



MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MAY 2025

MINUTES FROM THE 2024 IDNIYRA EUROPEAN SECRETARIES MEETING
2025 EUROPEAN CHAMPIONSHIP REPORT BY PETRI PENNANEN
RACING OFF THE WIND: RULES 48 & 5 BY MIKE BLOOM
THE MITROPA TROPHY BY WALTER KOELBL
2025 REGATTA RESULTS

CONTENT

Cover Photo: 2025 European Championship
Photo: Rola Lora



GET A SAIL NUMBER MEMBERSHIP INFORMATION

Contact Ray Gauthier US5576
Email: ray.gauthier5640@gmail.com

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

REGATTA SCHEDULE & OFFICERS

Continental and regional regattas for the upcoming season & international and regional class officers.

RACING OFF THE WIND: RULES 4& 5

This follow-up dives deeper into rules when racing off-the-wind. By Mike Bloom US321

10

2025 EUROPEAN CHAMPIONSHIP

At Pyhäjärvi in Säskylä, Finland
By Petri Pennanen L53
Photos: Rola Lora



MINUTES

Minutes from the 2024 IDNIYRA European Secretaries Meeting

THE MITROPA TROPHY

By Walter Koelbl OE119
National Secretary Of IDNIYRA-Austria.

REGATTA RESULTS

2025 World, North American, and European Championship results.

Photos this page: Rola Lora

TOLEDO ICE YACHT CLUB



CELEBRATING OVER 100 YEARS ON THE ICE!
Join us on Maumee Bay for fun on the ice.
Join us at Ottawa River YC for fun after the sun sets.

www.tiyc.net

Find us on Facebook

COMMODORE'S REPORT

VIEW FROM THE STOOP

DAVID FROST US5358, CHARLOTTE, MICHIGAN, USA

As I sit on the Stoop penning my last Commodores Report, I can't help but to look back over the last couple of years from when I took the helm.

Two years
Two Annual Meetings,
Two European Secretaries meetings,
Three Continental Regattas,
Eight Runner Track reports

That was about all that was required of being the Commodore. Well, don't sink the class along the way, is likely implied.

If you just look at the list above, the job is simple and you are done in two years. But if you look at that list as an opportunity, it can be quite the ride.

Personally, if I hadn't been queued up to be Commodore, I doubt I would have made the effort to attend the Gold Cup in Sweden and Norway in '22. I also wouldn't have made the jump to repeat it in Estonia in '24, or be planning on '26. While my performance across the pond has been less than stellar, the experience has been fantastic, and I am so looking forward to another go at it!

I always knew dedicated people were running this class, but it can be hard to see and appreciate until you sit at the table and see the energy that people put into making it all happen. So a big thank you to all that are and have been involved, from the ice

checkers who drive countless miles to scout ice, the mentors who help the new and young sailors, the race committee and scorers who strangely find joy in standing on the ice all day so we can play, the Regional Commodores who really make the shows happen! And my/our Secretary who keeps us all in line and is such a gift to the class. A really big Thank You to all!

The class is doing well; more local ice would definitely help, but we are working on the variables that we can control. As I have said before, make an effort to invite and help with a new skipper, step up to scout that forgotten pond, spruce up that old boat, and get it out of the shop and onto the ice so more can see just what a special group this is!

Next year, joining the list of Past Commodores and just racing will be enjoyable while Rob Holman and Karen Binder take the helm.

And lest I forget, there is an opportunity to change up the format of racing the North Americans (in the years we don't host the Gold Cup) on the spring ballot. For those who aren't a fan of the 14-race series, here is your chance to mix it up. If you like "racing 'till your head falls off," vote the puppy down!

Either way, I'll see you on the ice and likely the Stoop.

David Frost
IDNIYRA Commodore



ULLMAN SAILS DETROIT

DN Sails built and designed by Mike Boston



mboston@ullmansails.com
+1586.792.7212

World Championship
2019 - 2020, 2022 - 2024

NA Championship
2002 - 2024

EU Championship
2023- 2024



Photo: Sean R. Heavey



WESTERN CHALLENGE

An unofficial regatta.
December 5 - 7, 2025
Minnesota
icesailing.net



NORTH AMERICAN CHAMPIONSHIP

January 24 - 31, 2026
Host: Western Region
idniyra.org



WORLD & EUROPEAN CHAMPIONSHIP

February 14 - 21, 2026
Host: Poland
idniyra.eu



WESTERN LAKES

January 3 - 4, 2026
idniyra.org



CENTRAL LAKES

TBD
idniyra.org



EASTERN LAKES

TBD
idniyra.org



DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

December 2025
2026 TBD
idniyra.eu



CANADIAN CHAMPIONSHIP

TBD
idniyra.org

GRAND MASTERS CHAMPIONSHIP

TBD
Host: Finland
dngrandmasters.eu

PHOTO: ANNA SUSLOVA
2025 WORLD CHAMPIONSHIP

INTERNATIONAL CLASS OFFICERS 2024-2025

NORTH AMERICAN COMMODORE

David Frost US5358
Charlotte, MI 48813
Phone: 517 202 2257
black_ice@att.net

NORTH AMERICAN VICE COMMODORE

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

NORTH AMERICAN SECRETARY

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

NORTH AMERICAN TREASURER

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

**NORTH AMERICAN PAST
COMMODORE**

Robert Cummins US3433
Oshkosh, Wisconsin
Phone: 920 573 1265
rcummins@new.rr.com

EUROPEAN COMMODORE

John Winqvist L601
Helsinki, Finland
commodore@idniyra.eu

EUROPEAN VICE COMMODORE

Maciej Brosz P247
Przodkowo Poland
vicecommodore@idniyra.eu

EUROPEAN SECRETARY

Attila Pataki Jr. M101
Balatonfüred, Hungary
hungary@idniyra.eu

EUROPEAN TREASURER

Artis Berzens O2
Phone: +371 26 314 346
treasurer@idniyra.eu

**EUROPEAN JUNIOR PROGRAM
MANAGER**

Darius Gerasimavicius T44
Kriviu 47-2 Vilnius, Lietuva LT-01209
Phone: +37060217070
juniormgr@idniyra.eu

EUROPEAN WEBMASTER

idniyra.eu
Claudia Mishima L154
Helsinki, Finland
webmaster@idniyra.eu



NORTH AMERICAN REGIONAL COMMODORES

CANADA

Colin Duncan KC5457
Kingston, Ontario
Phone: 613 549 1848
colinduncan439@gmail.com

EASTERN LAKES

James "T" Thielier US5224
Rhode Island
Phone: 401 258 6230
t_thielier@yahoo.com

CENTRAL LAKES

Peter Johanson US5633
Michigan
Phone: 248-762-5030
petejoh@med.umich.edu

MOUNTAIN LAKES

Paul Chamberland KC5700
New York
Phone: 518-764-0005
pachamberland@hotmail.com

WESTERN LAKES

Tim Mower US5871
Eau Claire, WI
tmower@mowerins.com

NORTH AMERICAN JUNIOR PROGRAM MANAGER

Sam Bartel US1011
Maple Plain, MN
Phone: 952-250-8378
srbartel4@gmail.com



We sail quality.

1D SAILS
Contact: P36
T: (+48) 508 308 736
E: karolski36@gmail.com

North America: Chad Atkins US4487
T: (+1) 401-787-4567
E: catkins4487@gmail.com



CHAMPIONS DESIGN.

RACING OFF THE WIND: HOW DO NIA RULES 4 AND 5 INTERACT?

THINK YOU KNOW RULE 5? THINK AGAIN. THIS FOLLOW-UP DIVES DEEPER INTO RULES WHEN RACING OFF-THE-WIND.

BY MIKE BLOOM US321

The February edition of Runner Tracks contains a well written article by Warren Nethercote KC3786. Warren's insightful comments focused on the application of the National Iceboat Authority's (NIA) Rule 4 to OFF-THE-WIND racing. This article extends the OFF-THE-WIND discussion to the interaction between NIA Rule 4 and NIA Rule 5.

Recall that NIA Rule 4 says that when two yachts sailing OFF-THE-WIND are on the same tack, the leeward yacht shall keep clear. As written, NIA Rule 4 is clear and easy to understand. Simply put, when racing downwind, the leeward yacht must keep clear of the windward yacht and allow the windward yacht to head down. As any seasoned iceboater will explain, Rule 4 provides the windward yacht the ability to sail low or to bear off in a puff so as to avoid a high speed capsize. Many iceboaters forget that Rule 4 applies to other situations too, as the February 2025 article describes in some detail. But, when racing OFF-THE-WIND, it is imperative to understand how NIA Rule 4 interacts with Rule 5.

Frequently, when sailing OFF-THE-WIND, a windward yacht will find itself overtaking a slower yacht that is to leeward. This regularly happens just past the weather mark or when sailing in gusty conditions and this is where Rule 5 comes into play. As a result, let's briefly discuss the rights of a yacht that is sailing downwind and overtaking a slower yacht.

Most sailors understand NIA Rule 5 which provides:

When a faster moving yacht approaches another yacht on the same tack from the rear, the faster yacht must not sail so close that the slower yacht cannot keep clear. NIA Rule 5.

Put another way, the overtaking yacht must give the yacht being overtaken room to keep clear.

But what happens once the faster moving yacht is no longer approaching the slower yacht? What happens once the overtaking yacht becomes overlapped? Many sailors assume *incorrectly* that the overtaking boat is still without rights. Many assume that while being passed to weather the weather yacht is still overtaking, that the weather yacht must still keep clear and that the weather yacht has no rights. That assumption is wrong.

Under NIA rules, the key question is whether the yachts are overlapped. Once OFF-THE-WIND yachts on the same tack are overlapped, the yachts are governed by their responsibilities under Rule 4 as windward and leeward yachts. More importantly, it no longer matters that one yacht is overtaking from behind. If the yacht from behind chooses to overtake the slower yacht to weather, the moment the two yachts become overlapped, the leeward yacht must now keep clear.

This is because the NIA Rules at interpretation 5 provide:

Once the forward most part of the yacht catching up from behind has come past the after most part of the yacht ahead, one yacht is windward, the other leeward. The yachts must then be governed by their responsibilities as windward and leeward yachts.

Thus, if a faster yacht from behind elects to pass to weather, once an overlap exists the leeward yacht now must keep clear of the windward yacht. The fact that the weather yacht is traveling faster than

the other is no longer relevant. Moreover, should a windward yacht with an overlap need to head down (or simply chose to head down) the leeward yacht must immediately give the windward yacht room to do so. This is because at the moment of overlap, NIA Interpretation 5 changes the focus from an overtaking yacht to an overlapped yacht. The moment the yachts are overlapped, NIA interpretation 5 provides that the yachts are "governed by their responsibilities as windward and leeward yachts" and NIA Rule 4 mandates the leeward yacht "shall keep clear."

Now understand, things happen fast in an iceboat. Notwithstanding what the Rules might provide, it is possible that a yacht who is being overtaken from behind might not know the other boat is there or might not be able to see there is an overlap. As a result, a prudent skipper overtaking from behind will give the leeward yacht ample room or may choose to pass to leeward.

At the same time, a yacht sailing off-wind who has lost speed and feels the need to head up should take a good look over its windward shoulder before doing so. Not only might there be boats to weather but the simple act of heading up rotates your transom in such a manner so as to increase the probability that the boats above become overlapped. The key takeaway here is while the leeward yacht may want to head up, once overlapped, the leeward yacht's obligation under Rule 4 may be to head down.

