MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

FEBRUARY 2021

THE MAGIC OF ICEBOATING BY KEN SMITH

HOW BAD DO YOU WANT IT? BY MIKE MADGE

RETURN OF THE JONES GANG BY BRIAN AND BRUCE JONES

SPECIFICATIONS PROPOSAL BY THE IDNIYRA GOVERNING BOARD

CONTENT

Cover Photo: Mike Bloom US321 and Jim Grogan US3 head downwind from the weather mark at the 2021 U.S. Nationals
Photo Credit: Gretchen Dorian

Photo: Gretchen Dorian

Photo: Gretchen Dorian

GET A SAIL NUMBER
MEMBERSHIP INFORMATION

Contact Ray Gauthier US5576
Email: ray.gauthier@comcast.net

ADVERTISE WITH US

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

RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

COMMODORE'S MUSINGS

FROM THE COMMODORE, THE GOOD, THE BAD, AND THE UGLY.
WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

I thought I would talk about three things in this column: let's call them the good, the bad and the ugly.

THE GOOD

We, or rather 'you' because I could not cross the Canada/US border, made the best of cancellation of the Gold Cup and North American Championship and held a successful, non-ranking American National Championship. Vice-Commodore Jody Kjoller (US 5435) led the effort and together with his volunteers delivered a regatta that appeared to be enjoyed by all. My congratulations and appreciation to Jody and all regatta volunteers for supporting the initiative and delivering a successful event.

Photo: Gretchen Dorian

The regatta introduced us to a new venue and introduced some new competitors to racing DNs in larger fleets too. We were also, courtesy of COVID 19, introduced to some streamlined, contactless administrative procedures. We registered on-line or not at all, did not have huge check-in queues, and received updates of raw finish results and starting positions via text messaging. Having demonstrated these initiatives this year, should we not adopt them as normal practice in future? I realize that we have one or two members who refrain from computer use, but we could be better off making special arrangements for those few than subjecting the whole membership to old-fashioned, slow bureaucracy. Modern, electronic bureaucracy is better!

THE BAD

Ken Smith (US 4137) contributed an eloquent opinion piece to IDNIYRA social media expressing disappointment with some competitors at the American National Championship who rounded the windward Darling mark, rather than the windward mark proper, after the windward mark blew down. These competitors did not retire from the race, nor were protests filed by either other competitors or the Race Committee. According to on-line discussion, notices of intent to protest were given to the Race Committee, but the potential protestors never followed through. This may have been a consequence of the distributed nature of the regatta under COVID social distancing restrictions.

Ken correctly lamented the display of poor sportsmanship by the competitors who 'cut the corner', competitors who reportedly acknowledged their error in the pits, but who refused to retire absent a protest from another competitor or the Race Committee.

Should the Race Committee have abandoned that race? They could have but evidently decided not to when they received notices of intent to protest. Better to see the rule-breakers disqualified than chuck a race where most of the competitors did the right thing. When the protests failed to appear, did the Race Committee conclude that it was better to let the race stand when there were no protests filed or perhaps decide that if the competitors weren't going to act, why should they?

Photo: Gretchen Dorian

Continued next page

Perhaps we are seeing the arrival of a new philosophy in iceboating, not necessarily a good one, but one increasingly common in soft water sailing, where competitors avoid protests where possible and expect the officials to 'do the dirty work' for them. There is a response available for this problem. We require our Measurer to report measurement failures to the Race Committee, and require the Race Committee to disqualify those competitors who fail measurement without a protest. In Europe, the IDNIYRA EU sailing instructions allow the Race Committee to disqualify competitors who hit a mark or fail to sail the course without a protest, based on a report from a race official, usually one of the mark-set volunteers. We could add a similar instruction to the IDNIYRA sailing instructions template to reflect contemporary elastic views of sportsmanship and a general reluctance to file protests. It could say something like:

> *If race official observes that a competitor's yacht hits a mark or fails to sail the course, the race official shall report the violation to the Race Committee who shall score the yacht DSQ for the race in which the violation occurred. The sailor may file a protest in accordance with the Racing Rules of the National Iceboat Authority, Part V, Protests, Disqualifications, Appeals.*

In some respects this solution acknowledges failure of sportsmanship, but it avoids punishing the many for the failings of the few and may actually encourage better sportsmanship among the few.

THE UGLY

In some respects, I am talking about the IDNIYRA Official Specifications of course. Our Official Specifications have evolved over the years in an *ad hoc* manner, not always to the benefit of clarity. Complaints from non-English speakers are common, and speaking as a builder, being a native English speaker is sometimes of little benefit. Yes, you can work out what is allowed and what isn't, but couldn't it be a little easier?

The two Continental Governing Committees share a desire to clarify our technical specifications by means of a re-write, NOT to change what a DN is, but to make the present specifications clearer, and to provide better guidance for measurement. The Technical Committee submitted a straw man rewrite of Section B (Runner Plank) of the Technical Specifications at the April Meeting of the European National Secretaries, who approved the approach in principle. The IDNIYRA Governing Committee took this straw man, developed it further and have included a draft proposal in this addition of Runner Tracks. We intend to submit it to the Technical Committee as a formal proposal so that they can examine it and amend it as necessary to allow it to be submitted to the membership for its consideration in an Autumn ballot.

Photo: Catherine E. Firmbach

Should the membership approve such a change to our Technical Specifications we could proceed to consider other parts of the specifications over a multi-year period. Clearer specifications would be of benefit to our membership and, should they desire, form a clearer baseline for any future change proposals.

In closing, it has been a tough year, both with COVID and with much awkward weather. But several of our more senior members have reported getting appointments for COVID vaccinations so there is progress on some fronts. Let us celebrate a successful regatta and look forward to more ice time. Sail fast and stay safe!

