

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

DECEMBER 2017



WESTERN CHALLENGE RECAP

PROPOSALS FOR THE NA ANNUAL MEETING

ELECTRONIC VOTING: THE FACTS

IN DN FINLAND

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Cover: Start of the 4th race of the Johnny Köhler Cup race in Petäjäköntie, Ranua, Finland on November 17, 2017. From left, Tomas Lindgren S81, Jörg Bohn G737, and Jean-Claude Vuthier Z39.



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COMMODORE'S MESSAGE

ERIC ANDERSON US5193
ANDOVER, CONNECTICUT, USA

I wish you all happy holidays and a great and safe winter season. It is going to be epic! After a warm start, iceboating is finally coming to the East, a welcome holiday gift.

I was happy to start the season off in Montreal, sailing with André Baby and the Montreal Ice Sailing Association. Like many iceboating trips it started with a long drive and a surly Canadian Border Patrol agent who lectured me for several minutes that the ice was not safe. She finally let me in.

André and his wife Louise were kind enough to host me for a few days, thanks! We had great ice, but not a lot of wind. Andre had given a presentation to the McGill Sailing Team last month and on Sunday invited them down to the ice. There was barely enough wind to sail but we got 5 of the McGill sailors out in our boats.

It is always great to see the joy of a sailor trying an iceboat for the first time. One of the sailors was from Turkey. He admitted he had never been on the ice before or really never seen ice other than in National Geographic Magazine. He asked how much ice there was and I told him 5 inches. Several hours later after we were leaving the ice, he asked me how much ice we need to sail on. I told him 4 inches and showed him with my fingers. He looked horrified and asked

me how much 5 inches was. I showed him. I asked him how thick he thought the ice was and he indicated with his hands a few feet. I guess if you grow up with the metric system, inches are bit of a mystery. I assured him the ice was reasonably safe.

This year's North American championship is a month away. Don't forget to send in your entry form, and pay your dues. Chad Atkins and John Curtis are working hard to make it a great event. We hope to see many of our European friends at the event. There are a series of amendments proposed for this year's annual governing meeting. Most of them are just to clean up language in our by-laws to make it easier to read. Additionally, Warren Nethercote is submitting a proposal to allow electronic balloting for elections and by-law and constitutional amendments. We are going to hold a non-binding test vote before the meeting so everyone can see how it will work. Should be a great change for the class so we can better administer the class.

I wish you all a safe holiday season, and hope to see you all at the North American Championships.

Sail Fast,
Eric Anderson US5193
Commodore IDNIYRA



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



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Hotline: 508-377-6100



CENTRAL LAKES

TBA
dnamerica.org/forum/na.idniyra.org
Hotline: 810-328-3660



WESTERN LAKES

January 6-7, 2018
dnamerica.org/forum/na.idniyra.org
Hotline: 608-313-5156



NORTH AMERICAN CHAMPIONSHIP

Host Region: Eastern Lakes
Jan 22-27, 2018
Registration Jan 21
na.idniyra.org



GOLD CUP & EUROPEAN CHAMPIONSHIP

Host Country: Estonia
Feb 25-March 3, 2018
icesailing.org



NEW ENGLAND CHAMPIONSHIPS

TBA
neiya.org
Hotline: 508-377-6100



CANADIAN CHAMPIONSHIP

TBA
dnamerica.org/forum/na.idniyra.org
wnethercote@eastlink.ca

DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

Europe
February 5-9, 2018
icesailing.org

MOUNTAIN LAKES

TBA

PHOTO: GRETCHEN DORIAN
GRETCHENDORIAN.COM
2011 GOLD CUP



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PROPOSALS TO CHANGE THE IDNIYRA CONSTITUTION & BY LAWS

PROPOSAL #1

MODIFY THE LANGUAGE OF THE IDNIYRA CONSTITUTION ELECTRONIC VOTING IDNIYRA CONSTITUTION ARTICLES VI, VII, VIII, XI, XII

Submitted By Warren Nethercote, Vice-Commodore

Motion:

Whereas the IDNIYRA Constitution currently requires voting by members outside of a general meeting of members to be conducted by mail vote, and

Whereas electronic voting in non-profit organizations is a commonly accepted alternative in such circumstances, if not even the only method of voting,

Be it resolved that the IDNIYRA adopt electronic voting for voting outside of a general meeting of members by making the following changes to IDNIYRA Constitution:

CONSTITUTION ARTICLE VI - ELECTIONS AND DUTIES OF OFFICERS ORIGINAL TEXT:

A Commodore, Vice Commodore, Secretary, Treasurer, and Past Commodore shall be nominated at the annual meeting. They will be voted for by mail vote.

PROPOSED: (NEW IN RED)

A Commodore, Vice Commodore, Secretary, Treasurer, and Past Commodore shall be nominated at the annual meeting. **They will be voted for by electronic vote, with ballots being sent to an email address provided by the member.**

CONSTITUTION ARTICLE VII- GOVERNING COMMITTEE ORIGINAL TEXT:

The Governing Committee consists of its Officers, acting as a group. Its powers are to render final decisions on appeal, sanction or prohibit races in the North American and Gold Cup Regattas (when held in North America), accept or reject membership applications, approve the Race Committee for the North American and Gold Cup Regattas (when held in North America) and perform other duties mentioned in the By-Laws. The Governing Committee may initiate changes to the Constitution, By-Laws, Official Specifications, or Racing Rules by proposing such changes to the entire membership at the Annual Meeting, or by mail. Membership vote is required for enactment of all proposed changes. Otherwise, the Governing Committee may not change or modify any of the above documents, although it has the power to interpret them.

