

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MAY 2022



PROPOSED REVISED SPECIFICATIONS SECTIONS C,D,F,H - WARREN NETHERCOTE KC3786

IT'S A LONG WAY TO GO... - DAVID FROST US5358

US NATIONALS REPORT - RON SHERRY US44

RACING RESULTS

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Cover Photo: Oskar Svensson S714 at the DN World Championship
Photo by Anna Pataki



GET A SAIL NUMBER MEMBERSHIP INFORMATION

Contact Ray Gauthier US5576
Email: ray.gauthier@comcast.net

ADVERTISE WITH US

Contact IDNIYRA Secretary
Deb Whitehorse
1200 East Broadway
Monona, WI 53716
Phone: 608-347-3513
Email: debwhitehorse@gmail.com

RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

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COMMODORE'S REPORT

FROM THE COMMODORE

JODY KJOLLER US5435, TEMPERANCE, MICHIGAN, USA

The season is over, except for maybe Mike Madge KC5449 on Thunder Bay in Ontario. I know that Vice Commodore David Frost US5358 was recently there in Thunder Bay enjoying some late-season sailing with Mike. Don't forget to sharpen and grease your runners. The Western Challenge will be here before you know it.

The European Secretaries meeting was very interesting and informative to observe. Congratulations to new Commodore Mihkel Kosk C45 and Vice Commodore Johnny Winquist L601. I look forward to working with you both.

A new rule was passed and added to the EU Constitution during the meeting, enabling them to remove a Technical Committee (TC) member. Shortly after that, Peter Hamrak was removed from the TC. Look for similar rules for North America.

Dates are set for the 2023 Gold Cup World Championship, North American, and the European Championship regattas. They are:

- World Championship and North American Championship:
January 21 - 28, 2023
Host Region: North American Western Lakes
(MN, WI, IA, IL, UP of MI, IN)

- European Championship
February 18-25, 2023
Junior DN & Ice Optimist World & European Championship
March 4-10, 2023

There is much talk about how to measure and test equipment. With the illegal Icewise plank issue coming to light, the TC is trying to figure out a logical and fair way to ensure this and all other equipment is built within our class rules.

There have been a couple of competitors who have reached out to me with their concerns. Under TC supervision, a plank was drilled, and a hull has been referred to the TC for instruction on assuring it is legal.

If you are concerned with the legality of your equipment, please feel free to contact any member of the governing committee or the TC. The last thing I want to see is a stack of protests filed at an event. Let's take care of this in the off-season.

IDNIYRA Commodore Jody Kjoller US5435



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INTERNATIONAL CLASS OFFICERS 2021-2022

NORTH AMERICAN COMMODORE

Jody Kjoller US5435
Temperance, MI 48182
Phone: 419 265 6779
dn5435@yahoo.com

NORTH AMERICAN VICE COMMODORE

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

NORTH AMERICAN SECRETARY

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

NORTH AMERICAN TREASURER

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

NORTH AMERICAN PAST COMMODORE

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

EUROPEAN COMMODORE

Mihkel Kosk C45
Pärnu, Estonia
commodore@idniyra.eu

EUROPEAN VICE COMMODORE

John Winqvist L601
Helsinki, Finland
vicecommodore@idniyra.eu

EUROPEAN SECRETARY

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

EUROPEAN TREASURER

Jerzy Henke P58
Poland
jh@abplanalp.pl

EUROPEAN JUNIOR PROGRAM MANAGER

Stan Macur P111
Poland
juniorprogram@idniyra.eu

EUROPEAN WEBMASTER

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



NORTH AMERICAN REGIONAL COMMODORES

CANADA

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

MOUNTAIN LAKES

Bill Van Gee US3435
New York
Phone: 315 483 6461
dn3435@juno.com

EASTERN LAKES

James "T" Thieler US5224
Rhode Island
Phone: 401 258 6230
t_thieler@yahoo.com

WESTERN LAKES

Chris Berger US5166
Illinois
Phone: 773 531 2445
berg820@yahoo.com

CENTRAL LAKES

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

NORTH AMERICAN JUNIOR PROGRAM MANAGER

Erin Bury US5397
Phone: 612-715-9883
erinbury5397@gmail.com



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Ron Sherry rounds the mark at the 2022 U.S. Nationals on Lake Senachwine in Illinois.

Photo: Gretchen Dorian gretchendorian.com

US NATIONALS

BY RON SHERRY US44

It's always been this way." That's what John Dennis (JD) US4691 said when I mentioned that I had wondered for years why the DN class has such a challenge finding ice for continental events,

2022 was no different. The regatta was supposed to be in the Central Lakes Region, and while there were plenty of small lakes with great ice, the big lakes suffered from high winds on the really cold nights, which kept the plates moving while they froze. The IDNIYRA board voted for Madison, which had a big plate of ice, but the forecast was not great. However, there were ice options north and south.

I built 52 runners from December until the U.S. Nationals, along with hulls, planks, and masts, leaving me little time to work on my equipment. Thankfully, my son Griffin US4 helped check the alignment on 15 sets of my runners. Griffin was helpful because he wouldn't settle for me saying "good enough." He made sure every set was perfect.

Races were supposed to start Sunday, and we left for Madison early Saturday morning. It was blowing a steady 20 mph with higher puffs when we arrived. We set up the boats and put the covers on to be ready for the 10:00 AM start.

Central Region Commodore Rob Holman US3705 was delivering the regatta shirts at the hotel in the breakfast area. At the same time, a bunch of guys from Chicago who hated the Green Bay Packers held a tailgate party. Cold temperatures were forecast, and the Race Committee postponed the skippers' meeting until noon on Sunday. Five inches of snow fell during the night, obscuring any ice hazards, and some drifts were up to the plank. Scouts left Madison to find a regatta site. However, the cold temperatures kept the snow powdery, and a group of sailors, including Chris Gordon US5590, Jim Grogan US3, Bruce Williams US3283, and Eric Smith US2525, sailed several scrub races on a short course in front of the launch.

We toured Madison, did some shopping, and ended up at The Great Dane Bar. We were sure that the Race Committee couldn't make a site location decision until Monday at noon, so we invited everyone to the bar and ended up with quite a crew. Skip Dieball, Eric Doyle, Deb Whitehorse, Kent Baker, Erika Stange Baker, Chris Gordon, Dave Ryan, Ryan Lashaway, John Bauldry, Sean Heavey, Rhea Nicholas, and myself. We all had so much fun! The Toledo group won at shuffleboard, proving once again that they had an ill-spent youth. We all watched two of the best playoff football games ever.

In addition to the snow, the storm on Saturday night knocked out the power at the hotel, and generators provided minimal power. Sunday night, another three inches of snow fell. It was 0 F and blowing hard when we took the boats off the ice Monday morning. The drifts were huge.

There was still no decision on Monday, and we went over to Deb Whitehorse's house to wait. We ran into Ken Whitehorse, who gave us a tour of his Skeeter shop. Skeeter runners are really big. Profiling a set of those runners would take a week, and the machines they use to profile the runners would not fit in a car.

Finally, the Race Committee gave the word, and we were off to Lake Senachwine in Illinois. The first race was scheduled for 10:00 AM on Wednesday.

Tuesday morning, we went for a sail on Lake Senachwine. A bald eagle flew over the launch site, signifying that everything would be OK. I sailed in and put the boat to bed.

It was a very cold day on the ice, and we needed some antifreeze. We found an establishment called Barrel Society, where they served a fantastic hot chocolate drink with orange peel. Boy, that hit the spot and warmed us up.