No matter who technically has certain rights, the NIA Rules as a whole are designed to avoid collisions. Under the Rules, we all have a shared obligation to avoid collisions. At a minimum, if you read the NIA Rules and understand the Rules are not to be used to gain tactical advantages, but instead are designed to avoid collisions, we will all have a safer day on the race course.

Think ice.
Mike Bloom US321



Photo: Gretchen Dorian



EUROPEAN CHAMPIONSHIP AT PYHÄJÄRVI IN SÄKYLÄ

By Petri Pennanen L53
Photos: Rola Lora



The regatta started on Saturday, 22nd February, with registration and measurement. The measurers focused on masts (weight and center of gravity). The evaluation revealed several masts were underweight, but the issue was resolved with additional lead weights available on-site.

The weather was mild, with some centimeters of wet snow on the ice. Altogether, 121 sailors representing 16 nations registered for the event. Sunday morning marked the opening ceremony and the first skipper's meeting.

In the opening speeches, it was mentioned that the Kristalliranta Resort at Lake Säkylän Pyhäjärvi is the preferred location for ice sailing competitions in Finland. The Worlds were held there in 1998, but subsequent regattas organized by Finland had to take place elsewhere.

This time was to become a positive exception. The snow had melted away, and some water was on the ice. The wind was good, and the ice was fast. The day started with the qualifications, and by the end of the day, all three fleets had two starts done. Upon reaching shore, a German after-sail party was waiting with nice hot dogs and good beer.

Monday morning started with fog, but after it cleared away, the Race Committee conducted the races at a good pace. All fleets sailed four more starts, and all sailors were happy. Al-

though the regatta was already complete, with the A fleet having six starts sailed, there was a strong commitment to continue the regatta, although there was certain concern with the weather. Forecasts indicated warm weather and rain.

Tuesday morning did not show rain yet. But there was far too much wind out on the lake. The racecourse area did not allow a long enough course to be laid out for that wind. The Race Committee postponed hour by hour and, finally, called off the day. Surprisingly, the lake did not receive much rain, but the visibility became poor in the afternoon. However, spirits were raised by Sweden, arranging a nice bouillon with reindeer-stuffed traditional breads.

After the sauna and dinner, there was a social gathering in the restaurant. The jury members formed a panel and were prepared to discuss any rule question. Especially the leeward mark rounding created a vivid discussion with the audience.

On Wednesday morning, the conditions were not promising. The Race Committee checked the ice and laid out the racecourse. After this was done, the yachts were invited to the race area. The course was not very long but on the other hand, the wind was light. A-fleet had one successful start, but the wind changed direction after that. There was not enough room to turn the racecourse because of some cracks and holes. The yachts needed to return to shore with no more starts for that day. The disappointment was remedied by the Swiss team serving great cheeses and excellent Swiss wines.

On Thursday morning, many sailors felt it was too unlikely that they would get any good racecourse out on the deteriorating ice. But the Race Committee was out there early and was able to set up a good course. The ice had flattened out completely and was in good shape. The course was not too long, but luckily, the wind was light.

The race committee really utilized the day to the full extent. All fleets sailed the maximum five starts per day. This meant altogether, 12 starts for the A fleet and 11 for the B and C fleets.

When reaching the shoreline, there was a traditional Finnish sausage service before the prize giving in the restaurant. Based on the weather forecast, it was decided not to continue with the Euro Cup in the following days. Thus, the Euro Cup results were calculated based on the five last starts in the European Championship.

The DN European Championship at Pyhäjärvi will be remembered as a successful and well-organized regatta despite the challenges of variable weather. The international spirit, camaraderie among sailors, and hospitality from the host teams made the event memorable both on and off the ice. Many thanks go to the organizers, volunteers, and Race Committee for their dedication. For the competitors, it was not only a week of racing but also a celebration of ice sailing culture in the heart of Finland.

Petri Pennanen L53





FAST MASTS

that won't break the bank...

RKR COMPOSITES

Over 20 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

CUSTOM RUNNER SHARPENERS
Made to your specifications

W357 N5895 Meadow Ct Oconomowoc, WI 53066 Phone 414-791-3056

Website: dncompositemast.com

2024 IDNIYRA EUROPE MEETING MINUTES

INTERNATIONAL DN ICE YACHT RACING ASSOCIATION EUROPE IDNIYRA EUROPE - EISSEGELVERBAND EUROPA MINUTES AND DECISIONS OF THE 2024 NATIONAL SECRETARIES' MEETING

Held: Online via Skype, on the **25th of May, 2024** (10.00-17.00 CEST).

Present:

IDNIYRA Europe Executive Board

Vice-Commodore	John Winqvist L601
Treasurer	Artis Berzins O2
Junior Programme Manager	Stan Macur P111
Secretary & Webmaster	Attila Pataki, Jr. M101

National Secretaries

Austria	Walter Koelbl OE119
China	Qiguang Wang CH999
Estonia	Marek Lentsius C72
Finland	Petri Pennanen L53
Hungary	Attila Pataki, Jr. M101
Latvia	Artis Berzins O2
Netherlands	Hennie van den Brink H313
Poland	represented by Stan Macur P111
Russia	Sergey Pulkov R5 & Anastasia Maletina R95

Also present:

Commodore IDNIYRA-NA	David Frost US5358
Secretary IDNIYRA-NA	Debra Whitehorse US2366
Auditor	Peter Uhlmann OE213

Technical Committee	Argo Vooremaa C-36
Auditor candidate	Madars Alvikis O31
Author of Proposal	Attila Pataky M100 (during their topic)

Proxy votes:

Germany	represented by the Netherlands
Italy	represented by the Netherlands
Sweden	represented by Finland
Switzerland	represented by Austria

Apologies were received from Mihkel Kosk Commodore & Insurance Manager, Beniot Marie representative of France, Bernd Zeiger representative of Germany, Libero Medici representative of Italy, Stefan

Karlsson representative of Sweden, Ivan Fershal representative of Belarus, Georg Juelsgaard representative of Denmark, Antanas Gerasimavicius representative of Lithuania, David Howlett representative of United Kingdom, and other candidates unable to attend in person. The meeting was chaired by the Vice-Commodore.

Agenda:

1. Ascertainment of Quorum
2. Opening Remarks
 - a. Changes to the Agenda
 - b. Season Reports
3. Approval of the Minutes of the National Secretaries' Meetings 2023 (Online)
4. Matters Arising from Topic 3 not covered by this Agenda
5. Financial & Auditors' Reports 2023/2024
 - a. Financial Report
 - b. Auditors' Report
6. Commodore's Report on the Season: WCEC2024 and Lessons Learned
7. PRC Report
8. Vice-Commodore's Report
9. Junior Programme Report
10. Technical Committee Report
11. Insurance Report

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



12. Media & Communications Report13. EDNIA Report14. IDNIYRA EU-NA Contact Report15. Discharge of the Board of Officers16. Election of Class Officers:

IDNIYRA - Europe Officers (for a 2 year period)

- a. Commodore
- b. Vice-Commodore
- c. Treasurer
- d. Auditor 1

17. Letters to the Board

- a. EPIC Agreement amendment proposal: Technical Specification Interpretations - Attila Pataky (M100)
- b. DN Ranking Regatta Requirements Clarification - John Wingist (L601)
- c. Insurance Errors Clarification - Walter Kölbl (OE119)
- d. Tracking - Marek Lentsius (C72)
- e. Official DN Specifications amendments - Peter Hamrák (M53)
 - i. Mast weight
 - ii. Mast centre point
- f. Junior Programme - Elise Umb, Erki Teras, Fredrik Söderman, Jonas Svensson, Gustav Lindén, Leif Gimerus and Hans Adolfsson, Swedish Ice Optimist and DN-Junior Society.

18. Yearbook & Runner Tracks19. EC 202520. Junior WC/EC 202521. WC/NAC 202522. National Secretaries' Meeting 202523. Determination of contributions to the IDNIYRA - Europe and event entry fees

- a. Membership fee
- b. EC Entry fee
- c. JWC/JEC Entry fee

24. Budget 2024/202525. Other BusinessTopic 1 Ascertainment of a Quorum

It was confirmed that the invitation to the Annual meeting was issued in time the second time around and a quorum of 5 National Secretaries was present. Attendance list of the meeting was collected by the Secretary.

Topic 2 Opening remarks

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

- a. Changes to the Agenda

Due to approved absences and scheduling conflicts of some presenters, adjustments to the order of topics of the original agenda were required.

The changes to the agenda of the meeting were accepted unanimously.

- b. The National Secretaries submitted and gave a short review of their 2023-24 Season:

Austria: In Austria, we had sailable ice in Carinthia on very small lakes and for a weekend on Lake Neusiedl. In December 2023 and January 2024, some Austrian iceboaters sailed on Haidersee in Italy as well as on Lake Lipno in the Czech Republic. 10 days before WC/EC the 3 members of the Austrian DN fleet visited Nowe Guty near Mikołajki for some very nice training days on black-ice

with friends from Hungary, Poland, Switzerland, and the UK! They also attended the WC/EC in Pärnu/Estonia. After this big event, the very short ice boating season was finished for the Austrian DN-fleet.

Belarus: We had a bad season. Even though we had ice by November 30, it was immediately covered with 20 cm of snow. By the end of December, a very strong thaw came and our reservoir was completely cleared of ice. By January 2, severe frosts came and the ice began to form again, and after 3 days about 20-25 cm of snow fell. Fairly good conditions for training appeared only in February. For 2 weeks there were good conditions for training, which we took full advantage of. Towards the end of February, another strong thaw came and by February 28th we had open water.

China: The ice season of 2023/2024 in Northeast China is relatively stable. We carried out 3 regattas as planned, 2 of which were in Liaoning in Northeast China and 1 in Xinjiang in Northwest China. We got European DN and Chinese Sailing Sailing. Thanks to the help and support of the Board Sports Association and the local government, friends from the United States, the United Kingdom, Germany, Russia, Switzerland, Sweden, and China participated. Thank you all for coming. Later, we also contacted Mongolia and gave them a small amount of help. They established their own sailing association. We also sent two people to participate in the 50th DN Gold Cup World Cup and European Cup Championships. Attempted to compete in North America but was unsuccessful. Thanks to the help of North American DN, I think this is a good start. Although it is difficult, we have learned a lot and know our shortcomings. But we have taken the first step, and special thanks to Mr. Joerg Bohn (G-737) for his help. We will find more and better ice locations in the future, and everyone is welcome to come.

Czechia: No report submitted.

Denmark: No report submitted.

Estonia: The season started already in December. We had training races in Haapsalu. Also, our sailors went to Finland to compete early in the season. Local conditions were good and provided a good ground to hold almost all the competitions that we planned. In total we held 5 local competitions with foreign competitors as well from Poland, Latvia and Finland. Also we held the WC/EC in Pärnu. All and all it was a good competition. We got high places in WC and EC both in junior and senior.

Finland: The season was traditionally started week 46 in November in Northern Finland, where 39 sailors representing 5 countries gathered for three racing days. Generally, the conditions were favourable during the whole season and all planned regattas could be sailed. Altogether we had 6 ranking regatta weekends, including the Finnish Championships, which was sailed in two fleets for the first time, due to 61 entrants from 11 nationalities. During the previous week, the Grand Masters Cup was sailed by 37 skippers at the same location in Säkylä. The last regatta for the season was sailed at the end of March on wet and soft sea ice near Helsinki. Most of the regattas held in Finland had foreign participants. The Finnish fleet was represented in the WC/EC in Estonia, as well ranking regattas and Nationals in the neighbouring countries. In addition to racing, several cruising and public demo events were arranged. As a result, several newcomers tried DN sailing, also in regattas.

France: No report submitted.