PROPOSED: (NEW IN RED)

The Governing Committee may initiate changes to the Constitution, By-Laws, Official Specifications, or Racing Rules by proposing such changes to the entire membership at the Annual Meeting, or **by electronic communications using an email address provided by the member.**

CONSTITUTION ARTICLE VIII- MEETING AND QUORUM

ORIGINAL TEXT: The Annual Meeting shall be held during and in the vicinity of the North American Championships, or the DN World Championship when held in North America if possible. Special meetings may be called on the order of the Governing Committee or upon demand in writing by twentyfive percent of the membership. Exact time and place of all meetings shall be fixed by the Governing Committee. If a special meeting is called, the purpose thereof must be stated in such form as to permit voting by mail, and no other business may be transacted. All proposals to be made at the IDNIYRA Annual Meeting shall be submitted to the Governing Committee in writing ninety (90) days prior to the meeting. All proposals so submitted

must be published in the DN newsletter by December 15. A quorum at a meeting is any number present. However, if less than twenty percent of the then-paid membership is present, all action must be ratified (unless rejected) by a mail vote. In addition, any action requiring a majority of two-thirds (such as amendments to the Constitution or By-Laws, or changes in the Official Specifications or Racing Rules) shall be put to a mail vote, regardless of the number present at the Annual Meeting. All meetings shall be conducted according to Roberts Rules of Order.

PROPOSED: (NEW IN RED)

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

CONSTITUTION ARTICLE XI-AMENDMENTS AND CHANGES

ORIGINAL TEXT:

Amendments to the Constitution or By-Laws, and changes to the Official Specifications* or the Racing Rules, may be made only after approval of the membership by a mail vote.

PROPOSED: (NEW IN RED)

Amendments to the Constitution or By-Laws, and changes to the Official Specifications* or the Racing Rules, may be made only after approval of the membership **by electronic vote, with ballots being sent to an email address provided by the member**.

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PROPOSALS TO CHANGE THE IDNIYRA CONSTITUTION & BYLAWS

CONSTITUTION ARTICLE XII- TECHNICAL COMMITTEE

ORIGINAL TEXT:

The Technical Committee shall consist of six members, three elected from North America and three elected from Europe. One new member shall be elected each year at the Annual Meeting for a term of six years. Upon resignation prior to six years, a replacement member shall be elected at the Annual Meeting to serve the unexpired term. Term of office will begin July 1, and expire June 30 of the appropriate year. Each year the Committee shall elect from its membership a Chairman to serve until June 30 of the following year. The Chairman shall report to the Governing Committee on all recommendations of the Technical Committee. The Committee may initiate changes in the Official Specifications by proposing such changes to the Governing Committee, who may submit them to the membership on a mail ballot requiring two-thirds majority for approval. The Committee shall, upon the request of any member or at the direction of the Governing Committee, provide interpretation of the Official Specifications. These findings shall be published in the Association Newsletter. Such Interpretations shall prevail as Supplements to the Official Specifications unless and until voided by a simple majority vote by mail ballot. If a Committee seat becomes vacant for any reason, the Commodore may appoint a replacement until the next Annual Meeting.

PROPOSED: (NEW IN RED)

The Technical Committee shall consist of six members, three elected from North America and three elected from Europe. One new member shall be elected each year at the Annual Meeting for a term of six years. Upon resignation prior to six years, a replacement member shall be elected at the Annual Meeting to serve the unexpired term. Term of office will begin July 1, and expire June 30 of the appropriate year. Each year the Committee shall elect from its membership a Chairman to serve until June 30 of the following year. The Chairman shall report to the Governing Committee on all recommendations of the Technical Committee. The

Committee may initiate changes in the Official Specifications by proposing such changes to the Governing Committee, who may submit them to the membership **on an electronic ballot using an email address provided by the member** requiring two-thirds majority for approval. The Committee shall, upon the request of any member or at the direction of the Governing Committee, provide interpretation of the Official Specifications. These findings shall be published in the Association Newsletter. Such Interpretations shall prevail as Supplements to the Official Specifications unless and until voided by a simple majority vote **by an electronic ballot using an email address provided by the member**. If a Committee seat becomes vacant for any reason, the Commodore may appoint a replacement until the next Annual Meeting.

Discussion:

This motion does not modify the Specifications Management System.

For the IDNIYRA membership as a whole, communications by use of postal services are now much less important than communications by electronic means, whether e-mail, texting or social media. For younger members of IDNIYRA the preference for electronic communications may be assumed with reasonable certainty, but a small minority of older members still rely upon 'snail mail' and eschew email accounts. For many if not most of us, a mail-in ballot is nothing but an inconvenience. We pay bills electronically and may visit the post office but once a year, to send Christmas presents to distant family. Do we have stamps, or if we do, are they of the right denomination (for us Canadians)? It is all too easy to leave a mail ballot for another day, until you realize that the closing date has passed.

This proposal *replaces* postal ballots by electronic ones, because those not having email accounts are very few, and the current proposal would allow them to designate a friend or relative's email address as the recipient of their invitation to vote electronically. An alternative approach would *add* electronic voting to the constitution, allowing those

without email addresses to continue to receive postal ballots, at some administrative cost to IDNIYRA.

