

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

# RUNNER TRACKS

DECEMBER 2015

WESTERN CHALLENGE ISSUE  
BACK TO CHRISTINA

NATIONAL ICEBOAT AUTHORITY  
THE DARLING AND INLINE COURSES

# CONTENT

Cover Photo: Lake Christina in the Fog, Deb Whitehorse



## GET A SAIL NUMBER MEMBERSHIP INFORMATION

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

# COMMODORE'S MESSAGE

KENT BAKER US5219  
TOLEDO, OHIO, USA

Change is scary. But it can be necessary, and it can be good. I want to start out by giving my most sincere thanks to the members of the NIA for taking our concerns seriously, and making rule changes that will enhance safety on the course. I don't think people can truly understand the passion and extreme measures you are willing to take to ensure the safety of competitors until your name has been printed as the Chairman, PRO, or Commodore of an event.

If you haven't already done so, please read National Iceboat Authority member Tim McCormick's Rule Change Summary. You will find that changes are pretty straight forward and not difficult to apply.

As many of you know, our website encountered some trouble late last season. It is back up, but not 100% up to date. The plan is to have the online registrations for the 2016 North American Championships and the 2016 Western Region Champs available upon the release of this issue of Runner Tracks. Please do not use the Ranking List as shown in the site. It might be 2 years old. Trust me, our scorers do have the most recent list as published in Runner Tracks.

Speaking of Runner Tracks, it is brought up time to time about streamlining our communications. We currently have Runner Tracks, Yearbook, Ice.idniyra website, and DN America Forum. Plus an occasional mailer for voting or dues renewal. It is difficult to maintain all of these things without creating redundancy, or confusing or conflicting information. Here I must give a shout out to Deb Whitehorse, our Executive Secretary for creating the best cohesion possible through all of our outlets.

I truly love the quality of our Runner Tracks publication. It shows the beauty of our sport. It also costs us a lot of money - although we are getting far more than we pay for.

I love our forum. It helps with communications, and is still the go-to place for the latest news. It is old, but pretty reliable. It confuses some people because it is a completely different site from the ice.idniyra site.

Our ice.idniyra site has been used for a few years for registrations, membership renewals, and even ship-store purchases. It was engineered to do everything, but sadly very few seem to be willing or able to keep it updated.

And finally, our yearbook. 238+ pages of action-packed, seat gripping stuff in there... well not really. But we do know every sailor must have a copy to refer to.

I believe there has to be an easier way. I am not sure what the answer is, but our fellow sailor (and marketing guru) Scott Brown put forth these bullet points which might be attained by combining the efforts of all into one website:

- A) More up-to-date information
- B) More complete information,
- C) Better value to advertisers
- D) A broader invitation to newcomers

We have already eliminated the hard copies, (though you can order them at a small cost). I know there will be concerns, but let's take an honest look at what we are trying to achieve and how to do it. I think we are spreading ourselves thin. The lack of volunteers to write articles, create web-content, or take over web-master duties illustrates that to me.

Finally, more change.

Canadian Rear Commodore Warren Nethercote has suggested we take a hard look at re-defining the regions of the IDNIYRA.

Warren is from Nova Scotia. He would likely have to drive 3 (10 hour) days to get to Thunder Bay. Minnesota drivers might only drive 6 hours to get there. Clearly Nova Scotia needs to be part of the Eastern Lakes Region.

The thriving Kingston DN fleet is just a bit too removed from Thunder Bay or East Coast sailing, but might benefit from being included in the Mountain Lakes Region.

Up for debate might be how the lines are drawn into Canada. Some may protest no-longer having a Canadian region. But I think its time to take a look at what we are achieving with the current "borders" we have.

I hope we can get representatives from Thunder Bay, Hamilton, Kingston, Montreal and any concerned Canadian ice boaters to get together with Canadian Rear Commodore Nethercote to decide if a "redistricting" could serve the whole class better. Sure, there can still be a "Canadian Championships", why not?

Okay. Enough already with the changes. Can we just all go sailing now?

Kent Baker US5219

IDNIYRA North American Commodore



Photo: Peter Johanson

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Photo spread from Sunday morning at the Great Western Challenge.

# 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



### WESTERN CHALLENGE

SAILED  
December 4-6, 2015  
Minnesota  
icesailing.net



### EASTERN LAKES

January 9-10, 2015  
dnamerica.org/forum/  
Hotline: 508-377-6100



### CENTRAL LAKES

2015 December 26-31  
January 16-17, 2016  
dnamerica.org/forum/  
Hotline: 810-328-3660



### WESTERN LAKES

January 2-3, 2016  
dnamerica.org/forum/  
Hotline: 608-313-5156



Photo: Chris Clark US4789



### GOLD CUP & EUROPEAN CHAMPIONSHIPS

Host Country: Austria  
January 23-30, 2016  
icesailing.org



### NORTH AMERICAN CHAMPIONSHIP

Host Region: Central  
February 20-27, 2016  
idnamerica.org/forum/  
Hotline: 810-328-3660



### NEW ENGLAND CHAMPIONSHIPS

TBA  
neiya.org  
Hotline: 508-377-6100



### CANADIAN CHAMPIONSHIP

January 16-17, 2016  
wnethercote@eastlink.ca



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GRETCHENDORIAN.COM  
2011 GOLD CUP

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# NOTICE OF RACE: 2016 WESTERNS

## Western Lakes Regional DN Championship Regatta, Jan 2-3, 2016, North American Western Region

Organizing Authority: International DN Ice Yacht Racing Association  
Host: North American Western Region

### 1. Rules:

All races will be governed by the Racing Rules of the National Iceboat Authority; the By-Laws of the IDNIYRA, and Official Specifications of the DN Ice Yacht; the Notice of Race, including any amendments to the Notice of Race, (except as any of these are altered by the sailing instructions) and the Sailing Instructions. The Sailing Instructions can be modified at the Skippers Meeting and by a notice posted on the official notice board. Eight race regatta format – 3 race minimum in the Gold Fleet will constitute the regatta. Fleets – Gold & Silver Fleet, Plate Runner Division as part of the Silver Fleet, Rookie Division as part of the lowest fleet; Volunteer split for fleets.

### 2. Eligibility:

All DN class yachts meeting the requirements of the Official Specifications and whose skippers meet the requirements of the By-Laws of the IDNIYRA as stated in the section IDNIYRA Regattas are eligible to enter and race in the championship.

### 3. Site Information and Postings:

- A. The primary site is within the North American Western Region
- B. Site and Headquarters Information will be determined by the regatta organizer.
- C. Official regatta information, updates and accommodations: DN America Forum & Western Region Hotline - **608-313-5156**

### 4. Entry and Fee:

- A. The official entry may be submitted and signed at registration or may be accomplished on line. See [ice.idniyra.org](http://ice.idniyra.org) for registration.
- B. The entry fee is \$40, payable on site of regatta.

### 5. Schedule of Events:

- Friday: 7-9 PM Registration at Regatta Hotel Headquarters
- Sat 8-9 on ice registration
- Sat 9:30 Skippers Meeting
- Sat 10:30 First DN start
- Sunday 10:00 First DN start. No race will start after 2:30 PM

### 6. Sailing instructions

Official Sailing Instructions will be provided at registration.

### 7. Prizes

Trophies will be awarded to the top ten places in each fleet, top for Plate Runner Division, Top Junior, Top Rookie, Top Senior (50-59), Top Master (60 to 69) and Top Grand Master (70+)

### 8. Proof of Insurance

Proof of personal or race liability insurance (\$300,000 minimum) will be needed at time of registration or submitted and verified online at <https://ice.idniyra.org>

# NOTICE OF RACE: 2016 EASTERNS

## Eastern Lakes Regional DN Championship Regatta, Jan 9-10, 2016, North American Eastern Region

Organizing Authority: International DN Ice Yacht Racing Association  
North American Eastern Region

### 1. Rules:

All races will be governed by the Racing Rules of the National Iceboat Authority; the By-Laws of the IDNIYRA, and Official Specifications of the DN Ice Yacht; the Notice of Race, including any amendments to the Notice of Race, (except as any of these are altered by the sailing instructions) and the Sailing Instructions. The Sailing Instructions can be modified at the Skippers Meeting and by a notice posted on the official notice board.

