

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MARCH 2020

A photograph of a person in a small ice yacht on a frozen lake. The person is wearing a blue helmet and a dark jacket, and is seen from behind. The ice yacht has a long, thin hull and a large, white sail with red markings. The background shows a vast, flat expanse of ice under a clear blue sky.

CHOCK ALIGNMENT BY PETER VAN ROSSEM KC 2766
INTO THE DAWN TO MONTANA BY DEB WHITEHORSE
2020 NORTH AMERICAN CHAMPIONSHIP RESULTS

CONTENT

Cover Photo: Sean R. Heavey searheavey.com



Photo: Gretchen Dorian

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05

REGATTA SCHEDULE

Continental and regional regattas for the 2019-2020 season.

06

IDNIYRA OFFICERS

International class officers and North American regional commodores.

10

DN TECHNOLOGY

Another way to align your checks on the runner plank.

By Peter Van Rossem, KC2766



14

INTO THE DAWN TO MONTANA

The North American championship went where no regatta has gone before.

By Deb Whitehorse

22

RESULTS

Results from the 2020 North American championship.

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COMMODORE'S MESSAGE

WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

I have three threads in this column: congratulations, an apology and technical specifications.

We have two new winners of the North American Championships and the Gold Cup. James 'T' Thieler won the North American Championships in a tight, five-race series on Fort Peck Reservoir near Glasgow Montana. Lukasz Zakrzewski won a four-race series in Sweden after a challenging search for ice in Europe. Congratulations to both of you.



Photo: Gretchen Dorian

Congratulations also to Western Region Rear Commodore Daniel Hearn, and PROs Dan Heaney and Joe Norton, and their team, for organizing and running a successful North American Championship. Montana set a new standard for 'how far west will you go?' It is a credit to their organization and leadership skills that so many of their original volunteers committed to the trek to Montana.

Regional Rear Commodores organize continental or Gold Cup regattas on behalf of the IDNIYRA Governing Committee and the IDNIYRA membership. Our governing documents give the Governing Committee a supervisory role at these regattas, providing guidance or direction to the Regatta Chair and Race Committee as required. This year, some of the Governing Committee input was, at best, insensi-

tive to the contributions of our volunteers. I offer my apologies for this, and hope that we can do a better job in future, with better communications between the Governing Committee and those who deliver the regatta for our members.

At both the North American Championships and the Gold Cup there were concerns about compliance with DN Technical Specifications. No valid protests against alleged specifications violations were filed in either regatta, although we did receive, and refuse specifications-related protests after completion of the North American Championships.

Talk in the pits, both in Montana and Sweden, concerned several alleged technical violations:

- Fairing of runner plank to runner chock intersections;
- Use of carbon fiber foot-rests and bulkhead guards within hull structure;
- Minimum radii of seat backs;
- Recessed mainsheet block mounts;
- Mast minimum weights;
- Sailcloth specifications; and,
- Bolt-rope construction.



Photo: Gretchen Dorian

In my own mind, some of these allegations are well-founded, but others are not. Regardless, there appears to be an increasing preparedness to ignore inconvenient specifications. Continued next page

One might say 'so what' for those things that don't affect performance, but that attitude is likely the beginning of a slippery slope.

The Governing Committee is concerned that infractions of technical specifications are becoming more widespread and has asked the Technical Committee to examine the matter and to communicate with members. We hope that such communication will encourage improved compliance with technical specifications. Should those communications fail, there are competitors who have indicated their intention to file measurement protests at the 2021 Gold Cup. I would much rather see willing compliance than disqualification of competitors from races. Finally, at about the same time as the publication of this Runner Tracks you should be receiving your first electronic ballot on changes to Technical Specifications. There will be four items: a proposal to eliminate the minimum weight of masts; a proposal to eliminate the centre of gravity requirement for masts; a proposal to drop the requirement for wood

in the construction of 'wood body' runners; and, a proposal to slightly reduce the minimum thickness of steel insert runner blades. I encourage your participation in this ballot.