Germany: Another Winter without Ice in Germany. But German Sailors participated a lot World Wide, the Saison started for Jörg in Russia, then it tuned to the „Great Western Challenge“ - which is always 1st. December. Over Christmas & New Year a Group sailed at Haidersee for Training. Later

in January was Ice in Sweden, with Training sailing very light Winds and cold In Mariestad. Then, another break until the Worlds and EM in Estonia were sailed and we were present in all Fleets. The Grandmasters were also sailed successfully in Finland with Germans at the Starting line. 2 Weeks later the North Americans where sailed in Minnesota. In between Bohni went to China, which was amazing. Season ended with the Swedish Nationals. So the fleet was out over the Season, just not at home in Germany.

Hungary: Our season started in December with some cold weather and new members around the time of our annual meeting. The ice formations unfortunately didn't last because of the constantly changing weather patterns and accompanying winds. In early/mid-January we got lucky with a cold snap and Lake Neusidler, Lake Velence and the Tisza Reservoir along with some smaller lakes in East-Hungary all froze over. Our fleet had the opportunity to sail on Lake Velencei for a week and on Lake Hrhov/Tornagörg on the other side of the Slovakian/Hungarian border for almost a month. This was well received and with much enthusiasm from our younger members. Our members trained internationally in Slovakia & Poland and attended the Gold Cup, the Grand Masters, the Estonian & the Finnish Championships. We were also invited to the annual Budapest Boat Show to give a presentation on the sport, which event was a success. We experience a renewed interest in icesailing, with new and old members joining our ranks and even the local IceOptis are taken out of the sheds. We plan to keep exploring the possible icesailing opportunities in the region and cultivating relationships with local wintersport enthusiasts and icescouts.

Italy: No report submitted.

Latvia: No report submitted.

Lithuania: This year Lithuania for the first time hosted WC, in my opinion event went smoothly despite it was not sailed in Lithuania. Had good ice sailing conditions in Lithuania. Raced in 3 different locations : in early december we sailed the postponed JEC 2023 in Rekyva Lake, February Lithuanian Cup in Elektrenai and in March on Lake Kertuoja we sailed the Polish championships. Unfortunately, the local fleet is not active in participating in international regattas. On the bright side Ice Optimist fleet is slowly growing. DN fleet is also getting new members who are just beginning.

Netherlands: This was one of the worst winters for the Netherlands, we had no ice at all. There was also little use made of participating in the Swedish ranking competitions in Zweden. Our non-competitive sailors went to Harrfallet in Zweden with about 60 ice sailing boats. Participation in the WC/EC was also minimal with 5 participants. The season ended with 2 participants in the masters. We hope for better times.

Poland: No report submitted.

Russia: In some regions of Russia, the weather has given a wonderful season. So in Novosibirsk, for the first time in many years, all the planned competitions were successfully held - 5 competitions and more than 40 races. In St. Petersburg, the season turned out to be short due to the large amount of snow that fell, and in Moscow, the ice generally opened only in March for a few days. But this did not prevent the fleets from getting ready for the start. The Far East and Siberia also held their scheduled regattas. And it is especially worth noting the great work carried out by Vladivostok coaches in the DN and Ice Optimist classes. The team from Vladivostok took part in a series of competitions in China. In total, in the 2023-2024 season, more than 20 competitions were held in DN and Ice optimist. The central event of the season were: The Volga Ice Sailing Week 2024. Four competitions were held during the week and 26 races,

including the Russian Cup.

The championship of Russia was held on Lake Baikal for DN And Ice optimist.

In the 2023-2024 season, 10 new members joined the DN Russian association. Also a new fleet and a junior program were formed in DN and Ice optimist in St. Petersburg (10 new optimists have already been built).

Sweden: Again, we were blessed with an early winter enabling sailing from late November. In December, regular training could start and we arranged the first national regatta in Arvika. Note: This year the plan was to enable more local training sessions and regattas as feedback from members was that DN Sweden was too active the previous year. To grow the class we need to boost local enthusiasm and activities.

Local sailing was primarily done around Stockholm, arranged by the three main clubs (Görvåln, Uppsala and Stockholm). Astonishing results by Stockholm Isjaktsklubb with 21 new members! Four national weekend regattas were arranged, a bit unlucky with weather and reserve weekends were activated. As several sailors from abroad have visited Sweden to sail, DN Sweden encourages our members to do the same, primarily to Finland, Estonia and Poland. The number of SWE sailors who sailed in Finland reached record numbers (in recent years).

Switzerland: For the Swiss fleet, the season started like almost every year just before Christmas on Haidersee near Reschenpass in Italy.

Good ice and wind conditions allowed for scrub racing almost every day until the beginning of January with many friends from Austria, Germany and even the Netherlands.

Unfortunately, the bigger Reschensee again having a very low water level because of road construction works, was not sailable.

In January, two sailors made the trip to China for the first ever international ice sailing competition in this country. We then had a weekend on the small Lac des Rousses in France with perfect black ice and good wind conditions. Unfortunately, with an incoming warm front, the show was over way too fast.

6 sailors from our country enjoyed the great week in Estonia for the World and European Championship.

A Swiss delegation then chose to make the long trip to Finland for the Grand Masters cup where they enjoyed the great hospitality of our Finnish friends and a well organised regatta in a very friendly atmosphere and nice conditions.

Smart planning of the regatta hosts allowed us to stay for the weekend and participate in the Finnish Championship with a big attendance of 60 sailors in 2 fleets. Also the ice was getting softer and softer with every hour, it was another great regatta.

This was the end of the season for most of us, except for Pierre Bachelin, Z25 who participated in Baikal sailing week.

United Kingdom: No report submitted.

North America: The North American ice sailing season kicked off with the Western Challenge in Minnesota, an unofficial event that drew over 75 boats, including many newcomers invited by North American Junior Sailing Director Sam Bartel. Bartel spent three days coaching and providing rides on DN and Nite iceboats, fostering a new generation of ice sailors. Despite sparse local club sailing in other regions, Minnesota saw consistent activity, especially on Lake Minnetonka, where Bartel hosted after-school ice sailing clinics at the Wayzata Yacht Club. The season culminated in the North American Championship on Lake Osakis, the only location in the country with sailable ice, featuring a week of thrilling racing with 11 races in both fleets.

No vote needed.

Topic 3 Approval of the Minutes of National Secretaries' Meetings held in 2023 (online).

Unfortunately, due to personal reasons and increased workload on the Secretary, the Minutes of the 2 previous meetings were not finished by the time of the meeting. The Secretary apologised for the error.

It was agreed that the minutes of the 2023 January Extraordinary and Annual Secretaries' Meeting would be published and approved later via email vote.

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

No remarks. No vote needed

Topic 5 Financial Report & Auditor's Report

The Treasurer's Financial Report and Auditors' Reports were uploaded and accessible before the meeting » See Attachments.

- a. The Treasurer presented the Financial Report for 2023/2024 and the last 4 year budget comparison.
- b. "Auditor report:

Dear Members,

As part of our annual audit, I have carefully reviewed the books and receipts of our association. The audit was conducted on a random sampling basis, with the most significant financial transactions and documents being thoroughly analyzed.

I am pleased to inform you that no irregularities were found. All receipts were complete and accurate, and the bookkeeping complied with the applicable regulations and the requirements of our bylaws. I would like to especially highlight the work of our treasurer. Thanks to his transparent bookkeeping.

Based on the results of my audit, I kindly request that you grant discharge to the board, and particularly to the treasurer, for the past fiscal year. In conclusion, I would like to once again express my thanks to the treasurer for his outstanding work and hope for your approval in granting discharge to the board.

Best regards, Peter Uhlmann OE213

"

The Auditors confirmed the validity of the Financial Report."

The Accounts were approved unanimously.

Topic 6 Commodore's Report on the Season: EC 2023 and Lessons Learned:

"The 2023/24 season started well for many of the national fleets. Both in the Northern countries and in Russia, there was sailable ice already at the end of November, beginning of December. Big fleet starts in FIN on top level + small club events happening all around.

Before the WC/EC we had ice from POL to up north and also hosting primary lake in LTU. Looking at the weather, this time was a bit interesting and not the best for LTU (+10c and heavy rain on Saturday the day before). I would like to say that last minute decision is a must as weather patterns change a lot overnight and be sure that they will not stay the same.

So we ended up in Pärnu where forecast was a bit colder but the ice was a bit pumpy.

WC started off with too much wind and we had a long wait out on the ice but it was rewarded by end of the day with some races in. Next days we had sailing and one day with now wind, finished WC with 6 races.

EC Friday and Saturday with total on 7 races.

Long week of good weather that the DN class has been waiting for so long and quite a lot of sailing. Hopefully this luck with the weather continues for the next years. And DN class had 10 women taking part, record in all the time! DN jun. fleet (20 boats) to add to the big event is a successful way of thinking and very good for the kids. Also time well spent and work in the right direction.

Thus we had a valid World and European Championship

2024 DN WC results:

1st: P-114, Michal Burczynski, 2nd: P-155, Lukasz Zakrzewski, 3rd: C-53, Joonas Kiisler

Best junior: S-887, Gustav Linden, 37th in Gold 2024 DN EC results:

1st: P-114, Michal Burczynski, 2nd: P-155, Lukasz Zakrzewski, 3rd: P-431, Jarek Radzk

Best junior: C-78, Angus Aarna, 37th in Gold Congratulations to All!!

Post-event Feedback

Remarks were made from the Swedish and others regarding the speed of our website and results by the PRC or our managing team. I would say this was a problem in the first days and as the week went on, things got a lot better. Everybody needs practice."

The National Secretaries congratulated the organisers for the successful event.

The Webmaster has informed the meeting that the website will be moved to a faster server for the upcoming season and further stability updates and backup solutions will be made.

The Commodore's Report was accepted unanimously.

Topic 7 PRC Report

"PRC 2024 was organized and worked with a new formula and with 4 new members due to the revised organization of the WC/EC 2024 regatta on the occasion of the 50th anniversary of the DN World Championship together with DN-Junior and Ice-Optimist on a separate regatta course.

The new PRC with an international cast was formed from two groups of iceboating experienced individuals from Estonia and Poland and 1 from Lithuania and had its first cooperation by successfully conducting the overdue WC/EC 2021 DN-Junior and Ice-Optimist regatta in Haapsalu in December 2021, which had a decisive impact on the continued organization of major icesailing events in the Covid-19 outbreak.

The safe conduct of these regattas in difficult conditions and several meetings of the entire group confirmed high sailing qualifications and developed the friendship and trust necessary for the formation of a cohesive team. The assumption was also to operate economically: two cars with trailers(from Estonia and Poland) give high mobility to the whole PRC at a low cost. Therefore, the complicated organization of WC/EC 2022 with the transfer of the regatta started in Sweden regatta to an unfamiliar body of water in Norway worked out perfectly.

To the composition of the PRC were co-opted initially 2 new members from Finland (as also preparation for EC Finland 2025) and later 2 from Estonia(a total of 14 , including 2 -50%) Despite the fact that they were experienced in the organization of iceboating regattas it required cooperation in the first days of the event. WC/EC 2024 were conducted safely and efficiently with almost the maximum number of planned races. This is how we evaluated the event together with Alari Akermann, recognizing also, that the PRC should have up to 10 members in the next years and the separation of the functions of the head of the PRC (equipment, transport, race course) and PRO

(scoring, rules, results and running races) in the future.

Introducing new members from other countries should be preceded by 1 year of volunteer work and may be costly due to separate transportation to other areas of Europe.

PRC should cooperate with Commodore and the organizer, but direct interference in the day-to-day running of the regatta is not advisable.

