

RUNNER TRACKS

FEBRUARY 2015



WESTERN REGION CHAMPIONSHIP

GREEN LAKE PROVIDES PERFECT CONDITIONS

NEW GUY ON THE BLOCK

MEET CHRIS BERGER US5166

THE DN CLASS & THE NIA

OPINION BY KENT BAKER US5219

CONTENT

Cover Photo: George Gerhardt from the 2015 Western Region Championship



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WESTERN REGION PHOTOS

Beautiful smooth glass ice provided great pictures for photographers at the regatta.



COMMODORE'S MESSAGE

KENT BAKER US5219
TOLEDO, OHIO, USA

I am still working on reports, and evaluating what I think I learned from Kingston, Ontario. And luckily we have another Runner Tracks issue coming soon to do justice to the coverage a World and North American Championship regatta deserves.

I FIND IT INTERESTING TO FOLLOW TRENDS. OR WONDER AT ANOMALIES.

I think everybody took a good look at the rules between December and the Worlds in late January, and it was apparent that there were far less incidents. Lucky too that while these altercations involved some damage, injuries were nothing more than bruises.

I was in a collision for the first time in all of my ice-boating experience. Luckily both boats sailed on with nothing more than a scratch.

Wait a minute-then what happened? Well, nothing. I talked to the sailor afterward who admitted fault, but with the understandable excuse that his goggles came off. My assumption was at that point, he would withdraw from the race, and we would spare the protest committee the hassle of assembling when they would prefer to be heading for the showers and a nice dinner.

My bad. I am as guilty as the next guy. If you don't file a protest (or at least the intent to protest form) you are just as guilty of perpetuating unsafe sailing conduct. Again, the summer sailing habits set in and take over... as long as the guy didn't do harm that involves the insurance company, or didn't get an advantage over you, what the heck, right?

There is no room for failure to understand the rules. There is no tolerance for collisions. And we all need to be vigilant about maintaining safe working order of our boats and keeping them in control at all times. If we hit the mark, we are out of the race. IF there is a collision – one or more sailors should be out of the race. If someone creates an unsafe situation at

the finish line that jeopardizes the safety of the race committee, they should be out of the race. Oh how I hate protests... but we need to file more now if we want to see less in the future!

Speaking of trends and anomalies – I found it interesting that the mast breakage rate has taken a turn for the better! In Kingston I think maybe one (older and repaired) mast broke. Other mast-down situations were caused by plank stud failures, lost shroud pins, and even a couple capsizes. For comparison sakes, 1993 Lake Geneva World Championships, there was a single race in which there were 23 mast failures. We have come a long way! I am sure most soft-water one-design classes wish to see such a small breakage rate at the end of a heavy-air regatta.

Despite personal disappointment in my own performance up in the "Great White North", I am encouraged by how sailors conducted themselves, handled their boats in extreme conditions (or chose not to sail), and how the boat design is holding up. We are stabilizing as a one-design sailing craft. And we continue to strive for safe, cost-effective measures to get better with each season.

And finally, some good news! We have plenty more regattas yet to be sailed! Central, New England, and Canada are ready to pounce on the next nice piece of ice they can get! Get your runners ready, top off your fuel tank, and THINK ICE!

-Kent Baker US5219
2015 World Commodore, IDNIYRA



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



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Sailed
December 5-7, 2014



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CENTRAL LAKES

To be announced
dnamerica.org/forum/
Hotline: 810-328-3660



WESTERN LAKES

Sailed on Green Lake,
Green Lake, WI
January 17-18, 2014



GOLD CUP & NORTH AMERICAN CHAMPIONSHIPS

Host Region: Eastern Lakes, Mountain Lakes, and Canada
Racing Jan. 25-31, 2015
dnamerica.org/forum/
Sailed on Lake Ontario,
Kingston, Ontario



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

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THE REGATTA

AFTER TWO ATTEMPTS, FOR THE FIRST TIME IN RECORDED HISTORY NO WESTERN REGION REGATTA WAS HELD

When the starting flag dropped for the first race of the 2014 Western Regionals, the last thing anyone had on their mind was this regatta wasn't happening. Of course it was -- we were sailing. And sailing fast as the high winds made for fast laps on a puddled Green Lake surface

But safety ruled the day after only one flight of races as the wet surface quickly gave way to a dangerous collection of cracks and gaps. And the 2014 Western waiting game had begun.