Remote balloting has four phases: sending the ballots to members; consideration of the ballots by members; return of completed ballots by members; and counting/validation of ballots.

Postal ballots require adequate allowance for time in the postal system, twice. Electronic ballots can be sent or returned in a nominally negligible time frame.

IDNIYRA allows its members generous time to complete and return ballots, recognizing that members may be away or have other priorities when ballots are received. But for every day of delayed response, the greater is the chance that the ballot will be forgotten and not returned at all. Most electronic voting systems allow reminders to be sent to those who have not yet voted, without prejudicing the confidentiality of the vote.

Counting and validating paper ballots is not a difficult process, but it does require time, care and attention. Electronic voting packages, on the other hand, generally validate and count ballots automatically as voters respond to the ballot. All commercial electronic voting packages also include measures that ensure that only single votes are cast by each addressee.

Finally, electronic voting offers opportunity for minor cost savings as fees are charged on a per-ballot basis, at less than national letter postal rates.

WCEN, October 25, 2017

PROPOSAL #2

MODIFY THE LANGUAGE OF THE IDNIYRA BYLAWS DN RACE SYSTEM & DN RACING RULES

Submitted by Eric Anderson, IDNIYRA Commodore I am proposing 5 changes to the current bylaws. The first 4 changes will be offered as one item to vote on because they are all related. These changes are not intended to change how we actually conduct regattas, they serve to clarify existing lan-

guage and reflect the times registration is typically conducted. The exact language changes are in Red.

Proposal 2.1

IDNIYRA BYLAWS

DN RACE SYSTEM 5B

ORIGINAL TEXT:

DN race system 5b

Scoring will be done by assigning points in the following manner: first place, 1 point; second place, 2 points; third place, 3 points; fourth place, 4 points; fifth place, 5 points; etc. -lowest score to win. DNS, DSQ, and DNF one worse than the number of yachts in the fleet after the mini-qualification races.

PROPOSED: (NEW IN RED)

DN race system 5b

Scoring will be done by assigning points in the following manner: first place, 1 point; second place, 2 points; third place, 3 points; fourth place, 4 points; fifth place, 5 points; etc. -lowest score to win. **DNS, DNF, DSQ, and DNE are assigned points equal to 1 plus** the number of yachts in the fleet after the mini-qualification races.

Discussion

This makes it clear that DNE carries the same points as a DSQ. This is not clear in the current bylaws. It clears up the language for the points score for DNS, DNF, DSQ, and DNE

Proposal 2.2

IDNIYRA BYLAWS

DN RACE SYSTEM 5D

ORIGINAL TEXT:

5. DN race system

d) Throwouts: After 5 races are completed, the points for each yacht's poorest race (including DNS, DNF, and DSQ) will be eliminated from the scoring with the exception that, following a hearing, the protest committee may, at its discretion, award a score of DNE to a disqualified yacht that has been found to have dangerously violated NIA Rules Part IV, Sailing Rules, and this race shall not be eliminated from the scoring. The next-worse score shall be eliminated. After 12 races are completed, the points for each yacht's second poorest race (including DNS, DNF and DSQ) will be eliminated from the scoring, with the exception that, following a hearing, the protest committee may, at its discretion, award a score of DNE to a disqualified yacht

that has been found to have dangerously violated NIA Rules Part IV, Sailing Rules, and this race shall not be eliminated from the scoring. Then next worse score shall be eliminated.

PROPOSED: (NEW IN RED)

5. DN Race System

d) Throwouts: *When fewer than five (5) races are completed a yacht's score shall be total of her race scores. When from five (5) to eleven (11) races are completed, a yacht's score will be the total of her race scores, excluding her worst score, except that at DNE (Disqualification Not Excludable) may not be excluded. When twelve (12) or more races are complete, a yacht's score will be the total of her race scores, excluding her two worse scores, except that a DNE may not be excluded.*

Discussion

This change simplifies the language for when and how throw-outs occur. The part about how a competitor gets a DNE is addressed elsewhere in a more appropriate place in the bylaws. It does not change any actual rules, it just makes it easier to understand.

Proposal 2.3

IDNIYRA BYLAWS

DN RACE SYSTEM 5E

PROPOSED: (NEW IN RED)

Add new section and text

5e) Definitions: The following definitions apply to regatta scoring.

DNS (Did Not Start): a competitor who did not start a race.

DNF (Did Not Finish): a competitor that started a race but did not finish.

DSQ (Disqualified): a competitor who is disqualified by the race committee and or protest committee.

DNE (Disqualified Not Excludable) : a competitor who is disqualified by a race committee or protest committee, where that disqualification may not be excluded from the score.

Discussion:

These terms are used but are not defined in the NIA rules or IDNIYRA bylaws. Now we will define

them so that it is clear what we mean.

Proposal 2.4

IDNIYRA BYLAWS

DN RACING RULES

PROPOSED: (NEW IN RED)

Add New section L to the Racing Rules

Racing Rules:

L. A protest committee may, at its discretion, award a score of DNE (Disqualified Not Excludable) to a disqualified yacht that has been found to have dangerously violated NIA Rules Part IV, Sailing Rules.

Discussion.

In proposed change 2.4 we clarify that a Protest committee has the right to award a DNE under certain circumstances. Since 2012 we have had the option of awarding a DNE but it was never clear what it was and what it was for.

Bylaws Change 2.1 through 2.4 go together.