Warren Nethercote KC3786



Photo: Gretchen Dorian



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gretchen dorian

Steve Orelebeke US4926 & Ron Sherry US44 in close racing action during the last race of the Gold fleet at the 2020 North American Championship. Photo: Gretchen Dorian

HALE

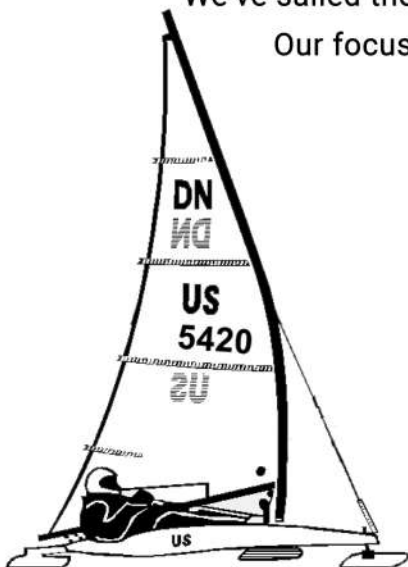
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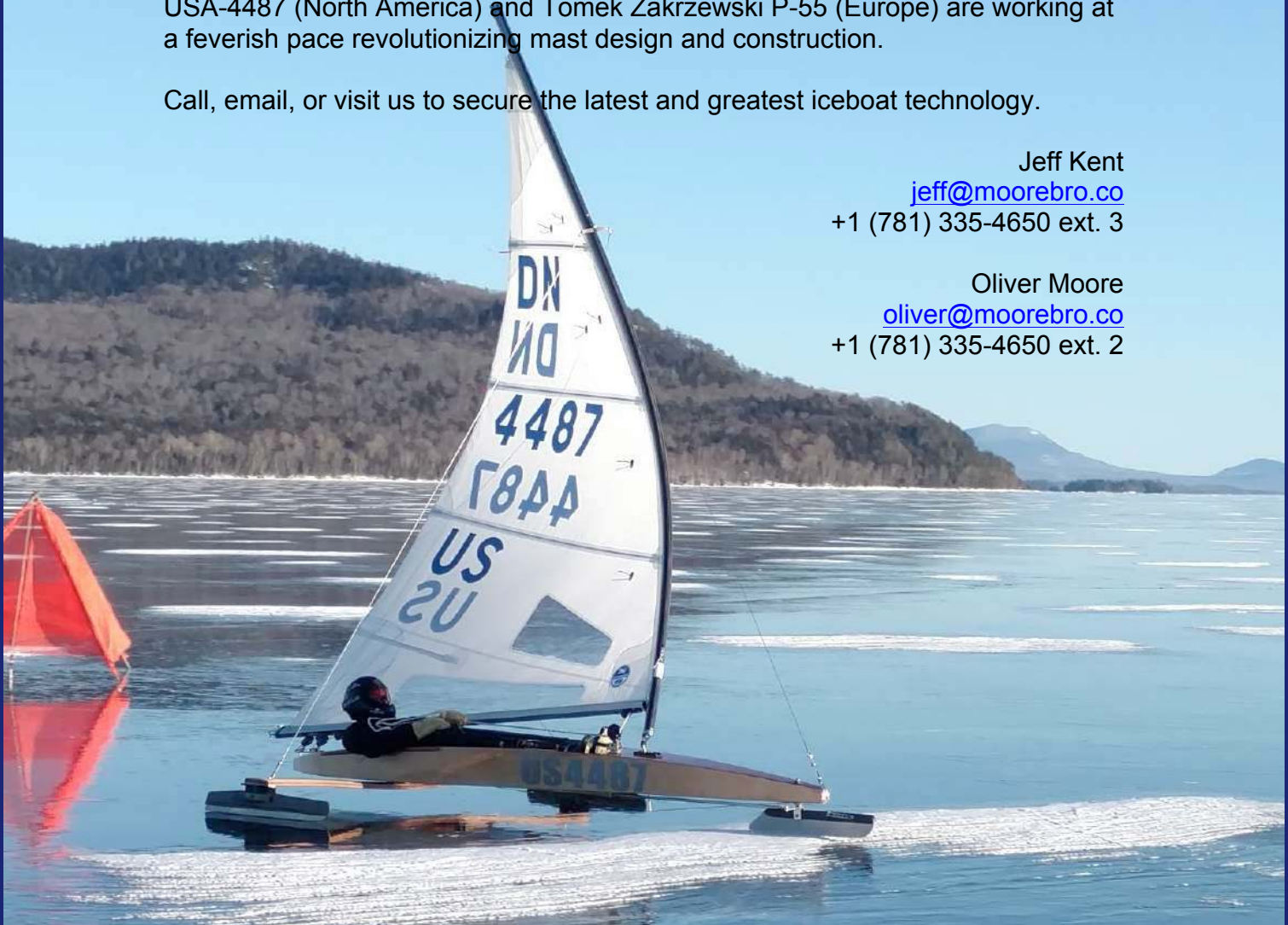
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ANOTHER WAY TO ALIGN YOUR CHOCKS ON THE RUNNER PLANK

By Peter Van Rossem, KC 2766

Peter Van Rossem, John Curtis, Colin Duncan and I travelled to the 2019 Great Western Challenge together. After dinner we typically got together to tell the usual lies, but we also talked about how we built and set up our DN's. Here is what Peter Van Rossem (KC 2766) does to fix his chocks to his runner plank. Warren Nethercote