50 anxious DN sailors, lead by the fleet's strongest cheerleader and organizer, Western Commodore Julie Jankowski would have to pack it up and head home.

Despite one of the coldest, most brutal winters, spring came on like a wild fire and the 2014 Western would have to wait until the next fall.

Enter the new Rear Western Region Commodore, Mike Miller US5369. His plan was to fit the regatta in between Minnesota's annual Western Challenge December. 6-7 and Christmas.

But just as the year prior, Minnesota's winter came early. The local 'Tonka sailors were able to travel north to Lake Christina a full two weeks before Thanksgiving. Being on early ice is good for the moment, but not so much if you're hoping the ice will stay clear for three weeks. As expected -- Minnesota ice was snowed out before Thanksgiving.

All was not lost as Minnesota's early winter was felt in Madison, Wisconsin as well and the Western Challenge was sailed there in fantastic conditions on Lake Kegonsa. 86 boats from across the country sailed in two-days of pristine conditions. The ice was clear. The winds were steady. And all signs made this a no brainer selection to hold the long-postponed regional the following week.

If one looks through the record books for any iceboat fleet, the odds of sailing on the same sheet of ice two weeks in a row are pretty good, but having two weekends of perfect sailing conditions is another story.



THAT WAS

IN 2015 WHEN GREEN LAKE PROVED TO BE THE ONLY SAILING SITE IN THE WESTERN REGION, WE DECIDED TO SHARE THE COURSE WITH THE NITE NATIONALS



Dave Glick US4335
& Bob Cummins US3433

Photo: Jill Kiley

The sunny, windy conditions of the first weekend turned into a foggy mess for the second. And when drain holes began to pop up Sunday morning, the many attempts at the 2014 Western Regional washed away as well.

So for the first time in recorded history, no Western Regional was sailed.

Jan 3-4, 2015 was approaching and this time good ice was hard to find in our region. It either had snow or was not frozen yet. Wait, Kegonsa had a Zamboni freshen it up. It's on. This seems like an easy job as Commodore! No, snow approaching, postpone again. Finally after 2 more weeks of working the scouts and phones, Green Lake has just had a perfect freeze on the west and center!

Julie even went out to scout the center on what turned out to be pretty unsafe conditions, but the West end is good to go. Only problem, earlier in the day, the Nites laid claim to the new sheet for their National Championships.

So, Jan 17-18 after working with Don Sanford, Nite Commodore, we decided to share the ice. 36 DN's and 32 Nites alternated starts to get in 5 races each in perfect conditions on Saturday. Scott Brown, US5298 even sailed all 10 races Sat in his DN and Nite.

by: **Mike Miller** US5360
Western Region Commodore

THANKS TO HARKEN FOR ASSISTING IN RUNNER BAGS AND STORAGE BAGS AWARDED TO THE CLASS WINNERS OF GOLD, SILVER, SENIOR, MASTER AND GRAND MASTER.

Scott went on to win the Nite Nationals for the second year in a row. Sunday saw the Nites get in 3 more and the DN's 2.

Thanks to Dan Heaney and Fred Stritt for their wonderful work as RC. Deb Whitehorse worked her magic show with Loretta in Michigan. They split the DN's to a Silver and Gold and also scored the Nites.

Final results were waiting as we sailed into the pits! The racers, volunteers and spectators all enjoyed the combined fleets racing on the same course.

Thanks to Harken for assisting in runner bags and storage bags awarded to the 5 different class winners of Gold, Silver, Senior, Master and Grand Master.

Glassware went 10 deep in each fleet.

