

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MAY 2020



JUNIOR WORLDS

SEAN R. HEAVEY PHOTO GALLERY

BY LAWS AND CONSTITUTION NEWS

EUROPEAN SECRETARIES MEETING REPORT

CHRONICLES OF BAIKAL BY MIKE BLOOM US321

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Cover Photo: Arijus Dambrauskas
Andrias Sepp C3 & Anielka Graczyk P375 racing their Ice Optimists at the 2020 Junior Worlds



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By Deb Whitehorse



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RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

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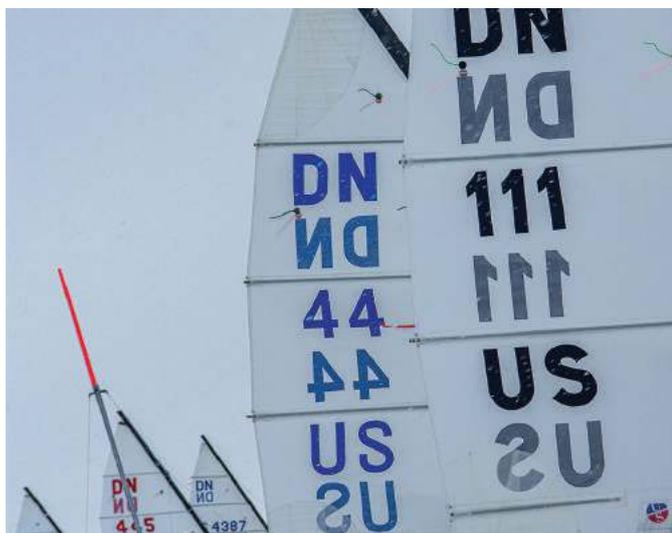
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COMMODORE'S MUSINGS

FROM THE COMMODORE, ON PAST, PRESENT AND FUTURE
WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

Looking back on our season, I have to conclude that it wasn't bad. Yes, we had weather challenges, but I got 19 days of iceboating in before COVID 19 robbed me of the last three weeks of our season. Twenty-five or 30 days of sailing would have been better, but my hard water season is still often better than my soft water one. Had I lived on Prince Edward Island or in Maine instead of Nova Scotia I could have sailed into the first week of April, but interprovincial travel restrictions put an end to that. The Chickawaukie guys in Maine started their season in November and finished in April, for six months of hard water.



A highlight of my season was our collective jaunt to Montana. Aside from new sights, Montana gave us our first experience of the Regatta Management Agreement (RMA), and the confusion that resulted from some duplication between the RMA and our own by-laws. In this issue of Runner Tracks you will find proposed revisions to our Constitution and By-laws that will remove duplication and additionally, make our by-laws clearer to the user. You will have an opportunity to approve or reject these proposals in our soon to be released annual ballot for Officers of the IDNIYRA. I encourage you to support those revisions, which are largely housekeeping and do not change how we organize regattas.

Deb Whitehorse, Jeff Kent and I recently 'attended' the annual IDNIYRA EU National Secretaries meeting. Europe too was under COVID 19 lock down, so the secretaries resorted to Skype and Google Docs to make the meeting happen. There was initial resistance to holding an on-line meeting, but after several practice runs it all went smoothly and almost all participants concluded that this should be their normal mode of operation in future.

The European Secretaries were as pleased as we were with the excellent response to our recent Official Specifications ballot. It reinforces the benefits of changing to electronic balloting and encourages us to think about common voting in future class-wide ballots. Perhaps IDNIYRA and IDNIYRA EU could alternate as ballot hosts; alternatively, the host of the Gold Cup on any given year could host the common ballot. A single voting list would be a lot simpler and a lot more reliable than relying on me to add the results of North American and European ballots correctly (blush). Of course, class-wide ballots are only necessary for amendments to the Official Specifications, the EPIC Agreement or the Regatta Agreement, so our regular spring election of officers will continue as an IDNIYRA-alone affair.



Photo: Gretchen Dorian

Continued next page

The European Secretaries meeting generated some proposals for Official Specifications changes and a couple of proposals for EPIC and Regatta Management Agreement changes (more detail in another article), so we will need a class-wide vote again in the Autumn. This suggests a future voting pattern: our usual IDNIYRA ballot in the Spring, for IDNIYRA members only, and a class-wide vote (IDNIYRA and IDNIYRA EU members) in the Autumn to address Technical Specifications or EPIC and Regatta Management Agreement amendments, if any.

Finally, the Technical Committee has started the process of rewriting our technical specifications to consolidate interpretations in the rules themselves and to make our rules clearer to all. The Technical Committee will generate a new rule set that does not change what a DN is, but simply reduces ambiguity or misunderstanding. Class-wide balloting will be required to adopt such rules. It is a big job so we will likely see section-by-section progress rather than an entirely new rule set in one go. The runner plank rules, Section B of the Official Specification, are their first target.

Rather than closing with Sail Fast and Sail Safe, it seems more appropriate to say Stay Safe and Stay Well. But if you are sheltering at home, don't waste workshop time!

Warren Nethercote KC3786



Photo: Gretchen Doran



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RESULTS OF DN OFFICIAL SPECIFICATIONS BALLOT

Members of IDNIYRA and IDNIYRA EU recently voted on four proposed changes to the IDNIYRA Technical Specifications: (1) deletion of the existing specification of mast minimum weight; (2) deletion of the existing technical specification of minimum mast balance point height; (3) amendment of the materials specification of the 'wood type' runner body; and, (4) amendment of the minimum thickness of insert plate dimensions of the wood type runner with steel insert (insert runner). The results of the ballot follow.

Two hundred and thirty-three ballots were sent to IDNIYRA members of which 150 voted for a 64 percent return rate. Two hundred and seven ballots were sent to IDNIYRA EU members of which 155 voted for a 75 percent return rate. Two-thirds of the votes must support a measure for it to pass.

(1) Deletion of the Existing Specification of Minimum Mast Weight:

Organization	In Favour	Opposed	Abstain
IDNIYRA	32	115	3
IDNIYRA EU	77	72	6
Combined	109	187	9

37 percent of those voting support proposal (1) so it fails.

(2) Deletion of the Existing Specification of Minimum Mast Balance Point:

Organization	In Favour	Opposed	Abstain
IDNIYRA	37	111	2
IDNIYRA EU	91	59	5
Combined	128	170	7

43 percent of those voting support proposal (2) so it fails.

(3) Amendment of the Materials Specification of the 'Wood Type' Runner Body:

Organization	In Favour	Opposed	Abstain
IDNIYRA	36	109	5
IDNIYRA EU	84	65	6
Combined	120	174	11

41 percent of those voting support proposal (3) so it fails.

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(4) Amendment of the Minimum Thickness of Insert Plate Dimensions of the Wood Type Runner with Steel Insert (Insert Runner):

Organization	In Favour	Opposed	Abstain
IDNIYRA	139	10	1
IDNIYRA EU	109	41	5
Combined	248	51	6

83 percent of those voting support proposal (4) so it passes.

Proposal 4, having passed, will come into effect on May 31, 2020 and will be reflected in the 2021 IDNIYRA Yearbook.

The members engagement in the voting process and the governance of the DN Class is very much appreciated.

Warren Nethercote, Commodore IDNIYRA

Attila Pataki, Commodore IDNIYRA EU

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2020 JUNIOR

The 2020 Junior World DN & Ice Optimist Championships were held on Lake Oresjön in central Sweden the week after the DN Gold Cup was sailed on nearby Lake Orsa.

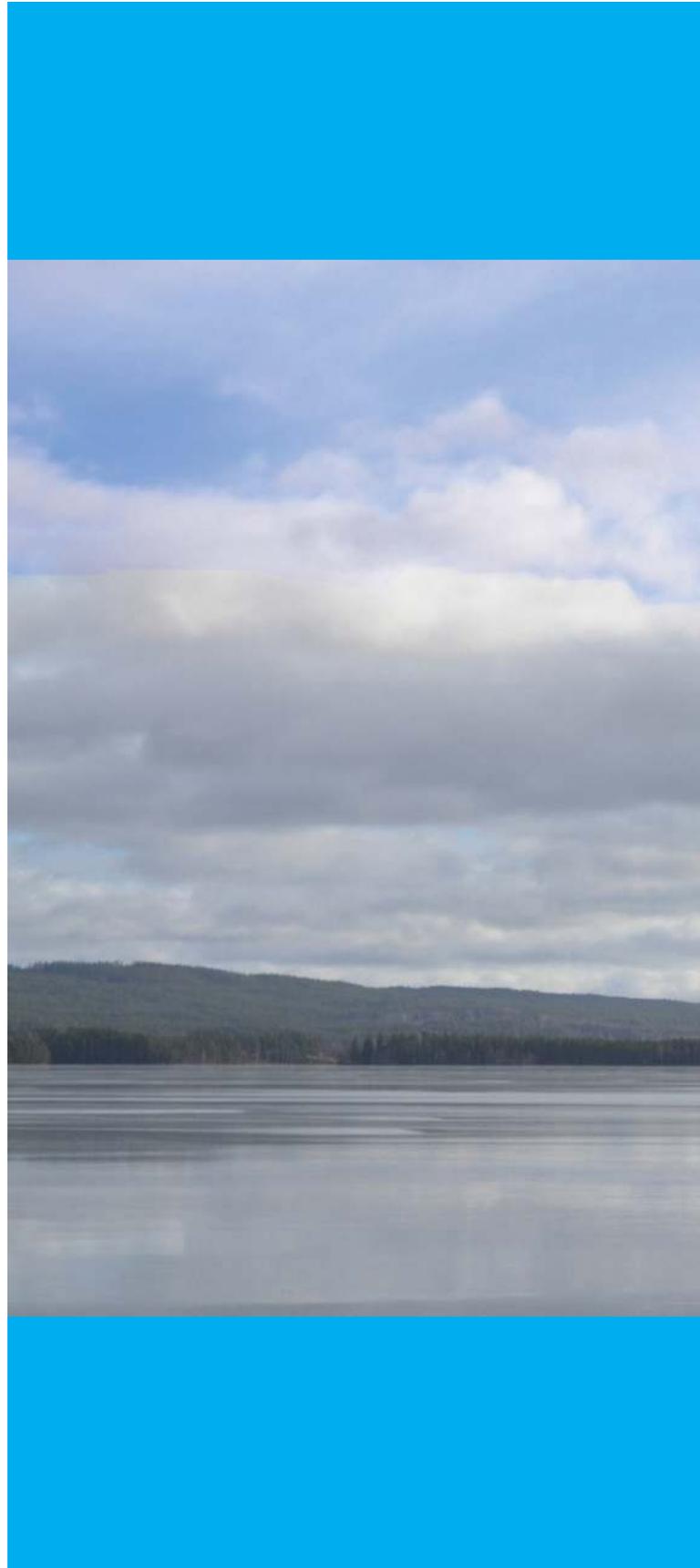
Lake Oresjön's peaceful setting made for a photographer's dream, complete with a picturesque white church that dominated the rural skyline. The story goes that in the 1500s nearby townspeople of Furudal set a log adrift and a church was built where the log ended its journey. The medieval church was replaced by current church in the 1870s.