Nine race regatta format – 3 race minimum in the Gold Fleet will constitute the regatta. Fleets – Gold & Silver Fleet, Plate Runner Division, Rookie Division, Volunteer split for fleets if needed. Discard race after 6 races sailed.

### 2. Eligibility:

All DN class yachts meeting the requirements of the Official Specifications and whose skippers meet the requirements of the By-Laws of the IDNIYRA as stated in the section IDNIYRA Regattas are eligible to enter and race in the championship.

### 3. Site Information and Postings:

- A. The primary site is within the North American Eastern Region
- B. Site and Headquarters Information will be determined by the regatta organizer.
- C. Official regatta information, updates and accommodations: [dnamerica.org](http://dnamerica.org), [theneiya.org](http://theneiya.org) & Neiya hotline - **508 377 6100 Box #8**

### 4. Entry and Fee:

Register in the pits Saturday morning  
\$30 registration fee

### 5. Schedule of Events:

- Sat 9:15-10am on ice registration
- Sat 10 am Skippers Meeting
- Sat 11 am First start
- Sunday 10:00 am First start. No race will start after 3 PM

### 6. Sailing instructions

Official Sailing Instructions will be provided at registration.

### 7. Prizes

We are trying to locate any and all trophies for this event.

### 8. Proof of Insurance

Proof of personal or race liability insurance (\$300,000 minimum)

# NOTICE OF RACE: 2016 CANADIANS

## Canadian DN Championship Regatta :Jan 16-17, 2016, Canadian Region IDNIYRA

Organizing Authority: International DN Ice Yacht Racing Association Canadian Region

### 1. Rules:

All races will be governed by the Racing Rules of the National Iceboat Authority; the By-Laws of the IDNIYRA, and Official Specifications of the DN Ice Yacht; the Notice of Race, including any amendments to the Notice of Race, (except as any of these are altered by the sailing instructions) and the Sailing Instructions. The Sailing Instructions can be modified at the Skippers Meeting and by a notice posted on the official notice board.

Nine race regatta format – 3 race minimum will constitute the regatta. One fleet is anticipated, but if a gold/silver split is required it will first be based on IDNIYRA rankings, with assignment by race committee thereafter. Discard race after 6 races sailed.

### 2. Eligibility:

All DN class yachts meeting the requirements of the Official Specifications and whose skippers meet the requirements of the By-Laws of the IDNIYRA as stated in the section IDNIYRA Regattas are eligible to enter and race in the championship.

### 3. Site Information and Postings:

- A. The primary site is within the North American Canadian Region, with preference to a site on the Trenton – Kingston – Montreal axis
- B. Site and Headquarters Information will be determined by the regatta organizer.
- C. Official regatta information, updates and accommodations: see <http://dnamerica.org/forum/index.php?board=11.0>

### 4. Entry and Fee:

Register in the pits Saturday morning  
\$20 registration fee (Canadian or US funds accepted at par)

### 5. Schedule of Events:

- Sat 9:15-10am on ice registration
- Sat 10am Skippers Meeting
- Sat 11am First start
- Sunday 10:00am First start. No race will start after 3PM

### 6. Sailing instructions

Official Sailing Instructions will be provided at registration.

### 7. Prizes

There is a perpetual trophy for 1st place.

### 8. Proof of Insurance

Proof of personal or race liability insurance (\$300,000 minimum)

### 2016 IDNIYRA NORTH AMERICAN YEARBOOK ORDER FORM

Name \_\_\_\_\_  
 Mailing Address \_\_\_\_\_  
 City, State \_\_\_\_\_  
 Country \_\_\_\_\_ ZIP or Postal Code \_\_\_\_\_  
 Phone/Cell Phone (optional) \_\_\_\_\_  
 Email \_\_\_\_\_

### \$17 USD INCLUDES SHIPPING

The 2016 IDNIYRA Yearbook is available for purchase by printing and filling out this order form and then mailing with a check to the Executive Secretary.

The yearbook is also available for order online:  
<https://ice.idniyra.org/Yearbook/Buy/>

Make check payable for **\$17 USD** to IDNIYRA. Mail this form to:  
**IDNIYRA North American Executive Secretary**

**Deb Whitehorse**  
**1200 East Broadway**  
**Monona, WI 53716**



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# NOTICE OF RACE

## NOTICE OF RACE

North American DN Championship Regatta  
February 22-27 2016

Organizing Authority: International DN Ice Yacht Racing Association  
Host: North American Central Lakes Region

## RULES

All races will be governed by the Racing Rules of the National Iceboat Authority, the Bylaws of the IDNIYRA as stated in the sections IDNIYRA Regattas, Racing Rules, the DN Official Specifications, the Notice of Race, including any amendments to the NOR, (except as any of these are altered by the sailing instructions) and the Sailing instructions.

## RACE SYSTEM

As modified in the By Laws the Regatta will have 14 races scheduled per fleet. Cancellation of races in one fleet shall not affect races in another fleet. After 5 races are completed, the points for each yachts poorest race ( including DNS, DNF and DSQ) will be eliminated from Scoring. After 12 races are completed, the points for each yachts second poorest race (including DNS, DNF and DSQ) will be eliminated from scoring, with the exception that, following a hearing, the protest committee may, at its discretion, award a score of DNE to a disqualified yacht that has been found to have dangerously violated NIA Rules Part IV, Sailing Rules, and this race shall not be eliminated from scoring. The next worse score shall be eliminated.

## ELIGIBILITY

All DN class yachts meeting the requirements of the DN official specifications and who's skippers meet the requirements of the bylaws of the IDNIYRA as stated in sections IDNIYRA Regattas are eligible to enter and race in the championships.

All participants shall provide proof of \$300,000 personal liability at time of Registration.

## SITE INFORMATION

THE primary site is in the North American Central Lakes Region.  
Site and Headquarters information will be posted on the DN America Forum.

## ENTRY, DEADLINE AND FEE

Each skipper may register on: [ice.idniyra.org](http://ice.idniyra.org)

The entry fee shall be paid in U.S. Dollars.

The entry fee is \$110.00 (USD) if paid prior to December 31, 2015.

The entry fee is \$150.00 ( ) if entered after January 1, 2016.

No entry fee will be accepted after the close of registration (refer to schedule of events)

# 2016 NORTH AMERICAN CHAMPIONSHIP REGATTA

## Novice Entries

Novice DN racers may enter the Regatta with the payment of two years association dues. No other event registration payments shall apply. A sailor shall be classified as a Novice if: that person has never belonged to the IDNIYRA, or their membership has lapsed for 5 or more years. A Novice must comply with all other entry requirements.

## SCHEDULE OF EVENTS

- December 31, 2015: deadline for early entry
- January 1, 2016: late entry fee becomes effective
- February 17, 2016 9:00 EST: Primary site info to be posted on DN America Forum
- February 21, 2015 5:00 pm To 9:00 pm local time: Final DN North American Championship
- **REGISTRATION** and **CHECK IN** in at headquarters listed on DN America Forum. Late phone check in registration information to be listed on the forum.
- Opening Flag ceremonies follow registration
- February 22, 2016: First race at time stated in sailing instructions.
- February 26, 2016: Racing is concluded unless 3 races in each fleet have not been completed by sundown Friday, racing shall continue until sundown on February 27, 2016.