Warren Nethercote, KC 3786
Commodore IDNIYRA

Photo: Gretchen Dorian

WESTERN CHALLENGE
An unofficial regatta.
December 2020
iceboating.net

EASTERN LAKES
TBA
idniyra.org
dnamerica.org/forum/

CENTRAL LAKES
TBA
idniyra.org
dnamerica.org/forum/

WESTERN LAKES
January 2-3, 2020
idniyra.org
dnamerica.org/forum/

GOLD CUP & NORTH AMERICAN CHAMPIONSHIP
Jan 24-30, 2021
CANCELLED
A non-ranking American and Canadian Championship may be held during this time.
idniyra.org

EUROPEAN CHAMPIONSHIP
Cancelled

DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP
TBA
idniyra.eu

MASTERS CHAMPIONSHIP
TBA
idniyra.eu

NEW ENGLAND CHAMPIONSHIPS
TBA
neiya.org

CANADIAN CHAMPIONSHIP
TBA
idniyra.org
dnamerica.org/forum/

GRETCHENDORIAN.COM
2020 NORTH AMERICAN CHAMPIONSHIP

INTERNATIONAL CLASS OFFICERS 2020-2021

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@idniyra.eu

EUROPEAN VICE COMMODORE
Mikhel Kosk C45
Pärnu, Estonia
Email: vicecommodore@idniyra.eu

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@idniyra.eu

EUROPEAN WEBMASTER
idniyra.eu
Attila Pataki Jr. M101
Balatonfüred, Hungary
webmaster@idniyra.eu

NORTH AMERICAN REGIONAL COMMODORES

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

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

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

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

WESTERN LAKES
Chris Berger US5166
Illinois
Phone: 773-531-2445
Email: berg820@yahoo.com

NORTH AMERICAN JUNIOR PROGRAM MANAGER
Ron Rosten
Phone: 608-692-8816
Email: ron.rosten@gmail.com

NORTH*WIND* ICEBOATS
Cell 781-724-0648 Nthwind1@aol.com
80 Twin Fawn Drive Hanover, MA 02399
North American Distributor for
1D SAILS
CHAMPIONS DESIGN
1D POWER GOLD SAIL Z-39
1D F SPEED SAIL
P-36
1D Sails, Battens
Harken Blocks
European Steering Hardware
European Booms
Custom Rigging
Skate Profile & Sharpening
Custom Hardware
'14 '15 '16 '17 '18
FIRST PLACE 5 GOLD CUPS IN A ROW
northwindiceboats.com

THE MAGIC OF ICE BOATING

WHY ICE WORKS - BY KEN SMITH US4137

Push your boat over ice, and it slides almost friction-free. Why is there no friction? Because ice is magic. Ice floats on water.

Professor, explain why runners are almost friction-less on ice? Well, pilot, most materials live by phase diagrams that display what pressure and temperature does to the material "phases," liquid, solid and gas. Take a gas, put it under pressure and it becomes a liquid. Take a liquid and put it under pressure and it becomes a solid. Works for lava. Works for steel, works for most anything that has a liquid state. It works for water, too. The magic stuff, ice will become water (or slush) if it gets above 32 degrees F, 0 degrees C. But there is a special condition found in ice where the phase transitions are a little wacky. This wackiness means the solid is less dense than the liquid. Ice floats. Stay with me here.

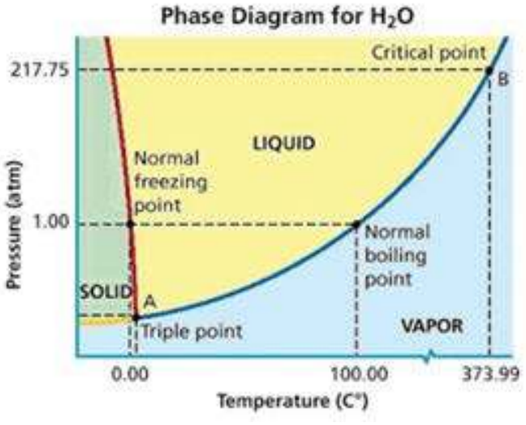


Illustration Source:
https://socratic.org/questions/how-does-the-water-phase-diagram-differ-from-those-of-most-substances

Here is what a water phase diagram looks like. This is pressure versus temperature. Pressure increases going up and temperature increases going to the right. The phases occur in areas bounded by the lines as shown. Normal 1 atmosphere air, and the phases change at the numbers we all know. 32 F (0 C); 212 F (100 C). The ice-water curve leans a little to the left. Here is the magic: that slight backward lean and dip makes pressure turn ice into water liquid. It also means ice floats. Almost no other material in the universe does that! Magic.

How do you make pressure get this high? Pressure is weight divided by area. Put the boat's weight on a very small area: a sharp edge. As you sit a runner on ice, the edge is a vanishingly small area and so the pressure is huge. The runner sinks in and more area is supported by the ice. The bit that became liquid moved out of the way. A fatter part of the runner is supported by ice. More area, average pressure is lower, so less water forms. The runner still makes water, but at lower pressure, barely. Leave it alone long enough and it will slowly sink. Enough water is made when moving to eliminate friction, but not as slick as that super-high pressure under the very sharp edge on hard ice.

How fast does this liquid form? Instantly! Magic. No matter how fast you get your boat going, the runner edge is pressing on solid ice and making it liquid and the liquid is keeping the runner from sticking to the ice. Almost no friction. If it weren't instant transition, at some sped your boat would out-run the water and be slowed by ice friction. It never reaches that speed.

Straight edges follow and stay in the groove made by the leading edge. That is why straight edges are fastest. Smooth, shiny edges stoned to a mirror finish are fastest. They let that film of liquid water move easily past the runner without having to melt more ice with the curvy, bumpy surfaces you polished away. And now you know why runners work. Magic.

MAGIC AERODYNAMICS

In good ice, you can sail in less wind than you can feel. Magic. Keep the sail somewhat loose, keep air on the leeward telltales, run fast, get aboard gently. The boat might just barely hook up. If you can nurse the sail in just a bit, the boat will accelerate just a bit. Then a bit more. A bit more sheet in and a bit more speed. Fifteen knots in a three-knot wind can happen.

Professor, when I come to the weather mark going fast, and turn suddenly toward a downwind course, sometimes I feel a huge acceleration, almost enough to throw me backwards out of the boat, too strong to hold my head up. And the boat settles down a second or two later going much faster. What is that and why does it do that? Well, pilot, that is called a "peel-out." It's aerodynamic magic. It is special, rare, and the biggest thrill you can have lying down – at least lying down in your boat.

Three things come together to get a peel-out: boat speed, a sudden controlled turn, and wind speed. All three are under your control, except less so the wind speed. How you steer coming into the turn and while you are turning makes it happen, or not. This is magic you make!

