

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

SEPTEMBER 2019



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3 SPECIFICATIONS PROPOSALS FROM THE TECH COMMITTEE

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MAST AND RUNNER SPECS BY CHAD ATKINS US4487

MINUTES FROM THE IDNIYRA EUROPEAN SECRETARIES MEETING

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Cover: Jeff Kent US3535 sailing the 2019 Gold Cup at Indian Lake, Ohio
Photo: Gretchen Dorian gretchendorian.com



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Contact IDNIYRA Secretary
Deb Whitehorse
1200 East Broadway
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Phone: 608-347-3513
Email: debwhitehorse@gmail.com

RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

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COMMODORE'S MESSAGE

WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

GOVERNANCE AND VOTING MATTERS THE EPIC AGREEMENT

As we get closer to the 2019/2020 season I would like to update members on some governance and related voting matters.

In 2018, the North American and European Governing Committees jointly developed two documents, the EPIC (Established Procedures for Iceboat Competition) Agreement and the Regatta Management Agreement. We then published them in Runner Tracks to enable member feedback. These agreements, if approved by the membership, would satisfy a several goals:

- That we continue to sail the same DN in both North America and Europe
- That we organize racing the same way in both North America and Europe
- That we strengthen our trans-Atlantic relationships so that the DN continues to be the strongest iceboat class world-wide
- That we replace the current Specifications Management System so that we can vote electronically on all matters, including technical specifications
- That membership in the class be on the same basis in North America and Europe, i.e., an individual paying a fee to IDNIYRA or IDNIYRA EU.

Adoption of the EPIC and Regatta Management Agreements requires approval by both North American and European memberships, by postal vote. A postal vote is required because the EPIC Agreement replaces the current Specifications Management Agreement, which requires a postal vote for amendment (and replacement is the ultimate amendment). That vote has been delayed by European re-organization.

To satisfy the membership requirements of the EPIC Agreement IDNIYRA EU planned to amend its governing documents to establish individual, fee-paying memberships instead of memberships through the National European DN Associations. Amending the IDNIYRA EU governing documents proved to be an onerous legal process, both slow and expensive. In the end, the European Governing Committee chose to dissolve the German-based IDNIYRA EU and incorporate a new, Austrian-based organization with the required membership structure. The new organization was incorporated in summer 2019, but at that point it was an organization without members. IDNIYRA EU is now preparing to invite membership applications to populate a fee-paying membership.

The membership of the new IDNIYRA EU is expected be established and ready for a vote by mid to late-November. This will allow us to send a postal vote to North American and European members seeking approval of the EPIC and Regatta Management Agreements. Both Governing Committees will recommend their approval.

Continued next page.



Photo: Gretchen Dorian

It is possible, indeed likely, that these agreements, if approved, will not be approved in time for the 2020 Yearbook, in which case their adoption would be delayed until the 2020/2021 season.

We also anticipate voting on specification changes. Proposals from Peter Hamrak (M-53) have been submitted to the Technical Committee for review under the existing Specifications Management Agreement and will need to be subject of a postal ballot absent adoption of the EPIC and RMA Agreements.

Regardless, voting on Peter's proposals will likely be delayed by the need to re-establish European memberships. Holding a 'North American only' vote would not be good for the health of the class.

The technical Committee also has a proposal from Bob Gray (US-65) for a small reduction in minimum runner thickness to acknowledge normal commercial tolerances. The Technical Committee is expected to present this to the 2020 Annual meeting for member discussion; if supported it would then proceed to a member vote. This vote could be electronic, if the members adopt the EPIC and Regatta Management Agreements.

The days are getting shorter ... GWC beckons!

Warren Nethercote KC3786



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INTERNATIONAL CLASS OFFICERS 2019-2020

NORTH AMERICAN COMMODORE

Warren Nethercote KC3786
 Nova Scotia, Canada
 Phone: 902-478-2517
 Email: wnethercote@eastlink.ca

NORTH AMERICAN VICE COMMODORE

Jody Kjoller US5435
 Temperance, Mi 48182
 Phone: 419-265-6779
 Email: dn5435@yahoo.com

NORTH AMERICAN SECRETARY

Deb Whitehorse US2366
 1200 East Broadway
 Monona, WI 53716
 Phone 608-347-3513
 Email: debwhitehorse@gmail.com

NORTH AMERICAN TREASURER

Deb Whitehorse US2366
 1200 East Broadway
 Monona, WI 53716
 Phone 608-347-3513
 Email: debwhitehorse@gmail.com

NORTH AMERICAN PAST COMMODORE

Robert Cummins
 Oshkosh, Wisconsin
 Phone: 920-573-1265
 Email: rcummins@new.rr.com

EUROPEAN COMMODORE

Attila Pataki M100
 Balatonfüred, Hungary
 Email: commodore@icesailing.org

EUROPEAN VICE COMMODORE

Timoleon Caravitis L37
 Helsinki, Finland
 caratimo@gmail.com

EUROPEAN SECRETARY

Attila Pataki Jr. M101
 Balatonfüred
 Hungary
 Email: hungary@idniyra.eu

EUROPEAN TREASURER

Jerzy Henke P58
 Poland
 Email: jh@abplanalp.pl

EUROPEAN JUNIOR PROGRAM MANAGER

Stan Macur P111
 Poland
 Email: juniorprogram@icesailing.org

EUROPEAN WEBMASTER

icesailing.org
 Dietmar Gottke G4
 Germany
 webmaster@icesailing.org



EUROPEAN INSURANCE MANAGER

Niklas Müller-Hartburg OE221
Vienna, Austria
Email: insurancemgr@idniyra.eu

NORTH AMERICAN REGIONAL COMMODORES

CANADA

John Curtis KC5514
Kingston, Ontario
Phone: 613-328-4015
Email: john@johncurtis.ca

MOUNTAIN LAKES

Bill Van Gee US3435
New York
Phone: 315-483-6461
Email: dn3435@juno.com

EASTERN LAKES

Chad Atkins US4487
Rhode Island
Phone: 401 787 4567
Email: catkins4487@gmail.com

WESTERN LAKES

Daniel Hearn US5352
Wisconsin
Cell: 608-692-4007
Email: dhearnUS5352@gmail.com

CENTRAL LAKES

Rob Holman US3705
Michigan
Phone: 419 350 9658
Email: Sail222@yahoo.com

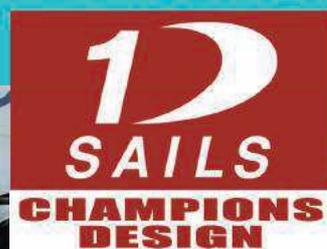
**NORTH AMERICAN JUNIOR PROGRAM
MANAGER**

Ron Rosten
Cell: 608-692-8816
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IDNIYRA AS A 501(C)(3): WHAT DOES THIS MEAN TO US?

Warren Nethercote, Commodore IDNIYRA

Last year the IRS granted IDNIYRA 501(c)(3) status, making us a charity in addition to our being a non-profit incorporated in Michigan. What are the practical implications of this IRS decision? The answers differ for the Governing Committee and the membership at large.

The obvious benefit for (American) members is that IDNIYRA may now accept donations which may be itemized as deductions for charitable contributions on donors' federal (US) tax returns (but membership dues, regatta entry fees or fees for service are not charitable donations).

For the Governing Committee, 501(c)(3) status requires a greater commitment to accountability, both to members and to government. As a 501(c)(3) charity (assuming gross revenues of less than \$50,000 and charitable receipts of less than \$12,000 annually):

- IDNIYRA must file a tax return annually with the IRS;
- IDNIYRA must provide donors with a statement of the value of quid pro quo contributions and written acknowledgement of individual donations of value greater than \$250;
 - When a member joins as a sustaining member, the amount of their payment in excess of the IDNIYRA membership fee is a quid pro quo contribution that is tax deductible;
- IDNIYRA must provide donors of a 'qualified vehicle' (generally an iceboat) with a claimed value of more than \$500 with a written acknowledgement and file a form 1098-C, Contributions of Motor Vehicles, Boats, and Airplanes, with the IRS;
- IDNIYRA must provide the IRS with written notice of individual receipts of \$10,000 or more that are not charitable contributions;

- IDNIYRA, as a charity incorporated in Michigan, must register with the Michigan Department of the Attorney General Charitable Trust Section and provide annual financial statements; and,
- IDNIYRA must make its annual financial statements accessible to members and the public.

In practical terms, none of these requirements are onerous for an organization with IDNIYRA's business volumes. Our income tax return is an electronic postcard and registration with the Michigan Attorney General is a one-time requirement unless our charitable receipts equal or exceed \$12,000 annually. We just need remember to do our paperwork, on time. We also need to provide written acknowledgement of contributions to donors: this is a first-time requirement that comes with being a 501(c)(3).

For members of IDNIYRA, 501(c)(3) status does not affect their normal relationship with IDNIYRA.

The IDNIYRA will continue to collect membership dues, regatta entry fees and fees for services (issuing sail numbers, sale of publications, plans, etc.). Where does 501(c)(3) status change things for American IDNIYRA Members?

- If you join IDNIYRA as a Sustaining Member, that part of your payment in excess of the standard membership fee is a charitable donation;
- If you make a financial contribution to IDNIYRA with no requirement for goods or services in return, it is a charitable donation;
- If you give IDNIYRA a non-monetary gift (for example, an Iceboat) it is a charitable donation. The IDNIYRA would then determine a fair value for the donation and provide a receipt for that amount.

Continued on page 10



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In 2017, Jeff has partnered with Sam and Oliver Moore to deliver engineering, prototype design, custom and production fabrication for Iceboating and beyond...



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Oliver Moore

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501(c)(3) status does not allow us to 'provide athletic facilities or equipment' to individuals (IRS publication 557, Rev. Jan 2018) but will allow us, for example, to develop a program to provide registration or accommodation cost relief to encourage youth participation in regattas.

Will 501(c)(3) status have a big effect on how we operate? Probably not. IDNIYRA is about a \$40,000 per year operation. With gross revenues less than \$50,000 per year our reporting requirements for IRS are quite simple. It is unlikely that we will generate more than \$10,000 annually in charitable contributions in the near term, so our reporting requirements for the Michigan Attorney General should remain simple too. Should our annual gross revenues rise beyond \$50,000, or our annual charitable receipts exceed \$12,000 at some future date, then reporting requirements to governments will increase, in which case we will need to ensure that there are commensurate benefits to our members.

You should be receiving membership renewal reminders shortly. Should you (as an American) decide to join as a sustaining member this year, for the first time you will be making a charitable contribution eligible as a tax deduction as well as helping support IDNIYRA.

Disclaimer: This article was written by a Canuck based on reference to IRS and Michigan Attorney General documents and consultation with Michigan Attorney General staff. American members of IDNIYRA should not rely upon this article as a source of tax advice.