Sailing instructions to be available to all competitors at time of final registration.

PRIZES shall be awarded in accordance to IDNIYRA By-Laws



Please visit the ship's store online at [ice.idniyra.org](http://ice.idniyra.org) to order your 2016 North American Championship regatta merchandise.

**IDNIYRA NORTH AMERICAN CHAMPIONSHIP ENTRY FORM**

**2016 IDNIYRA North American Championship Regatta**

**February 22-27, 2016**

**Host: United States Central Region**

Sail Number \_\_\_\_\_ Fleet Preference \_\_\_\_\_

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City, State \_\_\_\_\_

Country \_\_\_\_\_ ZIP or Postal Code \_\_\_\_\_

Phone/Cell Phone (optional) \_\_\_\_\_

Email \_\_\_\_\_

Section: Master (60+)\_\_\_\_, Senior (50+)\_\_\_\_, Junior (<22)\_\_\_\_

Gender: Male\_\_\_\_ Female\_\_\_\_

Birth Date (dd/mm/year)\_\_\_\_\_ International Rank \_\_\_\_\_

Occupation (optional) \_\_\_\_\_

Shirt Size (S, M, L, XL, XXL) \_\_\_\_\_

**ENTRY FEE:** The early fee is \$110 USD if paid by Paypal or received before December 31, 2015 and the late entry fee is \$150 USD, if paid by Paypal or received by January 1, 2016 or later. Entrants travelling from Europe are exempt from paying late fees.

**INSURANCE:** I certify that I possess personal liability insurance that covers my actions at this event in the amount of \$300,000 USD or more. Initials \_\_\_\_\_  
Statement of Coverage attached (Y/N) \_\_\_\_\_  
If not, you must bring a copy to the regatta and show R.C.)

**RELEASE AND CERTIFICATION**

In consideration for my participation in this Regatta, I hereby release, indemnify, and hold harmless the International DN Ice Yacht Racing Association, the Central Region, its member Clubs, and all Officers and Officials, ("Releasees") from any and all liability for any damage or injury due to the negligence of such Releasees or any other cause. I understand that it is my sole and exclusive responsibility to decide whether or not to start or to continue to race and to evaluate all ice conditions in, to, from, near the race and launch areas. I hereby certify my compliance with the IDNIYRA Regatta rules requiring liability insurance and certify that I hold valid personal liability insurance coverage for this regatta with limits of at least \$300,000 (US). European skippers are required to hold IDNIYRA-Europe Third Party Liability Insurance or other equivalent coverage.

I hereby certify the above entry to be correct to the best of my knowledge and that the skipper complies with eligibility requirements of this regatta.

Skipper Signature X \_\_\_\_\_ Date \_\_\_\_\_

Parent or Guardian Signature if skipper is under 19 \_\_\_\_\_

Make check payable to IDNIYRA. Only checks or money orders written on US or Canadian banks will be accepted. NOTE: European skippers may pay at time of check in. Mail this form, entry fee and valid certificate of insurance as noted above to:

**IDNIYRA North American Registration**

**Wes Wilcox IDNIYRA Treasurer**

**2030 Muller Rd.**

**Sun Prairie, WI 53590 USA**

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# PROPOSALS TO THE IDNIYRA CONSTITUTION & BYLAWS

**PROPOSAL #1**  
**MODIFY THE LANGUAGE OF IDNIYRA CONSTITUTION**  
 Modify the language of Article VIII

**IDNIYRA CONSTITUTION**

**ARTICLE VII**

**ORIGINAL TEXT:**

The Annual Meeting shall be held during and in the vicinity of the North American Regatta, if possible. Special meetings may be called on the order of the Governing Committee or upon demand in writing by twenty-five percent of the membership.

**PROPOSED: (NEW IN RED)**

The Annual Meeting shall be held during and in the vicinity of the **North American Championships, or the DN World Championship when held in North America if possible.** Special meetings may be called on the order of the Governing Committee or upon demand in writing by twenty-five percent of the membership. Exact time and place of all meetings shall be fixed by the Governing Committee. If a special meeting is called, the purpose thereof must be stated in such form as to permit voting by mail, and no other business may be transacted. All proposals to be made at the IDNIYRA Annual Meeting shall be submitted to the Governing Committee in writing ninety (90) days prior to the meeting. All proposals so submitted must be published in the DN newsletter by December 15. A quorum at a meeting is any number present. However, if less than twenty percent of the then-paid membership is present, all action must be ratified (unless rejected) by a mail vote. In addition, any action requiring a majority of two-thirds (such as amendments to the Constitution or By-Laws, or changes in the Official Specifications or Racing Rules) shall be put to a mail vote, regardless of the number present at the Annual Meeting. All meetings shall be conducted according to Roberts Rules of Order.

**Discussion: Proposal #1 - Change first sentence of Constitution Article VIII to make it easier for the Governing Committee to hold successful, well-attended annual meetings.**

During years that the Worlds are held in North America, the wording has caused the annual meeting to be delayed until after the first day of the NAC's. This resulted in lower turnout, potential of abandonment if snowed out during first day of NAC's, and also does not allow the governing committee to take advantage of "lay-days" or shortened sailing days. Last year, I discovered the wording "North American Regatta" in this context which is not used anywhere else in the constitution or By-laws. "North American Championship" would refer by my interpretation, specifically to that particular regatta, Where "North American Regatta" could be interpreted as either the Gold cup or NAC (or for that matter any regatta held in North America). This change should make it easier for the Governing Committee to hold successful, well-attended annual meetings.

*Submitted by Kent Baker US5219*



Photo Credit: Peter Johanson

**PROPOSAL #2**  
**MODIFY THE LANGUAGE OF IDNIYRA BYLAWS**  
 Modify the language of General Bylaw 12

**IDNIYRA BYLAWS**

**GENERAL 12**

**ORIGINAL TEXT:**

The IDNIYRA is an amateur racing association. It is managed by volunteers and is financially self-sufficient. To preserve this character, the IDNIYRA and its members will not participate in commercial promotion at IDNIYRA events. The IDNIYRA recognizes the importance of suppliers of DN sailing products. The relationship between the IDNIYRA and DN suppliers may include: support of raffles, advertising of DN related products and supplier listings in IDNIYRA publications, and other similar activities in keeping with the character of the IDNIYRA.

**PROPOSED: (NEW IN RED)**

The IDNIYRA is an amateur racing association. It is managed by volunteers and is financially self-sufficient. To preserve this character, the IDNIYRA and its members will not participate in commercial promotion at IDNIYRA events. The IDNIYRA recognizes the importance of suppliers of DN sailing products. The relationship between the IDNIYRA and DN suppliers may include: support of raffles, advertising of DN related products and supplier listings in IDNIYRA publications, and other similar activities in keeping with the character of the IDNIYRA. **The Board, by unanimous vote may allow commercial promotion at IDNIYRA events, so long as said sponsorship shall benefit the organization as a whole, and not any individual competitor or group of sailors.**

**Discussion: Proposal #2- Modify the language of General Bylaw 12 to allow Governing Board to approve commercial promotion when it benefits the organization as a whole.**

The good of the class, as a whole needs to be considered. First of all, similar winter events in other sports have few (if any) restrictions on sponsorships. This allows for cheaper entry fees, reduced hotel costs, and better social activities. While iceboating has certain difficulties in attaining sponsorship's and low rates (namely, the probability of last minute venue selections), we shouldn't have to make decisions that go against this bylaw in order to try new ideas that may promote the sport, increase its visibility, or help the bottom line. I would hate to see a future commodore's hands tied in this possible method of increasing participation and visibility.