Your sail is a wing. Like all wings, the forces from the air moving over it depends on shape of the wing and wind angle of attack. You know how to trim your sail tight to go fast upwind, and you know how to steer to get the most power you can from your sail. If you kept it trimmed tight but turned down wind, and you'd stall your sail. The angle of attack gets too high, wind separates from the leeward side and you slow. What you've gotten into your muscle memory is how to ease the sheet just enough as you turn, so the sail stays powerful. Then you pull it back in as you accelerate. A peel-out puts that process into overdrive, pilot. Pay close attention.

There is a little understood magic property of wings. If you suddenly turn the wing, the flow sticks to the back side of your sail for just a moment. Instead of stalling, you get a burst of lift (power) that becomes a burst of acceleration, and you can make that into your peel-out. In a model airplane, if you are in a dive, and you pull out of the dive suddenly, you can pull off the wings. Iceboats are stronger and have something else going for them-centrifugal forces. Hold that thought a minute.

A sudden increase in angle of attack leads to a stall eventually. Well, shortly. But the stall is separation of airflow from the lee (low pressure) side of your wing. When the angle changes, in the instant, the flow IS stuck to the sail and will stay stuck to the sail until the new air coming over the mast trips and makes a big breaking wave eddy starting at the mast. Once that eddy moves over the back of your sail, yep, you stalled and are slowing. Now the magic...

If you turn just fast enough, the sail force just has time to accelerate the boat (and you) before the stall can develop. Accelerate the boat and wind speed over the sail goes up fast. Force goes up with the wind speed squared: one and a half times the speed, two and a quarter times the force; twice the speed, 4 times the force. Force is acceleration, acceleration is more speed, more speed reduces the angle of attack, and if you turn more to keep the acceleration happening, more force, more speed.... magic.

What you see (you don't feel it because you are in sensory overload) is you start to hike. But you are turning fast toward your sail and the centrifugal force on the mast is acting to push the hiking runner down. Turn tighter to make that more effective, the hike stops increasing, but you are staying in that turn-accelerate loop. And you can't even hold your head up. You can in ideal conditions experience 2 gees of acceleration. That's a dragster-like acceleration! For two seconds. Magic.

Your goal is to come into the mark hot, keep the sheet tight, turn sharply enough to hike, tighten the turn to control the hike, and let the boat settle back down with you at full speed on your downwind course. You turned tighter than your competition who trickled into the rounding and are staying high to accelerate to downwind speed. You starting your

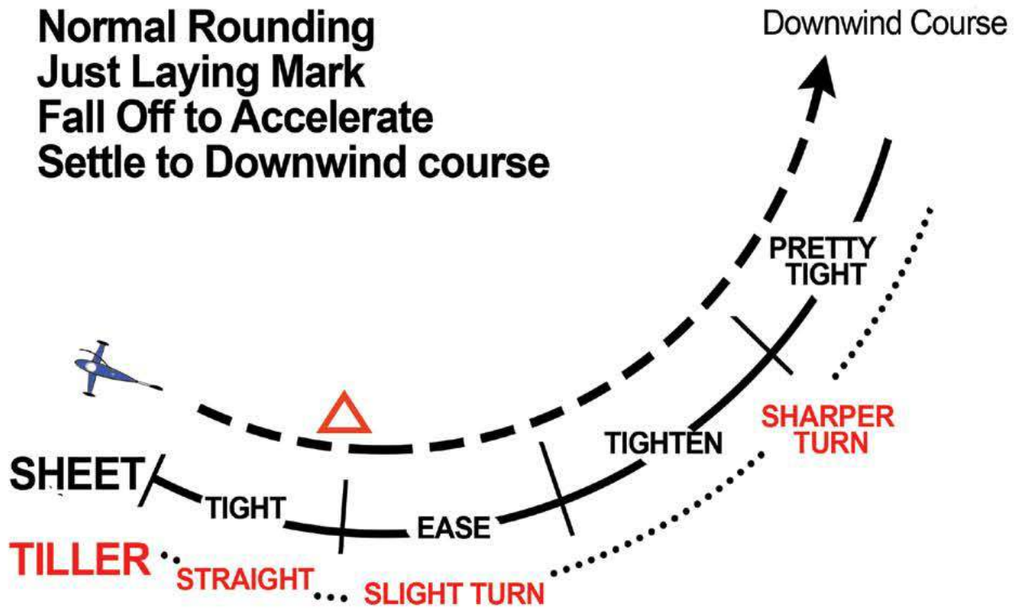
Continued next page

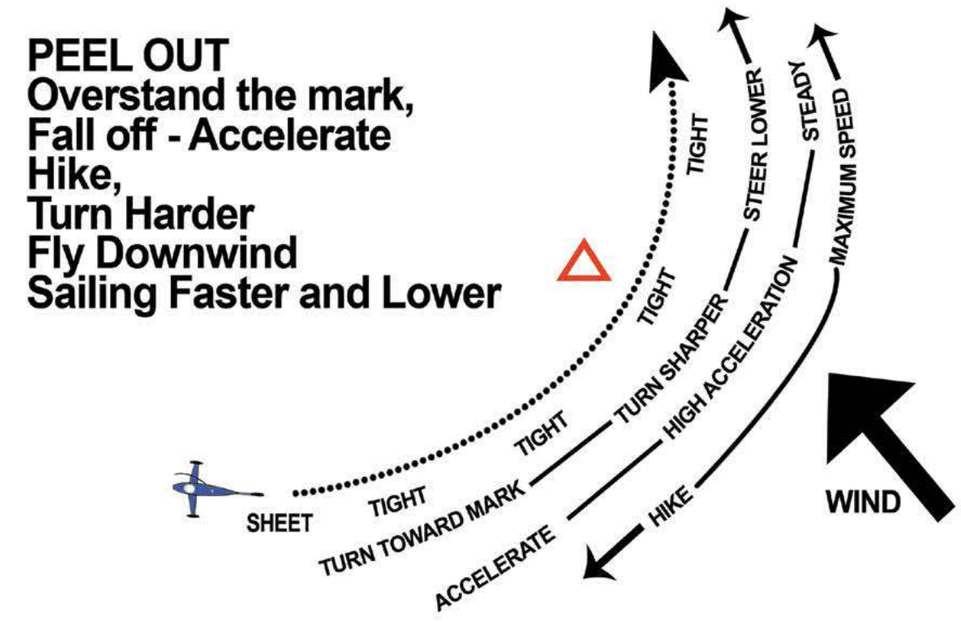
rounding moving faster, finished turning moving much faster, and steered a shorter distance. Plus all that boat speed lets you sail lower. Now, pilot, that's how to race! Sheet still tight, no effort expended sheeting. Magic.

