

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MARCH 2017



THRIVING ON OPTIMISM: DAVE ELSMO US5486

THE LEEWARD MARK: BY KEN SMITH US4137

REGIONAL REGATTA RESULTS

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Cover: Sam Bushey US 5405, Hank Kaiser US900, and John Bushey US5158 at the 2017 Western Region Regatta on Lake Monona in Madison, WI. Photo: Kurt Meyer



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COMMODORE'S MESSAGE

ERIC ANDERSON US5193
ANDOVER, CONNECTICUT, USA

Fellow iceboaters; soon the hot days will be here and we will slide into the lethargy of the summer season. Before you do that, grease your runners, de-tension your battens, and gaze. The cold weather will be back soon.

As we head into spring and change our thoughts to other things, I would like to thank you all for helping to make this class what it is. This class is truly a great bunch of sailors. On that theme, I would like to thank all the volunteers that put so much time and effort into the class.

First and foremost I would like to thank Mike Miller and his team for putting on an awesome World and North American Championship. The weather may have been a bit challenging, but the final product was great. There are too many people to name everyone who helped, but I thank you.

The North American and European classes are working to update the specifications management agreement. Robert Cummins is the point person on the NA side of the discussion with help from Mike Bloom and Bob Schumacher. Hopefully there will be more to share with the class after the annual European Secretaries meeting in Poland in April. Warren Nethercote, the IDNIYRA Vice Commodore is attending as the North American Representative, and you can expect his report sometime in May. Part of this discussion will be a parallel discussion on how the IDNIYRA can transition to electronic voting. More about that later in the spring/ summer.

On behalf of all the Governing Committee,
Thanks for your continued support.

Eric Anderson US5193



WEBSITES & HOT LINES

KEEP UP TO DATE BY CALLING THE HOT LINES AND CHECKING THE WEB SITES.

WEBSITES

IDNIYRA Website: na.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: Peter Johanson

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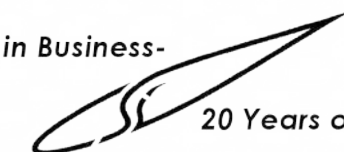


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Photo: Peter Johanson

THE LEEWARD MARK

WHERE RULES COLLIDE AND YOU SHOULDN'T
REPRINTED FROM RUNNER TRACKS 2002
BY KEN SMITH US4137

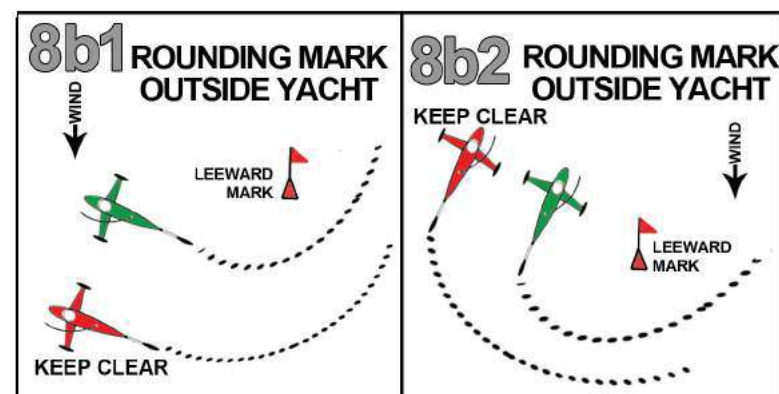
This situation occurs in less than 2 seconds: Speeding down wind, matching speed with a competitor and setting up for the leeward mark rounding, adrenalin level is high. The mark is in sight and nearing, your competitor is a boat length to your left and you both are on a port tack. Straining your well padded, fatigued gut muscles, you raise your head and take a quick scan all around. No one else will be near you at this mark, any you are FLYING in this 15 knot breeze on smooth, soft spring ice.



From National Iceboat Authority Rule 4:

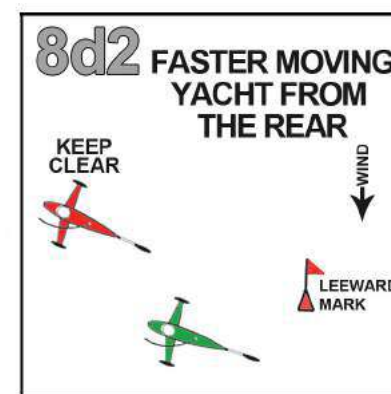
When two yachts OFF-THE-WIND are on the same tack, the LEEWARD yacht shall keep clear.

Leeward, that's YOU. You have to keep clear of him. He is turning toward you, no doubt to bleed some speed and set up for the rounding. No problem, you know your runners are sharp and you've turned hard in this stuff and are not slipping at all. You do a quick right-left S turn and see you can turn inside him. You do that and point a little high of the mark, now within 20 yards of the mark and pass a few feet behind your competitor. He begins his turn toward the mark.



From National Iceboat Authority Rule 8:

When approaching or rounding a MARK, an OUTSIDE yacht shall keep clear and a faster moving yacht approaching from the rear shall stay clear of a yacht that has started her rounding maneuver. Each yacht shall be entitled to room to cross the finish line.