Strong shifty winds on shiny wet ice greeted competitors the first day of racing. Conditions would have been challenging for adults and racing was postponed until the next day.

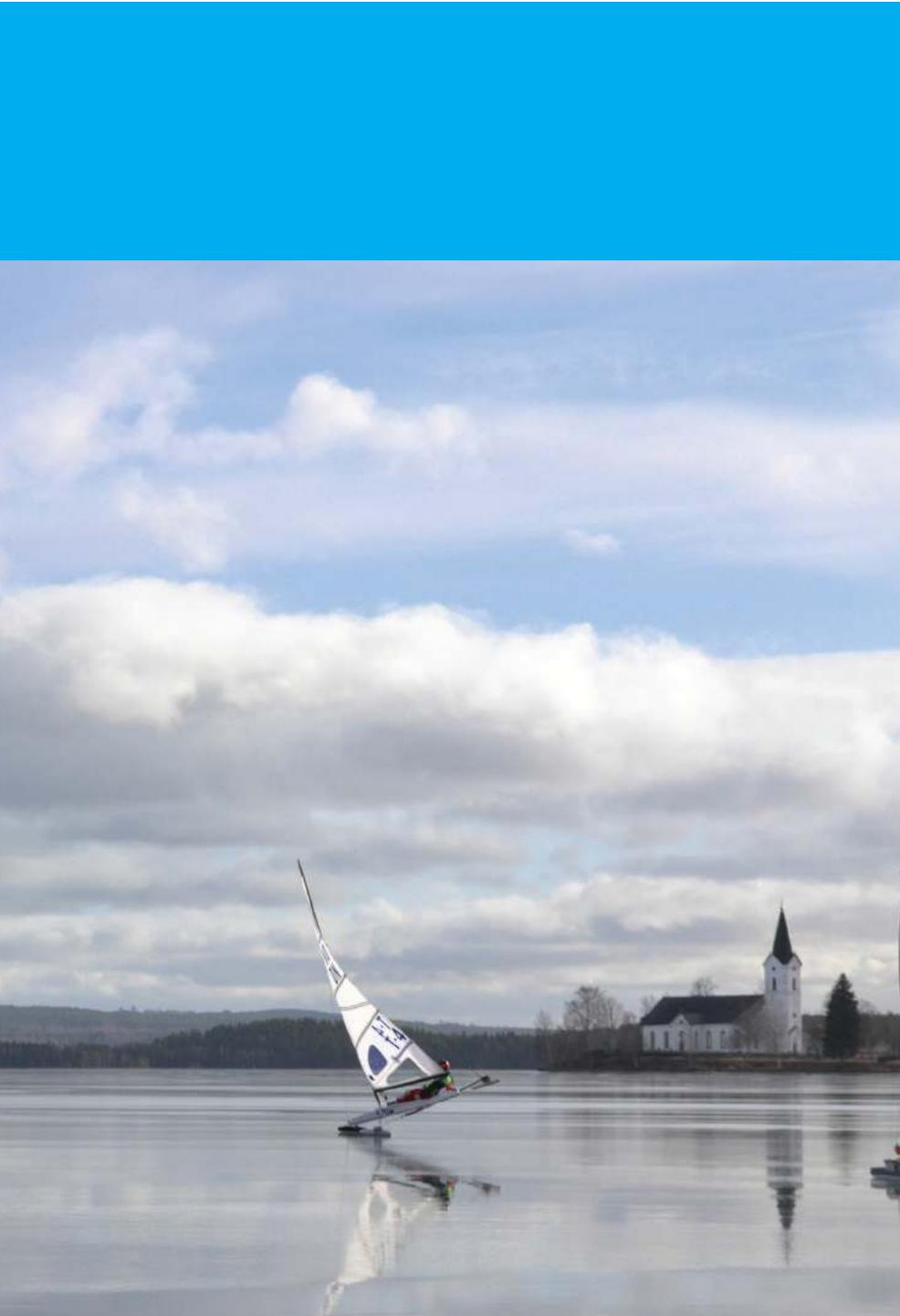
On the second day the winds were lively but more manageable. Expecting to see a few capsizes on the fast wet ice, I was impressed by the young sailors' high levels of sailing skills and incidents were limited to right of way rules issues. The steady winds and fast ice kept the fleet rotations moving as efficiently as possible. The Lithuanian DN Ice Sailing club, organizers of the event, provided hot tea and cookies on the ice every day and the Uppsala, Sweden contingent cooked Swedish hotdogs for the group.

On the third day, the wind failed to materialize and the postponement allowed extra time for the previous day's protest hearings. Extra care was taken by the protest committee members to listen to the sailors and then ask them what they learned from the experience. The boredom created by a day of no sailing was not a bad thing - the kids kicked a soccer ball around on the ice, skated, and generally horsed around for hours before being excused for the day. That evening, Estonian coach and DN sailor Mikhail Kosk C45 organized a bowling tournament between countries back at Orsa.

The Worlds were called complete and the European Championship was sailed the next day. Congratulations to all competitors, their parents, and coaches.
Deb Whitehorse



WORLDS



Antanas Gerasimavicius T4. Photo: Arijus Dambrauskas



Swedish hotdogs courtesy of the Uppsala Ice Sailing Club.



Oskar Svensson S714 sharpens his DN runners the night before the Worlds.



Anielka Graczyk P375 and her coach, father Robert Graczyk P31, share a moment before an Ice Optimist race.



The fleet on Lake Orasjon in front of Ore Kyrka.

REGATTA RESULTS

2020 JUNIOR WORLD CHAMPIONSHIP
FEBRUARY 17 - 20
LAKE ORESJÖN, FURUDAL, SWEDEN

ICE OPTIMIST FLEET 1-22

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	PTS	GIRLS
1	P89	GIGIELEWICZ, MATEUSZ	4	1	5	[10]	2	2	3	17	
2	P375	GRACZYK, ANIELKA	1	5	[6]	2	1	3	5	17	1
3	C3	SEPP, ANDRIAS	2	[19]	4	1	5	9	6	27	
4	P293	KONARZEWSKA, MARIA	8	2	2	5	10	[15]	2	29	2
5	P219	POTEJKO, AMELIA	7	8	[16]	6	14	1	1	37	3
6	P339	SKAWINSKI/KORNIK, MICHAŁ	5	[9]	7	7	6	4	9	38	
7	C2	PAOMEES, GEORG	[23/ DNS]	4	1	12	4	11	8	40	
8	C1	TAGGU, LISBETH	3	13	[14]	3	8	10	7	44	4
9	P334	LISZKIEWICZ, LIWIA	6	3	[12]	8	12	5	11	45	5
10	P22	WOJCIECHOWSKI, MIKOŁAJ	13	7	11	11	3	7	[16]	52	
11	C191	ÖUNAP, ANGELIINA/ MARIA/ISABEL	[16]	15	10	4	9	6	10	54	6
12	P161	SLIWINSKI, ŁUKASZ	14	6	8	9	[16]	8	12	57	
13	P84	GÓRSKI, RAFAŁ	10	14	3	15	11	[20]	14	67	
14	P294	SKÓRNÓG, MAGDALENA	12	12	[15]	14	13	14	4	69	7
15	C28	ADER, ARTUR	9	11	[21]	18	7	19	18	82	
16	C29	LEMBER, HENRI	11	10	9	19	[20]	16	20	85	
17	C4	TAGGU, LAURA/MARII	17	17	[18]	16	17	13	13	93	8
18	P202	TYMINSKA, KATARZYNA	15	16	13	[20]	15	18	19	96	9
19	C77	MÄGI, STAN/ERIK	19	18	[20]	13	19	17	17	103	
20	C20	KAAR, EMMA MIA	20	[21]	19	17	18	12	21	107	10
21	P137	SLIWINSKI, JAKUB	18	20	17	[21]	21	21	15	112	
22	S55	SÖDERMAN, TYRA	[23/ DNS]	23/ DNS	23/ DNS	23/ DNS	23/ DNS	22	23/ DNS	137	11

REGATTA RESULTS

2020 JUNIOR EUROPEAN CHAMPIONSHIP
FEBRUARY 17 - 20
LAKE ORESJÖN, FURUDAL, SWEDEN

DN FLEET 1-27

POS	SAIL	NAME	R1	R2	R3	PTS	GIRLS
1	C20	MAALINN, RASMUS	1	1	1	3	
2	C62	AASAV, MELVIN	2	8	3	13	
3	P163	MICINSKI, GUSTAW	4	9	2	15	
4	R53	LISOVITCKII, MARK	3	5	8	16	
5	P186	CHMIELEWSKI, MACIEJ	5	7	4	16	
6	P192	KRYNICKI, JAKUB	6	6	5	17	
7	S839	STEFFNER, AXELL	8	3	6	17	
8	R741	ARTIUKH, POLINA	9	2	9	20	1
9	S887	LINDÉN, GUSTAV	10	4	10	24	
10	S714	SVENSSON, OSKAR	7	11	7	25	
11	P224	KLIMASZEWSKI, WOJCIECH	13	10	11	34	
12	C41	KUIVONEN, JORGEN	12	12	12	36	
13	P280	KAMINSKI, JAKUB	16	13	13	42	
14	P198	WASILEWSKI, MATEUSZ	14	14	14	42	
15	S832	GRANHOLM-SÖDERMAN, RASMUS	17	15	18	50	
16	P102	BANACH, LAURA	19	16	15	50	2
17	P195	CHMIELEWSKA, ALEKSANDRA	15	19	16	50	3
18	C70	ADER, KARL	11	28/DSQ	17	56	
19	T4	GERASIMAVICIUS, ANTANAS	18	18	20	56	
20	O37	TOLSTIKA, LEILA HELGA S RA	20	17	21	58	4
21	P379	MARTYNOWSKA, WERONIKA	23	22	22	67	5
22	P69	DROZDOWSKI, JAKUB	21	28/DNS	19	68	
23	C57	RATNIK, KAREL	25	20	23	68	
24	C52	SALUNDI, PERT	24	21	24	69	
25	T99	JURGELIONIS, JURGIS	22	23	25	70	
26	C16	RÜÜTEL, DANIEL	26	28/DNS	28/DNS	82	
27	S829	ALNESS, WILHELM	28/DNS	28/DNS	28/DNS	84	