Oh, do be careful of traffic. Don't spoil the peel off with a collision. At the leeward mark, none of this works. Sail forces and centrifugal forces are in the same direction, helping you skid. *Ken Smith US4137*

The author at the 2021 U.S. Nationals Photo: Gretchen Dorian

ROUNDING & PEELING





YOU JUST CAN'T BEAT THE SYSTEM

Whether you are restoring a classic stern-steerer, cranking out your next DN or stepping up to a bubble-boat, System Three epoxy products will give you exceptional results with minimum fuss and waste. No messy pumps to deal with. Simple 2:1 mixing ratio by volume. Mix just what you need and avoid costly waste. Unlike other epoxies, there is no blush, so sanding between coats is unnecessary.

SYSTEMTHREE®

GENERAL PURPOSE EPOXY RESIN

- Quarts. Gallons, 15-Gallon Kits

GENERAL PURPOSE HARDENER

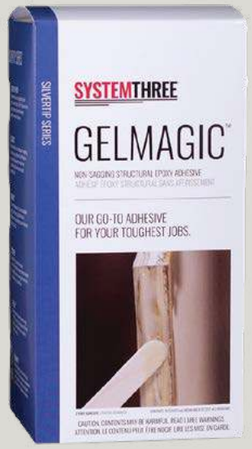
- Slow, Medium and Fast
- Select based on working temperature and desired working time
- Can be mixed for continuous range of cure times

GEL MAGIC

- Non-sagging, two component epoxy adhesive
- Components change color when mixed properly
- Ideal product for perfect fillets

PLEASE VISIT US AT SYSTEMTHREE.COM

Our General Purpose epoxy works well on wood boats. For laminating composites, consider our Silver Tip Epoxy.



10 year old Bruce Jones carrying flags for the 1979 Gold Cup opening ceremony in Sandusky, Ohio

RETURN OF THE JONES GANG

Third generation Jones DN sailor, Noah US5760, and uncle Brian US1576 at the 2021 U.S. Nationals on Black Lake in Michigan.

Right: From the beginning, iceboating was always a family affair with the Joneses. Bob Jones US1576 and Tom Dillon US1574 on Cass Lake, Keego Harbor, Michigan, in 1965. Two-year old toddler Brian on the sled to the right!.

THE JONES FAMILY INTRODUCTION TO DN ICEBOAT RACING

The Jones family's introduction to DN iceboating began back around the winter of 1965. Chuck Cartwright US139, a college buddy of our father, Robert (Bob) Jones at Central Michigan, invited our dad to help him build DN iceboats for all the orders he had lined up. Chuck needed someone skilled in woodworking to help him with his basement project in Keego Harbor, Michigan. Bob's curiosity finally got the better of him, and being an Industrial Arts Teacher with a "need for speed," he was completely hooked after one day of scrub racing on Cass Lake.

Continued next page

by: **Brian & Bruce Jones**

Above: Bob Jones and Tim Woodhouse having a good time discussing the racing on Lake St. Clair.

Bob Jones US1576

The basement project quickly added one more DN to Bob's list while upstairs, his wife Sharon helped their grandmother make cookies, and two-year-old son Brian played with the Cartwright children. From the beginning, iceboating was always a family affair with the Joneses.

BOB JONES (1935-2020) RACING CAREER

For the next several seasons, Bob learned to race his DN against the club racers at Cass Lake and the Detroit Ice Yacht Club's formidable crew. Even back then, many sailors carried out multiple sails and runners, but not Bob. His philosophy was one hull, one plank, one sail, and one set of runners.

Each year he would take the runners to Bill Sarns' shop in Mt. Clemens, Michigan, and Bill would sharpen them, whether they needed it or not. He knew that someday, his would be the perfect setup, and his equipment could compete with the best of them. That day came in the winter of 1970 on Lake St. Clair, Michigan, when he placed third in the North Americans won that year by Tim Woodhouse.

EUROPEAN TRIPS AND FRIENDS

Throughout the late 1960s and into the 1980s, the

Bob's lifelong friend, Horst Rademacher G68 in Moscow..

Jones family hosted many iceboating friends in their home. Our family built the most lasting relationships with the German fleet from Bavaria; Horst Rademacher G68, Christoph Schmidt G190, and Janette Schmidt G90. We had many good times at our house. In return, our European friends hosted the US sailors and their families during the winter and summer vacations.

During the 1976 Worlds at Stora Vartin, Sweden, all the US DN fleet's wives came along. The ladies had a grand time traveling and finally shopping in the old part of Stockholm. The contingent included Bob and Sharon Jones, Skip and Judy Boston US150, Eddie and Millie Kraft US555, Harold and Marion LeBeau US2000, Doug and Dottie Harvey US1202, Leon and Toni Templin US177, Art and Louise Teutsch US60. The trip culminated in an epic celebration in Kiel, Germany, at Hans Molter's house during a thunderstorm that knocked down his garage. Horst and Bob remained friends for life and were even able to see each other again in 2013 at Christoph and Jeanette Schmidt's home in Germany.

BRUCE AND BRIAN JONES – RACING IN THE 1980S

In high school, Brian began racing around 1978 and competed locally around Lake St. Clair and Cass Lake throughout the early '80s. Brian even raised the Russian flag in honor of our friends who could not travel to the 1979 Worlds held at Sandusky, Ohio. He won several junior trophies and frequently travelled with his father and early mentor Bill Connell US630 to many east coast regattas. Brian also learned to tune and sail a DN from Stan Woodruff US416 and Ed Kraft US555 on Lake St. Clair.

Growing up around the sport and travelling to many regattas in the late '70s and early '80s, Bruce's most memorable trip was to the 1979 Gold Cup Worlds in Sandusky, Ohio. With metro-Detroit homes filled with their European friends in town for the regatta, everyone was happy to sail so close to home. Even the kids were excited when they arrived at the race hotel to find a bowling alley connected to it.