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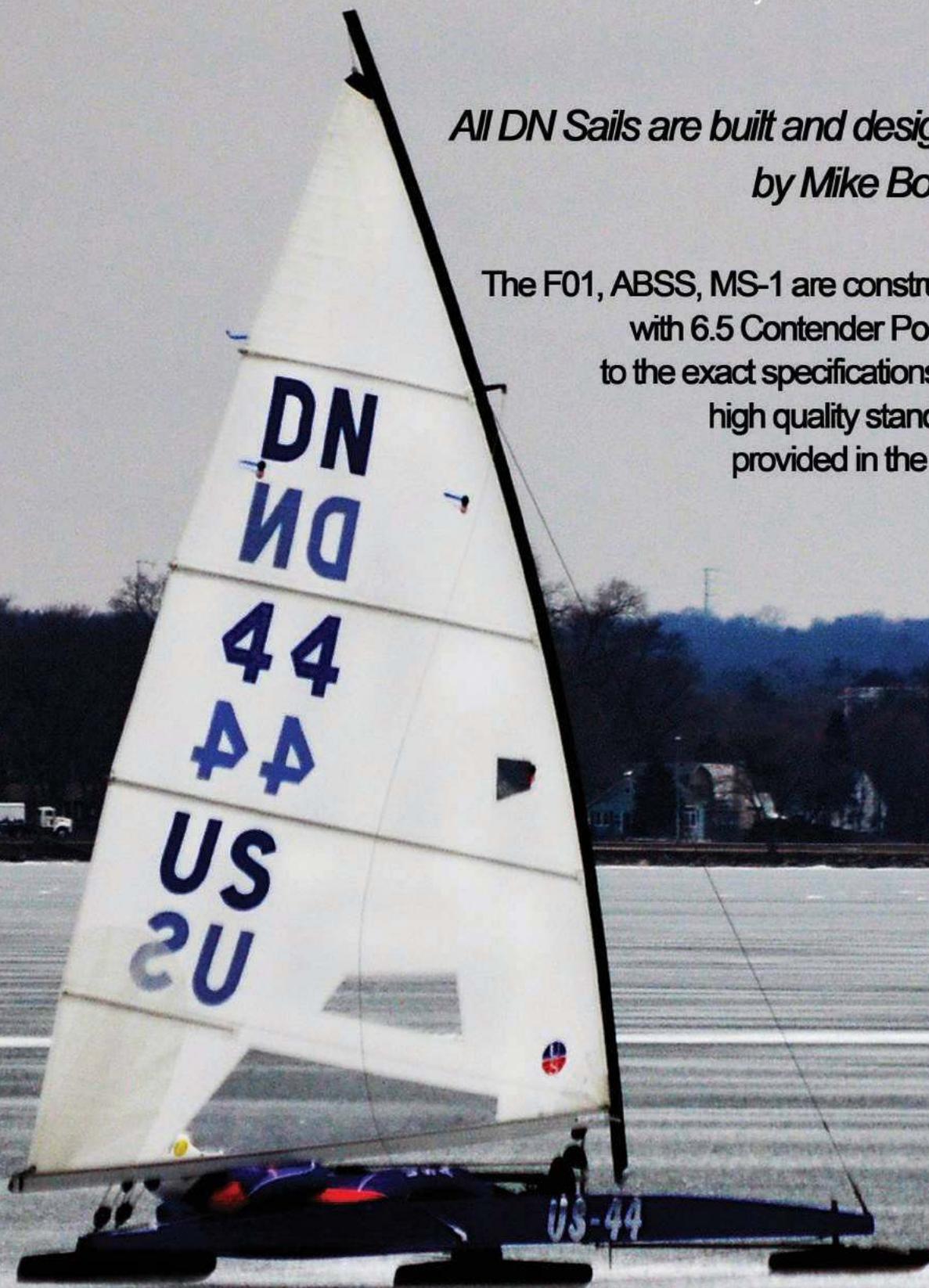
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PROPOSALS TO CHANGE THE OFFICIAL SPECIFICATIONS

The Technical Committee has reviewed the Peter Hamrak proposals (published in RT 2019 May) and worked with Peter to revise the wording.

PROPOSAL #1

Section C of the Official Specification:

Proposal is to completely remove C 3./f.

RE: Mast Weight

Existing:

C 3. f.

The mast, without stays but complete with hardware and halyard used while sailing, may weigh no less than 15 lbs. (6.80 kg). Aluminum masts produced from a die existing prior to July 1, 1996 may weigh less than 15 lbs. (6.80 kg).

Reasons:

Today's carbon masts can be produced 30% lighter than earlier masts. It is necessary to put about 2,3 kg **LEAD** in each mast to meet minimum weight requirements (6,8 kg). The corrector weight is the 50% of the mast's own weight. It adds a huge amount of extra **NON-functional** material to the mast without any reason. It is extra work, material and expense.

Explanation:

- There is no reason to have the weight limit for the masts as it has no real advantage if the mast weights less. We don't sail on waves, and the boat hardly tilts. The mast's balance point hardly goes out of the center of gravity of the yacht. The heavier total weight of the boat can even be an advantage in high wind performance.
- The placement of the corrector weight is very difficult, especially on the top section. It requires special molding, extra material and work. The lead filling makes the masts more expensive to build, and the least friendly environmentally.

PROPOSAL #2

Section C of the Official Specification:

Proposal is to completely remove C 3./g paragraph.

RE: Mast Balance point

Existing:

C 3. g.

When supported at one point in an approximate horizontal position, the mast, without stays but complete with hardware and halyard in sailing position, must balance at a point a minimum of 84 inches (2133.6 mm) from the mast base. ")

Explanation:

- The balance point has no real effect on the performance of the DN. The higher center of gravity only effects boat speed if the pitching or raking of the boat is rapidly, periodically changing. It often occurs in summer sailing like on waves the fore and aft movement or tilt by the force of the wind to the sides. The DN is steady on the ice almost all the time, so there is no additional movement that could influence the speed this way.
- The placement of the corrector weight is very difficult, especially on the top section. It requires special molding, extra material and work. The lead filling makes the masts more expensive to build, and the least friendly environmentally.

WITH ACCEPTANCE OF MAST PROPOSAL(S), ELIMINATION THE FOLLOWING ACTIVE INTERPRETATIONS AS TO NOT CONTRADICT SPECIFICATIONS AS REQUIRED

10/17/83: It is allowed to use a mast which is reinforced with carbon fibers from the inside as well as the outside.

11/30/98: The minimum weight and balance point specifications (C.3.g and C.3.h) must be met with and without any removable internal reinforcement.

02/15/2013: In specifications C.3.f. and C.3.g, the term "stays" includes all components and devices used to connect the cables to the mast hound at the height of the lower mast hound bolt, reference specification H.13., All components and devices used to connect the cables to the mast hound at the height of the lower mast hound bolt must be removed from the mast when determining the weight, C.3.f., and the balance point, C.3.g.

PROPOSAL #3

Section E of the Official Specification:

Modify E. /2.e to:

2./e Body shall be made of any composite material. (for example: wood, plastic foam, nomex-aramid, fiberglass, carbon, steel or other)

EXISTING:

("E. 2./ e. Body shall be made of wood. Fiberglass may be added. Plate may be attached by bolts, or epoxy or both. ")

Reasons:

- The evolution of the DN **insert runner types** was not implemented properly in the Official Specifications for some time now. The several modifications in interpretations are confusing and incoherent.
- The Specification does not even contain CARBON fiber as allowed material for runners.
- The minimum wood content of the runner body is not clearly specified.
- There is no eligible method to enforce the adherence of the runners, especially the inner content.

This rule change would eliminate all problems of enforcing the rules of the runner bodies, and keep all today's insert runners legal.

WITH ACCEPTANCE OF PROPOSAL, ELIMINATION THE FOLLOWING ACTIVE INTERPRETATIONS AS TO NOT CONTRADICT SPECIFICATIONS

10/17/83: It is permissible to reinforce wood runner bodies (of regulated thickness) with materials like carbons, aluminum, tin, and similar materials. No kevlar.

11/14/89: Wood or metal stiffeners may be added to insert runners (as in E.1.e. for plate runners) as long as the minimum wood body meets the dimensions in E.2.a. and the stiffener is outside the wood body. No wood or metal stiffener may come between the insert plate and the slot on the wood body. No metal stiffening is allowed inside the main wood body.

11/30/98: The body of a wood body runner must be constructed of wood and adhesive only. No internal reinforcement is allowed except for threaded rod, or bolts, or screws used to attach the steel to the body. The wood body must meet all specifications before the application of external reinforcement. Reinforcement between the blade and body (inside the slot) on insert runners is considered to be outside the wood body and is allowed.

12/01/2012: The interpretation dated 11/14/89 is amended to read as follows: Wood, metal, or carbon stiffeners may be added to wood body runners (as in E.1.e. for plate runners) as long as the minimum wood body meets the dimensions in E.2.a. and the stiffener is outside the wood body. No wood, metal or carbon stiffener may come between the insert plate and the slot in the wood body. No metal or carbon stiffening is allowed inside the main wood body

Stiffening elements and reinforcement of the body of wood body runners are controlled by specifications E.2.a., d., e.; E. 4.; E. 6. and interpretations E. Runners dated 10/17/83; 11/23/87; 7/1/92; 11/30/98; four interpretations dated 1/15/2010; 12/01/2012; and I. Fittings dated 1/15/2010 On wood body runners, allowed material added to the body which is outside the allowed maximum body thickness of 11/32 inch (26.1 mm) is considered a runner stiffener or stiffening element. Allowed material added to the outside of the wood body, or in the slot of insert style runners, that does not exceed the allowed maximum body thickness of 11/32 inch (26.1 mm) is considered external reinforce

THE 1971 REGATTA: WHEN THE CHAMPIONSHIP TRULY BECAME AN INTERNATIONAL EVENT

REPRINTED FROM THE IDNIYRA "NEWSLETTER #1" PUBLISHED IN THE FALL OF 1971. BILL CONNELL OF SHREWSBURY, NEW JERSEY WAS THE SECRETARY/TREASURER AND EDITED THE NEWSLETTER.

"Dan Levin, a true sportsman and a sincere friend of the iceboating fraternity in the New York area, who incidentally is a writer by profession, was invited by yours truly to follow the grand tour of U.S. DN racing that took place this past February by five outstanding gentlemen from Europe: Wim Van Acker and Jan Eindhoven from Holland, Roman Rowecki from Poland, and Alex Kuefer and Horst Radamacher from West Germany."

Bill Connell, 1970-71 IDNIYRA Secretary/Treasurer

DN ICEBOATING

By Dan Levin

It was Baltimore and Dallas on the corner lot, Joe and Muhammed at your uncle's gym. Indiana's tiny Geist Reservoir was no place for the world series of ice boating; everyone had planned on 5,239 acre Lake Geneva in Wisconsin, but here they were on this frozen puddle. It wasn't that Geneva had lacked for wind, and its ice was thick enough for an elephant race, but iceboats won't work any better than elephants in 22 inches of snow, and suddenly it was falling everywhere. A quick decision had to be made, and the Indianapolis Sailing Club tasted glory; its clubhouse and docks were available, and they were willing to host the 1970-71 DN International Championship. There was no snow they said, the ice was fine, and heavy rains had ended one day earlier; so everyone folded up their boats and went back home to Indiana, just as the outflow from swollen Fall Creek began bubbling up all over the ice. Suddenly there were holes everywhere. It was the

most important regatta in iceboating history, but otherwise it was typical of this maddening, fascinating sport: everything went wrong from the beginning.

...THEIR BOATS WERE SHIPPED TO NEWARK, AND FOR 5 DAYS LAY ON THE DOCKS - BUREAUCRATIC SNAFUS...

The DN-60 International Class Championship had been held annually since 1953, but only this year, with the arrival of five Europeans did it become a truly international event. The Europeans flew directly to the midwest, but their boats were shipped to Newark, and for five days they lay on the docks - bureaucratic snafus, and all that. Finally they were freed, though, to be trailered west behind a 1949 Cadillac Hearse owned by Jersey iceboater Bill Connell. He met the Europeans at Lake St. Clair, Mt. Clemens, Michigan after 34 hours and two blowouts during one of the year's worst sleet and snow storms. They were all exposed to typically warm midwestern hospitality, and some special races in their honor by the Detroit News Ice Yacht Club. The following Thursday they started through the snows to Indianapolis in the Hearse, arriving eleven tense hours and another high speed blowout later.

At the sailing club all five Europeans had been pre-registered as Hans Brinker. Two in fact were Dutch, Wim Van Acker and Jan Eindhoven, the European Champion in 1969. They klopped into Indiana wearing brightly painted wooden shoes, and they spoke passable English. The others, two Germans and a Pole, smiled a lot, even on Saturday morning when holes in the ice forced cancellation of the first day's competition.



Indianapolis News clipping courtesy of the Indianapolis Sailing Club. Photo: George Tilford

That morning the 85 sailors stood around and hoped for the best, the closest to optimism most iceboaters ever get. Their little DN's were graceful even at rest, brilliantly colored and pleasant to see, hardly bigger than children's toys it seemed. The DN is the smallest and most popular iceboat class in North America, and the only one used in European competition. It carries sixty square feet of sail; the initials derive from the Detroit News, where the first DN's were built 35 years ago in a craft shop for under privileged children. Today there are 2,500 DN's registered in this country, over a thousand in Europe. Holland alone has 250.

The first iceboater was a seventeenth century Dutch fisherman, Jan Eindhoven said on that first, frustrating morning. He was landlocked by ice one winter, so he put runners on his boat, sailed over the ice to water and went fishing. Later the whole crew pulled the boat back on the ice.

The current European champion is a Russian or more correctly, an Estonian from the Baltic state of Estonia, but he wasn't allowed to come to America. The little country offers some of Europe's best ice, but though getting there is no part of the fun, both Dutchmen feel it is still better than not getting there at all.

ALL AGREED THEIRS WAS THE FASTEST NON-MOTORIZED SPORT IN THE WORLD, WHEN THEY COULD PRACTICE IT.