Continued next page

B Fleet Mini Qualifier

The wind finally arrived at 3:15, enough time to run the Silver mini-qualifier: sticky snow, wind shifts, and substantial wind holes made for a challenging qualifier. Rhea Nicholas US4783 and Karen Binder US5630 sailed into a giant wind hole they could not escape. They ran and ran but found the wind too late. They were both very disappointed.

Julie Richards US4868 won the race by a considerable margin. She crossed the finish line so far ahead of everyone else that Robin LaGreviere KC5629 and John Curtis KC5514 thought they were first and second. Back at the Barrel Society, Julie and Dick Wollam US4882 joined us for hot drinks. I was surprised to learn Julie had won the qualifier because many had assumed the Canadians won. Checking online results confirmed her win, giving us even more reason to enjoy our drinks.

Race 1 - A Fleet

Thursday morning, there was enough breeze, it was still cold, but it was warm enough to race. The snow was sticky with rough bare spots, making runner choice very difficult. After sailing the course, I decided to sail the first race with my travel runners; 3/16 X 36 X 90 degrees with 18" of .008 flat and no wings. The runners would give me more control on the rough, bare patches and be low drag through the snow patches.

I was happy to draw starting position 35 because it would allow me to lay off the boat and get up to speed. After a great start, I led most of the race. I jibed down the middle of the last downwind leg, but Chris Berger US5166 and James "T" Theiler US5224 passed me on the right side.

Results: A Fleet Race 1

- 1. Chris Berger US5166
- 2. T US5224
- 3. Ron Sherry US44
- 4. JR Francis US807
- 5. Rob Holman US3705
- 6. Robin LaGraviere KC5629
- 7. John Curtis KC5514
- 8. John Harper US60

Race 2 - B Fleet

The wind was lightening, making for a tough race, but a pattern formed. Karen Binder won the second race easily, starting from the 10th position. After two B Fleet races, Karen and Rhea had tied for first

place.

Results B Fleet

Race 2:

- Karen Binder US5630
- Hal Bowman US2177
- Rob Rast US1313
- Rhea Nicholas US4783
- Sean Healy US492

Overall Results B Fleet 2

Races

- Karen Binder 11 pts
- Rhea Nicholas 11 pts
- Bruce Jones 17 pts
- Matt Meyer 18 pts
- Ed Demerest 18 pts

Race 2 - A Fleet

In the second race, I couldn't make a correct decision to save my butt! I tried my 3/16 X 30 X 100 degrees with 15 inches of .008 flat with the lighter wind. Even if you have the right runners on, you can still go the wrong way. I started in the three-position, and the light wind shifted to the right. The whole right side was aimed down at the transoms of the boats that started further down the line. Making things worse, the boat leeward of me was pinching and very slow. The boats that started on the left side sailed away with good breeze. I tacked and fought my way over to the left side only to find the wind was gone. Tacking back to the right, the boats that went hard right from the start were all ahead of me. At the first weather mark, there were only three boats behind me. I played the right side on the way downwind and made a good comeback. On the second beat, I played the right side hard; that worked better. I fought and fought and was very happy to have ended up 7th in the race.

Race Results A Fleet

Race 2:

- 1. John Harper US60
- 2. John Curtis KC5514
- 3. Peter Van Rossem KC2766
- 4. Jim Grogan US3
- 5. Mike Bloom US321
- 6. JR Francis US807
- 7. Ron Sherry US44

8. T US5224

Overall Results A Fleet 2

Races:

- John Harper 9 pts
- John Curtis 9 pts
- T 10 pts
- Ron Sherry 10 pts
- JR Francis 10 pts



George Reis & Central Region Commodore Rob Holman

Race 3 - B Fleet

Karen Binder won the 3rd race in the B Fleet going away.

Race Results B fleet

Race 3:

1. Karen Binder US5630
2. Bob Cave US445
3. Bob Rast US1313
4. Bill Eklund US5432
5. Bruce Jones US3576
6. Sam Bartel US1011
7. Ed Demerest US5914
8. Rhea Nicholas US4783

Overall Results B Fleet 3

Races:

- Karen Binder 12 pts
Rhea Nicholas 19 pts
Bruce Jones 22 pts
Ed Demerest 25 pts
Matt Meyer 27 pts

Race 3 - A Fleet

After the second race, I noticed that most leaders had 3/16 X 36 x 95 degree runners. I changed from my 3/16 X 30 X 100 degree runners to my 3/16 X 36 X 95 degree runners with wings. At the start, the wind was light and had shifted to the right again. I tacked away early, but I only went far enough to clear my air and sail my angles, then I tacked back and went to the right side. I worked the right side upwind and downwind and was in the top three on the last downwind leg. I tried jibing down the middle to gain some leverage, but it didn't work as John Curtis and Daniel Hearn US5352 passed me from the right side just before the finish. Because it was getting late, the RC called racing complete for the day.

The mixed-up results of both fleets indicate how difficult racing was. I found myself getting impatient

during the racing on Thursday. Even if you go the wrong way, you can still score well if you just keep the boat going fast. (*Speed is your friend, Ron; err on the side of speed.*) Screaming in the air and punching the boom never makes anything better. I was sure that this was not going to be my regatta. We checked our runners and headed back to the hotel.

Friday morning, the breeze was up, and the RC was ready to run races. I put up my ABSS sail, loaded my runners, PS-1 sail, gear, and headed to the racecourse. I am always happy when the B Fleet races first because it gives me time to prepare and allows me the opportunity to see which side might have an advantage. I switched from the travel runners to my 3/16 x 36 x 95 degree lite runners with wings. Even though the breeze was still up and the ice was still rough with sticky snow, the stiffened runners gave me great control even though they were 95 degree.

Continued next page

Race Results A Fleet 3:

1. T US5224
2. JR Francis US807
3. Daniel Hearn US5352
4. John Curtis KC5514
5. Ron Sherry US44
6. Robin LaGraviere KC5629
7. Julie Richards US4868
8. Jim Grogan US3

Overall Results A Fleet 3

Races:

- T 11 pts
JR Francis 12 pts
John Curtis 13 pts
Ron Sherry 15 pts
John Harper 22 pts

Below: Karen Binder confers with Julie Richards and Rhea Nicholas.

Photo: Gretchen Dorian





John Curtis, Chris Berger, and Jim Grogan at the weather mark.
Photo: Gretchen Dorian

Race 4 - B Fleet

The 4th race in the B Fleet also went to Karen Binder. As I watched the first lap, Karen easily won from the right side, where she started. She played the right side on the other beats as well.

Race Results B fleet

Race 4:

1. Karen US5630
2. Eric Doyle US5996
3. Bob Rast US1313
4. Bob Cave US445
5. Michael Rian US467
6. Sean Healy US492
7. Hal Bowman US2177
8. Rhea Nicholas US4783

Overall Results B Fleet 4

Races:

- | | |
|----------------|--------|
| Karen Binder | 13 pts |
| Rhea Nicholas | 27 pts |
| Bruce Williams | 31 pts |
| Bob Rast | 32 pts |
| Bob Cave | 37 pts |
| Matt Meyer | 37 pts |

A Fleet - Race 4

I started the fourth race from position five and used the right side like Karen did in the B Fleet race. With the wind a little lighter at the start, I sailed as fast as I could, heading towards the right shore. The wind had shifted to the right on the way over to the right side. I got a lift at the shore just when it was time to tack. I tacked out and headed in light air towards the left to avoid hazards along the shore. Most of the boats that started towards the left were ahead of me, and I was sure my bad course management decisions would continue. I went far enough to the left side to come into the weather mark close to the port tack layline. Rounding the weather mark in tenth place, I passed several boats downwind. I played the middle up the next

two beats and was fast downwind. We had to pay attention because of a marked hazard about a quarter-mile leeward of the weather mark, right in the middle of the course. There was also the Darling mark. The shifty winds at the weather mark meant taking advantage of every boat length you could gain. I played the shifts well and managed to win the fourth race.