Continued next page

RKR
COMPOSITES

FAST MASTS
that won't break the bank...

RKR Composites has over 14 years of experience developing extremely durable and competitive DN racing masts at an affordable price.
All custom built for modern sail cut, high speed, skipper weight, and sailing style
Blow molded using the best quality aerospace epoxy, carbon fiber, E glass, and S glass.
Current models complete with all hardware
THE SILVER BULLET
New optimized layup schedule balanced quasi isotropic layup.
Black epoxy and silver flake finish
Call for details
CUSTOM RUNNER SHARPENERS
Made to your specifications

RKR Composites
W357 N5895 Meadow Ct
Oconomowoc, Wi 53066
Phone 414-791-3056
Website: dncompositemast.com

Brian as a Junior sailor at the 1979 Gold Cup on Lake Champlain in Vermont.

Brian raising the Russian flag at the 1979 Gold Cup opening ceremony in Sandusky, Ohio.

However, the next day a blizzard moved in, resulting in a 12-hour move to the new race site at Lake Champlain, Vermont. When the skippers were on the ice preparing for the move to Vermont, the kids returned from the bowling alley to the Jones room and found it unexpectedly latched from the inside. A call to the police station was all it took for the police to find locally known thief "Little Luke" hiding in the bushes when they arrived. He turned out to be responsible for many room thefts during the short stay in Sandusky.

The excitement continued in upstate New York. We visited an ice castle with Pete Johns, US2360, who

ICEWISE.HU

MASTS HULLS RUNNERS SAILS PLANKS

THE COMPLETE DN - CUSTOM MADE FOR YOU

The 2020 DN World Champion Mast

ice wise

CONTACT PETER HAMRAK m53@icewise.hu

Bruce, Brian, and Morgan on Ft. Peck Reservoir at the 2020 North American Championship.

travelled with our family to Vermont. In between races on Lake Champlain, we had fun curling with ice-filled detergent jugs. Piotr Burczynski P154 won the Gold Cup, and Ron Sherry US44 edged out Danny Connell US1630 and Brian Jones US1576 for the Junior Championship.

Bruce started sailing using Brian's DN, US3576, while Brian was away at college in the mid-'80s. Learning the basics from his father, Bruce sailed locally in metro-Detroit and entered his first regatta, the Central Lakes Regional, where he and Herbert Hormann OE88 had a memorable trip to Bear Lake, MI. Unique because Herbert didn't speak English and Bruce didn't speak German. They had a great time anyway, and while Bruce learned what not to do coming downwind in light air, he still secured a Junior Trophy with thanks to the other Juniors for not showing up.

Lake St. Clair in Michigan was the site of the 1987 Gold Cup. Staying at the Jones house was a contingent from Poland led by Piotr Burczynski, who spent time educating Bruce on how to rig the boat for different conditions. Bruce lined up in Silver Fleet that year and finished 12th in the Gold Cup and 10th in North Americans. Mike O'Brien US3456 was Gold Cup and North American champion that year.

FAST FORWARD TO 2017 – THE JONESES "RE-ENTER" THE SPORT OF ICEBOATING

Brian: "As adults, we had moved south, Bruce to Atlanta, and me to Florida. After nearly a three-decade hiatus from iceboating, I saw a listing on Ron Sherry's Composite Concepts website one day. The listing was for the Bill Sarns iceboat built and given to Bill by none other than Art Teutsch himself. As a teenager, I spent many days hanging around Art's garage, watching him build boats, work with wood, and raiding Cokes from his refrigerator. I could not pass up the opportunity to get back into the sport for a mere $2,000, which would go directly to the sport as a donation.

My first outing was the Western Challenge back in 2017, a few more races in 2018, then the big family trip with our wives Kim (Brian) and Sheryl (Bruce) for North Americans and Worlds in Ohio and Indiana in 2019."

ENTER THE NEXT GENERATION OF JONESES – NORTH AMERICANS IN MONTANA AND BEYOND

Morgan Jones

In 2020, Morgan got his first chance to sail a DN, but we had to drive all the way to Montana to do it. Thanks to a borrowed DN from Eric Smith US5644 that Bruce sailed, Morgan was able to sail the family boat DN US 3576 for the first time in his life. We flew to Detroit from our homes in Florida and

Continued next page

Georgia. We loaded up all six of us into a 12 passenger van with three DN's on the top and drove the 3000 miles round trip to the "Middle of Nowhere" Glasgow, Montana, to participate in North Americans. Continuing the Jones family spirit of building lasting relationships with European DN sailors, Morgan met Jörg Bohn G747, our new friend from Germany. It was a fantastic experience for all of us, and we can't wait for overseas travel to open back up; who knows where the Jones clan will show up next!

Jorg Bohn G747 and the Jones boys at the 2020 North American Championship in Montana

Noah Jones at US Nationals 2021

Finally, in 2021, Bruce's son Noah Jones US5760 had his chance to sail a DN. With excellent ice and lots of wind, and no shortage of advice from uncle Brian and just about everyone else in the fleet, Noah got to practice for two days. Noah started all nine of his Silver Fleet races for US Nationals. He accomplished his goal of completing a full race on the lead lap, never spinning out his boat, and sailing safely. He went home with himself and his equipment all in one piece. What an experience we had travelling from Florida and Georgia to Onaway, Michigan, and back. Noah can't wait for his next regatta.

Sheryl & Kim Jones at the 2020 North Americans

IT'S ALL ABOUT FAMILY!

To the Jones family, iceboating has always been just that; it's all about family and our extended "family" worldwide. From old friends to new friends, we cherish our relationships and strive to spread the camaraderie and cheer that our parents showed us to everyone we meet. Our ultimate goal is to someday take the entire Jones family to Europe, maybe even Baikal We continue to show our love for our friends and our sport and extend our global family even further. See you out there at the next regatta, and THINK ICE!

Econaway Abrasives

Producing Top Quality Abrasive Products since 1953 in Grand Haven, MI

**Belts for custom runner sharpeners in any size.
The best ceramic materials for sharpening
hardened stainless steel and tool steels.**

Call Jim Schultz at 616-846-2550 to help with your specific application or order from www.econaway.com.

MOORE BROTHERS COMPANY
COMPOSITE SOLUTIONS, INC.

