MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

DECEMBER 2021

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Cover Photo: Skip Dieball US5 and Chad Atkins US4487 training on Lake Christina, Ashby, Minnesota, December 2, 2021. Photo: Deb Whitehorse

RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

COMMODORE'S **REPORT**

FROM THE COMMODORE
JODY KJOLLER US5435, TEMPERANCE, MICHIGAN, USA

The season has officially begun. 70 or so of us in North America enjoyed some sailing on Lake Christina. Once again, our Minnesota friends found an excellent spot for us to play. Thank you for your ice scouting and everything else.

We are working hard on setting everything up for another great US Nationals. Central region Rear Rob Holman has assembled a great team. By the time you read this, documents should be available and registration open. Canceling the North American championship was not an easy decision, but we believe it was the right one.

The Governing Committee and technical Committee are working on a couple of minor issues. Past Commodore Warren Nethercote is trying to rewrite a few rules for a more straightforward interpretation. If you have any issues within the class, please reach out to me, Vice Commodore Frosty (David Frost), or your regional Rear Commodore.

My new boat feels great. Hopefully, your stuff is ready for the ice. See you at Western regional.

IDNIYRA Commodore Jody Kjoller US5435

Photo: gretchendorian.com

WESTERN CHALLENGE
An unofficial regatta.
Sailed December 2021

EASTERN LAKES
TBA
idniyra.org

CENTRAL LAKES
TBA
idniyra.org

WESTERN LAKES
January 1-2, 2022
idniyra.org

U.S. NATIONALS
January 23-29, 2022
idniyra.org
Host Region: Central

GOLD CUP & EUROPEAN CHAMPIONSHIP
February 19 -26, 2022
idniyra.eu

DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP
March 6 - 11, 2022
idniyra.eu

MASTERS CHAMPIONSHIP
February 8 - 10, 2022
idniyra.eu

NEW ENGLAND CHAMPIONSHIPS
TBA
neiya.org

CANADIAN CHAMPIONSHIP
TBA
idniyra.org

GRETCHENDORIAN.COM
2020 NORTH AMERICAN CHAMPIONSHIP

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WHAT'S COMING OUT OF YOUR MEGAPHONE?

SUBMITTED BY DANIEL HEARN, US 5352

Editor's Note: In addition to being an avid ice sailor in multiple classes and a rather prolific boat builder, Hearn has spent his entire career in the marketing/advertising/PR industry. He is currently the President & CEO of S/B Strategic Marketing, a communications company headquartered in Madison, WI.

The internet, and all of the social media tools it has spurned, has put a powerful megaphone into the hands of every person who has a connection and a device. What was once reserved for news editors, publicists, speech writers and other professionals, is now a capability of anyone who cares to share a written or spoken word, photograph or video. Although we may not get paid to do it, today each of us is an "influencer."

What does this have to do with ice sailing? In my opinion, it introduces a new responsibility that we should all take seriously. Each of us is now a publicist for the sport we love. That being the case, I would advocate that we protect our sport by adopting an unwritten rule that we don't unnecessarily post the unfortunate aspects of ice sailing. Before you compose and click, ask yourself, "what good will come for my sport if I share this content?" What good comes from posting a photo of a boat that has gone through the ice? An ice inspector rolling himself out of a hole after falling through? A sailor in up to his waist while transporting equipment? The crumbled aftermath of a collision? A helmet video of a "splashdown" when a boat finds a hole at high speed? We've all seen it, but what exactly is the poster's intent? What positive thing has the poster accomplished? In my opinion, nothing? In fact, I believe such posts do nothing but damage to our sport.

We don't want or need this type of attention. It makes us look like a bunch of irresponsible knuckleheads doing unsafe things we ought not to. Every time we post content like this we run the risk of inviting unwanted scrutiny. This can lead to requirements that make our sport impractical. Fearing potential litigation, we could lose access to venues where we launch from private property. Liability insurance premiums could become cost prohibitive and permit fees excessive. And we could be discouraging new people from joining our sport. Particularly young people whose parents are naturally concerned about their safety. If we do have a serious occurrence at some point in the future, we have left out there, permanently, all sorts of evidence that could be used against us, potentially ruining our sport. Is it really worth it for a look-a-me moment?" Or checkout-aisle sensationalism that inspires, "you're all a bunch of crazies" comments from those who have no real stake in our sport? In my book... not a chance!

Each of our megaphones is much better utilized sharing information that portrays our sport in a positive light. Share the excitement. Share the beauty. Share the friendships. Share the competitive spirit. Share the creativity. Share the inspiration. Share the community. And if you feel you must share something that is less than positive, consider sharing it with a select few in more private communication.

Reuben Snodgrass US3800 in Siberia..
Photo: Scott McDowell

THE SIBERIAN ADVENTURE: PART 1

BY RUEBEN SNODGRESS US3800

Reuben Snodgress US3800 (1919-2000) was a DN racer, a highly decorated WW2 fighter pilot, and test pilot.

Natali Burdukovskaya, who serves on DN Russia Race Committees including Lake Baikal regattas, recently sent a 39-page article Reuben wrote about sailing in Siberia with Charlie Blair US4387 and Scott McDowell US4315 in 1990..

The Russian DN Association wanted to share Reuben's story on their website, and Natali translated it into Russian. She was looking for photos to accompany the article. Ron Sherry directed me to Catherine Firmbach US3590 who looked dug through her archives for pictures of "Reub" whom she described as a "larger-than-life colorful storyteller and unforgettable character."

Reuben Snodgress was a longtime member of the Lake Ronkonkoma Ice Boat And Yacht Club (LRIBYC) on Long Island in New York. His IDNIYRA credentials included winning the 1962 North American Championship, the 1977 B fleet North Americans, serving as Commodore in 1968, and donating the North American B fleet trophy. Reuben helped resurrect the LRIBYC back in the 1960s and served as Commodore.