At the 2015 DN Gold Cup in Kingston I was fortunate to talk to Tomasz Zakrzewski P55 between races and I asked him a lot of questions about iceboat set up. Among other things, he told me that he set up his chocks so that when your sailing weight was applied to the plank, the chocks would be parallel to each other and the runners would be 90 degrees to the ice surface while sailing. I asked him how he did that and he replied, "in a jig". That's about the time when we got called back to racing and so I started thinking about how I would make a jig to make my chocks parallel and stand 90 degrees to the ice with my weight on the plank. I also thought that a jig should allow me to glue my chocks to my runner plank without exposed clamp bolts on the top of the plank.

I am fortunate to have a well-equipped workshop so I designed and built a robust jig in mild steel tubing and bar stock, with accuracy and longevity in mind. The concept of the jig is simple: chock holders keep the chocks vertical and parallel and a centerline clamp holds the runner plank at the desired deflection while the thickened epoxy between the runner plank and chocks sets. A drawing of the 'Chock Set Up Jig' shows several views along with key dimensions. Those dimensions have not been 'triple-checked', so use at your own risk!

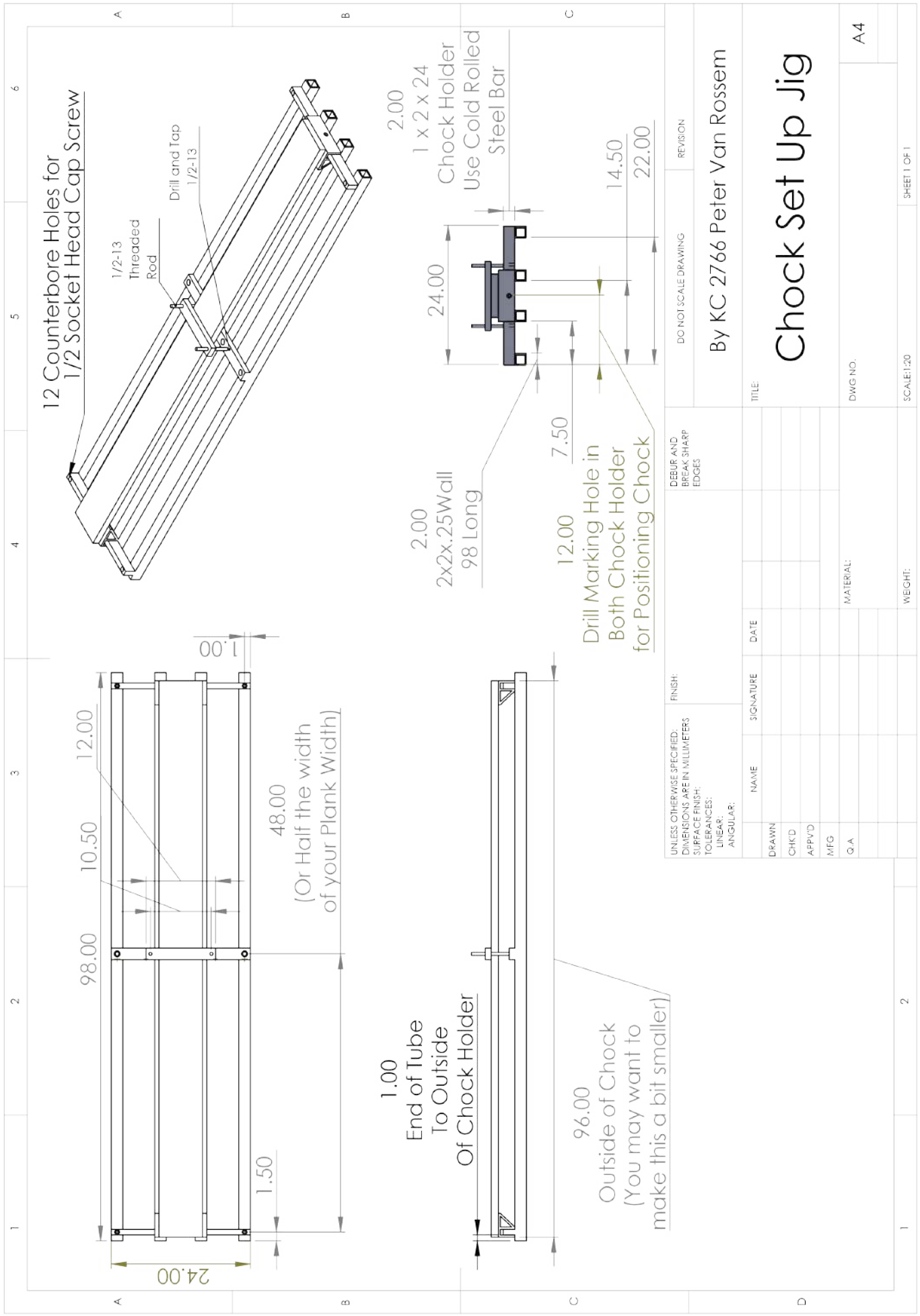
See "Chock Set Up Jig Drawing" on the opposite page.