PLATES ONLY

DAVE GLICK US4335

ROOKIE

CHRIS BERGER US5166

JUNIOR

FRANKIE HEARN US5479

GRAND MASTER

LOU LOENNEKE US294

MASTER

BOB CAVE US445

SENIOR

MIKE DERUSHA US2545

SILVER

CHRIS BERGER US5166

GOLD

STEVE ORLEBEKE US2926




Photo: George Gerhardt

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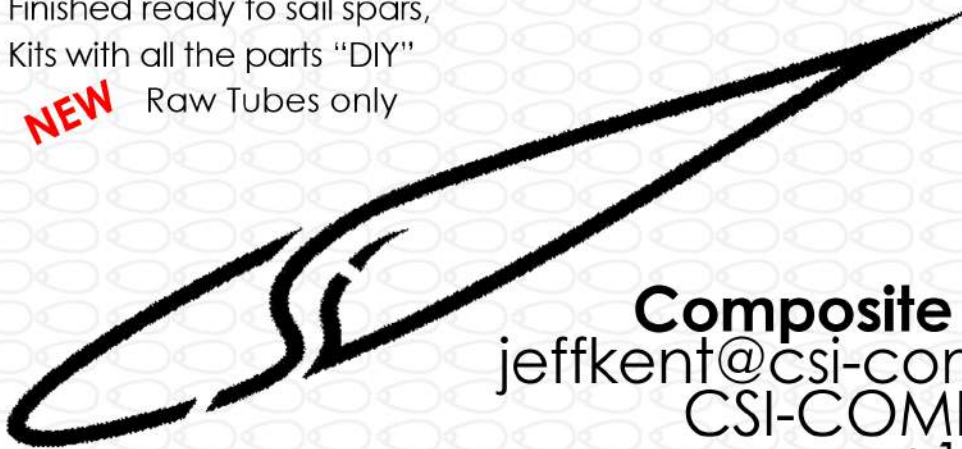


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REGATTA RESULTS

2015 WESTERN REGION CHAMPIONSHIP
JANUARY 17-18, 2015
GREEN LAKE, GREEN LAKE, WISCONSIN

GOLD FLEET

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	US 4926	STEVE ORLEBEKE	2	1	2	2	1	1	(DNS)	9
2	US 5014	MARK ISABELL	(4)	4	1	1	3	3	2	14
3	US 2545	MIKE DERUSHA (S)	3	2	4	3	(5)	2	1	15
4	US 4824	MARK CHRISTENSEN (S)	1	3	3	4	2	(5)	3	16
5	US 5352	DANIEL HEARN (S)	5	5	7	8	(12)	6	4	35
6	US 4148	TIM DIXON (S)	(10)	7	5	6	4	8	7	37
7	US 5432	MIKE BLOOM (S)	6	(11)	10	5	10	4	5	40
8	US 5298	SCOTT BROWN (S)	7	6	6	7	6	(DNS)	DNS	50
9	US 445	BOB CAVE (M)	8	9	9	(12)	9	11	6	52
10	US 4811	MARKHAM CHATTERTON	9	(14)	8	9	11	10	8	55
11	US 294	LOUIS LOENNEKE (GM)	(13)	8	11	10	8	9	11	57
12	US 5369	MIKE MILLER (M)	12	(13)	12	11	7	13	12	67
13	US 2360	PETE JOHNS (GM)	14	10	13	13	13	(14)	13	76
14	US 2301	DANIEL BIERMAN (M)	(15)	12	14	14	14	12	10	76
15	US 4203	PATRICK FITZGERALD (M)	(DNS)	15	16	16	16	7	9	79
16	US 5414	GREG MCCORMICK (S)	16	16	15	15	15	(DNS)	14	91
17	US 5501	PETER ORLEBEKE	11	DNS	DNS	(DNS)	DNS	DNS	DNS	101

REGATTA RESULTS

2015 WESTERN REGION CHAMPIONSHIP
 JANUARY 17-18, 2015
 GREEN LAKE, GREEN LAKE, WISCONSIN

SILVER FLEET

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS	
1		CHRIS BERGER	US 5166	(3)	2	1	2	2	1	1	9
2		KYLE METZLOFF	US 5522	2	(3)	2	1	1	3	2	11
3		MATT SCHMITT	US 5536	1	1	(4)	3	3	2	4	14
4		DAVE ELSMO	US 5486	5	5	5	4	(6)	4	3	26
5		MIKE BARNETT	US 5507	4	(6)	3	5	5	5	5	27
6		PATRICK HUTTNER (M)	US 5290	8	8	11	10	(12)	6	6	49
7		ROBERT RAST (M)	US 1313	9	9	8	(9)	7	8	8	49
8		FRANKIE HEARN (JR)	US 5479	(DNS)	DNS	6	6	4	7	7	50
9		RICK KALLMAN (S)	US 4291	6	4	7	7	13	(DNS)	DNS	57
10		DAVE GLICK (S)	US 4335	13	(DNS)	12	11	8	9	9	62
11		GEOFF SOBERING (S)	US 5156	7	11	9	8	9	(DNS)	DNS	64
12		GLENN BETZOLDT (M)	US 5172	10	12	(DNS)	14	11	11	11	69
13		JULIE JANKOWSKI (S)	US 4271	15	10	13	13	(16)	10	10	71
14		RICHARD KAISER (M)	US 4249	11	7	10	12	14	(DNS)	DNS	74
15		PETER HOEPER (M)	US 4140	16	13	15	(16)	15	12	12	83
16		ERIC TOBIAS		14	14	14	15	10	(DNS)	DNS	87
17		ROBERT CUMMINS (M)	US 3433	12	DNS	DNS	(DNS)	DNS	DNS	DNS	112
18		TYLER GRUEN		17	DNS	DNS	(DNS)	DNS	DNS	DNS	117
19		JORI LENON (S)	US 5397	DNS	DNS	(DNS)	DNS	DNS	DNS	DNS	120