Knowledge of English is an important prerequisite for PRC members, but noting race results, especially in fast ice conditions require two very experienced teams writing and working in their national languages, where English as a "school" language does not stand a chance of implementation. PRO and PRC chairman Stan Macur."

Vice-Commodore John Winqvist has raised the topic of how the PRC and the PRO shall be appointed in the future:

"We need to broaden the competence and the experience pool of the PRC role and aim at having a more international PRC in the Future. Currently, the PRC has been doing a good job of incorporating new volunteers and ensuring continuity in the PRC. We should aim at not losing this aspect. The PRO should preferably be named for a set time period as opposed to having a situation where it is unclear when the duty starts and ends."

It was agreed that Stan Macur will take a step back and will be the PRC Manager for the upcoming season.

The PRC Report was accepted unanimously.

(Post-Meeting note: During the Summer unfortunately Stan Macur passed away:

<https://idniyra.eu/remembering-stan-macur-1952-2024> . His duties were taken on by appointees of the board.)

Topic 8 Vice-Commodore's Trophy Report

Vice-Commodore John Winqvist elaborated on his past duties during the season, which were mostly helping out the Commodore and taking care of the trophies. This latter task has been a bit neglected in the past.

Attila István Pataki has asked that the planned overhaul of the female trophies be implemented the next season and funds be allocated in budget for the task to facilitate cross-Atlantic transport.

The Vice-Commodore's Report was accepted unanimously.

Topic 9 Junior Programme Report

"In the 2023 season, we played the World Championships DN-Junior and Ice-Optimist, but difficult conditions made it impossible for the European Championships to be played.

Early winter and good ice conditions in December 2023 gave the opportunity to organize the overdue European Championships, thanks to the commitment of the Lithuanian DN Fleet, without additional funding from IDNIYRA-Europe.

A favorable argument was the rapid start of the season by the juniors and the opportunity to sail on Lake Rekyva, the planned WC/EC 2024 venue.

The new formula for holding junior DN regattas was heavily criticized by a large group of competitors and coaches, but in the end we had a WC/EC 2024 DN-junior regatta as combined races with seniors with special scoring, and the WC/EC Ice-Optimist regatta on a separate regatta course. It was a special event to celebrate the 50th anniversary of the DN World Championship, But I think that in the next years, a separate WC/EC DN-junior and Ice-Optimist regatta should definitely be

held! Polish DN Fleet is determined to organize them in 2025.

At the same time, juniors should be encouraged to participate in WC/EC seniors, improve their sailing skills and earn ranking points to make a smooth transition to the senior category in the future.

Despite the strong warming in late February 2024, the auspicious news was the holding of DN-Junior and Ice-Optimist national championships in Sweden, Estonia and Lithuania.

Junior Program Manager. Stan Macur DN P-111"

Multiple feedback has been received regarding the joint Gold Cup-Junior event:

https://drive.google.com/file/d/1MazNCf7N7RkfZu-dKFwa-bJ_vXUXmONx/view?usp=sharing

The National Secretaries thanked Stan Macur for his conscientious work as Junior Programme Manager and Head of the PRC.

The Junior Programme Report was accepted unanimously.

(Post-Meeting note: During the Summer unfortunately Stan Macur passed away:

<https://idniyra.eu/remembering-stan-macur-1952-2024> . His duties were taken on by appointees of the board.)

Topic 10 Technical Committee Report

Unfortunately, no Technical Committee report was received.

No action needed.

Topic 11 Insurance Report

During the 2024 Gold Cup there was one confirmed case where one of the sailors unwillfully succeeded in making on-site registration without proper insurance coverage. Unfortunately, the same sailor got into an accident with another boat. Luckily, there was no personal injury. It was found that along with other administrative errors during the insurance check and the on-site check-in and registration some insurance coverage was not checked nor was money collected for SEIs. The Commodore and appointed Insurance Manager took responsibility.

"I can say it was 50% personal error due to having been only one doing registrations of the sailors and checking the insurance. My understanding now is, that this needs to be done by two persons to have to speed up at the registration. Since it was the first time for me to be at the ice sailing event registration desk, I did not foresee that the registration will need two persons as in liquid water sailing events we never do.

The other 50% is I believe sailors fault, since the sailor him/her self is accountable to have valid insurance and by register on the competition agrees to have valid insurance (similar to DISCLAIMER OF LIABILITY Competitors participate in the regatta entirely at their own risk. See RRS Rule 3, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.) All the people who did not have valid insurance by their own supplier and had marked they will buy and pay at the registration, they asked for it and paid for it on the registration desk, except CH999. Maybe it was a language error – maybe he did pay for it online already? I did not have any information for online payments (another recommendation – maybe the registration desk needs to have an overview of online payments as well?).

2022 WINNER ALL NEW FULL

by:



& Jeff Kent

253 Franklin Street, Bristol, Rhode Island
781 - 335 - 4650
www.moorebro.co

2022 World Champion Robert Graczyk P-31

2022 Europeans 2nd Tomasz Zakrzewski P-55

2022 Polish Champion Tomasz Zakrzewski P-55 (Gen6 mast)

2022 Polish Championship 2nd Robert Graczyk P-31

2022 Grand Masters Champion Tomas Lindgren S-81

BE FAST

BE COMPETITIVE

ING DESIGN CARBON MAST



VE BECOME THE WINNER

Sailor him/herself uploads their insurance documents and some of them have overlapping time periods, where they have "double" insurances issued and that's the reason one sailor can have valid insurances visible on the website. As the validity of the insurance policy ends, the person disappears from the list.

Insurance manager confirms the insured sailor by valid insurance (dates, area and sum is all visible) and the sailor has green light to register events.

My experience from the sailing events is that the sailor/yacht themselves is fully responsible for having valid insurance, not neither automatic-IT registration system nor AI nor person behind the desk.

And within this letter I would like to inform that due to lack of free time I'm unable to continue insurance manager tasks. I'm grateful for the experience and learning curve and wish you all best to continuous work at the ice sailing community.

Sincerely, Piret Ausman"

In the future a much more emphasis must be placed on training and double-checking that each competitor has proper insurance.

The Insurance Report was accepted unanimously.

DN Netherlands has indicated that it has a hard time finding acceptable insurance, as their previous provider no longer insures iceboats.

Topic 12 Media & Communications Report

"IDNIYRA.EU

The Website provided vital information and attracted high traffic during the celebratory season.

There was a minor issue with the payment plugins during the beginning of the season. Later on this was resolved and all the functions worked great during the season. The event entry deadlines were extended accordingly in order not to disenfranchise anyone.

The insurance check and online event entry worked well. There is still some manual labour needed in managing the Junior accounts, I'm hoping to improve that next year.

During the Gold Cup & EC 2024 due to intensive posting there was high traffic on the website, which the host could not handle. We will look into alternative hosting solutions, stability improvements and backup solutions for the upcoming season.

The International DN Class Regatta Calendar is working well and is open to all of our fleets. We encourage each fleet to share their events there. Editorial access has been sent out in the previous seasons to all webmasters and national secretaries.

Please contact webmaster@idniyra.eu or secretary@idniyra.eu with a gmail account for updated access and training. It's flexible, easily manageable, and can be incorporated into multiple websites. The only issue that is present and the national fleets' webmaster/manager needs to be on the lookout for is when they accidentally write their private appointments in the wrong calendar.

Publishing on idniyra.eu is open to all of our member fleets if they would like to share invites and summaries of their events to all of our members. Please send the information in an editable format and other media materials to webmaster@idniyra.eu or secretary@idniyra.eu.

The secretary /webmaster and the Board reserves to exercise their review rights.

Statistics:

Yearly Page Views: 51K Yearly Unique Visits: 12K

Peak Usage: 2024.02, 36K views, 8K unique visitors For detailed statistics » see attachments

SOCIAL MEDIA

Social media has been busy. We are happy to report that we are on Instagram! You can find/tag/collab with us @dniceboat!

The facebook page (facebook.com/idniyraeurope) and thematic groups (DN Iceboat, Icereport, Iceboat Marketplace) helps everyone find what they are looking for.

The International DN Class YouTube channel (youtube.com/@dnclass) is growing nicely with over 150 subscribers at the time of writing this report. Along with sharing videos from other youtube channels, we are creating our own content. We encourage each of our fleets to contribute with videos to the common channel. Multiple thematic curated playlists are available for all of the fleets for sharing and embedding on their channels and websites.

DNICEBOAT.ORG

The DN Class portal has been kept up to date by Deb Whitehorse with all changes in our common governing documents.

Statistics

Yearly Page Views: 9.4K Yearly Unique Visits: 5.1K Yearly First Time Visits: 3.5K Yearly Returning Visits: 1.6K

This was also the first year that we had a dedicated Media Manager and a Cinematographer in our Media Team.

Anna Pataki wrote multiple articles honouring the 50 years of DN competitions and Herkules Pierewoj shot an immense amount of footage during the event.

The Media Workgroup provided daily video summaries and live coverage during the event.

We would like to thank all the talented photographers for their contributions in the visibility of the sport: Gilles Morelle, Soraija Tolstika, and many more.

Anna Pataki has made the following recommendations regarding the Media WG:

Based on the experiences of the 2024 DN WC/EC I would suggest the following changes to the handling of the event's media presence:

- At least 3-member media team
 - A media manager whose responsibilities include:
 - Preparing the daily material for publication on social platforms including copywriting as well as photographs and videos of outside contributions
 - Communication in media-related projects with sponsors and outside media outlets such as
 - Setting up daily media packages for outside media outlets
 - Arranging additional photo/video material for special usage
 - Media monitoring on social platforms and reposting
 - Supplying supplementary photographic and video content
 - Operate the 360-degree cameras on the ice
 - Coordinating the work of the media team
- A social media coordinator with the following responsibilities:
- Check-ins from the ice which includes
 - Morning/before race check-in with details of the day's conditions
 - Live coverage of the runs (with minimal comment)
- Updates on daily schedule items in story and/or post form (races postponed, buffet on the shore)

- Live check-in of official regatta-related events such as prize-giving
- A videographer whose responsibilities are:
 - Daily summary videos at the end of each day
 - Provide drone footage
 - Longer format image video of the event afterwards
 - Providing help to the Media Manager in supplementary projects
- In case there is no official IDNIYRA photographer I would suggest to secure an arrangement with on-site photographers (if possible before the event) for a daily photo package with a set price/photo.
- In case there is an official IDNIYRA photographer employed they would be members of the media team and their responsibilities should include:
 - Daily photo coverage from the ice (about 25-30 photos daily)
 - Photo coverage of official regatta-related events (check-in, prize giving, official dinners)
 - Providing help to the Media Manager in supplementary projects
- Redirecting all interested parties who reach out to the IDNIYRA Board/Organizing Committee with media-related requests to the official media email address."

The event movie is under editing and is expected to come out later this summer.

We received the complaint that on some devices the website is a bit slow. The webmaster is looking into solutions on speeding up the website. Including separating the ruletest, the scoring & results pages.

The Media & Communications Report was accepted unanimously.

Topic 13 EDNIA Report No report was submitted.

No action needed.

Topic 14 IDNIYRA EU-NA Contact Report

"We conducted a successful DN Class Ballot in November. On 2024. May 31st the New Technical Specification Changes will come into effect. More and more European members take part in multiple North American regattas with much success.

The 2024 Gold Cup DN World & European Championships & Junior World & European Icesailing Championships were held in Parnu, Estonia. We were pleased that North American members Deb Whitehorse, Ron Sherry (US44), Daniel Hearn (US5352), Chris Berger (US5166), Robert Cummins (US3433), David Frost (US5358) & Jacek Marzenski (KC5247) took part and competed at the event and hope to see more members of the DN Community crossing the pond to take part in each other's events next year.