REGATTA RESULTS

2020 JUNIOR EUROPEAN CHAMPIONSHIP
FEBRUARY 17 - 20
LAKE ORESJÖN, FURUDAL, SWEDEN

ICE OPTIMIST FLEET 1-22

POS	SAIL	NAME	R1	R2	R3	PTS	GIRLS
1	C3	SEPP, ANDRIAS	2	1	4	7	
2	P293	KONARZEWSKA, MARIA	7	6	1	14	1
3	P219	POTEJKO, AMELIA	9	5	2	16	2
4	P89	GIGIELEWICZ, MATEUSZ	1	12	3	16	
5	P375	GRACZYK, ANIELKA	10	2	7	19	3
6	C1	TAGGU, LISBETH	3	11	9	23	4
7	C28	ADER, ARTUR	4	7	12	23	
8	C2	PAOMEES, GEORG	8	13	6	27	
9	C191	ÕUNAP, ANGELIINA/MARIA/ISABEL	11	9	8	28	5
10	P294	SKÓRNÓG, MAGDALENA	6	3	20	29	6
11	P339	SKAWINSKI/KORNIK, MICHAŁ	15	10	5	30	
12	P22	WOJCIECHOWSKI, MIKOŁAJ	16	4	10	30	
13	P137	SLIWINSKI, JAKUB	5	19	11	35	
14	P161	SLIWINSKI, ŁUKASZ	12	8	21	41	
15	C77	MÄGI, STAN/ERIK	14	16	15	45	
16	C4	TAGGU, LAURA/MARII	17	15	14	46	7
17	P84	GÓRSKI, RAFAŁ	18	17	13	48	
18	P334	LISZKIEWICZ, LIWIA	20	14	16	50	8
19	C29	LEMBER, HENRI	13	21	22	56	
20	C20	KAAR, EMMA MIA	22	18	17	57	9
21	P202	TYMINSKA, KATARZYNA	21	20	18	59	10
22	S55	SÖDERMAN, TYRA	19	22	19	60	11



CHRONICALS OF BAIKAL

A JOURNEY INTO THE MAGICAL ISOLATION OF SIBERIA

"BAIKAL'S MYSTICAL POWERS ARE
ROOTED IN ITS ISOLATION."

by: **Mike Bloom US321**

PHOTO BY SOPHIA MARC-MARTIN



BAIKAL 2020 WILL BE REMEMBERED AS THE LAST ICE SAILING REGATTA BEFORE THE PANDEMIC SHUT DOWN THE WORLD. THIS IS AN EDITED VERSION OF LAKE MINNETONKA, MINNESOTA SAILOR MIKE BLOOM'S REPORTS THAT WERE PUBLISHED ON ICEBOAT.ORG IN MARCH OF 2020.

REPORT 1

"Minnesota DNER Mike Bloom checks in from the other side of the world in Baikal- He sounds a little worn out at the moment!"

All good here. Except I'm exhausted. And sleep deprived. Jet lag is hitting me hard.

Arrived at Lake Baikal yesterday. All it took was an 8 hour flight to Amsterdam followed by a 4 hour flight to Moscow followed by an 8 Hour flight to Irkutsk followed by a 5 hour bus ride down a dirt road Lake Baikal.

I don't want to say this place is in the middle of nowhere but the town is so small the locals haven't even bothered to name it. Lake Baikal it is literally half way around the world. There is a 13 hour time zone difference from Minnetonka to Baikal.

75 sailors are here. Upon arrival I saw many familiar faces and I meet many new ones. This place is so remote hardly anyone from here has even heard of the coronavirus. Every Russian greets you with a big, full on, Russian bear-hug.

Tomorrow the fun begins. The first agenda item is to help get the boats and gear out of the two huge shipping containers. They containers were shipped Germany via semi-truck nearly a month ago. They arrived last week. They were brought down to the lake last night.

Once I get my gear, I need to get the boat set up. Opening ceremony is at 11, then it's off to the race course.

REPORT 2

First day in on the ice.

My body is so confused from jet lag I don't know what time it is. Its 8 am in Baikal but my body thinks its 7 pm in Minneapolis.



Photo: Igor Bessarab

There was a nice breeze when I got up but that's not a good sign for Baikal. Usually, the wind fills in later in the morning. Not sure what this weather pattern will bring.

I joined a handful of early risers and went down to unload the shipping containers. The sooner we unload them the sooner we can set up.

The amount of gear in the containers is impressive. The 35 hulls, masts, planks, along with maybe 80 sails and hundreds of runners take up a ton of shoreline.

The best part was watching the sailors get to the ice. It looked like Christmas morning as the sailors all picked out their gear. Opening ceremony was at 11. Then wind died. We'll try again tomorrow. Should be wind tomorrow.

REPORT 3

Bottom line: no sailing today.

After being served lunch in the pits, the fleet was instructed to assemble a few miles down the lake on the other side of a huge rock island. Once there, a Silver qualifier was attempted but black flagged due to an expired time limit on the third lap. Next it was the Ice Optimist fleet's turn to be blacked flagged when nobody made it to the weather mark.

No Gold fleet races were attempted. The Gold fleet can't sail until the Silver qualifier takes place.

Finally, at about 5 pm we were excused for the day. And yes, as soon as we were told to go home the wind came up. Since the sun doesn't set till nearly seven Chris Berger convinced Peter Hamrak, a Russian named Sergei, and Mike Bloom to sail multiple hot laps back near the pits.

The ice on Baikal is less than ideal. I'd rate the ice a 6. The lake is full of snow drifts that are deep and hard. It takes some great steering and lot of luck to navigate the course. Hopefully, our evening session will serve us well tomorrow, when the wind is predicted to reappear. It's been another long day. Time for a shower and some shut eye.

Continued next page

REPORT 4

"Mike Bloom writes that the sailing conditions are tough but are inconsequential compared to the challenges he will face thanks to the Coronavirus when he tries to get back to his home ice on Minnetonka. Good luck, Mike. We are pulling for you."



Very tiring day. And frustrating.

The course is 60-80% covered with Styrofoam snow drifts. Many drifts are taller than a runner.

Today we saw nuclear winds, massive wind shifts and super light winds, all in the first race. After today's first race was completed and scored the race committee threw it out. They said conditions were unfair.

THE BIG NEWS IN THE PITS INVOLVES THE CORONAVIRUS. WE ARE HEARING MORE AND MORE OF ITS GLOBAL SPREAD.

We then sat or slept for the next 3 hours waiting for the wind to reappear.

Racing resumed about 4:30 pm. The race was completed and score. Polish sailor Marek Stefaniuk P107 won the race. The race was like riding a hobby horse. Between the puffs and the sticky drifts, the boats were very jumpy. Tons and tons of sheeting in

and out. Never could get into a groove.

We sailed a third race that was not without drama. We started about 5:15. First lap had nice steady breeze. Second lap it started to die. Second time downwind saw many of the leaders out of their boats. Between the light air and big drifts jibing was impossible. Third lap was very light upwind and down. Again, most everyone was out of boat at some point. Many sailors retired. As I got to finish the scorers we're walking away. I was told race was abandoned. They said the leader didn't make time limit. But tonight, results were magically posted... with mistakes. I was scored 14th but know I finished 6 or 7th. And many of the boats I beat were scored ahead of me. So, I was convinced there had to be mistakes in the scoring.

I later found out that there were no mistakes. There was no black flag. I just didn't understand how the race was scored. The head judge joined me at breakfast the next day and explained what I call a modified Bart system. If you don't finish within 5 minutes of the leader you are scored based on your position after the 2nd lap even if you are on the same lap as the leader. Even so, I was unhappy they used their Bart system because I had passed so many boats on the 3rd lap.

We sailed in as the sun set, which happens here at about 7. It then promptly turned dark. Very frustrating to take boat apart in the dark. We could have used the headlights on the Probe's (US4975) Suburban to shine some light on the pits.

Huge winds with nuclear puffs are forecasted for tonight into tomorrow. Virtually everyone took down their masts, tied them to their hulls and anchored their boats to ice.

The big news in the pits involves the coronavirus. We are hearing more and more of its global spread.

There is much concern about European countries closing borders. Many sailors are heading home early. Seems like the effects of the norovirus has finally hit Baikal.

Not sure what I'm going to do. Delta has already told me my flight to Minneapolis has been cancelled. I rebooked on Air France but now they too say my flights have been cancelled. If any of you big wigs have a private jet, please let me know. I would like to get home at some point.

REPORT 5

"Mike Bloom shares his incredible day at Baikal. For those of you who don't know, Mike and his good friend, Mark "Doctor" Christensen had promised to make the journey to Baikal together but the Doctor passed on after a long illness at the beginning of this sailing season. Mike kept their promise and remembers his friend at the close of this ice sailing season on Baikal. Good luck getting home."

Postponed. Gusts to 17 m/s. No racing. The Baikal Beast is roaring. Way too much wind..

When racing was cancelled I was invited to visit the Stupa on the big island out in the lake. So, I put on my spikes for a 7 km walk in winds so strong I thought it would blow us off our feet. Dideric organized the day and we were joined by his wonderful wife Alexandra, Chris Berger and Marci Grunert and two other Dutch sailors both named Hans.

SURROUNDING THE STUPA WERE MANY PRAYER FLAGS. BEING THERE WAS A MOVING AND SPIRITUAL EXPERIENCE.

A Stupa is a religious structure containing the remains of Buddhist monks and is used as a place of meditation.

The shape of the Stupa represents a Buddha, crowned and sitting in meditation posture on a lion's throne. But a local guide said the Stupa also represents the five purified elements of the earth: land, water, air, fire, and sun.

We honored the Buddhist tradition of circum-

ambulation which is an important ritual of walking three times around the Stupa. As a result, Stupas have a path around them. We also left a small token at the altar. Surrounding the Stupa were many prayer flags. Being there was a moving and spiritual experience.

We then returned to the ice and walked to the tip of the island to view a famous rock outcropping in the shape of a dragon. From there we walked around edge of the island to seek shelter as the wind had really picked up. We stopped



Mark (Doctor) Christensen US4824

in a beautiful spot with an amazing view of the lake. The rock outcroppings were covered with ice and Dideric and Marci surprisingly produced a bottle of Baikal vodka and several shot glasses. We all briefly spoke about how fortunate we are to sail in Baikal and to be together with friends from around the world.

We then drank a special toast to Mark (Doctor) Christensen and then a separate toast to fun and friendship.

Continued next page

As we started the 7 km trek home suddenly four dirt buggy's were heading straight for us. They were incredibly loud and appeared to be having way too much fun. Turns out they were sent by Jörg to find us.

MY TRIP TO BAIKAL WAS EVERYTHING JÖRG, DIDERIC AND RON PROMISED IT WOULD BE.

