

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

# RUNNER TRACKS

MAY 2021

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Cover Photo: Kent Baker US5219 at the 2021 U.S. Nationals on Black Lake in Michigan  
 Photo: Gretchen Dorian gretchendorian.com



Nancy and Eric Smith US2500 celebrate Eric's 2021 Central Region regatta win.

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RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

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# COMMODORE'S MUSINGS

FROM THE COMMODORE, INSURANCE, ELECTIONS, & MORE BALLOTS  
 WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

I thought I would address three things again in this column, talking about what is behind us, about what is in the headlights, and about what is further down the road.

### Fixing some past problems

The Governing Committee was surprised this year when our liability underwriter announced that they were withdrawing from the market. In recent years, we bought into a group policy offering liability coverage to classes running events 'off the beach'. It was coverage that seemed to suit us to a T since we had no property assets. We soon discovered that finding replacement coverage was not going to be easy. We operated for most of the 2020/2021 season without coverage and were fortunate in two ways: first, that we did not have any incidents requiring insurance payouts, and second, that no regatta site asked to be added as a rider to our (non-existent) policy as a condition of basing an event from their land or facilities.

We owe great thanks to two insurance experts who helped us with our problem. First to Marcella Grunert, who identified a number of sources for 'event coverage', although none proved to be economic or suitable in the end. Often their focus was on things like the protection of spectators rather than the organization, its directors, and volunteers.

Second, we owe thanks to Tim Mower (US 5871), whose experience insuring clubs enabled him to find a package offering broad coverage. We now have access to coverage not only for IDNIYRA regattas but also explicitly protecting directors, officers, and volunteers. As a further bonus, we also have commercial fraud coverage. Our Constitution requires that surety bonds cover the secretary and treasurer - we have been operating without bonding for a number of years, and our new insurance addresses this deficiency. As an officer of IDNIYRA, I am happiest when I comply with our governing documents.

Of course, there is no free lunch. More coverage costs more money, so we will need to consider our budgetary response to increased costs. We also have an outstanding concern about the occasional regatta in Canada, where we were unable to obtain coverage from our US sources.

### In the Headlights - Election of Officers

The IDNIYRA fiscal year ends on June 30th, and with it, the term of elected officers.

I have used up my time as Commodore, and Jody Kjoller (US 5435) will be offering as Commodore in my place. His successful organization of the US National Championships in 2021 is an indicator of his potential as Commodore.

I am pleased to report that David Frost (US 5358) has agreed to offer as Vice Commodore, in full awareness that there is a follow-on job down the road! Deb Whitehorse (US 2366) is again offering to fulfill both the Secretary and Treasurer roles, as our Constitution allows. We have found this dual-hatting to be particularly effective in the administration of IDNIYRA. Finally, Bob Cummins (US 3433) is reoffering as Past Commodore. I have always valued his advice, and I am sure that Jody will too.

*Continued next page*



Photo: Gretchen Dorian



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On a slightly different front, John Curtis (KC 5514) is retiring as Canadian Rear Commodore, and Colin Duncan (KC 5457) has agreed to replace him. Thank you to both for supporting IDNIYRA at the regional level.

Finally, the spring ballot will also include a Constitutional amendment that explicitly defines the members' role in proposing changes to the Official Specifications. This explicitly identifies member responsibilities and authorities that existed long before adoption of the EPIC Agreement. A second Constitutional question will propose changing notice requirements for the Annual Meeting from 90 to 60 days, given our use of electronic communications. The proposed amendments were published in the December 2020 Runner Tracks.

**Down the Road – More Ballots**

The next class-wide ballot is scheduled for autumn 2021. It will be restricted to proposals for amendments to the Official Specifications. It will be an 'unbalanced' electorate: IDNIYRA membership remained strong this year (over 200 members are eligible for the election of officers), but IDNIYRA EU membership collapsed to 55 when no ranked regattas were offered this past winter.

This autumn, we should see as many as five questions on the ballot:

1. A proposal from Chad Atkins (US 4487) to make hull numbers optional rather than mandatory

2. A proposal from the IDNIYRA Governing Committee to clarify Section B (Runner Plank) of the Official Specifications (without changing what a legal runner plank is)
3. A proposal from Tomas Lindgren (S 81) to increase the maximum size of windows in the sail for safety reasons
4. A proposal from Ambrose Johnson (Z 88) to specify the optional use of national flags on sails
5. A proposal from Peter Hamrak (M 53) to require use of a break away steering post or tiller for safety reasons.

Questions 3, 4, and 5 are carry-overs that did not appear on the 2020 ballot.

There might have been more questions. In 2021 the European Secretaries received several proposals for changes, including a change of specified sailcloth, but decided to defer consideration of them until 2022 so that a more typical number of IDNIYRA EU members (approximately 200 instead of 55) would be eligible to vote on the proposals in Autumn 2022.

Warren Nethercote, KC 3786  
Commodore IDNIYRA



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# THOUGHTS FROM THE 2021 EUROPEAN SECRETARIES MEETING

BY WARREN NETHERCOTE KC3786

The IDNIYRA EU National Secretaries met via Skype on 24 and 25 April, 2021. The IDNIYRA Commodore and Secretary attended as non-voting observers, although our contributions to the meeting were welcomed. This article is NOT an official record, but instead represents our impressions of elements of the meeting of interest to IDNIYRA members.

A recurrent theme through the meeting was the state of the IDNIYRA EU membership. COVID 19 forced the cancellation of ranked regattas in Europe, as in North America, so only 55 members bothered to pay their 2021 dues. This had multiple effects, notably on budgeting, with considerable loss of membership income, and governance, with the number of European members eligible for DN Class voting in 2021 being reduced considerably.

A secondary contributor to IDNIYRA EU membership loss was the state of the organization's web site which was seen as 'unfriendly' and additionally, had not been operational for extended periods due to third party attacks and other issues. It is a well recognized principle that it should be simple for people to pay their bills – when they try and fail through no fault of their own they are unlikely to make a further attempt. The National Secretaries approved a plan to develop a new, more user-friendly website for IDNIYRA EU and to contract out that development.

The National Secretaries introduced the concept of a membership re-admission fee to encourage continuous membership. The re-admission fee would affect those who allowed their membership to lapse for any reason. Upon 'returning to the fold' a previous member would be required to pay a re-admission fee equivalent to the membership fee, in addition to the membership fee. Genuinely new members would continue to be liable only for the usual membership fee. Member reaction to this

remains to be seen.

There were 10 proposals for changes to the Official Specifications presented to the National Secretaries, 1 from Karol Jablonski (P 36) and 9 from Peter Hamrak (M 53) – see sidebar. Considering the low level of IDNIYRA EU membership, the National Secretaries were concerned about European representation in the Autumn 2021 class-wide ballot and chose to table consideration of the proposals until the 2022 National Secretaries meeting.

A key role of the National Secretaries meeting is regatta scheduling. The only regatta attempted by IDNIYRA EU in 2021 was the Junior World Cup/European Cup, without success. A final attempt at this regatta is scheduled for December 5 to 10, 2021, with Estonia as host. The 2022 Junior World Cup/European Cup is scheduled for March 6 to 11, 2022 with Poland as host nation.

The 2022 Gold Cup/European Championship is scheduled for February 19 to 26, 2022 with Switzerland as host nation. The European host nation is like a North American host region – more often than not the regatta will end up somewhere else! The setting of Gold Cup dates will allow IDNIYRA Central Region, host for the 2022 North American Championship, to begin its own scheduling and planning processes.

The EPIC Agreement combines Asian nations with Europe for the purposes of membership. The Jinzhou Yachting and Sailing Association applied for IDNIYRA EU membership on behalf of China, under the authority of the Chinese Yachting Association. This group has been offering ice sailing with BloKarts for a number of years and in 2019 built their first DN, following class plans obtained through IDNIYRA. They now wish to join the DN Class to enhance the development of their ice-sailing expertise. The National Secretaries approved their application.

## PROPOSALS FOR CHANGES TO THE OFFICIAL DN SPECIFICATIONS

Both Karol Jablonski (P 36) and Peter Hamrak (M 53) proposed changing the specifications for DN sailcloth. Karol proposed retention of Dacron of the same weight without dernier specification whereas Peter proposed opening up construction (at the same weight) to Dacron without dernier specification or 'composite sailcloth using only polyester reinforcement.' Both argued that the specification change would simplify materials supply and potentially reduce costs. The proposals have not been printed in full here because they will not be coming to a vote in 2021.

There was a short period of spirited discussion with strong opinions on both sides. Among other things it is noted that:

- The cost of cloth in current sails is only of the order of 100 Euros, so labour is the largest cost component for a sail
- The adoption of balanced cloth would likely lead to radial cut sails which could be visually more attractive, but more expensive due to higher labour content, and
- There are no supply issues with current approved cloths if ordered with sufficient lead time.

