

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MAY 2016



END OF SEASON ISSUE: GOLD CUP, EUROPEANS, NORTH AMERICANS
SURVEY SAYS: WHAT WE WERE THINKING IN 1987
MINUTES OF THE ANNUAL MEETING
REGATTA RESULTS

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Cover: Jim Hadley US1188 at the DN North American Championship Photo: Joe Stanton



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COMMODORE BAKER OUT

KENT BAKER US5219
TOLEDO, OHIO, USA

Soon after Erica and I met, I was given the opportunity of a lifetime to go iceboating on the Maumee Bay. Between her brother, Aaron Stange, and brother-in-Law, Bob Foeller, there were plenty of boats to borrow.

Erica and I each hopped in a DN and I discovered that light air and snow make for some tough conditions. This was illustrated clearly as my 100 pound girlfriend sailed circles around me yelling out commands of where to steer and how to sheet. This was especially difficult since I was once a sail camp counselor nearly 20 years before doing the same with the kids.

Ashore, Lester Lashaway shook his head sadly. "Well he's never going to iceboat again". The other nearby TIYC sailors, beverage in hand nodded their heads in agreement.

But I kept on. Not all good things are easy to come by anyways. Marriage, a home on the Maumee Bay, and my own DN followed shortly. So many aspects of my life over the last 15 years have been shaped by iceboating. It has only been natural that I step up and try and give back.

I had hoped for the old days of 3 full fleets of boats, great weather, "Hollywood ice", great hospitality, and all kinds of things that probably never will happen in the same week.

There is a learning curve that occurs with change. Not all decisions might be the best ones, but sometimes it is not easy to tell what was right when there are too many variables in play to definitively point out the cause.

We must understand the ranking regattas (North Americans and Worlds) must live up to their names and allow all the sailors that are inclusive of those areas fair opportunity to attend. Yes, not many can get more than a 3 or 4 day weekend to take part, but

how many from Wisconsin or Minnesota will travel to New England for 2-3 days of sailing? Add to that the weather variable. Having a 5 or 6 day window of opportunity to complete racing is vital.

Going forward we must continue to work to increase local participation. Club-level racing and clinics are key to growing the class. Having a spare boat or new sailors at the ready when the weather cooperates is key. Letting a buddy borrow your boat to sail Silver fleet while you sail Gold in a regional regatta might be a good solution. There is some pretty incredible efforts going on both in Madison, WI and in New England. There have been a few people who give up a lot of time, equipment, and are willing to skip a day of competition just to make sure the new sailors have the opportunity for a great day of racing. I think the example has been set. More of us need to be that way.

That one day whizzing around the short course on Sand Lake some 14 years ago, trading wins with David Zoll - where at the finish of each race we greeted each other with smiles and excited chats, high-fives, bear hugs, etc. That was the day I was fully hooked. And so many of those days have followed. I wish I could name each person that I have had a similar moment with but that would include most of you and I think you know who you are. Make sure that those days keep happening with different people in different places. This is not a marketing ploy, not a strategic plan. This is what we do. This is what makes us iceboaters.

Thanks to all who have helped me along the way.

See you on the water. Frozen or solid I will be there.

*Kent Baker US5219
IDNIYRA North American Commodore*

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



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MOUNTAIN LAKES

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2011 GOLD CUP

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**2016-17 NA board takes office July 2016*



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Photo: Joe Stanton

COMMODORE ANDERSON: IN

ERIC ANDERSON US5193
ANDOVER, CT, USA

Fellow iceboaters, I am excited to soon be elected as the Commodore of the IDNIYRA. I look at it as both a challenge and an opportunity to help the class prosper. This is the best sailing class in the world but we can make it even better. There is nothing I would rather do than go iceboating.

When I was first elected Vice Commodore I indicated that it was a job I was going to take seriously and that I was going to use the position to effect change. In that period I spearheaded bylaws amendments that increased the number of races at the North American championship (NAC) and changed the start day of the NAC to Monday which allowed for members to use a one week vacation period. So far this seems to have been a good change based on the 2016 NAC.

Secondly I spearheaded an effort by the governing committee to appeal to the National Iceboat Authority to change the course configuration in the racing rules. This year these changes were implemented and appear to have the desired result, namely making racing safer for competitors and scorers. This has the added benefit of speeding up successive races and making the course configurations similar on both sides of the Atlantic. It is my understanding that Europe will use the Inline course at the European championship this coming season.

So what is next? We have some big issues as a class that need our attention. In the last 20 years membership has declined 80% and we are getting older every year. Think about that for a minute, 1000+ members down to a little over 200 members. That is a scary trend. All sailing classes are facing the some problems and there are clearly some demographic changes working against us. It is worth taking the time to think about the root causes of the decline in membership and possible solutions to increase our membership. The governing committee has been actively working on this.

The focus of my next 2 years is going to be to try to change the direction of the class in order to set it up for success. Everything is geared to accomplish 4 overall things:

- Increase participation.
- Communicate better as a class.
- Reduce barriers to being competitive.
- Make racing events better.

These are not just my ideas, they come largely from speaking with members. Here are some of the things we are working on for the next few years.

Problem: How do we increase membership and appeal to a younger demographic?

Solution: The membership at the 2016 annual meeting appointed a committee chaired by Daniel Hearn to make suggestions on how to increase membership and appeal to a younger crowd. This committee is ongoing and will hopefully lead to proposals and changes in the fall

Problem: Class communication is lacking

Solution: Website and social media. Retool the website to improve our web presence. Make the website a giant marketing tool. Use email to push important information to class members. The governing committee is having Deb Whitehorse update the website to make it function more effectively. Use the online polling website doodle.com to gauge membership interest in proposals and new ideas to shorten the time it takes to make decisions.





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Problem: It is currently difficult for new prospective members to join the class:

Solution: Make it really easy to join the class, pay dues, get a sail number, and buy some cool swag.

1. One click PayPal store front and not behind a password.
2. New members will receive a welcome packet with some simple swag like a bumper sticker or a refrigerator magnet with the IDNIYRA logo and website on it.

This is in the process of being implemented for the coming year

Problem: Too many former IDNIYRA members stopped paying when we stopped sending the yearbook and Runner Tracks (RT).

Solution:

Actively remind people to pay their dues via email. Follow up with post card with web address and then letter with return card and envelope as a third attempt. At the same time reach out to old members and ask them to rejoin the class (this is being implemented now.)

Implement the 2 tier membership outlined in the Constitution as follows:

- Racing membership (Active) \$40
- Associate membership \$25
Basically a non-racing membership that will receive the yearbook and RT but can't race at NAC or regionals without paying difference. Associate members can't vote or hold office.

This would allow us to fund RT and the yearbook and send them to members. This requires changing the bylaws to raise dues. The governing committee

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decided not to send this to ballot for this year. I would like to raise this issue again at the annual meeting at the NAC.

Problem: Give members who would be willing to donate money to the class a clear mechanism to do it.

Solution: Ask members for additional money on a volunteer basis. This does not require a bylaws change because it is not mandatory. This will be implemented on all future dues requests.

Problem: The governing committee hasn't been following the bylaws in regards to late fees for regattas and the dates for regular vs late fee

Solution: Change the bylaws to give the governing committee the flexibility to determine dates for late fees and dates of early and late registration. Also allow flexibility to determine the late registration penalty.

Problem: Inconsistency in race committee for key events

Solution: The governing committee discussed a number of alternatives regarding using a professional RC. Ultimately we settled on collecting and maintaining a list of preferred PROs, race officials, and scorers to make it easier for regional Commodore hosting the event to find personnel.



Problem: The time and money necessary to buy and maintain and transport the equipment to be competitive is affecting participation and is a barrier to increasing membership.

Solutions: This is a difficult problem and one that requires careful thought so that any implementation does not affect the relative competitiveness of sailors of differing weight and age. It also has to be done in such a way that equipment differences between Europe and North America are considered. The goal, quite frankly is to begin to reduce the cost necessary to be competitive in the DN class. With that in mind, I am going to propose at the annual meeting, the following changes:

1. Change the SIs to require all equipment to be declared and stickered prior to the first qualifier race, i.e. all runners and both sails. Hopefully this will force people to choose more moderate gear. It will also mean that sailors will only have to carry 1 extra sail and 3 sets of runners out to the race course.



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2. Change the official specification E. Runners Section 2 letter F: *"T sections allowed 1"X 1" (25.4 mm) and shall have a maximum and minimum thickness of 0.270, and 0.1875 respectively."* This would obsolete minimum and maximum Ts and may not be very popular but would reduce the arsenal by 5-6 runners for a lot of people. Anyone that has schlepped 30 runners through an airport would understand how nice that would be.
3. Change the Official specification E. Runners Section 13 Runners: *"Steel plate, angle and T sections may not be modified by welding of the contact edge."* This eliminates the most expensive runners in the arsenal, namely Stellite runners. Runner blades should meet the definition of steel, period.

4.
The overall goal of these 3 proposals is to reduce the amount of gear a sailor needs to buy maintain and transport to be competitive in the DN class.

As always I look forward to hearing from you with any concerns or suggestions. My email is eric.anderson5193@att.net
860.367.7806 (cell)

Cheers,
Eric Anderson US 5193



Photo: Robert Jaeger

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MINUTES OF THE ANNUAL MEETING

MINUTES OF THE IDNIYRA ANNUAL MEETING
FEBRUARY 22, 2016, MADISON, WISCONSIN
SECRETARY GEOFF SOBERING US5156

CALL TO ORDER:

At 7:09 pm Commodore Kent Baker (US-5219) called the meeting to order

SECRETARY’S REPORT:

Secretary Geoff Sobering (US-5156) Noted the minutes from the 2015 Annual Meeting were published in the May 2015 Runner Tracks.

Mike Miller (US-5369) motioned to approve them as published. Lou Lonneke (US-294) seconded the motion. The motion passed on a voice vote with one nay.

TREASURER’S REPORT:

Treasurer Wes Wilcox (US-5414) presented the financial report.

At the beginning of FY14-15 (July 1, 2014) the association’s balance was \$16,1632.25 At the end of the RY (June 30, 2015) the balance was \$27,129.56

Lou Lonneke (US-294) asked how the 2015 GC & NA regatta had done financially.