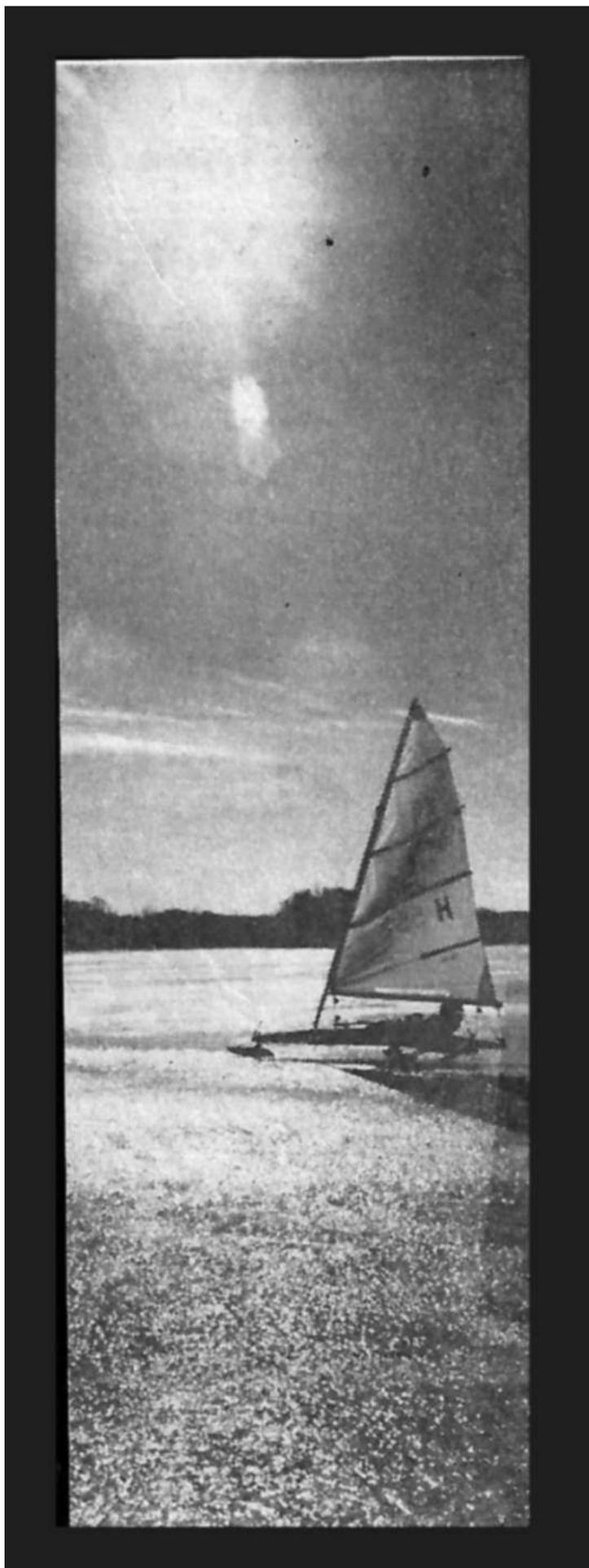
"It seems there are, uh, certain travel restrictions in Soviet bloc countries, but 100 hours of non-stop, 40mph driving from Amsterdam to Estonia is literally going too far. First we must go to Minsk and Smolensk and then through Moscow. You don't have to be Ferdinand Magellan to know there are more direct routes than that. And the Russian roads? There are some ruts. Sometimes we come out of one and through the back window we cannot see the boats on the trailer."

Van Acker recalled the tale of a 17th century Dutchman who took a bow and arrow with him on his iceboat. He was moving along pretty well, a little intoxicated by his new sport it seems, when he let an arrow fly, and he was amazed to see it going backwards. Everyone laughed. All agreed theirs was the fastest non-motorized sport in the world, when they could practice it.



Louisville Courier Journal clipping courtesy of the Indianapolis Sailing Club. Photo: Barney Cowherd

Continued next page



Louisville Courier Journal clipping courtesy of the Indianapolis Sailing Club.

Photo: Barney Cowherd

Caption: "SAIL EXTENDED, an iceboat skims across a sparkling lake."

By noon Saturday some sailors were making short, tentative runs, skirting the holes. A few went through thin ice, but soon a short (1/3 mile between pylons) course was set up. It wasn't suitable for the Internationals, but the sailing club staged an impromptu regatta, the Hoosierland Invitational. Wim Van Acker finished third. The Pole, Roman Rowecki tied for fifth.

"IT'S INTERESTING FOR YOU TO KNOW WE ARE SOME OF THE TOP OF EUROPE. IF YOU CAN BEAT US TOMORROW, THEN MAYBE YOU ARE THE BEST IN THE WORLD"

The winner and runner up were Michigan's Jan Gougeon and Spike Boston, bearers of two famous DN names. Gougeon's brother Meade was fourth. In the last two years either Jan or Meade has won nearly every major regatta they've entered.

"That Meade Gougeon is the best damn sailor in the U.S....," said Ted Sprague, who tied the Pole for fifth. Good, yes, but not lucky. Last year he actually won the Internationals, but was disqualified because his runner plank was 1/64" too long. This DN class really sticks to its "one design" rules. The Gougeons are custom boat builders, and they built Spike Boston's boat. Boston's brother Skip is the only three time winner of the Internationals, and 16 years ago, when everyone was sailing 20 foot iceboats, their dad Howard built a little one called "Mickey Mouse" which inspired the Detroit News.

That evening at dinner there was talk of iceboating becoming an Olympic sport. All agreed that getting the Europeans here was a good move. Wim Van Acker approached Jan Gougeon. "It is interesting for you to know we are some of the top of Europe," he said. "If you can beat us tomorrow then maybe you are the best in the world."

The next morning, though, the holes were still there, but despite objections the race committee appeared ready to hold the Internationals over Saturday's little course. The Dutchmen called it a "flower pot." Suddenly a group of boats arrived from the far end of the reservoir. They had been exploring, sort of like the dove that Noah released from the ark. Follow us, they said, and so the whole fleet of 76 boats did, to discover a broad stretch of unholed ice far from the damaging inflow of Fall Creek. Why weren't we told about this yesterday, everyone asked, and the race committee was embarrassed. Geist Reservoir is a somewhat better charted body of water than, say, the Okefenokee Swamp, but no one had thought to look down ice. The damage had been done, though. The DN-60 International Class Championship, scheduled for two full days, would now be condensed into three four lap heats per sailor, on a darkening afternoon.

It was beginning to snow. The gray of the ice reflected the sky. A DN rounding the near mark made the grinding roar of a whole hockey team braking, and braking. Spectators squinted into the wind as the flock of white sails darted away again, searching for erratic gusts like albino bats blinded by a sudden light. Meade Gougeon started well, then made a tack close to shore, one of his runners hit a rock and he finished last. He replaced the runner and won his next heat, but Jan had already taken two firsts, and with a third in his final heat he was international champion.

JAN GOUGEON SPOKE ABOUT AN ICEBOATER'S NIGHTMARE, HIS YEAR IN VIETNAM. "IT WAS HOTTER'N HELL, MOSQUITOES ALL AROUND AND THOUGHT OF NOTHING BUT ICEBOAT DESIGNS BUT NOW I GUESS IT WAS WORTH THE WAIT."

A Michigan attorney named Stan Woodruff was second in a Gougeon boat. Chicago's Jane Pegel, winner in 1960 and 1963, was tied for third with Spike Boston on points. Spike was awarded third and Jane fourth, since when they sailed against each other in the heats, he beat her more often than she beat him. A weathered mast was all that remained of Jane's championship boat; in 1965 a tornado hit her equipment shed and



Continued next page

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they found pieces of boat 1 1/2 miles away; the mast was in a cornfield. Skip Boston was ninth, Wim Van Acker eighth, best for the Europeans; the course had been much shorter than they sail at home, and the wind light for their relatively heavy boats. Van Acker invited Jan Gougeon and some other Americans to compete in Europe next year, and they said they would try. Jan Gougeon spoke about an iceboater's nightmare, his year in Vietnam. "It was hotter'n hell, mosquitoes all around. I sat up in that guard tower and thought of nothing but iceboat designs, but now I guess it was worth the wait." No one complained about the weekend anymore. As we were saying everything went wrong, but it was a typical iceboat regatta; everyone was ruddy faced and full of memories, and all went home happy.



A DUTCH ENTRANT, John Eindhoven from Amsterdam, adjusts rigging on his iceboat before making a practice run Saturday.

MEMORIES OF GEIST RESERVOIR AND THE 1971 CHAMPIONSHIP

Many thanks to the Indianapolis Sailing Club for sharing the newspaper clippings from their archives.

Pete Johns US2360 remembers the regatta: "We had a large group there from the Decatur Ice Sailing Club. Vince Langone US543, Bob Gordon US2236, both Tom Sly Sr. US2094 and Tom Sly Jr. US2238, Bill Coberly US472, Jack Evans US2362, Herb Dakin US2237, and myself. A lot of those iceboaters have passed on. That was one of my first regattas. Started in 1967. It was the start of the runner war. Had to have some Van Acker's special T's and stainless snow plates."

Susie Pegel US905: "1971 regatta at Geist was my first DN championship (I was a freshman in high school). I remember the big deal on the radio was Alice Cooper. We got down to Geist and the part of the reservoir where they have their summer club races was too full of holes. So we set the DN race course down by the dam instead. At that time they were going to allow no houses to be built around Geist. Of course that didn't last long. One spring I went down there for a Laser regatta and the ice must not have been out long because DNs were still sitting on the lawn by the club. (Indianapolis Sailing Club)."

Dan Connell US1630 and son of the late Bill Connell, then Secretary/Treasurer: "I was in 4th grade and traveled with my dad and the Europeans to that regatta. Both my dad and the Gougeons used a hearse to haul their DNs. Wim Van Acker visited my school classroom wearing his wooden shoes."

Romuald Rowecki P25(referred to as "Roman" in the story) was the Pole who attended this significant regatta. Romuald authored "50 Years of DN Sailing In Poland" for the May 2019 issue of Runner Tracks.



Peter Hamrak
icewise.hu
m53@icewise.hu

IDNIYRA SPECIFICATIONS ON MASTS AND RUNNERS

BY CHAD ATKINS US4487

I hope everyone had a good off-season this summer either out on the water, down at the beach, BBQing in the yard, chopping firewood, killing it in the gym or actually building winter gear and checking things off the punch list from last season.

With that it's the right time to throw out a few opinions on the Peter Hamrak M53 proposals that were published in the May 2019 Runner Tracks (idniyra.org/runnertracksnewsletter/). Please review the proposed changes the class will soon be voting on.

When voting on issues that will change the DN class, we need to ask ourselves the following questions:

- Will it help the longevity of the class and its membership?
- Will it make the DN safer to race?
- Will it make any of our existing equipment obsolete?
- How will it affect the used equipment market and how we bring in new members?
- What will be the effect or perception of the new equipment; will I have to build or buy new components to stay competitive?
- Will our equipment be easier to build and will costs stay the same or increase?

Mast: Section C

Peter's proposal concerns the overall rigged minimum weight and balance point of the DN spar (Spec. C.3 f and g). Getting rid of the minimum rigged mast weight and balance point will allow builders to further push the limit of technology and continue to reduce minimum mast blank tube weights (all carbon, hybrid-carbon and fiberglass, or fiberglass).

With this technology upgrade builders increase the reactivity and responsiveness of the DN mast in all wind and surface conditions. This modification will translate into better speed all the way around

the track from start to finish. If this ballot proposal passes, I can see competitors and builders designing and building spars that are lighter, less reliable and most likely very fast while they are in one piece. The lack of reliability is my main concern with this rule change because it is not healthy for the growth and overall longevity of the class.

If we adopt a rule with no restriction on overall rigged weight many members may have the perception that they will need to buy a new lightweight mast because their current mast is a kilo or two heavier and not as reactive than the boat next to them on the line. Obviously mast builders have figured this out already and the trend is to use less material and add corrector weights to help balance and weigh masts within class specifications. This rule change could potentially drive current and/or new members away because of the potential for an "arms race" increase.

I believe keeping Spec C.3.f as currently written in our rules will keep existing equipment competitive. Any used masts on the market will not become obsolete, and can still be sold and passed on as competitive for years to come which will continue to feed our pipeline of new members.

Peter raises a valid point on the issue of corrector weights being used to bring masts up to weight and balance properly to meet the class specification; it is a total PAIN! I support getting rid of Specification C.3.g, and honestly, I have never seen a mast weighed or balanced in any championship that I have attended in the last 10 plus years here in North America.

This will also free up the use of "sticks" or removable internal reinforcement (Specification C.3.h) to fine tune a competitor's spar since at this point the mast needs to weigh and balance with and without the "stick". You will still need to use the "stick" throughout the championship as stated (C.3.h).

Although not having to balance spars will save some time and materials, I doubt long term this will help manufacturers or home builders drop pricing for themselves or class membership. I'm not sure how the ballot will read but separating the two specifications so that we can vote on them individually makes sense. I don't see the balance point having as much of a dramatic effect as minimum rigged weight will as to how members will perceive these specifications changing the game moving forward and helping our membership grow.