In all we had an active correspondence throughout the year.

We would like to thank Deb for her conscientious work throughout the season and for mediating with possible sponsors and media creators."

The IDNIYRA EU-NA Report was accepted unanimously.

Topic 15 Discharge of the Board of Officers (Only National Secretaries vote)

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

This was confirmed by a unanimous vote.

Topic 16 Election of Class Officers

The following are the results of the IDNIYRA-Europe Officer elections for a 2 year period:

- a. Commodore: John Winqvist was elected and approved with a unanimous vote.
- b. Vice-Commodore: Maciej Brosz was elected and approved with a unanimous vote.
- c. Treasurer: Artis Berzins was re-elected and approved with a unanimous vote.

Other European Officers:

- d. Auditor: Ambroise Johnson was elected and approved with a unanimous vote.

Incoming Commodore John Winqvist thanked Mihkel Kosk for his work. He elaborated that he's a firm believer in "Evolution and not Revolution".

Topic 17 Letters to the Board

a. EPIC Agreement amendment proposal: Technical Specification Interpretations

- Attila Pataky

(M100): https://drive.google.com/drive/folders/1PJ7X1CmKjWNRK7gdBpK5KzqWhWJ_vTfP?usp=drive_link

"Proposed Changes:

Article XI - INTERPRETATIONS OF THE OFFICIAL SPECIFICATIONS OR PLANS

The intended meaning and the basic principles of maintaining the DN as a one-design class shall be considered in interpreting any point not covered. Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not covered, a ruling can be obtained from the any of the CGGs through the TC. The TC shall, upon the request of any member, or at the direction of either CGG, provide interpretation of the OFFICIAL SPECIFICATIONS. In interpreting any point not covered, or wording of obscure meaning, the TC shall consider the intended meaning of the specifications which is to maintain the DN within reasonable limitations as a standard one-design class. The findings shall be published by both CGGs. ~~Such interpretations shall prevail as Supplements to the OFFICIAL SPECIFICATIONS unless and until voided by a simple majority of the membership. Proposals for such a vote will be initiated in the same way a Specification Change Proposal is made. If an interpretation changes the OFFICIAL SPECIFICATIONS the TC shall initiate a proposal to both~~ CGGs. Such interpretations may only be of a temporary nature and shall be submitted to a Class Vote till the end of the next ice sailing season in accordance with paragraphs VIII-X of this Document, which Class Vote shall be initiated by the TC. Accepted changes must be incorporated into the Official Specifications, while unaccepted interpretations become invalid. Interpretations that TC does not circulate for class voting will also become invalid.

Reasoning:

The growing number of interpretations makes the Official Specifications opaque and untraceable, making it difficult to fully comply with it.

The European Community has been pushing for years for a clear, transparent and comprehensible document of the Official Specifications that has not been drawn up to this day.

The original wording allows six people to unilaterally change the interpretation of the Official Specifications and leave it entirely up to them to interpret and decide whether to put these changes to a Class Vote. This contradicts the democratic principles set out elsewhere in this

document.

There are separate sets of documents, the administration and any change in them is allocated to different levels of our international organisation.

The highest priority of them are the documents, which apply to the entire DN class. these are the EPIC Agreement, the Race Management Agreement and the Technical Specifications together with the Official Plans. All these documents can be modified with the agreement of the entire DN Class, the instrument of what is the Class Voting. Other sets of documents are the continental documents, The By-Laws in North America and the Organisation Rules in Europe. These documents regulate the operation of the Continental Organisations and can be modified according to the rules laid down by the CGGs.

In addition to the CGGs we established the Technical Committee as an Advising Body. This definition is very important because the TC cannot make or change the prevailing rules alone. They can suggest any changes, but the decision is on the members of the entire DN Class. This procedure is clearly written in the EPIC Agreement. The same procedure was described in our earlier Specification Management System document.

In the attached Technical Specification – among other remarks – you can see that 36 different interpretation is listed, were this procedure may be violated. That is the main reason for my proposal.”

David Frost suggested to simplify the wording and to work with the American and European CGG on the final wording.

The proposal passed. (Yes: 16, No:0, Abstentions:2)

b. DN Ranking Regatta Requirements Clarification – John Winqist (L601)

The following sentence is to be added to the NOR of senior world ranking events “All competitors shall preferably have experience of a minimum of 3 DN ice-sailing regattas with international participation, or a letter of recommendation from his/her National Secretary.”

The proposal passed unanimously.

c. Insurance Errors Clarification – Walter Kölbl (OE119)

Has been discussed and resolved under Topic 11.

d. Tracking – Marek Lentsius (C72)

SportRec has offered us a tracking solution for the upcoming EC. The price of the service for 7 day and 150 boats would be €4300

The NSM has agreed to forward this to the Board.

e. Technical Specification proposals – Péter Hamrák M53

https://drive.google.com/drive/folders/1KoxN757wJ485eVya3VFTvfRkTOXdULba?usp=drive_link

i. Mast – Minimal Weight

The proposal did not pass. (Yes:7, No: 10, Abstentions:1)

ii. Mast – Balance Point

The proposal did not pass. (Yes:4, No: 10, Abstentions:4)

f. Junior Programme – Elise Umb, Erki Teras, Fredrik Söderman, Jonas Svensson, Gustav Lindén, Leif Gimerus and Hans Adolfsson, Swedish Ice Optimist and DN-Junior Society.

Has been discussed and resolved under Topic 9.

The original letters and supplementary materials can be read here: »»

https://drive.google.com/drive/folders/1fMTGIRmGXF2LyhEz42_sly36Y5JPn-au?usp=drive_link.

Topic 18 Yearbook & Runner Tracks"YEARBOOK REPORT

The yearbook was published on time in December 2023. The new Tech. Spec. Changes will take effect in 2024 May 31st. All IDNIYRA EU board members, National Secretaries, and the Junior Sailing Manager have received copies.

RUNNER TRACKS REPORT

Runner Tracks was published 4 times during the year. Content is always needed."

The report on the Yearbook & Runner Tracks was accepted unanimously and IDNIYRA-Europe congratulated and thanked Deb for all her wonderful work.

Topic 19 EC 2025

The 2025 European Championship will be organised by Finland & IDNIYRA EU between February 22 & March 1 on the best ice in Finland.

The NOR is to be published no later than 2022 Dec. 1.

Regular Entry closes: Jan. 18. Insurance Check suspends between: 2023 Jan. 15- 18. The 2026 Gold Cup DN World & European Championships is set to be organised by Poland.

Topic 20 Junior WC/EC 2025

The 2025 Junior Championships are planned to be organised by Poland & IDNIYRA EU between February 8-15.

The NOR is to be published no later than 2022 Dec. 1.

Regular Entry closes: Jan. 18. Insurance Check suspends between: 2023 Jan. 15- 18.

Eligibility may require IDNIYRA EU membership for DN Juniors (to be further discussed with JPM)

Topic 21 WC/NAC 2025

The 2025 Gold Cup DN World & North American Championships will be organised by the IDNIYRA and is going to be hosted by the Central Region between Feb. 2- 8.

Topic 22 National Secretaries' Meeting 2025

The 2025 National Secretaries' Meeting will be held online on the 26 & 27 of April.

Topic 23 Determination of contributions to the IDNIYRA - Europe and event entry fees

a. It was agreed to have both the individual and national fleet membership fees of €30. A 2 year consecutive membership will be required at registration and a re-admission fee of €30 will apply in case of prior broken individual membership. Additional banking costs will be borne by the sailors.

National Fleet Membership fees should be paid before the next NSM. Insurance Check will only be approved for members of fleets in good standing. The determination of membership fees was accepted by a majority vote. (Yes: 18, No: 0, Abstentions: 0)

b. It was agreed to have the EC entry fee of €240, the late entry of €360.

The determination of entry fees was accepted by a majority vote. (Yes: 17, No: 1, Abstentions: 0)

c. It was agreed to have the JWC/JEC entry fee of €70 + €30€ Membership for DN Juniors, the late entry of €140.

The determination of entry fees was accepted by a majority vote. (Yes: 18, No: 0, Abstentions: 0)

Topic 24 Budget 2022/2023

» See Attachments.

The 2023/24 Budget was approved by a unanimous vote.

Topic 25 Other Business

The new Commodore thanked all the participants for joining and invited them to an in-person meeting during the next event.

IDNIYRA-Europe wishes everybody a successful and responsible preparation for the season. Stay Safe and Think Ice!

Attila Pataki, Jr. M101
Secretary IDNIYRA Europe

Mihkel Kosk C45 Outgoing Commodore IDNIYRA Europe

John Winquist L601 Incoming Commodore IDNIYRA Europe

Balatonfüred-Pärnu-Helsinki, 2024.
Published:2025.03.26


Racing and cruising gear for sale! Grand Master Randy Rogoski US4192 has retired from racing.

RACE READY GOLD FLEET GEAR
Package Price \$4499; Includes Trailer

All gear in excellent condition—runners race ready.
Ideal setup for racers weighing 200-230 lbs.
Sherry fuselage, plank, two carbon fiber masts.
Sails: almost new F-01, worn F-01, worn ABSS speed sail.
16 Runners:
Set of three 440c 3/16"x36" inserts
Set ss 3/16"x30" snow inserts
Pair ss 1/4"x36" soft-ice inserts
Set alligator 26" Sarns snow plates
Pair alligator 30" snow plates; set ss 36" slush runners

CRUISER GEAR—Package Price: \$1849

Hamill fuselage and veneer mast, Sherry plank.
Sails: worn F-01; worn small speed sail, storm sail.
Runners: Set of three blunt-nose Sarns snow plates.

RUNNERS available a' la carte:

pair 440c 3/16"x36" inserts \$1000
pair ss 1/4"x36" soft-ice inserts \$800
set min-width x 36" T-Irons \$600
pair max-edge-width x 36" T-irons \$500
pair ss slush runners \$300
Buy all a' la carte runners: \$1600

CUSTOM TWO-BOAT TRAILER: \$800 (if sold separately)

All components of the two DNs interchangeable.

Buy the two gear packages and trailer for the complete package price: \$6400
Randy Rogoski dnus4192@aol.com

THE MITROPA TROPHY: A LONG-AWAITED SUCCESS IN LIPNO

BY WALTER KOELBL OE119, NATIONAL SECRETARY OF IDNIYRA-AUSTRIA
PHOTOS BY NIKLAS MÜLLER-HARTBURG OE221

The Mitropa Trophy announcement states that the event is to be organized alternately by Austria, Hungary, and the Czech Republic. Unfortunately, this regatta has only been held twice so far. Due to the lack of ice, Austria attempted to host the trophy for nine years. The last winner and Austrian National Secretary, Walter Koelbl OE119, took advantage of the excellent ice conditions at Lake Lipno Czech Republic this year to host the regatta on February 8 and 9, 2025, together with his small but very dedicated team.

His team consisted of Ice-Wing sailor Werner Jettmar, Niklas Müller-Hartburg OE221, Andi Richter G430, and Jochen Oberbauer G183. Due to the excellent conditions, the Austrian Championship was also held as a separate competition during the Mitropa Trophy.



Austrian Champions: Roland Huber OE250, Pete Uhlman OE213, Helmut Ebner OE227

After the NOR was published, 35 sailors from 7 countries immediately set off for Lipno! On Friday, February 7th, training was already underway on the ice. Our Polish friends were already showing off their skills. Our Bavarian friends, Andi Lachenschmid G719, Thomas Huber G8, Bernd Jahn G51, Wolfgang

Böttger G597, as well as Peter Uhlmann OE213, and several other sailors were right there, too. For training purposes, several fleets sailed two laps around the regatta marks.