NEW GUY ON THE BLOCK

MANY WONDERED
"WHO IS THIS NEW GUY AND HOW CAN HE PICK UP THIS SPORT SO QUICKLY?"

The Western Region has added a new player by the name of Chris Berger US5166 from Chicago, Illinois. Four years ago, at 44 years of age, he bought his first DN at the Gull Lake swap meet and spent his time mostly cruising with an aluminum mast and plate runners.

But in 2013, he upgraded to a used Ronnie (Ron Sherry's Composite Concepts) program and tried it out for the Northwest Regatta where he did OK.

Enter this 2014 season. Chris sailed the Silver fleet at the Western Challenge at Kegonsa with his only sail, an FO1 and inserts. He was in the top 3 after day one. Day 2 saw stronger winds and Chris was a little overpowered with his only sail and finished in 5th place of 45 DN's after 8 races.

Entering the 2015 Western Regional sailed at Green Lake, WI, January 17-18 on a perfect sheet of ice with moderate winds, Chris dominated the Silver fleet. His only addition was a new North ABSS sail.

He finished 7 races with 12 points in an 18 boat field. The entire group of 36 racers sailed as one fleet, alternating starts with the Nites. Most often he was in the top ten of all 36 racers, beating a number of the top Gold fleet! His efforts were rewarded with first in the Silver fleet.

Chris credits his success with a fast boat, tuned well and tips from Team Madison, Cave, Lonnecke, and Bob Rast US1313.

The following week, Chris entered the Gold Cup in Kingston, Ontario pumped. First race of the Gold qualifier resulted in missing the cut by only two points after running in the top 5 after two laps. The last downwind did him in light and shifty conditions.

To his liking, heavy air took over the regatta and Chris finished with a second and three bullets! His 5 points bested another Western Region sailor, Tim Dixon US4148 with 11 points for a first place victory in the strong 39 boat field.

Next up, a promotion to the Gold Fleet for the North American's. Remember this is Chris's first real year of DN racing!

Big winds and cold temps greeted the racers at the first start. Right of the bat, Chris' goggles fell off. After waiting for boats to clear, he turned around and retrieved his goggles on the fly. Unbelievably, he still finished 29th and then added a 20th in the next.



Photo: George Gerhardt

Bob Cave US445 and Lou Lonnecke US294 took him under their wings and worked on alignment, glued the chocks, profiled the 3/16" 90 degree inserts and provided a few tips.

RKR Composites



Sailing the 2015 Gold Cup. Photo: cefirmbach.com

Many wondered "who is this new guy and how can he pick up this sport so quickly?" As with many a DN racer he has sailed and raced on the soft water for several years. He currently races a Vanguard 15 and Viper. He has raced a Laser, Mumm 36, J24, Shock 35 and big boats in California, Michigan and Illinois.

Chris attributes his success to good mentoring, taking notes on settings and a well-tuned boat.

Congratulations again Chris Berger!

by: **Mike Miller** US5360
Western Region Commodore



Chris with the Silver Fleet trophy. Photo: cefirmbach.com

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OPINION: THE DN CLASS & THE NATIONAL ICEBOAT AUTHORITY

KENT BAKER US5219
IDNIYRA NORTH AMERICAN COMMODORE

It is no secret that the subject of the NIA and its rules were discussed at length during the Annual Meeting in Kingston. Two members of the NIA Board of Directors were on hand to shed some light on what is going on and to remind us of what the NIA has been tasked with over the years.

Here is my take:

1) The NIA was started as way to create uniform ice yachting rules to be used in all locations. At one time each club or region had its own set of rules, creating dangerous situations for traveling sailors. As the most traveled class in iceboating, it is fair to say that DN's probably benefited from the work of this organization more than we will ever realize.