He was an aviator attracted to the thrills of ice sailing. During World War II, he was awarded the Distinguished Flying Cross for his service in the Marine Corps. In his Siberian story, Reuben's detailed references to airplanes stem from his love of flying and profession as a Grumman test pilot.

I had to edit Reuben's epic 39-page Siberian story to fit in Runner Tracks and divided it into two parts. If you'd like to read his unedited version, please contact me. Following is part one, and part two will run in the February Runner Tracks.

I am indebted to Catherine Firmbach and Scott McDowell for sharing their memories and photos of their friend, Reuben Snodgress.

-Runner Tracks Editor, Deb Whitehorse

PART 1: THE JOURNEY

The adventure began when I received a call from Wim van Acker, European Commodore of the DN Association, early in October. He said, "Reuben, you have been invited to participate in the Siberian DN Championships scheduled for November 10th to November 20th. Would you like to come?" I thought about one second and said, "yes."

He said, "the arrangements are that the Siberians will pick you up in Leningrad on the 10th and transport you by air to Novosibirsk, Siberia. They will provide transport, housing, food, and spending money. It is an all-expense-paid trip from Leningrad to Novosibirsk and return. A DN will be provided for you, with all the necessary equipment for the races except for sail. In return, you will be obliged to leave your sail with them as a token of your appreciation." He said, "You know, only dogs do it for free."

van Acker faxed me the official invitation from the Siberian DN Association, which included two other Americans, Charlie Blair US4387 and Scott McDowell US4315, from Martha's Vineyard. Blair, I had met earlier this year at the World DN Championships in Arsunda, Sweden. McDowell, though, I had never met.

I had the formal invitation, which was a necessary document in procuring visas from the Soviet Embassy. Upon reading the fax, it was addressed to van Acker, European Commodore, International DN Association and sent by Victor Fadeyev from the

Continued next page

The Convair Model 118 ConvAirCar (also known as the Hall Flying Automobile) was a prototype flying car. The first prototype, piloted by Reuben Snodgress in 1947 made a low fuel forced landing near San Diego, California destroying the car body and damaging the wing. "The pilot, who escaped with minor injuries, reportedly took off with little or no aviation fuel aboard. Although the fuel gauge he had visually checked during the pre-flight check indicated that the tank was full, it was the automobile's fuel gauge, not the aircraft's gauge." Source: https://wikimili.com/en/Convair_Model_118

Cathy Firmbach and Reuben lined up next to each other at the start of the 1999 World Championship at Montreal. It was Cathy's first regatta and was to be Reuben's last. Cathy's uncle, the late Rich Crucet US4916 snapped the photo.

Siberian DN Association. The three of us, Blair, McDowell, and I, were listed and, in addition, a person by the name of Mr. Dentist. This is a mystery that we still have not unraveled.

We had my travel agent, Nick, handle the applications for visas for all three of us. Our scheduled departure was November 8th, and we were very close to the wire on getting these visas. On Thursday, the week prior to departure, I got an anguished call from Nick stating that the visas had been rejected.

I called Tom Weber, secretary of the Finnish DN Fleet in Helsinki. He said, "Call Oa Sjoberg. He has had experience with the Soviet Embassy, and he would be in a much better position to advise you on this." I called Oa, and he said, "I know a woman who's done work with the Soviet Embassy for many years. I will call her and see what can be done."

At that point, my stomach was in knots, and as a consequence, I didn't sleep too well. I woke up at 4 A.M and called Oa. He said, "Reub, I have good news here; she advises that it is possible, but the embassy closes at noon, and you're arriving in Helsinki at 10:30, so it's going to be a close call to get downtown to the embassy with enough time to spare to get in there."

I called Blair and passed the "good" news to him, and then he passed it on to McDowell. At about 6 P.M. on Thursday, we rendezvoused in the lobby of the Finnair Complex at Kennedy. Scott and Charlie had huge bags about 16 cubic feet in volume and weighed about 100 lbs. each. I had a val pack, a small handbag with my racing equipment, a sail bag, and a doll, which my wife Virginia wanted to send to Victor's eight-year-old daughter. The doll's name was Samantha, and she was too fragile to be trusted to the baggage department.

The flight was on a DC-10, a new, excellent service, but cramped in the tourist class. We arrived in Helsinki with no difficulties. Oa was standing outside the passenger area waiting for us, and we immediately launched for Helsinki.

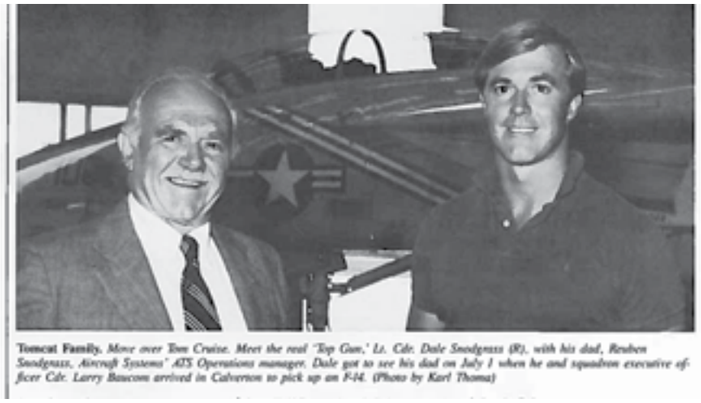
On the way in, Oa explained that he had an Estonian DN skipper Tiit Haagma, former European champion, staying with him. He had been with him up in Northern Finland at Vika Jarvi for the Week 44 Regatta, held on the Arctic Circle. Haagma stayed at his home before returning to Tallinn, Estonia. When Oa explained our visa difficulties, Haagma said, "Well, I know the senior officer in the embassy. I will call him." He explained the problem and was assured that everything would be done in time.

