MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MAY 2026

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Photo: Rola Lora

Photo: Rola Lora

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RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

COMMODORE'S REPORT

ROB HOLMAN US3705
LAMBERTVILLE, MICHIGAN, USA

Spring is here, and another ice sailing season is officially in the books until December. As we move into the off-season, I encourage everyone to think about how we can continue to grow our fleet and strengthen our class. Please share your ideas and suggestions with the Governing Board because every thought and perspective matters as we look toward the future of our sport.

There will be a Spring Ballot and Survey coming out soon, so please don't forget to vote. Your participation is important and helps shape the direction of the class.

Just as importantly, let's continue to nurture, support, and welcome the new sailors who attend our events, whether at Regional regattas, the Gold Cup, or the North American Championships. Take the time to introduce yourself, offer tuning advice, or lend a hand when someone needs help. Those small gestures make a lasting impact.

I still remember attending my first major events and feeling a bit overwhelmed, not really knowing anyone. I also remember the first person who came over, introduced himself, and simply said, "If you need anything, let me know." That person was Meade Gougeon, and I have never forgotten that kindness.

More recently, after my boat was damaged and I thought my regatta might be over, I experienced that same spirit again. Fellow sailors came together with borrowed parts, extra equipment, and helping hands to get me back on the ice and racing again. Watching everyone work together so willingly was a powerful reminder of what makes this class so special – the camaraderie, generosity, and passion we all share for the sport.

Thank you all for another memorable season. Enjoy the off-season, continue spreading the word about ice sailing, and I look forward to seeing everyone back on the ice in December.

Think Ice!

Rob Holman US3705
IDNIYRA Commodore

Photo: Gretchen Dorian

ULLMAN SAILS DETROIT

DN Sails built and designed by Mike Boston

World Championship
2019 - 2020, 2022 - 2024

NA Championship
2002 - 2024

EU Championship
2023- 2024

mboston@ullmansails.com
+1586.792.7212

Photo: Sean R. Heavey

WESTERN CHALLENGE

An unofficial regatta.
Date: TBA
Location: Best in MN
icesailing.net

WORLD & NORTH AMERICAN CHAMPIONSHIPS

January 31-February 6, 2027
Host: Eastern Region
idniyra.org

EUROPEAN CHAMPIONSHIP

February 20-27, 2027
Host: Germany
idniyira.eu

WESTERN LAKES

Date: TBA
Location: Best ice in MN, WI, IL, IN, or UP of MI
idniyra.org

CENTRAL LAKES

TBA
idniyra.org

EASTERN LAKES

TBA
idniyra.org

DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

Date: TBA

GRAND MASTERS CHAMPIONSHIP

Date: January 19 - 21, 2027
Host: DN Netherlands
dngrandmasters.eu

CANADIAN CHAMPIONSHIP

TBA
idniyra.org

PHOTO: ANNA SUSLOVA
2025 WORLD CHAMPIONSHIP

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A REGAL SEASON FOR KAROL JABŁONSKI

THE ICE SAILING LEGEND SECURES FULL SET OF WORLD AND EUROPEAN MEDALS SUBMITTED TO RUNNER TRACKS BY KAROL JABŁONSKI

Photo: Gwidon Libera

Karol Jabłonski has proven that age is just a number for a true champion. Following his recent triumph in North America, the world's most decorated ice sailor has claimed two more medals: World Championship silver and European Championship bronze. After weather complications forced the event to move from Sweden to Poland, the racing took place at a grueling pace on Lake Bukowo.

Express Pace on Lake Bukowo

After a fruitless trip to Sweden, where a lack of ice made racing impossible, the DN fleet returned to Poland at the last minute. On the newly discovered ice sailing venue of Lake Bukowo in Dabki, the two most important events of the season were held in just two days. The 63-year-old Karol Jabłonski (born 1962), competing against rivals nearly forty years his junior, once again displayed masterclass tactics and incredible speed.

Dramatic Battle for the 13th World Title

The fight for the World Championship title was incredibly fierce. Jabłonski's main rival was 26-year-old Estonian Rasmus Maalinn (born 1999) —a talented sailor whom the Pole has mentored and supported with equipment for years. Ultimately, Jabłonski took the silver medal, finishing with 13.0 nett points, just behind Maalinn at 8.0 points.

"If not for a collision in the second race, which was not my fault, the gold was within reach. It cost me points that were impossible to recover in the fading winds of the final deciding race. On the other hand, thanks to a quick reaction, I avoided a massive crash that could have resulted in total equipment

failure or a serious injury," Jabłonski reported.

Bronze Medal Secured Despite the Pain

The day after the World Championships concluded, without adequate time for recovery, the European Championships began. Shifting conditions and light winds required long sprints at the start—a massive challenge given the extreme physical exhaustion. Despite a strained Achilles tendon, severe muscle soreness, and a slight cold, Jabłonski fought his way to the bronze medal with 19.0 points. Just ahead of him on the podium was another Pole, Łukasz Zakrzewski, who secured the European silver medal with 18.0 points.

"The limits of my physical endurance were exceeded. The intensity of the effort, the travel, and the lack of rest took their toll. My legs gave out, but I sailed tactically smart, which allowed me to secure a podium spot in a very 'shuffled' field," the master summarized.

A Dream Season: The Triple Crown

This season will go down in history as one of the most impressive in Jabłonski's career. The Pole completed a full set of medals from the world's most prestigious events:

- Gold – North American Championships
- Silver – World Championships
- Bronze – European Championships

While Karol admits that recovery takes longer at his age, his sporting passion and ability to win remain unchanged. "It's a miracle that at my age I can still compete at the highest level," adds the legend of world sailing.

Karol Jabłonski's Career Medal Tally:

- World Championships: 12 Gold, 7 Silver, 1 Bronze.
- European Championships: 7 Gold, 2 Silver, 1 Bronze.
- North American Championships: 3 Gold, 1 Bronze.

Photo: Gwidon Libera

Photo: Rachel Bartel for @harkinc.inc

Ron Sherry US44 helps Karol celebrate his win.

Photo: Gwidon Libera

REFLECTIONS FROM A NEW WORLD CHAMPION

WHAT DOES IT FEEL LIKE TO CARRY THE PRESSURE OF A NATION'S 42-YEAR WAIT FOR A DN WORLD TITLE? NEWLY CROWNED DN WORLD CHAMPION RASMUS MAALINN SHARES HIS THOUGHTS.

Before the 2026 World Championships, there was a lot of anticipation and uncertainty. I wondered whether the momentum from last season would continue and whether I had gone too far testing new equipment and returned too late to things that had already been proven.

Apart from some organizational shortcomings and the long ferry travel across Europe, the tension before the opening start was high. On the morning of the first day, while quickly checking my settings, I did not feel good. Before the first start, I was genuinely worried whether I had the speed needed to fight for the world championship title.

The first races, however, proved that the work had paid off and that I had the speed. Good decisions allowed me to win both races. Nothing really went wrong in the following races, but my side of the course lost a lot on the first laps. Even so, I stayed calm and managed to finish in the top five in both races.

Before the final race, I was tied with Karol Jablonski, the 12-time world champion. I would be lying if I said I did not think about the fact that this is exactly why he has won 12 titles, while no Estonian had won in 42 years. I was able to push those thoughts aside and focus on a plan with the fewest possible risks to bring the title home. The plan worked, and soon after the start it became clear that I was sailing toward the world championship title.

It has been a long journey, and all the effort, along with the support from sponsors and my own investment, has finally paid off. I would like to thank everyone who has been part of this journey. Now there is nothing left to do but continue writing history and, hopefully, travel to the USA next year to defend the title.

Rasmus Maalinn C20

PROPOSALS TO CHANGE THE REGATTA MANAGEMENT AGREEMENT: (III) RACE MANAGEMENT PROCEDURES

At the 2025 European Secretaries Meeting held online on April 26-27, Estonian Secretary Marek Lentsius C72 submitted the following proposals which were approved by the European Secretaries to proceed to ballot. As the 2025 meeting minutes were never formally published, European Commodore Jerzy Sukow P345 and Estonian Secretary Marek Lentsius requested that the proposals and supporting information be published in Runner Tracks so that the proposals may proceed through the EPIC ballot process.

1. Proposal to change the Regatta Management Agreement (iii) Race Management Procedures 16.

Current wording:
16. No commercial information will appear on any DN parts other than standard sailmaker's or builder's marks. Those marks must comply with the following criterion: One sailmaker's mark may appear on each side of the sail. The entire mark must be within 16" of the tack. One or two builder's marks may be displayed on a part made by that builder. All builder's marks must be smaller than 6" by 6". This requirement will apply from 7:00 AM of the first day of any official activity for a regatta until after the awards ceremony for that regatta.

Change to:
16. Commercial information may appear on any DN part except the sail. On the sail, no commercial information is permitted other than sailmaker's logo on each side, located within 16" of the tack.

2. Proposal to change the Regatta Management Agreement (iii) Race Management Procedures 17.

Current wording:
17. The DN Class is an amateur racing association. The DN Class is managed by volunteers and is financially self-sufficient. To preserve this character, the DN Class and its members will not participate in commercial promotion at DN Class events, however, the class recognizes that many of the commercial builders of DN equipment and also sail in the DN Class and sell gear at the events. The DN Class recognizes the importance of suppliers of DN sailing products. The relationship between the DN Class and DN suppliers may include: support of raffles, advertising of DN related products and supplier listings in DN Class publications, and other similar activities in keeping with the character of the DN Class. The CGG may allow sponsorship at DN Class events, so long as said sponsorship shall benefit the organization as a whole, and not any individual competitor or group of sailors.

Change to:
17. The DN Class is an amateur racing association. The DN Class is managed by volunteers and is financially self-sufficient. DN Class organization will not participate in commercial promotion at DN Class events, however, the class recognizes that many of the commercial builders of DN equipment also sail in the DN Class and sell gear at the events. The DN Class recognizes the importance of suppliers of DN sailing products. The relationship between the DN Class and DN suppliers may include: support of raffles, advertising of DN related products and supplier listings in DN Class publications, and other similar activities in keeping with the character of the DN Class. The CGG does allow sponsorship at DN Class events if it benefits individual competitor or group of sailors.

The reasoning behind changing the rules:
As we have come to a point in climate that we have to travel a lot, to have a chance to ice sail and it is becoming more and more expensive. Not even talking about the cost of equipment. A new mast costs more than 2 average monthly wages in Estonia. 2 months wages that one ice sailor has to save from the costs of living. Young sailors (not talking about juniors) have a million others costs that need to be covered. Older sailors have things figured out already. Kids have grown and houses

have been bought.

It is also a big reason why DN sailors don't continue their ice sailing career after junior period. COST OF SAILING.

I believe this can be brought down by the help of sponsors. If a sailor does not have advertisement surface- then the sponsor is not interested. Yes, you can have it on trailer and so on, but a company sponsoring an athlete wants to be in the picture. Literally. Photographers don't take pictures of trailers and flags. They take pictures of boats.
If you say that "this will make things uneven" then I ask how? Everyone has the chance to do research, communicate and find sponsors. Everyone!
Let's not take away the possibility of young sailors who carry the sport into the future.

This will not affect race scoring also, because hull numbers are not mandatory anymore.