2) In many cases, we are not compliant with NIA rules regarding starting line, gate, and safety zone. Generally speaking, we exceed the requirements set forth by the NIA guidelines. These variances are done all in the name of safety and efficiency. The problem is, that it could be possible for a sailor to protest the race committee for these differences. The bylaw change that will go out for vote corrects this issue: K) "The IDNIYRA governing committee may further modify the racing rules. Any modifications must be published in the Sailing Instructions and course diagram if applicable." I think it is important to note that the intent here is not to allow the IDNIYRA governing committee a loophole to create any rules it wants, regardless of compliance with the NIA. The intent is to keep on using our existing modifications and allow them to evolve over time, so long as they do not present a problem with the NIA right of way rules. Without this rule in place we continue to operate on thin ice in the race and course management side of things. Can you imagine if we were required to only have 50 yards between our leeward mark and the starting line? That is in fact, one of the rules we violate with each regatta when we push the starting line a safer 80-100 yards from the leeward mark.

3) I applaud the NIA's move to go forward with rules changes that will allow the use of Darling Marks. It is my hope that the NIA can continue to be the Right-Of-Way-Rules standard throughout the world. (Yes, even in Europe the NIA 9 are gospel still to this day).



What I would like the NIA to move away from is micro-managing rules outside of the NIA 9 that cause our race committee to have to work within very limiting confines, and could even create unsafe conditions. The NIA could create "minimum standards" in these areas as opposed to rigid requirements. Skeeters, DN's and stern steerers all have different needs. Lets make sure their classes and clubs have the ability to do the right thing.

4) Going forward, the NIA 9, while clear, concise and fairly easy to remember have a weakness. The understanding of when burdens shift from one boat to another. Common example is: Inside boat has R-O-W over outside boat at mark rounding. But the moment they are past the mark (and headed upwind or downwind) that R-O-W transfers to the outside boat. That is a fairly clear one to illustrate. But how about the rule 6 which forbids one to tack or jibe so as to involve the probability of a collision? How does one determine what is appropriate here? Obviously a tack that results in a collision less than a second or two after the boat has completed its turn would fall under a violation of rule 6. But how does

one determine the moment the boat that tacked onto starboard can assume its rights? I did see a recent case that could have been very difficult for a protest committee to sort through. The list of these examples go on and may not be easy to address. But these are the items I prefer to see the NIA spend time on, and again not worrying about race management details.

5) Finally there has been a call by many to abandon the NIA rules so the IDNIYRA may pursue the modifications it feels necessary. I am not in support of this so long as they continue to consider with respect and open minds, the changes that so many have worked hard to implement. I cannot imagine the hours that go into proofing and rewriting these changes as I often take hours just to interpret or comment upon these very things. I really want to get away from that and work on my boat more. I think we all do.