At an early juncture the Secretaries reflected upon Continental voter imbalance in 2021 and decided to table the matter until the 2022 National Secretaries meeting.

Of the two proposals the IDNIYRA Governing Committee prefers Jablonski's but would like neither as long as supply issues remain mainly a question of order lead time rather than ability to procure cloth. Current sails appear to meet members needs for performance and life at reasonable price.

Peter Hamrak's other proposals were never discussed due to tabling. They addressed:

- A17: Cockpit floor construction
- A25: Introduction of composite fuselage construction
- B1: Runner plank length measurement
- B4: Introduction of composite runner plank construction
- B10: Introduction of carbon fibre runner plank reinforcement
- C3f and g: Reduced mast weight and elimination of balance point
- E2e: Introduction of composite construction to 'wood' runner bodies

Warren Nethercote

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# THE **UNAVERAGE** YEAR

BY IDNIYRA VICE COMMODORE JODY KJOLLER US5435

Conditions, sailing, and level of participation at the 2021 U.S. Nationals at Black Lake in Michigan exceeded my expectations. Having never run a regatta before, I didn't know what to expect, what with the COVID19 restrictions.

The Nationals had the same feel as the North Americans because it was the only actual major event of the season. Everyone just wanted to go and sail, and with nothing else to do, the regatta was a way to be social. We seeded the fleets with a qualifier, just like we do at a continental regatta. But we missed our Canadian friends and their absence was a reminder that this was not an average year.

As an organizer, I learned how many people it takes to pull off a regatta. The IDNIYRA Rear Commodores, Commodore Warren Nethercote, and the Race Committee were crucial to the Nationals' success.

Our journey to the Nationals began with our ice scouts. Black Lake in northern Michigan is usually not scouted because it's typically snow-covered. After checking three other lakes, Michigan ice scouts Dick Wollam US4882, and Bob Gray US4654 discovered the sheet on Thursday, January 21. High winds kept them out of their boats, so early Saturday morning, I hopped in the car, pointed north, and made the 4-hour drive to Black Lake. I met up with Eric Smith US2500, John Harper US60, and Bill Coberly US472 to sail the lake. We checked with some ice fishermen about thickness and general condition.

It was my first time sailing on Black Lake. I've heard that iceboats haven't sailed it for at least 20 years. Black Lake has a reputation for freezing early, but too much snow usually makes it unsailable. However, this year was an exception when warmer weather melted the snow. The usual lake effect snowline ended west of Interstate 75 this year, and the locals expressed that this is happening more often than not. Our ice scouts will be adding Black Lake to their list.

Black Lake rated a seven, pebbly ice with small drifted spots that were easy to sail through. There was a lot of track out there, tons of area, and we had four square miles to play. We had three days of excellent racing with nine races in each fleet. The competition was tight in both fleets.

The racing was memorable for me. I was figuring out a new mast. In the qualifier, I kept pace with the eventual race winner, Eric Smith US2500. Joe Mead US637 was right in front of me, and we kept that order for six legs of the qualifier. I spent a lot of the time in the top ten from then on but couldn't quite keep up with the tuning. While everyone went to 95-degree runners, I stayed with 90s because I had more faith in them than my 95s.

I want to thank all who helped make the Nationals a successful event. Commodore Warren Nethercote; The Rear Commodores; Eastern Chad Atkins; Central Rob Holman; Canadian John Curtis; and Western Chris Berger. Chad had the idea to cut up an old mast to use for trophies and shipped them to me even though he couldn't attend.

PRO Dan Heaney, assisted by George Gerhardt, was on the ice early every day, checking wind and ice conditions. They also had help from Brian Blanchard. Rich Potcova trailered the Toledo Ice Yacht Club's ATV. The Nationals were an excellent opportunity for our new measurer Dave Ryan (he's also head of PHRF Lake Erie) to get a feel for the job. Scoring team Erica Stange and Deb Whitehorse and off-shore tabulators Ann and Bob Foeller kept us updated with scores.

Paul Goodwin not only lent his technical expertise for measuring, but he also lent me his tiller after mine snapped off on the practice day. Kent Baker and Erica Stange discovered the alternate launch, where some vehicles couldn't make the incline. The driveway required some sanding, provided by area resident John George. And finally, thank you to all the class members who attended this regatta and continue to support the DN class.



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# U.S. NATIONALS

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Bill Cutting US5430 and son, Bobby Cutting discuss tactics at Bobby's first DN regatta.



Griffin Sherry US4 and Paul Goodman US46



Erin Bury US5397 sailing her first DN regatta.

The class was again fortunate to have two professional photographers on hand, Gretchen Dorian (gretchendorian.com) and Catherine Firmbach (cefirmbach.com), to capture all the action. These two talented photographers are crucial in telling the story of our sport through their images.

Minnesotan by way of Australia Peter Norton KA2 carried the lone international sail number at the Nationals. When he wasn't racing, Peter turned his attention to his professional video expertise with his drone and high-tech camera. Peter's colleague, Brian Blanchard, traveled with him initially to help with filming but instead was drafted into helping the race committee. Sam Bartel US1011, a collegiate sailor new to DN sailing, edited a slice of Peter's video footage into a spirited, highly watchable Youtube video.

# THERE'S ALWAYS MOOSEHEAD

BY BILL BUCHHOLZ US3314

There's this thing with iceboaters called hope. Without it, we'd be nothing. In Maine, towards the end of every season, as southern lakes give way to crocuses, the word is: "there is always Moosehead." We watch the webcams and forecasts daily; check with the spies when it looks close. This past weekend was some of the best sailing we've had all season: big ice, big winds, awesome scenery. The only thing missing was more iceboaters. It's ok to be sunbathing in early April and still be thinking ice, really. Where were they all?

Friday was windy, overcast, and continuous flurries. The kind of snow that looks like it will stop at any moment, but it just kept on and on but oddly with no accumulation. We scouted the extent of the plate, finding open water to the north, south, and east. That still left a two-by-five-mile plate, a tiny fraction of the lake, but big enough for big fun.

More aggressive scouting on Saturday discovered sailable crossings to the extreme north end and then down south past Kineo as well. The great North Carry remained inaccessible but just sailing along staring at its horizon, below, was mesmerizing.

Karen Binder, James "T" Thieler, and Jeff Kent showed up and set marks. While the DN's refined their technique, the cruisers would drop in on the course between long legs up and down the lake. We did one start together, three DN and a pair of Whizz. Interesting results.

Jeff just missed this photo: he'd gone back to get his 360 GoPro. See his incredible footage on the Chickawaukee website [https://iceboat.me/!](https://iceboat.me/) As the wind built, the Whizz reduced sail to DN rigs, and the whole fleet tore it up until dark. The ice stayed hard; the wind stayed strong; the sun stayed bright and warm: perfect spring sailing. The only softening was in the parking lot.

Sunday was a strange day. The wind was blowing in Greenville, at the south end of the lake, but there wasn't much at the north end. Returning to the theme of hope, we pushed out, searching for puffs. There was a small drift from the east that tempted us further and further from home. You know how it is: you work hard to build apparent wind and try to stay wound up knowing that you won't make it through a gybe or a tack, so on and on, you go. We

made it down to the south end of Kineo and got the cover shot:



We made our way back as cat boats do, slowly, slowly. The lake seemed really big all of a sudden. After what can best be described as a relaxing sail back to the north end, we were amply rewarded for our efforts by a massive wall of wind that came up out of nowhere from the NW. One could imagine this great wind gathering steam in Labrador and building all the way to Maine. And it just kept getting better. Fast laps around the course and blast reaches when all the upwing-downwind stuff got old. Not much comes close to sailing a mile a minute side by side with a buddy whose judgment you trust.

So that's it. Ice out at this final bastion of iceboater's hope is right around the corner. The plate is down to a foot thick. Locals say two weeks at most. Bring on the Fat Lady and let her rip. Don't hold back, my dear; we have nowhere else to go.



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# CHASING SWEDISH ICE

DISCOVERING 100,000 LAKES

By Dideric van Riemsdijk S867



WHAT DO YOU DO WHEN ALL REGATTAS ARE CANCELLED BECAUSE OF THE PANDEMIC? YOU ADJUST YOUR SAILS AND FOCUS ON WHAT YOU CAN DO. DISCOVER ICE IN A LAND WITH A LOT OF IT.



The DN gear that stayed in the van during the season.