Also you will find here support letter from Rasmus Maalinn C20 -
1x Ice-Optimist World Champion
1x Ice-Optimist European Champion
5x DN-Junior World Champion
4x DN-Junior European Champion
2x DN European Champion
1x DN World Champion

Estonian Secretary Marek Lentsius C72

LETTER OF SUPPORT FROM CURRENT WORLD CHAMPION RASMUS MAALINN C20

Dear Ice Sailors,

I would like to express my support for the proposed change to EPIC RMA Rule 16 and 17 regarding commercial information on DN parts.

As the current DN World and European Champion, and also a young active ice sailor, I strongly believe that allowing commercial information on DN parts would be a positive and necessary step for the future of our sport. In light of the decreasing number of participants at the World and European Championships, I believe this change could help attract and retain sailors at all levels.

For example, if a well-known – or even lesser-known – sailor from other sailing disciplines wished to join our fleet and already had sponsors supporting their soft-water sailing, those sponsors currently have no opportunity to gain visibility in DN ice sailing. This makes it much harder for sailors to secure financial support.

I have often heard the argument that it is possible to start ice sailing on a relatively small budget, perhaps around €5,000, and then gradually upgrade equipment over time. While this may be technically true, it also carries a significant risk: if new sailors entering the sport do not experience early success or support, their motivation can fade quickly.

Personally, I came into the sport the hard way. My family did not have the financial resources to buy new sails, runners, or other equipment. Thanks to the support of Pärnu Yacht Club and members of the ice sailing community, I was able to continue and eventually reach where I am today. Without that support, my path in DN sailing might have ended much earlier.

I have also been trying to find sponsors since my junior years. I was even successful in securing some support, but today it is extremely difficult because I cannot offer meaningful visibility in return. It is hard to ask a company to sponsor an athlete when there is effectively no place to display their support.

Some may argue that because I now have competitive equipment, I no longer need sponsorship. However, when we look at participation numbers and the broader situation of the class, the financial barrier is clearly one of the biggest challenges facing DN ice sailing.

For example:
Event: 2025 Gold Cup in North America
Total participants 105
European 17
North-American 88

Event: 2026 Gold Cup Poland
Total participants: 116
European: 108
North American: 8

These numbers show that only about 10% of sailors

travel to the Gold Cup when it is held on the other continent. It is difficult to believe that the main reason is lack of motivation or time. The reality is much simpler.

Two main barriers exist:
1. Cost
2. Logistics of transporting equipment

The average cost of shipping equipment across the Atlantic and back is approximately €8,000–€12,000 ($9,000–$14,000). Meanwhile, a competitive A-fleet DN setup costs around €20,000–€25,000 ($23,000–$29,000).

If sponsorship opportunities were available, even a 10–20% increase in participation would significantly strengthen our fleet. This could mean 20–40 additional boats at the Gold Cup, potentially bringing us to 150+ boats on the starting line.

It is also worth noting that EPIC RMA Rule 17 already allows sponsorship at DN Class events, provided it benefits the organization as a whole. In my view, increasing participation at our major events on both continents would clearly benefit the class as a whole.

I hope my perspective helps broaden the discussion about sponsorship in the DN class. By allowing reasonable commercial visibility on equipment, we could reduce financial barriers, attract new sailors, and support the long-term growth of our sport.

DN ice sailing is truly the best sport in the world, and I believe we should give as many sailors as possible the opportunity to enjoy it.

Sincerely,
Rasmus Maalinn C20


Photo: Rola Lora

TECH COMMITTEE PROPOSALS TO CHANGE THE OFFICIAL SPECIFICATIONS: SECTIONS E, F, G, H

Warren Nethercote, KC 3786

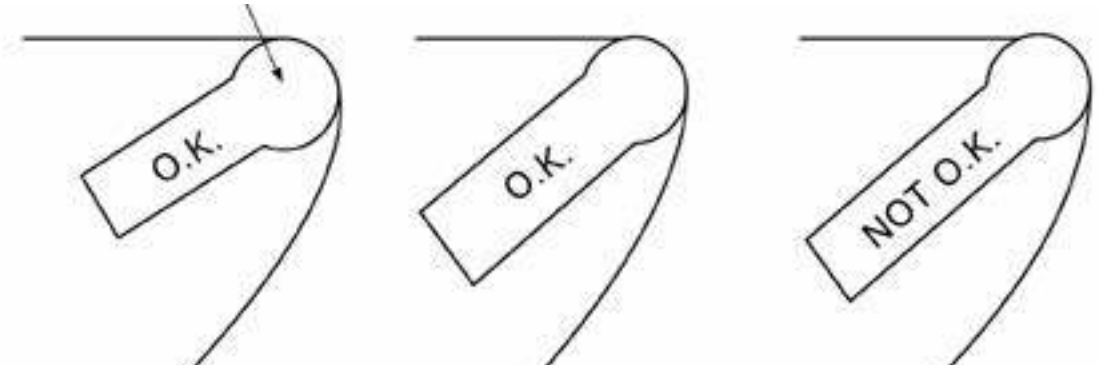
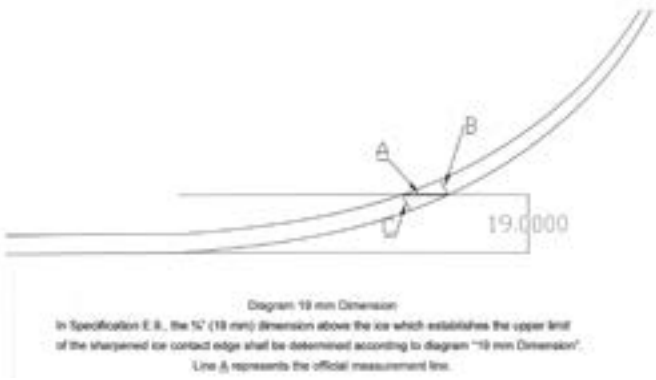
This is a final proposal in the Official Specifications update process. Sections A and B were approved by the membership and published. Sections 'General', C and D were approved by the Technical Committee and the 2026 IDNIYRA Annual meeting and await member ballot. This proposal contains proposals for Sections E to H, where Section H replaces the existing Sections H and I. Like Sections A through D, the present proposal consolidates past interpretations into the main body of the Official Specifications.

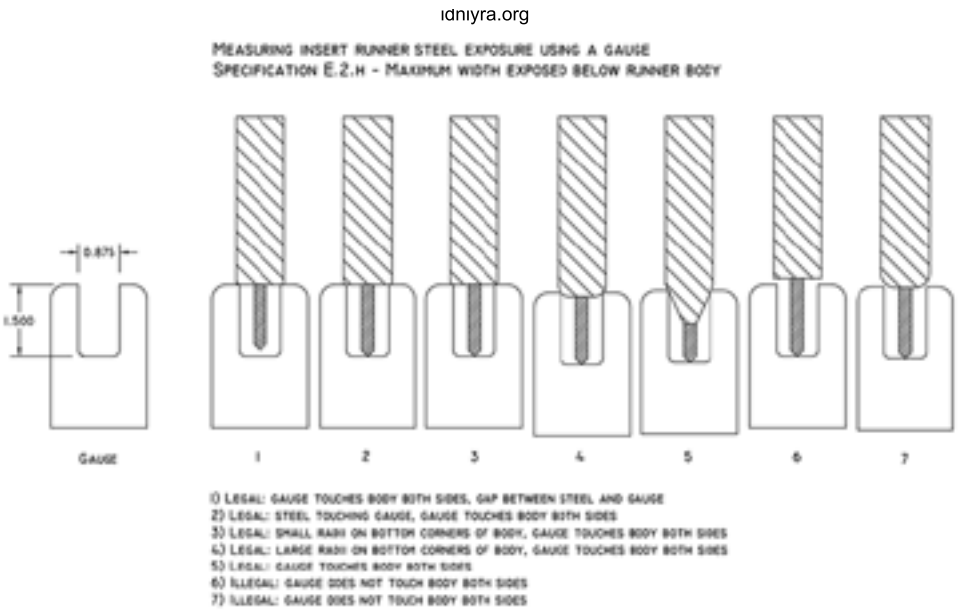
Runners: It is believed that there are no functional changes in Section E in this proposal.

E.	**Runners**
	There are two distinct types of DN runner: 1. Steel plate runner; 2. Wood body runner with different types of running edge (either a steel 'angle', a steel 'T' or a steel insert blade).
1.	**Materials**
a.	The body of the steel plate runner and the 'angle', 'T' or steel insert blade of the wood body runner shall be of steel. Type of steel is optional. Hard weld (one example is "Stellite") may be applied to the running edge.
b.	b.1 Only commercially available angle and T sections are allowed as follows: American standard ¾ in. (19.1 mm) x ¾ in. (19.1mm) x 1/8 in. (3.3mm) "angle" and 1 in. (25.4mm) x 1 in. (25.4mm) x 3/16 in. (4.8mm) or ¼ in. (6.4mm) "T". Equivalent metric measure (DIN) sections may be used provided the dimensions are with 20 percent of those listed. Runner "T" sections may not be formed by welding and may not be altered by welding a bead in the corners.
	b.2 Commercially available T, angle, or plate is manufactured in a quantity to be sold to people who want to purchase it. If the T, angle or plate is made only in small quantities for a few people, it is a special fabrication and not allowed. A modification of a commercially available T, angle, or plate by procedures such as surface grinding, milling, bending or flattening is allowed.
c.	A coating may be applied to cover the surface of the steel plate, angle, T or insert blade used in a runner. The steel, without the coating, shall comply with the dimensions specified in 1.b.1,E.2.a, b, c and d; and E.3.h.1 and 2.
d.	The body of the wood body runner shall be made of wood and as necessary, adhesive. External reinforcement of fibreglass, carbon fibre, steel, aluminum, tin, or similar materials may be added within the dimensional limitations of specification E.3.f.1. External reinforcement made of aramid fibers (Kevlar) is prohibited.
e.	Stiffening elements may be made of wood, fibreglass, carbon fibre, steel, aluminum, tin, or similar materials. Stiffening elements made of aramid fibers (Kevlar) are prohibited.