To reach the racing area, a rift had to be carefully crossed. This was well marked, and all participants and volunteers navigated it without difficulty. No one was lost.



Overall Champions: Tomasz Staczyk P150, Wojtek Baranowski P104, Rafal Lugowski P342

On Saturday, around 1:00 p.m., the northerly wind stabilized, and the first race could begin. Five fair races were sailed quickly over the next three hours. As the results list shows, our friends from Poland were the benchmark, taking the first three places. Andi G719 was able to keep up well with the leading group and demonstrated his potential with two second-place finishes. The best Austrian of the day was Peter OE213, ahead of Roland OE250 and Helmut OE227.

With the last of the wind and a magnificent sunset over the mountains, we reached the rigging area and had to hurry to make it to the scheduled

regatta dinner in time. The Austrian Regatta Committee paid the bill for the delicious dinner, including drinks, with the regatta entry fee! We had a wonderful and enjoyable evening in our chosen restaurant.

On Sunday morning, the sails were set and the runners were chosen, but unfortunately, we had no wind. This situation remained unchallenged until the final announcement by the race committee. Therefore, the awards ceremony was held immediately on the ice, with excellent prizes and many thanks from the sailors to the organizers. This meant that the sailors from the faraway destinations were able to begin their journey home in the early afternoon.

After the awards ceremony, a very light breeze picked up, and some sailors took their sleds out onto the approximately 30cm thick ice again. We had a wonderful weekend, one that we DN sailors will remember for a long time!

With this successful event, the organization of the next Mitropa Trophy passes to the sailors of the Czech Republic! We all hope we won't have to wait another nine years until safe, sailable ice develops in Central Europe!

Walter Koelbl OE119



2025 MITROPA TROPHY RESULTS

POS	SAIL	NAME	R1	R2	R3	R4	R5	Total	Nett
1	P104	WOJTEK BARANOWSKI	3	1	2	(6)	2	14	8
2	P341	RAFAL LUGOWSKI	1	2	5	(7)	1	16	9
3	P150	THOMASZ STANCZYK	(6)	5	1	1	3	16	10
4	G719	ANDI LACHENSCHMID	2	(4)	4	2	4	16	12
5	P247	MACIEJ BROSZ	(10)	3	6	4	6	29	19
6	P74	JERZY ARTHUR TABER	4	(11)	3	9	8	35	24
7	G51	BERND JAHN	7	12	(17)	3	5	44	27
8	G597	WOLFGANG BÖTTGER	5	8	11	5	(12)	41	29
9	G8	THOMAS HUBER	(11)	10	7	8	7	43	32
10	P65	MAREK BERNAT	8	9	8	(10)	9	44	34
11	H962	BEN KLOOS	(15)	6	10	12	10	53	38
12	P96	PIOTR SAFRANEK	13	(15)	9	11	13	61	46
13	H404	MARTIN VAN WETTUM	9	(14)	14	13	14	64	50
14	OE213	PETER UHLMANN	12	13	(15)	14	11	65	50
15	CZ92	MARTIN VACULA	19	7	13	(20)	16	75	55
16	G99	MANFRED SCHREIBER	16	(19)	12	16	15	78	59
17	H845	PETER GREVELING	14	17	(19)	17	19	86	67
18	OE250	ROLAND HUBER	18	18	20	15	(21)	92	71
19	CZ100	ROMAN ROCEK	(22)	20	16	18	17	93	71
20	CZ123	VACLAV HENDRYCH	17	(21)	18	19	18	93	72
21	G896	KNUT PETERS	21	16	21	(22)	20	100	78
22	Z141	PHILIPP KOCH	(24)	24	22	21	23	114	90
23	M100	ATTILA PATAKI SEN.	26	22	25	23	(28)	124	96
24	OE227	HELMUT EBNER	25	23	23	(29)	25	125	96
25	G527	GÜNTER KRING	20	(29)	29	28	22	128	99
26	M101	ATTILA PATAKI JUN.	(30)	25	24	24	26	129	99
27	G749	WULF KROGLOWSKI	23	(36 DSQ)	26	25	30	140	104
28	G828	PETER BROG	(31)	28	28	27	24	138	107
29	OE98	ALFRED WALLPACH	(32)	32	27	26	27	144	112
30	OE50	PETER BAUER	27	26	(30)	30	29	142	112
31	CZ121	JAROSLAV TYLE	28	27	(32)	32	32	151	119
32	OE100	GREGOR PALLESCHITZ	29	30	(31)	31	31	152	121
33	CZ111	IVAN PTACNIK	33	31	(36 DSQ)	33	33	166	130
34	OE225	BURKHARD KÜRSTEN	(36 DNS)	36 DNS	33	36 DNS	36 DNS	177	141
35	OE10	RONALD PALLESCHITZ	(36 DNS)	36 DNS	36 DNS	36 DNS	36 DNS	180	144

REGATTA RESULTS

2025 WORLD CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

GOLD FLEET 1-17

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TO-TAL	NETT
1	US183	MATT STRUBLE	(17)	1	2	1	1	1	1	24	7
2	P155	LUKASZ ZAKRZEWSKI	3	2	1	2	2	2	(4)	16	12
3	P31	ROBERT GRACZYK	2	5	4	5	4	4	(32)	56	24
4	P114	MICHAL BURZCZYNSKI	7	3	7	3	3	(9)	5	37	28
5	P55	TOMASZ ZAKRZEWSKI	(11)	6	8	4	7	8	6	50	39
6	S714	OSKAR SVENSSON	1	10	5	(14)	10	6	10	56	42
7	C53	JOONAS KIISLER	(30)	11	13	8	6	3	2	73	43
8	S887	GUSTAV LINDEN	10	7	(14)	10	12	5	3	61	47
9	US4926	STEVE ORLEBEKE	(33)	4	6	6	15	10	7	81	48
10	P36	KAROL JABLONSKI	6	9	11	7	8	(12)	8	61	49
11	US5166	CHRIS BERGER	4	13	(16)	11	11	11	9	75	59
12	P338	MACIEJ ZARNOWSKI	(34)	18	3	9	5	15	11	95	61
13	P243	ADAM SZCZESNY	(15)	8	10	12	14	7	12	78	63
14	US4487	CHAD ATKINS	(29)	12	9	15	13	13	13	104	75
15	US807	JR FRANCIS	(20)	16	12	13	9	17	15	102	82
16	US5224	JAMES THIELER	8	14	17	18	19	(21)	20	117	96
17	S8	FREDRIK LONEGREN	9	20	19	16	(24)	18	17	123	99

REGATTA RESULTS

2025 WORLD CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

GOLD FLEET 18-35

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TO-TAL	NETT
18	KC5629	ROBIN LAGRAVIERE	(27)	15	15	23	22	14	14	130	103
19	G936	JOST KOLB	(25)	17	20	17	16	20	16	131	106
20	KC2766	PETER VAN ROSSEM	28	(30)	21	19	18	16	22	154	124
21	US60	JOHN HARPER	22	(28)	18	21	21	22	21	153	125
22	G890	HOLGER PETZKE	(31)	19	25	20	17	29	18	159	128
23	G390	ANJA FIEDLER	16	23	22	22	23	(25)	23	154	129
24	US4755	RICHARD LEMBERG JR.	23	29	(31)	24	20	19	19	165	134
25	KC5514	JOHN CURTIS	12	22	24	25	(28)	27	24	162	134
26	GI07	BERND ZEIGER	5	25	(30)	28	26	26	25	165	135
27	KC5247	JACEK MARZENSKI	13	21	23	27	(30)	23	30	167	137
28	US321	MIKE BLOOM	14	24	26	(29)	27	28	26	174	145
29	US3	JIM GROGAN	21	27	29	26	25	(32)	27	187	155
30	US5435	JODY KJOLLER	(35)	26	28	31	32	24	28	204	169
31	US1011	SAM BARTEL	19	31	32	30	31	(36 DNC)	36 DNC	215	179
32	US3535	JEFF KENT	32	33	27	(34)	29	30	29	214	180
33	US5630	KAREN BINDER	26	32	33	33	(34)	31	31	220	186
34	US4638	GUY LOVEJOY	18	35	(36 DSQ)	32	33	36 DNC	36 DNC	226	190
35	US5430	BILL CUTTING	24	34	(36 DNC)	36 DNC	36 DNC	36 DNC	36 DNC	238	202

REGATTA RESULTS

2025 WORLD CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

SILVER FLEET 1-15

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TOTAL	NETT
1	US5352	DAN HEARN	2	1	1	1	1	1	(35 DNC)	42	7
2	US5486	DAVID ELSMO	(14)	3	2	3	2	4	1	29	15
3	US5687	JEFF ROSEBERRY	1	2	3	4	(7)	5	2	24	17
4	KC5508	NICOLAS MABBOUX	(7)	4	5	2	4	3	4	29	22
5	KC5700	PAUL CHAMBERLAND	(15)	7	6	5	3	2	8	46	31
6	US5603	BENJAMIN WITMAN	(32)	8	4	6	5	9	5	69	37
7	US3705	ROB HOLMAN	4	5	7	8	10	(28)	10	72	44
8	US5451	ANDREW ALLEN	(11)	10	11	7	6	6	6	57	46
9	US5590	CHRIS GORDON	5	(11)	10	11	8	8	7	60	49
10	US5646	MATT MEYER	(20)	9	12	10	9	7	3	70	50
11	US5144	STEFAN BOKFORS	3	14	14	16	(19)	15	16	97	78
12	US4882	RICHARD WOLLAM	6	13	16	17	13	13	(19)	97	78
13	US5465	DON NILES	(33)	12	13	15	12	17	12	114	81
14	US5053	GEORGE REIS	24	6	9	9	(35 DNC)	35 DNC	11	129	94
15	US2453	MAGGIE MCGARY	9	18	22	(24)	20	11	15	119	95

REGATTA RESULTS

2025 WORLD CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

BRONZE FLEET 1-18

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TOTAL	NETT
1	S867	DIDERIC VAN RIEMSDIJK	8	(30)	1	1	1	1	1	43	13
2	US5753	TREVOR TREPTON	(6)	2	4	3	2	2	2	21	15
3	US4155	RICHARD LEMBERG, SR	(33)	5	3	6	3	3	4	57	24
4	US5432	BILL EKLUND	(37 DNC)	7	6	5	4	4	5	68	31
5	US244	ALEXANDER LEACH	7	(15)	5	13	5	7	3	55	40
6	US5285	CHRIS TEAL	1	12	9	9	6	(20)	7	64	44
7	KC5515	JIM FOSTER	(22)	9	7	8	11	5	6	68	46
8	US4789	CHRIS CLARK	2	1	15	(17)	10	13	9	67	50
9	US5871	TIM MOWER	3	(16)	8	7	8	12	16	70	54
10	US467	MICHAEL RIAN	(23)	19	11	4	7	6	11	81	58
11	US5708	DAVID SILSBY	11	(27)	13	11	9	10	14	95	68
12	US5644	MORGAN JONES	5	(37 DNC)	17	15	15	11	10	110	73
13	US1576	BRIAN JONES	4	6	12	(23)	16	17	19	97	74
14	KC3475	LESTER DRUIVEN	17	22	(29)	12	12	8	12	112	83
15	US4203	PATRICK FITZGERALD	16	11	10	10	(37 DSQ)	9	37 DNC	130	93
16	US5677	PEGGY MENZIES	18	4	18	18	(19)	18	17	112	93
17	US5350	PETER TRUESDELL	10	(21)	14	21	13	16	21	116	95
18	US130	JACK BRELLENTHIN	(29)	17	21	14	18	15	13	127	98