WITH THE CONTINENTAL AND SWEDISH 2021 DN REGATTAS CANCELLED BECAUSE OF THE PANDEMIC, DIDERIC VAN REIMSDIJK S867 AND RICHARD GUSTRING S713 WENT ON A MISSION TO SAIL AS MUCH AS THEY COULD. IN ADDITION TO THE SWEDISH ICE SAILING CLUBS NETWORK, DIDERIC AND RICHARD DISCOVERED ANOTHER WAY TO FIND SAILABLE ICE IN A COUNTRY PEPPERED WITH 100,000 LAKES.

As for most of us, iceboating season starts with a plan! Our plan started somewhere end of summer 2020. Actually, it started end of season 2019/2020 when we sailed only around the Dalarna, Sweden area because there was no ice in the rest of Europe.

In those last days of the 2019/2020 season, the plan for next season was born. If we wanted to sail more and help each other improve, we had to travel! There was no doubt about that, let's do it!

At the end of October 2020, we started preparing. It was clear that if we wanted to make each other faster, our equipment had to be the same, the hull, mast, plank, sails, and runners, and everything. Richard came to my home at Äppelgården near Mariestad, Sweden, for several days of preparation.

We had made the first step; now we had to wait for ice! But waiting for ice, that's another story. You can not wait for the ice to come

to you. You have to travel and look for it. We joined Swedish ice skating groups on Facebook, which helped us monitor their ice scouting reports.

#### SAUTUSJÄRVI AT KIRUNA

In mid-December, one of the groups shared information about ice in Kiruna. Dutch is my first language so having Richard as a native Swedish speaker came in handy, and he called the moderator of that group, and she said there was perfect black ice at Sautusjärvi.

Realize that Kiruna is the most northern city of Sweden, 145 km (90 mi) north of the Arctic circle. Being north of the Arctic circle meant that days were getting shorter. So we called each other, and within one minute the plan was there, we were going to Kiruna!

We met in Gävle and drove together to Kiruna, a 14-hour drive from Stockholm and a 15-hour drive from Mariestad.

Kiruna is known for having the biggest steel mine in Sweden and settled by miners. The ore body goes under the city and undermines the ground. The mining has created a landslide risk, and the government is currently relocating half the town to continue mining operations for another 40 years.

It was a special feeling in that whole environment with the rounded mountains and the Arctic light. Outside the city, we found the first 10+ ice of the season. The ice was so clear that you could see the bottom almost everywhere. With an excellent forecast of good winds and no snow, we decided to stay there for five days.

Because the lake was very shallow, the people of Kiruna had never seen any sailing boat, soft water or hard water, there before. After a few days, groups of local skaters came to the lake to see us sailing in our DNs.

We were able to set up a course with 2.5 km (1.5 mi) between the marks. We spent the following days trying equipment and working on trim. It was good to see that our plan worked. After five days of intensive sailing, it was time to travel back home. What a fantastic trip this was, one we will never forget.

#### LAKE MOSJÖN AT ÖSTERSUND

At the beginning of December, the Facebook ice skating scouts shared information about the Östersund area. At the same time, DN sailors from Östersund had their first sailing days on Lake Mosjön. At first, our focus was on Lake Annsjön, much bigger than Lake Mosjön, but the day before we decide to go, too much snow fell at Lake Annsjön. Luckily Lake Mosjön received only half a centimeter of snow, so we hit the road for a 9-hour drive to Östersund. In the meantime, Piet Ploum H472 arrived at Mosjön and checked the lake. We planned to stay here for five days. Although we don't usually want to have snow on the ice, in this case, it was good training, and we found out what setup worked for us in this kind of condition.



The famous Ice Hotel under construction above the Arctic Circle near Kiruna, Sweden in December 2020.

We could only sail three of the five planned days because there were two days with no wind. But we spent those two days relaxing, shopping, and scouted the area for future trips because the forecast was for cold ice-making weather.

#### LAKE ORSASJÖN AT MORA



"Ice Flowers" at Orsasjön.

At the beginning of January, the Mora skating club reported 4 cm (1.5 in) of black ice on Lake Orsasjön. Another plan was born, with all our gear was still in the car, we went to Orsa, the site of the 2020 Gold Cup. Although the ice was still too thin, we decided to wait until the ice was ready. In the coming days, the prediction was -15 C (5 F) which meant that within 1 or 2 days, Orsasjön would be sailable. When we arrived, the ice was already grown to 7 cm (2.75 in), and

Continued next page



Orsasjön's black ice was covered with big hoar frost flowers because it was so cold.

In the meantime, Polish sailors Lukasz Zakrzewski P155 (current Gold Cup champion) and Adam Szczesny P243 arrived at Orsa, and they provided us with great competition. The next day we went to the ice early to make it a long day of sailing.

Unfortunately, there were five mm (.25 in) of sticky snow on the ice, making for challenging sailing. After 6 hours on the ice, we called it a day and went to our cabin. That evening two more Polish sailors arrived, Tomek Zakrzewski P55 and Robert Graczyk P31, so now we were talking real business!

The next day, it happened like we are used to on Lake Orsasjön, NO WIND! The forecast changed dramatically, with no wind for the coming days. Hendrik Hansen S856 arrived at Orsa. Of course, he wanted to sail, and he put his DN together; unfortunately, there wasn't enough wind for sailing. Richard and I decided to pack up and go home.

The good news was that the cold temperatures were spreading into southern Sweden, into the negative double digits.

**HJÄLMAREN AT ÖREBRO**

One week later, we found ice on Hjälmarén near Örebro, near the site of the 2012 Gold Cup. Unfortunately, we only sailed there for one day because of wind conditions.

A great group of sailors joined me and Richard at Hjälmarén including Piet Ploum H472, Åke Luks S5, Fredrik Lönegren S8,



Frederick Lönegren S8 joins the chase.

Continued page 24



# ULLMAN SAILS DETROIT

## DN Sails built and designed by Mike Boston



**GOLD CUP**  
 2020 Lukasz Zakrzewski  
 2019 Michal Burczynski

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

**EUROPEAN CHAMPIONSHIP**  
 2018 Ron Sherry  
 2016 Ron Sherry

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David Croner S1 rounds the mark.

It was a nice relaxing sailing day with perfect weather and 4 meters per second (9 miles per hour) of wind, although the ice was quite rough.

From this moment on, Fredrik joined Richard and me in our ice chasing adventure, and we were so thankful to have him around as a friend and sparring partner.

#### VÄNERN AT KRISTINEHAMN

Finally, the ice-making weather reached my home lake, Lake Ymsen, only a ten-minute drive from my house. When the ice was almost thick enough, it snowed, making sailing impossible on my home lake. So we had to look for other opportunities, and nearby at Kristinehamn, we found a nice sheet of ice big enough to sail with a small group.

We trained for two days on smooth ice with 0.5 cm (.25 in) of snow. We were grateful and felt lucky that we had been sailing so much. After two days, a high-pressure system shut down the wind and sailing.

#### HOME ICE: YMSEN AT MARIESTAD

Even though it was cold in Sweden, the big deep lakes remained open water, and we waited for new chances. Temperatures were above freezing during the day and below zero during the night. We couldn't find any sailable ice, so I decided to look at my home lake and see if the snow was still there. I couldn't believe my eyes when I found the lake with a beautiful sheet of black ice, 15 cm (6 in) thick. The wind gods wanted to play with us and gave us a nice wind forecast for the coming days, so the party

was on!

We managed to sail Lake Ymsen for six days in a row! On the weekend, we were part of DN Sweden's training camp, and we sailed with 20 boats. In the meantime, the blackest ice you can imagine had covered the Bay of Mariestad at nearby Lake Vänern, 10 cm (4 in) thick. But snow fell, which kept us off the bay.

#### VÄNERN AT KARLSTAD

Back to the skating Facebook group to look for our next sailing destination. We read that the northern Lake Vänern was frozen, and web cams revealed there wasn't much snow. Lake Vänern, the largest lake in Sweden, has 5,655 km<sup>2</sup> (2,183 sq mi.) Hungarian DNER Peter Hamrak M53 was on his way to Sweden, so we decided to look at the Karlstad area, where we found a big sheet of black ice 15 cm (6 in) thick with a bit of snow.



Northern Lake Vänern was our playground for the coming days. The next day we scouted the whole area and found a better sailing plate with less snow in small sticky drifts, which meant runner choice was crucial. We managed to sail at Karlstad for four days in very light air conditions. After the fourth day, the wind dropped entirely, and we went back home.

#### BRÄVIKEN AT NORRKÖPING

But we knew that several lakes had frozen and that we'd have to find a spot with the wind, so we turned our attention east to the coast of Sweden to Bråviken, a fjord of the Baltic sea close to the city of Norrköping. Skating reports looked great, so we decide to see for ourselves if that area was sailable. Once again, we hit the jackpot with a big sheet of black ice, good winds, and sunny weather. We started sailing on Friday, and twenty other DN's joined us for the weekend.