Kent Baker reported that there was about an \$8,000 profit, mostly due to reduced costs from the truncated NAs. His final report will be delayed due to a crash of the computer containing all the bookkeeping.

Mike Miller (US-5369) asked how many members there were in the IDNIYRA-NA.

Treasurer Wes Wilcox reported 197 paid memberships, up slightly over the previous year.

Mike Miller requested a financial report be published in the Runner Tracks.

Wes Wilcox agreed that was a good idea and he will forward a report.

Lou Lonneke motioned to accept the report. John Harper (US-60) seconded. The motion passed on a unanimous voice vote.

VICE-COMMODORE’S REPORT:

Vice-Commodore Eric Anderson (US-5193) reported all the trophies are at the regatta.

JR. PROGRAM REPORT:

[Daniel Hearn (US-5353) reported in the place of Jr. Program Manager Ron Rosten (US-2057)]

Thor Rosten (US-11, Ice-Optimist) and his father just returned from competing in the Ice-Optimist Worlds.

OLD BUSINESS:

There was no old business.



NEW BUSINESS:

Daniel Hearn made a presentation on increasing participation in the class titled, “Are we frozen in time?”.

The presentation was very well received and there was considerable discussion.

A major topic was the need to implement changes more rapidly than the normal multi-year process required by the constitution and by-laws.

Geoff Sobering proposed a "Special Meeting" (per Article VIII of the ID-NIYRA Constitution) could be an option to get items on the ballot in the spring and implemented as soon as next year.

It was decided that a committee should continue this work.

Initial members are: Daniel Hearn (chair), Lou Lonneke, Pete Johns (US-2360), David Frost (US-5358), Dave Elsmo (US-5486), and Oliver Moore (US-5469).

Anyone interested in helping with the committee and the project should contact Daniel Hearn.

NOMINATION OF EXECUTIVE COMMITTEE CANDIDATES:

Kent Baker read the Nominating Committee's report nominating:

- Commodore: Eric Anderson
- Vice-Commodore: Warren Nethercote (KC-3786)
- Secretary: Geoff Sobering
- Treasurer: Wes Wilcox

Bob Rast (US-1313) motioned to accept the slate. Loretta Rehe seconded. The motion passed on a voice vote.

The floor was opened for additional nominations.

John Curtis (KC-5514) motioned to close nominations and elect the slate. Colin Duncan (KC-5457) seconded.

The motion passed on a unanimous voice vote.

TECHNICAL COMMITTEE REPORT:

Ron Sherry (US-44) reported the committee's nominee for the NA member is Steve Orlebeke (US-4926).

No nominations were made from the floor.

Ron Sherry motioned to close nominations and elect Steve to the TC. Deb Whitehorse (US-2366) seconded.

The motion passed on a unanimous voice vote.

PROPOSALS:

Two proposals were published in the December 2015 Runner Tracks.

Proposal #1 – Change the first sentence of the IDNIYRA By-Laws, General, 12 to read:

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.

Lou Lonneke motioned to approve as written. Mile Miller seconded. Proposal passed on a unanimous voice vote.



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Proposal #2 – Add a sentence at the end of By-Laws, Race Management, 12:

The Board may allow sponsorship 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 of the benefits/negatives of individual sponsorship were discussed.

Two amendments were proposed to the original wording:

1. Use “sponsorship” consistently throughout the sentence – Mike Bloom (US-5432)
2. Remove the need for a super-majority of the board – Mike Miller

Both amendments were accepted by author Kent Baker. Proposal passed on a unanimous voice vote.

NEW BUSINESS:

Steve Orlebeke opened a discussion of shortening the current 14 race NA format.

After a brief discussion this was tabled to Daniel Hearn’s participation committee.

ADJOURNMENT:

At 10:15 pm Lou Lonneke motioned to adjourn Colin Duncan seconded. The motion passed on a unanimous voice-vote.

Submitted by IDNIYRA Secretary Geoff Sobering US5156



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GOLD CUP

AFTER SEVERAL DAYS OF WARM AND WIND, IT WAS DIFFICULT TO BELIEVE THE ICE HELD AND THE SURFACE WAS STILL HARD.

The Gold Cup and European Championship was sailed on Lake Glan in Nörrköping, Sweden, two hours from Stockholm. Karol Jablonski P36 continued his impressive string of Gold Cup victories by winning his tenth title.

Lake Glan was selected because it had 30 cm of hard black ice which was a good decision because the ice thickness held up under challenging weather conditions. The European Championship was supposed to start on Wednesday, but a tremendous storm moved through Sweden on Wednesday and Thursday. The storm brought 40–50 knot winds, 45 F temperatures, and rain. Each morning, we waited for the Race Committee (RC) to return from the course and report on the ice condition. With those winds and temperatures, we were all concerned with the integrity of the ice. Amazingly, the ice held and after a two day postponement, the European Championship was able to be sailed on Friday, January 29, 2016.

Our only window was Friday morning when the winds were forecasted to be 10–15 knots before another storm was due to arrive at 1 PM. It was really hard to believe the ice held in there and the surface was still hard after all those days of warm and wind. The warm weather made the ice smoother and faster. On Thursday when it was blowing 50 kts, a sailor on a free skates set the Swedish speed record at just over 100 kph.

FRIDAY JANUARY 29, 2016

We arrived to the site at 8:15 and found the ice surface still hard and wind blowing 10–15 knots as predicted. I loaded up my boat with a dry bag, tools, and runner box with 3 sets of side runners and two front runners. We waited for Deb Whitehorse to call from the 9:00 skippers meeting to tell us if racing was called on. There were two spots where people put their boats on the ice. The skippers meeting was



& EUROPEANS

BY RON SHERRY US44



held in an area where it was possible to drive on the ice. We opted to launch a short walk away from that spot in an area where heavier trailers and trucks could park on the beach.

The Professional Race Committee (PRC) did an amazing job. Every day, the members of the PRC would take an ATV to the course to check ice conditions before sending us out to race, an important task that kept us assured of a safe racing area. A skippers meeting was held every day at 9:00 am and the first race would start at 10:00 am.

Deb called and said the Silver Mini Qualifier would start on time at 10:00 and to get out to the course. With the wind and ice conditions I put up an ABSS Speed Sail on the boat and took the MS-1 high wind sail to the course in case the wind built as predicted.

The ice was smoother and faster than it had been all week. Mother Nature's Zamboni had been hard at work. The wind was blowing about 12-15 kts. I put my 90 degree 3/16 X 36 in side runners with carbon wings and my Low/Pro front runner on the boat.

by: **Ron Sherry US44**



These are the same 440-c runners I used for every race of the World Championship and European Championship.

With the faster conditions I decided to tighten my rig by shortening the head stay by one cm and lowered my halyard by about the same amount. These adjustments made the boat stiffer and kept me from over bending the mast.

The PRC called the Silver fleet to the starting line at 9:55 and started on time at 10:00 as promised. I sat on my boat as I tried to relax, get my heart rate down, and watched the Silver mini qualifier race.

The right side of the course which started on port tack had control as all the boats approached the first weather mark. On the following laps the lead boats sailed up the right side of the course.

RACE 1

I drew starting position 38 on the left side for the first race. I knew I did not want to go all the way to the left side so I decided to try and get a good start and tack to the right side as soon as possible. When I got about half way across I looked to my right and saw I had a clear lane to tack. I caught a

nice puff when I tacked. As I sailed across, to my surprise, I had a big lead. I looked to my left and saw the weather mark on my beam. I tacked back to starboard right away, but I ended up about 100 yards short of lay line. I had to do two tacks to make it around the weather mark, and by the time I did all of that, Vaiko Vooremaa rounded in front of me and I was second.

Vaiko jibed down the middle of the second leg. I went a little further before I jibed, but did not gain any advantage. I followed Vaiko into the first leeward mark and we raced up wind to the right side together. I was able to get a little up inside of him and keep my air clear. When Vaiko tacked on lay line he must have hit a drain hole or something because his bow popped way up in the air. I looked around to make sure it wasn't a crack he hit and tacked up on his hip. I followed Vaiko into the weather mark but had gained on him after his wheelie.

On the second downwind leg I jibed first and did gain an advantage. I only had to do one jibe to round the leeward mark while Vaiko had to do two jibes. This put me in the lead and I stretched it out on the last lap. I went across the finish line with my feet in the air in first place in honor of my sisters.

2016 WORLD CHAMPIONSHIP

By RT Editor Deb Whitehorse

Consistency was the key for Karol Jablonski P36 who took the Gold cup back to Poland for a record tenth time in his career. Racing took place on Sunday and Tuesday (there was no wind on Monday).



Competition was tight in this 6 race regatta, there were a 6 different race winners including Argo Vooremaa C36, Vaiko Vooremaa C6, Michal Burczynski P114, Tomas Lindgren S81, Ron Sherry US44, Fredrik Lönegren S8, and Thomas Ebler D112. After the first race, Christian Seegers G551, speaking as a father, said "this is what we hope for" when he learned that Argo Vooremaa won, finishing ahead of his father, Vaiko, C6.



Mike Bloom US5432 had the honor of representing the United States at the opening ceremony held on the steps of Nörrköping's city hall.

Vaiko was second, Thomas Ebler was third, Madars Alvikis was fourth, Karol was fifth, Michal Burczynski was sixth.

RACE 2

The PRC ran a Silver fleet race and while they were racing, the Gold fleet was called to the line. I started in the second race in the number 1 starting position. I got a great start and led at the weather mark. I held my lead down wind, but it was important to pick the right time to jibe on the downwind leg. Michal was chasing me down hard. He tried tacking before I did on the second beat but I still beat him into the second weather mark.

EQUIPMENT:

- 1999 standard hull
- 1999 185 pound plank
- Forstmann boom
- Standard 2012 QIL mast
- 2010 North ABSS sail
- 2 - 3/16 X 36 inch insert runners with carbon wings and 18 inches of .008 flat.
- 3/16 low/pro front runner 14 inches of .008 flat
- All runners are 440-C.