*Submitted by Kent Baker US5219*

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# NATIONAL ICEBOAT AUTHORITY

TWO NEW COURSE CONFIGURATIONS: THE INLINE AND DARLING MARK

The National Iceboat Authority is happy to announce the release of a new version of the NIA Constitution & Racing Rules. This new version includes two new race course configurations called DARLING COURSE and INLINE COURSE which may be used as alternatives to the STANDARD COURSE we've been using for many years. This allows race committees to select a course which is most appropriate for their ice sailing event. The new racing rules also contain:

- Updated definitions and clauses to support the use of the DARLING COURSE or INLINE COURSE.
- Clarification on yachts which must keep clear while approaching the windward MARK on opposite TACKS.
- Updated restrictions on propulsion.
- A new rule which prohibits sailing between the LEEWARD MARK and the starting line immediately after the start.

Please feel free to contact any of the NIA Directors with questions or comments. The new version of the NIA Constitution and Racing Rules is posted at this link: <http://iceboat.org/NIA2015-10-31.pdf>



## NIA RULE CHANGE SUMMARY

2015 NATIONAL ICEBOAT AUTHORITY RACING RULES CHANGE SUMMARY  
 BY: TIM MCCORMICK  
 NOVEMBER 13, 2015

### INTRODUCTION

The National Iceboat Authority (NIA) Racing Rules have served iceboating well for several decades. They were developed so sailors from different regions could race safely by following a common set of rules. This recent update is meant to provide improvements that keep pace with some of the lessons learned during that time. Since July, 2015, the Directors of the NIA have been meeting regularly via telephone and email to discuss the proposed changes. Many hours of editing, deliberation, and debate have been invested. For example, I have participated in over 8 hours of teleconferences and sent or received over 400 emails on this topic since July.

The biggest change most sailors will notice is the addition of two race course configurations called DARLING COURSE and INLINE COURSE which may be used as alternatives to the STANDARD COURSE we've been using for many years. This allows Race Committees to select a course which is most appropriate for their ice sailing event. Many different course layouts were discussed, but we felt it important to limit the number of combinations in order to prevent confusion. This was always a key point: allow some flexibility for Race Committees while minimizing confusion for sailors. On the race course, the goal for sailors is to be able to react intuitively and with common sense. Therefore, the number of possible race course configurations needed to be limited. We concluded three configurations met this purpose.

### STANDARD COURSE

The first course is the STANDARD COURSE. This is unchanged from the previous Racing Rules.

### DARLING COURSE

The second course is the DARLING COURSE, which is a STANDARD COURSE modified with the addition of two DARLING MARKS which must be left to PORT. This is named in honor of John Darling who was the resident race committee and race starter in the New Jersey area throughout the 1970's and 1980's. Mr. Darling was the first to use the DARLING MARK at the leeward end of the course. The DARLING MARK serves several purposes:

A. In larger fleets, there can be a tendency for some of the even side starters on STARBOARD TACK to over stand the windward MARK. When they tack over to PORT TACK, they are set up for a head on collision with yachts that have already rounded the windward MARK. Therefore, near the windward MARK, the DARLING MARK creates separation between ON-THE-WIND PORT TACK yachts and OFF-THE-WIND STARBOARD TACK yachts to minimize collisions.

B. After rounding the windward MARK, some yachts may desire to JIBE as soon as possible. This can create head-on collision situations with STARBOARD TACK ON-THE-WIND yachts that have understood the windward MARK. Therefore, near the windward MARK, the DARLING MARK creates separation between ON-THE-WIND STARBOARD TACK yachts and OFF-THE-WIND PORT TACK yachts to minimize collisions.

C. Creates separation between a PORT TACK ON-THE-WIND yacht that has just rounded the leeward MARK and STARBOARD TACK OFF-THE-WIND yachts approaching the leeward MARK.

D. Creates separation between a STARBOARD TACK ON-THE-WIND yacht that has just rounded the leeward MARK and subsequently TACKED and a PORT TACK OFF-THEWIND yacht approaching the leeward MARK.

The bottom line is...the DARLING MARK is intended to create separation between yachts which should minimize head-on collisions near the potentially congested areas around a MARK. Some may claim that DARLING MARKS reduce the playing field and reduce the tactical freedom of a race. I think they're overstating it. With a 1 mile course and two DARLING MARKS each placed 100 yards from their associated MARK, the "tactical area" is only reduced by 11% (200yards x 1 mile/1760 yards = 0.11). Typically sailors don't change tacks until they've completed the MARK rounding and achieved full speed. That is likely 50 yards from a MARK so the real effect on the "tactical area" is more like 5%. This is a minor issue compared to the safety gained.

A key point regarding DARLING MARKS is the imaginary line between the MARK and its accompanying DARLING MARK is considered part of the MARK. Therefore, if a yacht crosses over this line, she will have fouled the MARK and be disqualified.

The disadvantage of the DARLING MARKS, of course, is the need for the Race Committee to have additional equipment and the added labor of placing or moving the DARLING MARKS on the course.

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**INLINE COURSE**

The third course is the INLINE COURSE. This is a DARLING COURSE modified with the finish line being placed in line with the windward and leeward MARKS. This configuration has been used successfully for years in the Eastern region of the US. The INLINE COURSE is intended to provide the following advantages:

- A. Due to the placement of the leeward DARLING MARK, all yachts should be sailing in the same direction at the finish.
- B. The Race Committee location during the finish is more protected than when a perpendicular finish is used.
- C. On smaller sailing areas, such as those which can be found in the Eastern US, there is not enough room to have a finish line perpendicular to the wind and direct the finished yachts through a safety zone, then round up from OFF-THE-WIND to ON-THE-WIND and coast into the parking area(s). The INLINE COURSE finish line uses less space because it directs finishing yachts parallel to the starting line and directs finished yachts around the odd end of the starting line.
- D. All finished yachts would be entering the parking area from the same direction.
- E. No safety zone for the Race Committee to set up.
- F. Since there is no safety zone, all yachts sailing in the following race would be allowed to line up on the starting line. This makes it easier for those sailors and quicker for the Race Committee to start the next race.

A disadvantage of the INLINE COURSE is the MARK end of the finish line is significantly "favored". This may cause congestion near the MARK end of the finish line, but the fact that all yachts are traveling in the same direction should make that issue more manageable. In addition, the lack of a safety zone means there is less room to evade a hazardous situation near the leeward MARK. Similar to the DARLING COURSE, the Race Committee will need additional equipment and added labor for placing or moving the DARLING MARKS.

**RACE COURSE SELECTION**

No one race course is perfect; however some course configurations may work better for your sailing event. We're relying on the Race Committee of the event to make the best decision for your fleet. As you can see in the descriptions above, there are significant differences in the race courses and it will take time for sailors to become comfortable with a new course. With this in mind, the NIA recommends that once a

course configuration is selected for the event, this should not be changed for the duration of that event.

**SAFETY ZONE**

The safety zone has created much debate amongst ice sailors over the years. Some have claimed it's a "danger zone" rather than a safety zone since it is often littered with parked yachts, moving yachts, personal gear, or spectators. It's true that a safety zone which is not correctly set up or enforced can be dangerous. We discussed eliminating it, but concluded that it adds more to safety than detracts from it. The bottom line is we must do better as Race Committees and sailors to enforce and self-police the safety zone to make sure it truly is making everyone safer.

**APPROACHING THE WINDWARD MARK**

Another addition is Right-of-Way rule 8.a which states: "When yachts sailing ON-THE-WIND on opposite tacks are approaching a MARK, the PORT TACK yacht shall keep clear of the STARBOARD TACK yacht." This new rule eliminates the previous confusion about the governing rule when approaching the windward MARK: Did the STARBOARD TACK yacht have rights over the PORT TACK yacht or was the PORT TACK yacht inside and therefore require the STARBOARD TACK yacht to stay clear? This new rule clarifies that the PORT TACK yacht shall keep clear.