#### RETURN TO HOME ICE AT MARIESTAD

We needed to take a break for a week. Temperatures were warming, which meant another look at my home lake and Mariestad Bay again. That week the snow disappeared, and the ice was getting better and better. Despite the high temperatures, the ice was perfectly sailable. We manage to sail for only two days in Mariestad, one day on the Bay and another day at Lake Ymsen because the ice deteriorated in the high temperatures.

#### SILJAN: ICEBOATERS PARADISE

Richard came up with good news about Lake Siljan, one of the larger lakes in Sweden. Locals reported they'd been sailing there for days on black ice and not only a part of the lake. No, 30 cm (12 in) of black ice covered the whole Siljan! When we drove around the lake, we couldn't believe our eyes! Yes, there was black ice, and yes, the entire lake was frozen. We won the lottery again!

*Continued next page*

# ICEWISE.HU

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CONTACT PETER HAMRAK [m53@icewise.hu](mailto:m53@icewise.hu)



Dideric, Richard, and Alexandra.

best ice quality but still sailable. A large crack made for a short racecourse. But we had to take our chances because this would probably be the last weekend we could sail. A lot more sailors had the same idea, and again we had a great group of sailors who met us on Storjön.

We were able to sail three days with varying winds and softening ice. And yes, this was it, the last days of sailing.

We can look back on the 2020/2021 season as one of the best of all times. We sailed so many lakes all around Sweden and found new opportunities. We sailed on the common lakes but explored different lakes where DNs had never been seen before.

For me, the season highlights were sailing in Kiruna, sailing the whole lake of Siljan, and sailing the season's speed record.

I want to thank my best friend, travel, and sailing partner Richard Gustring S713 for his enthusiasm, loud laughter, sharing his sailing skills, and making this season unforgettable. Love you, Man!

Special thanks to Alexandra, Fredrik Lönegren, and all others who joined us on the ice.

**We have already planned for the first sailing in October 2021, back to Kiruna, Sautusjärvi!**

Think ice!

Dideric van Reimsdijk H867

**CHASING SWEDISH ICE: BY THE NUMBERS**

- Total sailing days: 36
- Total distance sailed: 2469km (1534 mi)
- Total hours on the ice: 134
- Total number of lakes in Sweden: 100,000
- Total number of lakes sailed: 8 (Only 99,992 to go!)
- Highest speed: 121.8kmph! (75 mph)
- Lowest sailing temperature: -14C (7F)
- Highest sailing temperature: +8C (46F)
- Bottles of medicine: 7

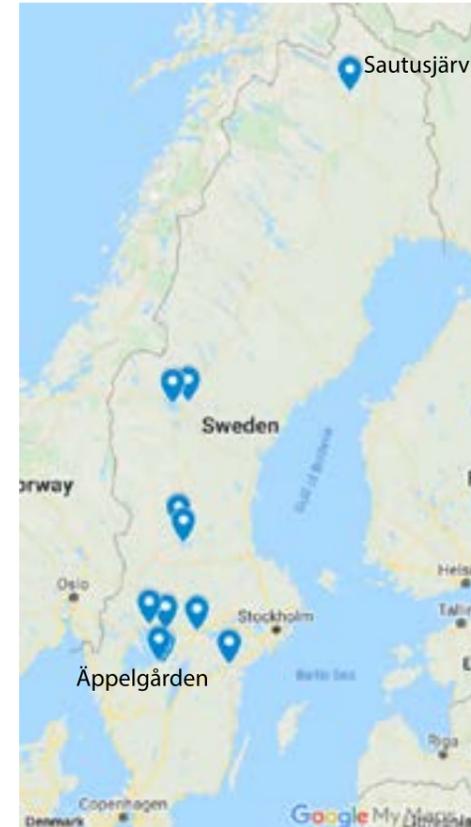
We put up our boats on the ice near the place where we would stay for seven days. That first day we took it easy and helped a new DN sailor set up her boat and talked to her about sailing. Even in light air, we managed to sail about 85 km (52 mi.) The next day's wind forecast was better. So Richard came up with the idea of, instead of racing, sailing around the whole of Lake Siljan.

That day was one of the best of the whole season. We experienced 110 km (68 mi) of sailing in decent winds on an entire lake covered in black ice. This adventure is only possible once every ten years, and we were so fortunate to be there at the right moment.

The following days, we raced with a friendly group of people on an extensive course averaging 90 km (55 mi) average distance per day. Sailing at Siljan was an iceboating paradise. After seven days, it was the first week of March and time to go home.

**WILL IT BE POSSIBLE TO SAIL ONCE MORE? LET'S SEE.**

Yes, after almost two weeks, we found a new old spot, good old Sandviken! It was the third week of March, so not the



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# IDNIYRA EUROPE

## MEETING MINUTES

INTERNATIONAL DN ICE YACHT RACING ASSOCIATION EUROPE  
IDNIYRA EUROPE - EISSEGELVERBAND EUROPA  
MINUTES AND DECISIONS OF NATIONAL SECRETARIES' MEETING  
HELD: ONLINE VIA SKYPE, ON THE 25TH & 26TH OF APRIL (10.00-17.00 CEST).

### Attendance list

#### Present:

#### IDNIYRA Europe Executive Board

Commodore & Insurance Manager Attila Pataky  
Vice-Commodore Mihkel Kosk  
Treasurer Jerzy Henke  
Junior Programme Manager Stan Macur  
Secretary & Webmaster Attila Pataki, Jr.

#### National Secretaries

Austria Walter Koelbl  
Belarus Ivan Fershal  
Estonia Marek Lentsius  
Germany Bernd Zeiger  
Hungary Attila Pataki, Jr.  
Netherlands Hennie van den Brink  
Latvia Girts Fisers-Blumbergs  
Lithuania Antanas Gerasimavicius  
Poland represented by Stan Macur  
Russia Sergey Pulkov  
Sweden Richard Gustring  
Switzerland Ambroise Johnson  
United Kingdom David Howlett

#### Also present:

Warren Nethercote Commodore IDNIYRA-NA  
Debra Whitehorse Secretary IDNIYRA-NA  
Ambroise Johnson Auditor  
Jeff Kent Technical Committee Chairman  
Peter Hamrák Author of Proposals  
Qiguang Wang, Ming Wu & Di Zhu Chinese DN Fleet

#### Proxy votes:

Czechia represented by Austria  
Denmark represented by Germany  
Finland represented by Sweden

Apologies were received from Beniot Marie representative of France, Peter Uhlmann Auditor, Artis Berzins Auditor candidate, EDNIA & Technical Committee members & candidates.

#### Agenda:

1. Ascertainment of Quorum
2. Opening Remarks
3. Approval of the Minutes of the National Secretaries' Meeting of April 2021 (Online)
4. Matters Arising from Topic 3 not covered by this Agenda
5. Financial Report 2020/2021 & Report of the Auditors
6. Commodore's Report on the 2020/2021 Season and Lessons Learned
7. Junior Programme Report
8. Technical Committee Report
9. Insurance Report
10. Media & Communications Report
11. Event Sponsorship Report
12. EDNIA Report
13. IDNIYRA EU-NA Contact Report
14. Discharge of the Board of Officers
15. Election of IDNIYRA - Europe Officers (for 2 year period):
  - a. Secretary
  - b. Junior Programme Manager
  - c. Auditor 1
16. Election of a European Technical Committee Member (for a 6 year period)
17. Election of EDNIA Members (for a 5 year period)
18. Letters to the Board
  - a. Technical Committee Memo - Warren Nethercote
  - b. Technical Specification proposal: Sails - Karol Jablonski (postponed)

c. Technical Specification proposals: Fuselage, Cockpit, Runner, Plank, Sail, Steering - Péter Hamrák (postponed)

d. Chinese DN Fleet Membership Application

19. Yearbook & Runner Tracks

20. WC/EC 2022

21. Junior WC/EC 2021-2022

22. NAC 2022

23. National Secretaries' Meeting 2022

24. Determination of contributions to the IDNIYRA - Europe and event entry fees

25. Budget 2021/2022

26. Other Business

#### **Topic 1 Ascertainment of a Quorum (Day 1 & 2)**

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

#### **Topic 2 Opening remarks**

The Commodore opened the meeting with a welcome to all present. He expressed his hopes of an in-person reunion during the next Championship once the COVID-19 related travel restrictions are eased. The agenda of the meeting was accepted without objection nor addition.

The National Secretaries gave a short review of their 2020-2021 Season:

**Austria:** This iceboating season in Austria was very lousy. Because of the Covid Pandemic our iceboaters had no chance to cross the border without quarantine sanctions. They could not visit lake Reschen, Lipno, Tisza or other places with safe ice conditions within Europe. It was also not allowed to travel somewhere within Austria and stay there in a hotel.