On the second downwind leg, I jibed down the middle again Mike went a little further and Karol went all the way to the port tack lay line and jibed. I was still in front at the second leeward mark, but both Karol and Michal were closer. I called a really good lay line and sailed into the third weather mark on a great angle. Karol and Michal tacked short and had to pinch the weather mark and I beat them around. Michal jibed right after the weather mark and Karol went all the way to port tack lay line again. I jibed down the middle, but as I approached the finish line I got passed on both sides and finished third. Karol was first, Michal was second, Jost Kolb was fourth, Matiss Alvikis was fifth. It is not a good feeling getting passed on both sides on the last leg, but I was really

happy to have my finishes.

RACE 3

The good news was that I did not have much time to think about the last leg because they called the Gold fleet back to the starting line as soon as they changed the starting line without running a Silver fleet race in between. I started in the 3 spot with Karol to weather of me and Matiss to leeward of me. I got a really good start and for the first time beat Karol off the start. Karol had to tack away and I did not see him for the rest of the race. I tacked on what I thought was a good lay line but was a little short and had to pinch just a little going into the weather mark. There were some really big puffs on the far left and right side of the beat. I was in about eighth at the weather mark. The breeze was really up and down in this race. I sailed really well to come back to third place. This time I sailed to the port tack lay line on the last leeward leg. Shortly after I jibed I hit one of those drain holes that popped my bow way up in the air. I passed two boats on the last leg just before the finish line and was very happy to be third.

After I was measured (the race committee measured the top 5 boats and checked stickers after each race), I noticed some big nicks in my front runner from whatever I hit. Eric Anderson held my boat while I took my front runner off and stoned the nicks out of it. I also decided to shorten my head stay a little more before the last race.



Daan Schutte & Henny van den Brink co-PROS

During the Silver fleet race the wind lightened causing Karol and many other sailors to change runners and switch to fuller sails. I left my runners and sail the same because my only choice for a sail change was to a flatter sail. I had left my FOI on shore so I didn't change runners or sail.

RACE 4

I spoke to one of the PRC and asked him how many more races we would sail today. He told me this would be the last race of the day for Gold fleet because this was the fifth race for those who had sailed the Silver mini qualifier and moved up to Gold fleet. As it turned out the storm came in on schedule and this would be the last race of the regatta.

I started in position 3 and got another good start. On the first beat the wind began to build. I over stood the weather mark by a little, and rounded the first mark in fifth. I decided to follow Vaiko on the first downwind leg. This worked out great and I passed one boat and rounded the first leeward mark in fourth. I lost Vaiko somewhere and after the regatta I heard he had a hound failure which was a shame because he had a good chance of winning the regatta.

On the second beat the wind built to well over 20 kts. I was really glad I had not changed anything. The boat was really fast and I was reeling boats in up wind and downwind. After the last weather mark the wind had shifted enough to the right that I jibed right after the weather mark and sailed straight to the finish. Michal was first, I was second, Madars was third, Argo was fourth, and Lukasz was fifth again.

To win a continental DN Regatta in Europe is almost impossible. Everything has to come together. I work harder at this than anything else in my life. Had a great time at the 2016 DN Gold Cup World Championship, and European Championship. Thank you all for your prayers and support. My results were better than expected. I want to especially thank my hosts Torsten Seims, Stefan Schweneker, and Jörg Bohn. I would also like to thank Eric Anderson, Deb Whitehorse, and the whole American team for their support on the ice.



2016 DN GOLD CUP & EUROPEAN CHAMPIONSHIP
PHOTOS BY PAYA





2016 North American Gold fleet champion Matt Struble
Photo: Peter Johanson

2016 NORTH AMERICAN CHAMPIONSHIP

Now that the dust has settled on the NAs it's re-cap time. First of all the place was great- Lake Monona in Madison, WI. Take my word for it, racing with downtown Madison as a backdrop is pretty cool - and a far cry from the scenery we are used to out in New England. Madison is an iceboating town and they didn't disappoint. The ice was good and the launch area only deteriorated enough to keep things interesting.

We had sailors (about 90) from all over the place- a quick look at the roster shows people from MI, OH, WI, FL, NC, MN, IL, IN, ON, NS, NY (upstate and LI), NJ, PA, RI, and probably one or two I missed. From Europe we had skippers from Germany, Holland, Sweden and Poland. Not bad! And of course the event was won by a guy from that hotbed of DN activity, San Diego CA. We spanned the continent!

The weather cooperated although we all had our doubts for awhile- a day or two of hurry-up-and-wait was endured as we waited for breeze. Our hosts eased the pain by hosting a few barbecues, both at the launch and out on the ice. This was awesome. Oddly there were no brats (that's short for bratwurst, by the way) but plenty of pulled pork, spicy rice, cookies, and high-test Mountain Dew all on the menu for the health-conscious types.

Good news is that with the five-day-format (race Monday through Friday, max 14 races per fleet total) we had plenty of time to make up for the lost racing days- when the breeze showed up it was too much of a good thing and we were blown off the ice for a day. The silver lining here was an ultra-cool tour of the Harken plant that afternoon.

Thanks to Steve Orlebeke US5501 for putting that together- not only was it fascinating to see where all the blocks and cool hardware comes from but we also got to shoot the breeze with Peter and Olaf Harken- Thanks to them for taking the time to share their story with us! Next day the weather settled a bit and in the end we got ten races in for both fleets over a range of wind and ice conditions. Absolutely worth the price of admission! To win this one you had to be good in everything from out-of-control high winds to light and shifty, barely sail-able stuff.

This regatta format was introduced a few years back and has met with good reviews- 5 days is usually plenty of time to get a regatta done and it's nice to have a weekend on either end for travelling. Don't have to miss a Friday or Monday at the office either. We used a new course format as well- the "safety zone" (aka "run out zone") has been eliminated. The start line stays put and while one fleet is on the course the next fleet lines up. Once the last boat in one fleet finishes the next fleet goes off as soon as the scorers are ready, usually pretty quickly. This allows the RC to bang out races rapidly. Way less work for the RC and way less time wasted disconnecting and reconnecting the line. Also safer as there were frequently boats and innocent pedestrians in the safety/run-out zone. The finish line is now parallel to the breeze rather than perpendicular- you finish by leaving the leeward mark to port (checkered flag is near the 1/3 starting spot) and bleed off speed heading toward the right side of the course. Safer for the scorers and nice to be able to head up into the wind to slow down- couldn't do that with the old safety zone as you had to sail straight downwind, only way to lose speed was by dragging your feet which doesn't really slow you down but does ruin your spikes and is a great way to bang your Achilles tendon into the plank or even break your ankle.

Speaking of the RC the group that made this regatta happen were terrific: Dan Heaney, Loretta Rehe, Deb Whitehorse, Mercedes Auger, Fred Stritt, John Atkins, Bob Foeller, Ann Foeller, Erica Stange, Bill Coberley, Peter Fauerbach, Scott Goetz and probably a few more I can't think of- takes an army! These people did a phenomenal job under some challenging conditions- many thanks to them! They also had a sweet committee boat complete with flag hoists, safety gear and an anemometer. Wicked cool.

by: **James "T." Thielier US5224**

WELL DONE MATT STRUBLE - GOOD TO SEE THAT CALIFORNIA DOESN'T HAVE TOO TIGHT OF A GRIP ON HIM!

So all in all we had some boredom, some terror, a few bumps and bruises, some gear that survived, some that didn't, but ultimately a lot of laughs and whooping and hollering. Believe me when I say we will be talking about this one for a long time. Great to see everyone from everywhere. Worth the drive and entry fee? HELL YES.

In the Silver fleet Rick Lemberg Sr. US4155 took fifth place in addition to doing a great star turn for the French TV crew that was covering the event. In fourth was Jody Kjoller US5435, third went to Mike Barnett US5507, second went to New Jersey's Dan Vought US3937 and the big winner was local hero Dave Elsmo US5486 (reportedly with spiritual guidance and tuning advice from none other than Jim McDonagh US5214). It's worth noting that there was only 11 points between fifth and first places in this fleet- was a good contest for the top spot!

- Top Rookie: Peter Johanson US5633 (Chris Miller US5414 from Long Island also did well in his first North American Championship)
- Top Master: John Harper US60
- Top Senior: Ron Sherry US44

In the Gold Fleet John Harper took 5th, Martin Schneider G679 was just ahead in 4th (with two bullets to his credit), James "T" Thielier surviving one spectacular spin and one out-of-boat-experience (note- still have a sore elbow and shoulder to show for it) to take third, a mere four points behind Ron Sherry in second. Matt Struble had the jets turned on and threw out a third on his way to taking first by "only" 13 points. Well done Matt- Good to see that California doesn't have too tight of a grip on him!

Many thanks to all who raced and ran the event. Looking forward to next year!

James "T." Thielier US5224



Photo: Joe Stanton

1987: SURVEY SAYS

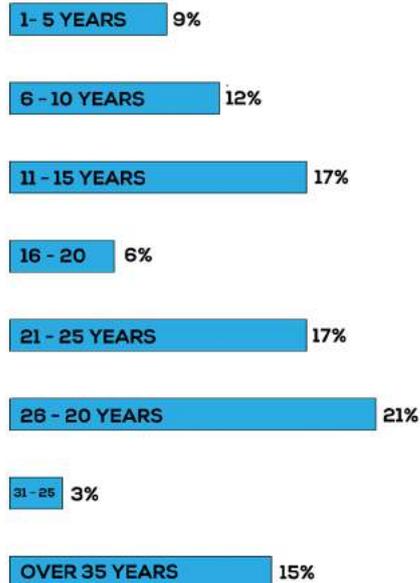
29 years ago, the stock market dropped 22% in one day, the Simpsons debuted, we were singing along to the number one hit "Walk Like an Egyptian", and the DN class sent out a 33 question survey. Here's a look into the mind set of the DN sailor of 1987 with data from the most relevant questions.

**REPRINTED FROM THE IDNIYRA NEWSLETTER,
DECEMBER 1987**

"The poll sent out in the October newsletter has yielded 192 responses so far. That is about 55% of the 375 people who have sent in their '88 dues (not including approx. 25 new members). It is 28% of the current membership of 696. Results are usually expressed as a percent of the 192 respondents unless otherwise stated.