Race 4 - A Fleet

1. Ron Sherry US44
2. T US5224
3. Robin LaGraviere KC5629
4. John Curtis KC5514
5. JR Francis US807
6. Andy Allen US5451
7. John Harper US60
8. Daniel Hearn US5352

Overall Results A Fleet 4

Races:

- | | |
|-------------|----------|
| T | 13 pts |
| Ron Sherry | 16 pts |
| JR Francis | 17 point |
| John Curtis | 17 pts |
| John Harper | 29 pts |

B Fleet - Race 5

After the fifth race, we get one throwout that mixes the results. After the B Fleet race, the wind shifted to the right, and the RC started to move the course, but before they finished, the wind shifted back. Karen won the 5th race, as well.

Race Results B Fleet

Race 5:

1. Karen Binder US5630
2. Hal Bowman US1277
3. Bob Cave US445
4. Eric Doyle US5996
5. Bob Rast US1313
6. Michael Rian US467
7. Sean Healy US492
8. Matt Meyer US5646

Overall Results B Fleet 5

Races:

- | | |
|--------------|---------|
| Karen Binder | 4 point |
| Bob Rast | 14 pts |
| Bob Cave | 17 pts |
| Hal Bowman | 24 pts |
| Eric Doyle | 26 pts |

A Fleet - Race 5

The wind was shifting a lot, and the shifts lasted a while. I started in position one and really started taking advantage of the shifts. This race was the only one where I could make the weather mark with only one tack. The left shift meant carrying starboard tack further downwind.

Race Results A Fleet Race 5:

1. Ron Sherry US44
2. JR Francis US807
3. John Curtis KC5514
4. Mike Bloom US321
5. T US5224
6. Robin LaGraviere KC5629
7. Bruce Williams US3283
8. Rob Holman US3705

Overall Results A Fleet 5 Races:

- | | |
|-------------|--------|
| Ron Sherry | 10 pts |
| T | 10 pts |
| JR Francis | 13 pts |
| John Curtis | 13 pts |
| John Harper | 25 pts |

B Fleet - Race 6

Between races, the wind shifted 35 degree to the left. The RC had to decide if they should move the course or wait for it to shift back. They decided to wait, and it shifted back. They started the sixth race, and, at the first leeward rounding, Eric Doyle US5996 had what looked like an insurmountable lead. The left side came in, and Karen was not to be denied another win. She was pulling so hard that there was no space between the boom and deck. I couldn't believe Karen came all the way back and won the last race. Great job, Karen!!! You sailed one hell of a regatta.

Race Results B Fleet Race 6:

1. Karen Binder US5630
 2. Eric Doyle US5996
 3. Bob Cave US445
 4. Bob Rast US1313
 5. Hal Bowman US1277
 6. Michael Rian US467
 7. Sean Healy US492
 8. Rhea Nicholas US4783
- Final Results B Fleet

6 Races:

- | | |
|---------------|--------|
| Karen Binder | 5 pts |
| Bob Rast | 18 pts |
| Bob Cave | 20 pts |
| Eric Doyle | 28 pts |
| Hal Bowman | 29 pts |
| Michael Rian | 29 pts |
| Rhea Nicholas | 35 pts |
| Sean Healy | 37 pts |
| Bruce Jones | 39 pts |
| Matt Meyer | 45 pts |

A Fleet - Race 6

The wind shifted before the A Fleet race, and the RC patiently waited for the wind to shift back before starting the race. I knew what my scores were, and T was unsure what his scores were. The scores had changed because of a DSQ in race 5, which moved people up behind me. T and I were tied at ten points at the start of the last race. JR Francis US807 and John Curtis were tied at thirteen points, just three

points behind. The wind shifted left as predicted, but it oscillated back and forth. The wind seemed stronger in the left quadrant. I was all amped up for a "play the shifts, protect the left" kind of race. At the start, JR was heading left from the 2nd position, I was in the first position, and T was in the fifth position. The right wind shift at the start had made the line square, so I anticipated a left shift with pressure. When T tacked to the left, shortly after the start, my decision was easy; tack over and cover JR and T. I headed over to the left, and JR had tacked and crossed us on port. I went beyond him and saw T coming back, well back. I tacked in front of T and headed towards the starboard tack layline. Slightly to the right, JR found light air, and T worked his way up inside me with the left shift. In the meantime, Peter Van Rossem KC2766, who had started in position 13, sailed to the starboard tack layline with only one tack.

Peter had a huge lead while T ran about third and I fifth. I passed a few boats downwind. Peter was still leading at the leeward mark, and T was second. I tacked up the middle on the second beat but made no gain on Peter or T. At the second leeward mark, Peter and T were first and second about 100 yards in front of me. Going up the last beat, I felt a header. I tacked halfway up, just in time to get a big starboard tack lift that had me almost aimed at the weather mark. It felt like the wind had stopped halfway across, so I tacked back to port in a nice left-hand shift with pressure. I easily crossed T while Peter stayed on port until starboard tack layline. I got another header just after crossing T, so I tacked back to cover. I came into the last weather mark on the port tack layline and rounded it in first.

Continued next page



Having to tack to round the weather mark slowed me down enough that Peter passed me going downwind. I decided to jibe halfway down the last downwind leg to see if I could take more advantage of the left shift with pressure. I jibed back on the starboard tack layline to the finish with a nice puff allowing me to cross the finish line just in front of Peter to win the last race. On Thursday, I could not make the right decision, Friday, I couldn't make a wrong decision. Oh, what a feeling!!!

Race Results A Fleet Race 6:
 1. Ron Sherry US44
 2. Peter Van Rossem KC2766
 3. T US5224
 4. JR Francis US807
 5. Robin LaGraviere KC5629
 6. John Harper US60
 7. Mike Bloom US321
 8. Eric Smith US2525

Final Results A Fleet 6 Races:
 Ron Sherry 11 pts
 James T Thieler 13 pts
 JR Francis 17 pts
 John Curtis 20 pts
 Robin LaGraviere 26 pts
 John Harper 31 pts
 Peter Van Rossem 40 pts
 Mike Bloom 46 pts
 Rob Holman 47 pts
 Jim Grogan 58 pts

After that last race, we had six races per fleet, and the RC had called the regatta completed. Following the awards ceremony in the parking lot, we invited everyone back to the Alexander Park Tavern to celebrate a successful regatta. Rob Holman, George Reis, Deb Whitehorse, Chris Gordon, John Baudry, Brian and Kim Jones, Bruce and Sheryl Jones, Sean Heavy, Rhea, and I were in attendance. We had lots of fun with enthusiastic stories. Let's just say George Reie was the winner of the storytelling!

The DN class is fantastic; sending two sets of volunteer scouts out north and south to find a new plate of ice and dealing with wind, cold, and snow in the forecast is never easy. In hindsight, I believe their decisions were spot on. Thank you to everyone who worked so hard to ensure we could have a regatta. Lake Senachwine is on the small side, and the wind

is constantly shifting. The Race Committee led by Dan Heany, Bill Coberly, and Erica Stange Baker showed incredible patience and did a fantastic job getting six fair races completed in each fleet.

I want to thank my whole family for supporting me in this crazy endeavor we call iceboating, especially my wife Renee, son Griffin, and sister Loretta Rehe. I want to thank the people I traveled with this year, Rhea Nicholas and John Bauldry. Having extra hands always helps when loading, unloading, and setting things up in the pits.