Runners: Section E

The runner specification and interpretation changes are a bit trickier- Will this new proposal make our runners stronger, safer, faster, and more cost effective? Will the proposal make runners easier to build? Will it make current runners obsolete? Since none of us have ever built or used this proposed type of runner body, will it actually be better? We are assuming this construction method will be superior and will the perception lead to decreased membership or will opening up the rule help members to build safer and more reliable gear? Personally, I have not seen an excessive amount of broken or de-bodied runners over the last 15 years from sailing and racing.

There is no cost effective, quick (on ice or head-quarters), repeatable way that I know of to see if the interior of a runner body is legal at measurement without heavily damaging or destroying the runner.

I agree that we can't take core samples on runner bodies or send the runner through non-destructive testing using x-ray, CT scan or ultrasound to determine the legality of runners. Yes, we are on the honor system when building this piece of equipment. Changing the specifications and interpretations to an "unlimited" type body construction seems excessive because I've only seen a few runner bodies broken from hard sailing/racing (not including collisions) and the perception of a new better build could lead our class down a dark path. I wonder when these new bodies don't break, what will be the next "fuse" on the craft? A chock, plank, hull attachment, pilot? Maybe nothing.

Interpretations of the official specifications by the technical committee:

E. Runners 11/30/98

The body of a wood runner must be constructed of wood and adhesive only. No internal reinforcement is allowed except for threaded rod, or bolts, or screws used to attach the steel to the body. The wood body must meet all specifications before the application of external reinforcement. Reinforcement between the blade and body (inside the slot) on insert runners is considered to be outside the wood body and is allowed.

The underlying issue that I have seen in broken insert runners is the bond or attachment to the metal. Metal is tough to bond to, well, anything- wood/adhesive or any type of composite fiber even when it is prepared with grinding, sand or media blasting, sanding and/or sanding the glue into the metal.

Some of the adhesives we have access to today help us greatly here. The bond line to the metal can be further tortured if moisture wicks or makes its way into the slot to help de-bond the steel from the body or worse, re-freeze and actually "pop" or expand the wood body at the inserted metals glue line. Runner doesn't fit in the chock all of a sudden? This may have happened to you. Can this still happen under the proposed rule change? Probably, although it may not be as drastic and through-bolting the body to the steel will help.

There is also a hinge point at the top of the steel buried in the body which under Peter's proposed new rule, the body and external reinforcement may not break but once the metal has broken or partially broken free can it be fixed without de-bodying the runner anyway?

If this ballot proposal passes do I think builders will manufacture solid composite bodies? To test, yes. Available commercially, even more expensive. Will builders increase external reinforcement? Yes. Will builders find a better work around with the bond of the metal to the slot/body? Most likely. Will other core types come into play? I bet they will and could be exotic and raise costs. Will this be beneficial to the class? Maybe, I just haven't seen enough runner body destruction to justify having such a non-regulated change to our Specifications and Interpretations.

I may not agree with all of Peter's proposals, but I do agree that the language and arrangement of our Specifications and Interpretations can use some refinement. I think it was Paul Goodwin who once even had a vision of a "Builders Handbook" to help organize and prioritize our rules into easier to read divisions of equipment.

As you respond to the ballot this fall, I ask you to do what you feel is best for the longevity of IDNIYRA as a whole. Ask yourself if the proposals pass, will they increase safety, make any of our current gear obsolete, increase membership, or make these amazing garage rockets any more fun than they already are?!! In the end we all want what's best for the class and keeping the DN a DN.

Think Ice!

Photo: Jim Williamson



IDNIYRA EUROPE

MEETING MINUTES

INTERNATIONAL DN ICE YACHT RACING ASSOCIATION EUROPE
 IDNIYRA-EUROPE SOCIETY E.V.
 MINUTES AND DECISIONS OF NATIONAL SECRETARIES
 VIENNA, AUSTRIA 26TH - 28TH APRIL 2019

Present:

IDNIYRA Europe Executive Board

Commodore	Attila Pataki
Vice Commodore	Timo Caravitis
Treasurer	Jerzy Henke
Insurance Manager	Niklas Mueller-Hartburg
Webmaster	Dietmar Gottke
Junior Programme Manager	Stan Macur
Secretary	Chris Williams

National Secretaries

Austria	Walter Koelbl
Finland	Olli Virta
Germany	Bernd Zeiger
Hungary	Attila Pataki Jr.
Latvia	Girts Fisers-Blumbergs
Netherlands	Hennie van den Brink
Poland	Jerzy Henke
Sweden	Richard Gustring
Switzerland	Ambroise Johnson
United Kingdom	Chris Williams

Technical Committee

Peter Hamrak

Also present:

Debra Whitehorse	Secretary IDNIYRA-NA
Peter Uhlmann	Member Austria

Proxy votes:

Czechia	represented by Niklas Mueller-Hartburg
Denmark	represented by Bernd Zeiger

Apologies were received from Lithuania

Topic 1 Ascertainment of a Quorum

It was confirmed that the invitation to the Annual meeting was issued in time and a quorum (5 National Secretaries) was present. Attendance list of the general meeting was collected by the Treasurer.

Topic 2 Opening remarks and Review of the 2018/2019 Season

The Commodore opened the meeting with a welcome to all present.

Austria

The season for Austrian iceboaters started at lake Haidersee end of December 2018, There we met friends from Switzerland, Germany and Hungary. The next event was the EC in Poland where the Austrians started with 3 boats – in each group one. Philipp Hribar (OE777) reached the 25th place in Gold-fleet. We're very proud of him.

During the time of EC we had also some good ice conditions at Wallersee, but almost very light wind. In Carinthia we could sail for training purpose on Presseggersee and Feldsee (Brennsee) also for a longer time of period but also mostly with a light breeze of wind.

In February two of the Hungarians (2 x Pataki) and 3 of the Austrians visit lake Liptovská Mara in Slovakia for the very first time. There we found very nice and ice-sailing interested sailors and surfers with a lot of local weather knowledge. We had 25 cm thick, fast, smooth and hard snow ice without snow on it. We could sail with a speed of around 90 km/h for some hours. It's a very nice barrier lake with very low water level in wintertime (only one site to launch) and tricky in case of good wind conditions. Before the next visit it's absolutely recommended to call one of the local soft-water sailors first.

The season ends too early and with much to less hours in the DN with a trip to lake Lipno. We met there some Germans and again our friends from Hungary. The snow ice was good and we had also some light wind at the first day. The next days the weather starts to get warm and we had no wind anymore.

Finland

In the beginning of the season we had problems with ice; the traditional All Saints-Johnny Köhler Cup had to be cancelled.

We found ice in the beginning of December, first ranking at Alajärvi 8-9.12. Black ice and moderate wind, just perfect. Then snow storms covered all the frozen lakes by 30 cm of snow and we could not arrange races during January.

Six sailors participated EC in Poland; our rookie Risto Pesola sails now in silver fleet. Another rookie Eppu Kärki won the bronze fleet.



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The first Grand Masters Cup arranged 19-21.2 at Säkylä. Very nice regatta; Swedish fleet take care of arrangements of GM Cup next season. Next race was the "floating"-ranking. We have reserved one "open date" race for every season. This race can be arranged if the circumstances are good. NOR one week before race. System works well. We sailed the Finnish Championship regatta 1-3.3. at Säkylä. John Winqvist won the race. Last regatta, Sunny Ranking was sailed at Vääksy, 120 km north from Helsinki. Best ice ever; strong wind. Our youngsters sailed 125 km/h, crazy! We have been lucky; 5-6 new sailors participating the regattas, altogether the Finnish Fleet have now around 30 active members.

Germany

The Winter for Germans started in December with the Western Challenge - Minnesota/US followed by beginning of January in Sweden as well as in the South at Haider See. A Ranking Regatta as sailed in Sweden than, where 6 Germans trained up. Very difficult weather with light winds on Saturday. Sunday winds with about 3-5m/sec. 3 races where sailed, strong showing of the Polish Fleet. The

Regatta was won by P256 - Rafal Silikie before P155 Lukas Zakrewski and Frederik Lönegren of Sweden. 1st German was G107 Bernd Zeiger at 6st Place before G890 Holger Petzke 10th. After that the concentration went to WM for one Group, 21 Germans entered to the EM, which where sailed in Poland / Milolajki after a postponement of one day. Heiner Forstmann G 44 sailed into the Gold Fleet coming from Bronce- one of the oldest competitors with respect. Later 5 sailors travelled to the WM, held in the Indian Lake/Ohio. Good result of Holger Petzke finished 4th and Anja Fiedler 9th. First time married couple finished top ten. Holger won Grandmaster Trophy 60+ and G 551 Christian Seegers GM 70+. All Germans sailed Gold Fleet. NA's had to be moved to Indiana/ Lake Wawasee. Results confirmed the performance of not much training. In between that, there where 2 days of "onshore sailing" at Lake Steinhuder Meer- Central Germany, with the option making the Iceboat License of German Sailing DSV. Thanks to Goodie taking care. Thin ice but safe enough. In March the Swedish Nationals where sailed at Storsjön with 35 actives, 6 from Germany.

Very warm by 10 degrees, Bernd Zeiger finished 4th with only 2 points missing to 2nd. Strong showing of the Polish Fleet again, P 431 finished his competitive year winning. The saison ended in April at Lake Baikal, 4 Germans competed there.

Hungary

The Hungarian DN Fleet kicked off the 2018-19 season with great enthusiasm at our annual meeting last November. Because of our commitments to organize the European Championship and the Juniors we needed to keep ourselves to a strict financial plan. We got a very much needed support from the Hungarian Yachting Association. We re-organized our membership and recruited 4 new sailors hence brought our numbers to 37 members.

Peter Hamrák took part in the Great Western Challenge in North America where he finished 2nd place. Unfortunately, because of the mild weather and fierce winds no sailable ice was able to form on Lake Balaton. Lake Velence had a long weekend of ice that some of our more daring members tried out. Tisza Reservoir was sailable for more than a week and looked very promising with 7-10 cm of ice and light snowdrifts. Sadly, by the time of the European Championship a warm front reached the region with daytime temperatures of +16°C.

We ended up organizing the European Championship on Lake Sniardwy, Poland with 119 contestants. The Hungarian Team consisted of 3 sailors: Peter Hamrák, Attila Pataky & Attila Pataki, Jr.

We organized the Junior World and European Championship on Lake Siemianowka, with 38 Ice Optimists and 42 DN Juniors, altogether 80 contestants and a somewhat 20+ supporting personnel. Mihály Hamrák represented Hungary in the DN Juniors category at the events.

We sailed two weekends with the Austrian Fleet in Liptovská Mara, Slovakia and in Lipno, Czech Republic. We have explored multiple lakes in Slovakia suitable for ice sailing regattas and are in the process of introducing the sport to local enthusiasts. This may be a solution for extending our season in the region.

Peter took part in the Polish, Swedish, World and North American Championships.

Latvia

Latvian fleet had some changes last year and now we have new secretary. We had average winter conditions. Good sailing ice in December and first ice tested on 2nd of December. Around the Christmas snow arrived and there was no ice for month. End of January we got the good sailable ice again in all country and managed three races till beginning of March. We sailed Latvian Nationals and our DN fleet reached biggest number of boats for a while. We had 19 DN on starting line from three different countries and 5 Ice Optimists. Last race and last ice of the season were tested on 10th of March on Lake Alukana in far east of country. During the season we rediscovered few good lakes suitable for sailing. These lakes been sailed in past but for a long time ago and now we returned ice sails on them again. Looking for improvement in youth sailing. Two youth participated in Worlds and Europeans in DN class but there were no Ice Optimist sailors this year. Five sailors took part in Europeans this year.

Netherlands

For the Netherlands it was again a very bad ice-sailing season, even worse than the last 4 years. This year we had no ICE at all.

Also, this year, many sailors went abroad to Sweden, Poland and Finland where they sailed fine and safe. In the Netherlands we hope for better winters, so that the number of sailors can grow again.

Poland

It was the shortest season in our 50-years history DN in Poland. We only had four national regattas, and achieved very good results everywhere.

Sweden

We had a poor season this year. The weather where not with us this year. Too much snow in the north after Christmas that never melt down. The big lakes around Stockholm had more or less not sailable ice because of to warm weather. There was no sailable ice south of Stockholm this year. But still we manage to get Swedish Champion and all ranking sailing in except one. But the ice and wind condition where not easy to deal with at all.

The season start in the middle of December and it looks very promising for the rest of the season until we got a lot of snow in the beginning of January and after that warm weather south of Uppsala.