Should you decide to build something like this there are points to note.

- When you drill and counter sink for the 4 holes in the chock holders, make sure you work only from the same end for measuring these holes out.
- Measure 12" from the same end and drill a small hole on the outside of each chock holder so you can visually see that hole when looking through the runner mounting bolt hole in the chock to make sure that the runner pivot bolts in the chocks are similarly aligned with the axis of the runner plank. Double check the chocks to see if the holes are drilled in the center of the chock as well.
- For the squaring and tightening the jig, I used 1/2 - 20 Fine Thread Socket Head Cap Screws (SHCS) to bolt the chock holders and center plate to the 4 pieces of 2 x 2 tubing base. I slotted the top of the tubing 1/2" x approx. 3" long from center plate location (48") and chock holder center location (94.25" Approx. Depending on Plank Width) to allow adjustment of the desired length of chock out to out dimension.
- For a nut inside the tube, I took a piece of 1/2 x 1 bar stock and drilled and tapped it for 1/2-20 to accept the 1/2 - 20 SHCS as the clamping nut.

When I set up the jig for use, I make it as square as possible and only tighten the assembly bolts slowly. I use a rubber mallet to make minor adjustments to the position and alignment of the chock holders.

Continued page 12



12 Counterbore Holes for
1/2 Socket Head Cap Screw

1/2-13
Threaded
Rod
Drill and Tap
1/2-13

1.00
End of Tube
To Outside
Of Chock Holder

96.00
Outside of Chock
(You may want to
make this a bit smaller)

2.00
2x2x.25Wall
98 Long

12.00
7.50
Drill Marking Hole in
Both Chock Holder
for Positioning Chock

2.00
1 x 2 x 24
Chock Holder
Use Cold Rolled
Steel Bar

UNLESS OTHERWISE SPECIFIED:
DIMENSIONS ARE IN MILLIMETERS
SURFACE FINISH:
TOLERANCES:
LINEAR:
ANGULAR:

DEBUR AND
BREAK SHARP
EDGES

DO NOT SCALE DRAWING

REVISION

By KC 2766 Peter Van Rossem

TITLE:

Chock Set Up Jig

DRAWN: _____ DATE: _____
CHK'D: _____
APP'VD: _____
MFG: _____
Q.A: _____

NAME: _____

SIGNATURE: _____

MATERIAL:

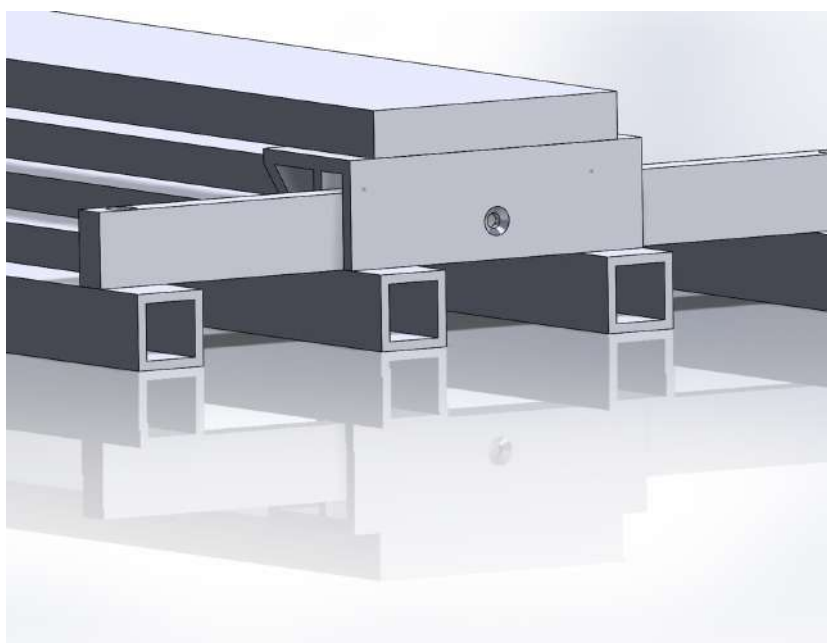
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A4

CHOCK SET UP JIG

Continued from page 10

To check alignment of the chock holders I use a measuring bar made from 0.25 x 1.5 mild steel bar stock bar, with a dial indicator bolted to one end and an adjuster screw on the other. I also made four 1" high x 2" wide x 24" long pieces of wood and laid them down on top of the tubing to give mid-span support to the measuring stick, so it does not bend giving a false measurement. I measure the distances between the front and then the back of the two 24" long chock holder bars. Once the chock holder bars are parallel, I lock down the SHCS and I am ready to install chocks.