After a couple of high speed 360's they stopped and offered three of us a ride to see ice caves, mountain goats and another large spiritual rock shrine. So without hesitation, Hans and I jumped in. After all, what could go wrong traveling at freeway speeds on a sheet of ice in dirt buggy's driven by a bunch of crazed iceboaters!

Some three hours later we were back on shore for the regatta's international dinner. Each sailor brought food from their home country.



Photo: Igor Bessarab

Jörg brought eel. Hamrak brought salami and herring. Jost brought bread and sausage. Marci made delicious American baked beans. I brought girl scout cookies. The Swiss brought Cheese and chocolate. I have no idea who brought the rest. But there was more food than I could have imagined and it was all very tasty.

After a very fun dinner the music started, as did the dancing. Young and old joined the festivities. International boundaries were no longer relevant.

Sailing continues tomorrow. The ice has gotten slightly better. Not sure about the wind though. I made the difficult decision to join Berger and Marci and return

home early. The coronavirus is becoming a worldwide pandemic. Air travel is getting difficult. European borders are being closed to foreigners. Many Europeans have already left. My airline reservations keep getting cancelled or rerouted to countries that will not let in foreigners.

I may be safe here but it is time to go home. Because of the coronavirus, leaving early is the right thing to do.

My trip to Baikal was everything Jörg, Dideric and Ron promised it would be. The people, the culture and the geography is indescribable. It was truly a remarkable journey. One I will remember forever.

REPORT 6

"Mike Bloom is back home from Lake Baikal after an extraordinary journey home."

Home at last!

Thanks to all of you who were rightfully worried about my getting back to the USA.

Being in Baikal doesn't exactly provide a true version of life on the outside. Baikal's mystical powers are rooted in its isolation. Still, one universal truth remains. Dark clouds are always a sign.

When I left for Baikal people we going to work, kids were going to



school, Purell was readily available, and face masks were on the shelves at Walgreens. Obviously, things changed quickly but in Baikal the effects of the coronavirus on the real world was significantly muted. Plus, we had no television, no radio, no newspaper, no magazines and very little internet. I assumed no news was good news

My first inclination I might have problems getting home was when Delta sent me an email stating the flight home that I booked two months ago was

EUROPEAN COUNTRIES WERE CLOSING THEIR BORDERS AND MANY OF THE FOREIGNERS HAD ALREADY PULLED OUT. I DIDN'T I WANTED TO BE IN RUSSIA IF IT CLOSED ITS BORDER.

cancelled.

Delta rebooked me on an Air France flight through Amsterdam but, in true airline fashion, my new reservation included an 8-hour layover in Amsterdam and a 12 hour layover in Atlanta. I was flying through Atlanta because the Minneapolis airport was closed to direct flights from Europe.

Due to the long layovers I was actually happy when later that day Air France told me my flight was cancelled. Delta then rebooked my flights through Paris and on to Dallas. However, when the Paris

airport was closed to foreigners, my reservation was cancelled.

Once it was clear Delta was not going to get me home I spent nearly \$1000 and bought a new ticket flying Aeroflot direct from Moscow to New York. Hopefully, Delta will refund my flight home to offset the cost of the new ticket.

Continued next page



Photo: Igor Bessarab



“DARK CLOUDS
ARE ALWAYS A
SIGN.”

And, of course, being in the middle of Siberia doesn't help when trying to deal with the airlines. It creates all kinds of logistical issues. First, I had no cell service in Baikal and second, my internet connection was marginal at best. Booking new reservations was practically impossible. Joerg deserves much credit for allowing me to use his phone.

More problematic is getting to the Irkutsk airport. From Baikal, it is a 5-hour car ride. Try to find a cab driver willing to drive 5 hours from Irkutsk down a dirt road to pick me up and then turn around and drive 5 hours back to the airport. Good luck with that!

But then I got lucky. On Tuesday night I learned that the other Americans in Baikal, Chris Berger and Marci, were going home. When Marci told me she had secured a cab to get them to Irkutsk, I jumped at the chance to go with them. It was a difficult decision to make but I knew it was the right decision. European countries were closing their borders and many of the foreigners had already pulled out. I

didn't want to be in Russia if it closed its border.

Using yet another borrowed phone I was able to book an Aeroflot flight to Moscow and then fly direct to New York. I was on the first available flight leaving

HONESTLY, THE GOOD PARTS OF THE TRIP CLEARLY OUTWEIGH THE HASSLES OF GETTING HOME. I'D GO BACK IN HEARTBEAT.

Sunday. The Sunday flight was then cancelled. Much to my surprise, when I tried to rebook the flight, I found a seat on a plane leaving very early Thursday morning.

So, Wednesday night Chris, Marci, and I jumped in Marci's cab and drove the 5 hours to the airport in Irkutsk. We arrived in Irkutsk about 10 pm. Chris and Marci went to a hotel. Since I had to be back at the airport at 3 am, and I was too cheap to spend money on a hotel, I went to the airport.



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I arrived at to the airport in Irkutsk about 11 pm and waited until 3 am to check in for my 5 am Thursday morning flight. At exactly 3 am, an Aeroflot gate agent appeared at the ticket counter. She was very stern and definitely not happy with my 2 oversized/overweight duffle bags and my way too heavy gun case full of runners. She spent the next 30 minutes calculating the cost of the oversized and overweight baggage. The entire time we conversed in fluent English about the content of my bags. I think she took pleasure in telling me the overweight bags would cost \$500 to get home, double what I paid when I flew the other direction. Of course, as soon as I questioned the exorbitant price, she no longer could speak English.

Thus, I did the only thing I could do, I slid my visa across the counter and using the best sarcasm possible I said "thank you." Miraculously, her English returned just long enough to tell me even though I had purchased comfort class with extra leg room neither my flight to Moscow nor my flight to New York had comfort class seats. Plus, if I wanted a refund, I had to call the number on the back of a card she gave me, but I couldn't call till the office opened at 9 am, some three hours after my plane departs.

The flight from Irkutsk to Moscow was a painful 8 hours. I then flew an even more painful 10 hours from Moscow to New York (JFK). Surprisingly, getting through customs at JFK was a breeze. It was almost nonexistent. Nobody even bothered to ask me about the gun case or its contents, let alone look inside. Even more surprising, there was no real health check. Other than completing a short health questionnaire and walking by a guy who took my temperature using one of those temporal thermometers, you wouldn't think the coronavirus is a global issue.

While in the customs area I noticed my bags were tagged to go to Detroit, not MSP. Predictably, nobody was at Delta's international counter so I gathered all my bags, gear and runner box and left security so I could go find the Delta ticket counter and get my bags rechecked.

Once at the Delta counter I learned Delta had

cancelled my flight to Minneapolis, along with all the other flights that night. The next available flight



"Me with the world's most famous DNER, Joerg Bohn. An honor to be with him."

to MSP was the next day at 4 pm. At this point, I couldn't believe what I was hearing. I had not slept for about 30 hours. I couldn't bear the thought of a 24-hour layover. This was the 7th flight home that had been cancelled!

Fortunately, a seasoned traveler behind me told me to check my Delta app. At the time, I thought it was his way of getting me, all my gear and all my problems out of the line. But his suggestion worked. The app did what the Delta ticket agent could not do. It found a Delta flight leaving out of LaGuardia in just 90 minutes. But I was at JFK. After a quick cab ride from JFK to LaGuardia I walked onto a near empty plane and arrived in Minneapolis early Thursday evening.

Glad to be home. Glad I came home when I did. Twelve hours after I arrived, both JFK and LaGuardia were closed because air traffic controllers have tested positive for coronavirus. It is a trend that will not reversed anytime soon.

Despite my expectations, I was not quarantined, unless you count my wife who says she won't come within 6 feet of me, but that might not be coronavirus related. Still, the CDC says symptoms typically appear within 7 days of exposure so I'll hang low till next week.

So that's my Baikal experience. Honestly, the good parts of the trip clearly outweigh the hassles of getting home. I'd go back in heartbeat.

Think Ice!

Mike Bloom US-321

PROPOSED REVISED IDNIYRA CONSTITUTION AND BY-LAWS

WARREN NETHERCOTE, COMMODORE IDNIYRA

In 2019 the members of IDNIYRA and IDNIYRA EU approved the adoption of the EPIC Agreement and the Regatta Management Agreement to reinforce the concept of a DN Class racing the same boats with common world-wide race management practices. The EPIC and Race Management agreements reinforce that the control of these items lies in the hands of our memberships.

As it happens, most of the key elements of the EPIC and Race Management agreements were drawn directly from our IDNIYRA Constitution and By-laws. The EPIC and Race Management agreements override both the IDNIYRA and IDNIYRA EU governing documents in the event of conflict, so the sections of our Constitution and By-laws that were copied are a potential source of confusion if they are not deleted. Actually, the confusion is real rather than potential, based on our experience at the 2020 North American Championships! As a result, our upcoming election of officers will include ballots to amend our Constitution and By-laws. The ballots will give section-by-section details, but an annotated copy of the proposed final version is given below to help understand the proposed changes.

PROPOSED IDNIYRA CONSTITUTION

Proposed changes will be annotated with italicized text. Changes within paragraphs are shown in red or as strike-throughs.

ARTICLE I - NAME AND EMBLEM

The name of this organization shall be the International DN Ice Yacht Racing Association. Its emblem shall be the letters DN, placed on the sail in ten-inch letters, in red or other contrasting color.

ARTICLE II - PURPOSE

The Association's purpose shall be to promote ice yacht racing in this one design class, in boats built to the Official Specifications, and to sponsor class regattas.

ARTICLE III - ORGANIZATION AND FISCAL YEAR

The Association is one of individual members, acting through general member-ship meetings, and through the Governing Committee. The fiscal year shall be July 1 through June 30.

Continued page 30



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ARTICLE IV - DUES AND FEES

Association dues and fees to the North American Regatta shall be fixed by the By-Laws.

ARTICLE V - MEMBERSHIP

There shall be three classes of membership, as follows:

A. Active: Any owner or part owner of a DN, in good standing. Privileges are to sail in the Annual Regatta, vote on the Association affairs, receive all Association communications, and hold office.

B. Associate: Any non-DN owner interested in the affairs of the Association, in good standing. Privileges are to receive Association communications.

C. Inactive: Any Active or Associate member who has not paid dues in the current year by the time of the Annual Regatta will no longer be considered a member in good standing and will be transferred to inactive status. There are no privileges. Members must be Corinthians, and power to accept or reject applications for membership is vested in the Governing Committee.

ARTICLE VI - ELECTIONS AND DUTIES OF OFFICERS

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. Write-in votes will be accepted. The candidates receiving the greatest number of votes wins the election to that office. The term of office shall be one year: from July 1 to June 30 of the following year or until successors are elected. If an Officer's position becomes vacant before the term of office ends, the person to fill the vacancy shall be elected by the remaining Officers.