2.	**Steel plate** type *(steel body with stiffening elements)*				
		English, in.		**Metric, mm.**	
		Max	**Min**	**Max**	**Min**
a.	Plate thickness	0.27	0.23	6.8	5.9
b.	Plate length	30.0	26.0	762	660.4
c.	Plate heights of that part contained in chock. (Note: allow for sharpening)	5.0	3.74	127	95
d.	Thickness, including stiffening elements of the part of the runner contained by chock	1-1/32	31/32	26.1	24.7
e.	Length and height of assembled runner (plate plus stiffening elements) shall not exceed the maximum values allowed for the steel plate. Location and cross section of the stiffening elements are optional provided that Specifications E.4 and E.5 are not violated.				
f.	Method of attaching stiffening elements is optional but the stiffening element must remain attached to the plate when the runner pivot bolt is removed.				
3.	**Wood body types** (wood body with an attached steel 'angle', an attached steel 'T', or a steel insert blade).				
		English, in.		**Metric, mm.**	
		Max	**Min**	**Max**	**Min**
a.	Thickness of wood body before any reinforcements, stiffening elements or coatings	1-1/32	7/8	26.1	22.3
b.	Length of combined body and steel angle, T or insert blade	36	30	914	763
c.	Height of combined body and steel angle, T or insert blade for that part contained in chock	5	4	127	101.7
d.	Thickness of body including any external reinforcement of the portion contained in chock	1-1/32	31/32	26.1	24.7
e.	The body of a wood runner may be tapered below the minimum 7/8 in. (22.3 mm) thickness at or forward of a point 6 inches (152mm) from the front end of the runner body. The body shall not be less than ¼ in. (6.35mm) thick at the front end.				
f.	f.1 Allowed material added to the outside of the wood body, or in the slot of insert style runners, that does not exceed the allowed maximum body thickness of 1-1/32 inch (26.1mm) is considered external reinforcement				
	f.2 Allowed material added to the body which is outside the allowed maximum body thickness of 1 1/32 inch (26.1mm) is considered a runner stiffener or stiffening element. A runner stiffener or runner stiffening element must remain attached to the runner when the runner pivot bolt is removed.				
	f.3 No wood, metal or carbon stiffening element may come between the insert runner blade and the slot in the wood body. No metal or carbon stiffening is allowed inside the wood body except for threaded rod, bolts or screws used to attach the steel angle, T or insert blade to the body.				
	f.4 At all times while in use the bar or stiffening element that is associated with the "Kent" style chock must be attached to the runner. Any movement of the bar or stiffening element shall be independent of and not controlled by the movement of the chock pivot bolt.				

g.	g.1 The steel angle, T or insert blade may be attached to the body by fasteners, adhesives or both.				
	g.2 The 'T' section must not be reduced to less than 75 percent of its original height by sharpening. The width of the horizontal flange of the T section may be reduced so that it does not exceed the thickness of the body plus external reinforcement immediately above any point on the T section. A slot may be machined in the top of allowed "T" sections to facilitate mounting to wood body.				
	g.3 The steel angle section need not be mounted symmetrically on the wood body but must be mounted to the wood body in a manner that the ice contact edge corresponds to the apex of the included angle of the steel section.				
h.	Insert steel blade dimensions				
		English, in.		**Metric, mm.**	
		Max	**Min**	**Max**	**Min**
	h.1 Insert blade height	3	2	76.2	50.5
	h.2 Insert blade thickness	0.270	0.1870	6.86	4.75
	h.3 Max height of blade exposed below wood runner body	1-1/2		38.1	
	h.4 Maximum height above running edge of any part of the steel insert extending aft of the rear end of the wood runner body	1-1/2		38.1	
4.	Runner stiffening elements shall not project laterally more than 3 inches (76.2mm) from the runner edge. If runner stiffening elements are used as a weight-bearing component (in contact with ice or snow) they must be totally located within the runner cut specifications (Specification F2).				
5.	The profile of the runner is optional with the exception that the front ends of all runners shall have a minimum radius of 5/8" (16mm).				
6.	Leading Edge of the Runner				
a.	The leading edge of the runner steel is that portion of the edge forward of the sharpened ice running edge and higher than ¾ in. (19 mm) above the ice, measured with the runner in normal sailing position.				
b.	The sharpened ice running edge of the runner is along the entire bottom edge and extends forward and upward along the edge of the steel to a point not exceeding ¾ in. (19 mm) above the ice, measured with the runner in normal sailing position.				
c.	The leading edge must be rounded to an edge radius of not less than 1/16 in. (1.6 mm) and shall be faired to the sides of the steel as allowed in E.9.g.				
d.	The sharpened ice running edge may be rounded or sharpened to an included angle of not less than 75 degrees.				
e.	The camber (crown) and shape of the sharpened ice running edge is optional.				
f.	Along the sharpened running edge, the rounded edge or the sharpened angle is allowed to be faired to the sides of the steel providing the thickness of the steel of plate, insert style or T runners is not reduced below the allowed minimum (ref. E.1.b.1, E.2.a, E.3.h.2)				
g.	Along the leading edge of the steel the minimum allowed steel thickness of plate, insert style and T runners must be reached within 0.394 in. (10 mm) measured from the normal tangents of the leading edge (does not apply to 'angle' type runners).				

7.	A maximum of four holes, which are not structurally required, may be drilled in each runner. Holes shall not exceed ½ inch (12.7 mm) diameter.
8.	The weight of any individual runner shall not exceed 17 lbs. (7.7 kg). All runner stiffening elements are considered part of the runner and are included in the runner weight.
9.	The method of attaching the runner to the chock and the chock to the runner plank shall be as shown on the Official Plans.
10.	Methods of providing relative movement of a runner with respect to a chock shall be as shown on the Official Plans.
11.	The Steering runner shall always be equipped with a strong and effective parking brake.
12.	a. Each yacht shall be restricted to the use of nine runners during a regatta.
	b. If a runner stiffening element is added, removed or changed during a regatta the runner is then counted as a new runner within the total count of nine runners in Specification E.12.a.
13.	**Measurement**
a.	Runner Profile (E.5): Specification E.5 sets a minimum radius for the profile of the leading edge of a runner (E.9.a) anywhere between the top of the runner and forward end of the ice contact edge (E.6.b). This radius is typically measured at the top of the leading edge where the radius of the profile is usually at a minimum. A template with an end radius of 5/8 in. (16 mm), or a template with a 1 ¼ in. (32 mm) diameter hole, held flat against the inside of the profile of the leading edge of the runner should nowhere lie outside the profile of the runner. (See Figure E.1)
	Figure E.1: Runner Front End Profile Check 
b.	Leading Edge of the Runner (E.6): In Specification E.6, the ¾" (19 mm) dimension above the ice which establishes the upper limit of the sharpened ice contact edge shall be determined according to the diagram "19 mm Dimension". Line A represents the official measurement line. (See Figure E.2: 19 mm Dimension in Specification E.6)
	Figure E.2: 19 mm Dimension 

c.	Measuring spec. E.3.h: A simple measuring gauge may be used to measure the amount of exposed steel on insert runners. The gauge should have a slot width at the minimum wood body thickness (7/8" or 22.3 mm) and a depth at the maximum allowed exposure (1 ½" or 38.12 mm). The gauge is as shown in Figure E.3 to measure exposed steel. The top of the gauge should touch the bottom of the runner body. The edge of the steel may touch the bottom of the slot or there may be a gap between the edge of the steel and the gauge. If the edge of the steel is touching the bottom of the slot and both top edges do not touch the bottom of the runner body, then the exposed steel is greater than the maximum allowed. Notes: 1. Because it is impossible to determine the thickness of any reinforcement on the bottom of the runner body, the gauge should be used to measure to the outside of the reinforcement. 2. This gauge should not be used on the front 6" (152 mm) of the runner where spec E.3.e allows the body thickness to be reduced below 7/8". Allowance should be made for small imperfections (porosity, damage, etc.) on the bottom surface of the runner body.
	Figure E.3: Insert Runner Steel Exposure Gauge 

Runner Base and Cut (Track): No changes are proposed for this section apart from absorbing the interpretations into the specifications.

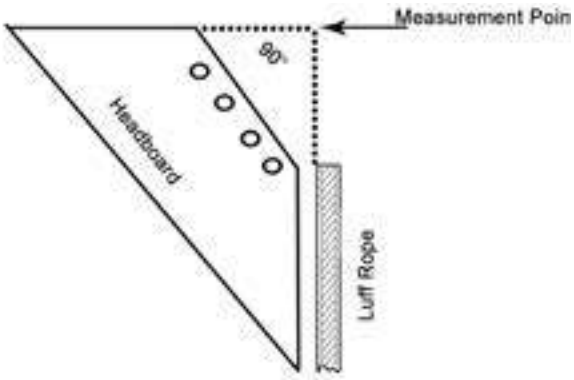
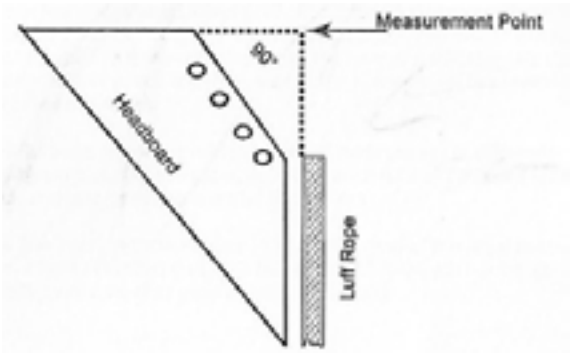
F.	**Runner Base and Cut (Track)**				
		English		**Metric**	
		Max (in.)	**Min (in.)**	**Max (mm)**	**Min (mm)**
1.	Longitudinal distance from pivot axis of steering runner to pivot axis of aft runner.	103	97	2616	2464
2.	Lateral distance between aft runner edges below pivot axis (to be measured with skipper in cockpit in sailing trim).	95	Opt.	2413	Opt.
3.	**Measuring F.2:** To make repeatable measurements of runner cut as intended by Specification F.2 the following methods should be used:				
a.	Rigging should not be tight during measurement. The skipper (the registered competitor for that DN) must be allowed to loosen the rigging as required to relieve static tension.				
b.	Skipper should be wearing normal racing attire, including helmet, goggles, etc.				
c.	Mainsheet must be loose.				
d.	The runners must be allowed to move. If on the ice, the boat may be pushed to allow the runners to seek a neutral position. If using a measurement fixture, the device must allow free sideways movement of the runners.				
e.	The skipper should be in the cockpit in normal sailing position (lying in the cockpit with his shoulders against the seatback).				

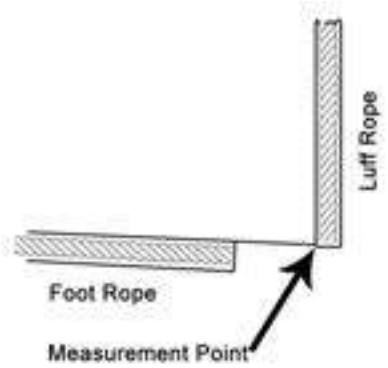
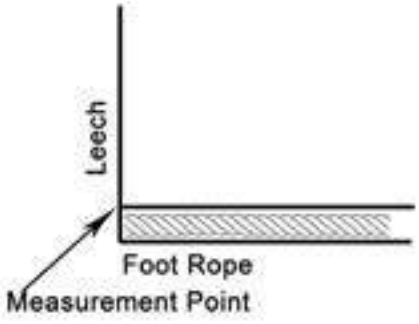
Sail: The proposal incorporates all existing interpretations directly into the specifications. It also proposes additions or clarifications where the existing Section G was not clear. Some of these clarifications or additions may be considered changes:

- The new G.1.a clarifies existing cloth
- Reference to the boom stripe is deleted in anticipation of a member vote on that subject
- The new G.3.a.iii defines the 'overall dimension of the head of the sail' which is an undefined term in the current Section G. The new G.3.a.iii also changes one limit of the definition of the overall dimension of the head of the sail from including the bolt rope to excluding the bolt rope. This change, recommended by Henry Bossett, ensures that the same measurement point (inside the bolt rope) is used for all measurements involving the corners of the sail. There is no effect on measured sail area, but actual sail area could increase approximately 0.02 ft2 (0.002 M2). This is considered inconsequential.
- The 'straight-line leech' concept has been replaced by a 'line H-C' between head and clew measurement points to avoid multiple leech definitions.
- Where specifications of tension (a force) have been converted from English to Metric units, kg. (a mass unit) have been replaced by Newtons (a force unit).
- In the new G.5. reference is made to the head, tack and clew measurement points to clarify folding.
- The new subsection 'O' provides grandfathering for sails built according to earlier specifications.