Ron Sherry US44

EQUIPMENT USED FOR 2022 U.S. NATIONALS

- 1999 Clone Hull
- 2021 Balsa Core Plank
- 2021 Prepreg Mast
- ABSS and PS-1 Ullman Sails
- Forstmann Boom
- Runners
 RACE 1: 3/16 X 36 X 90-degree inserts with 19 inches of .008 flat.
 RACE 2: 3/16 X 30 X 100 degree inserts with 15 inches of .008 flat.
 RACES 3 - 6: 3/16 X 36 X 95 degree inserts lite with carbon wings and 19 inches of .008 flat.
 RACES 1 - 6: 3/16 X 30 X 90 degree low/pro front with 14 inches of .008 flat.



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CHAMPIONS DESIGN.

MORE PROPOSALS ON SPECIFICATIONS, SECTIONS C, D, F AND H: MAST, BOOM, RUNNER CUT AND TRACK AND RIGGING AND FITTINGS

WARREN NETHERCOTE KC3786

The proposals presented here roll up most of the remaining areas of the specifications. I have not addressed Section G, Sail, largely because it is the one part of a DN where I have no building or design experience.

I believe that the revisions are consistent with the desire of the two Continental Governing Committees to update the DN Official Specifications for greater clarity and that these proposed revisions should not change how a DN is built; however, there are several cases where substantive changes are proposed:

- Weight and internal diameter limitations on an aluminum boltrope tunnel for the boom have been deleted because these appear to be an unnecessary restriction on an increasingly uncommon wood boom, and
- The requirements for a boom stripe have been dropped since the foot of the sail has a length restriction. A member proposal to delete the stripe requirement has been submitted to the European National Secretaries and is expected to be referred to a member ballot. Its approval by the membership at large seems a foregone conclusion.

Notes applicable to each Section of the Specifications appear before the relevant sections.

I appreciate the support of Robert Cummins, US 3433, and more recently, David Croner, S-1, in the preparation of these proposals.

Mast: The proposal for Section C is largely a combination of existing Specifications and Interpretations. Changes in structure and wording are editorial, for simplicity and clarity.

C. Mast

0. *The DN mast is constructed of wood, aluminum and/or composites and supported by a forestay and shrouds and a mast-step that allows free rotation of the mast.*

Masts built prior to July 1, 1996, shall be considered legal if they meet prior specifications (as published in the IDNIYRA 1996 Yearbook) instead of current Specifications.

1. Materials

- a. The following materials are allowed: aluminum; wood; carbon or glass fiber; adhesives; foam; fairing and finishing materials. Materials not explicitly allowed are prohibited.
- b. Fittings on the mast (for example: halyard block/sheeve, halyard catch, hound, or mast base socket) may be built of any materials except para-aramid (Kevlar). Also see Section H, Rigging and Fittings.
- c. Fasteners of steel, stainless steel or aluminum are allowed.

2. Construction Methods and Details

- a. Cross section profiles are optional. Mast may be solid or hollow.
- b. Only one boltrope tunnel is permitted. The boltrope tunnel shall be substantially straight with the mast relaxed. Track is prohibited. If the boltrope tunnel is attached to the mast externally the boltrope tunnel shall be considered part of the mast for measurement of the mast cross section dimensions and mast weight and balance point.

c. A removable internal reinforcement of materials allowed in Specification C.1.a is permitted. This reinforcement shall not be altered, turned or removed during a regatta.

d. The mast may be made in sections (for example, an upper and a lower section) but shall be one piece when used in a regatta. When the sections are separable the joint between them shall be covered (sealed) by tape by regatta officials (or the tape signed by regatta officials) for the duration of the regatta.

e. The bottom of the mast shall have a socket, or sockets, so the mast will pivot freely on the mast step deck ball. The socket(s) may be integral with the bottom of the mast or may be a separate fitting that is attached to the bottom of the mast. If a socket is a separate fitting it shall be in place and considered part of the mast for measurement of dimensions, weight, and balance point.

f. A halyard shall be installed. An internal halyard is permitted.

g. Devices which prevent or hinder movement of the boom on the mast are prohibited.

3. Key Dimensions

	English, in.		Metric, mm.	
	Max.	Min.	Max.	Min.
a. Length overall, including fittings	192	186	4876.8	4724.4
b. Maximum fore and aft dimension of mast cross section, excluding hardware	4		101.6	
c. Minimum fore and aft dimension of mast cross section, measured from the full section above the boom jaw area to a point located 127 ½ inches (3238.5 mm) above the mast base		3 ½		88.9
d. Minimum fore and aft dimension of mast cross section, measured above a point located 127 ½ inches (3238.5 mm) above the mast base		2		50.8
e. Maximum side-to-side dimension of the mast cross section, excluding hardware	2 ½		63.5	
f. Minimum side-to-side dimension of the mast cross section, below a point located 127 ½ inches (3238.5 mm) above the mast base		2		50.8
g. Minimum side-to-side of the mast cross section, measured above a point located 127 ½ inches (3238.5 mm) above the mast base		1-1/8		28.6
h. Minimum depth of the bolt rope tunnel measured perpendicular to the outside trailing edge of the mast		3/8		9.5

4. Weight and Balance Point

a. The mast, without stays but complete with hardware and halyard used while sailing, shall not weigh less than 15 lbs. (6.80 kg). Aluminum masts produced from a die existing prior to July 1, 1996 may weigh less than 15 lbs. (6.80 kg).

b. When supported at one point in an approximate horizontal position, the mast, without stays but complete with hardware and halyard in sailing position, shall balance at a point a minimum of 84 inches (2133.6 mm) from the mast base.

c. The minimum weight and balance point specifications (C.4.a and C.4.b) shall be met with and without any removable internal reinforcement.

d. In specifications C.4.a and C.4.b, the term "stays" includes all components and devices used to connect the cables to the mast hound at the height of the lower mast hound bolt, reference specification H.12.a. All components and devices used to connect the cables to the mast hound at the height of the lower mast hound bolt must be removed from the mast when determining the weight, C.4.a, and the balance point, C.4.b.

There are no proposed interpretations for Section C.

Continued next page

Boom: The proposal for Section C is again largely editorial but does include two substantive changes. Current specification D.4 sets a minimum specific weight and internal diameter for an aluminum boltrope tube. This requirement appears unnecessary and is deleted. The Technical Committee has observed that the requirement for a boom stripe, current Specification D.7, is redundant since current Specification G.3 sets a maximum foot length. In anticipation that the proposed deletion of the current D.7 will be approved by a member ballot the boom stripe requirement has been eliminated from the proposal. The measurement of the length of the boom is redefined. It is functionally equivalent to the existing Specification D.1 but simpler to apply.

D. Boom

0. *The DN boom is constructed of wood and/or aluminum, with Fiberglass as an allowed reinforcement.*

1. Materials

- a. Booms shall be built of wood and/or aluminum. Fiberglass may be added for reinforcement only. Adhesives, fasteners, fairing materials, and finishes are permitted.
- b. Fittings on the boom (for example: boom jaws, tack and clew attachments, attachments for blocks) may be built of any materials except para-aramid (Kevlar). Also see Section H, Rigging and Fittings.

2. Construction Methods and Details

- a. Cross section profile is optional. Boom may be solid or hollow.
- b. Only one boltrope tunnel is permitted. The boltrope tunnel shall be substantially straight with boom relaxed. An aluminum boltrope tube is allowed on a wood boom; the cross section of the tube is optional.
- c.
 - i. Boom jaws are optional. Devices which prevent or hinder movement of the boom on the mast are prohibited except for the allowed check wire in the luff of the sail, if fitted.
 - ii. The boom jaw shall not have a projection on the bearing surface that will fit into the mast slot and thereby affect the rotation of the mast.