**PROPULSION**

You may have noticed that some of the better runners in our fleets might push their boat straight upwind or downwind during a light air race. In addition, they might push straight upwind during the start, then layoff, when tactically advantageous, to start wind propulsion. This practice is now limited by Sailing rule D which now states: "Propulsion - A yacht may not employ any means of propulsion other than the action of the wind on the sails. However, the crew (unassisted by anyone except for reasons of physical disability as authorized by the Judges) may push the yacht to achieve wind propulsion." The previous version of the rule stated: "may push the yacht to leave the starting line or to return the yacht to wind propulsion when necessary." The previous wording allowed a sailor to push straight upwind from the starting line without the intent of achieving wind propulsion. The simple point of the new wording is that any pushing, other than pushing to achieve wind propulsion, is not allowed.

Continued on page 20

**"In 25 years time, DN sailors have been very demanding on my masts. Not unlike time towards me." JK**



**1991**



**2016**

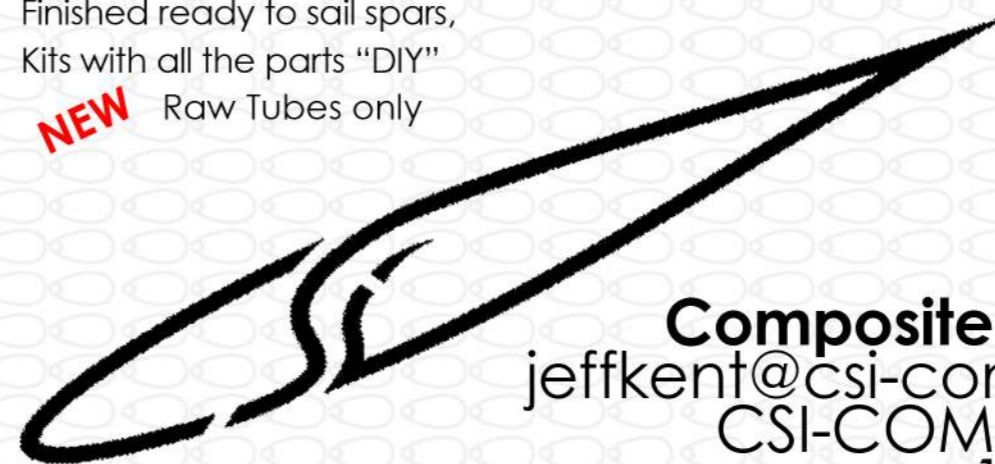
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**TACKING AT THE START OF A RACE**

One of the safety issues addressed is protecting the Race Committee immediately following the start of a race. New rule IV.C.3 states: "After a yacht starts and until she rounds the windward MARK for the first time, a yacht shall not pass between the center of the starting line (positions 1 and 2) and the leeward MARK." This prevents yachts from tacking immediately after the start of the race and endangering the Race Committee.

**ROOM TO FINISH**

Another point which has often confused sailors is Right-of-Way rule 8.b, which states: "Each yacht shall be entitled to room to cross the finish line." This is often misinterpreted and I've even heard some champion sailors state after a particularly close race: "I left you plenty of room to finish: .....behind me". This is not the intent of the rule. The intent is explained in the Rules Interpretations on page 22: Right-of-way rule #8 giving each yacht room to finish is for the ends of the line and is designed to keep the race committee from getting killed and to avoid general havoc in

the finishing area. Port tack yachts shall keep clear of STARBOARD TACK yachts except at the committee end of the line where PORT TACK must be given room to finish. At the ends of the line a windward yacht must allow a leeward yacht room to finish. The bottom line here is sailors must use **COMMON SENSE** as explained in Sailing Rule A.

**CONCLUSION**

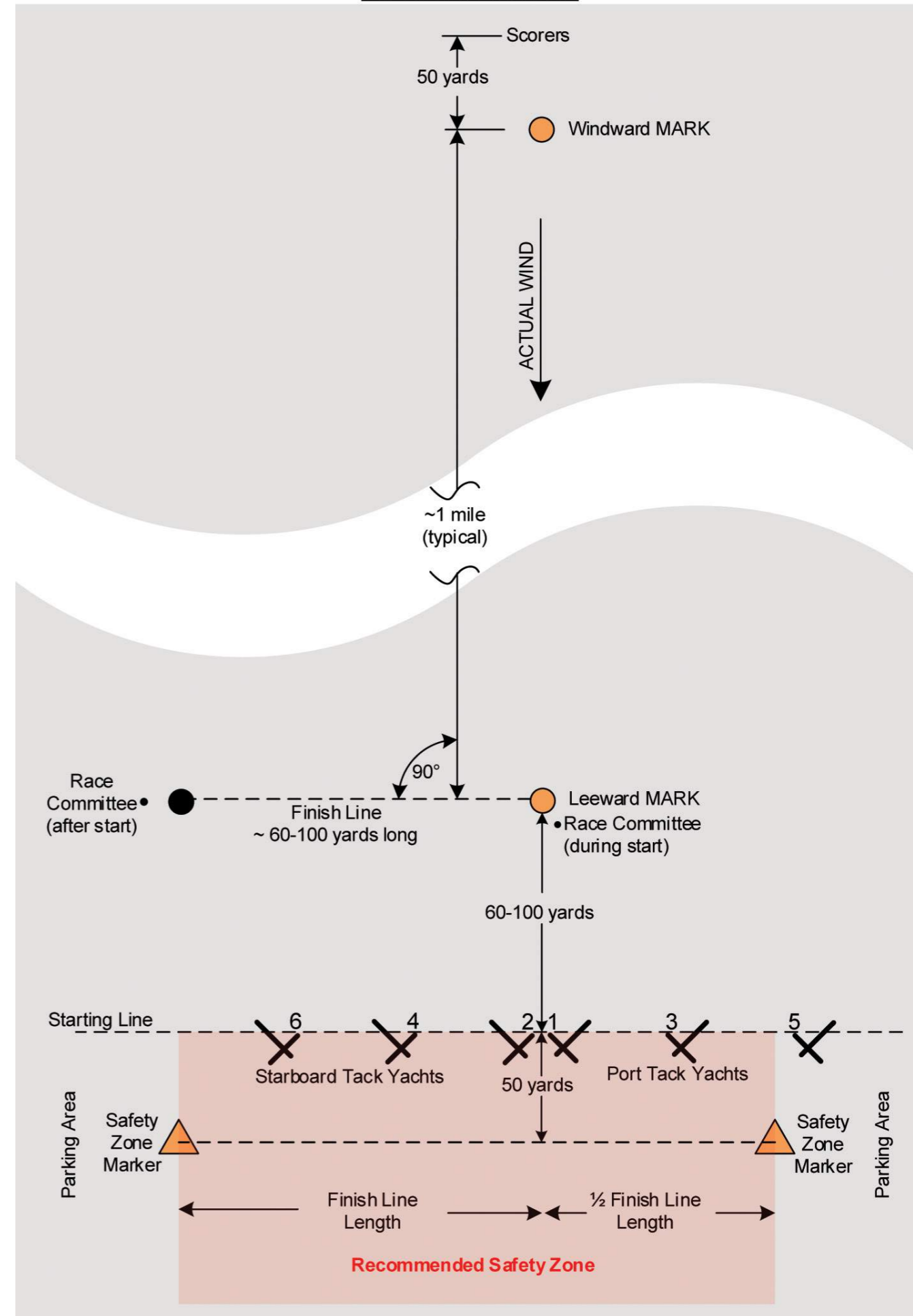
The changes to the NIA Racing Rules are significant and may take some time to get used to. Many sailors will continue to use the STANDARD COURSE and these changes will have little effect on them. The important point to remember is: using the DARLING COURSE or INLINE COURSE is optional, so you can choose the course which fits your fleet best. Regardless of which course you choose, the 2015 Racing Rules should make your sailing safe, fair, and fun, in that order.