We arrived downtown and drove up a tree-lined diplomatic row to the Soviet Embassy, a gray-stone building surrounded by an 8-foot high iron-spiked fence with a narrow gate in the front. Approximately 100 people were standing in line, trying to get into this embassy, now 11:30. My stomach knot tightened about another notch.

Oa elbowed his way through the line of people, waving an envelope to a surly Russian on the other side of the fence. A senior officer came out, and he beckoned, okay, let them in. We pushed our way through this group and walked inside the inner sanctum.

"I THOUGHT ABOUT IT ONE SECOND AND SAID YES"

Reuben's stern-steerer COLD WAVE from Cathy Firmbach's archives.



Tomcat Family. *Move over Tom Cruise. Meet the real 'Top Gun.' Lt. Cdr. Dale Snodgrass (R), with his dad, Reuben Snodgrass, Aircraft Systems' ATS Operations manager. Dale got to see his dad on July 1 when he and squadron executive officer Cdr. Larry Baucom arrived in Calverton to pick up an F-14. (Photo by Karl Thoma)*

Reuben and son, Dale, from Grummanworld, July 25, 1986. Dale was killed during an airshow in July 2021, described as "one of the saddest moments in aviation history."

Continued next page

We were coldly eyed by a hard-looking but rather attractive blond around 30 years old, who, in my judgment, must have been the local KGB. The boss arrived, and I handed him the three visa applications. He spoke very good English. "Ah," he said, "Yes, these papers are in good order. Come back in three weeks." We laughed, a little on the hysterical side, and said, "No, no, we have to leave for Leningrad tomorrow." "Oh," he said, "Well, the last time I wanted to come to the United States, they made me wait three weeks." This was a joke played upon us. Then he said, "Well, come back at 5 o'clock." So we said, "Thank you very much," and departed.

Back at the hotel, I went to bed. Charlie and Scott went boating with Oa, seeing some maritime sights. At 5 o'clock, we were back at the embassy for our visas. Now we had them in our hot little hands and departed quickly.

Back at the hotel, we still had not recovered from the tension of this whole thing. We gathered in Scott and Charlie's room, and I brought a bottle of Johnny Walker Red. All of us had a couple of belts to relax. We called van Acker and told him the visa problems had been solved.

After this call, I said, "We ought to call Leo Healy." Leo and Henry Stone were, you might say, the fathers of this whole Siberian Connection. They met the Siberians in Leningrad at the 1988 DN World Championship and invited them to New England for the 1989 World Championships in Burlington, Vermont. Then last year, they were invited to Novosibirsk, along with Hal Chamberlain.

Healy had been very negative when speaking to Blair about our Helsinki visa connection. He thought it wouldn't work. So, I dialed Leo and got him on the phone. "Leo, this is Reub; how are you doing?" He says, "Where are you?" I said, "We're in Helsinki." "You're what?" "Yes, and you were absolutely right about those visas; we couldn't have done it without the Helsinki connection. Oa Sjoberg made the arrangements, and we have them in our hot little hands." He says, "I can't believe it!" It was obvious that we owed a great debt of gratitude to Oa. I went to my room and returned with a beautiful French necktie my Navy son-in-law got for me in the French Riviera this summer - maroon paisley but with a portrait of a beautiful nude blonde on the inside. Oa was most appreciative.

We took off for the airport for the flight to Leningrad. McDowell had a long PVC tube that contained the sail battens for the three of us, and I had one sail bag, plus personal luggage. We were all lined up at check-in, and suddenly, the thought crossed my mind, where is the doll? My God, I have lost the doll - Where is it? I knew I had it yesterday afternoon. I ran down and looked in the car. It was not in the car. Charlie said, "We didn't bring it in the hotel." I said, "Maybe it's in the lost and found." I dashed downstairs to the lost and found, and it was there. This was the second crisis of the trip.

We flew a DC-9 to Leningrad. The weather was overcast at Leningrad with about a 1,000-foot

"Leningrad, the day we head out." Photo: Scott McDowell

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ceiling. After landing, we taxied for what seemed an interminable period. Finally, we got to the international terminal, which was very ancient and decrepit and had all the charm of the post office in Patchogue, Long Island. We passed through customs and into the baggage reclaim area. The ancient baggage mechanism kept going around and around, and people slowly disappeared until the machine stopped.

"Leningrad boats at the local club"
Photo: Scott McDowelll

Crisis number three! My sail bag and Scott's PVC batten tube were missing. There were two flights a day from Helsinki, and hopefully, the sail and battens would be on the next flight.

Outside, Valeri Shukov, SR88, and his sister Tatanya met us. We piled our bags into Tatanya's car. I am not sure what it was- rather a beaten-up car about the size of a Volkswagen Beetle. We would spend the night at Valeri's apartment and leave the following day to Novosibirsk. Tatanya gets her windshield wiper blades from her purse and installs them on the wiper mechanisms. This is a standard procedure in the Soviet Union. You always remove your windshield wiper blades; otherwise, they get stolen.

We drove off, heading north to Leningrad. We saw the magnificent World War II memorial, an obelisk standing about 60 feet high with great bronze figures of artillerymen, men and women workers, airmen, and soldiers facing south where the German line was in 1943.

Along the way, we passed the evidence of the difficulties in the Soviet Union. There was a line of 200 people standing outside a food store. We pressed on and turned south into a large concrete apartment complex, Soviet-style. We carried our bags up four flights of narrow stairs to Valeri's apartment, where we met Valeri's petite wife, Natasha, her mother, and their son, a very handsome young man about 13 years old. Natasha could speak a little English. Valeri could speak quite acceptably but with some difficulty. We took off our shoes which is standard procedure.