The process of placing the chocks, adding glue and chock set screws and placing and clamping the plank down to the desired deflection is intuitive. But once the glue dries, simply unclamping the center of the runner plank will jamb everything solid. You could remove the bolts for the chock holder bars before releasing the runner plank clamp bolts but doing so would require re-aligning the jig for every chock installation. Instead, once the epoxy is cured, you can pull the plank assembly straight up, off the jig. You do this by setting wood blocks on either side of the plank near the chocks. Lay a plank over top of the iceboat plank and make sure it is high enough to allow the chock to be pulled clear of the chock holder. Just pull each chock up 1/2" at a time, then loosen off the center clamp and repeat until the chocks are off the chock holder. I hope this is clear. Let me know if you have any questions.

Peter Van Rossem KC 2766

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Group shot from the 2020 North American championship on Fort Peck Reservoir in Montana.
Photo: Gretchen Dorian.

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INTO THE DAWN TO MONTANA

THE 2020 IDNIYRA NORTH AMERICAN CHAMPIONSHIP
WENT WHERE NO REGATTA HAS GONE BEFORE

By Deb Whitehorse



2020 NORTH AMERICAN CHAMPION JAMES "T" THIELER US5224
PHOTO: SEAN HEAVY



Brian Jones US1576

Photo: Gretchen Dorian

The DN class made history this season by holding the first ever continental regatta west of Minnesota. Every year, I semi-jokingly ask the Rear Commodore in charge of the regatta, “what about Montana?” This time, someone said yes. Conditions at every sailing site from Minnesota to the east coast in North America were bleak. Event organizer Western Region Rear Commodore Daniel Hearn was faced with the prospect of either cancelling the regatta or taking a chance in Big Sky Country.

Ice sailing is not new to Montana. Canyon Ferry near Helena is a famous destination for pleasure sailing. It began several decades ago when the late Carl Harper of Madison, Wisconsin moved there and brought his Skeeter to the lake.

Our journey to Fort Peck Reservoir started in Hawaii, where Montana ice and land sailor John Eisenlohr was on vacation when he took time out of his surfing schedule to pick up the phone and talk ice. Canyon Ferry sailors Dave Gluek US5526 and Dale Livesey were also helpful with advice. All 3 mentioned Fort Peck, Montana as a potential site. “350 square miles of epic black ice,” was how John described it and tantalized us with on-board videos he had filmed while sailing his Skeeter there a few years ago as to the site’s potential.

All 3 named Fort Peck DN sailor, Tim Ogrinic US4706 as the guy with spikes on the ice there. It was immediately evident that Tim knew the language of ice. He has been skating, mountain biking, and ice sail-

ing the reservoir for 25 years. Fort Peck Reservoir was freezing over as he looked out on it while on the phone with me. His voice conveyed the same energetic tone heard in iceboaters when talking about a sheet that’s just a few hours from developing. It was a tricky situation, Tim was not a ranked sailor but he was all that stood between cancellation and a North American championship. For 3 days in a row, Tim gladly did what we asked and braved brutally cold temperatures to take video while sailing his DN on the reservoir.

RESERVOIR NUMBERS

- Montana’s largest body of water
- 134 miles in length
- 1,520 miles of shoreline, that’s more than California’s coast
- 5th largest artificial lake in the United States
- Constructed between 1933 - 1937

He put us in touch with the Commodore of the Fort Peck Sailing Club, Melissa Sigmunstad and her husband Rafe, so that we could understand the permitting processes needed to sail on Fort Peck Reservoir. I had heard that getting permits for a Montana ice sailing regatta could be a challenge but staff at the Army Corps of Engineers and Montana Fish Wildlife and Parks dispelled that notion with their enthusiasm and willingness to help. Dale Livesey spent time talking with the Helena area authorities clearing the way in case we ended up at Canyon Ferry. On January 18, event chair Daniel Hearn put the green flag up and the race was