On the positive side is that the class is grooving on the senior side and that we got two new juniors, Axel Steffner and Oscar Svensson, that beginning to compete really good with the senior sailors. Oscar Svensson won one Ranking regatta in Uppsala. He was before guys like Tomas Lindgren and Tomek Zakrzewski.

We had two sailors at the world's and six sailors in the European. The result was not bad but not what we had hoped for.

Switzerland

The Swiss fleet appointed Ambroise Johnson as new secretary as Charles Martinet step down after 8 years in post. The new secretary has been sailing the DN for the past 13 years but never outside Switzerland.

The season started on the Haidersee last December as the keen competitors gathered to tune up for the coming competitions.

The Jura lakes started to freeze early February and we could sail the small lake 'des Rousses' for several days before it got covered with too much snow. The bigger lake of la Vallée de Joux froze partly allowing a few days of sailing as well but it all ended when a member tried very thin ice sailing and finished in the water. Fortunately, he could get out of the water quickly and his boat was recovered the next day with our rescue material.

Once again there was not sufficient ice to hold the Swiss championship.

The swiss sailors have had good results overall in the EU championship, Jean-Claude Vuithier won the first Grand Master and our Swiss representative in NA, Arnaud L'Huillier also made excellent scorings.

United Kingdom

A normal season with no sailable ice in the UK and much travelling to major event (EC and WC). One new member K14 David Lindsay.

K11 and K1 covered 4000+km through France, Belgium Netherlands, Denmark, Sweden, Latvia and Estonia to get to Poland for EC2019! Hope for better forecast in 2020.

North America

The season began in December 2018 in Battle Lake, Minnesota at the Western Challenge. This provided the first opportunity to use the new scoring software, Sailwave, which worked very well for the on-ice scorers and off-ice tabulator. Competitors and those who followed the regatta on their laptops and devices were able to see race results practically in real time.

The DN fleet returned to Minnesota on Lake Pepin in early January for the Western Region championship. Two fleets sailed 8 races each over the 2-day event. Ron Sherry took top honors in a tie break with John Dennis.

The Gold Cup attracted over 110 competitors from North America, Poland, Sweden, Hungary, Germany, Austria, Switzerland, Estonia, and Russia. Central Lakes Rear Commodore Rob Holman found ice in the Central region on Indian Lake, OH for 3 fleets. A large Polish contingent attended the regatta but their boats were stranded in Paris customs. Poland's Michael Burzinski won his third Gold cup in a borrowed boat from Daniel Hearn. Snow fall in Ohio forced a relocation into Indiana, 2.5 hours to the west where the North American championship was sailed. Ron Sherry won his 3rd consecutive and 14th North American title.

The Canadian Championship was sailed in March and won by James "T" Thieler.

Topic 3 Approval of the Minutes of National Secretaries Meeting 2018

These were AGREED and Approved by unanimous Vote.

Topic 4 Matters Arising from Topic 3 not covered by this Agenda

The Commodore reported about the possible legal problems arisen from the reorganisation of IDNIYRA-Europe Society e.V. and introduction of new membership structure. It was found that those types of required changes in the recent Constitution is complicated in Germany, therefore the Board Members and Secretaries present decided to find other way to solve this problem. One of the solution would be to relocate the Society to another country. The Insurance Manager made a pre-meeting research about the legal environment in Austria and reported, that relocation of the Society to Austria is possible and any further changes in the legal documents to be made are far easier. The practical way to do that would be to establish a new Society with the seat in Vienna, then transfer the funds to the bank account of the new Society and dissolve the old one.

The Commodore and the Insurance Manager were unanimously authorised to make all necessary arrangements for the relocation.

Post Meeting notice: Two National Organisations (Austria and Hungary established IDNIYRA-EUROPE Eissegeverband Europa (Vienna) on May 9, 2019 and the Society was registered by Landespolizeidirektion Wien, Referat Vereins-, Versammlungs- und Medienrechtsangelegenheiten on May 30, 2019.

Topic 5 Financial Report

The Treasurer presented the Financial Report for 2018/2019. (See in Attachment) Ambroise Johnson (Swiss National Secretary) was requested by the Board and National Secretaries to audit the Accounts. He reported:

As requested by the Board and the National Secretaries, I have audited the accounts 2018-2019 presented by the IDNIYRA Treasurer. I have received all the answers and explanations to my questions from the Treasurer, the amounts are reported in the accounts as per the bank reports. All the corresponding invoices were presented. In the light of my findings, I recommend the accounts as presented by the Treasurer of the IDNIYRA for approval by the present members.

The Accounts were approved by unanimous vote.

Topic 6 EC 2019 Report and Lessons Learned

The Organizing country for 2019 EC was Hungary. Unfortunately, the originally planned location did not provide suitable ice hosting 200 people, therefore the Commodore and the Hungarian National Secretary started their ice scouting tour one week ahead the planned start of the event. Several sites were visited in different countries, but no one was suitable to host the EC. Since by the time the decision was planned no place was found, which may comply with the requirements the Commodore postponed the full event by one day. This decision was met by the community with mixed emotions. The question had arisen, whether the Commodore has the right to decide that way. The answer was given by EDNIA under Topic 11.

The final venue, Lake Sniardwy, Poland was decided on Saturday. There were 119 participants from 17 countries. The sailors were divided in three fleet. 21 races were flown in three days and finally there was no need to use the reserve day, the Commodore added to the event.

This year the EC and the Juniors got a much-needed sponsorship from: The Hungarian Yachting Association, Rooster Sailing, Quantum Sails Hungary, Kwindoo and IceWise. Offering the events in one agreement-package made us more desirable for larger sponsors. Because of the unpredictable nature of icesailing locations, if possible, local sponsorships should be minimized. To avoid conflicts of interest, it is best if one sailmaker, one clothing manufacturer and multiple service providers are to be sponsoring an event/season. For future events, this practice is advised by this year's organizers.

A media-coverage limitation and accreditation of the Press might be necessary in the future to ensure top quality creative content.

Topic 7 Junior WC/EC DN and Ice Optimist 2019 Report and Lessons Learned

Regatta planned 4-8.02. 2019 on Balaton, Hungary was moved (decision JPM Friday Feb 1st 12:00) to lake Niegocin, Gizycko, Poland. According to NOR on Monday Feb 4th was measurement and check-in at EcoMarina. Because of bad weather change ice conditions on Tuesday Feb 5th morning was bad and regatta was moved to lake Siemianowka at Polish eastern border. We have got a great support from regional office and on Feb 6th after great opening ceremony with mayor of Michalowo in the harbour. We finished in good conditions 5 races in both classes.

We completed 7 races WC in DN-Junior and ice-Optimist on the second racing day Feb 7th and after small break we started first races EC both classes. On the evening organizers prepared dinner for everybody and WC 2019 trophy presentation with many medals and souvenirs for all participants with big support from local people. Later on, was a Junior Program Meeting on that place.

On the other side of the lake Friday, Feb 8th we finished EC regatta up to 5 races for both classes. Trophy presentation on special camping on the beach with mayor of Michalowo and Narewka. They both declared organization of Icesailing Bison Cup next years on lake Siemianowka!

Organization of regatta was very good and great cooperation Race Committee (only 4 persons) and Hungarian organizers (2 persons). This good cooperation with organizers and all participants and coaches with all support from local officers made really fine regatta.

We have got two trailers with all equipment, four-wheelers without payment from Polish DN Fleet.

Topic 8 Junior Programme Report 2019

In WC/EC 2019 has taken part 80 participants in DN-Junior and Ice-Optimist from 8 countries: Sweden, Estonia, Latvia, Lithuania, USA, Russia Poland and Hungary. This year no competitors from Switzerland, Germany, UK (as before) – necessary cooperation with parents, trainers, top sailors and maybe schools. It works excellent in Sweden, Poland and Estonia. Big progress in Lithuania.

Planned Junior Program Meeting has taken place evening after WC trophy presentation Feb 7th. JPM has made several discuss with trainers from Sweden, Estonia, Poland, Lithuania and Hungary and made some decisions:

1. Change regatta formula:

Decision - Friday 12:00

Practice and measuring - Sunday 10:00- 14:00 Check-in - Sunday 15:00-19:00

Opening ceremony - Monday 10:00 1st race WC - Monday 11:00

WC is finished if

a) on Tuesday 7 races are finished in Both classes

b) minimum of 3 races are finished in both (DN-Junior and Ice-Optimist) to the evening of Wednesday (if not continue next day)

Next start EC regatta and finish on Thursday if there is a minimum of 3 races in both classes.

Friday is a reserve day if there is no minimum of 3 races only.

2. Organizer of WC/EC DN-Junior and Ice-Optimist 2020: Lithuania - Lake Rekyva, Siauliai (16- 21 Feb 2020).

3. Each country will look and present at next WC/EC candidate for next JPM. The best candidate will confirm next year WC/EC and present at European Secretaries Meeting.

4. Stan Macur will continue one more period (2 years) as JPM.

5. Junior program Meeting at next WC/EC - Tuesday or Wednesday evening.

Topic 9 Technical Committee Report

Chairman: Jeffrey Kent US 3535

Members: Paul Goodwin US46, Steve Orlebeke US4926, Tomek Zakrzewski P55, Peter Hamrak M53, Richard Larson S807

2018-19 Season from the TC Chair's point of view has been rather quiet. Some would say this is a good thing and reflects stability in the class.

In the past weeks, the TC have been presented with one Proposal for approval and review to be submitted to the Class Secretary.

Proposal summary is as follows

Received 3.3.2019 Bob Gray US 65 Section E.2.h

Subject Runner Steel Proposal general topic is to reduce min. thickness on insert type steel to 0.1870" (4.76 mm) rational as this is the thickness most stock can fit to tolerance which is 7 gauge in North American metal suppliers.

To date this is the only business before the TC.

As Chairman, I will review proposal before me, I will make my recommendations and follow up with our committee for discussion and their input with wording and any effect to other specification if any. As well as discuss this with the author. All of this before any presentation to the governing committee. It is my goal to get the proposal when validated, to the Class Secretary much before deadline of September 2019

On a continuing basis, I am working towards a draft that combines the Official interpretations into the Specifications for a clearer read this most likely include diagrams to make the written words clearer. More on this later.

Peter Hamrák was unanimously elected for a further 6-year period.

Topic 10 IDNIYRA-Europe Insurance Report

- a) This season I have not heard about any problems with solving insurance claim issues.
- b) I realized that especially the confirmations of covers for the juniors were sent very late. So, it was not possible to help during the season to find proper insurance for not too much money. Finally, I could organize an offer via a Bavarian broker. In short: €5 mil lump sum; insurance valid for Europe, incl. Baltic and Northern sea; valid from 01.07. to 01.07.; cost per sailor €100 about that we are still discussing. Maybe it will be cheaper. Insurance should be organized/arranged for groups and not only for single sailors.
- c) It is very important that sailors are in the results list with the sail number with which they are covered at their insurance. It is not important to use that sail number – this is a “deal” with the Race Committee – but at the end the sail number has to fit to the insurance – please.
- d) I suggested to delete the claim restrictions we had in the NOR the last years. First of all, the mentioned prices were not correct prices compared with the market, second it seemed not to be practicable. The meeting followed my suggestion and we decided to delete that part of the NOR.
- e) I realized that sailors from Europe were sailing at the WC/NAC in US while I only have seen a confirmation for Europe and assigned only an ID for Europe. I don't know if those sailors brought a special and extra confirmation of cover, but I suggest to be careful.
- f) How to act after a crash (concerning insurance claims): please make pictures of the damaged parts; please make together with all involved sailors a list about that parts and please try to estimate the costs of the damage. (if you are not sure, ask a third person or the jury). All involved sailors should sign this list. Please ask the jury for a copy of protocol of the protest hearing. If you act like that, it will be much easier to make a claim at insurance.
- g) I realized that a lot of my mails with the assigned IDs go into Spam. Please check your Spam and the list on our homepage before you ask me 2, 3, 4 or 5 times for an ID.

Topic 11 EDNIA Report

After this year's EC a question was asked of EDNIA; if the Commodore can unilaterally add a day to the EC. This was never taken up by us, because it never actually happened, but the answer seems clear; YES, as the commodore has infinite powers in the run-up of DN races.

Is it desirable? Not really. The simple solution is clear as well; This is the only one area where the monotype class has things organized better than the DN. They have well thought out standard Sailing Instructions on the website that are mandatory to use. This is something the National Secretaries Meeting could do as well, would simplify things greatly for organizers and avoid an annual headache...

I personally do like a reserve day, if only just for the EC as there is no real need to take flights into account. I suggest you take that up in your discussions as well, it never really was an issue in the past.

Maybe it is time for an update on the Commodore's rights and duties after our discussions in 2015?

In the run-up, where and if a race is started is up to the Commodore.