Duties are as follows:

Commodore: To be chief executive, preside at all meetings, be chairman of the Governing Committee, rule on procedure and jurisdiction, summarize decisions, appoint special committees, authorize payment of bills. The Commodore will counter-sign any checks for expenditures of more than \$1000.00. He will receive a photocopy of all IDNIYRA bank account statements (including IDNIYRA checks and Constitution deposit slips) involving IDNIYRA funds within three weeks of being mailed by the bank.

Vice Commodore: To officiate in the absence of the Commodore. To help the commodore in the approval of N.A. and Gold Cup sites. To take care of perpetual trophies:

- 1) Make sure all perpetual trophies are returned, repaired, or replaced.
- 2) All perpetual trophies are to be properly engraved with winner's names.
- 3) Make sure Perpetual trophies are delivered to the proper race officials two weeks prior to the regatta.
- 4) The keeping of names and addresses of all winners of the perpetual trophies and to pass such information to the new Vice Commodore.

Secretary: To keep minutes and other Association records, publish several newsletters each year and publish an annual directory. He shall publish any results of a membership vote with the full text of the ballot and vote count. He shall bring the records up to date, complete business pending from the Annual Meeting, and shall transmit all Association records to his successor as soon as possible after June 30. The Association shall purchase a \$10,000 surety bond for the Secretary.

Treasurer: He shall maintain the Association membership list, collect dues, assign sail numbers, maintain association funds in a checking account, disburse funds on order of the Commodore, take care of all government or legal documents required of the Association, generate reports and notices associated with financial matters, respond to inquiries about the Association by interested non-members, oversee the sale of mail ordered goods sold by the Association. Complete an annual financial report as of June 30th. Deliver all Association records to his successor as soon as possible after June 30th. The Association shall purchase a \$10,000 surety bond covering the Treasurer of the IDNIYRA. An annual audit shall be made of the Association books by the IDNIYRA Corporation or their designated auditor. Both the positions of Secretary and Treasurer can be held by one person, if necessary.

Past Commodore: To serve on the Governing Committee, participate in its deliberations, and vote on decisions. Only members in good standing who have served as an IDNIYRA Commodore are eligible. This officer serves as an at-large member.

Rear Commodores for each of the 5 regions of North America shall be elected by the region they represent. If a vacancy exists as of May 1, the Commodore may appoint a replacement until the next regional meeting.

The two preceding paragraphs have been re-ordered.

ARTICLE VII - GOVERNING COMMITTEE

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 ~~and 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.

Membership vote is required for enactment of all proposed changes. ~~The Governing Committee shall use the procedures outlined in the EPIC Agreement to change to Official Specifications, or Racing Rules.~~ Otherwise, the Governing Committee may not change or modify any of the above documents, although it has the power to interpret them.

Changes to Article VII reflect the requirements for amendments after adoption of the EPIC and Regatta Management Agreements.

ARTICLE VIII - MEETING AND QUORUM

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 twenty-five 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 amend-

Continued next page

ments 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. *The procedure for changes to the Official Specifications, Racing Rules, EPIC Agreement and Regatta Management Agreement are outlined in the EPIC Agreement and the Regatta Management Agreement.* All meetings shall be conducted according to Roberts Rules of Order.

Changes to Article VIII reflect the requirements for amendments after adoption of the EPIC and Regatta Management Agreements.

ARTICLE IX - VOTING

A majority of the votes cast shall be determined on all questions not otherwise stipulated, and the chair (if in a meeting) shall cast the deciding vote in case of a tie. The chair also has the power to fix a time limit on speakers and discussions of motions.

ARTICLE X - OFFICIAL SPECIFICATIONS

(See EPIC Agreement, Articles II and III)

Article X is deleted because it is now part of the EPIC Agreement.

ARTICLE XI - AMENDMENTS AND CHANGES

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. A two-thirds majority of the votes cast is required. *For changes to the Specifications and their effective date, refer to the EPIC Agreement.*

The addition to Article XI reflects the requirements of the EPIC Agreement.

ARTICLE XII - TECHNICAL COMMITTEE

(See EPIC Agreement Article VI)

Article XII is deleted because it is now part of the EPIC Agreement.

ARTICLE XIII - CLASS HISTORIAN

The Class Historian keeps the class historical records, including, but not limited to past Newsletters, important historic documents and other articles of importance to the class. The position is appointed by the Governing Committee.

ARTICLE XIV – DISSOLUTION OF IDNIYRA

Upon dissolution of IDNIYRA, assets shall be distributed for one or more exempt purposes within the meaning of section 501(c)(3) of the Internal Revenue Code, or corresponding section of any future federal tax code, or shall be distributed to the federal government, or to a state or local government, for a public purpose.

Proposed IDNIYRA By-laws

Proposed changes to IDNIYRA By-laws are much more significant than those to the Constitution. Most of the content of the by-laws was copied to the Regatta Management Agreement and what remained was largely administrative or related to the administration of IDNIYRA regattas, rather than race management per se. When the remaining paragraphs were consolidated it was evident that some additions and re-ordering was required to improve clarity. Changes have been annotated with italicized notes or indicated by strike-through for deletions or red text for additions. It is believed that the changes, taken together with the Regatta Management Agreement, preserve the meaning and intent of the existing by-laws.

Proposed IDNIYRA By-laws

1) Membership dues are Twenty Five (\$25.00) dollars for individuals annually, payable before November 1 to the Treasurer.

2) The entry fee for all IDNIYRA regattas shall be set by and paid to the Regatta Chairman (Rear Commodore of the host region), who shall submit a budget for approval to the Governing Committee no later than October 15 preceding the regatta, and a financial report following the regatta. Funds in excess of actual costs shall be deposited with the Treasurer. A Receipt and

Disbursement Financial Report shall be presented to the membership through the Class Newsletter.

Paragraph 2, above, is subject to a separate proposal to amend in the upcoming ballot, as approved by the Annual meeting.

3) A North American member of the IDNIYRA shall be assigned a number by the Treasurer upon written request and payment of a ten dollar (\$10.00) fee. A member may request multiple numbers. Numbers may be transferred only with the written permission of the person the number is assigned to. A ten dollar (\$10.00) fee is required for transfer of a number. A European IDNIYRA member shall be assigned a number by the National Secretary of the appropriate country. The number on the sail shall conform to Specification G. 13.

4) An annual membership directory shall be published by December 15 and will include all members in good standing.

IDNIYRA REGATTAS

Most of this section was copied to the Regatta Management Agreement and after deletion of the copied paragraphs it was considered necessary to add text, or make edits, for clarity. The remaining paragraphs were also re-ordered to reflect event chronology, for user-friendliness. It is believed that there is no change of meaning or intent.

IDNIYRA REGATTAS

A) GENERAL

1) Regattas will be held in accordance with these By-laws, the Constitution of the IDNIYRA, the EPIC Agreement and the Regatta Management Agreement. In the case of conflict, the Regatta Management Agreement will override the IDNIYRA Constitution and By-laws.

Continued next page

New opening paragraph.

2) All skippers are required to show Proof of Liability Insurance to the extent of \$300,000.00. The Regatta Committee may require that Proof of Insurance at the time of registration, if they so choose.

Relocated from racing procedure to emphasize that insurance is required before competing.

B) RACING RULES

The Racing Rules of the National Iceboat Authority (available at idniyra.org, select National Iceboat Authority Resources) shall prevail, supplemented by the following Association rules:

1) Section (IV) RACING RULES of the Regatta Management Agreement in its entirety.

This is a new paragraph drawing attention to racing rules that have been relocated to the RMA.

2) Notwithstanding members' rights to sail in IDNIYRA regattas (IDNIYRA Constitution Article V.A or Organization of the IDNIYRA EU Article 2.c) The organizers may reject or cancel the entry of a sailor or exclude a sailor from competition provided the organizers do so before the start of the first race of a series and state the reasons for doing so. Such reasons will normally constitute a breach of the common sense, safety or good sportsmanship components of NIA, Part IV, A, Fair Sailing. Approval of a majority of available Governing Committee members is required for such action. On request the sailor shall be given the reason in writing. The sailor may protest the action in accordance with NIA, Part V, Protest, Disqualifications, Appeals, but only on the basis that the action was unjustified or improper. The protest shall be heard at the close of registration. An entry for a sailor eligible under the notice of race or sailing instructions shall not be rejected or cancelled for an arbitrary or capricious reason or for reason of race, colour, religion, national origin, gender, sexual orientation, or age.

This is an IDNIYRA-specific racing rule that was approved by the membership in 2019.

C) WORLD DN CHAMPIONSHIP (GOLD CUP) AND NORTH AMERICAN CHAMPIONSHIP REGATTA

The old Sections A and B have been combined because Section A was moved in its entirety to the Regatta Management Agreement. The remaining information relates to administration of the two regattas, which is essentially the same.

1) Management

The regatta shall be under the control of the Governing Committee and managed by the Rear Commodore of the host region in accordance with these By-Laws.

2) Dates **and Schedule**

a) When held in conjunction with the Gold Cup, the **North American Championship** regatta is held on the day or days remaining after the completion of the Gold Cup. If the minimum number of races has not been completed by sunset of the third day, racing will continue on the remaining days, until the minimum number of races has been completed. If the minimum number of races has not been completed by sunset Saturday, or in view of the weather and/or ice conditions the regatta is abandoned by the Race Committee, the regatta is canceled. On the final day every effort should be made to complete all originally scheduled races. **The specific week shall be selected by the host Rear Commodore with the approval of the Governing Committee.**

b) When not held in conjunction with the Gold Cup, the **North American Championship** regatta is held

during a specific week, beginning on a Monday and ending on Friday, with Saturday as a reserve day. If 3 races in all fleets have not been completed by sundown on Friday, racing shall be continued until sundown on Saturday. *The specific week shall be selected by the host Rear Commodore with the approval of the Governing Committee and shall conform to section 8c of the RMA.*

Changes in paragraphs a) and b) clarify meaning, make the date and site selection processes consistent, and ensure the required spacing between the North American Championships and the Gold Cup when Europe is hosting the Gold Cup.

c) If the regatta is moved, the Governing Committee may restart the regatta. The regatta is cancelled if the minimum number of races has not been completed by sunset on Saturday, or in view of the weather and/or ice conditions the regatta is abandoned by the Race Committee. On the final day, every effort should be made to complete all the originally scheduled races.

6) Site

The regatta rotates each year among three regions - Eastern (which includes the Eastern Seaboard, Mountain Lakes, and Canada), Central Lakes, and Western Lakes (see map). In the Eastern Region, the three area Rear Commodores will decide which region will host the regatta. The site is selected by the host Rear Commodore and approved by the Governing Committee. Should the host region not have suitable ice, the regatta will be moved to the nearest site where suitable ice is available. If the regatta moves to a different region, the Governing Committee will coordinate the move with the original Rear Commodore and the Rear Commodore of the new region. Ice reports will be available during the week prior to the regatta so those sailors who are on their way to the regatta may be advised with regards to the final site location.