Inside, that's YOU. You can now round the mark and he has to stay clear of you, right? But wait! You are accelerating and he is slowing. Does he see you? He is turning and heading for a rounding close to the mark. You are going to be right next to him and squeezed between him and the mark. You are going to either hit him or the mark! You wisely pick the mark, plucking one leg of the tripod with your plank.

You know the race committee is alert and someone is going to get a DSQ. BUT WHO? In the big fleet races, no one would have turned close to the mark like that! Everyone is careful to avoid collisions. This is a smaller club race, and he is not used to big fleets. He had to stay clear, right?

At the protest hearing, the facts were not in dispute. Ruling: When he turned down wind, he was beginning his rounding maneuver. You accelerated and became the faster yacht approaching from the rear and failed to keep clear. YOU ARE DISQUALIFIED.

Your lesson? Stay out side of the other boat as he swings wide. You were faster upwind, and would likely have been ahead at the next weather mark anyway. No matter how tempting that inside shot close to the mark looks, if the door closes, you will have pinched fingers.

See the entire Rules Graphic on page 26 of this issue.

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THRIVING

THE FLEET MADE IT CLEAR THAT THIS RACING WASN'T ABOUT THE BOAT, THE GEAR, OR EVEN THE SPEED... IT'S THE PEOPLE...

It has been almost eight years since I first stepped foot in an iceboat. I had a rebuilt DN that my uncle gave me and two wrenches that I borrowed from work. There was buzz about ice north of the Twin Cities so I tied the boat to the roof of my car and made the journey. Little did I know this was going to be the first in a long line of road trips and regattas that I now consider formative to my growth as a sailor and competitor.

I was nervous as Jim McDonagh led me out of the pits through driving snow towards our starting line. The speed and acceleration was unfamiliar and a bit frightening considering it was the first time I ever ventured out onto frozen lake. I was nervous as I tried to keep up but he quickly vanished in a cloak of falling snow.

I don't much like getting passed and I really don't like getting horized so this didn't sit well with me. I felt a fresh new itch imbed itself in my psyche. It needed to be scratched and going faster was the only cure. I didn't have spikes and my heavy snowboard helmet got the best of my neck almost immediately. I got burned at every start but still managed to limp around the marks and finish every race. Whenever I got back to the staging area competitors would come by and help tune my boat. We adjusted settings and swapped gear; one person even pointed out that I had my steering chock on backwards. It's no wonder that I had some wild rides downwind!

The fleet made it clear that this racing wasn't about the boat, the gear, or even the speed. These are obviously important, but it's the people that make this sport addictive enough to be worth hours of repair, tuning and even the occasional crash. That said, after seven years of competition and camaraderie, I still worry that we aren't doing enough to set up future generations for success in our fleet. I want to take some time to lay down a simple framework that