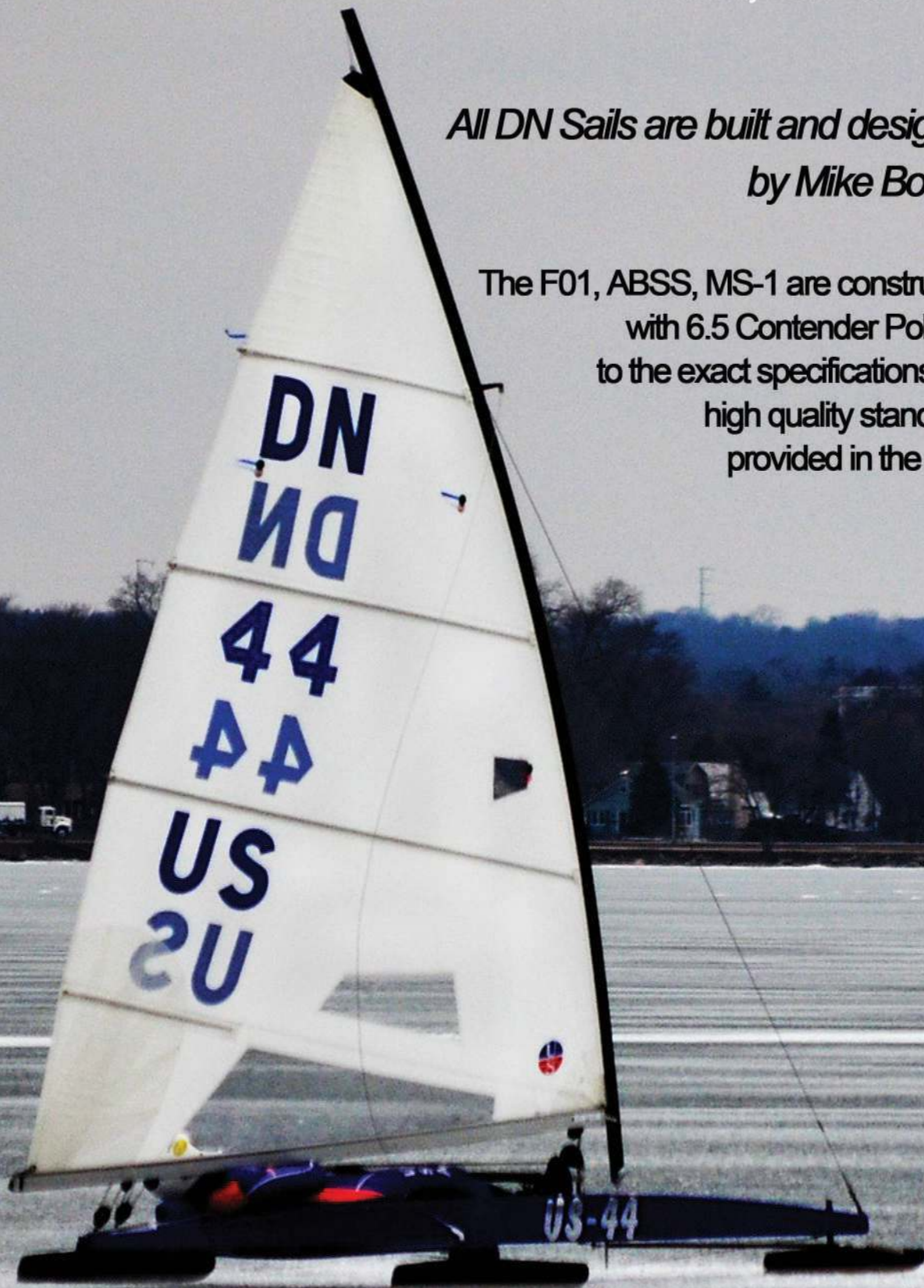
Continued page 18

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on for Fort Peck Reservoir. Remarkably, everyone member of the Race Committee and almost 60 of the 90 registered skippers said yes to this crazy adventure and started driving west into the wild blue yonder.

Proving that the DN class has a wide presence, the regatta picked up 3 local Montana sailors, ice checker Tim Ogrinic US4706, Tom Berrum US4857, and Dave Gluek US5526.

THE OFFICIAL MIDDLE OF NOWHERE

In case there was any doubt, regatta headquarters was truly in the middle of nowhere. In 2018 the Washington Post designated Glasgow as “the middle of nowhere” for the contiguous United States. “Of all towns with more than 1,000 residents, Glasgow ... is farthest – about 4.5 hours in any direction – from any metropolitan area of more than 75,000 people”.

Once the fleet arrived to Glasgow and settled in, the focus turned to racing which began on Wednesday, January 22. Then the wind shut down for the next 2 days. Something heard from the locals that week was that high winds are usually the rule there—that is until the DN class arrived. But the wind made an appearance on the last possible day, Saturday, January 25 and the regatta was completed with 5 Gold and 4 Silver fleet races.