While a race is going on the decision to continue or abandon is delegated to the Principal Race Officer.

After a race is finished and has been scored, only the jury can make changes to the results.

Topic 12 IDNIYRA-Europe NA Contact Report

- a. Voting strategies and implementation of the EPIC/RMA agreement continues to be the most discussed topic between both continental organisations through email and telephone calls. Both governing boards have kept each other informed on potential issues and solutions that have arisen as both continents prepare to adopt the agreements.
- b. There were 8 European countries represented at the Gold Cup hosted by the North American Central Lakes region in February 2019.

c. Exclusion for Dangerous Sailing is to be included in NOR.

d. The dates for our 2020 North American Championships are now set. The event will be held January 18th – 25th, with the Western Region as the host. We were tentatively targeting the last two weeks in January, awaiting announcement of the Gold Cup dates. Historically, these two weeks offer the greatest number of options for good ice in the Western Region with cold temps locking up most of our lakes by that point, and with less chance of them being snowed out. At the recent National Secretaries meeting in Europe, February 8th - 15th was selected for the 2020 Gold Cup, so we are going for the earlier of our two target weeks to maximize the gap between the two events. Unfortunately, it will end up being a bit tight for those of you

planning to race on both continents, but it's workable. We did consider going even a week earlier, but decided that wasn't great either, as that would likely make the NAs the first regatta of the season for too many of you. We may end up conflicting with the Northwest Regatta, but as always, we have to look for January 18th – 25th for the DN 2020 North American Championships.

I know it's a long way off, but it's never too early to be thinking about volunteers. After Mother Nature, it's the volunteers who make our events amazing. So, if you're inclined to pitch in, or know someone who would, I'd appreciate an email, text or call letting me know. Whether it's for a day or two, or the entire week, I'd be very happy to add any names to my list for support in any capacity. Contact info- dhear-nUS5352@gmail.com (mobile) +1-608-692- 4007.

Topic 13 Discharge of Board of Officers

It was agreed that the Board of Officers (Commodore, Vice Commodore, Insurance Manager, Treasurer, Junior Programme Manager, Secretary and Webmaster) had discharged their duties according to the Constitution in a very satisfactory manner.

This was confirmed by a unanimous vote.

Chris Williams expressed his heartfelt thanks for the 25 years during which he had had the privilege of working and sailing with such a wonderful team of ice sailors, both in Europe and North America. His task as the European Secretary could not have been completed without the exemplary secretarial support of his wife Jenny.

Topic 14 Election of IDNIYRA-Europe Officers

The following were elected and approved for 2 year period by unanimous vote: Secretary: Attila Pataki Jr. Junior Programme Manager: Stan Macur (reelected) Webmaster: Dietmar Gottke (reelected)

Topic 15 Determination of Contributions to IDNIYRA-Europe Society e.V. and WC/EC Entry Fee

By unanimous vote it was agreed to leave this at €220 until completion of a planned additional meeting.

Action: Commodore

Topic 16 Budget 2019/2020

Attached to these Minutes

The Budget was accepted by a unanimous vote.

Topic 17 Letters to the Board and Proposals

a. Official Specification Modifications. Peter Hamrak submitted a proposal to modify the Specifications for the DN – Fuselage, Runner Plank, and Mast. The aim is to make DN building easier, more efficient and less expensive. He also emphasised increased safety in sailing with the proposed materials. The proposed changes as well their detailed explanations are attached to this Minutes.

After the extended discussions the NS Meeting approved by majority vote two of proposed changes to proceed according Article VIII of Specification Management System. These two are the change specification on Mast and Runners. The other two proposal on change the specification of the Fuselage and the Plank was refused by majority vote.

b. Niklas Mueller-Hartburg proposed that current restriction on the claim costs on DN parts be deleted. This was unanimously agreed.

Topic 18 Year Book and Runner Tracks

Deb Whitehorse was complimented and congratulated on all the hard and excellent work she provides for both these publications. The membership lists published are those sent to the publishers. If there are any errors (e.g. personal information or duplication) members are asked to initiate corrections via their National Secretary.

Action: All listed members

Topic 19 Internet Communications

Member Accounting

Setup of online registration for the members' database was a little bit tricky because some preconditions had to be taken into account. Accounts of our website (WordPress) should be simultaneous the new members accounts, online payment, also recurrent, should be possible, export of a members list for online voting should be possible. There are very less plugin solutions for that and they are all not for free. The chosen "Paid membership Pro" software had all features for our needs, but after our unlucky stop of the members accounting practice shows that it is not usable due to much overhead. Webmaster will look for a better plugin, probably the same as the NA one, but with payment integration. In the end, it was a huge workload because after the stop also the old system has to be placed back.

Online voting

Good news from NA, they will use the same online voting software than IDNIYRA-Europe. It's "Election Runner", which already is used and proofed by us.

Ice Reports

Webmaster intended to have the ice reports send to every member in the new member database, but due to the not foreseeable stop of membership registration the ice report remained in the old state.

Juniors Online Entry

Together with the setup of the Juniors' online entry the Seniors' online entry has to be adapted so that there is no danger of confusion on the webserver. Both procedures worked very good and after a hesitant start the Juniors' entries came in all without problems.

We now can state that the whole procedures with the ID-check prior to the entry are reliable and indispensable tools for IDNIYRA Regattas.

Rules Check

Another indispensable tool, meanwhile well accepted, is the rules check, which is taken 5262 times by now, with an average of 89.25% "passed" results. This year the French version was added and some corrections in the Netherlands version.

Email Addresses Structure idniyra.eu

Just a reminder on an email webmaster sent last year to all board members and Nat. Secretaries. If you want to send a bulk mail to all National Secretaries or to all Board members, you can use "natsec@idniyra.eu" resp. "board@idniyra.eu". If you want to address a National Secretary there is no need of their private email addresses, you simply can send to "germany@idniyra.eu, poland@idniyra.eu, sweden@idniyra.eu," Find all appropriate addresses in the Contacts section on the website

Action: Webmaster

Topic 20 WC/EC 20

To date there was no candidate organizing country so IDNIYRA-Europe would take responsibility. 8th – 15th February 2020.

The NOR to be published 1st December 2019 latest.

Registration opens 20th December 2019, closes 16th January 2020, Insurance ID up to 13th January. Latvia indicated they would host EC 2021.

Switzerland indicated they would host WC/EC 2022, both offers were warmly welcomed.

Topic 21 Junior WC/EC 2020

16th – 21st February 2020, Lithuania hosting – Lake Rekyva, Siauliai The NOR to be published 1st December 2019 latest.

Registration opens 19th December 2019, closes 3rd February 2020, Insurance ID up to 27th January. First race 17th February.

Topic 22 NA 2020

18th – 25th January. Western Region hosting.

Dates for Open Registration, Deadline for Insurance and Close Registration to be promulgated by NA when available.

Topic 23 Host National Secretaries Meeting 2020

Finland's offer to host the 2020 National Secretaries Meeting in Helsinki 24th to 26th April was accepted with great pleasure and many thanks.

ACTION: Finland

Topic 24 Other Business

a. List of DN measurement for Race Committee. Hennie van der Brink undertook to provide these at WC/EC 2020.

ACTION: Hennie

b. Regret was expressed that no food or drink was provided at the EC 2019 Opening Ceremony. Commodore apologised for this oversight in challenging conditions.

c. Grand Masters Regatta. This was a great success and Finland was congratulated on all the arrangements made. The 2020 GM is planned to be hosted by Sweden.



Photo: Peter Johanson

2020 IDNIYRA RANKING LIST

BY RANK

Rank	Name	Sail
1	BURCZYNSKI MICHAL	P114
1	JABŁONSKI KAROL	P36
1	RADZKI JAREK	P431
1	SHERRY RON	US44
2	GRACZYK ROBERT	P31
2	ZAKRZEWSKI TOMASZ	P55
2	DENNIS JOHN	US4691
3	KOSK MIHKEL	C45
3	ZAKRZEWSKI ŁUKASZ	P155
3	ORLEBEKE STEVE	US4926
4	PETZKE HOLGER	G890
4	THIELER JAMES	US5224
5	EVANS ROBBIE	US4975
6	MAALINN RASMUS	C20
6	KARDAS DARIUSZ	P13
6	ATKINS CHAD	US4487
7	BARANOWSKI WOJCIECH	P104
7	CHRISTENSEN MARK	US4824
7	BERGER CHRIS	US5166
8	VOOREMAA ARGO	C36
8	KOLB JOST	G936
8	HAMRAK PETER	M53
8	LOVEJOY GUY	US4638
9	FIEDLER ANJA	G390
10	SIELICKI RAFAL	P254
10	GROGAN JIM	US3
11	SEEGER CHRISTIAN	G551
11	ALVIKIS MATISS	O311
11	LÖNEGREN FREDRIK	S8
11	LINDGREN TOMAS	S81
12	ZEIGER BERND	G107
12	HARPER JOHN	US60
12	VUITHIER JEAN-CLAUDE	Z39
13	VASILEV OLEG	R1
13	SHERRY GRIFFIN	US4
14	WINQUIST JOHN	L601
14	BERZINS ARTIS	O2
14	POTCOVA RICHARD	US216
15	SCHNEIDER MARTIN-BJÖRN	G679
15	ISABELL MARK	US5014

Rank	Name	Sail
16	VOOREMAA VAIKO	C6
16	BLOOM MIKE	US5432
17	HEIDA JAN	H534
17	HRIBAR PHILIPP	OE777
18	STEFANIUK MAREK	P107
18	SZCZESNY ADAM	P243
18	GUSTRING RICHARD	S713
18	FRANCIS JR	US807
19	SCHNEIDER JAKOB	P679
19	HOLMAN ROBERT	US3705
20	ALVIKIS MADARS	O31
20	TABER JERZY	P74
20	HADLEY JIM	US1188
20	CLAPP DAVID	US5116
21	DICHENKO VALERIY	R166
21	DERUSHA MIKE	US2545
22	BERNAT MAREK	P65
23	BOHN JOERG	G737
23	MARZENSKI JACEK	KC5247
23	KOSECKI DARIUSZ	P125
23	MORGAS ROMAN	P200
23	MRÓZEK-GLISZCZYNSKI RYSZARD	P80
23	BOKFORS STEFAN	S107
23	MADDEN STEVE	US4512
23	ANDERSON ERIC	US5193
24	HELMETS EIGO	C73
24	HUBER THOMAS	G8
24	BARANOWSKI ADAM	P235
24	KOCH MATT	US111
24	KENT JEFF	US3535
24	BRUSH DON	US4009
24	STANGE AARON	US4480
24	HEARN DANIEL	US5352
25	LAURITS HARDI	C96
25	CRINION BOB	KC4536
25	DIDENKO ANTON	R163
25	ERIKSSON STEFAN	S881
25	BAKER KENT	US5219
26	DE RUITER DENNIS	H852
26	KLOOS BEN	H962

2020 IDNIYRA RANKING LIST

BY RANK

Rank	Name	Sail
26	SMITH ERIC	US2500
26	WILLIAMS J.BRUCE	US3283
26	KJOLLER JODY	US5435
26	L'HUILLIER ARNAUD	Z102
27	EBLER THOMAS	D112
27	MARIE BENOIT	F1
27	PETTERSSON MIKAEL	L65
27	BROSZ MACIEJ	P247
27	WOREK WOJCIECH	P311
27	WHITCOMB III EBEN	US4775
28	VAN ROSSEM PETER	KC2766
28	LUGOWSKI RAFAL	P341
28	SUKOW JERZY	P345
28	GLICK DAVE	US4249
28	FROST DAVID	US5358
28	MILLER CHRIS	US5415
28	DURR PHILIPPE	Z50
29	TRINK KARL-ROBERT	C44
29	LENTSIUS MAREK	C72
29	TOLSMA JOHAN	H580
29	RYBICKA ZUZANNA	P119
29	LASHAWAY RYAN	US5393
29	MOORE OLIVER	US5469
30	HOTHO MATTHIAS	G677
30	RICHARDS JULIE	US4868
30	WOLLAM RICHARD	US4882
30	ELSMO DAVID	US5486
30	JONES DONALD	US610
30	UELI MARTI	Z78
31	KIISLER JOONAS	C53
31	VAN RIEMSDIJK DIDERIC	H467
31	LEMBERG RICHARD	US4155
32	VACULA MARTIN	CZ92
32	EBLER HANS	D92
32	BOLSCH GEORGE	S890
32	ALLEN ANDREW	US5451
32	MEADE JOSEPH	US637
33	ØRUM LARS	D366
33	NETHERCOTE WARREN	KC3786
33	BABY ANDRE	KC4360