DN MASTS & COMPONENTS

253 Franklin Street, Bristol, Rhode Island

781-335-4650

office@moorebro.co

HOW BAD DO YOU **WANT IT?**

BY MIKE MADGE KC5449

As many of you know, Thunder Bay in Ontario, Canada, is blessed with many locations for iceboating opportunities. In some cases, the ice is there, but it is a matter of access. In my first few years of iceboating, I spent a lot of time searching for ice and then contacting property owners for permission to launch my DN.

I have to admit that I even trespassed over vacant lots to get to good ice on some occasions. I found that repaying the property owners with the beverage of their choice and a couple of iceboat rides has paid dividends. I have been able to return to the same spots each year, and the property owners welcome me when their location freezes over. I tend to gravitate to the same sites each year.

However, two spots have remained elusive for me. The first one is right downtown, where a large harbor borders a break wall, much similar to what you see in Chicago. I often grimace at this site with its early smooth black ice with perfect ramps and boat storage area when driving 30 minutes or longer out of town to find similar ice. Unfortunately, the harbor is littered with "Stay Off The Ice Signs." Being downtown near the fire station usually gets some individual on the Thunder Bay newspaper's front-page story about the fire department rescuing somebody off the 8-10" thick flawless ice.

The second spot is located about 15 minutes out of town, where for some reason, unbeknownst to me, there is another break wall that encloses about a square km of protected water. The problem with this site is it is down a 1.5 km road gated to keep ATVs and snowmobiles off the area hiking trails. Even in my early enthusiastic iceboating adventures dragging a boat and gear that distance seemed way too ambitious.

My buddy Bruce from Minnesota built a deluxe boat dolly for me, with enough room to load all my gear in one trip. So after scouting it out with my skates and finding a perfect sheet of 6-8" of ice, I decided to give it a go. Even with the dolly, packing everything on it required the same amount of thought as filling a carry-on bag for a week's vacation.

Instead of a toolbox, I budgeted and carried just the essentials in a makeup bag (don't tell my wife.) One plank horse instead of three, helmet on head and spikes on feet, I headed down the road for the hike. Along the way, some dog walkers greeted me and were looking at me I had just landed from Mars. It didn't help that I introduced the boat in tow as my pet Rover; at least it was leashed and no mess to clean up.

When I arrived and began setting up, it became apparent that a 7/16" socket is not a replacement for a 9/16. I went back down the path, this time boatless for the correct socket. Then back to the ice, a total of 4.5 km travelled on land, zero on ice.

The reward was three hours of near-perfect sailing in 12-14 knots of wind. As great as the sailing was, the highlight climbing up the rock break wall to observe the large stretch of open waters. Waves were crashing up against the other side, and ten feet of rocks were separating the two worlds of sailing, soft and hard water.

My mileage added up to 6 km of walking, 3 of which were hauling the DN and about 40 km of sailing. Considering that I have driven for 10 hours and not sailed in previous years, I will take that ratio.

ULLMAN SAILS DETROIT

DN Sails built and designed by Mike Boston

ULLMAN SAILS™

GOLD CUP
2020 Lukasz Zakrzewski
2019 Michal Burczynski

NORTH AMERICAN CHAMPIONSHIP
2020 James "T" Thieler
2019 Ron Sherry
2018 Ron Sherry
2017 Ron Sherry
2016 Matt Struble

EUROPEAN CHAMPIONSHIP
2018 Ron Sherry
2016 Ron Sherry

Contact Mike Boston to place an order for the fastest DN iceboat sails available.

ULLMAN SAILS DETROIT
24422 Sorrentino Court
Clinton Twp, MI 48035

Phone: 586.792.7212
Fax: 586.792.7279
email: mboston@ullmansails.com

PROPOSAL TO CHANGE THE OFFICIAL SPECIFICATIONS

SECTION B PROPOSAL BY IDNIYRA GOVERNING COMMITTEE
WARREN NETHERCOTE, COMMODORE IDNIYRA

The IDNIYRA Governing Committee is proposing changes to Section B, Runner Plank, of the IDNIYRA Official Specifications.

RATIONALE:

The governing committees of both the IDNIYRA and the IDNIYRA EU support updating the DN Official Specifications, not to change how a DN can be built or to change its performance, but instead, to clarify the existing specifications. The current Official Specifications are often confusing to members, and especially so for those whose native language is not English. As a first step in the updating process the Chair of the Technical Committee presented a straw man rewrite of the specifications and interpretations for the runner plank to the Spring 2020 meeting of the National Secretaries of the IDNIYRA EU. This proposal formalizes that straw man proposal, after editorial revisions.

This proposal does NOT propose substantive changes to the runner plank specifications, but clarifies them, and the procedures for measurement. The proposal highlights the challenges of measuring runner planks with exterior reinforcements but leaves a solution to that problem to the future. The proposal includes suggested interpretations as a measurement guide, but these interpretations are suggestions only and NOT for member approval since interpretations are solely under the authority of the Technical Committee. Having a measurement guide under the authority of the Technical Committee allows amendment or updating without recourse to member ballot.

The Governing Committee would welcome expert improvements to this proposal from the Technical Committee, and particularly whether some of the suggested interpretations properly lie within the specifications *per se*.

PROPOSED CHANGES:

Delete Existing Section B, Runner Plank.

Insert New Section B, Runner Plank, as follows:

B.	**Runner Plank**				
This section shall be read in conjunction with the measurement guide given in Section B of the Interpretations.					
		English, in.		**Metric, mm.**	
1.	Length overall including hardware except pivot bolt.	96	94	2438	2388
2a.	Minimum width at fuselage centreline. This measurement is of the wood runner plank and excludes exterior coatings or reinforcement if added.		6.50		165.2
2b.	Maximum width at fuselage centreline including any exterior coatings and reinforcement.	7.5		190.5	
3a.	Minimum thickness at fuselage centreline. This measurement is of the wood runner plank and excludes exterior coatings or reinforcement if added.		1.125		28.6
3b.	Maximum thickness at fuselage centreline including any exterior coatings and reinforcement.	1.625		41.2	
4a.	Minimum width at ends. This measurement is of the wood runner plank and excludes exterior coatings or reinforcement if added.		5.50		139.50
4b.	Maximum width at ends including any exterior coatings and reinforcement.	7.50		190.5	
5a.	Minimum thickness at ends. This measurement is of the wood runner plank and excludes exterior coatings or reinforcement if added.		1.00		25.4
5b.	Maximum thickness at ends including exterior coatings or reinforcement.	1.625		41.2	
6.	The allowed materials in runner plank construction are wood, fiberglass (as external reinforcement), adhesives (for gluing or lamination), and coatings. The number of wood laminations is optional. Fibreglass and coatings may be added to the exterior of the wood after minimum length, widths and thicknesses are satisfied (specifications 1, 2a, 3a, 4a, 5a). Added fibreglass and coatings shall not cause the runner plank to exceed the maximum length, widths and thicknesses (specifications 1, 2b, 3b, 4b, 5b).				
7.	The cross Section is optional. Runner plank may be of hollow construction, but only wood or adhesives for lamination purposes may be used to comply with the minimum length, width, and thickness requirements in specifications B1 through B5b.				
8.	The underside of the runner plank shall be higher at the centreline than the underside of the outside ends (“crown”). The profile of this crown shall form a reasonable and fair continuous curve. Reversals of the curve are prohibited and the curvature cannot be concave. Cutouts or hollow depressions are prohibited.				
9.	The runner plank, including all hardware and pivot bolts, shall not weigh less than 20 lbs. (9.0 kg.).				

Delete Existing Section B, Runner Plank, of the Interpretations of the Official Specifications by the Technical Committee.

Insert new Section B, Runner Plank, in Interpretations. The following text is offered as suggestion only as the Technical Committee is the sole authority for the interpretations, "unless voided by a simple majority of the membership." (EPIC Agreement Article X):

These interpretations provide direction to builders and measurers concerning the interpretation of specifications for, and measurement of, runner planks. Alternative measurement jigs may be employed, but results obtained with jigs or methods defined herein will govern in the event of conflict. The illustrations below show an elliptical runner plank cross section as an example – other cross sections are allowed.

Specification B.1 Length overall shall be measured in a straight line while not mounted on the fuselage and relaxed (under no load). The measurement shall be taken from the end of the runner plank or the chock, whichever gives the longer length; the measurement point may be different on different ends of the plank in order to determine the longest length. Overall length includes hardware but not pivot bolt.

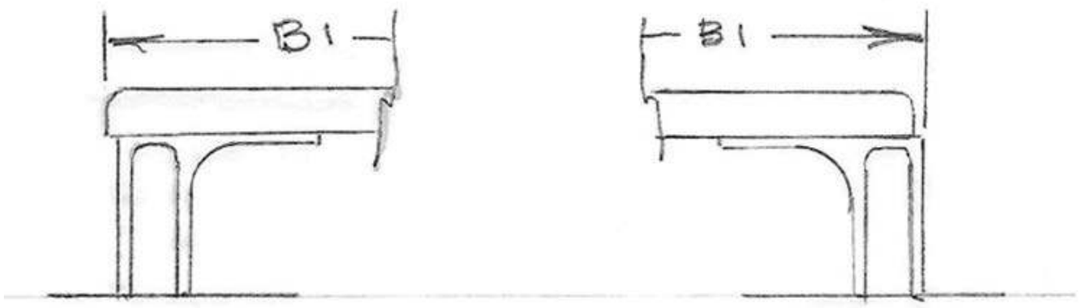
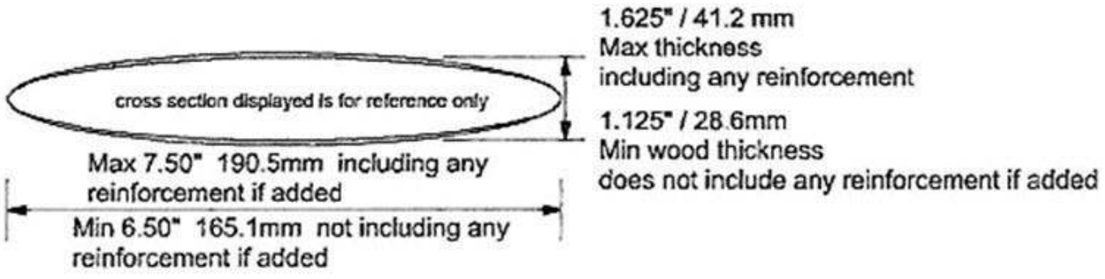
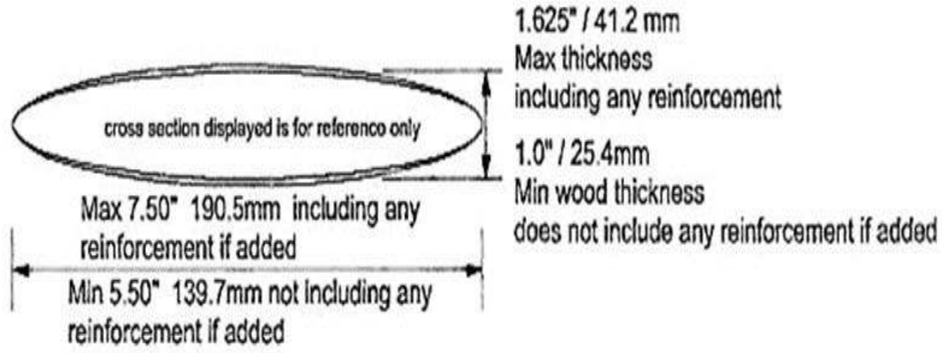


Illustration of Possible Measurement Points, Specification B.1

Specifications 2B, 3a and 3b Width and thickness requirements at fuselage centreline.