Kent Baker US5219

NEXT ISSUE: GOLD CUP, NORTH AMERICAN, & EUROPEAN REGATTAS

2015 Gold Cup, Kingston, Ontario

Photo by Cathy Firmbach cefirmbach.com





NORTH SAILS DETROIT

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RECENT CHAMPIONSHIPS

Worlds

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

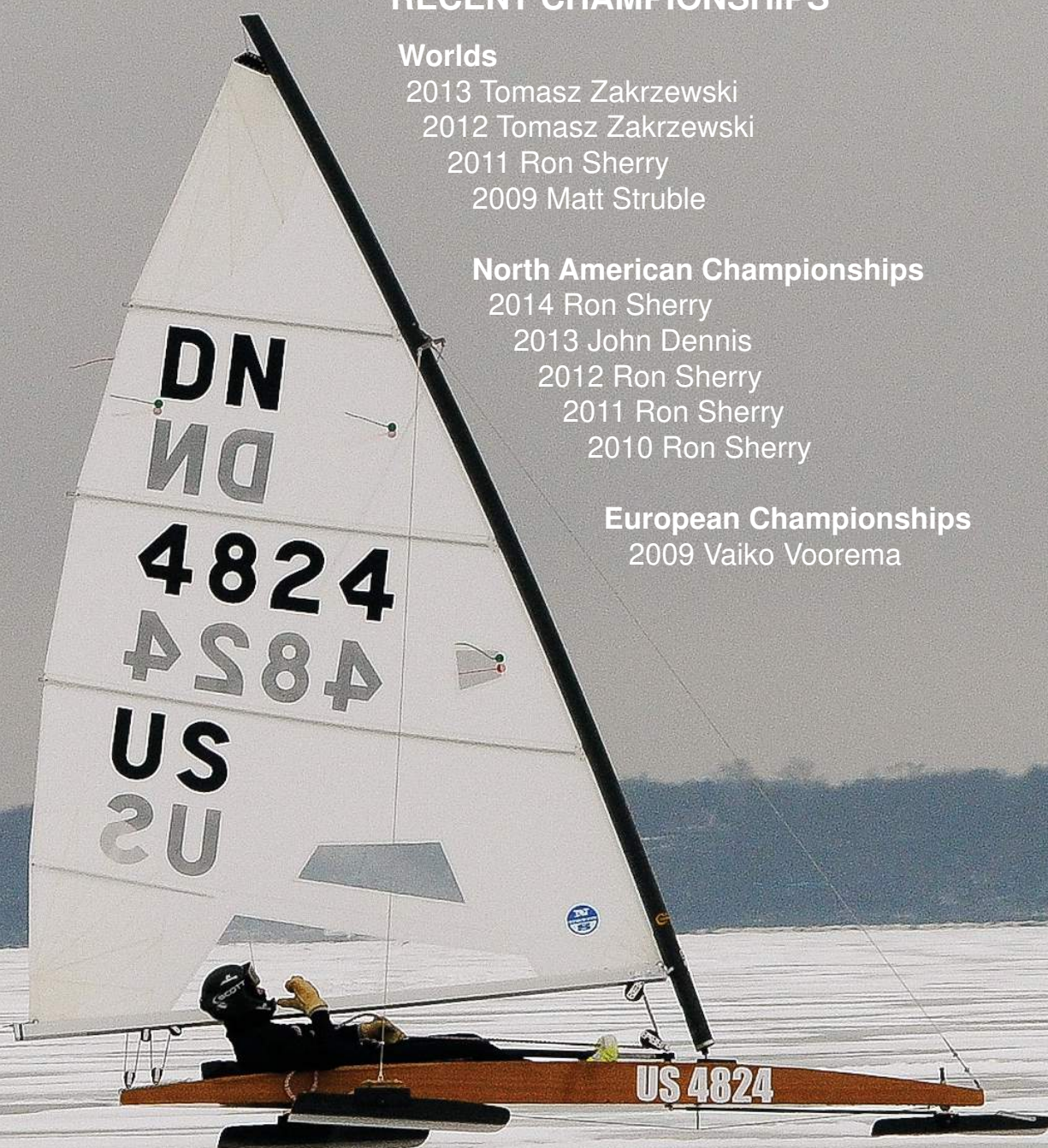


photo: gretchendorian.com

PLAYING THE SHIFTS

BY RON SHERRY US44
REPRINTED FROM RUNNER TRACKS NOVEMBER 1992

Catching the first shift in an iceboat race means a lot, especially since the average beat lasts between two and five minutes. There are no compasses on iceboats and if there were it could be very dangerous.

In this brief outline, I will discuss some of my techniques on detecting wind shifts before and after the start - upwind and downwind.

It is very important to try and figure out what the wind is doing before the start.

The first method is to watch the telltale on your head stay and pick out a landmark in line with the telltale.

Watch the telltale to see if the wind shifts left or right. If you take enough readings, it becomes easy to see if the wind is oscillating (shifting back and forth), clocking (shifting to the right), or backing (shifting to the left).

In general, you always want to sail toward the first knock. In an oscillating wind, sail on the lift until it becomes a knock and then tack. If the wind is clocking or backing, sail on the knocked tack until it knocks further and then tack over to the more lifted tack.

The most effective method for detecting shifts is sailing the course before the start. This method involves mark roundings, landmarks, and is a good time to scout the ice for smooth spots or areas with less snow.

Round the weather and leeward mark at least three times each, sailing the boat as if you were racing. Watch for landmarks behind the marks on your approach. This

will help you to judge lay lines and whether the wind is shifting or not. It is important to pick out the landmarks you are aimed at immediately after rounding both windward and leeward marks.

For instance, if you come around the leeward mark and are aimed to the left of your landmark, you know you're on a lift and should not tack right away. If you're aimed to the right of your landmark and it is not because of a velocity decrease, you should tack. This method is good because it will help you to start the beat on the favored tack. The same method can be used downwind.

Each leg of an ice boat race usually lasts two to five minutes. In this short period of time, usually there are very few shifts so if you can start out on the right tack it is a huge advantage.