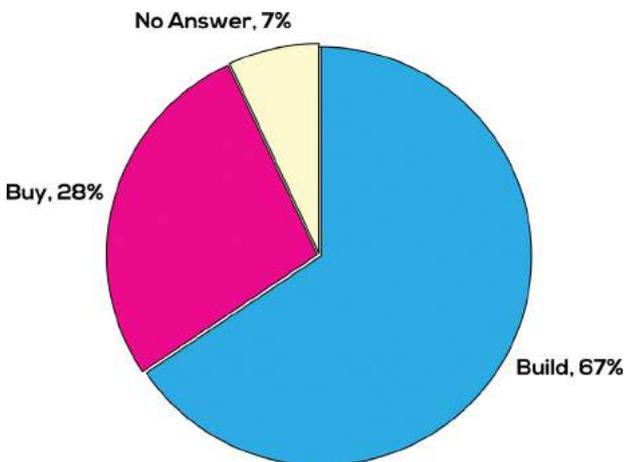
The best measure of seriousness of interest in racing were questions 7 to 10 which ask the question directly. The questions on-masts and runners were sorted according the responses to questions 7-10. The two question sorts can be confusing if you don't reread the questions involved. A couple of questions were poorly chosen and didn't yield useable information."

SEAT TIME



1. How many years have you been sailing DN's?

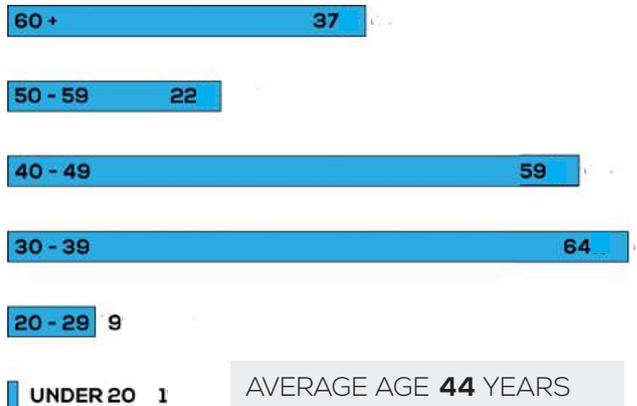
DUST MAKING



3. Do you build or buy your boats?

HAPPY BIRTHDAY

DISTRIBUTION OF AGES

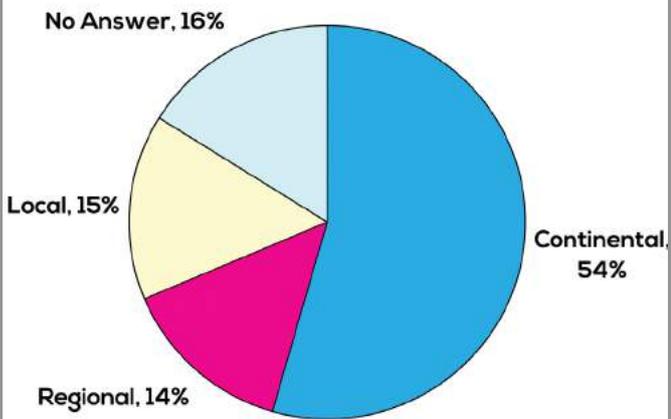


AVERAGE AGE **44** YEARS
 RANGE **17-85** YEARS
 MODE **33** YEARS

4. How old are you?

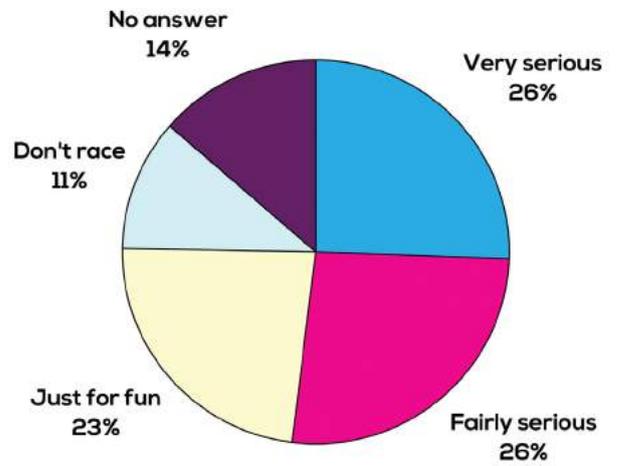


HOW HIGH?



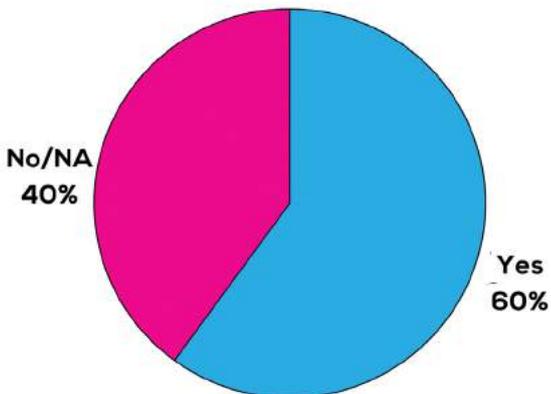
5. What is the highest level you have raced at?

SERIOUSLY



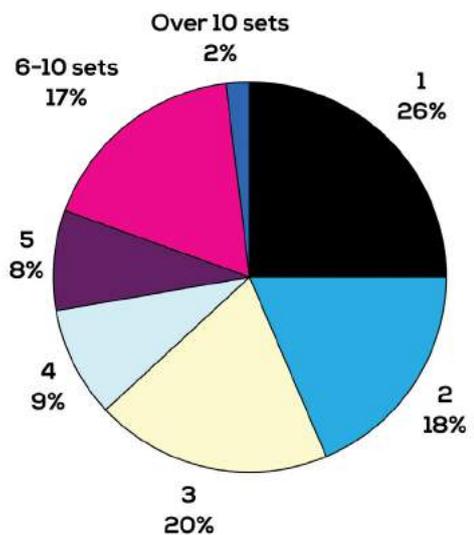
7.- 10. How serious of a racer do you consider yourself?

WINDSHIELD TIME



12.. On average, do you drive more than 500 miles per year to race your DN?

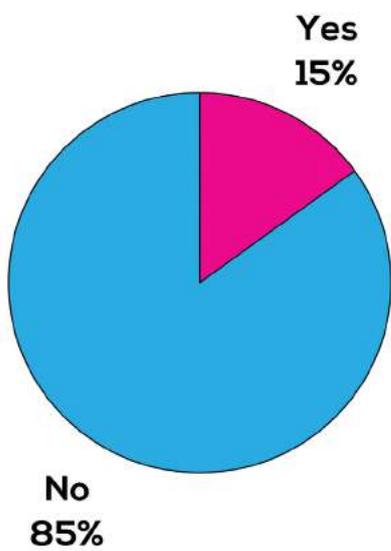
KEEPING SHARP



13. How many sets of runners do you own?

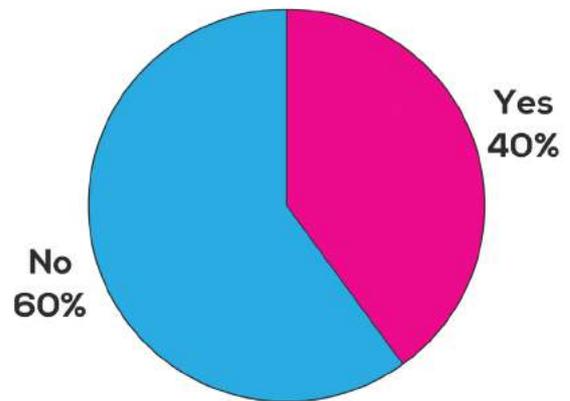


THE DAWN OF CARBON



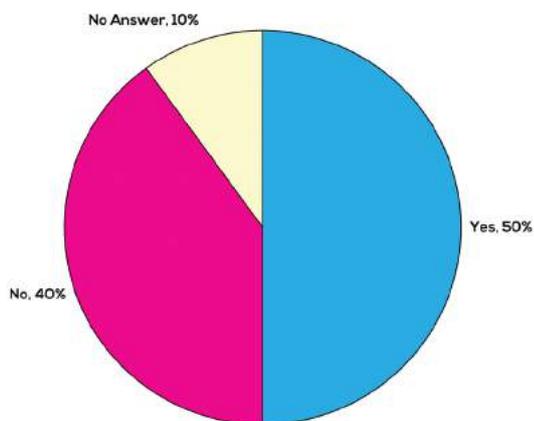
14. Do you own a carbon fiber reinforced wood mast?

PURELY WOOD



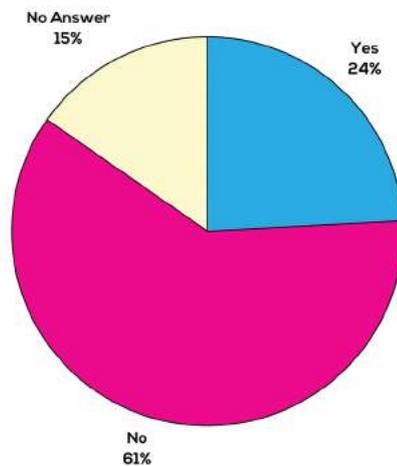
15. Do you own a pure wood mast?