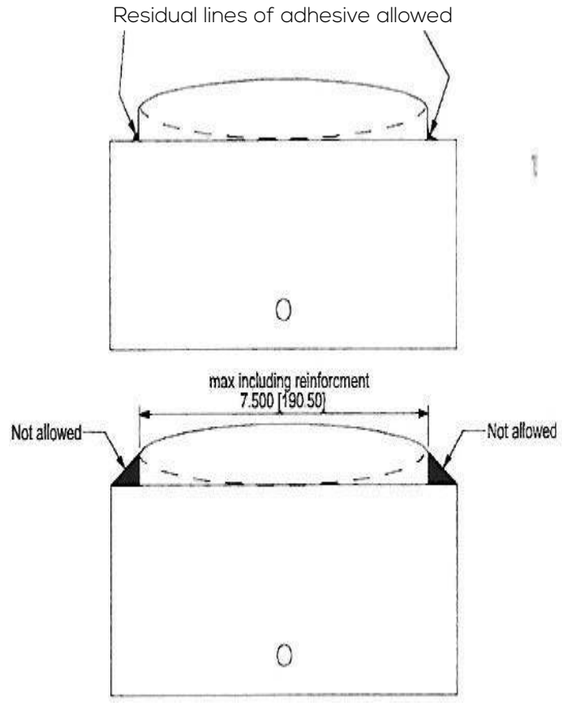


Specifications 4b, 5a and 5b Width and thickness requirements at runner plank ends:



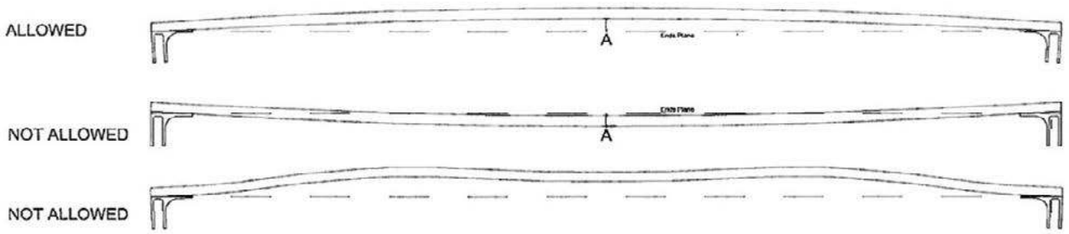
Specifications 2a, 3a, 4a and 5a, Minimum Widths and Thicknesses: Determination of minimum widths or thicknesses of wood in runner planks with exterior reinforcement is challenging without non-destructive testing procedures, but a runner plank with exterior reinforcement where any exterior dimension is the minimum allowed(1,2a,3a,4a,5a) shall fail the minimum wood requirement.

Specifications 4a, 4b, 5a and 5b, Areas of plank over the chock: The same fore and aft dimensions apply in this location. Fairings of any type in this area are not allowed if they extend outside the maximum width of the runner plank unless they are part of the chock. Fairings may be considered part of the chock only if the depth (Specifications I.5.b) and materials (Specification I.13) requirements for the chock are satisfied. Small residual lines of adhesive between the plank and chock are acceptable.

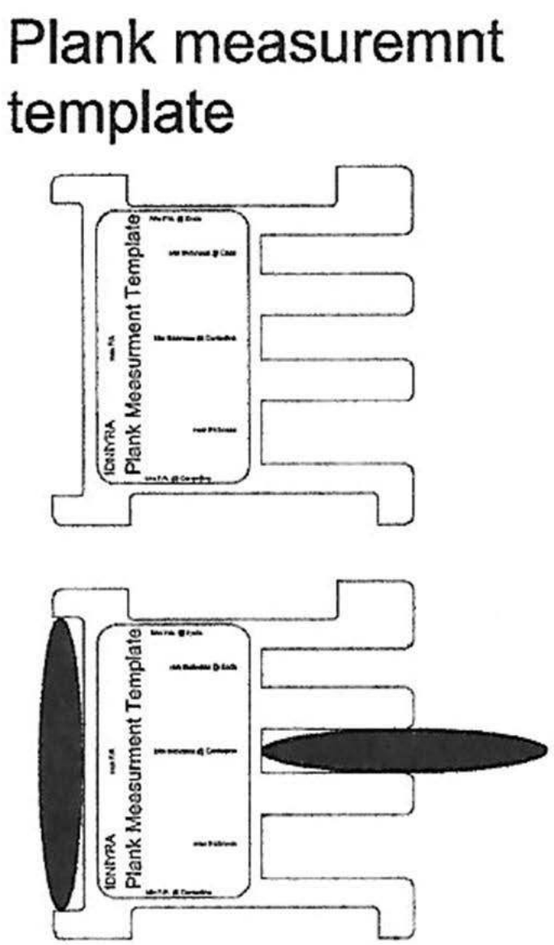


Specification 8, Crown: A 'continuous curve' may be one whose radius varies along its length.

Specification 8, Crown: Examples shown below. Localized buildups for chock mounting are excluded from the measurement.



Specification 8, 'Gull Wing' Runner Plank: When not mounted on the fuselage and relaxed (under no load) the radius of the crown may nowhere be concave, and no part of the curve may be lower than the ends. The radius of curvature of the crown may vary along the length of the plank.



SOLUTIONS TO THE MEASUREMENT CONUNDRUM?

This proposal does not address the difficulty in actually measuring the dimensions of wood planks with external fiberglass reinforcement. If we had ready access to economical non-destructive testing methods we could make such measurements, absent which we would need to change the substance of our specifications. There are two, brute-force options:

- We could simply drop the requirement for wood, but allow it, so that one could build an all-wood plank, a wood-core composite plank, or a composite plank with some as yet undefined core. This was proposed to the European National Secretaries and not supported by them, nor does the IDNIYRA Governing Committee.
- We could require that the plank be made of wood and allow external fiberglass reinforcement and coatings as we do now but allow minimum measurements to be applied to the exterior of the plank, even if reinforced, rather than the wood. This approach would preserve the character of our present runner planks but would allow somewhat thinner wood cores for fiberglass-reinforced planks. Arguably there are benefits to a glass-wood composite planks at minimum thickness (greater ultimate strength, among others), but are these benefits so large as to outweigh measurement clarity?

Once again, these 'solutions' are not part of this proposal which is limited to clarifying what our current specifications mean. Members should consider whether follow-on proposals are warranted to address the measurement conundrum.

HALE
PERFORMANCE COATINGS
Your Thermal Spray and Metalizing Specialists

We've sailed the waters of our industry with confidence for over 85 years.
Our focus is quality with an environmentally friendly attitude.
It's a DyNamic that works

HALE
Performance Coatings
1-800-293-2505
www.halechrome.com

Composite Concepts, Inc.

iceboatracing.com

Racing DN Ice Boats & Components

Ron Sherry
Composite Concepts, LLC
iceboatracing.com
ron@iceboatracing.com
Phone 586-484-5134

OVER 800
MASTS BUILT

Dideric van Riemsdijk
Composite Concepts, LLC Euro dealer
think-ice.com
info@think-ice.com
Phone +31 681286609