Remember that when you take your practice mark roundings you do not have to sail all the way to the other mark. You could practice three weather mark roundings in a row, taking landmark readings, and then sail downwind and practice your leeward mark roundings.

The last method of checking the wind is the buddy system. This system uses a friend with similar boat speed. The two sailors take off at the same time on opposite tacks. The two sailors tack back towards each other either after a certain period of time or on a lay line for a predetermined mark. As the two sailors come together, it is easy to see which side has the advantage.

Next, start from the same place and go for the same distance but have the sailors switch sides. This system works well for upwind and downwind,

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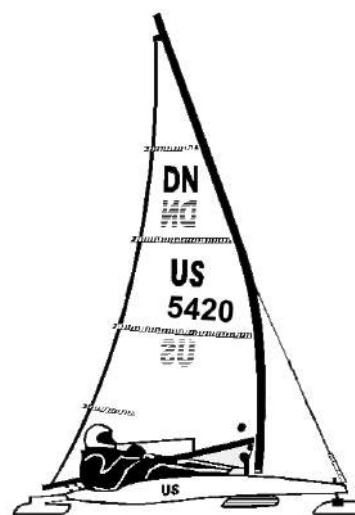
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especially if the sailors stop to compare notes.

Different people use different techniques for attacking the wind shifts. Henry Bossett is a "by the book" sailor and you will always find him on the tack that is closest to the mark. Rarely will you find him in a corner or over standing any mark. Jan Gougeon had a sixth sense when it comes to the wind. He could smell out a puff or a shift as though he had some kind of an infra-red vision.

Hopefully, you have found some good food for thought through this article. Writing this has reminded me of the different ways to watch for shifts.

Reprinted from Runner Tracks November 1992

Ron Sherry US44



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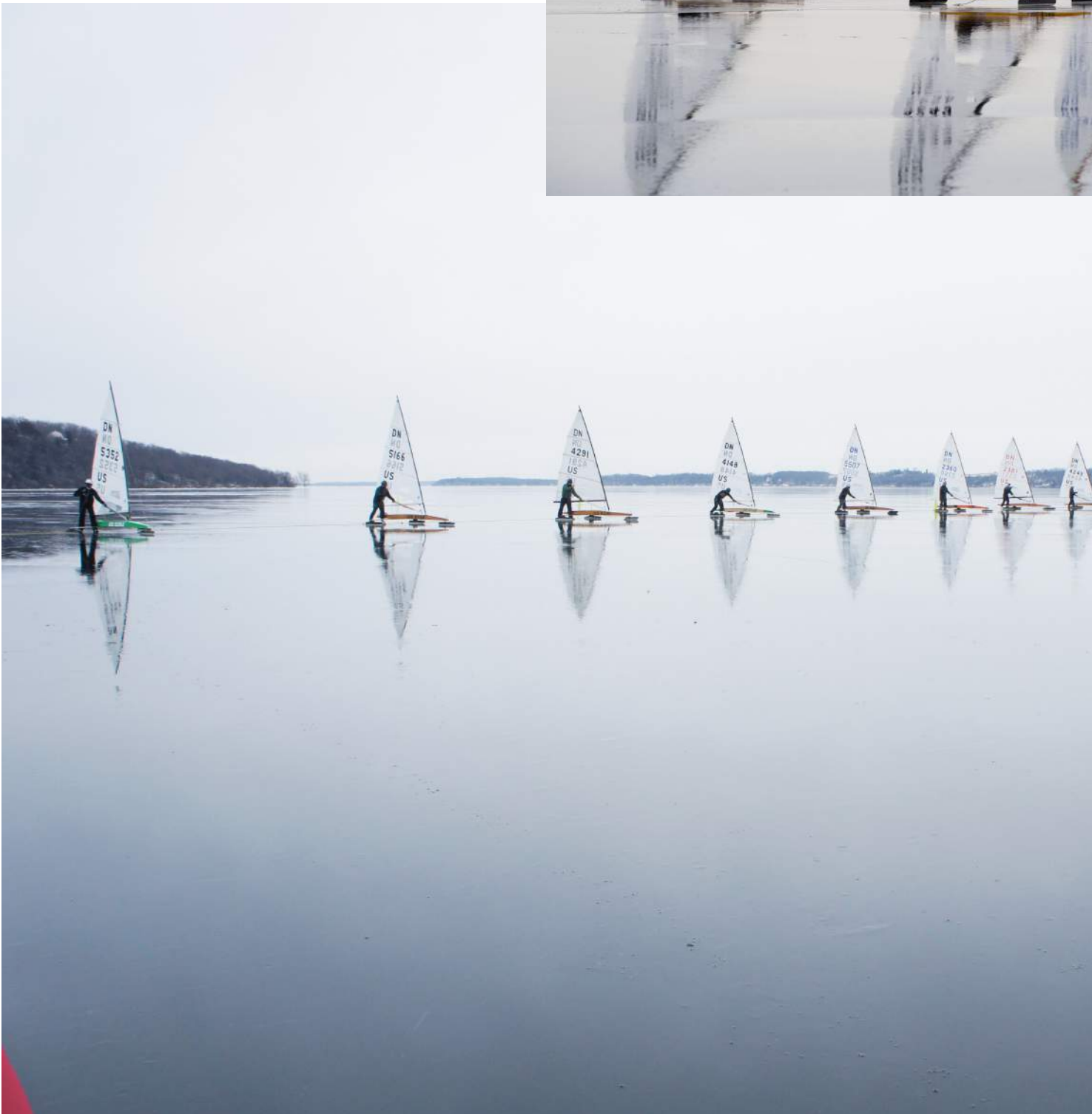