The season started in January in Carinthia. Lake Presseggersee was frozen early this year but snowfall stopped the iceboats very soon. After the big snowfalls' parts of Lake Ossiachersee froze so that OE250 and OE777 had some days of fun. OE41 visited 2 times from Salzburg and sailed in Carinthia. In Salzburg we had no ice on the lakes this season. The typical Russian cold temperatures reached the east of Austria in the middle of February. Lake Neusiedl got some cms of unsafe ice. In Mörbisch we found a safe area where 15 boats could sail for 2 days. In summary it was again a very lousy and poor season for ice-boating in Austria.

**Belarus:** The season was not bad. At the base reservoir, the state of ice made it possible to train from December 10 to January 8 and from February 27 to April. The ice was covered with a thick layer of snow in the period from January 8 to February 27. During this time, we have trained more than 20 times and have made one competition. Despite the quarantine, small events were allowed to be held without approval. But unfortunately, travel outside the republic was complicated, so our athletes could not participate in other events in Russia. Buer is still of interest. This season, about 10 new people tried a buer and 3 new athletes took part in our joint training. I would also like to add that 2 sportsmen conducted classes on ice periodically.

**Czechia:** Season 2020/2021 was very poor for DN sailors in the Czech Republic. Travelling abroad and within the country was very restricted due to coronavirus. Pandemic situation in the Czech Republic during winter 2020/2021 resulted in the worst result of the ratio of victims per 1000 inhabitants in the whole world. However the local weather situation was closely watched at 4 centres: Stare splay (Machovo lake), Cheb (Jesenice), Ceske Budejovice (Bezdrev pond) and Lipno Lake. First possible attempt to set-up boats on the ice happened at Machovo lake on 1.2.2021 where 4 local sailors could enjoy 2 days of sailing at moderate wind. Then snow covered Machovo lake heavily. Conditions at Lipno lake became good on 12.2.2021. Sailors from Machovo lake moved there together with CZ 112 (7 sailors in total) and had 3 day training in light wind conditions with ice cover of 4 cm snow. It was not possible to organize a regatta. Following the next three days CZ 112 continued training at Lipno lake, moderate wind condition and thin snow cover. At the same time Jesenice DN sailors had some nice training on their lake as well as CZ 110 on Bezdrev pond. There was no IceOpti sailing. The Czech DN fleet was not present at any international event. It was even not possible to organize the Czech Republic Championship third year in a row which keeps last champion CZ112 unchallenged for another year.

**Denmark:** Because of closed borders the DN forecast looked very poor, but the the best winter for many years came, and we had good ice conditions on lake Arresø and the Fjord of Ringkøbing. It was not possible to arrange any regattas because of Covid-19. About 10 new DN members in Denmark this year.

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**Estonia:** Our local season was very good. First time we got on the ice was at the end of December. From there on we had decent ice and wind conditions nearly every weekend until the beginning of March. We managed to hold 6 national competitions in total. We had visitors from Latvia and Hungary which was very good considering the traveling conditions right now. We had a lot of new young DN sailors this year and also new faces in IO sailing. We had 29 sailors in DN, 10 sailors in DN junior and 18 sailors in Ice Optimist. All in all it was a very good year of icesailing.

**Finland:** The season 2021 was controlled by the Covid-19. The season started week 46 in Muonio, Jerisjärvi. The Finnish team was in contact with the authorities and from there we got green light for outside events with no public:

1. Johnny Köhler cup 13.11.2020. 12 sailors 6 races the ice was good the number one was Winquist John L-601, 2. Rantanen Teemu L-137, 3. Oscar Lindell L-132
2. All Saints 2020 14-15.11.2020 12 sailors 10 races. Ice conditions were perfect with black ice. The winner of the regatta was Suojanen Reko L-112, 2. Lindell Oscar L-132, 3. Rantanen Teemu L-137. You can find nice clips from the event in the links below: <https://www.youtube.com/watch?v=sMOILX6lo-I> and <https://www.youtube.com/watch?v=0xCe77zOIMl>
3. St. Lucia regatta 12-13.12.2020 Vaala Painu-anlahti. 20 sailors 10 races. Ice conditions were good. The winner of the regatta was Winquist John L-601, 2. Mihkel Kosk C-45, 3. Mikael Pettersson L-65
4. Kuopio Ranking and HSK-Ranking was canceled. We tried our best to have a race, but the wind was too weak.
5. The Finnish Grand Masters 11-12.3.2021 Säkyä Pyhäjärvi. 3 sailors 5 races. 1. Mikael Pettersson L-65. 2. Timo Caravitis L-37. 3. Petri Pennanen L-53
6. Finnish champion 13-14.3.2021 Säkyä Pyhäjärvi. 21 sailors 6 races. On Sunday, no Wind. Now we have a new Champion in Finland and he is Rantanen Teemu L-137. 2. Winquist John L-601 and 3. Oscar Lindell L-132
7. BSS Sunny Ranking 26-27.3.2021 Tehinselkä Päijänne. 23 sailors 6 races. On Sunday, no Wind. 1. John Winquist L-601. 2. Ossi Pajja L-139. 3. Mikael Pettersson L-65.

We recruited 7 new sailors in the Finnish fleet and 1 new IceOpti.

**France:** No sailing due to pandemia, as no travel allowed. Interest from other people to join next time so maybe we can be 3 french sailors next year doing the international regattas. One guy was sailing in Lac des Rousses near Switzerland but couldn't get in touch with him.

**Germany:** Corona stops icesailing to the German Fleet heavily. Due to the Situation, our Training Sessions either in Sweden or in the South was cancelled. The Main Problem to us, was not going out of the Country, the Main Problem was by Return back you had to go Carantäne for 2 Weeks. That stopped many Sailors traveling legal. However, we had Ice in Germany at several Spots. At Week 6 the Ice was building, so 16 Boats sailed at lake Grimnitz near Berlin for Training. Steinhuder Meer was also frozen, but little dangerous with a couple of DN's sailing at the Shoreline. Then, there was super black Ice at Lake Wittensee, where 7 Boats sailed. Also at Eutiner See, which is also in the North of Germany, where 7 Boats. Last not least from knowing, there were a couple of DN's at Schlei, the Ice there was Slush Snow, therefore not much sailing through light Winds. That was only one weekend we had here in Germany. 1 Member is sailing at the Baikal Sailing Week. Our Membership is constant, we had a Big Loss of G695, Andreas Volz passed away too early, but we also have 6 new Members, 5 in the south-Bavaria. It is good to see, there are activities even without Ice, and-or, in all this "Lock Down" Situation. Germany is looking forward to 2021-2022.

**Hungary:** Because of the pandemic restrictions this season we couldn't hold any official events and most of our icesailors were not able to travel either. In late January we had 2 days of black ice at Tisza Reservoir and a week of ice in February at Lake Velence, where 5-10 of our members were able to do some practice runs. We also had some very spotty ice on Lake Neusiedl, but unfortunately the hungarian part of the lake was inaccessible due to ongoing real estate development. M53 Péter Hamrák travelled and took part in multiple Swedish trainings, Polish-, Estonian-, Finnish Championships and regattas where he usually finished in the top 5 of his group. We had very good media coverage with multiple written articles and podcast-interviews published. Enthusiasm is growing towards the

sport as we recruited 3 new members this season.

**Latvia:** This season in Latvia went under very little sailing signe. Ice conditions were satisfactory in the second part of winter. However locally we had only few training events due to existing COVID restrictions, no official racing during the season was allowed. Few Latvian sailors participated in Iceboat racing in Estonia.

**Lithuania:** This season in the second half of February - beginning of March we were allowed to organize 3 ice sailing regattas, in Elektrenai and Rekyva lakes. Lithuanian championships and cup regattas had good media coverage in articles posted on main news websites and it made one of the most popular tv channel news. Also we are very happy to announce that in sailing magazine "Vejo 3" organized Lithuanian Sailing Awards 2020 - a regatta of the year nomination winner was JWC/JEC 2020 in Sweden. Award will attract more people from soft sailing to find out what is sailing on ice. The DN fleet in Lithuania is growing and specially in the west of the country, 3 new sailors participated in regattas.

**Netherlands:** It is unbelievable, but after 8 years of not having ice, it started freezing hard in February in this Corona year. This was a very welcome surprise for the dutch ice sailors. In this Corona year where we were not allowed to travel, we were able to icesailing for 4 days on beautiful black ice in our own country. Several lakes were frozen over in the north (Friesland) as well as in the west (north and south Holland). It was a pity that we were not allowed to organize competitions. It was beautiful how many ice sailboats there were on the ice. At the same time there was a large trade in ice sailboats. At the end of the frost period there was no longer a boat for sale. This was also very good for DN Nederland. After many years of fewer members, we became 23 new members this year. But also this year, when traveling wasn't allowed, sailors went to Sweden and Poland. All in all it was a good ice sail year.