Rank	Name	Sail
33	REIS GEORGE	US5053
33	ASTASHEV YURI	R22
34	PTAŠNIK VLADISLAV	CZ112
34	UHLMANN PETER	OE213
34	CUMMINS ROBERT	US3433
34	GRAUDUMS GATIS	O10
35	GRASS KEVIN	C23
35	AASAV MELVIN	C62
35	CURTIS JOHN	KC5514
35	MACUGOWSKI PAWEŁ	P148
35	JONES STAN	US4974
35	ERIKSSON HANS	S441
36	JOJKO ANDRZEJ	P146
36	BURCZYNSKI PAWEŁ	P164
36	KOZLOVA VALENTINA	R79
36	CAVE BOB	US445
37	SAMSON ART	KC4684
37	ROZENBERGS GUNARS	O6
37	MICKIEWICZ MIKOŁAJ	P59
38	LAGRAVIERE ROBIN	KC5629
38	CARAVITIS TIMOLEON	L37
38	PULKOV SERGEY	R5
39	TEAL CHRIS	US5285
39	MILLER MIKE	US5369
40	HOTHO MICHAEL	G102
40	FITZGERALD PATRICK	US4203
40	GORDON RICHARD	US5498
40	SMITH MICHAEL	US5592
40	JOHANSON PETER	US5633
40	FORSTMANN HEINER	G44
41	MEYER DIRK	G136
41	KARKI EERO EPPU	L135
41	MARTON HEGYI	M50
41	WOJTKIEWICZ ANDRZEJ	P15
41	COBERLY CHAD	US1301
41	JOHNS PETE	US2360
41	LOENNEKE LOUIS	US294
41	TRUESDELL PETER	US5350
41	GORITSKI JACK	US5478
42	MABBOUX NICOLAS	KC5508

2020 IDNIYRA RANKING LIST

BY RANK

Rank	Name	Sail
42	CRONER DAVID	S1
42	LINDSTRÖM DAG	S639
42	WHITEHAIR JAY	US3947
42	NILES DON	US5465
43	VAN WETTUM MARTIN	H404
43	GALICH ALEXANDER	R10
43	KIEL ANDERSSON	S66
43	JONES BRIAN	US1576
43	DIXON TIM	US4148
43	PARKER DICK	US4738
43	DEYE MICHAEL	US5420
43	RUDOLF FREDY	Z42
44	FISERS-BLUMBERGS TOMS	O7
44	KOPYLOV ROMAN	R105
44	SMITH KEN	US4137
44	CLARK CHRIS	US4789
44	BROWN SCOTT	US5298
44	CONUS MATHIEU	Z87
45	VACULA LIBOR	CZ97
45	JAHN BERND	G51
45	SODEIKA SARUNAS	T11
45	BOWMAN HAL	US1277
45	BACHELIN PIERRE	Z25
46	KROGLOWSKI WULF	G749
46	PLESS ANDREAS	G910
46	HOWLETT DAVID	K13
46	KÖLBL WALTER	OE119
46	RAST ROBERT	US1313
46	ROGOSKI RANDY	US4192
47	SCHREIBER MANFRED	G99
47	NAJDROWSKI JERZY	P24
47	TEJSZERSKI MARCIN	P378
47	KOZIOŁ ROBERT	P451
47	CUTTING BILL	US5430
47	GRAY ROBERT	US65
47	BACHELIN MAXIME	Z119
48	GREVELING PETER	H845
48	SUNDSTRÖM JERKER	L371
48	SIVULA TIMO	L731
48	STEFAN KARLSSON	S924

Rank	Name	Sail
48	GORDON CHRIS	US582
48	COMTESSE JEAN-PIERRE	Z47
49	MEELIS KOSK	C43
49	KAUR OSKAR VOLT	C57
49	WEBBER MIKE	KC5591
49	SERDUKOV NIKOLAY	R999
49	BUSHEY JOHN	US5158
49	GORDON CHRISTOPHER	US5590
50	OBERMAIER SEBASTIAN	G517
50	PESOLA RISTO	L140
50	LARYUSHENKOV ANATOLY	R190
50	MAX KOSZELA	S844
50	RIAN MICHAEL (SR)	US467
50	FORTIER DAVE	US4690
51	HENDRYCH VÁCLAV	CZ123
51	SCHORLING ERNST-AUGUST	G631
51	GIRTS FISERS-BLUMBERGS	O184
51	SCHLEIFER STEFAN	P402
51	VALENTINE SCOTT	US4925
52	ROLAND HUBER	OE250
52	PROT KRZYSZTOF	P442
52	VANANTY BERNARD	Z124
53	MOLER LARS	D126
53	STEWART MIKE	US2237
53	WILLIAMS DON	US3909
53	BISHOP RICK	US5540
53	MARC-MARTIN PHILIPPE	Z61
54	AARDEMAA TOIVO	C4
54	JOGENSEN POUL	D156
54	FIELDS RENEE (N)	US5397
55	GOTTKE DIETMAR	G4
55	DRUIVEN LESTER	KC3475
55	PROT MARIUSZ	P242
55	MACIEJ ZARNOWSKI	P338
56	WYNNE EDWARDS ROBIN	KC5493
56	SZAFRANEK PIOTR	P96
56	DE COCATRIX OLIVIER	Z129
56	VUITHIER LUCIE	Z139
57	MARECEK JOSEF	CZ101

2020 IDNIYRA RANKING LIST BY RANK

Rank	Name	Sail
57	BROWN STEVEN	US5638
57	BASIL RUDOLF	Z121
58	DUNCAN COLIN	KC5457
58	JEKABSONS JANIS	O8
58	KESSI EDOUARD	Z29
59	PAWEŁ MATEJAK	P54
59	WITT PETER	S896
59	HEVRON JOSH(N)	US165
60	MATEJAK PAWEŁ	P54
60	JONES BRUCE (N)	US3576
60	FOWLER NEAL	US5573
61	HÅKAN ELFSTRÖM	S143
61	WILBRANDT GRETCHEN (N)	US5479
62	PETERS KNUT	G896
62	PATAKY ATTILA	M100
62	MICHAŁ JAWORSKI	P14
62	NICHOLAS RHEA (N)	US4783
62	GAUTHIER RAY	US5576
63	DRUIVEN MIKE	KC5992
63	PATAKI, JR. ATTILA	M101
63	KALOTA PAWEŁ	P20
63	HENKE JERZY	P58
64	ZIOLKOWSKI LESZEK	P71
64	SIEGLE GEORGE	US5250
65	ROWLAND GARETH	K11
65	BASALKIN ARTEM	R551
65	STEINBAUM FRED	US5512
66	VALDO PÄRTEL	C26
66	VIRTA OLLI	L121
66	STEFAN KALINOWSKI	P380
66	STEPHENS HUGH (N)	US5127
66	WOLFF TOM	US5593
67	CHERNOVA ANASTASIA	R95
69	MATTI NIEMINEN	L133
70	JUELSGAARD GEORG	D379
70	JANUSZ MAREK TABER	P44
71	VAN KOMEN ERIC	H59
71	PAIJA OSSI	L139
71	ALVIKIS VALDIS	O37
71	OLEKSY MARIA	P4

Rank	Name	Sail
72	KAISER HANK	US107
72	KASPER URS	Z120
73	TOLSTIKA LEILA HELGA SARA	O70
73	MCGOWAN PETER	US5666
74	KRIEGHOFF HENNING	G21
74	MÜLLER-HARTBURG NIKLAS	OE221
75	KISLY MIROSLAW	P208
75	OLOV OLSSON NILS	S810
76	DAWSON TOM	US5470
77	CARON SANDRÉ	H707
86	MARC NEIDHART	Z112
88	JAROSLAV TYLE	CZ121
89	PIECZKO GRZEGORZ	P34



Photo: Jim Williamson

2020 IDNIYRA RANKING LIST

BY NAME

Rank	Name	Sail
54	AARDEMAA TOIVO	C4
35	AASAV MELVIN	C62
32	ALLEN ANDREW	US5451
20	ALVIKIS MADARS	O31
11	ALVIKIS MATISS	O311
71	ALVIKIS VALDIS	O37
23	ANDERSON ERIC	US5193
33	ASTASHEV YURI	R22
6	ATKINS CHAD	US4487
33	BABY ANDRE	KC4360
47	BACHELIN MAXIME	Z119
45	BACHELIN PIERRE	Z25
25	BAKER KENT	US5219
24	BARANOWSKI ADAM	P235
7	BARANOWSKI WOJCIECH	P104
65	BASALKIN ARTEM	R551
57	BASIL RUDOLF	Z121
7	BERGER CHRIS	US5166
22	BERNAT MAREK	P65
45	BERND JAHN	G518
14	BERZINS ARTIS	O2
53	BISHOP RICK	US5540
16	BLOOM MIKE	US5432
23	BOHN JOERG	G737
23	BOKFORS STEFAN	S107
32	BOLSCH GEORGE	S890
45	BOWMAN HAL	US1277
27	BROSZ MACIEJ	P247
44	BROWN SCOTT	US5298
57	BROWN STEVEN	US5638
24	BRUSH DON	US4009
1	BURCZYNSKI MICHAL	P114
36	BURCZYNSKI PAWEŁ	P164
49	BUSHEY JOHN	US5158
38	CARAVITIS TIMOLEON	L37
77	CARON SANDRÉ	H707
36	CAVE BOB	US445
67	CHERNOVA ANASTASIA	R95
7	CHRISTENSEN MARK	US4824
20	CLAPP DAVID	US5116

Rank	Name	Sail
44	CLARK CHRIS	US4789
41	COBERLY CHAD	US1301
48	COMTESSE JEAN-PIERRE	Z47
44	CONUS MATHIEU	Z87
25	CRINION BOB	KC4536
42	CRONER DAVID	S1
34	CUMMINS ROBERT	US3433
35	CURTIS JOHN	KC5514
47	CUTTING BILL	US5430
76	DAWSON TOM	US5470
56	DE COCATRIX OLIVIER	Z129
26	DE RUITER DENNIS	H852
2	DENNIS JOHN	US4691
21	DERUSHA MIKE	US2545
43	DEYE MICHAEL	US5420
21	DICHENKO VALERIY	R166
25	DIDENKO ANTON	R163
43	DIXON TIM	US4148
55	DRUIVEN LESTER	KC3475
63	DRUIVEN MIKE	KC5992
58	DUNCAN COLIN	KC5457
28	DURR PHILIPPE	Z50
32	EBLER HANS	D92
27	EBLER THOMAS	D112
30	ELSMO DAVID	US5486
35	ERIKSSON HANS	S441
25	ERIKSSON STEFAN	S881
5	EVANS ROBBIE	US4975
9	FIEDLER ANJA	G390
54	FIELDS RENEE (N)	US5397
44	FISERS-BLUMBERGS TOMS	O7
40	FITZGERALD PATRICK	US4203
40	FORSTMANN HEINER	G44
50	FORTIER DAVE	US4690
60	FOWLER NEAL	US5573
18	FRANCIS JR	US807
28	FROST DAVID	US5358
43	GALICH ALEXANDER	R10
62	GAUTHIER RAY	US5576
51	GIRTS FISERS-BLUMBERGS	O184

2020 IDNIYRA RANKING LIST

BY NAME

Rank	Name	Sail
28	GLICK DAVE	US4249
48	GORDON CHRIS	US582
49	GORDON CHRISTOPHER	US5590
40	GORDON RICHARD	US5498
41	GORITSKI JACK	US5478
55	GOTTKE DIETMAR	G4
2	GRACZYK ROBERT	P31
35	GRASS KEVIN	C23
34	GRAUDUMS GATIS	O10
47	GRAY ROBERT	US65
48	GREVELING PETER	H845
10	GROGAN JIM	US3
18	GUSTRING RICHARD	S713
20	HADLEY JIM	US1188
61	HÅKAN ELFSTRÖM	S143
8	HAMRAK PETER	M53
12	HARPER JOHN	US60
24	HEARN DANIEL	US5352
17	HEIDA JAN	H534
24	HELMETS EIGO	C73
51	HENDRYCH VÁCLAV	CZ123
63	HENKE JERZY	P58
59	HEVRON JOSH(N)	US165
19	HOLMAN ROBERT	US3705
30	HOTHO MATTHIAS	G677
40	HOTHO MICHAEL	G102
46	HOWLETT DAVID	K13
17	HRIBAR PHILIPP	OE777
24	HUBER THOMAS	G8
15	ISABELL MARK	US5014
1	JABŁONSKI KAROL	P36
57	JAHN BERND	G51
70	JANUSZ MAREK TABER	P44
88	JAROSLAV TYLE	CZ121
58	JEKABSONS JANIS	O8
54	JOGENSEN POUL	D156
40	JOHANSON PETER	US5633
41	JOHNS PETE	US2360
36	JOJKO ANDRZEJ	P146
30	JONES DONALD	US610