Designed by Zakrzewski P-55



3. Key Dimensions

	English, in.		Metric, mm.	
	Max.	Min.	Max.	Min.
a. Length of boom, measured on centerline (any portion of boom jaws off the centreline of the boom and any other hardware attached to the boom are not included in the measurement)	108	Optional	2743	Optional
b. Height of cross section of boom between the forward end of the outhaul bracket or outhaul adjuster and a point 12 inches (305 mm) from forward end of boom on centerline	3	2 ½	76.2	63.6
c. Width (thickness) of cross section of boom between the forward end of the outhaul bracket or outhaul adjuster and a point 12 inches (305 mm) from forward end of boom on centerline	1-25/32	1 ¼	45.25	31.8

There are no proposed interpretations for Section D.

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

F. Runner Base and Cut (Track)

	English, in.		Metric, mm.	
	Max.	Min.	Max.	Min.
1. Longitudinal distance from pivot axis of steering runner to pivot axis of aft runner.	103	97	2616	2464
2. Lateral distance between aft runner edges below pivot axis (to be measured with skipper in cockpit in sailing trim).	95	Opt.	2413	Opt.

3. Measuring F.2: In order to make repeatable measurements of runner cut as intended by Specification F.2 the following methods should be used:

- Rigging should not be tight during measurement. The skipper (the registered competitor for that DN) must be allowed to loosen the rigging as required to relieve static tension.
- Skipper should be wearing normal racing attire, including helmet, goggles, etc.
- Mainsheet must be loose.
- The runners must be allowed to move. If on the ice, the boat may be pushed to allow the runners to seek a neutral position. If using a measurement fixture, the device must allow free sideways movement of the runners.
- The skipper should be in the cockpit in normal sailing position (lying in the cockpit with his shoulders against the seatback).

There are no proposed interpretations for Section F.

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

In the March 2022 *Runner Tracks* the fittings related to the fuselage were transferred to the Section A, Fuselage, to improve clarity for builders but they have been left here temporarily to help readers compare the proposed Section H to the existing sections H and I.

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

Continued next page

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

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

H. Rigging and Fittings

0. Rigging and fittings are specified both in this Section of the specifications and in others when rigging and fittings affect the application of those sections. Hardware (rigging and fittings) need not conform to plans if specifications are not violated, and hardware performs the same function that the plan item performs.

1. Materials

- a. Rigging and fittings may be made of any materials, except par-aramid (Kevlar), and except as specified in Specifications H.1.b. through H.1.g.
- b. Standing rigging (stays and bobstay) shall be made of steel cable.
- c. The halyard shall be made of steel cable or of rope of optional material. Para-aramid (Kevlar) is prohibited.
- d. The mainsheet shall be made of rope of optional material. Para-aramid (Kevlar) is prohibited.
- e. The side chock and steering chock shall be made of steel, stainless steel, or aluminum.
- f. Rope stops or loops of any material (except para-aramid (Kevlar)) may be substituted for metal shackles, bails or straps.
- g. Adhesives and fastenings are permitted.

2. Standing Rigging

- a. The minimum diameter of stays (forestay, shrouds/side stays, and bobstay) shall be 0.118 inches (3 mm).
- b. Framing stays are prohibited. Any cable not shown in the Official Plans is prohibited.
- c. . A bobstay shall be installed and fitted to the bow tang and anchored at its after end on the stern block or immediately in front of the runner plank.
 - ii. The bobstay shall pass over the bobstay strut.
 - iii. A bobstay anchored at its aft end on the stern block may either pass below the runner plank to reach the stern block or may penetrate the bottom skin of the fuselage forward of the runner plank and reach the stern block from within the fuselage.
- d. The forestay and shrouds (side stays) shall connect to a common component (which may consist of one or more sub-components) which attaches to the mast hound at a single point.
- e. Tubes and other means of rigid adjustment of stay lengths are permitted.
- f. Devices which adjust stay lengths while yacht is underway are prohibited.
- g. It is not allowed to use a shock absorber (spring) between side stay and the fitting on the end of the runner plank.

3. Running Rigging

- a. The minimum diameter of the halyard is 3/32 inches (2.4 mm).
- b. Halyard must be capable of lowering and raising the sail with the yacht in upright position.
- c. Location of halyard catch on mast is optional.
- d. Additional fittings to secure halyard to mast are permissible.
- e. The mainsheet must be attached to the boom and pass through all blocks as shown in the Official Plans.
- f. The mainsheet may run inside the boom between the forward (first) block on the boom and the second block on the boom.

4. Mast Hound

- a. The components of the mast hound may affect the free orientation of the mast by either forcing mast rotation or limiting mast rotation.
- b. Cable may not be used in place of mast hound. Hound may be made from strap or plate material. No leaders or bridles allowed.
- c. The number of straps on the mast hound is optional.
- d. It is allowed for there to be more than one position for the mast hound or an adjustable fitting with multiple positions, providing the location of the lower mast hound bolt (pivot bolt) is within the range specified in H.12.a. The position may not be adjusted while the yacht is underway.

5. Mast Step

- a. Mast step shall permit free orientation of mast.
- b. Mast step shall be rigidly mounted on the deck of the fuselage.
- c. Means for rigid adjustment of mast step location are permitted.
- d. Means for adjustment of mast step location while yacht is underway are prohibited.

6. Bow Tang

- a. The bow tang must be mounted at the forward most (bow) end of the fuselage and all parts of the tang, with the exception of the fastenings attaching it to the fuselage, must be outside the fuselage.

7. Tack Fitting

- a. There is no limit to the number of holes in the tack fitting.

8. Sheet Blocks

- a. Six sheet blocks shall be installed.
- b. Diameter of the sheeves of the sheet blocks shall not exceed 4 inches (101.6 mm).
- c. Blocks shall be individual (no blocks with multiple sheeves).
- d.
 - i. Four sheet blocks shall be installed aft of the rear limit of the cockpit floor: two on the boom and two on the deck. None of these blocks may incorporate a one-way feature. The blocks on the fuselage shall be fastened in a manner such that anything penetrating the deck may only be performing the function of fastening, and no other function.
 - ii. Boom blocks may not be attached inside the boom by slotting the bottom of a boom and inserting the sheave into the slot and then using a bolt or rod through the boom as the axle for the sheave.
 - iii. Track(s) may be mounted on the boom and/or the deck for sliders to which the sheet blocks may be attached but the position of the sliders or blocks shall not be adjusted while underway.
- e. One sheet block shall be located forward on the boom within 12 inches (304 mm) of the mast. This block may incorporate a one-way feature.
- f. One sheet block shall be installed on the tiller post. This block may incorporate a one-way feature.
- g. Mounting Pulleys on deck or boom by any means is acceptable as long as the rope and the entire sheave are outside the boom or deck.
- h. It is prohibited for any part of the sheet block, or any hardware integral with the mounting of the sheet block, to be below the projected top surface of the deck, with the exception of the screws or bolts used to fasten the hardware to the deck.
- i. It is allowed to use a fixture providing additional height to mount the rear sheet blocks to the deck. This fixture shall be mounted on the surface of the deck and may not be integral with the deck structure. This fixture must provide a fixed position for the block attachment. The blocks shall not be moved while underway.

9. Runner Plank Mounting Hardware

- a. The runner plank mounting system shall not extend more than 4" (101.6 mm) outside of the side panel of the fuselage.
- b. The distance, measured along the fuselage centreline, between the forward most and aftermost points of the runner plank mounting system shall not exceed 30 inches (762 mm).