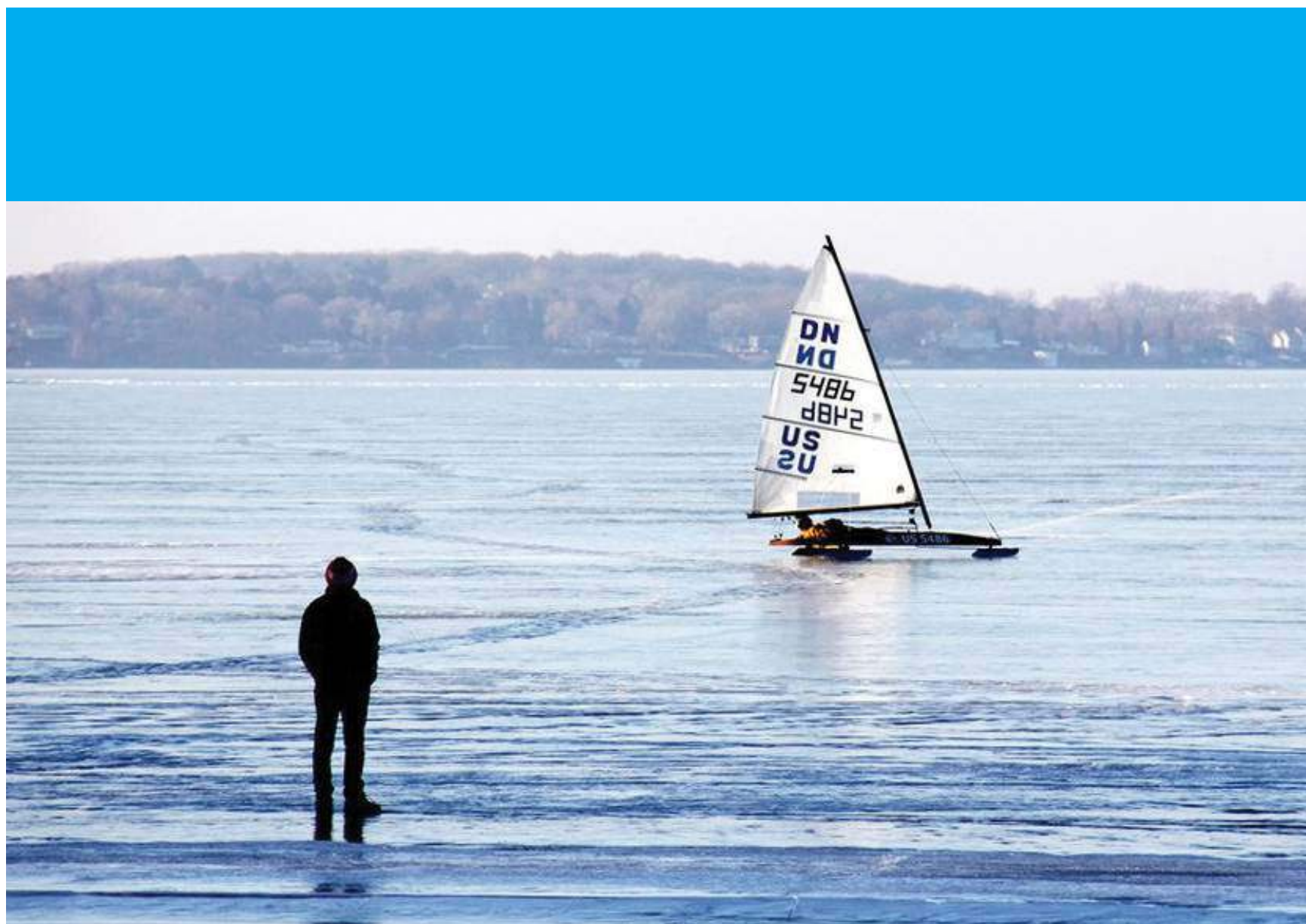
ON OPTIMISM

A SIMPLE FRAMEWORK THAT ANY SAILOR CAN UTILIZE TO GROW OUR MEMBERSHIP
BY DAVE ELSMO US5486

any sailor can utilize to grow our membership in hopes that we see our fleet grow.

For the past fifteen years I have been developing sailing programs and coaching around the country. During that time I have been fortunate enough to coach and train some of the best teams and sailors that the Midwest has to offer. I was Commodore for my college sailing team before going on to coach for two years as the assistant director. I am now on my seventh season with the University of Wisconsin as Head Coach and continue to run the 1400 member instructional program. During this time I have served the Midwest Collegiate Sailing Association as Commissioner and sat on the national governing body throughout my career with college sailing.

It is my experience that a vast majority of clubs and fleets are experiencing unstable or diminishing participation and everybody is trying to figure out how we grow our corner of the sport in a meaningful and robust way. The end goal being a healthy fleet available for generations we may never meet! Iceboating is a particularly unique facet in sailing whose numbers have been traditionally low compared to the soft-water community but we still show the same



A college sailor takes their first sail in front of the University of Wisconsin Memorial Union on Lake Mendota in Madison, WI as Dave Elsmo looks on.

by: **Dave Elsmo** US5486

ailments. I have sat through our board meetings and participated in the email chains, listened to divergent philosophies on the best course of action; some good, many not so good. We have to understand that there is no magic bullet for our problems however there is so much each of us can do to strengthen the fleet and improve participation across the sport.

Ron Sherry wrote a wonderful article in the most recent RUNNER TRACKS (December 2017) titled ‘Be the Guy.’ If you haven’t read it yet, take the time. He provides four easy steps that each sailor should use to build our community.

Be the guy to:

1. Give a first ride
2. Display a boat
3. Make a list
4. Plan a fun day

These aren’t rocket science and in practice, require relatively little effort. His outline for fleet growth should be foundational to every yearly campaign and serve as bookends to your season.

As we progress the fleet we need to understand that the most important aspect of growth is directing it accurately in an effort to keep our courses safe and exciting. Growth without regard to direction or purpose is the mantra of a cancer cell and must be avoided. Fortunately for us it’s obvious that demographically our sport lacks female and minority sailors and people under thirty. Inviting another fifty men over the age of fifty to go sailing will do nothing but prolong our problems and entrench our issues further. We need to precisely target individuals that will fill in our gaps and teach them to do the same.

The good news? The ‘Millennials’ and their successors, are the easiest generations to track down and encourage. They grew up on social media and are intensely savvy at creating momentum for things that thrive on passion through outlets like Facebook, Instagram and Twitter. We have all had a report of good ice turn into a phone call, then flurry of messages and before you know it, an event. Our fleet mobilizes from all corners of the country and arrive at the same launch within hours of each other! It’s incredible to see how forward thinking our phone-based messaging system was. Now, with a greater set of tools, we can do this on a much greater scale while covering more content. It’s motivating to see pictures of the ice before getting on the road. It’s encouraging to see accounts of friends and competitors traveling. This shared digital experience nurtures our bonds and adds to the essence of our sport.

I think many of us associate a picture of Deb’s rubber duck on the dash as a sign that the ice is ready for an event. Little moments like these add a tangible and unique value that we should all embrace and encourage. Social media has always been an important tool for inspiring others to participate but can also be a tremendous tool for support and logistics. It can become frustrating when you have to page through forums for event information, lodging options, address’ for a launch or local watering holes. Distribution of this type of information was built into facebook and we need to encourage its use. Everybody in the sport should to make sure they have a presence on Facebook if

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only to contribute to the communications we need to stay informed. Our missing demographic communicates almost completely through social media and we need to stay relevant by embracing it.