During the week, event chair Daniel Hearn organized successful and well attended events like the Speed Symposium and the “Wheel of Desire” raffle night

which helped to raise funds that went towards the regatta expenses.

Being so far away from our usual locations, I witnessed many instances of our group going the extra mile to lend a hand to anyone who needed it – be it boat set up, car repair, and even staying an extra few days to make sure our PRO arrived safely home after an incident with an ATV.

The regatta will be remembered for a spectacular drone video by Glasgow photographer, Sean Heavey. Over the week, Sean developed a knack for identifying the best racing action. His epic video of a battle for 1st place between Ron Sherry US44 and Steve Orlebeke US4926 has to be one of the most viewed ice sailing videos in history. When I wrote this article, the Facebook video alone had 450 shares and 27,000 views.

Congratulations to each competitor and the Race Committee who all took a chance on Montana and joined the adventure. Congratulations to Gold fleet winner, James “T” Thieler and to Silver fleet winner, Peter Johanson.



Vice Commodore Jody Kjoller US5435 with Ron Sherry US44 2nd, James “T” Thieler US5224 1st, and Chad Atkins US4487 3rd.

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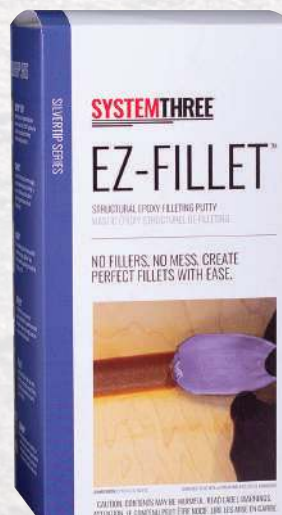
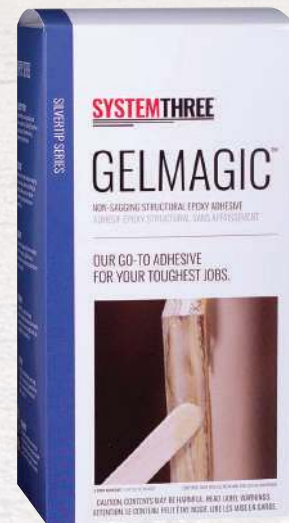
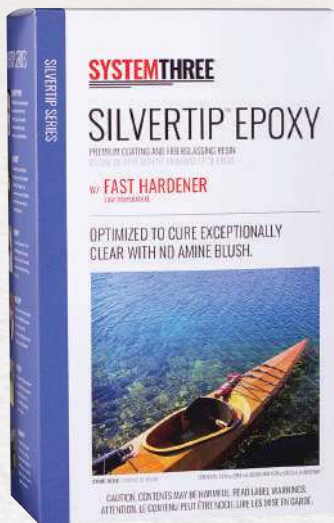
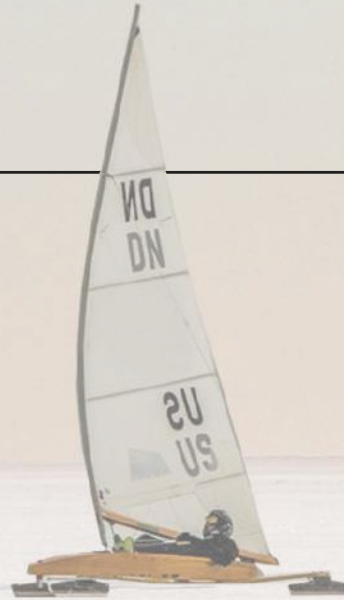


PHOTO GALLERY

PHOTOS BY GRETCHEN DORIAN

Right, Montana racers Tim Ogrinic US4706,
Tom Berrum US4857, and Dave Gluek US5526