10. Chocks

- a. It is not allowed to have two pivot holes in the chock.
- b. Shock absorbing steering chock steering chock must be according to plan, but spring(s) or rubber grommet(s) may be added as shock absorber
- c. The degree to which the side runner pivots vertically in the chock may be restricted only by way of the friction on the sides of the chock which is controlled only by the tightening of the pivot bolt. Any other device to restrict the vertical movement of the runner is prohibited, except that a device may be placed in the back of the chock to prevent the front of the runner from tipping downwards. The device shall not contact the runner when all three runners are on the ice.
- d.
 - i. "Kent" style chock – Either the inside or outside flange of the side chock may be reduced in size to allow clearance for runner stiffening elements. When viewed from the side, the profile of the chock must meet all dimensions specified.
 - ii. The reinforcement bar or stiffening element that is associated with the "Kent" style chock is allowed to be attached only to the runner and must meet all requirements of a runner stiffener, Specifications Section E.

11. Footrest

- a. A fixed or adjustable footrest may be used.



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12. Key Dimensions

	English, in.		Metric, mm.	
	Max.	Min.	Max.	Min.
a. Distance from lower mast hound bolt (pivot bolt located in front to mast) to base of mast	139-1/2	127-1/2	3543	3239
b. Horizontal distance from mast step pivoting point (center of ball) to pivot axis of steering runner	41	35	1041	890
c. Mast Step – Height of pivoting point (center of ball) above deck	1-5/8	1-1/8	41	28.6
d. Mast step mounting hardware – Length.	9	-	228.6	-
e. Mast step mounting hardware – Width.	3	-	76.2	-
f. Bow Tang – Width	3-3/4	-	95.3	-
g. Bow Tang – Horizontal distance from the pivot axis of the steering runner to the aftermost end of the bow tang.	8	-	203.2	-
h. Bow Tang – Height above a horizontal line extending forward from the deck at a point 2 inches (50.8 mm) behind the bow.	3	-	76.2	-
i. Distance from the center of the runner plank to the attachment point of the side-stay to the side stay tang on the end of the plank.	-	43.07	-	1094
j. Width of the runner slot in the chocks at the smallest dimension where the chocks come in contact with the runner's side or stiffening element.	1-3/32	31/32	27.7	24.7
k. Height of side chock	3-1/2	2-7/8	88.9	73.1
l. Length of side chock	9	6-3/4	228	172
m. Width of side chock	4-3/4	-	121	-
n. Horizontal distance from pivot axis of steering runner to pivot axis of steering post	50	44	1270	1118
o. Bobstay strut or post, including mounting hardware – Height (from bottom skin of fuselage)	-	3	-	76.2
p. Bobstay strut or post, including mounting hardware – Length.	6	-	152.4	-
q. Bobstay strut or post, including mounting hardware – Width.	4	-	101.6	-

There are no proposed interpretations for Section H.

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BE FAST

BE COMPETITIVE



ING DESIGN CARBON MAST

VE BECOME THE WINNER

IT'S A LONG

DAVID FROST GOT THE IDEA AND RAN WITH IT.

Like much of what I have done in life, not a whole lot of forethought and planning goes into it. Just get the idea and, if possible, run with it. This year's little trip to the Gold Cup followed a similar path. While driving from Madison, WI, to Putnam, IL, to scout ice for the US Nationals with my son, Cooper, the subject of the Worlds and European Championships came up in conversation, something like this:

Me: No one is signed up from North America so far for the Worlds. One of these years, I want to go.

Coop: You know, flights to Europe are really cheap right now.

Me: How much to Amsterdam, round trip?

Coop, after a quick search: \$300

Me: Warsaw?

Coop, after a few more taps on the phone: \$275

Me: Hey Siri, Call Amy

Siri: Calling Amy Frost (my wife). Seriously, that is how she is listed in my phone, Amy Frost (my wife).

So I call home and do a quick elevator pitch on the idea of going to the Worlds in three weeks with the following key points:

- 1- Flights are really cheap!
- 2- No one from the States is going, and as the Vice Commodore, I really should represent and get to know the Europeans.
- 3- Somebody needs to raise the flag!
- 4- And, for a brief period, I will be the fastest American!

Some of that was true, and some could have been true, but the key part is that Amy gave me her blessing, with one condition, I needed to go with someone!

Have you ever tried to get a travel partner to fly halfway around the world, to sail for a few races, on short notice, during a pandemic? Me either, but I fearlessly chased one lead after another, with no



WAY TO GO...

EUROPEAN TRAVELOGUE & WORLD CHAMPIONSHIP REPORT BY DAVID FROST US5358



The Stoop in Norway.

success. Even after finding out Jacek Marzenski, KC 5247, was representing Canada, our schedules weren't lining up to travel together. Things were not looking good for this foolhardy trip until I remembered my ace in the hole for all things silly and frivolous in the traveling department.

Me: Hey Siri, call Audrey!

Siri: Calling Audrey (your actual favorite child.) Yes, the kids have modified their names in my contacts. For the record, Coop is "Cooper (the Favorite Child)."

Me: What are you doing in two weeks? Do you want to go to the World and European Championship?

Yep, that was about all it took. Luckily Audrey had recently graduated and had a few months of flex time to play with before her next round of education. So my timing couldn't have been better. And Amy was relieved (as much as she could be) that I would have a travel partner and someone to help navigate the journey.

It's A Long Way To Go
.... on short notice with a boat?

The next hurdle was to find a boat. Traveling to Europe for my first time to race on short notice ruled out the idea of bringing my boat. Just too much hassle. So an email to Attila Pataky, M 100,

Continued next page



set the ball rolling in my search for a boat to charter, and Mihkel Kosk, C 45, soon answered with a solution, the best boat that I had ever used in Europe!

Suddenly it was real—blessing, partner, boat, time to spend money. Traveling with my kid only added an extra ticket or two, food, and a few beverages, so the budget allowed for a little fun, a new runner box, boots, socks, goggles, shim tape, and a few other items.

The runners were a big item. Do I haul a box of steel through the airport and around Europe for what, in all reality, was a pleasure cruise? Because no matter what moments of greatness I have stumbled into during a race, I am yet to be a contender. So the plan was, if I were still likely to be in the Gold Fleet at the time of getting on the train for the airport, I would take the 70# box. If not, I would leave them in the van and run whatever runners came with the boat. So I checked the list repeatedly for entrants. I made a spreadsheet with every registered skipper and their ranking and how many more had to sign up to leave the box home. Two, if you were wondering. Just two more fast-cats and the box would remain, and I would cruise my way through the Silver fleet with not a care in the world. But only three more people signed up after me, and only one ranked higher. So the box went.

It's A Long Way To Go
.... for a visit

With the silly nature of our sport, choosing a destination to travel to was interesting. Not having European travel partners and meeting

my boat at the race site, we chose the opportunity for a long-overdue visit to family friends and waited out the site selection process in Whuppertal, Germany. Because why not travel to a country with zero ice to await the news of the regatta site? Explaining our rationale and the silly sport caused more than a few head scratches.

But time with Martin and his family was precious. Being welcomed into their home and joining their world made the trip worthwhile, if only for a few days. If anyone is looking for gift ideas for me (or anyone), buy some airline tickets to visit friends and family!