We sat around and chewed the rag, and then Natasha brought out an excellent meal with various rolls, sausage, a salad which they call vinaigrette, a big pitcher of a black currant drink, cheese, and the omnipresent bottle of Vodka.

Valeri, Charlie, and Scott proceeded to the Kirov Yacht Club at Strelna, the 1988 DN World Championships site and where Valeri works in yacht construction. They picked up two boats belonging to Valeri and Vladimir Gribov for transfer to our transport aircraft that night. At the Yacht Club, there were five Polish skippers who had flown to Leningrad that day. They were staying that night at the Kirov Yacht Club.

Example of an Aeroflot Ilushin 134

What was surprising to me was that the Poles said that the airplane we were to fly in was an Aeroflot Ilushin 134, a twin-jet 50-60 passenger airplane that is a little bit smaller than a DC-9 and has a similar configuration.

The Siberian Association had chartered the plane for the express purpose of ferrying five Poles, three Americans, and two Leningrad skippers to Novosibirsk and back. Reputedly, the total price was 6,000 Rubles ($1000). The flight from Moscow to Novosibirsk is about as far from New York to Salt Lake City.

To make room for the seven DN's, the crew removed seats from approximately the last third of the cabin. They stowed the seats in the tail compartment behind the aft bulkhead. The cargo access door under the horizontal tail was opened up, and the crew loaded all of the iceboats into the rear of the cabin.

"Back of the jet." Photo: Scott McDowell

There were five DNs in the back with runners and spare parts, runner planks, masts, sail bags, and tool kits. That night Valeri, Vladimir, Scott, and Charlie took the two Russian boats to the airport and installed them in the airplane. They recovered our two missing bags (the sail bag and the tube), and these were safely in our custody. That was the end of crisis number three.

Scott, Charlie, and I had a caucus on what to do about gifts, a big Soviet custom. We had many gifts, but we had not expected to experience Valeri's and Natasha's hospitality. We had cigarettes, pantyhose, coffee, and tea. I had the doll, two bottles of Chloe perfume, two Italian scarves, t-shirts, military patches, and a western belt. We had intended these gifts for Novosibirsk. After a brief discussion, I decided to give Natasha a bottle of Chloe and the tea.

We loaded into Tatanya's car again and took off for the airport. We found that our flight did not operate from terminals but was parked way out in the boondocks on a taxiway, more akin to an Alaskan bush operation than a commercial operation. We accessed the aircraft via a ladder and muscled our bags up into the cabin. The Poles were already on board. I knew several of them, Stan Macur P111 and Vlad Stefanovicz P69, who won the world championship in Arsunda, Sweden earlier in the year.

The flight crew consisted of two pilots, a flight engineer, a navigator, whose station was in the aircraft's nose - a bombing nose like you would see on a B-17, a very attractive young stewardess, a supervisory or check pilot, and two ground crewmen. This crew flew almost as a self contained operation. We took off from Leningrad and proceeded to Moscow, the first stop after a two-hour hop, to refuel and Novosibirsk.

Some Poles must have mentioned that I was a pilot to the supervisory pilot while on the way to Moscow. I was invited to the cockpit, went to the jump seat, and observed the Moscow landing, the take-off at Moscow, and the night landing at Novosibirsk. At cruising altitude, I photographed the cockpit crew. The instrument panel was metric, meters for altitude and kilometers/hour for airspeed, Mach num-

Continued next page

ber, and angle of attack were the same quantities used in the West. The radio displays and compass were all consistent with ours. One difference, which was quite significant, was the attitude indicator or artificial horizon. The reference airplane in the center of the instrument rolled to indicate the bank attitude of the airplane, and the bar showing the horizon only moved up and down to indicate pitch attitude. The airplane does not move in Western instruments, and the horizon bar both rolls and pitches.

A narrow companionway led under the instrument panel into the nose to access the navigator station. This required that the engine throttles be on the pilot's left side and the co-pilot's right side. There were two large handles painted red and yellow, just above the entrance to the navigator's compartment, and I couldn't figure out what these were. I finally pointed to it and asked the supervisor pilot to explain. It turned out that they deployed the spoilers on the wings - left and right, independently, which was rather strange. The lateral control was rather jerky - the wheel moving in small steps. The flight engineer was responsible for fuel management and operation of landing gear and flaps.

After take-off from Moscow, we reached our cruising altitude of around 25,000 feet. We had all gathered at the front of the cabin for lunch. One of the Poles put an insert runner across the armrests of the adjoining seats on the aisle so that he had a seat in the center of the aisle. Our stewardess, Olya, a very attractive young lady, served apples, boiled eggs, brown bread, tea, or as they call it, chay. The Poles provided some Polish sausage. The man who was our "escort" from the Siberian Association and member of the race

"Valeri Shukov SR88, our host." Photo: Scott McDowell

Jet flight crew. "They wanted me to try flying the jet. I said Reuben should and he did." Scott McDowell

committee shared an enormous metal flask about 2 or 3 liters, filled with homemade red wine.

When flying over Siberia, you don't see many lights. Once you pass the Ural Mountains, the terrain is very flat, with many lakes and very little evidence of anything at night. You don't see any lights. That doesn't necessarily mean that there aren't any people down there, but there certainly isn't any electricity.

Reuben Snodgrass US3800

Look for Part 2 in the February 2022 edition of Runner Tracks.

Peter van Rossum KC2766 on Lake Christina at the 2021 Western Challenge in Minnesota.

THOUGHTS ON RUNNER SPECIFICATIONS

WARREN NETHERCOTE KC3786

In the February 2021 Runner Tracks the IDNIYRA Governing Committee suggested ways that the Runner Plank Specifications might be revised to improve clarity, largely by incorporating interpretations into the Specifications proper. I would like to do the same thing for Section E of the Official Specifications, Runners. If you troll Facebook, you will find plenty of evidence that our combined specifications and interpretations do not make it easy for many first-time builders to decide what they may or may not build. Consolidating interpretations into the specifications will help here. But adding interpretations that serve as a measurement guide will also be useful.