The purpose is to eliminate confusion and simplify the existing rules. These changes are not intended to change the **meaning** of the existing Bylaws, they are designed to offer simpler and clearer text so it is more understandable. The Class changed the bylaws to allow the protest committee to award DNE instead of a DSQ in certain situations in 2012. However, the term DNE was never defined, and there was no score assigned to a DNE, this was confusing. This change makes it clear that a DNE carries the same points as a DSQ which was not stated in the current bylaws. The second part of this is to define the terms DNS, DNF, DSQ and DNE. Neither the current IDNIYRA bylaws nor the NIA rules define what those terms mean. Now we do.

These changes are for the purposes of clarity only and are not intended to affect the intent of the actual rule. The necessity of changing this came about when Reviewing the Bylaws relative to the Sailing Instructions for the North Americans. Myself as commodore and the 2 PRO's both disagreed on what the current bylaws meant and neither of them had any idea what a DNE was.

PROPOSAL #3**MODIFY THE LANGUAGE OF THE IDNIYRA BYLAWS****RACING PROCEDURE****ORIGINAL TEXT:**

8) Racing Procedure

1. Every skipper must check-in at the registration desk, no later than 15 hours before the first scheduled race. Skippers checking in after that deadline will be assigned arbitrarily to the Silver or Bronze Fleets by the regatta officials, with no regard for the past racing record of the skipper and positioned at the end of the line in the first race. Check-in by phone prior to the deadline may be accepted by the officials, if they so choose.

PROPOSED: (NEW IN RED)

8) Racing Procedure

1. Every skipper must check-in at the registration desk, no later than **12** hours before the first scheduled race. **This requirement can be waived by the Race committee with the consent of a majority of the governing committee members present.** Skippers checking in after that deadline will be assigned arbitrarily to the Silver or Bronze Fleets by the regatta officials, with no regard for the past racing record of the skipper and positioned at the end of the line in the first race. Check-in by phone prior to the deadline may be accepted by the officials, if they so choose.

Discussion:

Regatta registration often extends until 9 pm the night before racing. Shortening the interval allows racing on day one to start before noon at the discretion of the RC. Under extenuating circumstances like multiple moves of location and time constraints, it may be necessary to hold registration on the same day as sailing. This is currently against the bylaws. The second situation that comes up is when you have completed all but a few races in the gold cup. It is possible under some conditions to sail a few races, finish the gold cup, register and get at least the qualifiers in for the North Americans. I am not saying this will be likely or normal, but it is a way to save time under extraordinary circumstances. So the regatta can be completed.

*Proposals 2 and 3 Submitted by
Eric Anderson IDNIYRA Commodore*

PROPOSAL #4**MODIFY THE LANGUAGE OF THE IDNIYRA BYLAWS****DN RACE SYSTEM****ADDING RETIREMENT AS A SCORING OPTION**

Submitted by Warren Nethercote, Vice Commodore

Motion:

Whereas the IDNIYRA By-Laws (DN Race System) currently refers to DNS, DNF, DSQ, and DNE as scores, and

Whereas the IDNIYRA By-Laws (DN Race System) does not recognize (except for mini-qualifier races) that a competitor may finish a race, but subsequently wish to withdraw from that race, and

Whereas neither DNS, DNF, DSQ, nor DNE describe this circumstance,

Be it resolved that the IDNIYRA adopt the following amendments to the IDNIYRA by-laws, assuming prior passage of a motion presented by Eric Anderson:

PROPOSAL 4.1**IDNIYRA BYLAWS****DN RACE SYSTEM 5B**

In Proposal 2.1 submitted by Eric Anderson, replace "DNS, DNF, DSQ, and DNE" by "DNS, DNF, RET, DSQ, and DNE."

PROPOSAL 4.2**IDNIYRA BYLAWS****DN RACE SYSTEM 5E (NEW)**

In Proposal 2.3 submitted by Eric Anderson, after "DNF (Did Not Finish): a competitor that started a race but did not finish" insert a new line "RET (Retired after finishing): a competitor that started and finished a race but advised the race committee that he/she would withdraw from the race instead of being scored in his/her finishing position. Other yacht's scores are to be adjusted accordingly."

Discussion

The proposed change is administrative in a sense, but resolves an occasional ambiguity in results when existing nomenclature does not properly identify the reason for a penalty score.

This amendment adds a scoring option that is not provided by existing by-laws. Paragraph 2 of the

'Mini Qualification Series' section of the by-laws refers to "acknowledgement of guilt and withdrawing" but offers no scoring option to implement the withdrawal. In past practice, boats withdrawing from a race have typically been scored as DNF (when they in fact finished) or as DSQ (when they were not disqualified by the race committee for starting early or a protest committee as a result of a protest).

The proposed change recognizes that two competitors may discuss a situation after racing and come to agreement that a rule was broken. The competitor whose yacht broke a rule may choose to withdraw from the race rather than require a protest to be filed and heard.

Should a competitor advise the race committee of her retirement shortly after completion of a race, there is a possibility that the next start will be delayed by the need to adjust starting positions. This is no different from the present situation where a yacht that finished may advise the race committee that she was withdrawing (often because she real-

ized that she broke a rule) and the race committee changes her finishing position to DNF or DSQ, absent any other option.

WCEN, October 25, 2017



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ELECTRONIC VOTING

IMPROVING THE WAY DN NORTH AMERICAN CLASS MEMBERS VOTE
BY VICE COMMODORE WARREN NETHERCOTE KC3786

Why do we want to change to electronic voting?