Tim McCormick  
National Iceboat Authority

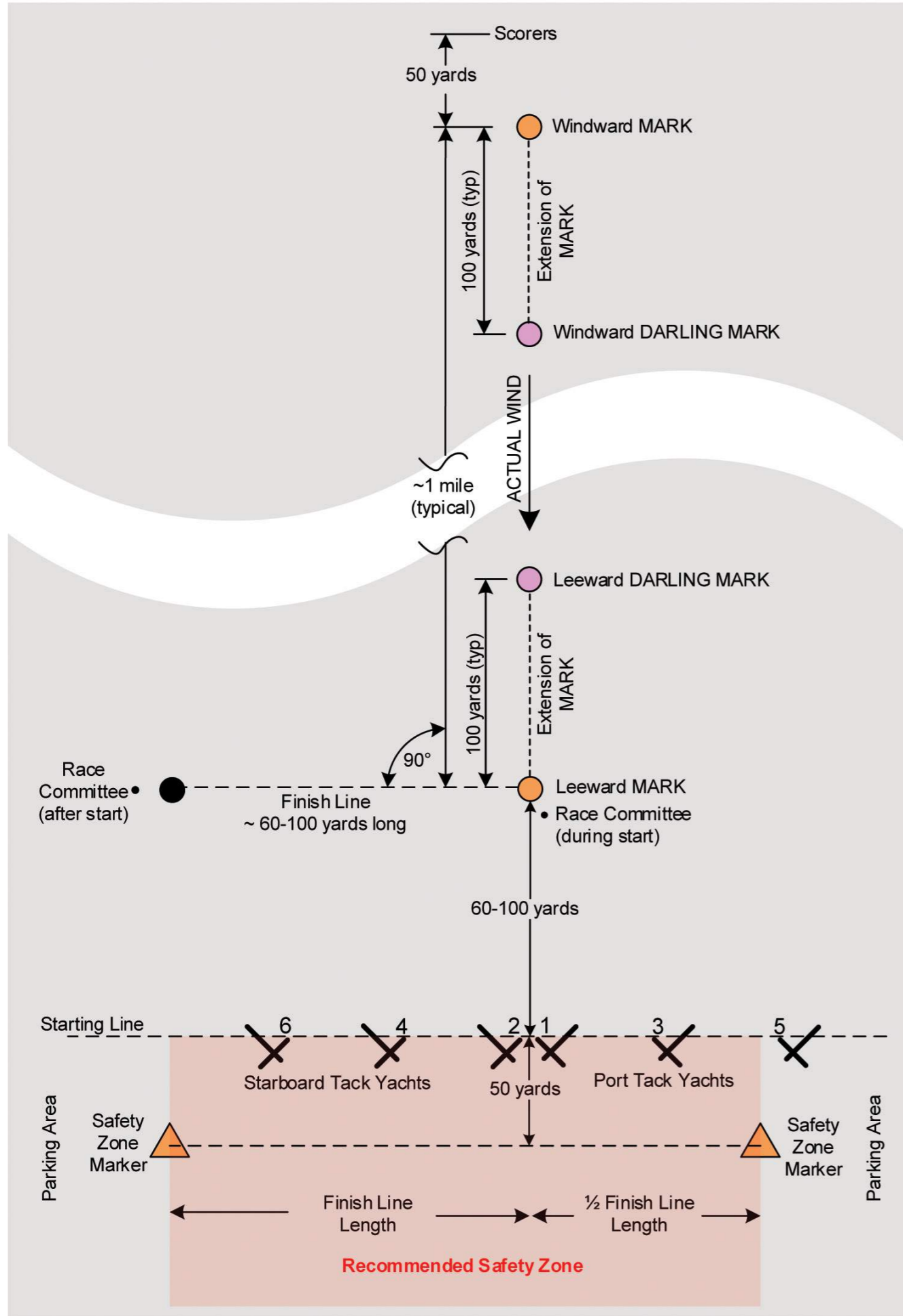


Photo Credit: Peter Johanson

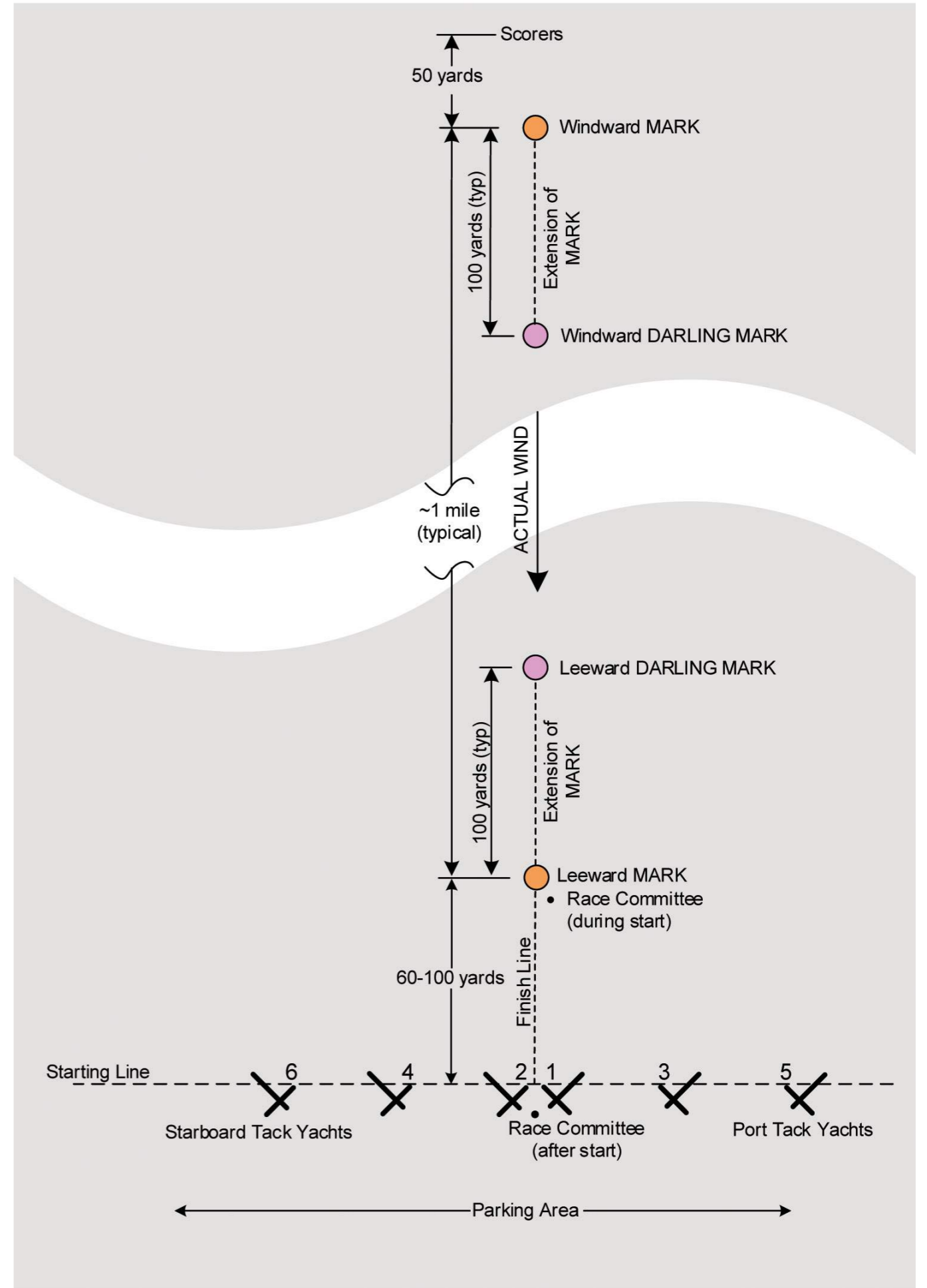
**STANDARD COURSE**



**DARLING COURSE**



**INLINE COURSE**





# SAILING & SCORING THE INLINE COURSE

*The Inline Course was used at the 2015 Great Western Challenge. Following are some impressions from those who were there.*

*Deb Whitehorse-Scorer:* "I had no issues with scoring from the 1-2 blocks. The boats presented themselves better in this configuration and it eliminated the surprise of a boat who split off on a different jibe from the fleet and shows up at the finish close to the mark. It goes without saying that being off the course is a huge step in the right direction of safety."