You might ask, "why keep interpretations at all?" I believe that they are useful because they allow the Technical Committee to address issues without needing a membership vote. Measurement guidance is a good example of this. But our current interpretations have been allowed to grow to such a volume that they often confuse rather than help members understand how to build a DN or its parts.

SOME OBSERVATIONS

- I believe the concept is consistent with the desire of the two Continental Governing Committees to update the DN Official Specifications for greater clarity and to provide guidance for measurement.

- These notional revised specifications use a revised numbering system to group topics logically so the specifications references in the Official Plans would require amendment were the DN Class to adopt changes something like these.

- I believe but cannot guarantee that my proposal does not change how a DN runner can be made. Member and Technical Committee scrutiny would be appreciated.

- I have not eliminated interpretations completely and have added where I thought measurement clarification would be beneficial. The Technical Committee is, of course, the authority on the Interpretations.

I would like to acknowledge the support of Bob Cummins, US 3433, in the development of this document.

Replace existing Section E with the following:

E. Runners

There are two distinct types of DN runner: 1. Steel plate runner; 2. Wood body runner with different types of running edge (either a steel 'angle', a steel 'T' or a steel insert blade).

1, Materials

a. The body of the steel plate runner and the 'angle', 'T' or steel insert blade of the wood body runner shall be of steel. Type of steel is optional. Hard weld (one example is "Stellite") may be applied to the running edge.

b.

b.1 Only commercially available angle and T sections are allowed as follows: American standard ¾ in. (19.1 mm) x ¾ in. (19.1mm) x 1/8 in, (3.3mm) "angle" and 1 in. (25.4mm) x 1 in. (25.4mm) x 3/16 in. (4.8mm) or ¼ in. (6.4mm) "T". Equivalent metric measure (DIN) sections may be used provided the dimensions are with 20 percent of those listed. Runner "T" sections may not be formed by welding and may not be altered by welding a bead in the corners.

b.2 Commercially available T, angle, or plate is manufactured in a quantity to be sold to people who want to purchase it. If the T, angle, or plate is made only in small quantities for a few people, it is a special fabrication and not allowed. A modification of a commercially available T, angle, or plate by procedures such as surface grinding, milling, bending, or flattening is allowed.

c. A coating may be applied to cover the surface of the steel plate, angle, T or insert blade used in a runner. The steel, without the coating, shall comply with the dimensions specified in 1.b.1, E.2.a, b, c and d; and E.3.h.1 and 2.

d. The body of the wood body runner shall be made of wood and necessary adhesive. External reinforcement of fibreglass, carbon fiber, steel, aluminum, tin, or similar materials may be added within the dimensional limitations of specification E.3.f.1. External reinforcement made of para-aramid fibers (Kevlar) is prohibited.

e. Stiffening elements may be made of wood, fibreglass, carbon fiber, steel, aluminum, tin, or similar materials. Stiffening elements made of para-aramid fibers (Kevlar) are prohibited.

2. Steel plate type (steel body with stiffening elements)

	English, in.		Metric, mm.	
	Max.	Min.	Max.	Min.
a. Plate thickness	0.27	0.23	6.8	5.9
b. Plate length	30.0	26.0	762	660.4
c. Plate heights of that part contained in chock. (Notes: 1. Allow for sharpening. 2. Also see E.2.e)	5.0	3.74	127	95
d. Thickness, including stiffening elements of the part of the runner contained by chock	1-1/32	31/32	26.1	24.7

e. Length and height of assembled runner (plate plus stiffening elements) shall not exceed the maximum values allowed for the steel plate. Location and cross section of the stiffening elements are optional if Specifications E.4 and E.5 are not violated.

f. Method of attaching stiffening elements is optional but the stiffening element shall remain attached to the plate when the runner pivot bolt is removed.

Continued next page

3. Wood body types (wood body with an attached steel 'angle', an attached steel 'T', or a steel insert blade).

	English, in.		Metric, mm.	
	Max.	Min.	Max.	Min.
a. Thickness of wood body before any reinforcements, stiffening elements or coatings	1-1/32	7/8	26.1	22.3
b. Length of combined body and steel angle, T or insert blade	36	30	914	763
c. Height of combined body and steel angle, T or insert blade for that part contained in chock	5	4	127	101.7
d. Thickness of body including any external reinforcement of the portion contained in chock	1-1/32	31/32	26.1	24.7

e. The body of a wood runner may be tapered below the minimum 7/8 in. (22.3 mm) thickness at or forward of a point 6 inches (152mm) from the front end of the runner body. The body shall not be less than ¼ in. (6.35mm) thick at the front end.

f.

f.1 Allowed material added to the outside of the wood body, or in the slot of insert style runners, that does not exceed the allowed maximum body thickness of 1-1/32 inch (26.1mm) is considered external reinforcement.

f.2 Allowed material added to the body which is outside the allowed maximum body thickness of 1 1/32 inch (26.1mm) is considered a runner stiffener or stiffening element. A runner stiffener or runner stiffening element shall remain attached to the runner when the runner pivot bolt is removed.

f.3 No wood, metal or carbon stiffening element may come between the insert runner blade and the slot in the wood body. No metal or carbon stiffening is allowed inside the wood body except for threaded rod, bolts or screws used to attach the steel angle, T or insert blade to the body.

f.4 At all times while in use the bar or stiffening element that is associated with the "Kent" style chock must be attached to the runner. Any movement of the bar or stiffening element shall be independent of and not controlled by the movement of the chock pivot bolt.

g.