TECH



16. Do you feel DN racing is getting too expensive and/or high tech?

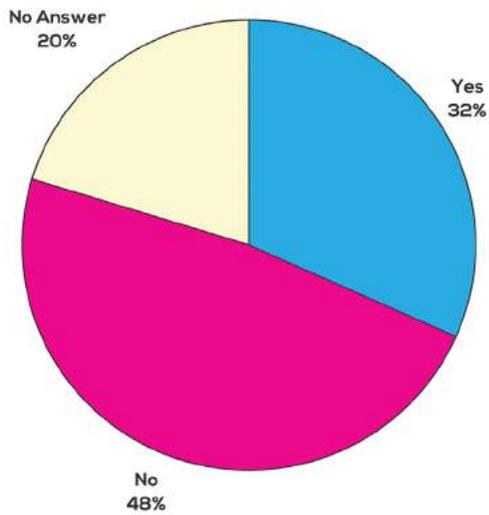
STATUS QUO



22. Should we continue to allow composite reinforced wood masts pretty much as we have?

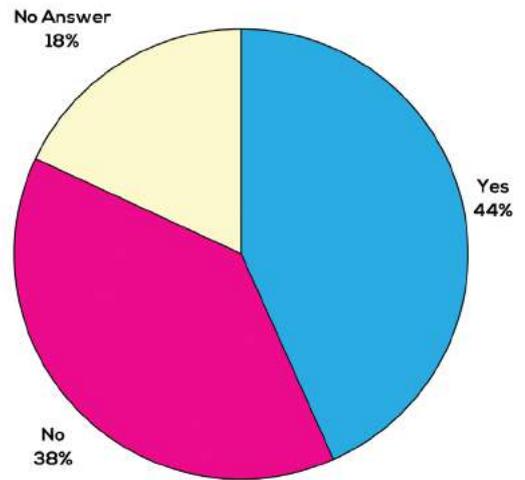


MORE MAST



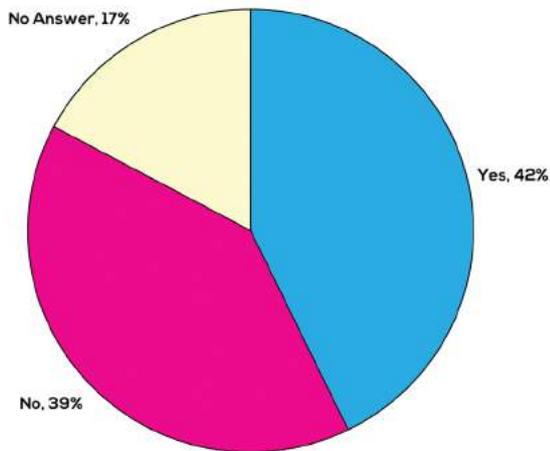
23. Should composite reinforced masts be allowed with additional specifications?

HIGH MODULUS



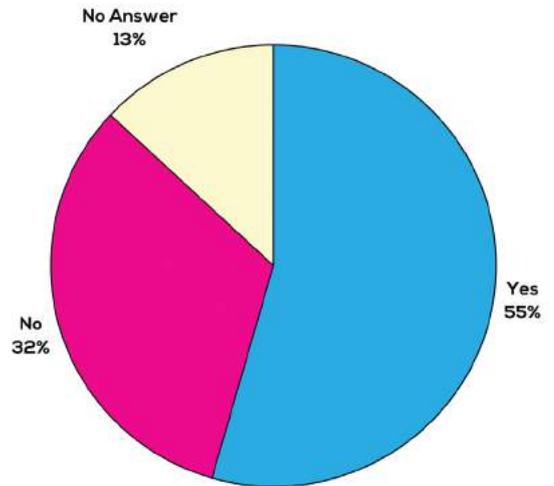
24. Should only aluminum or pure wood (only wood and glue; no high modulus reinforcing fibers such as carbon) be allowed?

THE ALUMINUM QUESTION



25. Should only aluminum masts be allowed at the North American (Continental) level or higher?

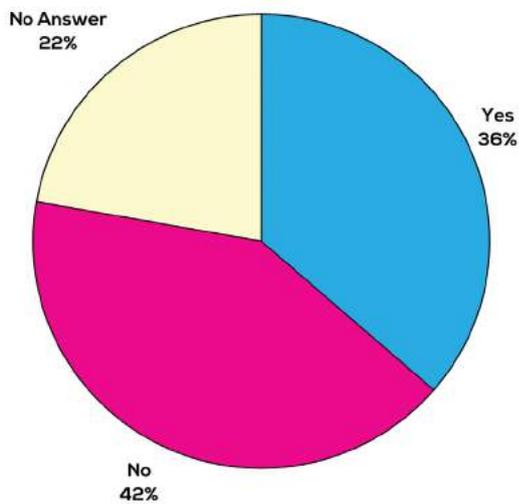
RUNNER SPECS



26. Should the runner specifications be left alone?



RUNNER LENGTH



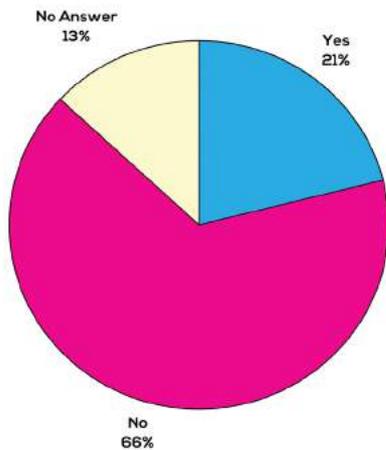
27. Should runners be limited to 26 - 30" length?

PLANS



28. Should the class develop a modern set of plans?

2 FLEET SOLUTION?



32. One suggestion on how to accommodate different levels of one design strictness would be to have two fleets. One fleet might sail under the existing specs and interpretations. The other fleet might be limited to aluminum masts, and one set of plate runners. Do you think this is a good solution?

CROSSTABS

THE 30 WHO OWN COMPOSITE REINFORCED MASTS

- Of the 30 respondents who own composite reinforced masts 57% thought we should not continue to allow these masts without additional specs.
- On the other hand, 57% of that same group would be happy with composite reinforced masts with additional specs.

REGATTA RESULTS

2016 GOLD CUP
23-30 JANUARY 2016
LAKE GLAN, NORRKÖPING, SWEDEN

A FLEET 1-25

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	P36	JABLONSKI, KAROL	6	3	4	[20]	2	2	2	19
2	P114	BURCZYNSKI, MICHAL	3	7	1	2	5	[12]	6	24
3	C6	VOOREMAA, VAIKO	4	1	6	[7]	4	4	7	26
4	P155	ZAKRZEWSKI, LUKASZ	[7]	4	2	4	7	6	5	28
5	US44	SHERRY, RON	5	[11]	7	3	1	8	10	34
6	O311	ALVIKIS, MATISS	2	2	8	[13]	6	5	11	34
7	O31	ALVIKIS, MADARS	10	5	5	11	9	[23]	4	44
8	C36	VOOREMAA, ARGO	1	[54/DSO]	3	10	11	17	13	55
9	S8	LÖNEGREN, FREDRIK	14	17	[27]	6	8	1	12	58
10	D112	EBLER, THOMAS	24	[54/DSO]	18	5	14	3	1	65
11	P55	ZAKRZEWSKI, TOMASZ	11	8	14	[37]	10	10	15	68
12	P338	ZARNOWSKI, MACIEJ	13	14	[34]	8	3	28	8	74
13	P13	KARDAS, DAREK	15	13	9	14	[26]	18	19	88
14	P31	GRACZYK, ROBERT	21	6	13	21	15	[25]	18	94
15	Z39	VUITHIER, JEAN-CLAUDE	9	22	11	[27]	21	14	27	104
16	L601	WINQUIST, JOHN	16	21	17	16	[24]	24	16	110
17	G890	PETZKE, HOLGER	20	12	[36]	34	34	7	3	110
18	P254	SIELICKI, RAFAL	28	31	[49]	9	13	20	20	121
19	US5224	THIELER, JAMES	41	18	23	25	[54/DNF]	9	9	125
20	P104	BARANOWSKI, WOJCIECH	12	34	31	12	[54/DSO]	22	17	128
21	C64	AKERMANN, JAAN	8	10	29	[54/DNF]	17	31	34	129
22	OE777	HRIBAR, PHILIPP	19	16	[37]	24	23	21	26	129
23	P65	BERNAT, MAREK	17	25	10	[35]	33	19	32	136
24	P164	BURCZYNSKI, PAWEL	26	15	12	18	12	[54/DNF]	54/DNF	137
25	CZ112	PTASNIK, VLADISLAV	[38]	36	28	15	22	16	25	142

REGATTA RESULTS

2016 GOLD CUP
23-30 JANUARY 2016
LAKE GLAN, NORRKÖPING, SWEDEN

A FLEET 26-53

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
26	H467	VAN RIEMSDIJK, DIDERIC	[46]	35	38	22	16	11	21	143
27	P679	SCHNEIDER, JAKOB	27	9	15	28	47	29	[54/DNF]	155
28	R1	VASILEV, OLEG	29	23	21	29	32	[43]	23	157
29	C96	LAURITS, HARDI	25	28	[40]	33	29	15	35	165
30	M53	HAMRAK, PETER	37	37	25	17	18	[44]	38	172
31	S713	GUSTRING, RICHARD	35	26	33	26	[36]	30	24	174
32	G390	FIEDLER, ANJA	[39]	38	35	31	37	13	28	182
33	S81	LINDGREN, TOMAS	23	24	32	1	[54/DNF]	54/DNF	54/DNF	188
34	O10	GRAUDUMS, GATIS	18	29	24	30	46	[47]	44	191
35	P74	TABER, JERZY	22	32	[45]	44	43	32	22	195
36	US5166	BERGER, CHRIS	[49]	47	19	36	38	26	36	202
37	P107	MAREK-ARTUR, STEFANIUK	31	[45]	30	32	42	42	29	206
38	Z50	PHILIPPE, DURR	44	33	[51]	48	25	33	30	213
39	US4824	CHRISTENSEN, MARK	42	[46]	42	38	27	35	31	215
40	G936	KOLB, JOST	36	40	22	39	[44]	40	39	216
41	L65	PETTERSSON, MIKAEL	40	39	20	[46]	30	45	42	216
42	G597	BÖTTGER, WOLFGANG	32	30	48	19	35	[54/DNF]	54/DNF	218
43	L37	CARAVITIS, TIMOLEON	52	20	50	23	28	46	[54/DNF]	219
44	D92	EBLER, HANS	33	[49]	41	42	31	41	33	221
45	S807	LARSSON, RICHARD	47	41	[54/DNF]	43	19	27	45	222
46	CZ92	VACULA, MARTIN	30	27	47	[54/DNF]	54/DNF	54/DNF	14	226
47	P243	SZCZESNY, ADAM	45	19	26	47	39	[54/DNF]	54/DNF	230
48	G737	BOHN, JOERG	[50]	44	44	41	20	39	43	231
49	S812	KLEMENTS, EDDIE	34	51	43	[54/DNF]	45	34	37	244
50	US5193	ANDERSON, ERIC	43	43	46	[49]	40	38	41	251
51	G679	SCHNEIDER, MARTIN-BJÖRN	48	50	16	40	[54/DNF]	54/DNF	54/DNF	262
52	US5432	BLOOM, MIKE	53	42	39	[54/DNF]	54/DNF	36	40	264
53	P247	BROSZ, MACIEJ	51	48	52	45	41	37	[54/DNF]	274