We are living in an increasingly on-line world, and most of us make less and less use of postal services. Electronic voting will be more convenient for members and more efficient and cost effective for IDNIYRA. We would use one of a number of commercial voting applications, with a cost per vote typically less than the cost of domestic postage. We believe that electronic voting will also increase ballot response rate.

A few members don't have email: what about them?

Members without an email address will be able to give an email address for a spouse or a friend. Electronic ballots will be sent to that address and the member will be able to vote from the spouse's or friend's computer.



The low-tech current ballot counting system.

Who will be able to vote?

Electronic ballots will be sent to any active member of IDNIYRA whose dues (currently \$25 on-line via PayPal) are paid up. Most active members of IDNIYRA are Americans or Canadians, with a smaller number of Europeans who pay for direct membership in IDNIYRA, as incorporated in North America. Members of IDNIYRA Europe who do not pay annual dues to IDNIYRA, as incorporated in North America, are not currently eligible to vote on changes to the IDNIYRA Constitution or by-laws, and will not be

eligible to vote under the electronic ballot proposed here.

What will electronic voting cover?

The current mail ballot, if supported, would introduce electronic voting for all matters within the IDNIYRA (North America) Constitution and by-laws, including election of officers. The current ballot to introduce electronic voting does NOT affect the Specifications Management System.

Why doesn't the proposed electronic voting cover the Specifications Management System too?

The current vote is limited to matters totally under the control of IDNIYRA North America. Changes to the Specifications Management System would require collaborative agreement with IDNIYRA Europe, which is an ongoing matter, so for the near term, changes to the specifications (class rules) of the DN will continue to use current processes which require a postal ballot.

Is electronic voting secure?

What will prevent ballot stuffing (multiple votes from a member)? Electronic voting applications require a list of eligible voters and their email addresses for any particular ballot. Each eligible voter is sent a link to the electronic ballot and a unique voter key (a password if you like), which the member must enter before he/she can complete the ballot. The voter key is unique to a particular member, and can only be used once. While use of the key is recorded, that use is saved independently of the member's responses on the ballot, so voter privacy is assured.

How would electronic voting help increase ballot response rate?

The voter key system also allows the electronic voting application to identify who has not voted yet, so reminders can be sent. No more ballots lost on the kitchen counter or in the junk mail pile.

TECH: RUNNER SELECTION MADE CONFUSING

PLATES, T'S, OR INSERTS? STEEL TYPE? STIFFENERS? PROFILE?
BY BOB GRAY US4654

Setting a boat up for a day's racing means making numerous decisions. Equipment wise you are basically limited to sail and runner selection. Sail selection is relatively straightforward. Runner selection, not so much.

Plates or T's or angles or inserts? Regular steel, soft stainless, or 440C stainless? Stiffeners or no stiffeners?. Once this decision is made, now you have to pick a profile. I'll use the term "crown" to indicate side profile. (If you place a runner on a true bar, place your hand over the pivot hole and insert .008's shims at the forward and back edge of the blade and measure this distance, you have the crown). Do you want a short crown (quite rounded) or a long crown (flat)?

At this point you should be totally confused and rightfully so. Think about what a runner does. It cuts a groove in the ice. The shallower this groove, the less the resistance and the less resistance there is, the faster you can go. With that in mind, the longer

the crown, the faster you'll be so end of discussion.

Not so fast. Jan Gougeon told me a long time ago that sailing an iceboat is building up energy (speed) and "maintaining" that energy because these rigs aren't really all that powerful. Straight line speed is great but we have to tack and jibe.

Consider canoes. If you have a 12 ft canoe and an 18 ft canoe think how much easier it is to maneuver and turn the shorter canoe. Even though it sits lower in the water, it is much easier to turn and that takes less energy. The same holds true for long and short crowned runners. Really flat runners will be straight line faster but will scrub off more energy in a turn than shorter crowned runners. With that in mind, a shorter crown might be faster on shorter courses and even on a long course in lighter winds, therefore a shorter crown could be the answer.

I



It sounds like I'm only a fan of short crown runners. Not true. A big plus for flatter runners is that they are laterally more stable, i.e. they are less likely to skid out in high winds causing a spin out.

The following are ballpark crown lengths follow:

Very Short 9"-10"

Short 11"-13"

Medium 14"-16"

Long 17"-19"

Very long over 19".

Which to use? There are two numbers that have been given me by two world champions. Ron Sherry uses the very short/short crowned runners on his snow runners. I once asked Matt Struble what he uses as his all around crown and he said 18". I then asked him how about for lite air he said 18" (a lot of sailors go shorter in light air but that's what he uses).

Most runners are sharpened to a 90 degree angle but there still are choices to make. 100 degree runners are becoming common although a few sailors are sharpening runners at angles between 90 and 100. These shallower angles don't cut as deep a groove in the ice and take less energy to tack and jibe. They work very well in lighter air and typically are found on medium to long crowned runners. They are fast but lack lateral grip. They can be quite exciting downwind when the air gets a little too heavy.

The next choice to make is which type of runner to use. On bare ice only the crown makes the difference. The ice doesn't know if the edge is on an insert or a angle as long as the profile is the same. Once the ice is contaminated this changes. If you have less than 1 1/2" of frost, snow, etc, 3/16" thick inserts are the best choice unless the contamination is under 3/4" and if you have European T's, which are slightly thinner, they are the best. With over 1 1/2" of contamination, plates are the only choice.