7) Entries

a. The regattas are open to any member of the Association who has paid all current dues and who has mailed an entry form with entry fee prior to January 1. Late registration at two times the normal fee will be accepted up to one day before the regatta.

b. Novice entries: Novice DN racers may enter one or both regattas if two years association dues are paid. No other event registration fee will apply. A DN racer shall be considered a novice if that person has never belonged to IDNIYRA, or if their membership has lapsed five or more years. A novice must comply with all other entry requirements

5) Check-in

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.

6) DN Race System, North American Championship

a. Following registration, after fleet assignments are determined, drawing for starting positions for the first race will be done by the race committee. In subsequent races, yachts are positioned on the starting line according to their finishing position in the previous race.

Continued next page

b. There shall be seven races scheduled for each fleet and sailed alternately ~~for the Gold Cup and for~~ when the North Americans ~~when are~~ held in conjunction with the Gold Cup. When not held in conjunction with the Gold Cup, there shall be fourteen races scheduled. Cancellation of races in one fleet shall not affect the races in another fleet.

c. ~~There shall be seven races scheduled for each fleet and sailed alternately. Cancellation of races in one fleet shall not affect the races in another fleet.~~ The regatta, as a whole, will be considered a complete event if the Gold Fleet finishes a minimum of three races, regardless of the number of races completed by the other fleets. If the regatta is completed, prizes will be awarded to all fleets that have completed one or more races.

Editing for clarity or to remove duplication. No change of requirement.

(Also see Race Management Agreement Article III)

D) REGIONAL REGATTAS

1) Management

Regional regattas will be the sole responsibility of the Rear Commodore from that region and are exempt from financial accountability to the IDNIYRA.

2) Entries

Regional regattas are open to any member of the Association who has paid all current dues.

Para 2) added to make clear that the IDNIYRA membership requirement also applies to Regional Regattas.

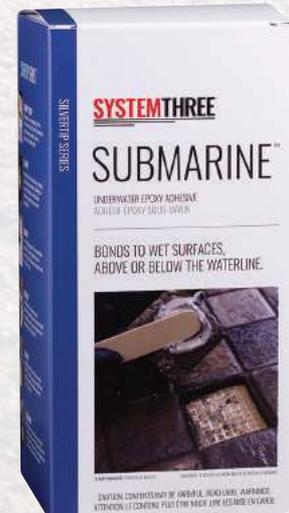
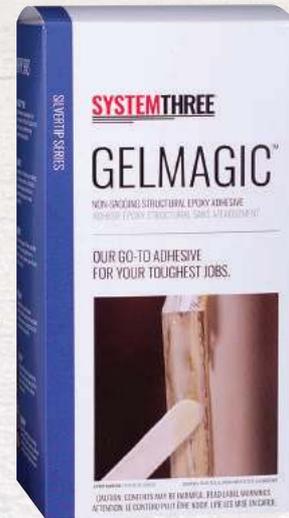
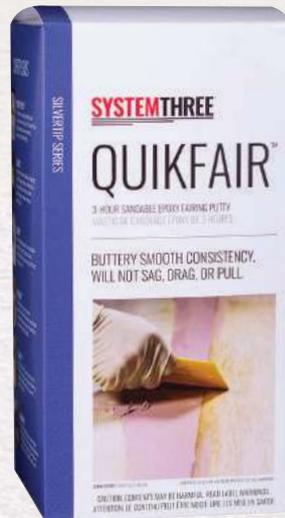
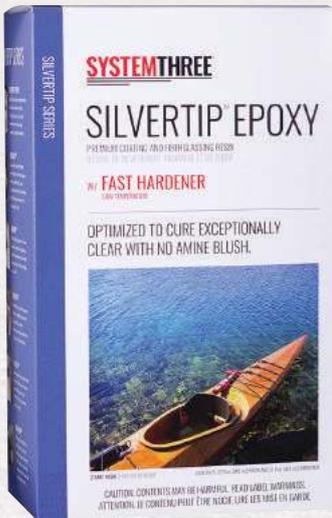
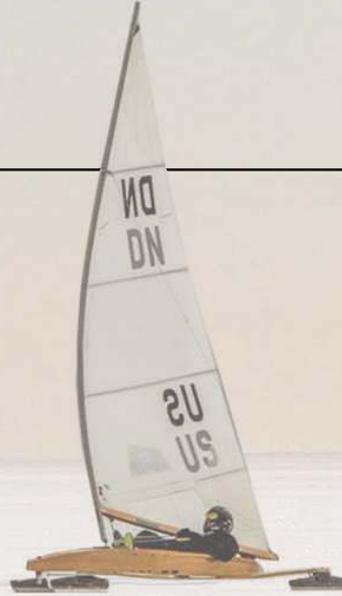


Photo: Gretchen Dorian

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NEWS FROM THE 2020 EUROPEAN NATIONAL SECRETARIES' MEETING

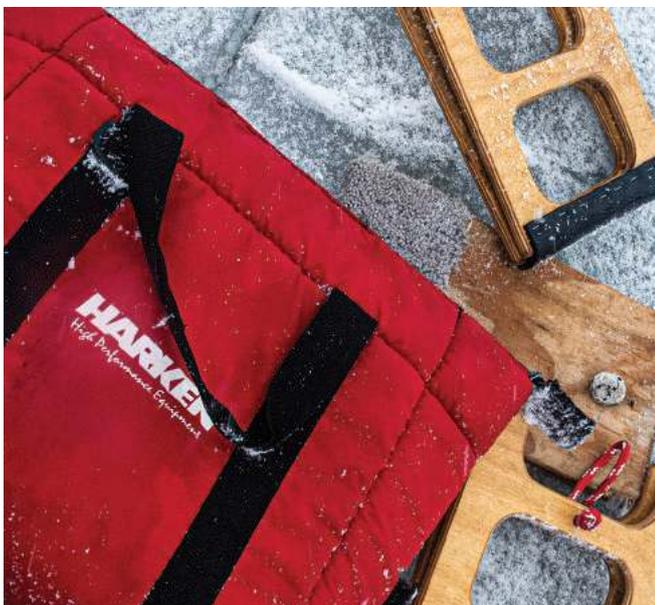
WARREN NETHERCOTE, COMMODORE IDNIYRA

The IDNIYRA National Secretaries Meeting was held April 25th and 26th, 2020 on-line, instead of in Helsinki as planned, courtesy of COVID 19. There were concerns about the effectiveness of an on-line meeting but discussions under a reduced agenda went well and a follow up meeting, likely on-line again, will be held in the Autumn to tie up loose ends.

Warren Nethercote (as North American Representative), Deb Whitehorse (as North American Executive Secretary) and Jeff Kent (as Chair of the Technical Committee) 'attended' the meeting. The North Americans participated in the meeting but did not have voting privileges. What follows here makes no attempt to capture everything at the meeting but tries to identify items most likely to be of interest to IDNIYRA members.

The 2021 Schedule

The IDNIYRA eastern regions (under the leadership of Canadian Rear Commodore John Curtis) will host the Gold Cup and North American Championships 24-30 January 2021. The European Championship will follow three weeks later, 21- 26 February, 2021, with Latvia as host nation.



Enforcement and Evolution of the Technical Specifications

The IDNIYRA Commodore wrote to IDNIYRA EU prior to the meeting expressing the IDNIYRA Governing Committee's concerns over decaying compliance with the DN Official Specifications, and advocated communication of the need for compliance in preference to reliance on protests at regattas. This effort was considered necessary following concerns over Technical Specifications compliance at both the 2020 North American Championships and the 2020 Gold Cup.

The European Secretaries supported the North American concern. There appeared to be consensus that clarifying our Technical Specifications would be important to longer-term improvement of compliance. The Technical Committee has already begun developing clearer rules that would address this (see sidebar).

The Technical Committee Chair's report expanded upon the goal of the committee when revising rules, with revised rules:

- Being **specific**, with removal of ambiguity and conflicting outdated wording;
- Offering **clarity**, with the addition of diagrams as required to demonstrate points covered;
- Defining **measurement** methods and procedures to accurately and consistently allow anyone to verify 100% compliance; and,
- **Incorporating existing interpretations** where possible within the actual specification.

The Technical Committee Chair also reflected upon other factors in decaying rules compliance, such as growing acceptance of construction practices in contravention of the rules: because it is commonplace doesn't make it right. In some cases it may be commonplace because it isn't clear, which revised

rules would address. He also noted concerns about "hidden" specification issues, but cautioned that these are common throughout the sailing world, and not unique to the DN. In that regard, trust and good sportsmanship are key to rules compliance. 'Fixing' rules that are subject to misinterpretation is key to improving understanding and trust.



Proposals for Official Specifications Changes

There were 11 proposals for changes to the Official Specifications presented to the National Secretaries: 9 from Peter Hamrak (M53), 1 from Tomas Lind-

gren (S81) and 1 from Ambroise Johnson (Z88). Four were supported by the National Secretaries and will be submitted to the Technical Committee so that a ballot to the membership can be prepared.

The first proposal to be accepted was by Peter Hamrak, calling for a change to rule A16, which currently begins with "hull cross sections must be rectangular" with no specified tolerance. The submission noted that 'rectangular' implied perfect geometry without variance from 90 degree corners and proposed new wording with a 2 degree tolerance:

"Fuselage side panel parallel projected plane intersecting with deck or bottom parallel projected planes shall be approximately perpendicular to each other with an allowed deviation of about 2 degrees ..."

The proposal carried on the EU Commodore's tie-break, with 6 for, 6 against and 8 abstentions. The principle of a tolerance on a measurement is sound, but one wonders about the merit of the plus or mi-

Continued next page



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Design by Zakrzewski P-55

nus 2 degree proposal. Is it sufficient or insufficient? Fleet-wide measurements at future regattas would serve to determine the validity of the tolerance proposed.

The second proposal to be accepted was by Peter Hamrak, calling for addition of a new rule A.18:

“Steering post head shall incorporate a safety feature to release the tiller upon impact of the skipper’s body.”

Discussion included concerns that past steering posts incorporating this feature had been known to release at inopportune moments, not just upon body impact. As written, the proposal allows no grandfathering or phase-in period. If passed by the members, would systems be available for purchase in sufficient numbers to meet demand? The proposal carried unanimously.



at the 2020 Gold Cup. He raised two concerns, the first being the positioning of Darling marks and the second being the adequacy of windows in the DN sail. He proposed that required DN window area be changed, either from a maximum to a minimum area, or by increasing the maximum area by 20 percent. The national Secretaries supported increasing the maximum window area by 20 percent by an overwhelming majority. Tomas’ concern over Darling Mark location is being referred to the NIA. The fourth proposal to be accepted was from Ambroise Johnson, who proposed addition of a rule specifying how national flags might be displayed on sails. Discussers noted that current rules allowed such display, but expressed concern that national flags might become so large as to cause confusion for scorers. The meeting proposed a rule allowing national flags to have a hoist no higher than 10 cm and that they be located between the boom and the bottom batten. An overwhelming majority supported the motion.