g.1 The steel angle, T or insert blade may be attached to the body by fasteners, adhesives, or both.

g.2 The 'T' section shall not be reduced to less than 75 percent of its original height by sharpening. The width of the horizontal flange of the T section may be reduced so that it does not exceed the thickness of the body plus external reinforcement immediately above any point on the T section. A slot may be machined in the top of allowed "T" sections to facilitate mounting to wood body.

g.3 The steel angle section need not be mounted symmetrically on the wood body but must be mounted to the wood body in a manner that the ice contact edge corresponds to the apex of the included angle of the steel section

h. Insert steel blade dimensions

	English, in.		Metric, mm.	
	Max.	Min.	Max.	Min.
h.1 Insert blade height	3	2	76.2	50.8
h.2 Insert blade thickness	0.270	0.1870	6.86	4.75
h.3 Max height of blade exposed below wood runner body	1-1/2		38.1	
h.4 Maximum height above running edge of any part of the steel insert extending aft of the rear end of the wood runner body	1-1/2		38.1	

4, Runner stiffening elements shall not project laterally more than 3 inches (76.2mm) from the runner edge. If runner stiffening elements are used as a weight-bearing component (in contact with ice or snow) they must be totally located withing the runner cut specifications (Specification F2).

5 . The profile of the runner is optional with the exception that the front ends of all runners shall have a minimum radius of 5/8" (16mm).

6.Leading Edge of the Runner

a. The leading edge of the runner steel is that portion of the edge forward of the sharpened ice running edge and higher than ¾ in. (19 mm) above the ice, measured with the runner in normal sailing position.

b. The sharpened ice running edge of the runner is along the entire bottom edge and extends forward and upward along the edge of the steel to a point not exceeding ¾ in. (19 mm) above the ice, measured with the runner in normal sailing position.

c. The leading edge must be rounded to an edge radius of not less than 1/16 in. (1.6 mm) and shall be faired to the sides of the steel as allowed in E.9.g.

d. The sharpened ice running edge may be rounded or sharpened to an included angle of not less than 75 degrees.

e. The camber (crown) and shape of the sharpened ice running edge is optional.

f. Along the sharpened running edge, the rounded edge or the sharpened angle is allowed to be faired to the sides of the steel providing the thickness of the steel of plate, insert style or T runners is not reduced below the allowed minimum (Also see E.1.b.1, E.2.a, E.3.h.2)

g. Along the leading edge of the steel the minimum allowed steel thickness of plate, insert style and T runners must be reached within 0.394 in. (10 mm) measured from the normal tangents of the leading edge (does not apply to 'angle' type runners).

7. A maximum of four holes, which are not structurally required, may be drilled in each runner. Holes shall not exceed ½ inch (12.7 mm) diameter.

8. The weight of any individual runner shall not exceed 17 lbs. (7.7 kg). All runner stiffening elements are considered part of the runner and are included in the runner weight.

9. The method of attaching the runner to the chock and the chock to the runner plank shall be as shown on the Official Plans.

10. Methods of providing relative movement of a runner with respect to a chock shall be as shown on the Official Plans.

11. The Steering runner shall always be equipped with a strong and effective parking brake.

Continued next page

12.

a. Each yacht shall be restricted to the use of nine runners during a regatta.

b. If a runner stiffening element is added, removed or changed during a regatta the runner is then counted as a new runner within the total count of nine runners in Specification E.12.a.

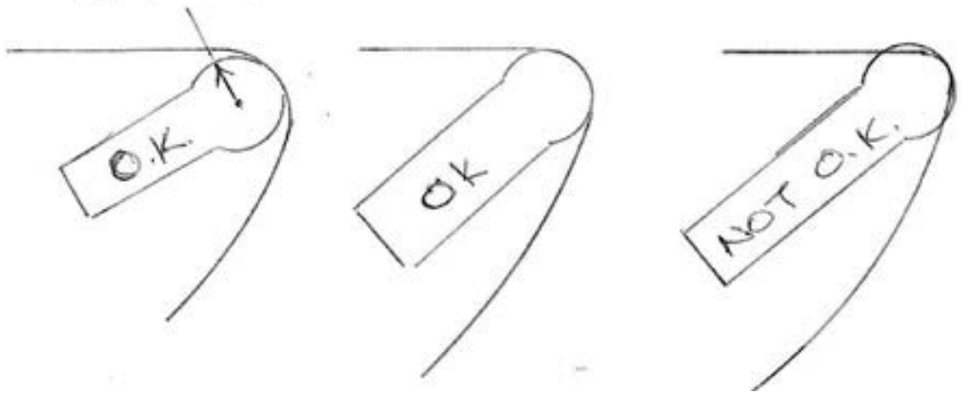
Replace the existing Section E of the Interpretations with the following:

These interpretations provide direction to builders and measurers concerning the interpretation of specifications for and measurement of runners. Alternative measurement jigs may be employed, but results obtained with jigs or methods defined herein will govern in the event of conflict. Any illustrations of runners show examples of runners or runner elements and are neither exhaustive nor exclusive.