As Social Media and Web presence continues to improve we must then concentrate on how each of us can ‘Be the Guy (or Girl)! Ron is correct in that each of us needs to keep a call or email list for people interested in the sport. Deb sends me an email every once and a while from people looking to get into the sport and I use them to supplement my list. Experience has shown that some contacts are hyper motivated to be participate, but others can be wild-cards looking for a quick buzz. They often have little or no sailing experience and can be hard to teach. Vertical learning curves and tolerance for ever changing conditions can be difficult for many to appreciate. Often they fall out of contact after a first sail and are lost to the ether. Instead I suggest you become proactive in building a contact list. Target young sailors that are comfortable with travel and understand sailing is a condition-dependent sport. The Midwest Collegiate Sailing Association provides all the contact information we could ever need for reaching out to these people! Follow these next steps for contacting young men and women that love sailing, are highly tolerant of cold sailing conditions, used to travel and exceptionally social in nature.

1. Go to the Midwest Collegiate Sailing Association’s website, mcsa.collegesailing.org, and find a member school nearest you. There are over 32 teams in the conference so I find it hard to believe that any of us could be out of touch with an institution. (if you are not in the Midwest, find your local conference at collegesailing.org.) Send an email to every contact provided for the school. Provide links to iceboating videos, testimonials, facebook pages and encourage them to come for a sail
2. If the team contacts don’t get the word out go to collegesailing.org/directory/individual and search for the member school nearest you. This will give you a current team roster and each individual’s email. Contact them ALL! There is a link at the bottom of the roster for the after guard sailors. These will be graduates who may or may not be in the area but are definitely worth contacting
3. Follow Ron’s advice and make a list off of the contacts that showed interest and set up a day or two when people can go for a ride!
4. Repeat this process every September until you retire from our sport.





Ben Witman gets the old H148 on the ice again under new numbers!



Ben helping out with the pre-season gear check on the loaner DNs.

Once you get sailors their first ride, you are now 'The Guy!' Congratulations, you are doing your part to sustain our sport and we thank you. The fleet needs hundreds more like you! Now that they are hooked, we need to get them motivated enough to race. After speaking with hundreds of college students over the years it's quite clear that best practices for developing event participation is going to require some input in both time and equipment. Our fleet has the infrastructure and people to make anything happen, we just have to understand that current students and recent graduates have a different life than many of us lived.

Cost of tuition has been growing far ahead of inflation, room and board is soaring and wages and job opportunities are just starting to improve. In general, the college students I work with in the Midwest are low on disposable income and



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WHEN THEY BREAK SOMETHING, TEACH THEM TO FIX IT. WHEN THEY HELP, REWARD THEIR INVOLVEMENT BY PROVIDING OWNERSHIP IN EQUIPMENT THEY FIX.

often don't have access to a car. I find it hard to imagine that any college student would be interested in joining our fleet knowing they had to drop a minimum of \$2,000 for a sub-par program they may only sail five or six times a year. Their money is better spent on a summer program where the dollar to sail ratio is a little more palpable. College racing events in the Midwest costs ten dollars per participant, boats are provided and you can expect at least three meals each weekend. I'm not suggesting we reduce the cost of our events, but we need to acknowledge that when students leave college they often drop out due to lack in disposable time coupled with the sticker shock of sailing.

We all know DN racing isn't cheap. Between gas, hotels, food, drink and repairs, we spend a ridiculous amount of money for each hour spent on the ice. Racer's show such tremendous pride in their programs as they are the culmination of hard work and time. That said, I know there are a lot of missed opportunity lying around in garages, backyards and trailers. An important next step for our fleet is a huge influx of equipment from our 'someday I might need that' pile.

As I write this article there are more than ten old Gougeon designs languishing on iceboat.org and CraigsLists. For a seasoned racer, these have little value because they won't pass muster around the marks. In all

reality these boats will sit until they succumb to the elements or somebody forgets about them altogether. We need to find every old DN and encourage their owners to donate it or let you borrow it until further notice. If supply and demand has anything to say about the value of this equipment these boats have no physical value as buyers are rare considering stagnant participation numbers. It shouldn't matter if it has a wooden or aluminum mast, plate or insert runners, old or new sail, we need it and we need it now. Put that boat on your trailer or throw it on the roof of your car. Bring somebody to the races! Should they decide not to race that's fine! Encourage them to get comfortable in the old boat where they can make some mistakes under the watchful eye of the fleet and when you are comfortable, let them feel how a tuned modern design sails. When they break something, teach them to fix it. When they help, reward their involvement by providing ownership in equipment they fix. When they get enough parts for a complete boat, remind them of their journey and encourage them to do repeat the cycle while they upgrade.

WE NEED TO FIND EVERY OLD DN & ENCOURAGE THEIR OWNERS TO DONATE IT

Over the past six years we have used three loaner boats that were donated to 4LIYC to build interest in DNs. Even with short

notice we have filled boats for hours as countless sailors took turns seeing who could get the top speed of the day. One particular sailor spent so much time on a boat that we borrowed Mike Barnett's sidecar and had him start giving rides. In total I'd wager he sailed over 40 hours in two weeks. I was exhausted just watching him.