Then there are angles. They are often referred to as slush runners. They have a small window on slushy ice where they are the fastest runner. Their sharpened surface is wide and they don't sink in as far. Even though they they don't sink in, they do plough a wide swath. On a slush surface there are two schools of thought besides angles. 1/4" thick runners or 3/16" thick runners? 1/4" won't sink in as deep and 3/16" won't cut as wide a swath. Your choice. In all honesty if you have a properly profiled set of plate runners and a set of 36" long, 3/16" insert runners, you can sail on all sailable ice and race competitively 90% of the time.

I believe that the steel in the runner is least important. Maybe the very top rated sailors can tell the difference between 440C and soft stainless or hardened regular steel, the rest of us can't. The main difference is the amount of effort it takes to keep them in top condition. Finally there is stiffeners versus non-stiffeners. It's generally felt that in heavy air stiffeners give you an advantage and they won't hurt in lite air. If there is snow on the ice that might get up on the body, stiffeners can hurt speed.

All this probably won't help much but will give you something to think about. I've been to numerous regattas and can't tell you the number of times I've heard top rated sailors discussing with each other what runners to use. A few of them seem to spend as much time changing runners as they do sailing. Figuring out runner selection is an experience thing with a lot of Black Magic thrown in.

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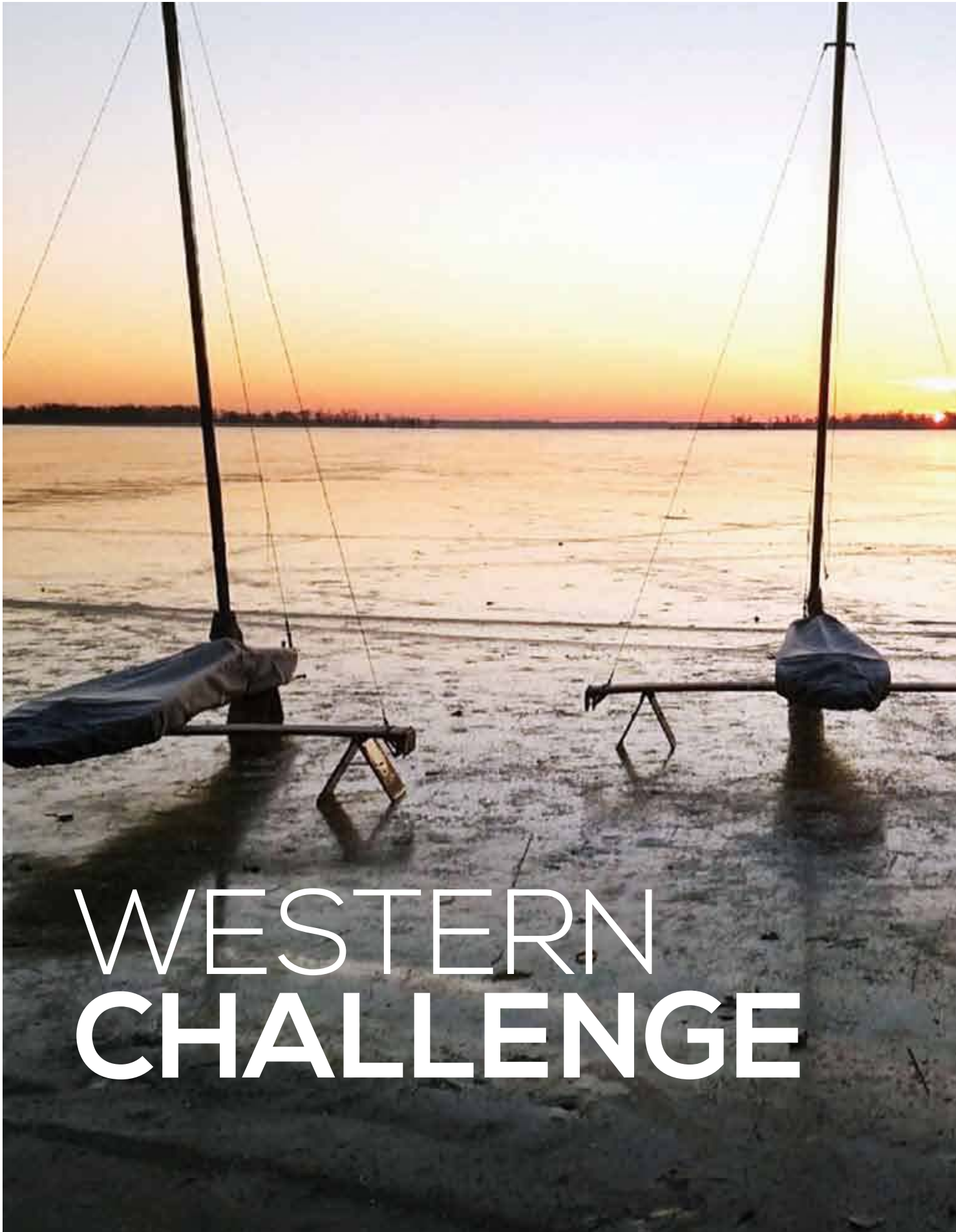
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WESTERN CHALLENGE



Any time you can get nearly 60 DNs from around the world to attend the Western Challenge you're going to have a great regatta. It did not matter that the winds were light; we still had plenty of sailing. Thanks to all the sailors who traveled near and far to sail with the Minnetonka crew. We had sailors from Hungary, Netherlands, Canada (Thunder Bay, Kingston, Montreal and Nova Scotia (Nova Scotia: now that's a drive)) and the USA. A special thanks is owed to the Deep Creek Maryland Ice Yacht Club and everyone from further south (Florida, Texas, North Carolina) for making the trek. It takes a true believer to load up gear and travel 24 hours when the Minnesota forecast is pushing 50 degrees.