1. Runner Profile (E.5): (New Interpretation) Specification E.5 sets a minimum radius for the profile of the leading edge of a runner (E.9.a) anywhere between the top of the runner and forward end of the ice contact edge (E.6.b). This radius is typically measured at the top of the leading edge where the radius of the profile is usually at a minimum. A template with an end radius of 5/8 in. (16 mm), or a template with a 1 ¼ in. (32 mm) diameter hole, held flat against the inside of the profile of the leading edge of the runner should nowhere lie outside the profile of the runner. (See Figure E.1)

Figure E.1: Runner Front End Profile Check

5/8" (16mm) GAUGE



2. Leading Edge of the Runner (E.6): (10/1/2010) In Specification E.6, the ¾" (19 mm) dimension above the ice which establishes the upper limit of the sharpened ice contact edge shall be determined according to the diagram "19 mm Dimension". Line A represents the official measurement line. (See Figure E.2: 19 mm Dimension in Specification E.6)

Figure E.2: 19 mm Dimension

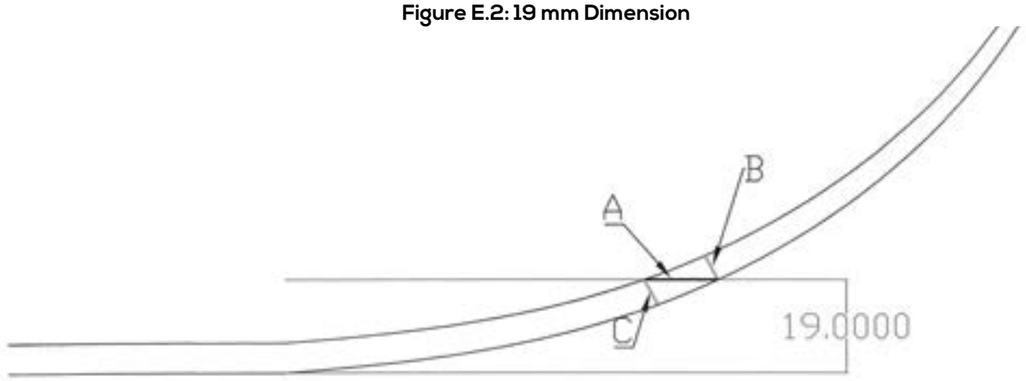
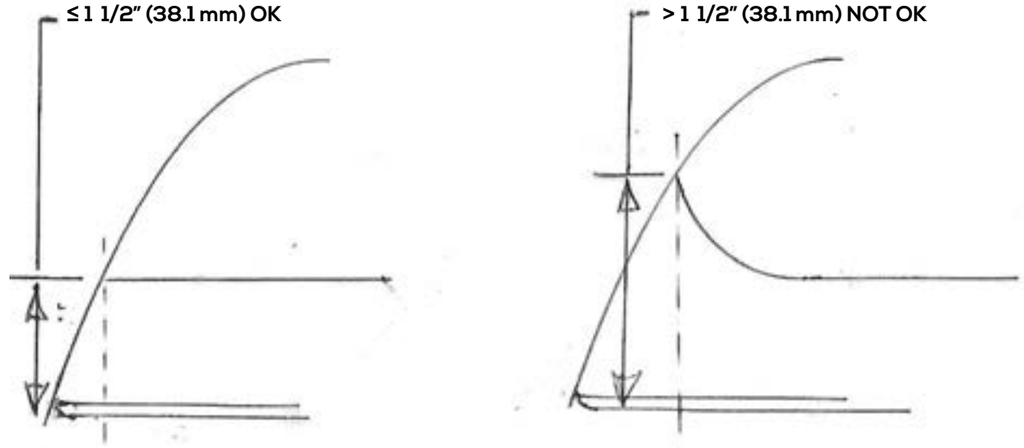


Diagram 19mm Dimension

In Specification E.6., the 3/4" (19mm) dimension above the ice which establishes the upper limit of the sharpened ice contact edge shall be determined according to diagram "19 mm Dimension."
Line A represents the official measurement line.

3. Trailing Edge of an Insert Runner (E.3.h.4): (New Interpretation) See Figure E.3

Figure E.3: Trailing Edge of an Insert Runner (E.3.h.4)



4. 2/10/07) Measuring spec. E.3.h: A simple measuring gauge may be used to measure the amount of exposed steel on insert runners. The gauge should have a slot width at the minimum wood body thickness (7/8" or 22.3 mm) and a depth at the maximum allowed exposure (1 ½" or 38.12 mm).

The gauge is as shown in Figure E.4 to measure exposed steel. The top of the gauge should touch the bottom of the runner body. The edge of the steel may touch the bottom of the slot or there may be a gap between the edge of the steel and the gauge. If the edge of the steel is touching the bottom of the slot and both top edges do not touch the bottom of the runner body, then the exposed steel is greater than the maximum allowed.

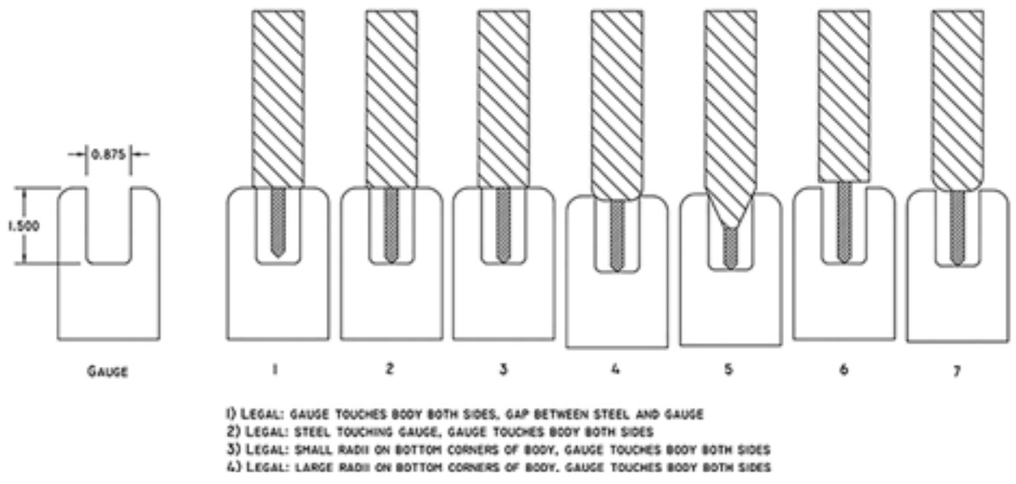
Notes:

1. Because it is impossible to determine the thickness of any reinforcement on the bottom of the runner body, the gauge should be used to measure to the outside of the reinforcement.
2. This gauge should not be used on the front 6" (152 mm) of the runner where spec E.3.e allows the body thickness to be reduced below 7/8".