There was an old rotting DN lying around that had been donated by a Polish sailor (H148) with no plank and little to no parts. To any competitive racer this thing was hopeless. We put it in his hands and over the summer he removed rotten wood, reinforced the areas that needed it while converting the boat to the geometry of the Goodwin plans. Daniel Hearn supplied some of the parts, Jim Nordhaus supplied an old plank and chocks. The 4LIYC had a loaner mast to make sure he could race and Julie Jankowski helped with a sail. Before the boat even touched this ice this season he had his IDNIYRA membership and sail number. Look for US5603 on the ice this season, he is now 'The Guy.'

Once you find sailors interested in racing the next step will be getting them to an event. It's a good thing college sailors are already used to driving long distances on no sleep, sailing in cold weather, sleeping on floors and couches all while living on a case of ramen. My first two seasons of travel were only made



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Ron Hull fixing a hull he was borrowing. One season later, he owns his own program

possible because people like John "JD" Dennis, Jim McDonagh and Daniel Hearn were kind enough to let me sleep on the floor of their hotel rooms and pay what I could. These guys were even compassionate enough to drag my equipment along when I didn't have a car or could only afford gas OR the event fee but not both. I'm sure it was odd to have some random guy sleeping on their floor but they took a chance on me. I would not have made it this far in the sport if it wasn't for people like them, I would encourage everybody else to do the same.

When it's all boiled down, if just half of us takes a proactive role in reaching out to younger sailors our membership will grow. As we need to reach our comfort zones or friend/trailer group to get more people to the ice. It might cost a little more or get a little cramped in the car. You might end up having to fix something you didn't break or sharpen a few extra runners but I'll guarantee one thing. All efforts will be returned tenfold as we see new hull numbers on the ice and meet more people to trade war stories with. This is a community of indefensibly optimistic people. We'll drive half-way across the country while waiting for an ice report. We put hand warmers in our coolers to keep the beer from freezing. We congratulate others on their successes and support those struggling for speed. We thrive on optimism! Harness that hopefulness and use the tools you now have to foster success. I look forward to seeing your efforts manifest in a longer starting line and faster fleet!

Dave Elsmo US5486



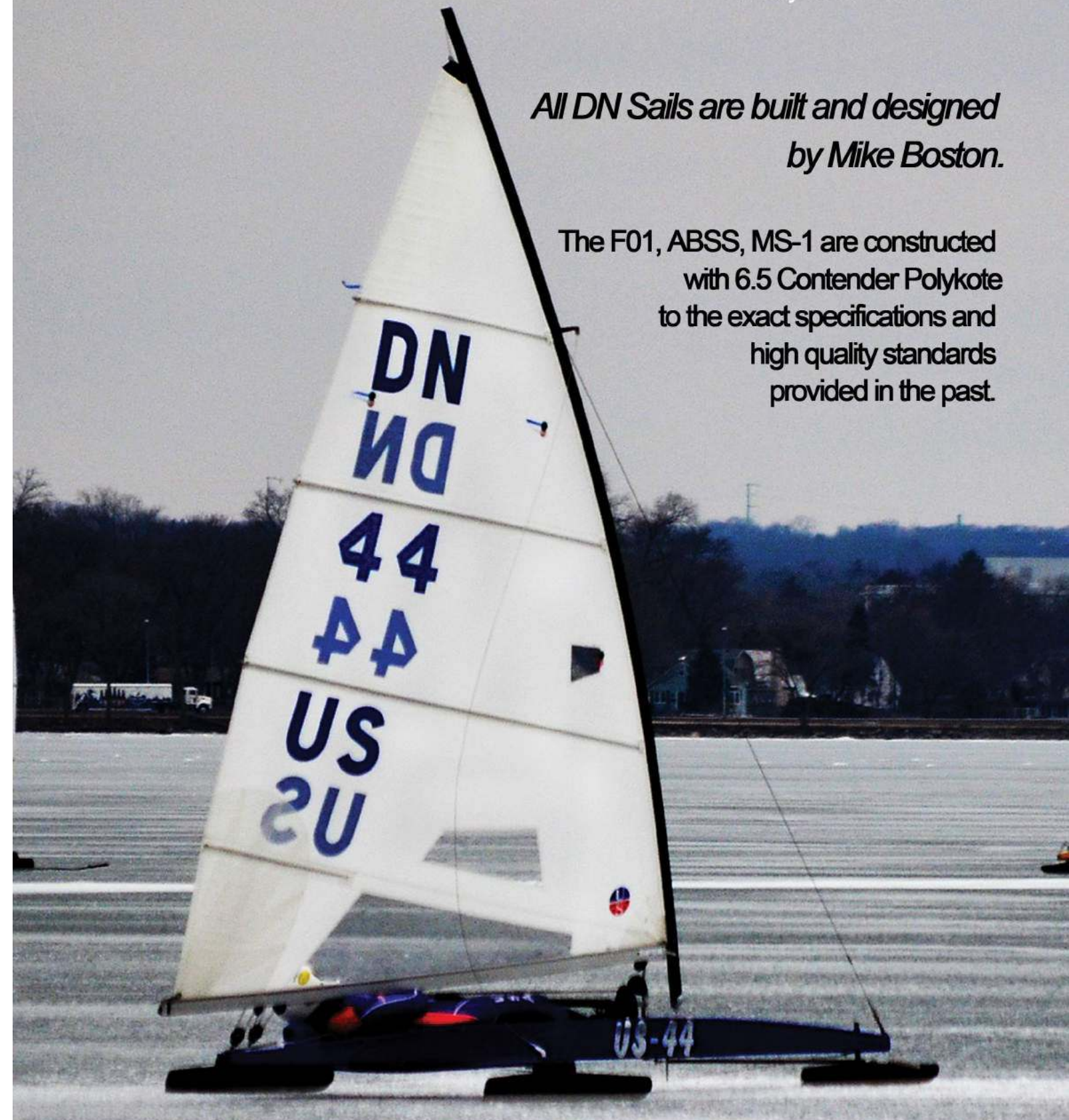
College sailor Katy Hall after her first sail!