So after a few days of visiting churches and cathedrals, walks through towns and parks, wonderful food, company, and the obligatory morning coffee on whatever stoop I could find, the site was announced, Lake Hjämeren in Sweden, about an hour west of Stock-

holm. So we loaded up the trusty rental car (an Opal, if you were wondering what economy race machine we got... 104 mph is about as much as the kid could get out of it on the Autobahn, if you were wondering) and set out on the next stage of the adventure. Fourteen hours of drive time, one McDonalds, one hotel, one ferry, and three countries later, we ended up at the race HQ in Eskilstuna, Sweden. Shockingly, we found friends, both new and old, in the lounge. Remember those three skippers who signed up after me? One of them was from Chicago, Chris Berger US 5166, and he was one of the first smiling faces I saw. This also meant that my chances of briefly being the fastest American were rapidly shrinking! Ok, it shrank, the ship sailed, and I was back to chasing Chris. And that was good, a bit of normalcy, one boat of which I knew what to expect.

So Saturday morning came, and we headed to the lake, there was a bit of snow on it, but it was not slowing anyone down. The circus slowly moved in—skippers from 17 countries and all the related travel and regatta gear. The Race Committee was inspecting equipment if you wanted to head off potential issues (great idea.) More skippers kept rolling in while others scrub raced and tuned. My boat was running behind schedule, and a longer-than-planned lunch with the young one meant I didn't get my boat until two PM. I set up, swapped out hull numbers, and headed out for a bit of tuning and getting to know the old girl. Not a lot of practice time left in the day, but I felt reasonably comfortable in her for the conditions. There was no issue getting up to speed in the snow; things felt good for a respectable regatta. Now to get some dinner, swap out the sail numbers, and get some sleep - well, that was the plan. The numbers on the PS1 came off like a dream, but for a two-year-old sail, that was expected. The older ABSS was a different story. So, where do you go late on a Saturday night to find solvent to remove sticker residue in Sweden? After numerous



Photo: Anna Pataki

attempts, I ended up at a gas station and found bug and tar remover. It worked slowly. Two hours later, the sails were clean, the new numbers were on, and I finally got to bed.

It's A Long Way To Go

.... to not have read the fine print!

Sunday morning comes around, and I eat breakfast, enjoy my coffee, and head to the lake. I still needed to shim my runners before the opening ceremonies. That's when I discovered that 12mm chock boats don't play well, or at all, with my runners. Really? Did I bring that box over here just to sit on? And yes, Mihkel had listed the 12mm part in the boat's description. The good thing is that it looked like a snow plate kind of day and the boat came with a fine pair. So I left my new box and runners in the car and got on with enjoying the opening ceremonies.

Reason 3: Somebody has to raise the flag!

With the arrival of FiveOneSixSix on the scene, no one discussed who



From left: Attila Pataki Jr., Audrey Frost (aka "The Kid"), photographer Anna Pataki, and Attila Pataky

Continued next page



was raising the flag, but I walked too close to Attila before the ceremony, and he directed me to the boat with the US flag, so I apparently was it. Chris did walk by and graciously let me have the honor, perhaps because he knew he had Reason 4 in the bag! Either way, it was my turn to hoist the colors. I have raised the flag many a time in my day, at school, church, Scouts, and maybe even at a football game, but there was something special about doing it on a world stage, Surprisingly so. Perhaps I even moistened my eyes just a little. I hope that all there raising their colors were also so moved!

Like many a regatta, the best wind is when we aren't racing. It was nice during the opening ceremony, weaning during the Silver Qualifier, and was sputtering when the Gold Fleet was called to the line. But we all lined up, me, way off to the left in the mid to upper 50s. And the wind died. It would spring back up a bit here and there and die again. It did this for what seemed like two hours. So we chatted, took pictures, took walks, took a nap, and a pee or

two. I finally headed back to the pits to get a bite to eat; halfway there, I saw Stan Macur (RC) heading out to the starting position with the flag.

OH SH..... I had to run. For those of you who don't know, I ruptured a couple of tendons in my foot last summer. Therapy did not include running, it didn't include doughnuts either, but they somehow found their way into the routine. That combination added gravity to the previous OH SH.... So I attempted to run, get out of my extra clothes, take the brake off, put my gloves on, and get there before Stan dropped the flag. I didn't. I was a few steps off the start, but I gave it my best, fell off a bit too much, ran/hobbled as best as I could, and slid gracefully into the boat (ok, likely flopped, but it was also likely my best entry for the day, and there were many more to come!) and then I came to a halt.

The boat wouldn't glide to save my life. I have never been a fantastic light air sailor, but this was ridiculous. So I got out again and gave it the old college



Photo: Anna Pataki

try. And again and again, there were moments when I actually got the boat sailing, but they were brief. I had flashbacks to the first race I had ever sailed on North Lake Lelanau, where I couldn't get the boat downwind on clean ice and 12 mph wind. Good Lord, I thought I had grown some over the years.

I managed one lap, crossed the finish line, and found a safe place to wait for the flag to go up so I could be Barted. It didn't take long, maybe 20 seconds, and Peter Hamrak, M53, crossed the line and ended my misery. Gareth Rowland, K11, described it as a magical race watching the top kids find speed and grace while others struggled. Perhaps magic, or maybe skill, as many of the top finishers started to my left and right. Thankfully the RC called it for the day, and I pushed back to the pits.

I was bummed. It is one thing to come across the pond just to have fun, but there was no fun in that experience. Sitting in the lounge either that night

or the next, I was bemoaning to Audrey about the Fat Nut behind the tiller. John Winquist, L601, kindly pointed out that it may not have been just the "Fat Nut Behind the Tiller," but likely my runner selection because the snow condition changed dramatically while we waited so long. Thanks, John, for taking some of the sting out of it. During the Silver Qualifier, the boat was running well in my tuning runs, so perhaps it was not just me.

It's A Long Way To Go for snow!

But snow is what we got; Three inches or so early Monday morning, enough to postpone the racing, enough for the circus to pack up and wait for the scouts to find new ice. Audrey and I headed out for a quick trip to Stockholm to see the VASA museum. We strolled around town in the wet snowfall, taking pictures, having fun, and finding a great cup of coffee and pasta with little clams. Tasty. There was at least 7" of wet snow on the ground when we made it back to Eskilstuna.

Continued next page



Gareth Rowland K11

Tuesday rolled around, and we cleaned out the cabin, loaded up the Opal, and waited for word of our next move. I must admit I enjoyed this part. Mainly because I was a guest and just had to wait. Having had my first regatta at the US Nationals this year as part of the Governing board and knowing the work involved in moving the show, I enjoyed sitting back and waiting for their decision. The next three years will give me plenty of time to be involved.

Norway was the destination. Cool. Another country was added to my list. And a first for many of us having a regatta there. After a quick stop at the building supply big box for a drill bit (12mm, if you were wondering), we were off to Kongsvinger to sail on Storsjoen.

We arrived at the lake Wednesday morning, the last day of the Worlds. There was some snow on the ice, but not much, and perfectly sailable. I borrowed a drill and used my new bit to drill out the five runners I had brought, set the boat up, and headed to the course after the skippers' meeting. All was going well. Dialing in the tuning on the way out and during a few practice runs, I put the 100s on and used the snow plate steering runner. Winds were still light, but they were predicted to build.

Race two was not fantastic, but I was sailing. I passed a few people

and got passed by many, but at least I wasn't walking. On the second downwind, I ran it a little deep, jibed in some rough ice, and came out of it dragging something - what the he..? The parking brake flipped forward in the rough stuff and was dragging. I tried to sail with it on but eventually had to stop and reset it. The wind had been clocking, and it seemed I would need to sail back to the weather mark to get going, so I pushed across the line, joyful that I had completed two laps!