REGATTA RESULTS

2016 GOLD CUP
23-30 JANUARY 2016
LAKE GLAN, NORRKÖPING, SWEDEN

B FLEET 1-25

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	C72	LENTSIUS, MAREK	4	3	[9]	2	4	2	8	23
2	L112	SUOJANEN, REKO	9	[17]	3	1	5	5	6	29
3	C23	GRASS, KEVIN	3	1	2	6	3	[53/DNF]	15	30
4	Z78	MARTI, UELI	7	4	5	8	[10]	6	2	32
5	D126	MÜLLER, LARS	[22]	2	7	12	6	11	3	41
6	C24	RIIM, RENE	[40]	22	10	9	1	1	1	44
7	S890	BOLSCH, GEORGE	11	11	[12]	4	8	8	4	46
8	H962	KLOOS, BEN	8	5	15	5	22	13	[25]	68
9	H852	DE RUITER, DENNIS	23	[24]	17	10	9	3	7	69
10	O6	ROZENBERGS, GUNARS	16	16	4	16	14	[31]	9	75
11	L103	LEHMUSKALLIO, TIMO	10	7	8	13	19	[25]	20	77
12	G517	SEBASTIAN, OBERMAIER	13	14	20	[25]	7	4	22	80
13	D156	JÖRGENSEN, POUL	[28]	12	11	22	18	14	5	82
14	D366	LARS, ORUM	[42]	21	16	7	13	18	10	85
15	G677	HOTHO, MATTHIAS	5	9	6	32	21	23	[53/DNF]	96
16	P402	SCHLEIFER, STEFAN	24	15	1	3	2	[53/DSQ]	53/DNF	98
17	P51	EDER, BOGDAN	[29]	18	18	15	20	10	18	99
18	P341	LUGOWSKI, RAFAL	[32]	8	13	17	31	7	23	99
19	C20	MAALINN, RASMUS	19	20	19	[23]	11	15	16	100
20	CZ100	ROCEK, ROMAN	33	[49]	21	11	12	22	13	112
21	Z42	FREDY, RUDOLF	15	26	14	26	23	[27]	12	116
22	O2	BERZINS, ARTIS	17	29	22	20	16	19	[53/DNF]	123
23	OE213	UHLMANN, PETER	31	27	24	18	[34]	12	29	141
24	G755	SCHWENEKER, STEFAN	[41]	35	32	27	17	16	21	148
25	G136	MEYER, DIRK	14	33	31	31	24	28	[53/DNF]	161

REGATTA RESULTS

2016 GOLD CUP
23-30 JANUARY 2016
LAKE GLAN, NORRKÖPING, SWEDEN

C FLEET 1-27

POS	#	NAME	R1	R2	R3	R4	R5	R6	PTS
1	G8	HUBER, THOMAS	[49]	4	4	1	1	1	11
2	S609	SJOBEG, BENGT	5	2	2	[8]	6	3	18
3	G749	KROGLOWSKI, WULF	[14]	3	1	11	3	2	20
4	CZ97	VACULA, LIBOR	7	1	9	4	2	[10]	23
5	P134	SZUMOWSKI, RYSZARD	4	6	3	5	[17]	11	29
6	OE221	MÜLLER-HARTBURG, NIKLAS	1	10	8	3	14	[16]	36
7	Z47	COMTESSE, JEAN-PIERRE	9	[16]	13	15	7	7	51
8	CZ101	MARECEK, JOSEF	[25]	9	15	17	9	4	54
9	L371	SUNDSTRÖM, JERKER	8	14	12	[56/DNF]	12	8	54
10	G102	HOTHO, MICHAEL	[19]	5	16	10	10	14	55
11	P96	SZAFRANEK, PIOTR	[20]	7	6	7	18	17	55
12	S639	LINDSTRÖM, DAG	35	[56/DNF]	5	2	11	5	58
13	OE119	KÖLBL, WALTER	12	[22]	19	13	8	6	58
14	O14	EISTREIKE, RUTA	29	17	[36]	6	5	9	66
15	P58	HENKE, JERZY	2	19	[33]	24	15	24	84
16	C26	PÄRTEL, VALDO	10	20	21	[23]	22	13	86
17	S515	KVARTSÉN, TORD	23	13	14	12	26	[56/DNF]	88
18	D173	HEILMANN, ERIK	32	11	17	16	[56/DNF]	12	88
19	G896	PETERS, KNUT	26	21	[31]	9	24	19	99
20	CZ113	KOMAREK, VOJTECH	21	[25]	24	21	16	20	102
21	P327	PENKALA, GRZEGORZ	22	33	7	20	[34]	21	103
22	Z61	MARC-MARTIN, PHILIPPE	[50]	31	20	25	13	22	111
23	M100	PATAKY, ATTILA	16	[56/DNF]	32	30	23	23	124
24	P54	MATEJAK, PAWEL	31	30	[44]	18	21	25	125
25	R10	GALICH, ALEXANDER	[56/DNF]	56/DNF	25	14	19	15	129
26	G551	SEEGERS, CHRISTIAN	48	12	10	[56/DNF]	4	56/DNF	130
27	M101	PATAKI JR., ATTILA	27	24	[29]	27	25	29	132

REGATTA RESULTS

2016 GOLD CUP
23-30 JANUARY 2016
LAKE GLAN, NORRKÖPING, SWEDEN

C FLEET 28-55

POS	#	NAME	R1	R2	R3	R4	R5	R6	PTS
28	G499	SCHILLERT, HENNING	3	8	11	[56/DNF]	56/DNF	56/DNF	134
29	P15	WOJTKIEWICZ, ANDRZEJ	[56/DNF]	29	41	19	30	18	137
30	H59	VAN KOMEN, ERIC	30	23	35	[36]	27	32	147
31	H675	LEUVERINK, ROBERT	[56/DNF]	32	22	26	29	39	148
32	G527	KRING, GÜNTER	28	[38]	30	31	32	33	154
33	S66	ANDERSSON, KJELL	15	15	26	44	[56/DNF]	56/DNF	156
34	P208	KISLY, MIROSLAW	33	37	34	28	[41]	26	158
35	R310	ALEKSANDROV, YURIY	[56/DNF]	36	45	29	20	30	160
36	H462	LAMMERS, ROBERT	13	27	23	[56/DNF]	44	56/DNF	163
37	H485	DIJKSTRA, PIETER	17	39	46	32	33	[56/DNF]	167
38	CZ121	TYLE, JAROSLAV	41	34	37	[56/DNF]	31	27	170
39	G580	KÖPCKE, JÖRN	24	18	18	[56/DNF]	56/DNF	56/DNF	172
40	OE93	TRAVNICEK, ROLAND	38	45	[48]	35	28	28	174
41	P44	TABER, JANUSZ MAREK	46	28	40	22	42	[56/DNF]	178
42	Z124	VANANTY, BERNARD	18	47	[51]	41	38	36	180
43	P14	JAWORSKI, MICHAL	[56/DNF]	44	38	33	37	31	183
44	Z29	EDOUARD, KESSI	42	35	28	38	43	[56/DNF]	186
45	S143	ELFSTRÖM, HÅKAN	11	40	42	39	[56/DNF]	56/DNF	188
46	O37	ALVIKIS, VALDIS	[44]	41	43	34	36	35	189
47	G521	MELLENTHIN, RAINER	36	[51]	50	37	35	34	192
48	Z120	URS, KASPER	39	43	[52]	40	39	38	199
49	Z99	WARGNIER, WIL	37	[48]	47	45	40	37	206
50	G4	GOTTKE, DIETMAR	43	26	27	[56/DNF]	56/DNF	56/DNF	208
51	T11	SODEIKA, SARUNAS	6	[56/DNF]	56/DNF	56/DNF	56/DNF	56/DNF	230
52	S788	SVENSSON, PER-OVE	34	46	39	[56/DNF]	56/DNF	56/DNF	231
53	H707	CARON, SANDRE	40	42	49	[56/DNF]	56/DNF	56/DNF	243
54	D379	JUELSGAARD, GEORG	47	49	53	42	[56/DNF]	56/DNF	247
55	P34	PIECZKO, GRZEGORZ	45	50	[56/DNF]	43	56/DNF	56/DNF	250

REGATTA RESULTS

2016 EUROPEAN CHAMPIONSHIP
23-30 JANUARY 2016
LAKE GLAN, NORRKÖPING, SWEDEN

A FLEET 1-26

POS	#	NAME	R1	R2	R3	R4	PTS
1	US44	SHERRY, RON	1	3	3	2	9
2	P114	BURCZYNSKI, MICHAL	6	2	7	1	16
3	O31	ALVIKIS, MADARS	4	8	6	3	21
4	P36	JABLONSKI, KAROL	5	1	8	7	21
5	P55	ZAKRZEWSKI, TOMASZ	10	7	4	6	27
6	O311	ALVIKIS, MATISS	7	5	10	11	33
7	D112	EBLER, THOMAS	3	10	12	12	37
8	P254	SIELICKI, RAFAL	13	6	17	9	45
9	P338	ZARNOWSKI, MACIEJ	8	9	20	13	50
10	G936	KOLB, JOST	11	4	16	20	51
11	P31	GRACZYK, ROBERT	15	20	11	8	54
12	C72	LENTSIUS, MAREK	19	18	9	15	61
13	C6	VOOREMAA, VAIKO	2	11	2	48	63
14	D92	EBLER, HANS	24	14	14	16	68
15	S8	LÖNEGREN, FREDRIK	12	16	18	23	69
16	US5224	THIELER, JAMES	16	15	22	18	71
17	G890	PETZKE, HOLGER	29	36	1	10	76
18	P104	BARANOWSKI, WOJCIECH	32	12	13	22	79
19	CZ92	VACULA, MARTIN	27	21	19	14	81
20	P155	ZAKRZEWSKI, LUKASZ	55/DNF	23	5	5	88
21	P13	KARDAS, DAREK	22	34	15	17	88
22	C36	VOOREMAA, ARGO	14	17	55/DNF	4	90
23	P247	BROSZ, MACIEJ	20	26	37	19	102
24	M53	HAMRAK, PETER	26	22	24	31	103
25	H852	DE RUITER, DENNIS	21	28	26	29	104
26	S807	LARSSON, RICHARD	9	13	41	44	107