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A FLEET 1-29

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2	US44	SHERRY, RON (S)	2	2	1	(6)	1	6	12
3	US4926	ORLEBEKE, STEVE	3	4	5	(12)	4	1	17
4	US4691	DENNIS, JOHN (S)	4	7	(8)	2	2	2	17
5	US4824	CHRISTENSEN, MARK (S)	(10)	3	3	4	5	8	23
6	US5224	THIELER, JAMES	5	6	4	3	7	(11)	25
7	US5166	BERGER, CHRIS	6	10	6	5	(14)	3	30
8	US5501	ORLEBEKE, PETER	(20)	8	11	7	8	10	44
9	US5486	ELSMO, DAVID	(22)	9	10	8	6	17	50
10	US5536	SCHMITT, MATT	11	16	7	(26)	10	14	58
11	US5352	HEARN, DANIEL (S)	13	13	13	(21)	9	18	66
12	US4975	EVANS, ROBERT (S)	9	14	17	(23)	15	12	67
13	US5298	BROWN, SCOTT (S)	19	11	9	(22)	12	19	70
14	US4148	DIXON, TIM (S)	(25)	20	12	10	24	5	71
15	US5522	METZLOFF, KYLE	18	15	14	13	(19)	13	73
16	US5415	MILLER, CHRIS	8	5	19	(27)	17	25	74
17	US4882	WOLLAM, RICHARD (GM)	12	12	22	11	21	(23)	78
18	US5432	BLOOM, MIKE (S)	7	19	16	9	(DNF)	DNS	81
19	US4155	LEMBERG, RICHARD (M)	17	17	15	(28)	13	26	88
20	US4	SHERRY, GRIFFIN (JR)	21	21	20	17	(22)	9	88
21	US4923	SOLUM, JEFF (SR)	14	(24)	23	14	16	22	89
22	US5451	ALLEN, ANDY (S)	15	22	18	19	27	(28)	101
23	US445	CAVE, BOB (M)	26	27	(DNS)	16	26	7	102
24	US602	MEYER, TOM (M)	16	18	21	(29)	28	21	104
25	US5430	CUTTING, BILL (S)	29	DNS	(DNS)	15	18	15	107
26	US3271	JANKOWSKI, MIKE (M)	24	25	(DNS)	24	20	16	109
27	US5507	BARNETT, MIKE	23	DNS	(DNS)	25	11	24	113
28	US2360	JOHNS, PETE (GM)	28	23	(DNS)	20	23	20	114
29	US4868	RICHARDS, JULIE (M)	27	26	(DNS)	18	25	27	123

REGATTA RESULTS

2017 WESTERN REGIONAL
7-8 JANUARY
LAKE MONONA, MADISON, WISCONSIN

B FLEET 1-28

POS	#	NAME	R1	R2	R3	R4	R5	R6	PTS
1	US1313	RAST, ROBERT (M)	(5)	3	4	2	2	3	14
2	US4335	GLICK, DAVE (M)	6	6	(8)	1	3	4	20
3	US5172	BETZOLDT, GLENN (M)	7	4	(7)	3	5	5	24
4	US4203	FITZGERALD, PATRICK (M)	(15)	2	2	11	7	8	30
5	US5517	THOMPSON, JASON (SR)	4	(DNS)	1	8	4	15	32
6	US5369	MILLER, MIKE (M)	1	1	3	4	(DNF)	DNS	38
7	US5506	HURD, CHARLIE (M)	8	15	11	6	(19)	1	41
8	US3433	CUMMINS, ROBERT (GM)	(13)	8	10	9	8	6	41
9	US452	DIXON, LOU (M)	3	5	9	12	(14)	13	42
10	US581	RENJI, CLINTON	(19)	9	6	5	6	16	42
11	US5471	CLEARY, TIM	12	10	5	7	13	(14)	47
12	US5479	HEARN, BRIAN (N)	9	11	13	14	(16)	9	56
13	US5405	BUSHEY, SAM (JR,N)	14	12	(DNS)	16	9	11	62
14	US4802	KICKHAFFER, MATTHEW (JR, N)	18	7	14	(20)	20	7	66
15	US4137	SMITH JR, KEN (M)	17	14	15	10	12	(18)	68
16	US1277	BOWMAN, HAL (GM)	10	DNS	(DNS)	17	11	2	69
17	US5299	CAMARDA, ANDY (N)	2	DNS	(DNS)	21	1	23	76
18	US5603	WITMAN, BEN (JR,N)	DNS	(DNS)	12	15	18	10	84
19	US5158	BUSHEY, JOHN (M)	16	13	(DNS)	24	15	19	87
20	US65	GRAY, ROBERT (GM)	11	DNF	(DNS)	18	17	17	92
21	US4602	KICKHAFFER, DAVID (SR)	DNS	DNS	(DNS)	13	10	12	93
22	US900	KAISER, HANK (M)	22	16	17	(22)	22	20	97
23	US5352	HULL, RONNIE (N)	23	17	16	(23)	23	21	100
24	US4140	HOEPER, PETER (M)	21	DNF	(DNS)	19	21	22	112
25	US5362	ROSENTHAL, JIM	DNS	18	18	(DNS)	DNS	DNS	123
26	US148	WALTER, IAN	20	DNS	(DNS)	DNS	DNS	DNS	136
27T	P71	ZIOLKOWSKI, LESZEK (M)	DNS	DNS	(DNS)	DNS	DNS	DNS	145
28T	US294	LOENNEKE, LOUIS (GM)	DNS	DNS	(DNS)	DNS	DNS	DNS	145