**Poland:** In Poland season started at the end of January, first regatta took place on 23, 24 of January. We have managed to organize 6 different regattas including Polish Championship for all categories: Junior, Junior under 16, Ice Opti and Senior. Competitors attendance was very good: average 45-50 persons, on Polish Championship - 60 (with very few colleagues from abroad). Due to Covid-19

we could make regatta happen only under certain conditions: online check in, as well as payment via bank transfers, no regatta office, no opening ceremony. We found out online check in very helpful for regatta's organizers so we plan to extend it for coming seasons also. We also introduced live scoring so after each race we had updated results. It is also very helpful for the race committee. The season could be longer, but big snow cover on all Masurian lakes made them impossible to race and fast warming caused ice to be dangerous.

**Russia:** Russia had a long season of iceboating possibilities from the end of October until the middle of April. Multiple fleets competed in sometimes simultaneous local regattas from Vladivostok through St.Petersburg. The Baikal Icesailing Week was held 19-28 of March with 4 international racers visiting from Poland, Germany & Switzerland. The Russian DN fleet hopes that for next year travelling will be easier and more icesailors will be able to visit their regattas.

**Sweden:** Sweden has had the best ice season in many years. We have had navigable ice from Gothenburg to Kiruna. The whole of Siljan was navigable with really nice ice for a couple of weeks. It happens about every ten years. The only exception was the Mälardalen region, including Stockholm, Uppsala and Västerås, which had poor conditions. Due to the corona pandemic, it was not possible to arrange any races at all. DN Sweden has arranged a joint training camp at Ymsen which was much appreciated. It has been sailed for more than several years in Sweden. Many new ones have been added. We are positive about the interest in the sport for next season as we hope to be able to arrange competitions again. Richard personally had 36 days with Dideric on the ice and sailed a total of 2500 km. At the end of March it was still possible to sail in the northern parts of the country.

As always lake Resia located in the eastern part of Switzerland froze early december allowing a few members to take to the ice over Christmas and New Year. We were also lucky with the temperature conditions allowing the small lake of les Rousses (just on the other side of the french border) to freeze in January. Good ice, nice weather and gentle breeze attracted lots of DN sailors old, middle age and young! We also met newcomers invited by their DN sailors friend, which after all is the best

*Continued next page.*

publicity for the class. After two weeks or so of nice sailing, snow covered the whole playground bringing our activity to an end.

A few enthusiastic members went sailing the russian lake of Baikal.

We look forward to the next season, dearly hoping to have all the restrictions lifted at last !

**United Kingdom:** Quarantine, Locked Down UK and no Ice. Looking forward to next season. We will be vaccinated soon and travel should become possible.

**North America:** Pandemic travel restrictions between Canada, the United States, and Europe caused the Gold Cup and North American Championship cancellation. Three regional regattas were sailed, including the 2020 Centrals, 2021 Western Region, and 2021 Central Region. No title regattas were sailed in Canada because inter-provincial quarantine requirements would have limited attendees to residents of Ontario and Quebec.

In place of the North American Championship, Vice Commodore Jody Kjoller US5435 organized a non-ranking U.S. Nationals for the same week as what would have been the Gold Cup. Fifty-two competitors registered for the three-day event held on Black Lake in northern Michigan. Both Gold and Silver fleets sailed nine races in a variety of conditions. Ron Sherry US44 won the Gold Fleet, and Andy Allen US5451 won the Silver Fleet. COVID19 precautions included mandatory online registration, and race lineup sheets were texted to competitors to avoid crowd gatherings.

Internet searches for winter outdoor activities drove more traffic to the website than in previous years. idniyra.org website logs from October 2020 to March 2021 indicated that the "Get Started DN Sailing" page was the third most viewed page after the Home and the Specification pages.

#### **Topic 3 Approval of the Minutes of National Secretaries' Meeting held in October 2020 online.**

The Minutes of the previous meetings were made accessible to the attendees at the time of the invitation »» See Attachments

**The Minutes of the 2020 Autumn Online National Secretaries' Meeting were AGREED and Approved by unanimous Vote.**

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

No remarks. No vote needed

#### **Topic 5 Financial Report & Auditor's Report**

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

The Treasurer presented the Financial Report for 2020/2021.

**The Accounts were approved unanimously.**

#### **Topic 6 Commodore's Report on the 2020/2021 Season and Lessons Learned:**

The 2020-21 season was dominated by continuous restrictions because of the COVID-19 pandemic. Therefore – though every effort was made – no IDNIYRA ranking event was organized during the season. Most international events, including the Word-, the European- and the North American Championships were cancelled. Even a non-ranking Europe Cup could not be organized.

Notwithstanding the travel restrictions, the season was very busy for the Nations. Some reported the best season for a long time.

Because of the lack of any international event, the willingness to register as an EU member and pay the membership fee was very low. At the time of writing this report (end of March) we had only 65 paid members. The breakdown by nations is the following:

Belarus – 0  
Estonia – 5  
Czechia – 0  
Denmark – 2  
France – 1  
Germany – 10  
Netherlands – 7  
UK – 3  
Finland – 3  
Hungary – 3  
Latvia – 1  
Austria – 4  
Poland – 10  
Russia – 1  
Sweden – 10  
Lithuania – 1  
Switzerland – 4

This is very low compared with the last season when we had 210 paid members. The low registration may cause some financial problems since the cumulative income from 65 members and the 15 nations is only 2000 EUR. The other problem will be a possible European under-representation in the upcoming Class Votes (only registered and paid members can vote!)

To ease this situation I suggest tying at least 2 years of paid membership as a condition for participating in IDNIYRA-Europe events.

There were slight problems with the website during the season. Our regular payment system became unavailable after a while and shutdowns frequently happened. Unfortunately, the transition was not smooth with the leaving of the former webmaster. The current webmaster did not receive all the necessary information on the website in time. Godie did a tremendous amount of work on the website, but we have to admit that in the long term the knowledge of maintaining our main form of communication cannot rely on a single person. More detailed information will be given in the Internet Communications and Media Workgroup report.

New nation filed an application for IDNIYRA Europe membership. Chinese sailors approached us to join our community. Details in the dedicated agenda item.

**The Commodore's Report was accepted unanimously.**

*(Post meeting note: the number of registered members on May 10th 2021 is at 79)*

#### **Topic 7 Junior Programme Report**

Covid-19 situation has complicated junior ice sailing this season. We had some DN-Junior and IceOptimist activity especially in Poland, Estonia and Russia. Other countries had no possibility to organize official regattas.

We had five big regattas in Poland including the Polish DN-Junior and IceOptimist Championships, Races were held in Estonia and Russia with about 20 IceOptimist participants at the Baikal Icesailing Week 2021.

We had a very good cooperation between JPM and Estonian DN Fleet and made great effort to find a way to organize the Juniors WC/EC 2021. Ultimately

this was unsuccessful due to the situation, but we have decided to postpone this season's championships to December 2021, to give a chance for all juniors, especially for sailors who are going to age out of their class this year.

Proposed date for the postponed Juniors WC/EC 2021 is 5-10 December 2021.

Junior championships 2022 is planned for 6-11 March 2022.

**The Junior Programme Report was accepted unanimously.**

#### **Topic 8 Technical Committee Report**

In light of Covid with the major continental championships being canceled activity presented to the TC was greatly reduced. Several new proposals for sailors are presented to you for your initial approval / dismissal at this meeting. In the past year, a ballot was presented and voted upon by class members for specification changes.

Specification's review:

In months ahead I will have time (medical recovery) available to finally review specifications and further attempt to make them clearer combined with diagrams where necessary for review by TC and governing committees. »» You can read the Report in its entirety here.

**The Technical Committee Report was accepted unanimously.**

#### **Topic 9 Insurance Report**

Because of the reasons described in the Commodore's Report very few insurance policies were sent for checking and assigning insurance ID. Altogether we received less than 90 insurances and assigned 57 IDs for the seniors and 29 IDs for the juniors.

Since we also received improper confirmations, therefore I ask everybody to carefully read the "Insurance – What to know" posting on the website. Only insurances complying with the listed conditions will be accepted.

The other condition to assign insurance IDs is that only IDNIYRA Europe members can receive insurance ID, with the condition that all dues are paid both by the member and the relevant national organisation. We received no information about any insurance-related accidents this season.

**The Insurance Report was accepted unanimously.**

*Continued next page.*

**Topic 10 Media & Communications Report**

EU Website: Unfortunately the transition of web-master privileges/access was not seamless and didn't complete until late november when it was already too late to make major infrastructural changes.