Watching a race near the 1-2 block is an important part of the experience for sailors and I don't ever want to see that change. Moving the scorers a bit forward of the 1-2 blocks will help to get us away from the chatter. The starting line is kind of an invisible barrier anyways and most people don't cross it when watching the race. A scorer's "cone of silence" zone would help- something quick and fast like little cones."

I imagine it was also easier for the racers because the finish line was fixed and didn't change. Using the Standard Course, there are times we have to adjust the finish line in response to wind conditions, etc. And no matter what, we are always in someone's way. The inline way, racers don't have to look for the scorers."

*Jody Kjoller US5435:* "I liked it a lot. It was a little difficult to see where the actual finish line was, but that is most likely because they didn't have a flag, and other competitors were near the scorer. More distance between all marks is always good, and safer, but with the given conditions, all was good."

*John Harper US60:*

1. Having no race committee near the leeward mark opened new lanes of approach to that rounding. This would have been very helpful from a competitor viewpoint during last years GC. Obviously it is safer for the RC as well.

2. I quickly grew to like the fact that there was essentially no right "end" to the finish line; just one big orange thing to finish at. Less looking around.

3. Ron Sherry US44 and I finished one race with him coming in from the "dolly" mark on the starboard gybe. I had to bear away to let him gybe around the pin to finish. This could have been a problem if conditions were faster. On the other hand the leeward dolly mark was too close to the orange leeward mark. Had it been the correct distance away it would have been like any regular leeward mark rounding; something we deal with all the time.

4. Having all the boats sailing in the same direction after the finish made things easier.

5. No safety zone/lane opened more space for competitors to park nearer to the line and no worries about walking across it.

6. It had to have been easier on the score keeper.

7. For major events we should set up some kind of small restricted area around the 1,2 starting positions to keep competitors and spectators away from the scorers. I like it."



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# GREAT WESTERN CHALLENGE

The Great Western Challenge is a weekend where DN sailors ease back into the season with scrub racing, equipment testing, and of course, friendship and fun renewal. Sailors from Nova Scotia to Minnetonka made the trek west, back to Lake Christina in Western Minnesota.. The Detroit and European sailors couldn't resist the lure of a genuine Wisconsin cheesehat as they drove through the state.



I made the six hour drive from Madison to help out with scoring, try out the new NIA Inline Course, and enjoy a few days out in nature with friends from around North America and Europe.

by: **Deb Whitehorse**



Photo Credit: Peter Johanson

My first lesson re-learned was a good one to start off the season; always rely on a “cleats on the ice” report rather than NOAA snow depth maps, DOT webcams, and reading the other tea leaves of weather forecasting. Lesson reinforced- it’s not off until it’s off; it’s ON until it’s off!



This was the first year I had a close up view of Friday’s informal racing. Light snow, bright sunshine, and a good breeze made it a perfect day for shooting Runner Track photos and simply enjoying the prairie landscape. Friday really is the best day, as JD says.

Restaurant scouting is almost as important as ice scouting during a regatta. Friday evening a large group of us from Europe and three DN regions gathered at a long table in a Fergus Falls Italian restaurant. On a scale of one to ten the food was a four but the company was at least a nine!

We were greeted with wetted out ice and an overcast sky on Saturday morning. Our hosts, the Minnesota sailors, assessed the conditions as sailable, cautioned us to stay away from obvious trouble areas, and off I walked to score using the Inline Course for the first time. The winds were down from Friday which was going to make sailing much more challenging.

Christina was good to the Minnesota sailors, three of whom placed in the top ten. Mark “the Doctor” Christensen placed second behind first place winner, JD, who put on a light air sailing clinic and won all three. Mike Bloom was fifth. Pewaukee’s Matt Schmidt followed JD’s example and took three bullets in the Silver fleet while Eben Whitcomb’s second surely made his 24 hour drive from the East Coast worth every mile.



Photo Credit: Peter Johanson

However, it must be noted that Eben’s drive paled in comparison to the sailor with the most car seat time, Warren Nethercote of Nova Scotia, who took third in the Silver fleet. IDNIYRA Europe Commodore Joerg Bohn G737, Sweden’s Richard Gustring S713, and the guy with the most Facebook followers in ice sailing, DN Nederland, aka Dideric Van Riemsdijk H467, added to the international flavor and fun of the Western Challenge.

Loretta Rehe staffed the scoring shore office from her home in Harper Woods, Michigan and tabulated the scores Saturday evening. She made what can be a tedious job look very easy. Thank you, Loretta!

Sunday morning as we neared the lake, Ashby’s water tower appeared as an apparition floating above the fog like a giant hot air balloon. The fog deposited a covering of hoar frost at the launch site which brought out everyone’s inner artist. We were all busy shooting photos and taking in the beauty around us to be too dismayed about the lack of wind that ended the sailing. It was a rare morning and a perfect example of the extra little things that can happen to ice sailors.

Chris Berger talked about what it’s like after returning home from a regatta. “I sometimes feel a bit sad for people when I get back to work on Monday and they ask, ‘how was your weekend?’ I say, ‘Oh, it was great! I drove all night Friday to a frozen lake in the middle of nowhere to meet up with 50 or so friends and strangers from across the country and around world and spent all day Saturday and Sunday out on the ice racing at thrilling speeds across a beautiful frozen lake against some of the best sailors I know. Saw sunrises and sunsets. Saw beautiful country. Had dinner and drinks with old friends. Made some new friends. Got home late Sunday



Photo Credit: Peter Johanson

night, exhausted. How about you?’ They say, ‘ah, I went to a movie Saturday.’ I know we are very lucky to be able to do what we do and I never take it for granted.”

Iceboating is a vehicle. Little else would bring you to a Minnesota prairie early in the morning, peering over Lake Christina, the land covered in frost crystals, as the sun rose and gave everything its own Instagram filter. So even though we couldn’t sail it was still a day to remember!