G.	**Sail**
0.	*Sails built prior to July 1, 2003, which complied with the specifications at the time of manufacture will be allowed in all IDNIYRA regattas. Sails built prior to (date of approval of this change) which complied with the specifications at the time of manufacture will be allowed in all IDNIYRA Regattas.*
1.	**Materials**
a.	i. The cloth shall be made with high tenacity polyester (Dacron) yarns. Sail cloth shall be made with either of the following cloth constructions: 6.5 oz. cloth with 220 denier warp and 440 denier fill yarns or 280 grams/square meter cloth with 250 denier warp and 410 denier fill yarns . [1]
	ii. The specification of weight is a nominal cloth weight. This specification of 6.5 oz/sq.yd. refers to a "sail maker's yard", which is 36" X 28.5".
	iii. Sails shall not be colored red or orange.
b.	Batten material and structural characteristics are optional except that para-aramid (Kevlar) is prohibited.
c.	Sailmaker's hardware (headboard, cringles, etc.) may be made of any material except that para-aramid (Kevlar) is prohibited.
2.	**Construction**
a.	It is prohibited to use two ply Dacron 6.5 oz cloth for the top panel and bottom panels for reinforcement.
b.	The luff and the foot of the sail must have a boltrope.
c.	i. The sail shall be constructed with four batten pockets. The top edge of the top batten pocket must be a minimum of 27" (686 mm) below the top of the head. Spacing between battens shall not exceed 36" (914 mm) nor be less than 32" (813 mm). The top three battens shall be full length, extending from the leech of the sail to within 2" (50.8 mm) of the bolt rope. The bottom batten shall not exceed 36" (914 mm) in length.
	ii. Batten pockets shall lie at 90 degrees plus or minus 5 degrees to the line 'H-C' (as defined in G.5.a.v.aa).
	iii. Batten width shall not exceed 2 inches (50.8 mm). Batten width is measured at 90 degrees to the length. Batten thickness is the smallest of the three dimensions (length, width and thickness). There are no restrictions on batten thickness.
	iv. Specification G.4.b excludes batten adjustment from the factors that alter sail characteristics. Battens may be fitted only in the pockets allowed in G.2.d.i and may protrude from the pocket at the leech end for the purposes of providing a means to secure the batten in the sail and adjusting the tension. There is no restriction on the tensioning of battens in the pockets and at any time battens may be interchanged in the allowed pockets.
d.	Sail may have one row of reef points which cannot be located less than 18" (458mm) from the foot of the sail.
e.	National letter(s), yacht number and the letters "DN" shall be affixed to each side of the sail. Color of the letters and number shall contrast with the sail and be a minimum of 10 inches (255 mm) high. The letters and numbers shall be one piece, one color, block style letters.

1 As of April 2022 Dimension-Polyant and Contender Sailcloth (Contender PolyKote) produce sailcloth meeting Specification G.1.a.

<table>
<tr><td>f.</td><td colspan="4">i. There shall be a window or windows in the sail. The window(s) may be any shape and may be placed in several locations.</td></tr>
<tr><td></td><td></td><td colspan="2">English</td><td colspan="2">Metric</td></tr>
<tr><td></td><td></td><td>Max (in.)</td><td>Min (in.)</td><td>Max (mm)</td><td>Min (mm)</td></tr>
<tr><td></td><td>ii. Total area of window(s)</td><td>1000</td><td>100</td><td>6452</td><td>645</td></tr>
<tr><td>g.</td><td colspan="4">A steel cable, at least 3/64" (1.2 mm) in diameter may be attached to the headboard, running inside the luff to a point outside the sail at the tack. Lower end of the cable shall form a loop which must be secured to the tack pin on boom when under sail. Distance from top of headboard to center of 1/4" (6.3 mm) bolt inserted in the loop shall not exceed 14' (4267 mm) with cable straight and under 10 lbs. (44.5N) of tension.</td></tr>
<tr><td>3.</td><td colspan="4">Dimensions</td></tr>
<tr><td>a.</td><td colspan="4">Head of Sail</td></tr>
<tr><td></td><td colspan="4">i. The width of the headboard shall be 4 inches (101.6 mm) or less.</td></tr>
<tr><td></td><td colspan="4">ii. The overall dimension of the head of the sail, including bolt rope, shall be 5.5 inches (139.7 mm) or less.</td></tr>
<tr><td></td><td colspan="4">i. The overall dimension of the head of the sail is determined by measuring between two points: (1) the intersection of a line projected parallel to the luff, excluding the bolt rope and a line projected perpendicular to the luff to the uppermost point of the head and (2) the intersection of a line projected from the upper 6 inches (152.4 mm) of the leech and a line projected perpendicular to the luff to the uppermost point of the head.</td></tr>
<tr><td></td><td colspan="4">Figure G.1: Overall Dimension of Head of Sail
 
</td></tr>
<tr><td></td><td colspan="4">iv. The location of the measurement point at the forward upper corner of the headboard is determined by projecting a straight line parallel to the luff, excluding the luff bolt rope, to the point where it intersects with a line projected from the uppermost point of the headboard and perpendicular to the luff. Refer to Figure G.2 below. If the sail does not have a headboard the measurement shall be taken relative to the uppermost point of the head.</td></tr>
<tr><td></td><td colspan="4">Figure G.2: Forward Upper Corner of Headboard
 
</td></tr>
</table>

b.	**Luff Length**
	i. For the purposes of Specification G.3.b.ii, length of the luff is the distance between the measurement point of the head (Figure G.2) and the measurement point of the tack (Figure G.3) and shall be measured with the sail free of battens and under 5 lbs. (22.2N) of tension.
	ii. The length of the luff shall be 14 ft (4267 mm) or less.
	Figure G.3. Tack 
c.	**Foot Length**
	i. For the purposes of Specification G.3.c.ii, length of the foot is the distance between the measurement point of the tack (Figure G.3) and the measurement point of the clew (Figure G.4) when measured in accordance with Specification G.5.a.4.
	ii. The length of the foot shall be 8 ft 10 inches (2692 mm) or less.
	Figure G.4 Clew 
d.	**Leech Length**
	i. For the purposes of Specification G.3.d.ii, length of leech is the straight-line distance between the measurement point of the head (Figure G.2) and the measurement point of the clew (Figure G.4) and shall be measured with the sail free of battens and with 5 lbs. (22.2N) of tension.
	ii. The length of the leech shall be 14 ft 3 inches (4343 mm) or less.
e.	The profile of the sail along the leech at the trailing edge shall be such that the maximum inward curve of the edge of the leech shall not exceed ¾" from a line drawn from the back of the headboard to the outer end of the second batten pocket from the top; and from a line drawn from the outer end of the top batten pocket to the outer end of the third batten pocket from the top.
f.	The profile of the leech at the trailing edge above the top batten pocket shall be such that no part of the sail extends outward more than 1/4" from a line drawn from the back of the headboard to the outer end of the top batten pocket.

g.	**Girth Measurements**
	i. There shall be three girth measurements taken by folding the sail in quarters according to the procedure specified in G.5.d.
	ii. Top girth measurement is 3 ft 3 inches (990.6 mm) or less.
	i. Middle girth measurement is 5 ft 8 inches (1727 mm) or less.
	iv. Bottom girth measurement is 7 ft 6 inches (2286 mm) or less.
4.	**Restrictions While Sailing**
a.	The boltropes on the luff and the foot of the sail shall be inside the boltrope tunnel of the mast and boom while sailing, except in the area within 12 inches of the tack.
b.	The tack of the sail must be fixed only to a fitting at the forward end of the boom.
c.	Altering the sail characteristics, such as area and camber, during a regatta by means other than the natural flexing of the structural members and positioning the clew grommet on the outhaul bracket are prohibited. This includes reefing. Adjusting or changing battens is permitted.
5.	**Procedures for Measuring a DN Sail**
a.	Preparing the sail for measuring
	i. The sail shall be free of the mast and boom
	ii. Battens shall be removed
	iii. Lay the sail on a hard surface (table, floor or ice sailing surface).
	iv. Measure each specified dimension one-at-a-time with tension applied only across the line of measurement as is sufficient to remove wrinkles except as specified in G.3.b and G.3.d.
	i. Use the following points of measurement when measuring location of battens and batten pockets and pocket angles.
	aa. Locate the line 'H-C' by stretching a string or small diameter rope from the headboard measurement point (Figure G.2) to the clew measurement point (Figure G.4).
	bb. The top edge of a batten pocket is located along the top of the inside width of the pocket. The centerline of the batten pocket is located in the center of the inside width of the pocket.
	vi. Use the location of the Forward Upper Corner of the Headboard (Figure G.2) as the measurement point when folding to measure the girths (ref. G.2.d)
b.	To determine the location of the top batten pocket and spacing between battens (ref. G.2.d):
	i. In G.7 the measuring point on the top of the headboard is located at the forward upper corner of the headboard (ref. G.5.d.ii). All points along the top edge of the pocket must comply with the 27" (686 mm) minimum dimension from the head (ref. 2.d.v.bb.)
	ii. The spacing between the battens is measured between the centerline of the batten pockets where the centerline intersects with the straight line leech (ref G.5.d.v.aa)
c.	To determine the angle of the battens pockets (ref. G.5.d.ii):
	i. Pin the head, tack and clew in place on the hard surface while applying tension along the luff, foot, and straight line leech (the straight line from head to clew) to remove wrinkles. The leech at the trailing edge should not lift away from the hard surface.
	ii. Measure the angle between the straight line leech and the top edge of the batten pocket. (ref. G.5.d.v.aa and bb).
	iii. Measure one-pocket-at-a-time.
	iv. Place the base of a protractor along the straight line leech, centered at the top edge of the batten pocket (ref. G.5.d.v.bb) and facing the luff.
	v. Read the angle at the top edge of the pocket. (ref. G.5.d.v.bb).

d.	The three girth measurements shall be measured with battens removed and such tension as is required to remove wrinkles
	i. The middle girth is measured between the mid points of the luff, excluding the bolt rope, and leech at the trailing edge. The mid point of the luff is found by folding the sail so the head and tack measurement points are superimposed. The mid point of the leech at the trailing edge is found by folding the sail so the head and clew measurement points are superimposed. (Figures G.2, G.3 and G.4)
	ii. The top girth is measured between the quarter points of the luff, excluding the bolt rope, and leech at the trailing edge. The top quarter girth point on the luff is found by folding the sail so the forward upper corner of the headboard lines up with the mid point on the luff, excluding the bolt rope. The top quarter girth point on the leech is found by folding the sail so the forward upper corner of the headboard lines up with the mid point on the leech at the trailing edge. (Ref G.3.h and Figure G.2)
	iii. The bottom girth is measured between the quarter points of the luff, excluding the bolt rope, and leech at the trailing edge. The bottom quarter girth point on the luff is found by folding the sail so the tack at the intersection of the luff and foot, excluding the bolt rope(s), lines up with the luff mid point. The bottom quarter girth point on the leech is found by folding the sail so the clew at the intersection of leech and foot, excluding the bolt rope, lines up with the mid point on the leech at the trailing edge. (Ref. G. 3.h, and Figures G.2, G.3 and G.4)

Rigging and Fittings: The existing Sections H, Rigging, and I, Fittings, overlap in coverage so it is proposed that they be combined, as well as being reorganized.

A new specification 2.c.iii explicitly approves the common European practice of running the bobstay internally from ahead of the runner plank to the stern block. The Technical Committee Board reports a discussion of the matter with no dissensions, although no interpretation was ever issued.