Due to hacking attempts and virus attacks during the summer and for a short time in the autumn the website was down. Fortunately with the help of Godie we brought it back to life.

The main reason for our vulnerability was most likely in minor part some customized code and in a bigger part the out of date themes & plugins and I do have my reservations about our host service as well regarding price/security/quality of service.

Because of stability concerns, after consulting with my predecessor we decided that the best course of action is to wait with the updates until the end of the season, however after it was decided that there will be no major regattas this season I updated the plugins and so far they run well.

Because of the years of customization and effects of previous virus attacks a lot of the features don't work the way they should. Making changes to the website is time consuming, includes a lot of trial & error and working around the problems.

From September I made some minor changes to the User Interface of the site:

- Applied a modern full screen-responsive layout
- Embedded a Facebook page feed for media
- Set up and embedded a sharable and subscribable (google based) DN Class Regatta Calendar and gave editor access to all national secretaries and to the North American Organisation. This calendar was used this season with events from the Swedish, Russian, Finnish, Lithuanian, Polish & North American Fleets. I would like to ask all of the representatives to add their events once their annual schedule is public. This database is easily accessible and editable in case of changes in time & venue which is typical in our sport. Sailors can choose which member fleets' calendars they'd like to subscribe to.
- Revised the menu structure for accessibility, ease of use and a better user experience.

In addition to having the newswall on the website as our main form of communication I advocate for having a backup infrastructure for means of communication and already semi-detached some of the

mission critical features should there be a problem with the site again.

We had an unpleasant surprise with the payment system during the start of the registration period when it suddenly stopped working. The errors were twofold :

1. The out of date plugins on the website,
2. The move of the organisation from Hamburg to Vienna was not implemented properly at our payment platforms. This is mostly resolved and all german accounts are now closed and transferred to Austria. The pandemic and the move to Austria had a positive impact on our e-commerce platforms. Now many of the features we had to pay for earlier are free or cheaper.

Email address leaks, spams and scams are still a problem, the latest was an impersonation of Jörg Bohn (Be sure to always check and verify the email address of the sender).

I believe the subscription-service to post-notifications might open us up for some spam attacks. The move of this feature behind a paywall for members might solve this problem. For subscribers a 3rd party alternative with a monthly digest-like newsletter from the posts might be a solution ... perhaps together for the whole class?)

[Google Analytics data are now also available on the usage of idniyra.eu](#)

DN World Portal: [dniceboat.org](http://dniceboat.org)

Deb has put together a wonderful website to showcase media, store common documents and attract new sailors into our sports community. We had very productive workgroup meetings in the Autumn and are in constant contact with each other and giving feedback via email.

As a proof of concept I added the top menu bar to the EU continental site as well to aid navigation. The experience will be further improved once we revamp the continental websites for a unified visual DN class experience.

Social media has been extremely busy.

Luckily we created a [Youtube channel](#) in the beginning of the season for the whole of the DN Class where we compiled and curated playlists to save videos from and for our community. It's ready for

self-produced content, live streams, etc... The two continental secretaries have admin access to it. Subscription is slowly growing.

We had new videos coming out almost every week, sometimes more than one in a day. Tomek Zakrzewski's Tech Talks, Mike Madge's Sailjuice and Steve Orlebeke from Harken along with the regular fleet-made action-cam and news coverage made enormous contributions to this season's DN media content.

On our [Facebook Page](#) we made over 250 posts/reposts in the last 180 days bringing together our own and community content from various DN related pages, groups & profiles making it pretty much the most up-to-date DN news hub of the season.

Information and news on the DN related activities continues to be fragmented throughout the web, especially in our social media presence, which is disorienting for people new and old to the sport alike - Consolidation would be welcomed for better reach and less noise.

In this spirit I would like to propose to have one main facebook page for the class (for external communication) and one main facebook group for (internal) community discussions. The easiest and most efficient way would be the rebranding of the current continental facebook presence (as those have the largest reach within our NA & EU members). Admin rights would be granted to both continental secretaries. We would only go forward with this if both parties agree.

Tracking:

More and more of our members are using sports tracking technologies during regattas and their regular training activities. We created an International DN Strava club for uploading, sharing and comparing statistics, giving mental support and to push one another in a positive way. Kwindoo regatta tracking and broadcasts were a hit and miss this season. It worked very well on certain regattas like the Lithuanian Championships and the North American Central Regionals, where together with the social media broadcast it was quite entertaining. Onsite support form fleets, volunteers and promotion might be the key for wider adoption. I will try to provide this service for as many regattas as possible (if welcomed) for next season.

Yearbook:

This season we actively worked together with Deb Whitehorse, Bob Commins, Chris Williams, Hans Adolffson & Daan Schutte. We wrote a few chapters on the European history of the DN Class & The IceOptimist and proposed a new structure for the yearbook for better accessibility.

Unfortunately some of our contributions didn't make it into the last issue. We will rework these for next year in the hopes of adoption.

Plans for 2021:

The EU website will be rebuilt from the ground-up during the summer and tested before the season. We are soft-launching the DN World Portal and adding pages and additional features as needed in tandem with interweaving it with the continental sites.

» You can read the Media & Communications Report in its entirety here.

**After a short discussion the Media & Communications Report was accepted unanimously.**

**Topic 11 Event Sponsorship Report**

Unfortunately we didn't receive a report on this topic other than what was discussed at the Media & Communications Workgroup & Tomek Zakrzewski could not join us this year due to medical reasons.

**Topic 12 EDNIA Report**

Unfortunately we didn't receive a report on this topic.

**Topic 13 IDNIYRA EU-NA Contact Report**

We had a very productive season working together on the Yearbook, in the Communications Workgroup, and a successful cooperation in making contact with the Chinese DN Fleet.

In response to Warren Nethercote North American Commodore's memo the Secretary has admitted that the error was done on our part and confirmed that a revised wording of the proposals will be sent to the Technical Committee by the end of May.

(Post meeting note: We received a copy of the panned NIA Amendments thanks to Warren Nethercote & Ron Sherry and have given feedback and review after consulting the National Secretaries & top European sailors)

**Topic 14 Discharge of the Board of Officers (Only National Secretaries vote)**

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

**This was confirmed by a unanimous vote.**

**Topic 15 Election of IDNIYRA - Europe Officers for 2 year period (Only National Secretaries vote)**

The following were elected and approved for 2 year period:

Secretary: Attila Pataki, Jr (reelected) by unanimous vote

Junior Programme Manager: Stan Macur (reelected) by unanimous vote

The following Auditors were elected and approved: Artis Berzins was elected by unanimous vote for a 2 year period. We thank Ambrose Johnson for the work he did in this position.

**Topic 16 Election of a European Technical Committee Member (for a 6 year period)**

Tomasz Zakrzewski was reelected by unanimous vote.

**Topic 17 Election of EDNIA Members (for a 5 year period)**

The following members were elected and approved for 5 year period:

Daan Schutte, Dietmar Gottke, John Winqvist & Vaiko Voorema were reelected and Max Koszela was elected by unanimous vote. We thank Hans Adolfsson for all the work he did in this position.

(Post meeting note: Tomas Gross has accepted the role of Jury Chairman for the next season)

**Topic 18 Letters to the Board**

c. Technical Committee Memo - Warren Nethercote (discussed under NA-EU Report)

d. Technical Specification proposal: Sails - Karol Jablonski (postponed)

e. Technical Specification proposals: Fuselage, Cockpit, Runner, Plank, Sail, Steering - Péter Hamrák (postponed)

**Due to the already significant amount of questions planned for this season's ballot and the current state of the European membership it was decided that the review of the technical specifications proposals will be postponed until the next season. This decision was confirmed by a unanimous vote.**

d, Chinese DN Fleet Membership Application  
We received an application from the Chinese DN Fleet for becoming a member of IDNIYRA Europe. On behalf of the Chinese DN Fleet, Mr. Qiguang Wang chairman of the Jinzhou Yachting and Sailing Association and Jinzhou Bay Sailing Club, Mr. Ming Wu director of the club and Ms. Di Zhu, Chinese-Canadian interpreter was also invited to aid throughout the process.

As they told us, in the past three years, during the introduction, training and participation in- and hosting of various icesailing competitions, they stumbled across pictures and videos of DN iceboats on the Internet. The appearance, structure, speed and specifications of the DN immediately aroused everyone's interest. In 2019, they purchased plans from North America and manufactured a few of China's first iceboats of the class. Last year contact was established with IDNIYRA - Europe and official talks began on joining the Organisation. We received their application of membership earlier this year.