Photo Credit: Peter Johanson



## REGATTA RESULTS

2015 WESTERN CHALLENGE AN UNSANCTIONED EVENT  
DECEMBER 5-6, 2015  
LAKE CHRISTINA, ASHBY, MINNESOTA

## GOLD FLEET

POS	#	NAME	R1	R2	R3	PTS
1	US4691	DENNIS, JOHN (S)	1	1	1	3
2	US4824	CHRISTENSEN, MARK (S)	2	2	2	6
3	US4926	ORELEBEKE, STEVE	5	3	4	12
4	US44	SHERRY, RON (S)	4	6	5	15
5	US5432	BLOOM, MIKE (S)	9	4	3	16
6	US5224	THIELER, JAMES	6	5	7	18
7	S713	GUSTRING, RICKARD (M)	7	9	8	24
8	US4487	ATKINS, CHAD	8	8	9	25
9	US4868	RICHARDS, JULIE (M)	11	7	11	29
10	US5166	BERGER, CHRIS	13	11	12	36
11	US5214	MCDONAGH, JIM	12	12	17	41
12	US2545	DERUSHA, MIKE (S)	10	15	22	47
13	US60	HARPER, JOHN (M)	30	10	6	46
14	US4638	LOVEJOY, GUY	20	20	10	50
15	G737	BOHN, JÖRG (S)	17	23	16	54
16	US602	MEYER, TOM (M)	19	14	21	54
17	KC5514	CURTIS, JOHN	23	19	15	57
18	H467	VAN RIEMSDIJK, DIDERIC (S)	3	27	28	58
19	US5508	SUGAR, TIM	24	18	19	61
20	US2766	VAN ROSSEN, PETER	25	21	14	60
21	US5116	CLAPP, DAVE	14	24	26	64
22	US5219	BAKER, KENT	DNS	16	13	66
23	US5298	BROWN, SCOTT (S)	29	17	20	66
24	US4975	EVANS, ROB	DNS	13	18	68
25	US5510	SUGAR, HUGH	26	25	24	75
26	US4148	DIXON, TIM (S)	18	22	DNS	77
27	US637	MEAD, JOE	28	28	23	79
28	US5369	MILLER, MIKE (M)	15	29	DNS	81
29	US5391	VERBURGT, TOM	21	26	DNS	84
30	US4923	BLUM, JEFF	27	DNS	25	89
31	US2000	LEBEAU, LEON (S)	16	DNS	DNS	90
32	US5501	ORELEBEKE, PETER	22	DNS	DNS	96
33T	US445	CAVE, BOB (M)	DNS	DNS	DNS	111
34T	US5435	KJOLLER, JODY	DNS	DNS	DNS	111
35T	US5479	HEARN, DANIEL	DNS	DNS	DNS	111
36T	US2360	JOHNS, PETE (GM)	DNS	DNS	DNS	111

## REGATTA RESULTS

2015 WESTERN CHALLENGE AN UNSANCTIONED EVENT  
DECEMBER 5-6, 2015  
LAKE CHRISTINA, ASHBY, MINNESOTA

## SILVER FLEET

POS	#	NAME	R1	R2	R3	PTS
1	US5536	SCHMIDT, MATT	1	1	1	3
2	US4775	WHITCOMB III, EBEN (S)	5	5	4	14
3	KC3786	NETHERCOTE, WARREN	6	10	6	22
4	US4335	GLICK, DAVE	4	8	15	27
5	US5050	OELSCHLAGER, TIM	9	9	9	27
6	US5486	ELSMO, DAVE	8	11	12	31
7	US4203	FITZGERALD, PATRICK	12	14	5	31
8	US5633	JOHANSON, PETER	11	12	11	34
9	US5506	HURD, CHARLIE	10	17	8	35
10	US1277	BOWMAN, HAL	3	3	DNS	36
11	US5501	DOE, BOB	DNS	6	3	39
12	US5435	KJOLLER, JODY	2	7	DNS	39
13	US5022	HILLYER, CHASE	14	16	10	40
14	US4882	WOLLAM, RICHARD (M)	7	4	DNS	41
15	US148	HOVLAND, NICK	16	18	7	41
16	US5498	GORDON, RICK	17	13	13	43
17	US492	ORELEBEKE, COLE	13	DNS	2	45
18	US5290	GAUTHIER, RAY	19	15	14	48
19	US5484	DOE, DAVE	DNS	2	DNS	62
20	US5096	KENNEDY, STEVE	15	DNS	DNS	75
21	US4699	WOLFFE, TOM	18	DNS	DNS	78
22	US5362	DOE, JOHN	DNS	19	DNS	79
23T	US3433	CUMMINS, ROBERT (M)	DNS	DNS	DNS	90
24T	US5169	LIZEE, ALAN	DNS	DNS	DNS	90
25T	US1313	RAST, ROBERT (M)	DNS	DNS	DNS	90
26T	US5405	BUSHEY, SAM	DNS	DNS	DNS	90
27T	US294	LOENNEKE, LOUIS (GM)	DNS	DNS	DNS	90
28T	US4950	RATLIFF, MATT	DNS	DNS	DNS	90
29T	US5479	HEARN, FRANKIE (JR)	DNS	DNS	DNS	90

# FROSTBITE FALLS, MN

The hoar frost coupled with a rising sun that was slowly burning off the fog got everyone busy with their cameras on Sunday morning of the Great Western Challenge. You had to be there!

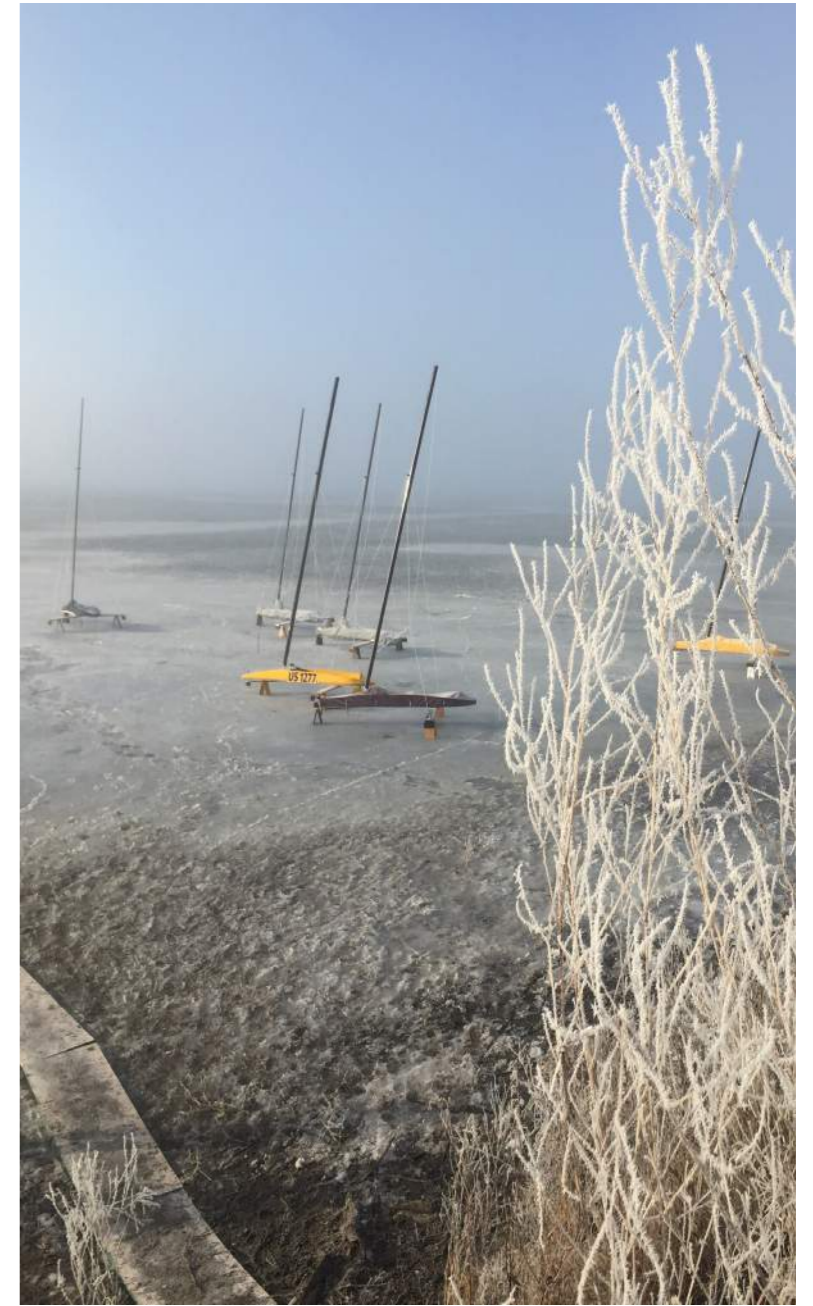


Left, Ron Sherry US44 captured this beautiful shot of current Central Region champion, Julie Richards US4868.

Right: Dideric Van Riemdsijk H467

Below left: Deb Whitehorse

Below right: Kent Baker US5219



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