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TOTAL	NETT
19	US5127	HUGH STEPHENS	14	10	(37 DNC)	20	17	22	18	138	101
20	US5696	DALE GORDON	12	18	2	2	33	(37 DNC)	37 DNC	141	104
21	US5706	ANDREW ROEDER	15	3	(30)	28	25	21	15	137	107
22	US5484	DALAN SMITH	21	26	(28)	27	14	14	8	138	110
23	US1873	MARTHA CROASDALE	13	(37 DNC)	20	22	20	25	22	159	122
24	US5023	JOHN STANTON	(28)	23	22	19	22	23	23	160	132
25	US4925	SCOTT VALENTINE	(25)	24	24	25	21	19	20	158	133
26	KC5457	COLIN DUNCAN	9	13	(31)	31	27	28	26	165	134
27	US5395	BEN SHAEVITZ	27	8	25	26	(28)	24	27	165	137
28	US5576	RAYMOND GAUTHIER	24	25	16	16	23	(37 DNC)	37 DNC	178	141
29	US5593	TOM WOLFFE	20	14	27	30	26	(37 DNC)	37 DNC	191	154
30	KA2	PETER NORTON	30	20	(33)	32	29	27	25	196	163
31	US65	ROBERT GRAY	26	31	23	24	24	(37 DNC)	37 DNC	202	165
32	US5479	SEBASTIAN SORENSEN	(34)	32	26	29	30	26	24	201	167
33	US5043	GAIL TURLUCK	31	29	32	(33)	31	29	28	213	180
34	US5476	ROBERT HAAG	32	28	(34)	34	32	30	29	219	185
35	US1277	HAL BOWMAN	(37 DNC)	37 DNC	19	37 DNC	37 DNC	37 DNC	37 DNC	241	204
36	US2452	JOHN MCGARY	19	(37 DNC)	37 DNC	37 DNC	37 DNC	37 DNC	37 DNC	241	204

REGATTA RESULTS

2025 NORTH AMERICAN CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

GOLD FLEET 1-15

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	US183	MATT STRUBLE	2	5	2	1	1	1	(10)	22	12
2	P31	ROBERT GRACZYK	4	2	(6)	3	6	4	1	26	20
3	P155	LUKASZ ZAKRZEWSKI	6	3	1	4	(12)	7	4	37	25
4	P36	KAROL JABLONSKI	8	1	3	(10)	3	2	8	35	25
5	P338	MACIEJ ZARNOWSKI	(7)	7	4	5	4	3	3	33	26
6	P114	MICHAL BURZCZYNSKI	1	8	7	(14)	5	8	5	48	34
7	P55	TOMASZ ZAKRZEWSKI	9	10	8	2	(15)	11	2	57	42
8	S887	GUSTAV LINDEN	3	(13)	5	8	2	13	11	55	42
9	US4487	CHAD ATKINS	10	9	9	(13)	7	10	9	67	54
10	US4926	STEVE ORLEBEKE	11	(16)	12	7	14	6	6	72	56
11	S714	OSKAR SVENSSON	(17)	4	11	9	8	12	15	76	59
12	US5166	CHRIS BERGER	(16)	6	14	11	10	16	7	80	64
13	P243	ADAM SZCZESNY	15	11	10	6	11	(32 DNC)	32 DNC	117	85
14	S8	FREDRIK LONEGREN	14	21	16	(23)	18	9	12	113	90
15	G936	JOST KOLB	18	14	(20)	12	13	20	19	116	96

2025 NORTH AMERICAN CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

[illegible]

REGATTA RESULTS

2025 NORTH AMERICAN CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

SILVER FLEET 1-15

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	G390	ANJA FIEDLER	1	1	3	2	(32 DSQ)	2	1	42	10
2	KC5508	NICOLAS MABBOUX	(6)	2	1	1	2	6	3	21	15
3	US5630	KAREN BINDER	(11)	4	2	3	10	1	4	35	24
4	US5435	JODY KJOLLER	2	5	5	(7)	3	7	2	31	24
5	US5646	MATT MEYER	5	3	8	8	1	3	(13)	41	28
6	US5451	ANDREW ALLEN	(20)	6	6	4	4	8	5	53	33
7	US5430	BILL CUTTING	4	7	(9)	6	7	4	8	45	36
8	US5590	CHRIS GORDON	(21)	12	11	15	6	5	6	76	55
9	US5670	BRYON EICHORN	10	11	(22)	12	8	11	9	83	61
10	US5498	RICK GORDON	12	9	13	13	(15)	9	11	82	67
11	US5144	STEFAN BOKFORS	15	(18)	12	9	12	16	10	92	74
12	US4155	RICHARD LEMBERG, SR	(23)	10	14	18	17	12	7	101	78
13	US3283	JOHN WILLIAMS	14	16	(18)	14	9	13	17	101	83
14	US3705	ROB HOLMAN	7	8	4	5	(32 DNC)	32 DNC	32 DNC	120	88
15	US5053	GEORGE REIS	3	30	(32 DNC)	32 DNC	5	10	12	124	92

REGATTA RESULTS

2025 NORTH AMERICAN CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

SILVER FLEET 16-31

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	Total	Nett
16	US5914	ED DEMEREST	13	(24)	7	17	13	20	22	116	92
17	US5465	DON NILES	19	17	16	11	20	15	(23)	121	98
18	US5432	BILL EKLUND	(26)	14	21	21	11	14	21	128	102
19	US5696	DALE GORDON	(24)	21	20	16	14	19	14	128	104
20	US5369	MIKE MILLER	8	20	10	19	(32 DNC)	32 DNC	32 DNC	153	121
21	US4148	TIM DIXON	(27)	26	25	24	16	17	16	151	124
22	US5813	KEITH SCHWARK	(31)	28	17	25	18	24	15	158	127
23	US5358	DAVID FROST	18	19	19	10	(32 DNC)	32 DNC	32 DNC	162	130
24	US5558	COOPER FROST	(30)	23	29	20	19	21	20	162	132
25	US4925	SCOTT VALENTINE	25	(27)	26	23	22	18	19	160	133
26	US5633	PETE JOHANSON	16	13	15	(32 DNC)	32 DNC	32 DNC	32 DNC	172	140
27	US5706	ANDREW ROEDER	22	29	27	22	(32 DNC)	22	18	172	140
28	US3433	ROBERT CUMMINS	28	25	28	(32 DNC)	21	23	24	181	149
29	US4882	RICHARD WOLLAM	17	15	23	(32 DNC)	32 DNC	32 DNC	32 DNC	183	151
30	US3535	JEFF KENT	9	(32 DSQ)	32 DNC	32 DNC	32 DNC	32 DNC	32 DNC	201	169
31	US4868	JULIE RICHARDS	29	22	24	(32 DNC)	32 DNC	32 DNC	32 DNC	203	171

REGATTA RESULTS

2025 NORTH AMERICAN CHAMPIONSHIP
FEBRUARY 2-8
LAKE WINNEBAGO, FOND DU LAC, WISCONSIN

BRONZE FLEET 1-15

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	US3576	BRIAN JONES	4	4	5	3	2	2	(17)	37	20
2	US5871	TIM MOWER	2	3	(14)	6	6	5	1	37	23
3	US5708	DAVID SILSBY	7	6	2	(9)	3	3	2	32	23
4	US5638	STEVEN BROWN	10	1	7	2	(12)	7	5	44	32
5	US4775	EBEN WHITCOMB	13	(21)	9	1	1	1	7	53	32
6	KC3475	LESTER DRUIVEN	(19)	7	11	5	4	11	4	61	42
7	US467	MICHAEL RIAN	(17)	8	1	4	10	8	13	61	44
8	US5397	ERIN BURY	5	5	(17)	10	11	4	10	62	45
9	US5484	DALAN SMITH	(15)	12	3	11	5	6	9	61	46
10	US5677	PEGGY MENZIES	6	11	(16)	12	8	13	3	69	53
11	US5350	PETER TRUESDELL	11	15	10	(16)	15	9	6	82	66
12	US5576	RAYMOND GAUTHIER	(21)	16	4	14	13	12	11	91	70
13	US1610	BRUCE BROWN	14	14	(34 DSQ)	15	9	10	12	108	74
14	US5593	TOM WOLFFE	(18)	18	13	17	7	15	8	96	78
15	US1873	MARTHA CROASDALE	8	10	18	(34 DNC)	17	18	16	121	87

[illegible]

REGATTA RESULTS

2025 EUROPEAN CHAMPIONSHIP
FEBRUARY 22 – MARCH 1, 2025
LAKE PYHÄJÄRVI, SÄKYLÄ, FINLAND

A FLEET 1-20

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Total	Nett
1	C20	RASMUS MAALINN	(9)	1	1	1	2	1	(6)	1	2	1	2	1	28	13
2	P114	MICHAŁ BURCZYNSKI	4	(16)	3	2	1	2	1	(9)	1	7	1	2	49	24
3	P155	ŁUKASZ ZAKRZEWSKI	7	3	6	3	3	5	3	(10)	4	3	3	(31)	81	40
4	P55	TOMASZ ZAKRZEWSKI	2	7	2	7	12	4	(20)	4	5	(21)	8	3	95	54
5	C45	MIHKEL KOSK	6	10	4	8	5	9	13	3	7	(19)	6	(16)	106	71
6	C96	HARDI LAURITS	11	5	7	4	8	(17)	7	5	12	4	11	(15)	106	74
7	P338	MACIEJ ZARNOWSKI	3	4	10	(41 DNF)	(27)	16	2	2	3	12	17	8	145	77
8	S887	GUSTAV LINDEN	14	(15)	8	12	7	13	8	(15)	8	5	4	7	116	86
9	P31	ROBERT GRACZYK	8	19	13	(21)	15	20	(39)	6	6	2	14	4	167	107
10	P431	JAREK RADZKI	5	6	12	15	11	(22)	11	11	16	20	19	(24)	172	126
11	C36	ARGO VOOREMAA	10	14	19	9	(36)	3	15	13	15	18	(28)	11	191	127
12	US5166	CHRIS BERGER	17	12	(25)	18	10	11	14	(20)	19	13	20	5	184	139
13	C72	MAREK LENTSIUS	12	9	5	5	22	6	(33)	(29)	13	28	22	18	202	140
14	P311	WOJCIECH WOREK	(24)	23	21	(30)	16	24	17	17	10	6	12	6	206	152
15	O2	ARTIS BERZINS	20	(24)	22	(28)	18	8	21	16	20	11	5	12	205	153
16	P104	WOJTEK BARANOWSKI	(33)	11	33	22	(34)	12	4	18	17	15	15	10	224	157
17	P36	KAROL JABLONSKI	1	2	9	6	6	7	5	(41 DNC)	(41 DNC)	41 DNC	41 DNC	41 DNC	241	159
18	M53	PETER HAMRAK	18	(41.0 DSQ)	16	23	19	(29)	10	8	9	9	25	22	229	159
19	L137	TEEMU RANTANEN	23	18	24	17	(30)	(33)	12	22	22	16	9	14	240	177
20	L601	JOHN WINQUIST	15	(41.0 DSQ)	(41 DNS)	11	20	14	19	24	14	17	24	19	259	177