REGATTA RESULTS

2016 EUROPEAN CHAMPIONSHIP
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LAKE GLAN, NORRKÖPING, SWEDEN

A FLEET 27-53

POS	#	NAME	R1	R2	R3	R4	PTS
27	P402	SCHLEIFER, STEFAN	28	24	34	24	110
28	G597	BÖTTGER, WOLFGANG	36	19	30	25	110
29	L601	WINQUIST, JOHN	34	25	35	21	115
30	D126	MÜLLER, LARS	25	39	21	36	121
31	R1	VASILEV, OLEG	18	40	32	32	122
32	G390	FIEDLER, ANJA	23	29	33	38	123
33	D366	LARS, ORUM	35	31	36	26	128
34	US5193	ANDERSON, ERIC	46	30	27	28	131
35	P679	SCHNEIDER, JAKOB	31	27	23	55/DNF	136
36	P74	TABER, JERZY	37	35	31	37	140
37	PI07	MAREK-ARTUR, STEFANIUK	41	42	25	33	141
38	S890	BOLSCH, GEORGE	30	33	43	40	146
39	PI64	BURCZYNSKI, PAWEL	17	37	45	49	148
40	Z78	MARTI, UELI	42	38	44	30	154
41	O10	GRAUDUMS, GATIS	40	32	29	55/DSQ	156
42	G737	BOHN, JOERG	43	41	46	27	157
43	L37	CARAVITIS, TIMOLEON	39	50	28	41	158
44	P341	LUGOWSKI, RAFAL	33	45	39	42	159
45	C96	LAURITS, HARDI	44	46	38	39	167
46	US5432	BLOOM, MIKE	45	47	40	35	167
47	US5166	BERGER, CHRIS	38	44	42	46	170
48	P243	SZCZESNY, ADAM	48	43	55/DNF	34	180
49	S812	KLEMENTS, EDDIE	47	49	47	45	188
50	US4512	MADDEN, STEVE	49	48	48	47	192
51	CZ112	PTASNIK, VLADISLAV	50	55/DNF	49	43	197
52	G679	SCHNEIDER, MARTIN-BJÖRN	51	51	50	55/DNF	207
53T	D156	JÜRGENSEN, POUL	55/DNF	55/DNF	55/DNF	55/DNF	220T

REGATTA RESULTS

2016 EUROPEAN CHAMPIONSHIP
23-30 JANUARY 2016
LAKE GLAN, NORRKÖPING, SWEDEN

B FLEET 1-25

POS	#	NAME	R1	R2	R3	PTS
1	Z50	PHILIPPE, DURR	3	4	2	9
2	R190	LARYUSHENKOV, ANATOLY	6	5	3	14
3	G8	HUBER, THOMAS	13	1	1	15
4	O6	ROZENBERGS, GUNARS	5	8	5	18
5	CZ101	MARECEK, JOSEF	1	11	15	27
6	S107	BOKFORS, STEFAN	18	3	8	29
7	G517	SEBASTIAN, OBERMAIER	11	7	12	30
8	G102	HOTH0, MICHAEL	12	13	6	31
9	US4775	WHITCOMB, EBEN	10	12	11	33
10	P345	SUKOW, JERZY	4	24	7	35
11	CZ123	HENDRYCH, VÁCLAV	2	16	19	37
12	G677	HOTH0, MATTHIAS	9	15	14	38
13	S726	STENBERG, PATRIK	8	14	17	39
14	G551	SEEGERS, CHRISTIAN	36	2	4	42
15	Z47	COMTESSE, JEAN-PIERRE	14	10	24	48
16	L731	SIVULA, TIMO	22	17	9	48
17	Z61	MARC-MARTIN, PHILIPPE	16	23	10	49
18	P58	HENKE, JERZY	7	18	26	51
19	M100	PATAKY, ATTILA	17	25	18	60
20	Z87	CONUS, MATTHIEU	19	19	22	60
21	M101	PATAKI JR., ATTILA	24	21	21	66
22	L136	LINDAHL, JOONAS	51/DSQ	6	13	70
23	C89	KUKK, JÜRGEN	20	26	29	75
24	O37	ALVIKIS, VALDIS	23	29	23	75
25	R79	KOZLOVA, VALENTINA	51/DNF	9	16	76

REGATTA RESULTS

2016 EUROPEAN CHAMPIONSHIP
23-30 JANUARY 2016
LAKE GLAN, NORRKÖPING, SWEDEN

B FLEET 26-43

POS	#	NAME	R1	R2	R3	PTS
26	S810	OLSSON, NILS OLOV	29	22	25	76
27	G4	GOTTKE, DIETMAR	33	27	20	80
28	S881	ERIKSSON, STEFAN	35	20	27	82
29	H707	CARON, SANDRE	27	31	35	93
30	CZ121	TYLE, JAROSLAV	28	33	32	93
31	US3433	CUMMINS, ROBERT	32	32	30	94
32	D379	JUELSGAARD, GEORG	34	28	34	96
33	O14	EISTREIKE, RUTA	30	30	36	96
34	P44	TABER, JANUSZ MAREK	39	34	33	106
35	P134	SZUMOWSKI, RYSZARD	21	35	51/DNF	107
36	S515	KVARTSÉN, TORD	26	36	51/DNF	113
37	Z99	WARGNIER, WIL	31	51/DNF	31	113
38	C44	TRINK, KARL-ROBERT	15	51/DNF	51/DNF	117
39	G44	FORSTMANN, HEINER	25	51/DSQ	51/DNF	127
40	Z25	BACHELIN, PIERRE EDOUARD	51/DNF	51/DNF	28	130
41	G755	SCHWENEKER, STEFAN	37	51/DNF	51/DNF	139
42	CZ97	VACULA, LIBOR	38	51/DNF	51/DNF	140
43T	C4	AARDEMAA, TOIVO	51/DNF	51/DNF	51/DNF	153T
43T	C20	MAALINN, RASMUS	51/DNF	51/DNF	51/DNF	153T
43T	P24	NAJDROWSKI, JERZY	51/DNF	51/DNF	51/DNF	153T
43T	C26	PÄRTEL, VALDO	51/DNF	51/DNF	51/DNF	153T
43T	P51	EDER, BOGDAN	51/DNF	51/DNF	51/DNF	153T
43T	G107	ZEIGER, BERND	51/DNF	51/DNF	51/DNF	153T
43T	P154	BURCZYNSKI, PIOTR	51/DNF	51/DNF	51/DNF	153T
43T	L371	SUNDSTRÖM, JERKER	51/DNF	51/DNF	51/DNF	153T

REGATTA RESULTS

2016 NORTH AMERICAN CHAMPIONSHIP
20-27 FEBRUARY 2016
LAKE MONONA, MADISON, WISCONSIN

A FLEET 1-25

POS	#	NAME	R1	R2	R3	R4	R5
1	US183	STRUBLE, MATT	1	1	1	1	2
2	US44	SHERRY, RON (S)	2	2	2	2	1
3	US5224	THIELER, JAMES	3	4	(14)	3	3
4	G679	SCHNEIDER, MARTIN-BJORN	10	(16)	5	14	7
5	US60	HARPER, JOHN (M)	11	9	3	5	8
6	G936	KOLB, JOST (S)	4	7	11	4	4
7	US1188	HADLEY, JAMES (S)	6	5	4	8	5
8	US4487	ATKINS, CHAD	(DNF)	25	8	16	9
9	US3	GROGAN, JIM (M)	(23)	8	7	9	10
10	US4975	EVANS, ROBERT (S)	13	15	9	(20)	6
11	US5469	MOORE, OLIVER	18	11	6	10	14
12	H467	VAN RIEMSDIJK, DIDERIC (S)	7	18	17	7	16
13	S713	GUSTRING, RICKARD (M)	9	17	15	18	13
14	US807	FRANCIS, JR	12	21	10	19	(27)
15	US5214	MCDONAGH, JIM	14	10	13	12	19
16	US216	POTCOVA, RICHARD (S)	16	19	22	11	20
17	US5166	BERGER, CHRIS	15	14	19	15	22
18	US5501	ORLEBEKE, PETER	30	(34)	29	13	31
19	US5053	REIS, GEORGE (M)	19	33	12	6	12
20	US5432	BLOOM, MIKE (S)	(DNF)	13	23	17	28
21	US5116	CLAPP, DAVE (S)	20	30	27	26	11
22	US3283	WILLIAMS, J.BRUCE (GM)	22	29	24	30	18
23	US3705	HOLMAN, ROBERT (S)	(42)	12	21	21	24
24	G666	SIEMS, TORSTEN (S)	(45)	22	18	22	15
25	G551	SEEGERS, CHRISTIAN (M)	21	23	16	23	26

REGATTA RESULTS

2016 NORTH AMERICAN CHAMPIONSHIP
20-27 FEBRUARY 2016
LAKE MONONA, MADISON, WISCONSIN

A FLEET 1-25

R6	R7	R8	R9	R10	PTS	NAME	POS
(3)	1	2	1	2	12	STRUBLE, MATT	1
6	(12)	7	2	1	25	SHERRY, RON (S)	2
2	4	3	4	3	29	THIELER, JAMES	3
1	2	1	8	4	52	SCHNEIDER, MARTIN-BJORN	4
(13)	5	5	9	5	60	HARPER, JOHN (M)	5
(30)	19	4	3	6	62	KOLB, JOST (S)	6
16	15	(18)	7	14	80	HADLEY, JAMES (S)	7
4	3	6	5	10	86	ATKINS, CHAD	8
11	10	9	13	17	94	GROGAN, JIM (M)	9
7	11	10	16	8	95	EVANS, ROBERT (S)	10
(24)	6	14	12	7	98	MOORE, OLIVER	11
23	(38)	12	6	9	115	VAN RIEMSDIJK, DIDERIC (S)	12
(19)	14	15	11	13	125	GUSTRING, RICKARD (M)	13
9	9	11	19	15	125	FRANCIS, JR	14
17	(28)	16	24	12	137	MCDONAGH, JIM	15
(40)	18	8	14	11	139	POTCOVA, RICHARD (S)	16
21	(31)	23	15	16	160	BERGER, CHRIS	17
18	8	17	10	19	175	ORLEBEKE, PETER	18
(43)	22	20	30	24	178	REIS, GEORGE (M)	19
12	13	13	44	20	183	BLOOM, MIKE (S)	20
5	24	22	(35)	25	190	CLAPP, DAVE (S)	21
22	7	24	20	(34)	196	WILLIAMS, J.BRUCE (GM)	22
32	21	25	22	22	200	HOLMAN, ROBERT (S)	23
26	26	34	21	23	207	SIEMS, TORSTEN (S)	24
31	23	(32)	17	29	209	SEEGERS, CHRISTIAN (M)	25