At the same time, they have also received strong support and approval from the Chinese Sailing and Windsurfing Association. They plan to join our association as a local organisation, and at the same time, continue to promote the DN icesailing across the country.

After an impressive presentation and interview, the national representatives unanimously approved the membership application and greeted the new member fleet with an ovation.

**Topic 19 Yearbook & Runner Tracks**

The IDNIYRA Yearbook and Runner Tracks continue to be published on schedule. The IDNIYRA board is reviewing the and considering rewriting the history page. We encourage class members to contribute articles to Runner Tracks. The class is grateful to the support from our advertisers:

Composite Concepts, DN-Parts.com, Econaway Abrasives, Moore Brother Company/CSI Composite Solutions, Hale Performance Coatings, Hamrak Ice-wise, RKR Composites, System Three Resins, Toledo

Ice Yacht Club, Ullman Sails Detroit.

The class also benefits immensely from our relationship with some wonderful professional photographers whose photos help tell the story of the DN class.

Igor Bessarab, Russia  
Gretchen Dorian, USA  
Catherine Firmbach, USA  
Connie Hartviksen, Canada  
Sean Heavey, USA  
Gwidon Libera, Poland  
Sophia Marc-Martin, Switzerland

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

**Topic 20 WC/EC 2022**

The 2022 Gold Cup World & European Championship will be organised by Switzerland & IDNIYRA EU between February 19 & 26 on the best ice in Europe. NOR is to be published no later than 2021 Dec. 15th. Regular Entry closes: Jan. 19th. Insurance ID Closes: 2021 Dec. 15th The European Championship 2023 will be organised by Latvia.

**Topic 21 Junior WC/EC 2021-2022**

Proposed date for the postponed Juniors WC/EC 2021 is 5-10 December 2021.

Junior championships 2022 is planned for 6-11 March 2022.

Organising nations:  
2022 - Estonia, 2023 - Poland

**Topic 22 NAC 2022**

The dates for the North American Championship 2022 are not set yet.

**Topic 23 National Secretaries' Meeting 2022**

The 2022 National Secretaries' Meeting will be held online on the 23rd & 24th of April.

**Topic 24 Determination of contributions to the IDNIYRA - Europe and event entry fees**

By unanimous vote it was agreed to have the entry fee of €195 and both the individual and national fleet membership fees of €25. A 2 year consecutive membership will be required at registration and a re-admission fee of €25 will apply in case of prior

broken individual membership. Additional banking costs will be borne by the sailors.

**Topic 25 Budget 2021/2022**

» See Attachments.

The 2021/22 Budget was approved by unanimous vote.

**Topic 26 Other Business**

It was brought to our attention that the World Anti-Doping Agency has banned all Russian athletes from competing for 4 years starting from 9th of December, 2019. This decision was halved by the Court of Arbitration for Sport. The DN Class as a WADA-member enforces this decision and will only allow Russian icesailors to compete at international events until the 9th of December, 2021 with the following stipulations: "The team cannot use the Russian name, flag, or anthem and must present themselves as "Neutral Athlete" or "Neutral Team". The ruling does allow for team uniforms to display "Russia" on the uniform but only up to equal predominance as the "Neutral Athlete/Team" designation, as well as the use of the Russian flag colors within the uniform's design."

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

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

Attila Pataki, Jr. M101  
Secretary  
IDNIYRA Europe

Attila Pataki M100  
Commodore  
IDNIYRA Europe

Balatonfüred, 2021 May 10th

# REGATTA RESULTS

2021 WESTERN REGION CHAMPIONSHIP  
MARCH 6-7  
LAKE MICHIGAN, MENOMINEE, MICHIGAN

## GOLD FLEET

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL	NETT
1	US5166	CHRIS BERGER	2	1	1	1	(8 DNF)	8 DNF	1	1	1	24	16
2	US5352	DANIEL HEARN	1	(5)	3	3	1	2	3	2	2	22	17
3	US4975	ROBERT EVANS	(8 DNF)	6	5	2	3	1	2	3	3	33	25
4	US5479	MARTIN MALCHESKI	5	2	(6)	6	5	4	4	4	4	40	34
5	US3003	JEFF SOLUM	6	3	2	4	2	3	(8 DNF)	8 DNF	8 DNF	44	36
6	US2545	MICHAEL DERUSHA	3	7	4	5	4	5	(8 DNF)	8 DNF	8 DNF	52	44
7	US4249	DAVE GLICK	4	4	(8 DNF)	8 DNF	8 DNF	8 DNF	8 DNF	8 DNF	8 DNF	64	56

## SILVER FLEET

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	R8	R9	TOTAL	NETT
1	US1313	BOB RAST	(9)	1	4	1	1	9	1	1	1	28	19
2	US445	BOB CAVE	2	2	2	(4)	2	2	2	4	3	23	19
3	US4203	PAT FITZGERALD	3	3	3	3	4	3	8	3	(14 DSQ)	44	30
4	US1277	HAL BOWMAN	1	8	1	2	5	11	(13)	5	2	48	35
5	US5397	ERIN BURY	5	10	6	5	6	1	4	(13)	5	55	42
6	US5646	MATT MEYER	4	7	5	6	7	7	6	2	(12)	56	44
7	US5143	JOHN BLAKE	7	9	7	(10)	3	4	5	6	6	57	47
8	US5871	TIM MOWER	6	4	(8)	7	8	5	7	7	4	56	48
9	US5959	MARGARET COLLINS	(10)	5	10	8	9	6	3	10	10	71	61
10	US3720	PAUL GUSH	(14 DNF)	6	9	9	10	8	10	9	7	82	68
11	US5678	WILLIAM R FECYCH	8	11	11	12	(14 DNF)	12	9	8	8	93	79
12	US2952	ROBERT LABS	12	13	(14 DNF)	11	11	10	12	11	9	103	89
13	US37	JASON FIFAREK	11	12	12	(13)	12	13	11	12	11	107	94

# REGATTA RESULTS

2021 CENTRAL REGION CHAMPIONSHIP  
MARCH 6-7  
ELK LAKE, MICHIGAN

## GOLD FLEET

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
1	US 2500	ERIC SMITH	1	3	3	1	8	8
2	US 44	RON SHERRY	2	2	2	3	9	9
3	US 4	GRIFFIN SHERRY	4	4	1	2	11	11
4	US 60	JOHN HARPER	3	1	4	5	13	13
5	US 5219	KENT BAKER	15	6	5	4	30	30
6	US 5451	ANDREW ALLEN	7	8	8	7	30	30
7	US 3	JIM GROGAN	10	9	6	6	31	31
8	US 4882	RICHARD WOLLAM	6	12	7	10	35	35
9	US 5430	BILL CUTTING	13	5	10	9	37	37
10	US 111	MATT KOCH	8	10	9	11	38	38
11	US 3705	ROB HOLMAN	5	7	15	15	42	42
12	US 5053	GEORGE REIS	12	11	13	16	52	52
13	US 5435	JODY KJOLLER	11	17	11	14	53	53
14	US 5358	DAVID FROST	16	18	14	8	56	56
15	US 1301	CHAD COBERLY	17	14	12	13	56	56
16	US 99	HARRY DEFER	9	13	16	19	57	57
17	US 610	DON JONES	14	20	22 DNF	12	68	68
18	US 5633	PETER JOHANSON	19	15	18	17	69	69
19	US 4155	RICK LEMBERG SR	18	16	19	18	71	71
20	US 4192	RANDY ROGOSKI	20	21	17	22 DNF	80	80
21	US 4738	RICHARD PARKER	21	19	20	22 DNF	82	82

## SILVER FLEET

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
1	US 5048	BRIAN PARKER	1	1	1	1	4	4
2	US 472	J WILLIAM COBERLY	3	2	3	2	10	10
3	US 5470	THOMAS DAWSON	2	3	2	3	10	10
4	US 5930	BOB CUTTING	5	7	5	4	21	21
5	US 65	ROBERT GRAY	8	6	4	5	23	23
6	US 2360	PETE JOHNS	6	5	6	6	23	23
7	US 4783	RHEA NICHOLAS	9	8	7	7	31	31
8	US 5127	HUGH STEVENS	7	9	9	8	33	33
9	US 5404	COOPER FROST	10	10	8	9	37	37
10	US 4974	STAN JONES	4	4	16 DNF	16 DNF	40	40
11	US 56	SAM HAZEL	11	11	11	10	43	43
12	US 4856	BOB RIPLY	12	12	10	12	46	46
13	US 5	AUSTIN GRAEF	16 DNF	16 DNF	12	11	55	55
14	US 4353	LEE GREENING	13	16 DNF	16 DNF	16 DNF	61	61
15	US 5043	GAIL TURLUCK	16 DNF	16 DNF	16 DNF	16 DNF	64	64



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