Despite the unseasonably warm weather, there was really never any question as to the quality or quantity of the ice. Team Tonka had been sailing for three weeks when they scouted the ice on Long Lake

by: **Mike Bloom US5432**



in Brainerd MN. Moreover, there was not a single complaint when sailors arrived to over 5 inches of ice that former Commodore Miller accurately described as "Hollywood ice."

As always, Friday was the best day. Over a dozen 2 lap scrub races were completed. The usual suspects were fast and dominated the practice races. Still, it was a perfect day to dust off cob webs and spend some time experimenting against the fleet's best. From my vantage point, Chad Atkins ruled the day. He was fast off the line, fast upwind and fast down wind. If anyone claims to have beat Chad on Friday they only sailed one lap to his two or it was The Doctor, who is always fast in the light stuff and held his own.



Mark "The Doctor" Christensen US4824

As the sun set on Friday, rumors began to spread about a super secret practice session that actually occurred on Thursday. Apparently, those that got there a day early set up and sailed. They were busted by a local newspaper reporter who broke the story. The early birds were treated to great wind, great ice and an empty lake.

The Western Challenge began in earnest on Saturday...but nobody told Mother Nature. When she woke up she cursed the fleet with super light air. Yes, she

threw in a few sucker puffs in the morning but with tell tales hanging limp the fleet was sent in for a late lunch. Predictably, the wind immediately showed up. The 15 or so boats that stayed on out the ice sailed hot lap after hot lap for almost an hour. It was by far the best sailing of the weekend. Then, when the rest of the fleet returned from lunch the wind instantly dropped. Still, there was a light breeze and since we were there to race they lined us up. After a short delay to let the eventual rave winner get to the line, the Gold Fleet was off---like a herd of turtles. I will not recount the race but for most it was painful. Ask anyone on the left side who got hung out to dry the first time up. Yours truly started right and had the race of his life. I got launched off the starting line and separated quickly from most of the fleet. I rounded a few marks in first place. Then, Western Region Commodore Dan Hearn took his turn out in front. I moved back into first after the last leeward rounding but was out sailed the last time up by Peter Hamrak of Hungary. Hamrak took the checkered flag. Mike Bloom second. Chad Atkins finished third. As the wind dropped to practicably nothing, there was an on-ice Silver Fleet skipper's meeting. The Silver fleet decided to sail a one lap race. Not long after the start, it was obvious that nobody told the handful of young track stars who were pushing their boats around the course that the rest of the fleet was racing to the bar. Very few silver fleet sailors finished or even attempted to finish. Most pushed straight for the pits conveniently located in front of the Northern Cowboy Bar and Grill. Although results were never posted, many sailors must have done well in the race to the bar. By sundown, there wasn't an empty seat in the house.

Sunday was more of the same. The air was light and no races were attempted. Many used the morning to scrub race or test new gear on a .6 mile course. Others pulled the plug early and hit the road.

As the Western Challenge drew to a close the Tonka boys had accomplished their yearly mission. They got the fleet together on the only ice in the upper Midwest and opened the season with lots of casual racing, even if the air was light. There were many new faces, which is always good, scattered amongst lots of veterans. And finally, they got everyone asking "where can we sail next weekend?"

Until then, Think Ice!
Mike Bloom US5432





We had just arrived at the launch site to see the sun set on the first day.

IN DN FINLAND

BY DEB WHITEHORSE

Why does someone travel 14 hours by plane followed by 9 hours in a car to stand on a lake for 3 days in a part of the world where the sun is above the horizon for less than 6 hours?

My reason was to attend Week 46, a famous iceboat regatta in Finland. This is the first regatta of the European season, held in November, with two competitions, the Johnny Köhler Cup and All Saints regatta. Think Minnesota DN Western Challenge European style, The Finnish DN organization has been hosting Week 46 since the early 1980s and it attracts ice sailors from all over Europe. In 2017, 9 countries were represented including Finland, Germany, Poland, Sweden, the Czech Republic, Russia, Switzerland, Hungary, and the Netherlands.



Oscar Lindell shows the way

My commute time to the regatta was easy compared to Peter and Reina Greveling's 28 hour drive from the Netherlands. Peter Hamrek traveled alone over 40 hours from Hungary for 2 days of sailing. Our motivation to gather in remote Finland was the op-

portunity to be the first on the ice, the breathtaking beauty of Finland, and the camaraderie that defines the ice sailing community. It was a challenge for everyone to travel to Finland and was worth every hour spent enduring the weariness of travel.



Reindeer games.

Our hosts made my stay and the regatta all run very smoothly. Finland DN Secretary, Olli Varti, whom I had never met, welcomed me at the airport holding a big "DN" sign that was to later be used near the sailing site to show the way. After a quick snack of Finnish rye bread and cheese, we met Oscar Lindell with whom I would make the drive to Ranua.