Allowance should be made for small imperfections (porosity, damage, etc.) on the bottom surface of the runner body.

Continued next page

Figure E.4: Insert Runner Steel Exposure Gauge



Also add new interpretation to General section replacing the interpretation dated 3/18/89 in E. Runners section, as follows:
"Dimensions or weights are given in the specifications as a range of acceptable values either between a minimum and a maximum value, anything equal or greater than a minimum value, or anything equal or less than a maximum value. There is no tolerance on minimum or maximum values: fractions are exact and un-stated digits following stated decimal values are zeroes. The original units of measurement are English. Metric units were derived by conversion and all digits beyond stated metric values are zeroes."

YOUTH SAILING

A WESTERN CHALLENGE REPORT BY YOUTH SAILING SECRETARY ERIN BURY US5397

The Great Western Challenge of 2021 was the first debut of the revamped North American Youth Ice Sailing Program. As the newly appointed North American Junior Secretary (and Ice Optimist Program Director), I coordinated with the IDNIYRA to do a soft launch of our new program at the GWC.

Saturday morning, the sailing gods smiled upon us, and youth ice sailors could take Optis and DNs for a try. Three aspiring youth ice sailors made it to Lake Christina in Ashby, MN, for the soft launch.

Niamh (age 13, her parents are James and Bridget) arrived on the ice early Saturday afternoon. They came out to watch and see if the sport was something Niamh wanted to pursue. Niamh is from Vadnais Heights, MN, and she races 420's in the summer. After scoping out the ice sailing scene, she is enthusiastic about trying it out wherever clean ice is!

Our second aspiring ice sailor of the GWC is Zach (age 12, his parents are Joe and Sarah); they were there in time to help set up my DN! They didn't have to travel too far from Brooklyn Park, MN (a suburb of Minneapolis). Zach is on his way to being six feet tall; it's difficult to tell who the coach is and the youth athlete in our winter sailing gear. After setting up my boat, I gave her a test run to ensure everything was in perfect order. When I came back, I handed my tiny helmet to the tall Zach and told him to get ready to sail. He geared up and climbed in while I stood on my plank and gave the boat a push. He held the tiller and the main sheet as I continued to stand on the plank to assist him in finding points of power for the DN. During the soft water season, he races sailing dinghies, Windriders, and Hobies, so directions with "port, starboard, turn up, turn down, etc." translated easily. At times, it can be easier to sail by feel in an iceboat (specifically a DN) compared to the soft water boats that youth ice sailors may be accustomed to. As Zach is an apprent(ice) in the hard-water circuit and considering a well-built DN can really take off when trimmed and pointed correctly, I continued to stand on the plank and direct Zach on his first day. Zach was ready to try a race and sail on his own for Sunday; unfortunately, the snowdrifts from Saturday night's snowfall prevented any sailing, and the fleet packed up. Just like Niamh, Zach is excited to be at the helm (without me in his ear) on some ice ASAP.

Last is a ten-year-old second-generation sailor with ice in his veins - Jacob, son of Aaron Stange US4480, from Luna Pier, Michigan. Jacob was able to get in a couple of days of sailing. Growing up in the ice sailing community, he could probably teach some of our longest-standing members a thing or two. The Opti sail in a sea of DN sails was the only giveaway to his likely age. At the bigger launch of our youth program, don't be surprised if you see Jacob on my plank, giving me some pointers.

WESTERN CHALLENGE

LAKE CHRISTINA, ASHBY, MN
December 4-5, 2021

Eric Smith US2500

Jacob Stange with his Ice Optimist. He also took a turn in Uncle Kent's DN.

Attendance at the 2021 Western Challenge signaled a flourishing DN class. 70 DNs gathered at Lake Christina on Rylander's farm near mile marker 8, the traditional home of the WC. Ten early arrivers enjoyed the bright sunshine, warm temperatures, and steady, moderate winds on Thursday, December 2, 2021. Caution and patience were essential for Friday as warm temperatures softened the ice and prevented sailing. Friday night's low of 21F tightened things up for Saturday, rewarding many their first iceboat ride of the season, including a good turn out of Canadian sailors.

Minnesota's Pat Heppert again dropped the flag for informal races. Sailors volunteered to race in either A or B fleets, and over ten races were run. In keeping with recent tradition, sailors were free to select any starting position for the two-lap races. Finishing positions were not recorded, but everyone looked fast. It was encouraging to see many new sailors and an ever-growing fleet of women sailors.

Mike Miller wrote, "The fast guys were really fast as usual. The winds were 4-8 mph, so lots of sail changes and tuning of the rigs. We felt lucky to race all day." Twenty sailors lined up in the A fleet, while thirty lined up for the B fleet, which is a good sign of growth for the DN class. The light air and relaxed atmosphere helped those who had never raced feel confident to compete in 2 lap races.A snow storm on Saturday night dashed any hope of Sunday sailing.

Special thanks to the Minnesota gang, including John Dennis, Mike Bloom, Tom Meyer, Dirk Siems, and Mike Miller, who led the charge. But the biggest thanks go to Pat Heppert for running the races and providing the planks so we could access the ice without getting wet.

Jim Grogan US3

WESTERN CHALLENGE

LAKE CHRISTINA, ASHBY, MN
December 4-5, 2021

Center: Daniel Hearn US5352

Left: Kent Baker US5219

Right top, Tim Sugar US5508 and Rob Evans US4975.

Right below: Nicolas Mabboux KC5508

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