2015 WESTERNS

2015 WESTERN REGION CHAMPIONSHIP

After two failed attempts in 2014 to sail the Western Region Championship, Green Lake presented perfect conditions the weekend of January 17-18.

Photos: George Gerhardt



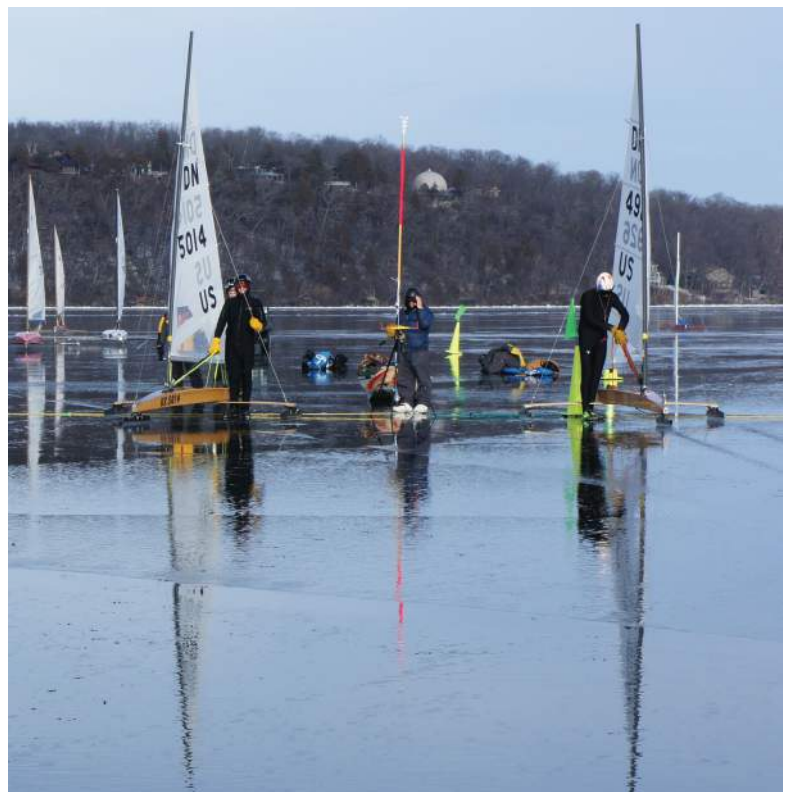
Left inset:
Peter Orlebeke US5501
Rick Kaiser US4249
Pete Johns US2360

Right: PRO Dan Heaney
& flagger Susie Pegel

Below right:
Gold fleet start
Mark Isabell US5014
Steve Orlebeke US4926



Photo: Jill Kiley



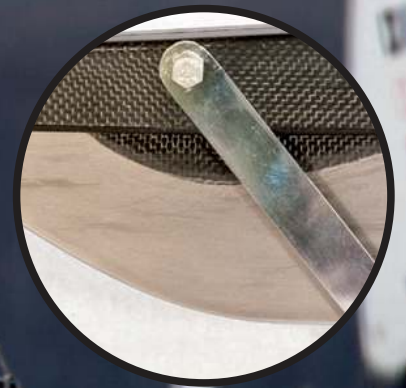
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