Proposals for Amendments to the EPIC Agreement and Regatta Management Agreement

The IDNIYRA EU Secretary (Attila Pataki, MI01) proposed that Article II of the EPIC Agreement be modified by the addition of ‘environmental friendliness’ to the class values, as expressed in the last sentence of the Article. The national Secretaries supported the proposal unanimously.

The IDNIYRA EU Insurance Manager (Niklas Müller-

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Hartburg, OE221) noted that an unranked sailor had finished third in the Gold Cup and had to requalify for the Gold Fleet in the European Championship. He proposed an addition to the fleet seeding rules, that "Skippers who finished in the first 3 places in the Gold Fleet of the preceding continental or higher regatta." A majority of national Secretaries supported the proposal.

Autumn Ballot

It was proposed and accepted that proposed changes to the Technical Specifications, the EPIC Agreement and the Regatta Management Agreement be put to a class-wide electronic ballot in the Autumn, 2020. This will allow time for proposals to be subject to member discussion and also allow consolidation of questions in a single electronic voting process.

Overall, the meeting was a success and a demon-

stration of strengthening of the ties between 'the DN class' across the Atlantic Ocean.



The Technical Committee Chair presented an example of what revised DN Official Specifications might look like to the National Secretaries, using Section B, Runner Plank as an example. This is NOT a rules change proposal, but simply illustrates how existing rules and interpretations could be consolidated into a more understandable document without changing what a DN is. The National Secretaries encouraged such initiatives. When such proposals were ready for adoption by the DN Class a ballot for member approval would be required.

**Suggested New Wording
Measurement Guide & Measurement Template**

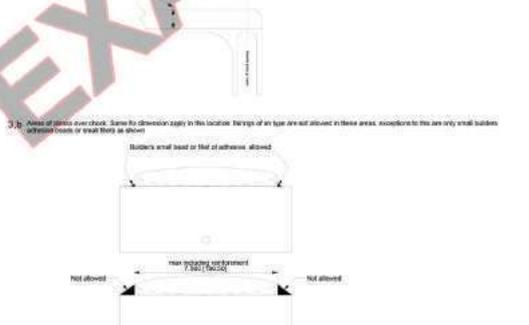
B. Runner Plank

- 1. length overall Max 96" / 2438mm
Min 94" / 2388mm
to be measured while not mounted on fuselage and relaxed. straightline measurement, includes hardware but not check bolt

- 2. Width / Thickness requirements at fuselage centerline
 Max thickness including any reinforcement 1.625" / 41.27mm
 Min thickness including any reinforcement 1.510" / 38.6mm
 Max wood thickness does not include any reinforcement if added
 Min 7.50" / 190.5mm including any reinforcement if added
 Min 6.50" / 165.1mm not including any reinforcement if added

- 3. Width / Thickness requirements at ends
 Max thickness including any reinforcement 1.625" / 41.27mm
 Max thickness including any reinforcement 1.625" / 41.27mm
 Min 7.50" / 190.5mm including any reinforcement if added
 Min 6.50" / 165.1mm not including any reinforcement if added

3.a measurement point for each is located per figure of top of deck. "no" in circles that templates can be applied. Outboard of that, plank top surface shall continue to extend to a point "X" which is above the center of check opening. From that point end of plank can be tapered or flared as desired.



- 6. Cross section is optional. Plank may be of hollow type of construction, only material inside if of shall be hollow construction shall be wood and/or adhesive for lamination purposes.
- 7. Runner plank shall be constructed of wood. Number of wood laminations is optional. Only fiberglass and coatings may only be added to exterior of wood after all required wood stressors are satisfied.

In cases where plank exterior minimum dimension are near or at minimum values there shall be wood visible and no fiberglass

with plank relaxed the bottom surface at "A" centers shall be higher than a plane created from each end of plank

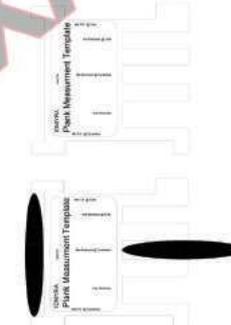
the profile of this "crown" shall assume a reasonable and fair concave curve. Reverse curves in profile are not allowed.

Localized builtups for chock mountings excluded



- 8. The runner plank, including all Hardware and pivot bolts. May not weigh less than 20lbs. or 9.0 kg

Plank measurement template





2020 GOLD CUP PHOTO GALLERY

February 9-15, 2020
Orsa Lake, Orsa, Sweden

PHOTOS BY SEAN R HEAVEY



RON SHERRY US44, RASMUS MAALIIN C20, AND MICHAL BURCZYNSKI P114 PUSH OFF THROUGH SEVERAL INCHES OF WATER ON THE FIRST DAY OF THE GOLD CUP.

THERE WOULD BE ONE MORE DAY OF GOLD CUP RACING BEFORE CONDITIONS DETERIORATED AND THE EUROPEAN CHAMPIONSHIP WAS CANCELLED.

SEAN R. HEAVEY

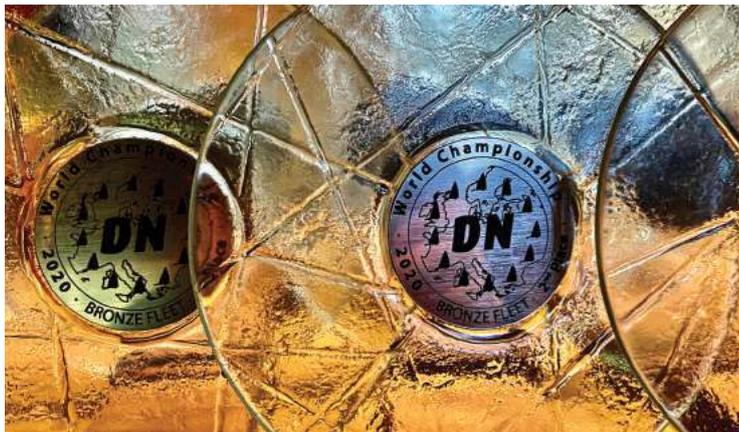
2020 GOLD CUP PHOTO GALLERY seanrheavey.com

Orsa Lake, Orsa, Sweden

February 9-15, 2020



DANIEL HEARN US5352, PIERRE BACHELIN Z25, AND FREDY RUDOLF Z42



2020 WORLD CHAMPION LUKASZ ZAKRZEWSKI P155



YURI ASTASHEV R22



LARS MOLLER D126 AND MAX KOSZELA S844

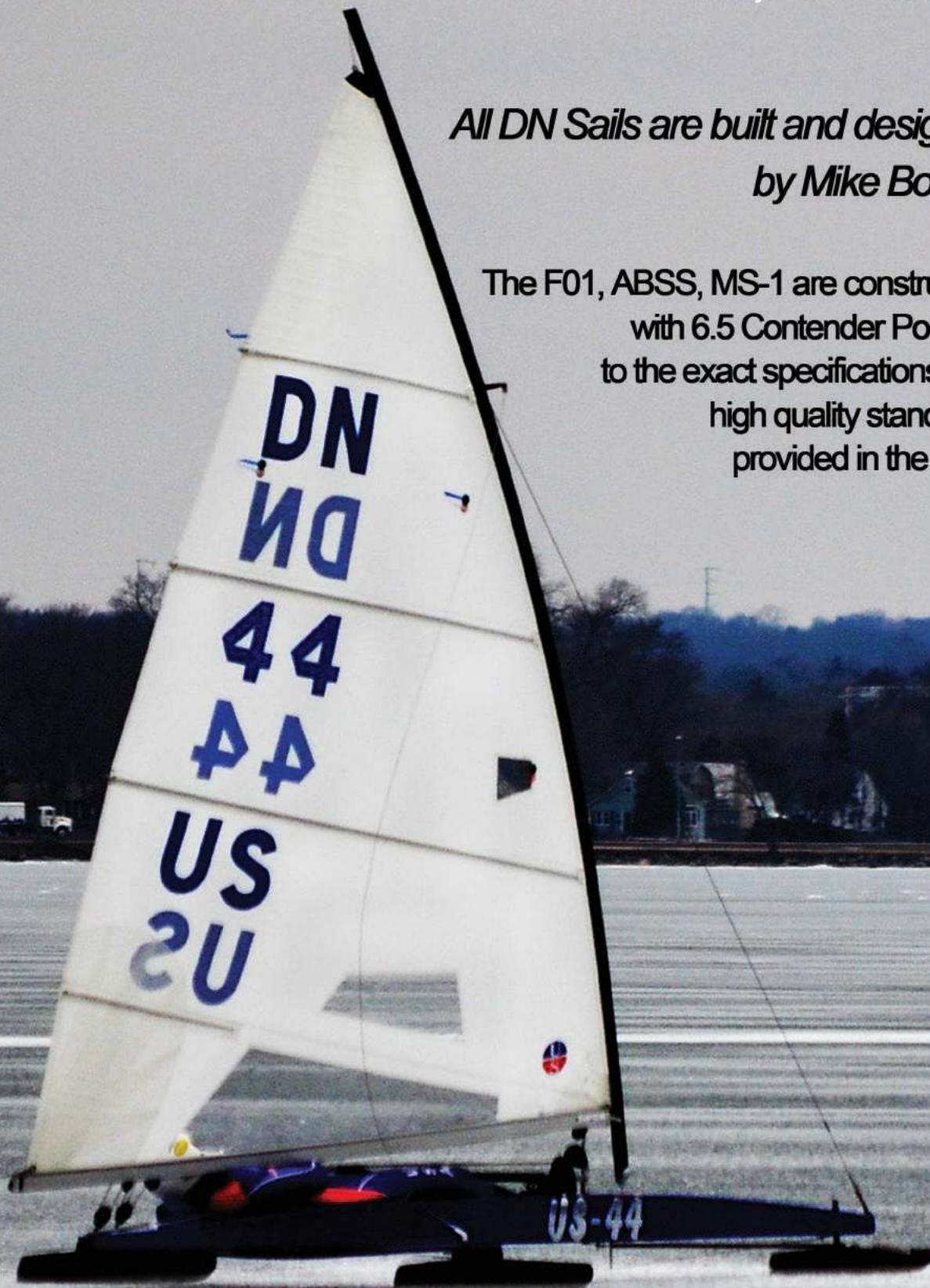
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REGATTA RESULTS