REGATTA RESULTS

2016 NORTH AMERICAN CHAMPIONSHIP
20-27 FEBRUARY 2016
LAKE MONONA, MADISON, WISCONSIN

A FLEET 25-50

POS	#	NAME	R1	R2	R3	R4	R5
26	US5298	BROWN, SCOTT (S)	17	28	32	25	35
27	US4868	RICHARDS, JULIE (M)	34	(DNS)	35	38	23
28	US4148	DIXON, TIM (S)	(38)	35	31	34	17
29	US637	MEADE IV, JOE	26	24	26	29	34
30	US5219	BAKER, KENT	25	26	33	31	36
31	KC5514	CURTIS, JOHN	33	(44)	43	40	21
32	US4974	JONES, STAN (GM)	27	37	34	39	37
33	US4882	WOLLAM, RICHARD (M)	37	32	37	27	32
34	US5285	TEAL, CHRIS (S)	29	27	36	28	25
35	US5415	MILLER, CHRIS	28	(43)	28	32	30
36	US5430	CUTTING, BILL (S)	39	39	38	36	40
37	US5358	FROST, DAVID (S)	43	31	25	33	29
38	US610	JONES, DONALD (GM)	31	40	40	35	42
39	US1277	BOWMAN, HAL (GM)	35	38	30	37	39
40	US4335	GLICK, DAVE (M)	41	41	39	(43)	41
41	US3433	CUMMINS, ROBERT (M)	36	36	42	42	33
42	US5369	MILLER, MIKE (M)	32	DNS	DNS	(DNS)	DNS
43	US5352	HEARN, DANIEL (S)	24	20	20	24	DNS
44	US2360	JOHNS, PETE (GM)	40	42	41	41	38
45	US2545	DERUSHA, MIKE (S)	8	3	DNS	DNS	(DNS)
46	US4926	ORLEBEKE, STEVE	5	6	DNS	DNS	(DNS)
47	US5350	TRUESDELL, PETER (S)	44	45	DNS	DNS	(DNS)
48	KC2766	VAN ROSSEM, PETER (S)	46	DNS	DNS	(DNS)	DNS
49T	US445	CAVE, BOB (M)	DNS	DNS	DNS	(DNS)	DNS
50T	US472	COBERLY, J. WILLIAM (GM)	DNS	DNS	DNS	(DNS)	DNS

REGATTA RESULTS

2016 EUROPEAN CHAMPIONSHIP
20-27 FEBRUARY 2016
LAKE MONONA, MADISON, WISCONSIN

A FLEET 25-50

R6	R7	R8	R9	R10	PTS	NAME	POS
25	29	(35)	18	21	230	BROWN, SCOTT (S)	26
8	16	19	37	38	248	RICHARDS, JULIE (M)	27
20	34	26	31	26	254	DIXON, TIM (S)	28
(42)	35	39	23	27	263	MEADE IV, JOE	29
(39)	32	27	28	31	269	BAKER, KENT	30
29	20	30	25	32	273	CURTIS, JOHN	31
14	25	33	27	(DNS)	273	JONES, STAN (GM)	32
27	(44)	21	33	33	279	WOLLAM, RICHARD (M)	33
41	30	36	39	(DNS)	291	TEAL, CHRIS (S)	34
34	40	41	42	18	293	MILLER, CHRIS	35
10	17	38	38	(DNS)	295	CUTTING, BILL (S)	36
37	(43)	37	26	35	296	FROST, DAVID (S)	37
15	37	28	36	(DNS)	304	JONES, DONALD (GM)	38
33	39	(40)	34	36	321	BOWMAN, HAL (GM)	39
28	33	29	41	28	321	GLICK, DAVE (M)	40
36	41	(42)	29	37	332	CUMMINS, ROBERT (M)	41
35	27	31	32	30	340	MILLER, MIKE (M)	42
DNS	(DNS)	DNS	DNS	DNS	343	HEARN, DANIEL (S)	43
38	36	43	40	(DNS)	359	JOHNS, PETE (GM)	44
DNS	DNS	DNS	DNS	DNS	368	DERUSHA, MIKE (S)	45
DNS	DNS	DNS	DNS	DNS	368	ORLEBEKE, STEVE	46
44	42	44	43	DNS	415	TRUESDELL, PETER (S)	47
DNS	DNS	DNS	DNS	DNS	454	VAN ROSSEM, PETER (S)	48
DNS	DNS	DNS	DNS	DNS	459	CAVE, BOB (M)	49T
DNS	DNS	DNS	DNS	DNS	459	COBERLY, J. WILLIAM (GM)	50T

REGATTA RESULTS

2016 NORTH AMERICAN CHAMPIONSHIP
20-27 FEBRUARY 2016
LAKE MONONA, MADISON, WISCONSIN

B FLEET 1-30

POS	#	NAME	R1	R2	R3	R4	R5
1	US 5486	ELSMO, DAVID	3	2	2	5	3
2	US 3937	VOUGHT, DANIEL (S)	4	1	3	3	2
3	US 5507	BARNETT, MIKE	5	(DNS)	1	1	1
4	US 5435	KJOLLER, JODY	15	6	5	2	4
5	US 4155	LEMBERG, RICHARD (M)	1	4	4	4	6
6	KC 3786	NETHERCOTE, WARREN (M)	7	10	7	6	9
7	US 4203	FITZGERALD, PATRICK (M)	6	3	6	7	7
8	US 5633	JOHANSON, PETER	10	8	13	9	13
9	US 5478	GORITSKI, JACK (M)	2	15	15	13	11
10	US 5498	GORDON, RICK (S)	13	5	11	11	5
11	US 5158	BUSHEY, JOHN (M)	11	13	12	16	8
12	US 5156	SOBERING, GEOFF (S)	8	18	10	10	10
13	US 4490	MADGE, MIKE (S)	18	7	16	12	17
14	US 5451	ALLEN, ANDY (S)	25	11	17	15	15
15	US 1313	RAST, ROBERT (M)	9	9	9	14	14
16	US 65	GRAY, ROBERT (GM)	17	12	14	18	16
17	US 4137	SMITH JR, KEN (M)	16	14	18	17	18
18	US 4925	VALENTINE, SCOTT (S)	19	16	19	20	20
19	US 294	LOENNEKE, LOUIS (GM)	12	DNS	8	8	12
20	US 5397	LENON, JORI (S)	20	17	20	19	19
21	KC 5457	DUNCAN, COLIN (M)	22	19	21	22	23
22	US 107	KAISER, HANK (M)	23	(DNS)	22	23	22
23	US 5296	COLEMAN, PAT (M)	DNS	(DNS)	23	21	21
24	US51161	CLAPP, MIKE JR	26	DNS	DNS	(DNS)	DNS
25	P 71	ZIOLKOWSKI, LESZEK (M)	DNS	DNS	DNS	(DNS)	DNS
26	US 1610	BROWN, BRUCE (M)	14	DNS	DNS	(DNS)	DNS
27	US 4140	HOEPER, PETER (M)	21	DNS	DNS	(DNS)	DNS
28	US 3271	JANKOWSKI, MIKE (M)	24	DNS	DNS	(DNS)	DNS
29T	US 4271	JANKOWSKI, JULIE (S)	DNS	DNS	DNS	(DNS)	DNS
30T	US 5517	THOMPSON, JASON	DNS	DNS	DNS	(DNS)	DNS

REGATTA RESULTS

2016 EUROPEAN CHAMPIONSHIP
20-27 FEBRUARY 2016
LAKE MONONA, MADISON, WISCONSIN

B FLEET 1-30

R6	R7	R8	R9	R10	PTS	NAME	POS
1	5	1	6	1	23	ELSMO, DAVID	1
2	6	3	1	6	25	VOUGHT, DANIEL (S)	2
5	11	4	2	3	33	BARNETT, MIKE	3
6	1	5	3	2	34	KJOLLER, JODY	4
10	2	2	4	7	34	LEMBERG, RICHARD (M)	5
3	9	8	5	5	59	NETHERCOTE, WARREN (M)	6
13	20	9	11	8	70	FITZGERALD, PATRICK (M)	7
11	8	6	9	4	78	JOHANSON, PETER	8
4	3	15	15	10	88	GORITSKI, JACK (M)	9
16	14	7	10	13	89	GORDON, RICK (S)	10
8	12	(DNS)	7	9	96	BUSHEY, JOHN (M)	11
17	13	12	14	15	109	SOBERING, GEOFF (S)	12
9	15	11	13	11	111	MADGE, MIKE (S)	13
7	19	10	8	12	114	ALLEN, ANDY (S)	14
23	4	18	(DNS)	DNS	131	RAST, ROBERT (M)	15
14	21	16	16	14	137	GRAY, ROBERT (GM)	16
12	17	14	12	(DNS)	138	SMITH JR, KEN (M)	17
15	10	13	17	16	145	VALENTINE, SCOTT (S)	18
25	7	(DNS)	DNS	DNS	165	LOENNEKE, LOUIS (GM)	19
19	18	20	18	18	168	LENON, JORI (S)	20
21	23	21	20	19	188	DUNCAN, COLIN (M)	21
22	24	22	21	21	200	KAISER, HANK (M)	22
24	25	19	22	20	206	COLEMAN, PAT (M)	23
20	16	DNS	19	17	222	CLAPP, MIKE JR	24
18	22	17	DNS	DNS	243	ZIOLKOWSKI, LESZEK (M)	25
DNS	DNS	DNS	DNS	DNS	262	BROWN, BRUCE (M)	26
DNS	DNS	DNS	DNS	DNS	269	HOEPER, PETER (M)	27
DNS	DNS	DNS	DNS	DNS	272	JANKOWSKI, MIKE (M)	28
DNS	DNS	DNS	DNS	DNS	279	JANKOWSKI, JULIE (S)	29T
DNS	DNS	DNS	DNS	DNS	279	THOMPSON, JASON	30T

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