It has become apparent that there are different interpretations of the geometric description of the side chock. "Length of Chock" and "Width of Chock" are clear, but "Depth of Chock" has been questioned by some European members and there has been disagreement within the Technical Committee. "Depth" can be defined various ways and has various uses. One definition is "distance from the bottom to the top of something." One might reasonably substitute "height" in that context. Some European members, including a TC member, have interpreted the use of "depth" to mean the "depth of the slot in the chock" rather than "the distance from the bottom to the top." The existing specification I.5.a makes specific reference to the slot of the side chock whereas I.5.b, c and d only refer to the chock as a whole. In light of the apparent confusion the specification of the vertical dimension of the side chock has been changed from "Depth of chock" to "Height of side chock." This is supported by reference to both the original (Sarns, ca 1950) and current (1991) Official Plans which dimension the length, width and height of the chock, the width of the runner slot in the chock, but not the depth of the runner slot in the chock. This change of nomenclature does not change how a DN is made but exchanges an English word which has ambiguity for one which is clearer.

Existing specifications permit an adjustable footrest. The proposal explicitly permits both fixed and adjustable footrests since fixed footrests appear to be implied by the current specification and are well established in the DN Class.

H.	**Rigging and Fittings**
O.	*Rigging and fittings are specified both in this Section of the specifications and in others when rigging and fittings affect the application of those sections. Hardware (rigging and fittings) need not conform to plans if specifications are not violated, and hardware performs the same function that the plan item performs.*
1.	**Materials**
a.	Rigging and fittings may be made of any materials, except para-aramid (Kevlar), and except as specified in Specifications H.1.b. through H.1.g.
b.	Standing rigging (stays and bobstay) shall be made of steel cable.
c.	The halyard shall be made of steel cable or of rope of optional material. Para-aramid (Kevlar) is prohibited.
d.	The mainsheet shall be made of rope of optional material. Para-aramid (Kevlar) is prohibited.
e.	The side chock and steering chock shall be made of steel, stainless steel, or aluminum.
f.	Rope strops or loops of any material (except para-aramid (Kevlar)) may be substituted for metal shackles, bails or straps.
g.	Adhesives and fastenings are permitted.
2.	**Standing Rigging**
a.	The minimum diameter of stays (forestay, shrouds/side stays, and bobstay) shall be 0.118 inches (3 mm).
b.	Framing stays are prohibited. Any cable not shown in the Official Plans is prohibited.
c.	i. A bobstay shall be installed and fitted to the bow tang and anchored at its after end on the stern block or immediately in front of the runner plank.
	ii. The bobstay shall pass over the bobstay strut.
	iii. A bobstay anchored at its aft end on the stern block may either pass below the runner plank to reach the stern block or may penetrate the bottom skin of the fuselage forward of the runner plank and reach the stern block from within the fuselage.
d.	The forestay and shrouds (side stays) shall connect to a common component (which may consist of one or more sub-components) which attaches to the mast hound at a single point.
e.	Tubes and other means of rigid adjustment of stay lengths are permitted.
f.	Devices which adjust stay lengths while yacht is underway are prohibited.
g.	It is not allowed to use a shock absorber (spring) between side stay and the fitting on the end of the runner plank.
3.	**Running Rigging**
a.	The minimum diameter of the halyard is 3/32 inches (2.4 mm).
b.	Halyard must be capable of lowering and raising the sail with the yacht in upright position.
c.	Location of halyard catch on mast is optional.
d.	Additional fittings to secure halyard to mast are permissible.
e.	The mainsheet must be attached to the boom and pass through all blocks as shown in the Official Plans.
f.	The mainsheet may run inside the boom between the forward (first) block on the boom and the second block on the boom.

4.	**Mast Hound**
a.	The components of the mast hound may affect the free orientation of the mast by either forcing mast rotation or limiting mast rotation.
b.	Cable may not be used in place of mast hound. Hound may be made from strap or plate material. No leaders or bridles allowed.
c.	The number of straps on the mast hound is optional.
d.	It is allowed for there to be more than one position for the mast hound or an adjustable fitting with multiple positions, providing the location of the lower mast hound bolt (pivot bolt) is within the range specified in H.12.a. The position may not be adjusted while the yacht is underway.
5.	**Mast Step**
a.	Mast step shall permit free orientation of mast.
b.	Mast step shall be rigidly mounted on the deck of the fuselage.
c.	Means for rigid adjustment of mast step location are permitted.
d.	Means for adjustment of mast step location while yacht is underway are prohibited.
6.	**Bow Tang**
	The bow tang must be mounted at the forward most (bow) end of the fuselage and all parts of the tang, with the exception of the fastenings attaching it to the fuselage, must be outside the fuselage.
7.	**Tack Fitting**
a.	There is no limit to the number of holes in the tack fitting.
8.	**Sheet Blocks**
a.	Six sheet blocks shall be installed.
b.	Diameter of the sheeves of the sheet blocks shall not exceed 4 inches (101.6 mm).
c.	Blocks shall be individual (no blocks with multiple sheeves).
d.	i. Four sheet blocks shall be installed aft of the rear limit of the cockpit floor: two on the boom and two on the deck. None of these blocks may incorporate a one-way feature. The blocks on the fuselage shall be fastened in a manner such that anything penetrating the deck may only be performing the function of fastening, and no other function.
	ii. Boom blocks may not be attached inside the boom by slotting the bottom of a boom and inserting the sheave into the slot and then using a bolt or rod though the boom as the axle for the sheave.
	iii. Track(s) may be mounted on the boom and/or the deck for sliders to which the sheet blocks may be attached but the position of the sliders or blocks shall not be adjusted while underway.
e.	One sheet block shall be located forward on the boom within 12 inches (304 mm) of the mast. This block may incorporate a one-way feature.
f.	One sheet block shall be installed on the tiller post. This block may incorporate a one-way feature.
g.	Mounting Pulleys on deck or boom by any means is acceptable as long as the rope and the entire sheave are outside the boom or deck.
h.	It is prohibited for any part of the sheet block, or any hardware integral with the mounting of the sheet block, to be below the projected top surface of the deck, with the exception of the screws or bolts used to fasten the hardware to the deck
i.	It is allowed to use a fixture providing additional height to mount the rear sheet blocks to the deck. This fixture shall be mounted on the surface of the deck and may not be integral with the deck structure. This fixture must provide a fixed position for the block attachment. The blocks shall not be moved while underway.

9.	**Runner Plank Mounting Hardware**				
a.	The runner plank mounting system shall not extend more than 4" (101.6 mm) outside of the side panel of the fuselage.				
b.	The distance, measured along the fuselage centreline, between the forward most and aftermost points of the runner plank mounting system shall not exceed 30 inches (762 mm).				
10.	Chocks				
a.	It is not allowed to have two pivot holes in the chock.				
b.	Shock absorbing steering chock must be according to plan, but spring(s) or rubber grommet(s) may be added as shock absorber				
c.	The degree to which the side runner pivots vertically in the chock may be restricted only by way of the friction on the sides of the chock which is controlled only by the tightening of the pivot bolt. Any other device to restrict the vertical movement of the runner is prohibited, except that a device may be placed in the back of the chock to prevent the front of the runner from tipping downwards. The device shall not contact the runner when all three runners are on the ice.				
d.	i. "Kent" style chock – Either the inside or outside flange of the side chock may be reduced in size to allow clearance for runner stiffening elements. When viewed from the side, the profile of the chock must meet all dimensions specified.				
	ii. The reinforcement bar or stiffening element that is associated with the "Kent" style chock is allowed to be attached only to the runner and must meet all requirements of a runner stiffener, Specifications Section E.				
11.	**Footrest**				
a.	A fixed or adjustable footrest may be used.				
12.	**Key Dimensions**				
		English		**Metric**	
		Max (in.)	**Min (in.)**	**Max (mm)**	**Min (mm)**
a.	Distance from lower mast hound bolt (pivot bolt located in front to mast) to base of mast	139-1/2	127-1/2	3543	3239
b.	Horizontal distance from mast step pivoting point (center of ball) to pivot axis of steering runner	41	35	1041	890
c.	Mast Step – Height of pivoting point (center of ball) above deck	1-5/8	1-1/8	41	28.6
d.	Mast step mounting hardware – Length.	9	-	228.6	-
e.	Mast step mounting hardware – Width.	3	-	76.2	-
f.	Bow Tang – Width	3-3/4	-	95.3	-
g.	Bow Tang – Horizontal distance from the pivot axis of the steering runner to the aftermost end of the bow tang.	8	-	203.2	-
h.	Bow Tang – Height above a horizontal line extending forward from the deck at a point 2 inches (50.8 mm) behind the bow.	3	-	76.2	-
i.	Distance from the center of the runner plank to the attachment point of the side-stay to the side stay tang on the end of the plank.	-	43.07	-	1094

	(Key Dimensions, continued)				
		English, in.		**Metric, mm.**	
		Max	**Min**	**Max**	**Min**
j.	Width of the runner slot in the chocks at the smallest dimension where the chocks come in contact with the runner's side or stiffening element.	1-3/32	31/32	27.7	24.7
k.	Height of side chock	3-1/2	2-7/8	88.9	73.1
l.	Length of side chock	9	6-3/4	228	172
m.	Width of side chock	4-3/4	-	121	-
n.	Horizontal distance from pivot axis of steering runner to pivot axis of steering post	50	44	1270	1118
o.	Bobstay strut or post, including mounting hardware – Height (from bottom skin of fuselage)	-	3	-	76.2
p.	Bobstay strut or post, including mounting hardware – Length.	6	-	152.4	-
q.	Bobstay strut or post, including mounting hardware – Width.	4	-	101.6	-

