICK, DAVE	9	16	15	16	19	19	18	(23)	112
15	US4943	BREWER, JOHN	21	17	23	8	18	20	(24)	17	124
16	US1313	RAST, ROBERT	11	10	7	DNS	(DNS)	17	12	21	130
17	US4203	FITZGERALD, PATRICK	12	19	26	(28)	21	24	19	10	131
18	US5050	OELSCHLAGER, TIM	17	23	19	21	14	14	23	(DNS)	131
19	US4006	OSVALDS, NIK	26	24	16	14	17	16	(26)	24	137
20	US5532	GARLAND, HOWARD	18	27	(33)	19	22	21	14	18	139
21	US4271	JANKOWSKI, JULIE	27	14	22	27	(DNS)	25	22	25	162
22	US5405	BUSHEY, SAM	25	22	21	12	24	15	(DNS)	DNS	171
23	US5158	BUSHEY, JOHN	19	9	17	15	11	(DNS)	DNS	DNS	175
24	US4602	KICKHAFFER, DAVID	13	DNS	9	(DNS)	16	23	DNS	14	179

REGATTA RESULTS

2014 WESTERN CHALLENGE AN UNSANCTIONED EVENT
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 LAKE KEGONSA, MADISON, WISCONSIN

SILVER FLEET

25-46

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	R8	PTS
25	US5566	NORDHAUS, JIM	28	18	25	DNF	(DNS)	22	16	19	180
26	KC5515	FOSTER, JIM	DNS	20	31	22	(DNS)	26	25	16	192
27	KC5493	WYNNE-EDWARDS, R	29	30	(DNS)	20	33	29	33	20	194
28	US55071	GRUEN, TYLER	33	28	(37)	29	26	31	27	27	201
29	US4443	SMITH,	20	26	18	18	23	(DNS)	DNS	DNS	209
30	P71	ZIOLKOWSKI, LESZEK	30	37	32	(DNS)	12	27	20	DNS	210
31	US277	LIMA, DEAN	32	32	29	30	29	(DNS)	30	30	212
32	US4140	HOEPER, PETER	31	25	24	24	(DNS)	33	32	DNS	221
33	US5519	EARNEST, SCOTT	DNS	DNS	(DNS)	DNS	DNS	4	7	6	225
34	US778	CAMARDA, ANDY	37	34	35	31	(DNS)	32	29	29	227
35	US5633	JOHANSON, PETER	(DNS)	36	39	32	30	35	31	28	231
36	US5464	NEURAUTER, TROY	DNS	33	36	33	(DNS)	30	28	26	238
37	KC5457	DUNCAN, COLIN	38	38	38)	34	31	34	34	31	240
38	US148	BREWER, BEN	22	31	34	25	28	(DNS)	DNS	DNS	244
39	KC5393	HALE, PETER	24	21	27	DNS	25	(DNS)	DNS	DNS	253
40	US1415	RITTER, TIMOTHY	36	35	40	35	32	(DNS)	DNS	DNS	282
41	US5156	SOBERING, GEOFF	DNS	(DNS)	28	26	27	DNS	DNS	DNS	289
42	US5397	LENON, JORI	23	29	30	DNS	(DNS)	DNS	DNS	DNS	290
43	US5251	TETZLAFF, BRYON	DNS	DNS	(DNS)	DNS	DNS	28	21	DNS	309
44	US602	KENNEDY, GEORGE	34	DNF	DNS	(DNS)	DNS	DNS	DNS	DNS	346
45	US5433	JONES,	35	DNS	DNS	(DNS)	DNS	DNS	DNS	DNS	347
46T	US4911	ZOLL, DAVID	DNS	DNS	(DNS)	DNS	DNS	DNS	DNS	DNS	364



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REGATTA RESULTS

2014 WESTERN CHALLENGE AN UNSANCTIONED EVENT
DECEMBER 6-7, 2014
LAKE KEGONSA, MADISON, WISCONSIN

ICE OPTIMIST FLEET

POS	#	NAME	R1	R2	TOTAL
1	US113	Simon, Meta	1	1	2
2	US13	Kickhafer, Matt	3	2	5
3	US213	Simon, Fritz	2	3	5
4	US1	Hansen, Eddie	4	4	8
5	US100	Metzloff, Tyler	5	5	10



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TAKE TWO

2014 WESTERN REGION CHAMPIONSHIP

Two days of fog prevented 47 sailors from racing during second attempt of the 2014 Western Region Championship on Lake Kegonsa in Madison, Wisconsin.



PHOTOS BY DAVID FROST

Despite the fog, several took advantage of the beautiful ice, planted a couple of cones very close together, and made the best of it.

David Frost: "Mike Madge and Ken Smith set up a 100 yard course that the two of them worked for well over an hour."



David Frost: "The ice was very nice, the wind was a touch on the light side, but we were racing in not much more than 3 or 4 mph of wind." This was a weekend where iceboating was 100% social which all took in good stride.



Photos by: David Frost

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ron@iceboatracing.com

iceboatracing.com

Dideric van Riemsdijk

Composite Concepts, LLC Euro dealer

Molenvlietweg 18c

1432 GW Aalsmeer The Netherlands

T +31 297343653

M +31 681286609

info@think-ice.com

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