REGATTA RESULTS

2024 EUROPEAN CHAMPIONSHIP
FEBRUARY 22 – MARCH 1, 2025
LAKE PYHÄJÄRVI, SÄKYLÄ, FINLAND

A FLEET 21-40

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Total	Nett
21	P341	RAFAŁ ŁUGOWSKI	21	(41.0 DNF)	11	25	9	23	(32)	7	27	26	13	26	261	188
22	P107	MAREK STEFANIUK	(35)	21	29	24	32	(41 DNS)	16	12	28	10	10	9	267	191
23	P243	ADAM SZCZESNY	27	13	15	26	(37)	(41 DNS)	24	14	24	8	23	21	273	195
24	L103	TIMO LEHMUSKALLIO	19	(31)	18	16	24	19	(30)	27	11	29	26	17	267	206
25	C73	EIGO HELIMETS	26	20	(28)	27	14	18	(31)	23	21	27	18	13	266	207
26	G719	ANDI LACHENSCHMID	13	8	14	14	4	10	29	(41 DNC)	(41 DNC)	41 DNC	41 DNC	41 DNC	297	215
27	C23	KEVIN GRASS	(32)	30	26	(36)	17	26	27	19	18	23	7	25	286	218
28	S8	FREDRIK LÖNEGREN	22	22	23	10	13	15	9	(41 DNC)	(41 DNC)	41 DNC	41 DNC	41 DNC	319	237
29	C71	KRISTIAN ALLIKMAA	16	26	27	13	21	28	(37)	30	(32)	22	32	28	312	243
30	S107	STEFAN BOKFORS	(34)	29	(34)	32	29	32	28	21	30	14	21	23	327	259
31	D112	THOMAS EBLER	28	(41.0 DNF)	20	19	26	30	(38)	32	31	25	31	30	351	272
32	G936	JOST KOLB	29	(32)	32	31	25	27	(34)	28	25	24	30	27	344	278
33	P89	MATEUSZ GIGIELEWICZ	(36)	34	30	35	31	31	36	26	26	(41 DNF)	16	20	362	285
34	P13	DARIUSZ KARDAS	30	(41.0 DNF)	17	20	23	25	25	(41 DNC)	41 DNC	41 DNC	41 DNC	41 DNC	386	304
35	US5352	DANIEL HEARN	(40)	33	(35)	33	33	35	26	31	29	30	27	29	381	306
36	S867	DIDERIC VAN RIEMSDIJK	37	17	37	(41 DNF)	(41 DNC)	41 DNC	35	25	23	31	29	32	389	307
37	P65	MAREK BERNAT	31	25	31	29	28	21	23	(41 DNC)	(41 DNC)	41 DNC	41 DNC	41 DNC	393	311
38	G107	BERND ZEIGER	39	28	36	34	35	34	22	(41 DNC)	(41 DNC)	41 DNC	41 DNC	41 DNC	433	351
39	KC5247	JACEK MARZENSKI	38	27	38	(41 DNF)	(41 DNF)	41 DNS	18	41 DNC	41 DNC	41 DNC	41 DNC	41 DNC	449	367
40	G597	WOLFGANG BOETTGER	25	(41.0 DNF)	(41 DNS)	41 DNF	41 DNC	41 DNC	41 DNS	41 DNC	41 DNC	41 DNC	41 DNC	41 DNC	476	394

REGATTA RESULTS

2025 EUROPEAN CHAMPIONSHIP
FEBRUARY 22 – MARCH 1, 2025
LAKE PYHÄJÄRVI, SÄKYLÄ, FINLAND

B FLEET 1-20

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total	Nett
1	L132	OSCAR LINDELL	3	5	1	1	2	3	(18)	4	6	2	5	50	32
2	P74	JERZY ARTUR TABER	15	1	6	2	15	7	10	(17)	7	5	12	97	80
3	Z78	UELI MARTI	5	(16)	10	6	9	10	6	6	10	16	6	100	84
4	L133	MATTI NIEMINEN	18	21	3	7	3	4	7	19	5	7	(27)	121	94
5	P247	MACIEJ BROSZ	10	4	4	4	7	5	15	(24)	14	9	23	119	95
6	L112	REKO SUOJANEN	22	8	20	(28)	13	26	1	1	2	11	4	136	108
7	C43	MEELIS KOSK	6	11	19	9	4	6	20	22	(31)	6	14	148	117
8	OE213	PETER UHLMANN	7	15	(24)	3	8	8	12	18	19	24	13	151	127
9	S906	TOM HOGARD	12	6	37	10	17	24	9	13	3	1	(42 DSO)	174	132
10	S885	NIKLAS PHILIPSON	(24)	17	13	15	19	11	14	10	15	18	2	158	134
11	C80	KARL ADER	13	7	5	5	1	1	29	31	(32)	27	18	169	137
12	P451	ROBERT KOZIOŁ	19	3	18	(42 DNF)	42 DNC	42 DNC	3	8	1	3	1	182	140
13	S844	MAX KOSZELA	11	9	29	18	21	17	(30)	12	9	8	9	173	143
14	S924	STEFAN KARLSSON	23	29	(31)	30	24	14	4	2	4	14	3	178	147
15	S881	STEFAN ERIKSSON	2	14	8	(38)	11	16	21	29	25	19	20	203	165
16	P137	JAKUB SLIWINSKI	(37)	23	14	12	16	36	5	20	17	15	15	210	173
17	C65	JORGEN KUIVONEN	20	(40)	38	32	22	15	13	9	12	4	10	215	175
18	H852	DENNIS DE RUITER	21	13	9	13	5	27	(32)	27	27	25	25	224	192
19	L69	SAM FAGELUND	9	12	17	16	12	2	16	26	(42 DNF)	42 DNC	42 DNC	236	194
20	P280	JAKUB KAMINSKI	40	22	25	23	29	(42 DNF)	8	11	16	10	17	243	201

REGATTA RESULTS

2025 EUROPEAN CHAMPIONSHIP
FEBRUARY 22 – MARCH 1, 2025
LAKE PYHÄJÄRVI, SÄKYLÄ, FINLAND

B FLEET 21-41

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total	Nett
21	L151	RUDY JURG	(39)	32	23	24	30	18	11	28	13	17	24	259	220
22	L147	KIMMO VILJAMAA	(32)	25	27	25	14	28	27	3	30	26	16	253	221
23	G8	THOMAS HUBER	1	10	7	8	10	19	(42 DNC)	42 DNC	42 DNC	42 DNC	42 DNC	265	223
24	C21	PEETER JÄRVELAID	8	19	16	22	28	12	33	32	28	31	(42 DSQ)	271	229
25	K13	DAVID HOWLETT	14	28	15	37	(42 DNF)	42 DNC	34	15	11	13	21	272	230
26	Z119	MAXIME BACHELIN	16	31	(42 DNF)	35	33	21	17	25	8	42 DSQ	7	277	235
27	L37	TIMOLEON CARAVITIS	4	18	11	11	18	9	(42 DNC)	42 DNC	42 DNC	42 DNC	42 DNC	281	239
28	PI02	LAURA BANACH	35	(36)	22	33	27	30	26	7	21	12	26	275	239
29	PI46	ANDRZEJ JOJKO	26	(42 RET)	33	26	32	23	28	23	24	20	11	288	246
30	DI26	LARS MULLER	27	(39)	32	34	20	31	24	14	23	23	22	289	250
31	S907	AXEL ALM	34	35	(39)	20	23	37	19	16	26	22	19	290	251
32	S814	GUNNAR REHN	28	30	(34)	29	31	25	22	21	18	21	28	287	253
33	S878	TOMASZ FLISIAK	17	20	21	14	6	13	(42 DNC)	42 DNC	42 DNC	42 DNC	42 DNC	301	259
34	Z39	JEAN-CLAUDE VUITHIER	(42 DNF)	2	2	42 DNF	42 DNC	42 DNC	2	5	42 DNF	42 DNC	42 DNC	305	263
35	H845	PETER GREVELING	30	24	30	(42 DNF)	38	34	23	30	20	30	29	330	288
36	S441	HANS ERIKSSON	29	27	(35)	31	35	29	31	34	22	29	30	332	297
37	OE119	WALTER KÖLBL	33	26	12	17	26	22	(42 DNC)	42 DNC	42 DNC	42 DNC	42 DNC	346	304
38	OE250	ROLAND HUBER	36	33	(40)	27	34	33	25	33	33	28	31	353	313
39	Z42	RUDOLF FREDY	(38)	38	36	36	36	35	35	35	29	32	8	358	320
40	P24	JERZY NAJROWSKI	25	37	26	21	37	20	(42 DNC)	42 DNC	42 DNC	42 DNC	42 DNC	376	334
41	DI56	POUL JORGENSEN	31	34	28	19	25	32	(42 DNC)	42 DNC	42 DNC	42 DNC	42 DNC	379	337

REGATTA RESULTS

2025 EUROPEAN CHAMPIONSHIP
FEBRUARY 22 – MARCH 1, 2025
LAKE PYHÄJÄRVI, SÄKYLÄ, FINLAND

C FLEET 1-20

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	Total	Nett
1	T4	ANTANAS GERASIMAVICIUS	6	(35)	5	15	5	1	2	1	3	2	5	80	45
2	C59	OTT SAAR	13	1	1	2	6	5	5	6	10	(25)	8	82	57
3	C77	LISBETH TAGGU	10	3	12	8	(17)	15	1	3	2	4	1	76	59
4	Z124	BERNARD VANANTY	9	11	10	(16)	11	11	3	5	1	1	2	80	64
5	C16	ARTUR ADER	4	4	3	1	1	6	20	10	12	21	(22)	104	82
6	C69	GEORG PAOMEES	17	13	2	3	2	8	16	14	16	(26)	6	123	97
7	L73	TIMO SIVULA	1	2	8	7	21	4	25	(26)	21	6	7	128	102
8	L149	OSMO NIIRANEN	12	(27)	4	4	4	2	9	12	22	16	21	133	106
9	Z47	JEAN-PIERRE COMTESSE	(20)	15	14	20	9	13	14	8	7	8	15	143	123
10	Z130	JEAN-PIERRE DE SIEBENTHAL	(31)	18	21	6	20	14	15	7	6	7	16	161	130
11	P20	STANISŁAW ŁUGOWSKI	(27)	17	17	19	26	21	4	2	4	10	11	158	131
12	L100	MARKKU HENTINEN	19	(36)	26	17	15	16	12	11	11	9	3	175	139
13	L152	KARRI HELIO	18	9	(41 DNF)	12	14	9	18	9	18	15	23	186	145
14	P442	KRZYSZTOF PROT	15	12	13	18	8	(41 DNS)	13	29	41 DNF	3	4	197	156
15	L77	TERO VERKKOMÄKI	3	7	18	13	19	23	23	17	20	(27)	17	187	160
16	C56	MART TOOTS	5	5	11	11	16	19	27	24	26	(30)	18	192	162
17	L602	EERO KAIRAMO	21	8	22	25	(27)	24	6	13	13	20	10	189	162
18	L155	WALTTERI MOISIO	8	18 RDG _a	(41 DNF)	24	25	17	22	18	23	11	14	221	180
19	G51	BERND JAHN	2	6	9	10	3	7	(41 DNC)	41 DNC	41 DNC	41 DNC	41 DNC	242	201
20	S854	FELIX JONDAL	(41 DNF)	19	20	27	28	34	28	15	8	18	12	250	209

Composite Concepts, Inc.

iceboatracing.com

Racing DN Ice Boats & Components

Celebrating 30 Years of Excellence!

Since 1995, Composite Concepts
has been the trusted name
in world-class iceboat equipment.
Place your orders now to sail with the best!

Winning Record:

10 Gold Cup Wins (of 29 regattas)
24 North American Titles
(of the last 26 championships)

Congratulations
Matt Struble US183
On your 5th Gold Cup Win
& 7th NA Win



Over 1000 Masts Built

Ron Sherry, Composite Concepts LLC
iceboatracing.com ron@iceboatracing.com

Phone: 586-484-5134