2026 World & European Championship *Photos: Rola Lora*

MOORE
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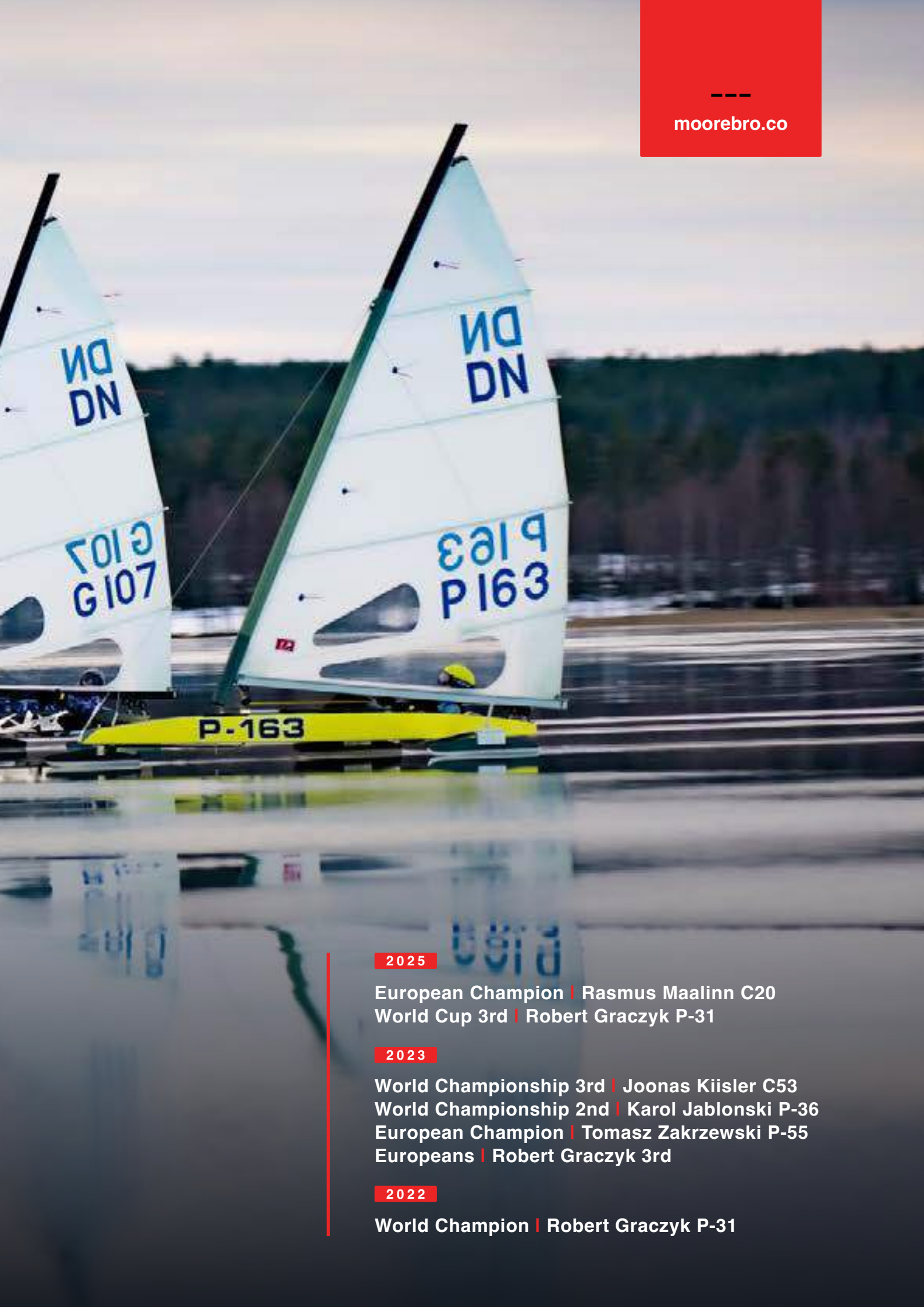
SPEC'D FOR SPEED

With proven durability, Moore Brothers all-carbon designs pull from a heritage of hardwater sailing. Using a mandrel wrapped prepreg and autoclave-cured construction process, masts are bespoke engineered with options to fit skippers' sailing style and weight range. Available assembled or in kit form.



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2025

European Champion | Rasmus Maalinn C20
World Cup 3rd | Robert Graczyk P-31

2023

World Championship 3rd | Joonas Kiisler C53
World Championship 2nd | Karol Jablonski P-36
European Champion | Tomasz Zakrzewski P-55
Europeans | Robert Graczyk 3rd

2022

World Champion | Robert Graczyk P-31

REGATTA RESULTS

2026 NORTH AMERICAN CHAMPIONSHIP
JANUARY 24 - 31
GREEN LAKE, GREEN LAKE, WISCONSIN

GOLD FLEET 1-22

NO	NAME	SAIL	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	KAROL JABLONSKI	P36	3	2	(6)	2	3	2	1	19	13
2	MATT STRUBLE	US183	2	1	4	(6)	2	5	3	23	17
3	RON SHERRY	US44	4	(5)	3	3	4	1	4	24	19
4	STEVE ORLEBEKE	US4926	1	3	1	4	7	4	(8)	28	20
5	JAMES THIELER	US5224	(6)	4	5	5	1	3	2	26	20
6	CHRIS BERGER	US5166	5	6	2	(10)	5	8	5	41	31
7	NICOLAS MABBOUX	KC5508	(11)	7	7	7	8	9	6	55	44
8	PETER VAN ROSSEM	KC2766	8	11	9	(12)	6	7	9	62	50
9	JOHN CURTIS	KC5514	(14)	12	11	1	11	12	7	68	54
10	JEFF ROSEBERRY	US5687	9	8	10	9	(16)	16	14	82	66
11	JOST KOLB	G936	12	15	12	(18)	10	6	11	84	66
12	DANIEL HEARN	US5352	10	10	(15)	8	14	14	13	84	69
13	FREDRIK LONEGREN	S8	16	(18)	8	11	12	13	10	88	70
14	RICK LEMBERG	US4755	13	9	13	14	(19)	15	15	98	79
15	DIDERIC VAN RIEMSDIJK	S867	17	16	(18)	13	9	11	17	101	83
16	JACEK MARZENSKI	KC5247	18	17	16	(20)	15	10	12	108	88
17	STEFAN BOKFORS	US5144	15	(22)	19	15	18	18	18	125	103
18	BERND ZEIGER	G107	7	13	14	(23 DNS)	23 DNS	23 DNS	23 DNS	126	103
19	DAVE GLICK	US4249	19	14	(20)	17	20	19	16	125	105
20	MIKE BLOOM	US321	21	20	17	(23 DNF)	13	17	23 DSQ	134	111
21	MATT MEYER	US5646	20	19	(22)	19	17	20	19	136	114
22	BRUCE WILLIAMS	US3283	(22)	21	21	16	21	21	20	142	120

REGATTA RESULTS

2026 NORTH AMERICAN CHAMPIONSHIP
JANUARY 24 - 31
GREEN LAKE, GREEN LAKE, WISCONSIN

SILVER FLEET 1-22

NO	NAME	SAIL	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	JIM GROGAN	US3	(23 DSQ)	1	1	3	2	3	1	34	11
2	ROBERT HOLMAN	US3705	3	2	2	(8)	3	1	3	22	14
3	PAUL CHAMBERLAND	KC5700	(20)	3	8	1	1	2	4	39	19
4	DAVID FROST	US5358	4	4	3	4	4	(5)	2	26	21
5	DON NILES	US5465	2	5	4	6	6	(8)	5	36	28
6	JAKE SKALA	US5252	9	7	6	(11)	5	4	8	50	39
7	EDWARD DEMEREST	US5914	1	12	5	(20)	7	6	12	63	43
8	KEITH SCHWARK	US5813	(11)	9	11	5	11	7	9	63	52
9	RYAN KYLE	US5675	6	10	(13)	12	9	9	6	65	52
10	COOPER FROST	US5558	(14)	6	9	13	8	10	10	70	56
11	WILLIAM EKLUND	US5432	10	8	7	10	10	(14)	14	73	59
12	EBEN WHITCOMB	US4775	13	(23 DNS)	23 DNF	2	13	12	7	93	70
13	RICHARD LEMBERG	US4155	7	11	(18)	16	15	13	16	96	78
14	TIM MOWER	US5871	5	13	10	18	18	(19)	15	98	79
15	BRIAN JONES	US1576	17	20	(23 DSQ)	7	12	15	11	105	82
16	BOB CUMMINS	US3433	8	14	14	15	16	18	(20)	105	85
17	ALEX LEACH	US244	16	17	17	9	17	17	(21)	114	93
18	THOMAS MEYER	US602	21	15	(23 DNC)	22	14	11	13	119	96
19	LESTER DRUIVEN	KC3475	15	16	15	21	20	(22)	17	126	104
20	DAVID SILSBY	US5708	19	19	12	14	(22)	20	22	128	106
21	PETER TRUESDELL	US5350	18	(21)	16	19	19	16	18	127	106
22	SCOTT VALENTINE	US4925	12	18	(23 DSQ)	17	21	21	19	131	108

REGATTA RESULTS

2026 NORTH AMERICAN CHAMPIONSHIP
JANUARY 24 - 31
GREEN LAKE, GREEN LAKE, WISCONSIN

BRONZE FLEET 1-12

NO	NAME	SAIL	R1	R2	R3	R4	R5	R6	R7	Total	Nett
1	ROBERT RIAN	US467	(13 DNS)	2	1	4	2	2	2	26	13
2	TIM BELLARD	US5661	4	1	2	(6)	3	6	4	26	20
3	MARTHA CROASDALE	US1873	1	4	3	3	6	7	(8)	32	24
4	PETER SHORETT	US5479	3	(7)	4	2	7	5	7	35	28
5	SEBASTIAN SORENSEN	US5696	(13 DNS)	13 DNS	13 DNS	1	1	1	1	43	30
6	ISAIAH SKAUG	US5723	5	6	(7)	5	5	4	5	37	30
7	CSILLA GAL	US6464	(13 DNF)	3	9	9	4	3	3	44	31
8	PETER NORDQUIST	US5008	6	(9)	8	7	8	8	6	52	43
9	KEN SMITH	US4137	2	5	5	(13 DNS)	13 DNS	13 DNS	13 DNS	64	51
10	ROBERT HAAG	US5476	7	(10)	10	10	9	9	9	64	54
11	PETE JOHNS	US2360	8	8	6	(13 DNS)	13 DNS	13 DNS	13 DNS	74	61
12	BEN SHAEVITZ	US5395	(13 DNS)	13 DNS	13 DNS	8	13 DNS	13 DNS	13 DNS	86	73

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REGATTA RESULTS

2026 US NATIONALS (NON-RANKING REGATTA)
JANUARY 24 - 31
GREEN LAKE, GREEN LAKE, WISCONSIN

A FLEET 1 - 21

NO	NAME	SAIL	R1	R2	R3	R4	Total	Nett
1	JAMES THIELER	US5224	2	1	1	2	6	6
2	MATT STRUBLE	US183	1	2	6	1	10	10
3	RON SHERRY	US44	3	4	2	3	12	12
4	JOHN CURTIS	KC5514	7	6	4	6	23	23
5	NICOLAS MABBOUX	KC5508	5	9	5	5	24	24
6	PETER VAN ROSSEM	KC2766	6	7	9	7	29	29
7	FREDRIK LONEGREN	S8	8	3	10	8	29	29
8	JEFF ROSEBERRY	US5687	9	11	3	14	37	37
9	CHRIS BERGER	US5166	4	19	8	9	40	40
10	JOST KOLB	G936	10	5	14	12	41	41
11	PAUL CHAMBERLAND	KC5700	16	14	11	4	45	45
12	DIDERIC VAN RIEMSDIJK	S867	11	8	12	17	48	48
13	DANIEL HEARN	US5352	22 DNS	10	7	10	49	49
14	MIKE BLOOM	US321	19	13	13	11	56	56
15	STEFAN BOKFORS	US5144	13	12	19	13	57	57
16	ROBERT HOLMAN	US3705	14	17	18	16	65	65
17	DAVE GLICK	US4249	17	15	15	18	65	65
18	BRUCE WILLIAMS	US3283	18	18	17	15	68	68
19	PETER JOHANSON	US5633	15	16	16	22 DNS	69	69
20	JACEK MARZENSKI	KC5247	12	22 DNS	22 DNS	22 DNS	78	78
21	BRIAN JONES	US1576	20	22 DNS	22 DNS	22 DNS	86	86