Rank	Name	Sail
35	JONES STAN	US4974
43	JONES BRIAN	US1576
60	JONES BRUCE (N)	US3576
70	JUELSGAARD GEORG	D379
72	KAISER HANK	US107
63	KALOTA PAWEŁ	P20
6	KARDAS DARIUSZ	P13
41	KARKI EERO EPPU	L135
72	KASPER URS	Z120
49	KAUR OSKAR VOLT	C57
24	KENT JEFF	US3535
58	KESSI EDOUARD	Z29
43	KIEL ANDERSSON	S66
31	KIISLER JOONAS	C53
75	KISLY MIROSLAW	P208
26	KJOLLER JODY	US5435
26	KLOOS BEN	H962
24	KOCH MATT	US111
8	KOLB JOST	G936
46	KÖLBL WALTER	OE119
44	KOPYLOV ROMAN	R105
23	KOSECKI DARIUSZ	P125
3	KOSK MIHKEL	C45
47	KOZIOŁ ROBERT	P451
36	KOZLOVA VALENTINA	R79
74	KRIEGHOFF HENNING	G21
46	KROGLOWSKI WULF	G749
38	LAGRAVIERE ROBIN	KC5629
50	LARYUSHENKOV ANATOLY	R190
29	LASHAWAY RYAN	US5393
25	LAURITS HARDI	C96
31	LEMBERG RICHARD	US4155
29	LENTSIUS MAREK	C72
26	L'HUILLIER ARNAUD	Z102
11	LINDGREN TOMAS	S81
42	LINDSTRÖM DAG	S639
41	LOENNEKE LOUIS	US294
11	LÖNEGREN FREDRIK	S8
8	LOVEJOY GUY	US4638
28	LUGOWSKI RAFAL	P341

2020 IDNIYRA RANKING LIST

BY NAME

Rank	Name	Sail
6	MAALINN RASMUS	C20
42	MABBOUX NICOLAS	KC5508
55	MACIEJ ZARNOWSKI	P338
35	MACUGOWSKI PAWEŁ	P148
23	MADDEN STEVE	US4512
86	MARC NEIDHART	Z112
53	MARC-MARTIN PHILIPPE	Z61
57	MARECEK JOSEF	CZ101
27	MARIE BENOIT	F1
41	MARTON HEGYI	M50
23	MARZENSKI JACEK	KC5247
60	MATEJAK PAWEŁ	P54
69	MATTI NIEMINEN	L133
50	MAX KOSZELA	S844
73	MCGOWAN PETER	US5666
32	MEADE JOSEPH	US637
49	MEELIS KOSK	C43
41	MEYER DIRK	G136
62	MICHAŁ JAWORSKI	P14
37	MICKIEWICZ MIKOŁAJ	P59
28	MILLER CHRIS	US5415
39	MILLER MIKE	US5369
53	MOLER LARS	D126
29	MOORE OLIVER	US5469
23	MORGAS ROMAN	P200
23	MRÓZEK-GLISZCZYNSKI RYSZARD	P80
74	MÜLLER-HARTBURG NIKLAS	OE221
47	NAJDROWSKI JERZY	P24
33	NETHERCOTE WARREN	KC3786
62	NICHOLAS RHEA (N)	US4783
42	NILES DON	US5465
50	OBERMAIER SEBASTIAN	G517
71	OLEKSY MARIA	P4
75	OLOV OLSSON NILS	S810
3	ORLEBEKE STEVE	US4926
33	ØRUM LARS	D366
71	PAIJA OSSI	L139
43	PARKER DICK	US4738
63	PATAKI, JR. ATTILA	M101
62	PATAKY ATTILA	M100

Rank	Name	Sail
59	PAWEŁ MATEJAK	P54
50	PESOLA RISTO	L140
62	PETERS KNUT	G896
27	PETTERSSON MIKAEL	L65
4	PETZKE HOLGER	G890
89	PIECZKO GRZEGORZ	P34
46	PLESS ANDREAS	G910
14	POTCOVA RICHARD	US216
52	PROT KRZYSZTOF	P442
55	PROT MARIUSZ	P242
34	PTAŠNIK VLADISLAV	CZ112
38	PULKOV SERGEY	R5
1	RADZKI JAREK	P431
46	RAST ROBERT	US1313
33	REIS GEORGE	US5053
50	RIAN MICHAEL (SR)	US467
30	RICHARDS JULIE	US4868
46	ROGOSKI RANDY	US4192
52	ROLAND HUBER	OE250
65	ROWLAND GARETH	K11
37	ROZENBERGS GUNARS	O6
43	RUDOLF FREDY	Z42
29	RYBICKA ZUZANNA	P119
37	SAMSON ART	KC4684
51	SCHLEIFER STEFAN	P402
19	SCHNEIDER JAKOB	P679
15	SCHNEIDER MARTIN-BJÖRN	G679
51	SCHORLING ERNST-AUGUST	G631
47	SCHREIBER MANFRED	G99
11	SEEGERS CHRISTIAN	G551
49	SERDUKOV NIKOLAY	R999
13	SHERRY GRIFFIN	US4
1	SHERRY RON	US44
64	SIEGLE GEORGE	US5250
10	SIELICKI RAFAL	P254
48	SIVULA TIMO	L731
26	SMITH ERIC	US2500
44	SMITH KEN	US4137
40	SMITH MICHAEL	US5592
45	SODEIKA SARUNAS	T11

2020 IDNIYRA RANKING LIST BY NAME

Rank	Name	Sail
24	STANGE AARON	US4480
66	STEFAN KALINOWSKI	P380
48	STEFAN KARLSSON	S924
18	STEFANIUK MAREK	P107
65	STEINBAUM FRED	US5512
66	STEPHENS HUGH (N)	US5127
53	STEWART MIKE	US2237
28	SUKOW JERZY	P345
48	SUNDSTRÖM JERKER	L371
56	SZAFRANEK PIOTR	P96
18	SZCZESNY ADAM	P243
20	TABER JERZY	P74
39	TEAL CHRIS	US5285
47	TEJSZERSKI MARCIN	P378
4	THIELER JAMES	US5224
29	TOLSMA JOHAN	H580
73	TOLSTIKA LEILA HELGA SARA	O70
29	TRINK KARL-ROBERT	C44
41	TRUESDELL PETER	US5350
30	UELI MARTI	Z78
34	UHLMANN PETER	OE213
45	VACULA LIBOR	CZ97
32	VACULA MARTIN	CZ92
66	VALDO PÄRTEL	C26
51	VALENTINE SCOTT	US4925
71	VAN KOMEN ERIC	H59
31	VAN RIEMSDIJK DIDERIC	H467
28	VAN ROSSEM PETER	KC2766
43	VAN WETTUM MARTIN	H404
52	VANANTY BERNARD	Z124
13	VASILEV OLEG	R1
66	VIRTA OLLI	L121
8	VOOREMAA ARGO	C36
16	VOOREMAA VAIKO	C6
12	VUITHIER JEAN-CLAUDE	Z39
56	VUITHIER LUCIE	Z139
49	WEBBER MIKE	KC5591
27	WHITCOMB III EBEN	US4775
42	WHITEHAIR JAY	US3947
61	WILBRANDT GRETCHEN (N)	US5479

Rank	Name	Sail
53	WILLIAMS DON	US3909
26	WILLIAMS J.BRUCE	US3283
14	WINQUIST JOHN	L601
59	WITT PETER	S896
41	WOJTKIEWICZ ANDRZEJ	P15
66	WOLFF TOM	US5593
30	WOLLAM RICHARD	US4882
27	WOREK WOJCIECH	P311
56	WYNNE EDWARDS ROBIN	KC5493
3	ZAKRZEWSKI ŁUKASZ	P155
2	ZAKRZEWSKI TOMASZ	P55
12	ZEIGER BERND	G107
64	ZIOLKOWSKI LESZEK	P71



Photo: Jim Williamson

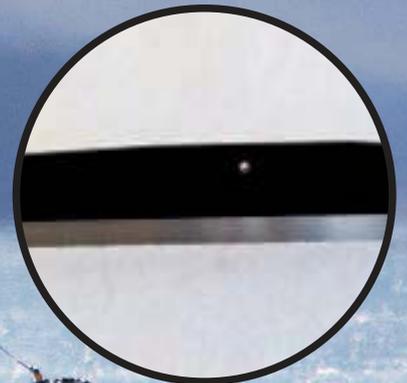
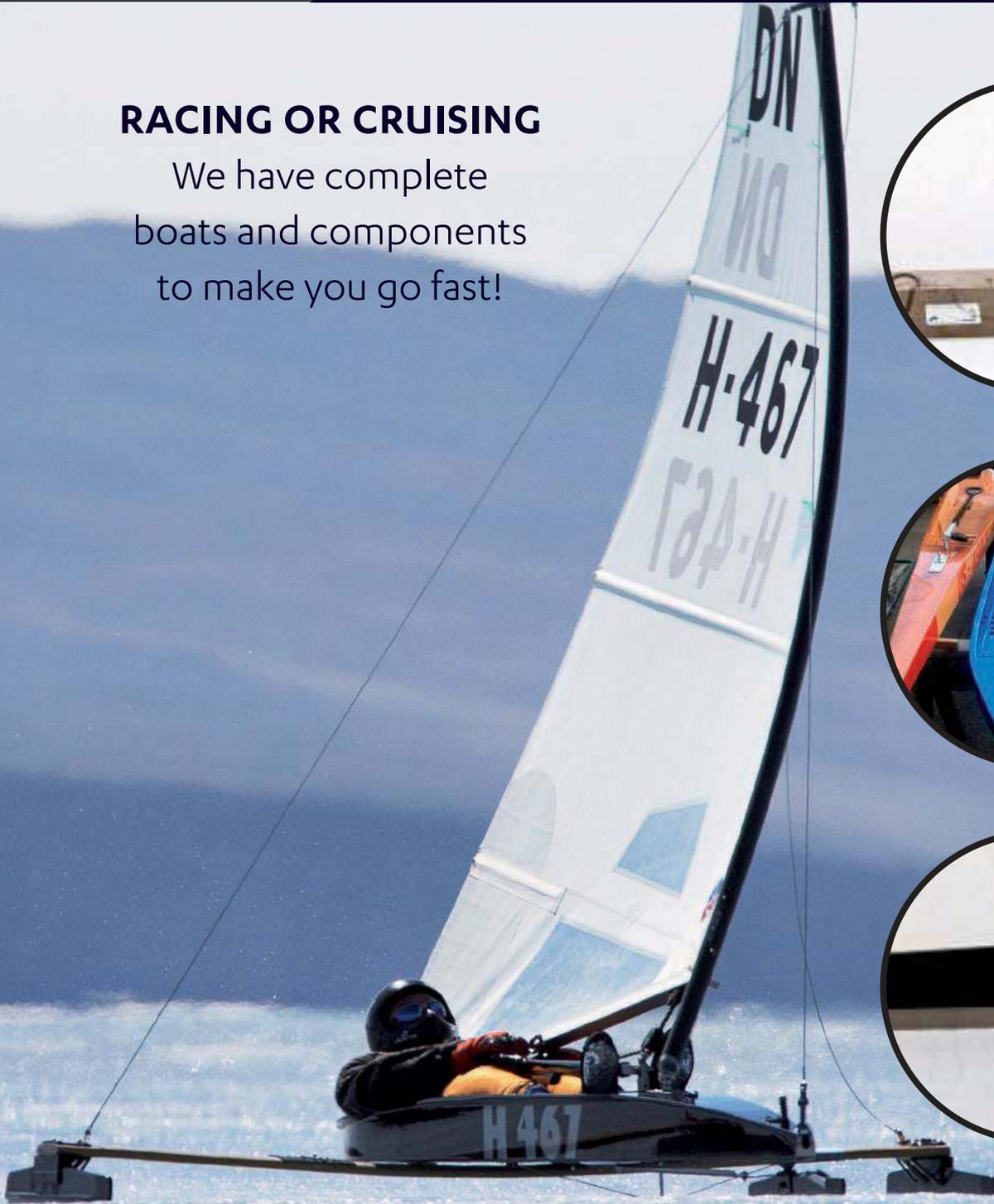
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Ron Sherry
Composite Concepts, LLC
iceboatracing.com
35940 Carlisle Drive
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Phone 586-790-5557
Fax 586-792-3374
ron@iceboatracing.com

Dideric van Riemsdijk
Composite Concepts, LLC Euro dealer
think-ice.com
Molenvlietweg 18c
1432 GW Aalsmeer The Netherlands
T +31 297343653
M +31 681286609
info@think-ice.com

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