2020 GOLD CUP WORLD CHAMPIONSHIP
FEBRUARY 9-15
ORSA LAKE, ORSA, SWEDEN

GOLD FLEET 1-25

POS	SAIL	NAME	R1	R2	R3	R4	POINTS
1	P155	ZAKRZEWSKI LUKASZ	2	2	10	6	20
2	P36	JABLONSKI KAROL	26	1	1	1	29
3	R163	DIDENKO ANTON	4	6	11	10	31
4	O31	ALVIKIS MADARS	17	5	2	13	37
5	P104	BARANOWSKI WOJCIECH	7	8	22	3	40
6	C20	MAALINN RASMUS	16	3	3	20	42
7	P55	ZAKRZEWSKI TOMASZ	1	19	4	23	47
8	P80	MROZEK RYSZARD	10	15	18	7	50
9	P431	RADZKI JAREK	3	10	26	12	51
10	US44	SHERRY RON	14	4	9	24	51
11	P243	SZCZESNY ADAM	8	7	23	17	55
12	US5224	JAMES THIELER	12	12	13	19	56
13	C36	VOOREMAA ARGO	6	14	19	21	60
14	P254	SIELICKI RAFAL	27	17	14	8	66
15	P31	GRACZYK ROBERT	51/DNF	9	5	2	67
16	C45	KOSK MIHKEL	5	18	16	28	67
17	P114	BURCZYNSKI MICHAL	18	26	15	11	70
18	P13	KARDAS DAREK	20	22	12	16	70
19	S8	LÖNEGREN FREDRIK	23	27	6	22	78
20	M53	HAMRAK PETER	9	13	21	39	82
21	C6	VOOREMAA VAIKO	15	20	20	31	86
22	O2	BERZINS ARTIS	19	34	8	33	94
23	C53	KIISLER JOONAS	21	25	38	18	102
24	H534	HEIDA JAN	32	11	25	34	102
25	G390	FIEDLER ANJA	36	28	31	9	104

REGATTA RESULTS

2020 GOLD CUP WORLD CHAMPIONSHIP
FEBRUARY 9-15
ORSA LAKE, ORSA, SWEDEN

GOLD FLEET 26-50

POS	SAIL	NAME	R1	R2	R3	R4	POINTS
26	Z39	VUITHIER JEAN-CLAUDE	25	37	28	15	105
27	G890	PETZKE HOLGER	24	35	17	30	106
28	P341	LUGOWSKI RAFAL	22	30	27	32	111
29	US5166	BERGER CHRIS	30	38	7	36	111
30	G107	ZEIGER BERND	29	32	49	4	114
31	P74	TABER JERZY ARTUR	51/DNF	23	32	14	120
32	P247	BROSZ MACIEJ	47	36	33	5	121
33	G102	HOTHO MICHAEL	13	39	45	26	123
34	F1	MARIE BENOIT	38	29	37	25	129
35	G936	KOLB JOST	31	40	24	35	130
36	P107	STEFANIUK MAREK ARTUR	42	16	34	43	135
37	P200	MORGAS ROMAN	33	24	42	38	137
38	P125	KOSECKI DARIUSZ	34	21	39	44	138
39	G551	SEEGERS CHRISTIAN	37	31	35	41	144
40	D112	EBLER THOMAS	40	43	36	27	146
41	H852	DE RUITER DENNIS	28	33	40	45	146
42	S713	GUSTRING RICHARD	45	41	29	42	157
43	K13	HOWLETT DAVID	43	45	43	29	160
44	S81	LINDGREN TOMAS	11	47	51/DNF	51/DNS	160
45	L37	CARAVITIS TIMOLEON	39	42	46	37	164
46	G8	HUBER THOMAS	48	51/DNF	30	40	169
47	P65	BERNAT MAREK	35	44	47	46	172
48	G99	SCHREIBER MANFRED	44	51/DNF	41	47	183
49	R166	DICHENKO VALERIY	41	46	48	48	183
50	S844	KOSZELA MAX	46	51/DNF	44	49	190

REGATTA RESULTS

2020 GOLD CUP WORLD CHAMPIONSHIP
FEBRUARY 9-15
ORSA LAKE, ORSA, SWEDEN

SILVER FLEET 1-22

POS	SAIL	NAME	R1	R2	R3	R4	POINTS
1	S867	VAN RIEMSDIJK DIDERIC	13	5	3	1	22
2	C73	HELMETS EIGO	22	1	4	2	29
3	L65	PETTERSSON MIKAEL	5	2	20	16	43
4	S714	SVENSSON OSKAR	2	27	8	13	50
5	O6	ROZENBERGS GUNARS	21	12	2	18	53
6	D366	ORUM LARS	6	15	10	22	53
7	L132	LINDELL OSCAR	7	13	15	20	55
8	P96	SZAFRANEK PIOTR	3	31	7	15	56
9	Z50	PHILIPPE DURR	23	9	14	11	57
10	S807	RICHARD LARSSON	4	21	30	6	61
11	P235	ADAM BARANOWSKI	15	8	21	17	61
12	US5352	HEARN DANIEL	45/DSQ	6	9	3	63
13	KC5514	CURTIS JOHN	25	37	1	4	67
14	P311	WOREK WOJCIECH	45/DNF	4	6	12	67
15	S881	ERIKSSON STEFAN	19	3	22	24	68
16	P345	SUKOW JERZY	8	7	27	27	69
17	D126	MULLER LARS	30	30	5	7	72
18	R5	PULKOV SERGEY	26	24	16	8	74
19	D92	EBLER HANS	9	14	37	19	79
20	H962	KLOOS BEN	1	22	18	41	82
21	H580	TOLSMA JOHAN	14	29	17	23	83
22	C62	AASAV MELVIN	24	23	23	14	84

REGATTA RESULTS

2020 GOLD CUP WORLD CHAMPIONSHIP
FEBRUARY 9-15
ORSA LAKE, ORSA, SWEDEN

SILVER FLEET 23-44

POS	SAIL	NAME	R1	R2	R3	R4	POINTS
23	H404	VAN WETTUM MARTIN	17	18	45/DSQ	5	85
24	R79	KOZLOVA VALENTINA	33	10	13	34	90
25	Z102	L'HUILLIER ARNAUD	29	16	11	36	92
26	P146	JOJKO ANDRZEJ	10	17	38	29	94
27	S829	WILHELM ALNESS	11	33	24	31	99
28	S1	CRONER DAVID	27	39	33	9	108
29	R105	KOPYLOV ROMAN	45/DNF	43	12	10	110
30	G737	BOHN JOERG	32	11	35	33	111
31	Z42	FREDY RUDOLF	35	19	29	32	115
32	L135	KARKI EPPU	18	42	26	30	116
33	Z25	BACHELIN PIERRE	20	35	25	37	117
34	L139	PAIJA OSSI	12	26	39	40	117
35	P15	WOJTKIEWICZ ANDRZEJ	28	28	40	25	121
36	S940	HOLMLUND RICKARD	36	20	45/DSQ	26	127
37	G136	MEYER DR. DIRK	34	36	19	39	128
38	O14	PAMPE RUTA	16	38	31	44	129
39	G51	JAHN BERND	38	32	34	28	132
40	CZ112	PTASNIK VLADISLAV	31	25	41	35	132
41	OE213	UHLMANN PETER	39	34	28	42	143
42	G44	FORSTMANN HEINER	40	40	45/DSQ	21	146
43	R22	ASTASHEV YURI	37	41	36	38	152
44	US3433	CUMMINS BOB	41	45/DNF	32	43	161

REGATTA RESULTS

2020 GOLD CUP WORLD CHAMPIONSHIP
FEBRUARY 9-15
ORSA LAKE, ORSA, SWEDEN

BRONZE FLEET 1-22

POS	SAIL	NAME	R1	R2	R3	POINTS
1	D156	JORGENSEN POUL	1	4	5	10
2	Z28	CARDIS PHILIPPE	15	1	2	18
3	Z61	PHILIPPE MARC-MARTIN	2	10	7	19
4	Z29	EDOUARD KESSI	8	6	10	24
5	OE250	HUBER ROLAND	4	13	8	25
6	Z47	JEAN-PIERRE COMTESSE	3	15	16	34
7	Z124	BERNARD VANANTY	11	3	23	37
8	CZ100	ROTEK ROMAN	6	12	21	39
9	P24	JERZY NAJDROWSKI	7	17	15	39
10	P12	PIASECKA SARA	36	2	4	42
11	P242	PROT MARIUSZ	19	19	6	44
12	P380	KALINOWSKI STEFAN	12	21	11	44
13	R741	ARTIUKH POLINA	27	7	12	46
14	G896	PETERS KNUT	10	18	19	47
15	P20	KALOTA PAWEL	28	11	9	48
16	G580	JORN KOPCKE	32	16	1	49
17	L731	SIVULA TIMO	20	29	3	52
18	L371	SUNDSTRAM JERKER	5	23	28	56
19	S726	PATRIK STENBERG	9	30	20	59
20	C21	JAVELAID PEETER	22	9	29	60
21	P2	PROT ZDZISLAW	14	32	17	63
22	G517	OBERMAIER SEBASTIAN	44/DNF	8	14	66

REGATTA RESULTS

2020 GOLD CUP WORLD CHAMPIONSHIP
FEBRUARY 9-15
ORSA LAKE, ORSA, SWEDEN

BRONZE FLEET 23-43

POS	SAIL	NAME	R1	R2	R3	POINTS
23	H469	VAN WEES RUUD	44/DNF	14	13	71
24	H845	GREVELING PETER	44/DNF	5	22	71
25	P442	PROT KRZYSZTOF	23	20	38	81
26	M101	PATAKI ATTILA JR.	30	25	27	82
27	L140	PESOLA RISTO	44/DNF	22	18	84
28	K14	LINDSAY DAVID	18	41	26	85
29	G749	WOLF KROGLOWSKI	13	37	36	86
30	S924	KARLSSON STEFAN	37	26	25	88
31	P44	TABER JANUSZ MAREK	17	38	34	89
32	C4	AARDEMAA TOIVO	24	43	24	91
33	G21	KRIEGHOFF HENNING	16	35	41	92
34	M100	PATAKY ATTILA	29	34	30	93
35	Z120	KASPER URS	35	27	31	93
36	US4783	NICOLAS RHEA	25	36	33	94
37	G631	SCHORLING ERNST-AUGUST	31	31	35	97
38	R95	CHERNOVA ANASTASIA	44/DNF	24	32	100
39	P54	MATEJAK PAWEL	21	40	39	100
40	G828	BRAG PETER	38	28	37	103
41	G430	RICHTER ANDREAS	33	33	44/DSQ	110
42	L69	FAGERLUND SAM	26	42	44/DNF	112
43	K11	ROWLAND GARETH	34	39	40	113

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