REGATTA RESULTS

2026 US NATIONALS (NON-RANKING REGATTA)
JANUARY 24 - 31
GREEN LAKE, GREEN LAKE, WISCONSIN

B FLEET 1-25

NO	NAME	SAIL	R1	R2	R3	Total	Nett
1	SEBASTIAN SORENSEN	US5696	1	3	3	7	7
2	MATT MEYER	US5646	4	1	4	9	9
3	RYAN KYLE	US5675	5	5	1	11	11
4	EBEN WHITCOMB	US4775	3	2	8	13	13
5	DAVID FROST	US5358	6	9	2	17	17
6	JAKE SKALA	US5252	8	8	5	21	21
7	DON NILES	US5465	2	6	17	25	25
8	KEITH SCHWARK	US5813	7	11	7	25	25
9	WILLIAM EKLUND	US5432	9	4	13	26	26
10	THOMAS MEYER	US602	10	13	10	33	33
11	EDWARD DEMEREST	US5914	12	20	6	38	38
12	COOPER FROST	US5558	22	7	9	38	38
13	TIM MOWER	US5871	17	12	11	40	40
14	DAVID SILSBY	US5708	18	14	14	46	46
15	CSILLA GAL	G107	15	15	16	46	46
16	BOB CUMMINS	US3433	27 DNC	10	12	49	49
17	ROBERT RIAN	US467	14	18	18	50	50
18	MARTHA CROASDALE	US1873	20	17	15	52	52
19	ISAIAH SKAUG	US5723	19	16	20	55	55
20	ROBERT HAAG	US5476	21	21	21	63	63
21	PETER SHORETT	US5479	27 DNC	19	19	65	65
22	PETER TRUESDELL	US5350	11	27 DNS	27 DNS	65	65
23	SCOTT VALENTINE	US4925	13	27 DNS	27 DNS	67	67
24	TIM BELLARD	US5661	16	27 DNS	27 DNS	70	70
25	PETER NORDQUIST	US5008	27 DNC	27 DNS	27 DNS	81	81
26	GAIL MULIETT	US5043	27 DNC	27 DNC	27 DNC	81	81

Photo: Rachel Bartel for @harken.inc

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REGATTA RESULTS

2026 WORLD CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

GOLD FLEET 1-20

POS	SAIL	NAME	R1	R2	R3	R4	R5	TOTAL	NETT
1	C20	RASMUS MAALINN	1	1	4	2	(6)	14	8
2	P36	KAROL JABLONSKI	2	(37)	1	1	9	50	13
3	C36	ARGO VOOREMAA	(6)	6	6	6	2	26	20
4	P31	ROBERT GRACZYK	4	(9)	9	5	4	31	22
5	P254	RAFAL SIELICKI	(9)	8	5	7	3	32	23
6	P114	MICHAŁ BURCZY SKI	3	(16)	2	8	10	39	23
7	C96	HARDI LAURITS	5	(14)	3	4	14	40	26
8	P155	ŁUKASZ ZAKRZEWSKI	12	3	11	3	(15)	44	29
9	S887	GUSTAV LINDÉN	10	2	10	10	(37)	69	32
10	C73	EIGO HELIMETS	8	4	8	15	(18)	53	35
11	US5166	CHRISTOPHER BERGER	13	7	(18)	9	12	59	41
12	M53	PETER HAMRAK	(16)	10	7	12	13	58	42
13	C53	JOONAS KIISLER	(22)	12	12	11	8	65	43
14	P13	DARIUSZ KARDAS	7	18	(19)	19	5	68	49
15	P243	ADAM SZCZESNY	20	5	24	(25)	7	81	56
16	P311	WOJCIECH WOREK	(18)	11	15	16	16	76	58
17	P338	MACIEJ ARNOWSKI	19	17	21	(23)	1	81	58
18	P431	JAREK RADZKI	21	(28)	17	17	11	94	66
19	C72	MAREK LENTSIUS	14	15	(27)	18	22	96	69
20	G719	ANDI LACHENSCHMID	15	19	13	22	(30)	99	69

REGATTA RESULTS

2026 WORLD CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

GOLD FLEET 21-39

POS	SAIL	NAME	R1	R2	R3	R4	R5	TOTAL	NETT
21	G936	JOST KOLB	(25)	20	20	14	17	96	71
22	P55	TOMASZ ZAKRZEWSKI	11	13	14	(41 DNF)	38	117	76
23	P341	RAFAŁ ŁUGOWSKI	23	22	16	(41 DSQ)	19	121	80
24	L132	OSCAR LINDELL	24	25	(32)	13	23	117	85
25	OE213	PETER UHLMANN	17	29	(30)	20	27	123	93
26	C80	KARL ADER	27	26	(31)	21	20	125	94
27	P104	WOJTEK BARANOWSKI	(41 DNF)	21	23	29	21	135	94
28	C65	JORGEN KUIVONEN	28	23	(34)	24	25	134	100
29	S867	DIDERIC VAN RIEMSDIJK	(34)	30	22	30	28	144	110
30	P74	JERZY ARTUR TABER	29	24	25	32	(34)	144	110
31	P451	ROBERT KOZIOŁ	(41 DNF)	31	26	26	29	153	112
32	C17	ERKI TERAS	26	27	(33)	28	31	145	112
33	KC5514	JOHN CURTIS	30	32	28	27	(33)	150	117
34	P125	DARIUSZ KOSECKI	32	(41 DNF)	35	31	26	165	124
35	G107	BERND ZEIGER	(41 DNF)	35	36	35	24	171	130
36	H852	DENNIS DE RUITER	33	33	29	(36)	36	167	131
37	KC5247	JACEK MARZENSKI	31	36	(37)	34	35	173	136
38	US5352	DANIEL HEARN	(41 DSQ)	34	38	33	32	178	137
39	S8	FREDRIK LÖNEGREN	(41 DNC)	41 DNC	41 DNC	41 DNC	41 DNC	205	164
39	L137	TEEMU RANTANEN	(41 DNC)	41 DNC	41 DNC	41 DNC	41 DNC	205	164

REGATTA RESULTS

2026 WORLD CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

SILVER FLEET 1-20

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
1	Z119	MAXIME BACHELIN	9	1	1	1	12	12
2	S906	TOM HOGARD	2	3	6	14	25	25
3	S878	TOMASZ FLISIAK	12	5	2	7	26	26
4	D366	LARS OERUM	3	9	10	6	28	28
5	P3	KACPER WOREK	4	8	4	15	31	31
6	D112	THOMAS EBLER	8	2	5	17	32	32
7	P107	MAREK STEFANIUK	19	7	3	4	33	33
8	G390	ANJA FIEDLER	1	17	9	8	35	35
9	L37	TIMOLEON CARAVITIS	10	4	15	11	40	40
10	P247	MACIEJ BROSZ	16	11	12	2	41	41
11	G8	THOMAS HUBER	17	13	7	5	42	42
12	L103	TIMO LEHMUSKALLIO	15	12	13	3	43	43
13	S881	STEFAN ERIKSSON	6	10	17	12	45	45
14	S907	AXEL ALM	5	14	8	19	46	46
15	S844	MAX KOSZELA	7	18	11	10	46	46
16	Z78	UELI MARTI	13	22	25	13	73	73
17	L601	JOHN WINQUIST	40DNS	6	19	9	74	74
18	S885	NIKLAS PHILIPSON	14	27	18	18	77	77
19	C71	KRISTIAN ALLIKMAA	11	16	27	24	78	78
20	T4	ANTANAS GERASIMAVICIUS	28	19	14	22	83	83

REGATTA RESULTS

2026 WORLD CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

SILVER FLEET 20-31

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
21	D156	POUL JOERGENSEN	22	25	22	16	85	85
22	P54	PAWEL MATEJAK	24	24	16	23	87	87
23	OE119	WALTER KÖLBL	23	21	23	21	88	88
24	L69	SAM FAGERLUND	18	15	20	40DNF	93	93
25	H845	PETER GREVELING	21	20	26	26	93	93
26	US5358	DAVID FROST	27	26	21	20	94	94
27	G102	MICHAEL HOTHO	25	23	28	27	103	103
28	US3433	ROBERT CUMMINS	29	28	29	28	114	114
29	G828	PETER BRÖG	26	40DNF	24	25	115	115
30	P150	TOMASZ STANCZYK	20	40DNF	40DNF	40DNF	140	140
31	S926	ANTON KRISTOFFERSON	40DNC	40DNC	40DNC	40DNC	160	160
31	Z39	JEAN-CLAUDE VUITHIER	40DNC	40DNC	40DNC	40DNC	160	160
31	K13	DAVID HOWLETT	40DNC	40DNC	40DNC	40DNC	160	160
31	C21	PEETER JÄRVELAID	40DNC	40DNC	40DNC	40DNC	160	160
31	C43	MEELIS KOSK	40DNC	40DNC	40DNC	40DNC	160	160
31	L112	REKO SUOJANEN	40DNC	40DNC	40DNC	40DNC	160	160
31	S924	KARLSSON STEFAN	40DNC	40DNC	40DNC	40DNC	160	160
31	S107	STEFAN BOKFORS	40DNC	40DNC	40DNC	40DNC	160	160
31	L133	MATTI NIEMINEN	40DNC	40DNC	40DNC	40DNC	160	160

REGATTA RESULTS

2026 WORLD CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

BRONZE FLEET 1-20

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
1	P102	LAURA BANACH	1	5	5	2	13	13
2	Z124	BERNARD VANANTY	10	6	2	3	21	21
3	L147	KIMMO VILJAMAA	8	4	4	5	21	21
4	G51	BERND JAHN	22	2	3	4	31	31
5	C59	OTT SAAR	6	3	15	9	33	33
6	D126	LARS MOELLER	13	8	7	7	35	35
7	O31	MADARS ALVIKIS	35	1	1	1	38	38
8	OE250	ROLAND HUBER	16	9	6	12	43	43
9	Z42	RUDOLF FREDY	9	16	8	10	43	43
10	Z47	JEAN-PIERRE COMTESSE	4	11	10	19	44	44
11	H404	MARTIN VAN WETTUM	15	7	16	11	49	49
12	Z61	MARC-MARTIN PHILIPPE	12	14	11	17	54	54
13	P58	JERZY HENKE	2	15	18	20	55	55
14	L155	WALTTERI MOISIO	17	12	13	14	56	56
15	C95	RASMUS KUHI-THALFELDT	28	10	12	15	65	65
16	S871	LEIF GIMERUS	32	13	23	6	74	74
17	C56	MART TOOTS	5	21	28	21	75	75
18	P442	KRZYSZTOF PROT	11	39DNF	17	8	75	75
19	Z25	PIERRE BACHELIN	34	19	9	13	75	75
20	G44	HEINER FORSTMANN	27	20	19	18	84	84

REGATTA RESULTS

2026 WORLD CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

BRONZE FLEET 21-38

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
21	P379	WERONIKA MARTYNOWSKA	29	27	14	16	86	86
22	Z133	PIERRE-ALAIN RAYNAL	24	18	24	22	88	88
23	L154	CLAUDIA MISHIMA	21	25	20	24	90	90
24	H720	JOOST VAN RAAY	20	17	30	29	96	96
25	P4	MARIA OLEKSY	23	22	27	25	97	97
26	G508	CHRISTIAN GOECKE	19	29	26	26	100	100
27	O14(O1)	RUTA PAMPE	33	28	22	23	106	106
28	P44	JANUSZ MAREK TABER	30	26	25	27	108	108
29	H580	JOHAN TOLSMA	36	24	29	28	117	117
30	C103	MADIS METSALU	3	39DNC	39DNC	39DNC	120	120
31	P2	ZDZISLAW PROT	39DNS	23	21	39DNF	122	122
32	S441	HANS ERIKSSON	7	39DNC	39DNC	39DNC	124	124
33	L156	SAMI EKBLAD	14	39DNC	39DNC	39DNC	131	131
34	K11	GARETH ROWLAND	18	39DNC	39DNC	39DNC	135	135
35	G59	FRANK KOMOROWSKI	25	39DNC	39DNC	39DNC	142	142
36	KC3475	LESTER DRUIVEN	26	39DNC	39DNC	39DNC	143	143
37	US5008	PETER NORDQUIST (T17)	31	39DNC	39DNC	39DNC	148	148
38	S928	JONATAN HAEGER	39DNS	39DNC	39DNC	39DNC	156	156