REGATTA RESULTS

2017 NEW ENGLAND CHAMPIONSHIP
14 JANUARY
LAKE CHAMPLAIN, VERMONT

POS	#	NAME	R1	R2	R3	R4	R5
1	US4487	ATKINS, CHAD	1	3	1	2	2
2	US5469	MOORE, OLIVER	(3)	1	3	1	1
3	US5415	MILLER, CHRIS	2	2	2	3	3
4	US4690	FORTIER, DAVID (S)	8	(13)	5	4	5
5	US5187	MACCORMACK, WILLIAM	4	5	4	5	7
6	US4775	WHITCOMB III, EBEN (S)	5	(9)	6	7	8
7	US5606	KNOWLES, MATT	7	8	7	9	(10)
8	US637	MEADE IV, JOE	DNF	12	9	(DNS)	4
9	US4512	MADDEN, STEVE (M)	10	10	DNS	6	6
10	US5805	GLUCKMAN, RICHARD	6	11	10	11	(12)
11	US4596	MEYER, CHRIS	13	14	13	12	13
12	US5573	FOWLER, NEIL	9	4	11	8	9
13	US5440	BISHOP, RICK	12	6	8	10	11
14	US4619	POLYBLANK, GUY	11	7	12	(DNS)	16
15	US5023	STANTON, JOHN	14	15	14	13	14
16	US4287	ATKINS, JOHN	DNF	16	15	14	15
17	US4626	GERVAIS, PAUL (S)	15	DNS	DNS	(DNS)	DNS
18	US3301	HAAG, BOB	DNS	DNS	(DNS)	DNS	DNS
19	US4032	SCHUMACHER, ROBERT	DNF	DNS	(DNS)	DNS	DNS

REGATTA RESULTS

2017 NEW ENGLAND CHAMPIONSHIP
14 JANUARY
LAKE CHAMPLAIN, VERMONT

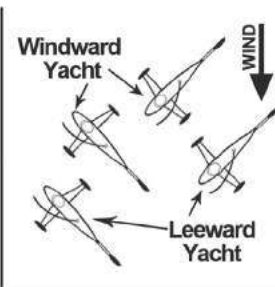
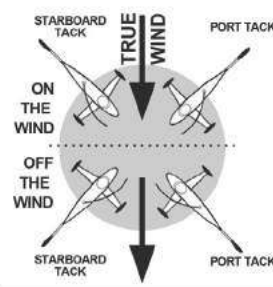
POS	#	NAME	R6	R7	R8	R9	PTS
1	US4487	ATKINS, CHAD	3	(4)	1	1	14
2	US5469	MOORE, OLIVER	1	3	3	3	16
3	US5415	MILLER, CHRIS	2	2	2	(4)	18
4	US4690	FORTIER, DAVID (S)	7	5	8	7	49
5	US5187	MACCORMACK, WILLIAM	8	8	10	(DNS)	51
6	US4775	WHITCOMB III, EBEN (S)	5	7	6	8	52
7	US5606	KNOWLES, MATT	6	6	5	5	53
8	US637	MEADE IV, JOE	4	1	4	2	56
9	US4512	MADDEN, STEVE (M)	(DNS)	11	7	6	76
10	US5805	GLUCKMAN, RICHARD	10	10	9	9	76
11	US4596	MEYER, CHRIS	9	9	11	(DNS)	94
12	US5573	FOWLER, NEIL	DNS	(DNS)	DNS	DNS	101
13	US5440	BISHOP, RICK	DNS	(DNS)	DNS	DNS	107
14	US4619	POLYBLANK, GUY	11	12	DNS	DNS	109
15	US5023	STANTON, JOHN	DNS	(DNS)	DNS	DNS	130
16	US4287	ATKINS, JOHN	(DNS)	DNS	DNS	DNS	140
17	US4626	GERVAIS, PAUL (S)	DNS	DNS	DNS	DNS	155
18	US3301	HAAG, BOB	DNS	DNS	DNS	DNS	160
19	US4032	SCHUMACHER, ROBERT	DNS	DNS	DNS	DNS	160