Our 9 hour drive was unforgettable because we followed a European golf tournament on a Twitter live feed. Oscar's brother, 19 year old Oliver, is one of Finland's top professional golfers. Finland's highways are in excellent condition and the studded tires on Oscar's van allowed us to make good time through the snow and slush. We kept an eye out for the two unpleasant realities of life on the road in Finland, traffic speed cameras and wandering moose.



The natural beauty of Finland is breathtaking. The tall forest is a harmonious color palette right out of modern Scandinavian design, pure white snow, soft green spruce trees, and muted reds seen in the tree trunks and Finnish houses. It's a peaceful landscape without the visual clutter of billboards and neon lights. The colors of sunrise melted directly into the colors of sunset as the sun hung low in the sky in the 5.5 hours of daylight. Symbols of Finland were all around us, from the reindeer herds to the bright red lingonberries that Timo Caravitis pointed out to me under the snow at the launch site.



The little fire cottage.

A retired couple graciously allowed us to invade their property and use as the launch site. Not only did they let dozens of cars and 2 campers park in their driveway, they kept a fire going in a small traditional red cottage equipped with benches all the way around. It was pure charm and encouraged warm conversation with old and new friends. I will never forget the peace and tranquillity I felt as I sat in that cottage watching the fire.

I suppose I should talk about the actual sailing. Friday, Olli and Oscar set the course. Olli put aside his own sailing and assumed PRO duties while I helped with the scoring. Winds were a steady 6 meters per second (12 kts) from the west and never wavered. Hard black ice was covered with



Brothers-in-laws Jerker Sandström & Timo Sivula

2" of soft snow that did not affect the sailing. The Johnny Köhler Cup was sailed in 6 back to back races. Tomasz Zakrzewski P55 dominated the day with a nice mix of boats in the top 5. At the end of the day, Oscar, the hardest working professional photographer in Finland, tabulated the scores in between editing photos for his many clients.

Snow fell again Friday night but it was lack of wind on Saturday that kept us from racing rather than the snow. Sailors spent their time visiting, making deals for DN parts, measuring, discussing runners, and sharing knowledge about racing and tuning. Saturday night Czech sailor Vlada Ptasnik CZ112 provided a memorable moment while he entertained us with his guitar backed by Jerker Sandström and bass guitarist Timo Sivula. A Czech sailor singing Neil Young's *Heart of Gold* in Finnish; no where else but an ice regatta!

Sunday arrived and I was certain that the snow would have drifted, turned to styrofoam, and ended any hopes for sailing. I was wrong, this November Finnish snow was magic snow! Even with an 8 meters per second (16 kts) wind, the snow did not drift nor limit visibility. I was reminded again of the lesson to not automatically assume that a few inches of snow will prevent sailing. Someone should always try!

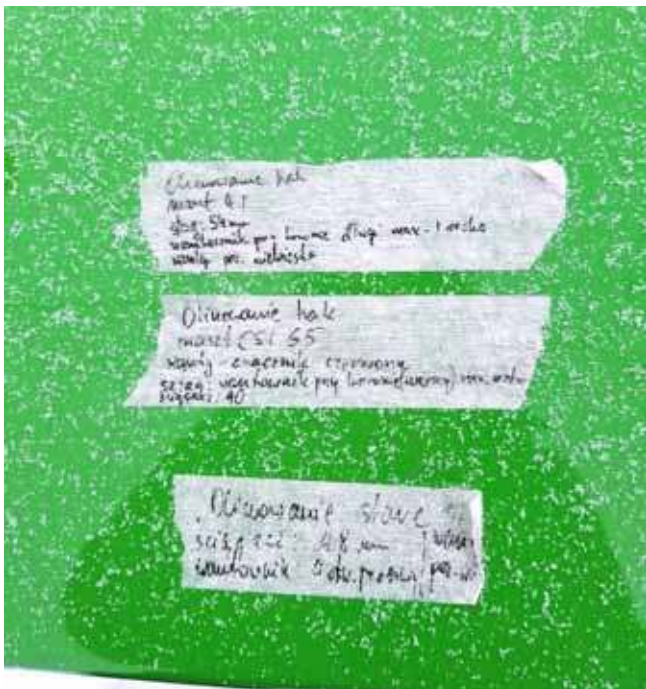
Peter Hamrek won all five races of the All Saints regatta. Peter's morning commute didn't start out so well when he slid off the side of the road while taking phone video of the reindeer herds. The guys set off and quickly pulled his vehicle out of the ditch.

Oscar asked me if I thought that ice sailors were the same all over the world. I told him definitely yes. Something I observe in all iceboat classes is that immediately after a race, sailors leap from their boats,

adrenaline pumping, run to their fellow competitors, arms waving excitedly as they recount the passes, tacks and jibes. Their post race exuberance is one of my favorite things to see on the ice. Ice sailors around the world spend no-wind days in the same way that was done on Saturday, retelling regatta stories, measuring, making deals, eating, joking, and laughing.

All of us who made our way to that small lake 60 km from the Arctic Circle in November were rewarded with an authentic experience of the natural beauty of Finland. excellent sailing, making new friends, and renewing old friendships. Where else would I have hours and hours to talk about ice sailing and learn about life in Finland?

Deb Whitehorse
IDNIYRA Secretary



Tomasz Zakrzewski P55 referred to these settings scrawled on tape as his "Wikipedia"



Peter Hamrek M53 & John Winquist L601 at the one and two block before the race start.



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