Below: Silver fleet champion Peter Johanson US5633





Above: Tim Ogrinic US4706,

Below: Mike Miller US5369



REGATTA RESULTS

2020 NORTH AMERICAN CHAMPIONSHIP
18-25 JANUARY

FORT PECK RESERVOIR, FORT PECK, MONTANA



GOLD FLEET 1-35

POS	SAIL	NAME	R1	R2	R3	R4	R5	NET
1	US 5224	JAMES "T" THIELER	(4)	1	3	1	4	9
2	US 44	RON SHERRY	6	2	1	(8)	1	10
3	US 4487	CHAD ATKINS	1	3	2	(6)	5	11
4	US 4926	STEVE ORLEBEKE	5	7	(11)	3	2	17
5	US 5166	CHRIS BERGER	3	(8)	4	7	3	17
6	US 4	GRIFFIN SHERRY	7	9	8	(16)	7	31
7	US 5352	DANIEL HEARN	(10)	6	6	10	10	32
8	US 807	JR FRANCIS	(13)	12	5	9	8	34
9	US 5193	ERIC ANDERSON	9	14	9	2	(36 DNS)	34
10	KC 2766	PETER VAN ROSSEM	11	11	(36 DNS)	11	6	39
11	G 107	BERND ZEIGER	(18)	10	15	4	12	41
12	US 321	MIKE BLOOM	12	(34)	10	17	13	52
13	G 737	JOERG BOHN	17	(26)	13	5	18	53
14	US 4691	JOHN DENNIS	2	4	12	(36 DNS)	36 DNS	54
15	US 4975	ROBERT EVANS	8	5	7	(36 DNS)	36 DNS	56
16	US 111	MATT KOCH	15	13	14	(23)	14	56
17	US 3535	JEFFERY KENT	19	18	(20)	12	15	64
18	US 3705	ROB HOLMAN	(26)	15	21	14	16	66
19	US 4882	RICHARD WOLLAM	14	16	18	22	(24)	70
20	US 3283	J. BRUCE WILLIAMS	16	23	(30)	13	19	71
21	US 4775	EBEN WHITCOMB	20	(30)	17	21	17	75
22	US 4249	DAVE GLICK	(30)	21	25	15	20	81
23	US 4148	TIM DIXON	21	(28)	19	19	25	84
24	US 4155	RICK LEMBERG SR.	23	20	(24)	20	22	85
25	US 5358	DAVID FROST	22	17	(33)	26	23	88
26	US 5053	GEORGE REIS	29	24	(32)	27	9	89
27	US 5430	BILL CUTTING	25	22	27	18	(36 DNF)	92
28	US 602	TOMAS MEYER	27	(29)	23	24	21	95
29	US 4192	RANDY ROGOSKI	28	19	16	(36 DNS)	36 DNS	99
30	US 4868	JULIE RICHARDS	24	(31)	22	28	29	103
31	US 5435	JODY KJOLLER	35	(36 DNS)	36 DNS	25	11	107
32	US 1610	BRUCE BROWN	(34)	27	28	30	28	113
33	US 5526	DAVE GLUEK	31	25	26	(36 DNS)	36 DNS	118
34	US 5630	KAREN BINDER	(33)	32	31	29	26	118
35	KC 3786	WARREN NETHERCOTE	32	(33)	29	31	27	119

REGATTA RESULTS

2020 NORTH AMERICAN CHAMPIONSHIP
18-25 JANUARY
FORT PECK RESERVOIR, FORT PECK, MONTANA

SILVER FLEET 1-26

POS	SAIL	NAME	R1	R2	R3	R4	NET
1	US 5633	PETER JOHANSON	1	5	1	1	8
2	US 5451	ANDREW ALLEN	5	1	2	2	10
3	US 5369	MIKE MILLER	2	4	7	4	17
4	US 4203	PATRICK FITZGERALD	9	9	3	6	27
5	US 3314	BILL BUCHHOLZ	16	2	4	8	30
6	US 3433	ROBERT CUMMINS	6	8	10	9	33
7	KC 5591	MIKE WEBBER	12	11	6	5	34
8	US 1277	HAL BOWMAN	10	15	8	3	36
9	US 2360	PETE JOHNS	14	14	5	7	40
10	US 4387	CHARLIE BLAIR	4	12	12	15	43
11	KC 5457	COLIN DUNCAN	7	17	11	12	47
12	US 4783	RHEA NICHOLAS	19	16	9	10	54
13	US 209	ARTHUR D ROSE	17	10	14	13	54
14	US 1576	BRIAN JONES	3	3	27 DNS	27 DNS	60
15	US 4706	TIM OGRINC	18	19	13	11	61
16	US 445	BOB CAVE	8	7	27 DNS	27 DNS	69
17	US 3909	DONALD WILLIAMS	13	13	27 DNS	16	69
18	US 4137	KEN SMITH JR	15	6	27 DNS	27 DNS	75
19	US 4857	TOM BERRUM	24	27 DNS	15	14	80
20	US 1313	BOB RAST	11	27 DNS	27 DNS	27 DNS	92
21	US 3576	BRUCE JONES	27 DNF	18	27 DNS	27 DNS	99
22	US 5471	TIMOTHY CLEARLY JR	20	27 DNS	27 DNS	27 DNS	101
23	US 5644	MORGAN JONES	21	27 DNS	27 DNS	27 DNS	102
24	US 5432	BILL EKLUND	22	27 DNS	27 DNS	27 DNS	103
25	US 294	LOU LOENNEKE	23	27 DNS	27 DNS	27 DNS	104
26	US 5590	CHRIS GORDON	27 DNF	27 DNS	27 DNS	27 DNS	108

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