REGATTA RESULTS

2017 CENTRAL LAKES
18-19 FEBRUARY
BIG GLEN LAKE, GLEN ARBOR, MICHIGAN

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	US44	SHERRY, RON (S)	(5)	2	3	1	1	2	1	10
2	US3	GROGAN, JIM (M)	4	1	2	2	(7)	3	2	14
3	US807	FRANCIS, JR	2	3	1	5	2	(11)	3	16
4	US4	SHERRY, GRIFFIN (JR)	3	6	4	(12)	9	1	4	27
5	US216	POTCOVA, RICHARD (S)	(DNF)	4	7	3	3	6	8	31
6	US3705	HOLMAN, ROBERT (S)	9	9	(12)	4	6	7	6	41
7	US2500	SMITH, ERIC(S) (NOV)	6	5	8	8	8	(9)	7	42
8	US5174	LINDEN, ROBERT	8	7	11	7	(11)	5	5	43
9	US5219	BAKER, KENT	7	12	(14)	13	5	12	12	61
10	US610	JONES, DONALD (GM)	11	11	13	(15)	10	8	10	63
11	US4882	WOLLAM, RICHARD (GM)	(15)	15	9	9	12	10	13	68
12	US4868	RICHARDS, JULIE (M)	13	(16)	5	6	15	14	15	68
13	US60	HARPER, JOHN (M)	1	DNF	(DNS)	17	4	4	DNF	70
14	US5358	FROST, DAVID (S)	10	10	18	18	(DNF)	15	11	82
15	US4974	JONES, STAN (GM)	16	14	10	16	13	13	(DNS)	82
16	US5053	REIS, GEORGE (M)	14	8	6	10	(DNF)	DNS	DNS	82
17	US5430	CUTTING, BILL (S)	17	13	15	14	17	(DNS)	9	85
18	US65	GRAY, ROBERT (GM)	(18)	18	16	11	14	17	14	90
19	US1006	VITALE, NICK (M)	DNS	(DNS)	17	19	18	16	16	108
20	US3283	WILLIAMS, J.BRUCE (GM)	DNS	DNS	(DNS)	20	16	18	17	115
21	US5285	TEAL, CHRIS (S)	12	17	DNS	(DNS)	DNS	DNS	DNS	117

THE PURPOSE OF THE RULES IS TO PREVENT COLLISIONS



1
A Yacht IN MOTION Shall Keep Clear of a Stopped Yacht

2 OFF THE WIND
On the Wind
Keep Clear

3a ON THE WIND PORT TACK
Keep Clear

3b OFF THE WIND PORT TACK
Keep Clear

4a ON THE WIND SAME TACK
WINDWARD YACHT
Keep Clear

4b OFF THE WIND SAME TACK
LEEWARD YACHT
Keep Clear

5a
A Right-of-Way Yacht Shall Not Alter Course so as to Mislead or Prevent a Non-Right-of-Way Yacht From Keeping Clear

5b FASTER MOVING YACHT FROM THE REAR SAME TACK
Keep Clear

6
A Yacht Shall Not Tack or Jibe if a Collision is Probable

7 OBSTRUCTION
Signal
Keep Clear

8a1 ROUNDING MARK OUTSIDE YACHT
WINDWARD MARK
LEEWARD MARK
KEEP CLEAR

8a2 ROUNDING MARK OUTSIDE YACHT
WINDWARD MARK
LEEWARD MARK
KEEP CLEAR

8b1 ROUNDING MARK OUTSIDE YACHT
LEEWARD MARK
KEEP CLEAR

8b2 ROUNDING MARK OUTSIDE YACHT
LEEWARD MARK
KEEP CLEAR

8c ROUNDING MARK OPPOSITE TACKS
KEEP CLEAR

8d1 FASTER MOVING YACHT FROM THE REAR
WINDWARD MARK
LEEWARD MARK
KEEP CLEAR

8d2 FASTER MOVING YACHT FROM THE REAR
KEEP CLEAR
LEEWARD MARK

9 AFTER FINISHING THE RACE
KEEP CLEAR OF THE COURSE

ALWAYS SAIL WITH:
COMMON SENSE, SAFETY, & GOOD SPORTSMANSHIP

DN WESTERN REGION CHAMPIONSHIP

LAKE MONONA, MADISON WISCONSIN
Sailed January 7-18, 2017.
Photos by Kurt Meyer



PHOTOS BY
KURT MEYER

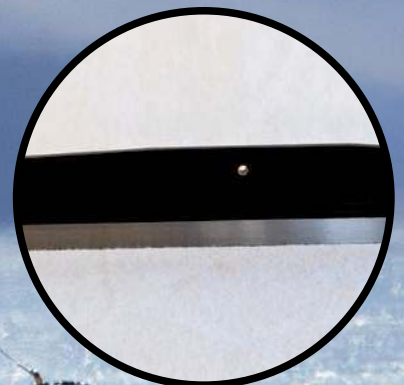
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