REGATTA RESULTS

2026 EUROPEAN CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

A FLEET 1-17

POS	SAIL	NAME	R1	R2	R3	TOTAL	NETT
1	C20	RASMUS MAALINN	2	5	2	9	9
2	P155	ŁUKASZ ZAKRZEWSKI	1	12	5	18	18
3	P36	KAROL JABLONSKI	3	4	12	19	19
4	P114	MICHAŁ BURCZYNSKI	8	16	1	25	25
5	P254	RAFAL SIELICKI	9	13	3	25	25
6	C36	ARGO VOOREMAA	5	14	7	26	26
7	M53	PETER HAMRAK	7	11	8	26	26
8	P31	ROBERT GRACZYK	15	8	4	27	27
9	C96	HARDI LAURITS	6	15	10	31	31
10	C53	JOONAS KIISLER	12	1	18	31	31
11	P55	TOMASZ ZAKRZEWSKI	10	9	13	32	32
12	C73	EIGO HELIMETS	16	2	14	32	32
13	P13	DARIUSZ KARDAS	14	6	16	36	36
14	S887	GUSTAV LINDÉN	18	3	17	38	38
15	P243	ADAM SZCZESNY	13	7	21	41	41
16	P338	MACIEJ ZARNOWSKI	11	25	6	42	42
17	P431	JAREK RADZKI	24	10	15	49	49

REGATTA RESULTS

2026 EUROPEAN CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

A FLEET 18-35

POS	SAIL	NAME	R1	R2	R3	TOTAL	NETT
18	C72	MAREK LENTSIUS	20	21	9	50	50
19	P104	WOJTEK BARANOWSKI	4	18	29	51	51
20	Z119	MAXIME BACHELIN	19	22	11	52	52
21	G390	ANJA FIEDLER	17	23	23	63	63
22	S878	TOMASZ FLISIAK	23	19	22	64	64
23	P311	WOJCIECH WOREK	21	20	36DNF	77	77
24	US5166	CHRISTOPHER BERGER	22	29	26	77	77
25	P107	MAREK STEFANIUK	28	30	20	78	78
26	P341	RAFAŁ ŁUGOWSKI	36DSQ	17	25	78	78
27	C65	JORGEN KUIVONEN	25	26	28	79	79
28	KC5514	JOHN CURTIS	32	28	19	79	79
29	S906	TOM HOGARD	26	24	32	82	82
30	P3	KACPER WOREK	30	27	30	87	87
31	S881	STEFAN ERIKSSON	29	35	24	88	88
32	G107	BERND ZEIGER	33	31	27	91	91
33	S867	DIDERIC VAN RIEMSDIJK	27	33	31	91	91
34	D126	LARS MOLLER	31	32	34	97	97
35	KC5247	JACEK MARZENSKI	34	34	33	101	101

REGATTA RESULTS

2026 EUROPEAN CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

B FLEET 1-34

POS	SAIL	NAME	R1	R2	TOTAL	NETT
1	G8	THOMAS HUBER	3	1	4	4
2	D112	THOMAS EBLER	1	4	5	5
3	L132	OSCAR LINDELL	9	2	11	11
4	S844	MAX KOSZELA	5	10	15	15
5	L601	JOHN WINQUIST	4	13	17	17
6	S885	NIKLAS PHILIPSON	2	17	19	19
7	D366	LARS ORUM	12	8	20	20
8	P451	ROBERT KOZIOŁ	6	15	21	21
9	C17	ERKI TERAS	8	14	22	22
10	C80	KARL ADER	11	12	23	23
11	L147	KIMMO VILJAMAA	15	9	24	24
12	L103	TIMO LEHMUSKALLIO	14	11	25	25
13	P125	DARIUSZ KOSECKI	20	7	27	27
14	P247	MACIEJ BROSZ	23	6	29	29
15	P102	LAURA BANACH	10	19	29	29
16	P74	JERZY ARTUR TABER	13	18	31	31
17	H404	MARTIN VAN WETTUM	7	28	35	35
18	H852	DENNIS DE RUITER	19	16	35	35
19	OE213	PETER UHLMANN	33	3	36	36
20	P65	MAREK BERNAT	32	5	37	37
21	Z78	UELI MARTI	17	21	38	38
22	D156	POUL JORGENSEN	18	26	44	44
23	US5352	DANIEL HEARN	21	24	45	45
24	S907	AXEL ALM	24	23	47	47
25	P200	ROMAN MORGAS	28	20	48	48
26	L37	TIMOLEON CARAVITIS	26	22	48	48
27	Z124	BERNARD VANANTY	16	35DNF	51	51
28	P58	JERZY HENKE	25	27	52	52
29	C71	KRISTIAN ALLIKMAA	31	25	56	56
30	G102	MICHAEL HOTHO	27	29	56	56
31	G936	JOST KOLB	22	35DNS	57	57
32	US5358	DAVID FROST	30	30	60	60
33	H845	PETER GREVELING	29	35DSQ	64	64
34	G719	ANDI LACHENSCHMID	35DNC	35DNC	70	70

REGATTA RESULTS

2026 EUROPEAN CHAMPIONSHIP
FEBRUARY 14-21
LAKE BUKOWO, DABKI, POLAND

C FLEET 1-29

NO	SAIL	NAME	R1	R2	TOTAL	NETT
1	L69	SAM FAGERLUND	1	4	5	5
2	P442	KRZYSZTOF PROT	5	2	7	7
3	Z47	JEAN-PIERRE COMTESSE	3	5	8	8
4	Z25	PIERRE BACHELIN	11	1	12	12
5	OE250	ROLAND HUBER	8	6	14	14
6	C59	OTT SAAR	12	3	15	15
7	P379	WERONIKA MARTYNOWSKA	2	14	16	16
8	Z42	RUDOLF FREDY	6	16	22	22
9	G828	PETER BRÖG	4	19	23	23
10	OE119	WALTER KÖLBL	16	7	23	23
11	S871	LEIF GIMERUS	10	15	25	25
12	C95	RASMUS KUHI-THALFELDT	17	12	29	29
13	Z133	PIERRE-ALAIN RAYNAL	21	9	30	30
14	H580	JOHAN TOLSMA	7	24	31	31
15	G44	HEINER FORSTMANN	13	18	31	31
16	T4	ANTANAS GERASIMAVICIUS	14	17	31	31
17	L154	CLAUDIA MISHIMA	9	23	32	32
18	US3433	ROBERT CUMMINS	19	13	32	32
19	P4	MARIA OLEKSY	23	10	33	33
20	P2	ZDZISLAW PROT	26	8	34	34
21	Z61	MARC-MARTIN PHILIPPE	15	20	35	35
22	C56	MART TOOTS	25	11	36	36
23	O14(O1)	RUTA PAMPE	18	25	43	43
24	L155	WALTTERI MOISIO	22	21	43	43
25	P44	JANUSZ MAREK TABER	24	22	46	46
26	P54	PAWEL MATEJAK	20	27	47	47
27	G508	CHRISTIAN GOECKE	34DNF	26	60	60
28	P34	GRZEGORZ PIECZKO	27	34DSQ	61	61
29	G677	MATTHIAS HOTHO?	34DNC	34DNC	68	68
29	H720	JOOST VAN RAAY	34DNS	34DNS	68	68
29	O31	MADARS ALVIKIS	34DNS	34DNS	68	68
29	G51	BERND JAHN	34DNS	34DNS	68	68
29	Z87	MATHIEU CONUS	34DNS	34DNS	68	68

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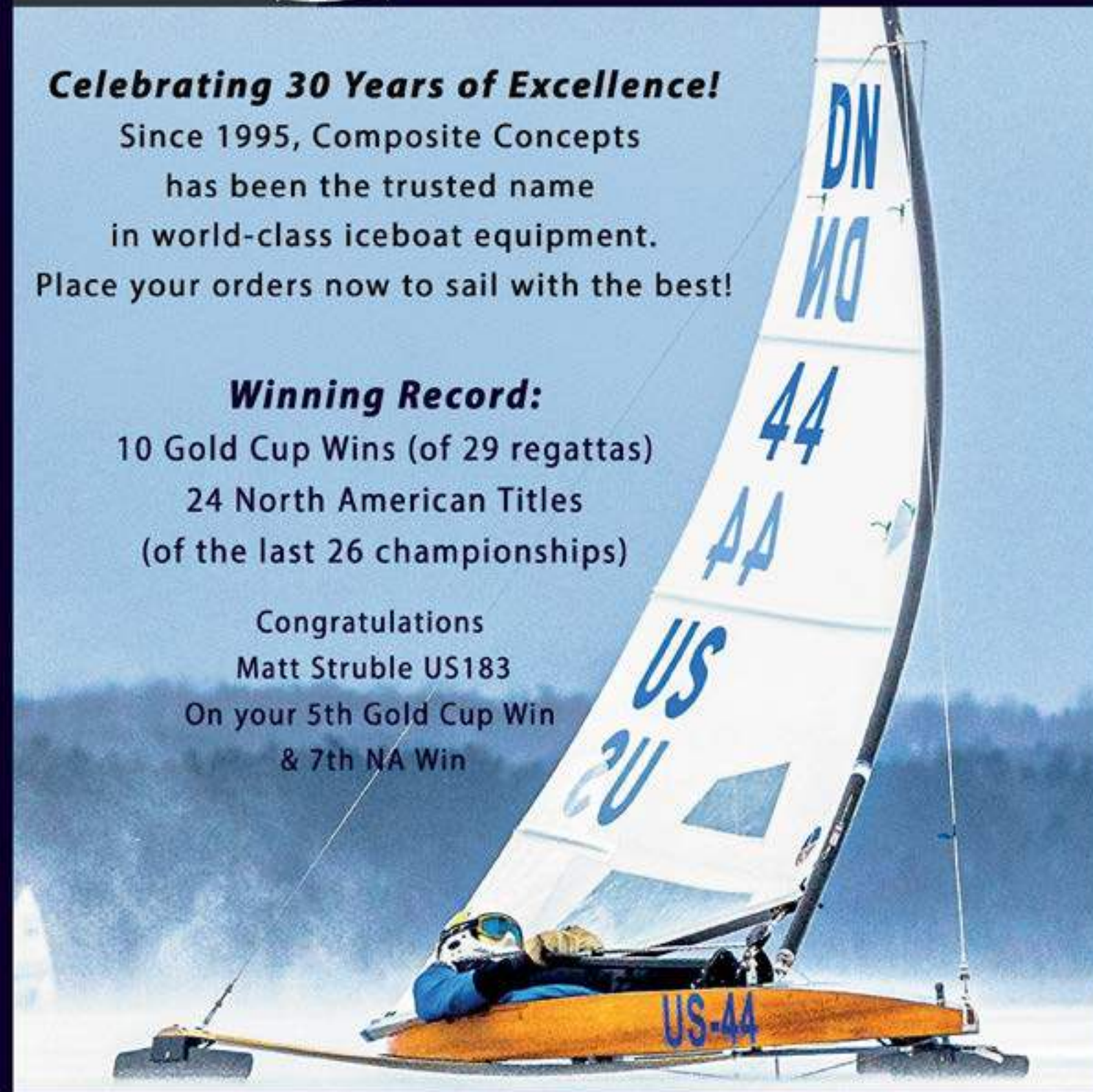

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