After bending the brake into a position that should keep it from popping loose and tweaking the rig, I lined up for race three, which I completed in three laps. The wind was building, and my boat was hiking more than I liked, so I played with the rigging to soften the mast. The hull had a hiking rack that did not fit this kid. It worked great to slide back and bring the boat out of a hike, but I had a hard time getting forward again and getting my feet on the bulkhead, rattling my confidence in boat handling. The last thing I wanted to do was get in a collision, especially when my performance had been so "stellar." I sailed a box and tried not to screw up anyone else.

It's A Long Way To Go

.... to forget how to sail!

Race four comes along; the wind is building nicely, perfect for this Clydesdale! I had swapped out the PS-1 for the ABSS, and it was like sailing with an old friend. I started on the far right, with one boat to starboard and the rest of the fleet to port. At the start, there was a shift that hit me first—my best start of the regatta and one of the best of

the year. Three or four steps into the boat, and I was off. I got the boat settled down, and everything was looking sweet. No matter how far I swiveled, I could not see any boats around me - and then I forgot how to sail! You know that shift I mentioned? The one that got me out ahead but also the one that dramatically moved the lay line from where it was earlier in the day? Yes, I tacked early, like a day or two early. By the time I got the boat settled down and saw that I was going to cross in front of or likely through the lead group of boats and that there was no way I was even close to the lay line, I chose to duck them. There was nothing to be gained and a lot to lose by choosing to hold my course, right of way or not, so I ducked them. And the closest boat to me on starboard was good old FiveOneSixSix. It seemed like time slowed as I passed Chris, and the look on his face was saying, "Where the hell are you going?" A valid question, to be sure - obviously back to the end of the line.

Race five came and went. More wind. More shifting. More fighting to hold the boat down and not screw anyone up. I was racing and loving it, even if in the back of the fleet! The RC called the regatta completed after race five. A good day's effort by the RC and everyone involved. We all headed back to the pits. Rumor had it was going to rain and blow that night. And it did!

Thursday morning on the lake was somewhat surreal. Water everywhere, boats tipped over, trailers blown across the ice. It was clear that the European championship was not starting on schedule. Many threw in the towel that day. Perhaps they were less optimistic than me (which doesn't take much) as



The author and Chris Berger

the probability of getting the EC off was rapidly shrinking. Perhaps the road home was very long. Maybe it was the uncertainty caused by the invasion of Ukraine, which I can only imagine. But in the end, I took down my boat, loaded it in the trailer, shook hands, and wished everyone safe travels as they journeyed home.

Thursday night was the awards ceremony for the Gold Cup, which is always a good time. Congratulations to all! And in case you were wondering, if they had handed out a trophy for reason 4, Chris would have won it!

Friday brought double ice, or shell ice, as we call it, on this side of the pond. So they postponed racing to Saturday and restricted the sailing area so as not to tear it up. The lake was a hotbed of activity, from sharpening, tuning, and socializing. Audrey and I were free to be tourists, so we headed to Oslo to see another ship, the Fram, and give the kid some shopping therapy; oh and, of course, get a coffee and dinner. A good way to enjoy the day.

Saturday morning, we loaded up the Opal and headed for the lake. They were in the sailing area when we arrived, waiting for wind. Audrey skated out, and I walked out for some on-ice socializing and farewells while they waited for the wind. We called it a day around noon and headed to shore; by the time we hit the highway fifteen miles away, the flags were standing proud, and I knew they would get the regatta off!

We made our way back to Wuppertal with a stay in Copenhagen along the way. Another two days with Martin's family and a little rest before the final journey home!

It's A Long Way To Go for twelve laps!

Yep, just twelve laps. And it was a hoot! Sign me up again!

Me: Hey Siri, Call Amy.....

-By David Frost US5358

REGATTA RESULTS

2022 WORLD CHAMPIONSHIP
FEBRUARY 19 - 26
HJÄLMAREN, SWEDEN (R#1,
STORSJOEN, NORWAY (R#2-5)

A FLEET 1-25

POS	SAIL	R1	R2	R3	R4	R5	R6	TOTAL	NETT
1	P31	ROBERT GRACZYK	(26)	2	3	1	5	37	11
2	M53	PETER HAMRAK	1	4	(19)	4	4	32	13
3	S714	OSKAR SVENSSON	2	12	1	2	(18)	35	17
4	P155	ŁUKASZ ZAKRZEWSKI	(8)	6	5	7	6	32	24
5	O2	ARTIS BERZINS	(52 DNF)	8	7	6	7	80	28
6	P13	KARDAS DAREK	6	(31)	11	3	8	59	28
7	P431	JAREK RADZKI	(23)	1	12	15	2	53	30
8	P114	MICHAŁ BURCZYNSKI	4	3	(24)	22	3	56	32
9	C20	RASMUS MAALINN	9	(16)	10	10	9	54	38
10	P243	ADAM SZCZNSNY	(32)	11	4	11	12	70	38
11	G8	THOMAS HUBER	3	14	8	14	(21)	60	39
12	P55	TOMASZ ZAKRZEWSKI	(37)	19	2	18	1	77	40
13	C72	MAREK LENTSIUS	11	(15)	9	12	10	57	42
14	C45	MIHKEL KOSK	(24)	20	6	9	11	70	46
15	D112	THOMAS EBLER	15	(33)	17	5	14	84	51
16	US5166	CHRISTOPHER BERGER	10	9	25	8	(27)	79	52
17	L601	JOHN WINQUIST	14	7	(35)	21	15	92	57
18	P107	MAREK STEFANIUK	13	10	29	13	(41)	106	65
19	P235	ADAM BARANOWSKI	16	18	13	20	(31)	98	67
20	R1	OLEG VASILEV	(29)	5	15	23	25	97	68
21	G936	JOST KOLB	(28)	28	18	17	17	108	80
22	P80	RYSZARD MRÓZEK GLISZCZNSKI	12	25	(36)	34	13	120	84
23	S8	FREDRIK LÖNEGREN	(34)	23	22	24	20	123	89
24	S713	RICHARD GUSTRING	25	24	14	(30)	29	122	92
25	G390	ANJA FIEDLER	(35)	27	27	19	24	132	97

REGATTA RESULTS

2022 WORLD CHAMPIONSHIP
FEBRUARY 19 - 26
HJÄLMAREN, SWEDEN (R#1,
STORSJOEN, NORWAY (R#2-5)

A FLEET 26-51

POS	SAIL	R1	R2	R3	R4	R5	R6	TOTAL	NETT
26	P247	MACIEJ BROSZ	18	22	26	32	(35)	133	98
27	P119	ZUZANNA RYBICKA	5	13	39	42	(43)	142	99
28	P341	RAFAL LUGOWSKI	17	17	(38)	31	36	139	101
29	P200	ROMAN MORGAS	(49)	40	31	16	16	152	103
30	P74	JERZY,ARTUR TABER	(38)	34	21	27	23	143	105
31	G890	HOLGER PETZKE	33	(36)	28	26	19	142	106
32	S107	STEFAN BOKFORS	(40)	26	16	35	30	147	107
33	S881	STEFAN ERIKSSON	(42)	30	23	28	26	149	107
34	OE213	PETER UHLMANN	27	32	20	33	(37)	149	112
35	S867	DIDERIC VAN RIEMSDIJK	(52 DNF)	38	33	25	22	170	118
36	P345	JERZY SUKOW	19	37	30	(41)	39	166	125
37	L132	OSCAR LINDELL	21	(39)	34	37	33	164	125
38	C96	HARDI LAURITS	(46)	35	32	29	32	174	128
39	C62	MELVIN AASAV	22	44	(52 DNF)	40	28	186	134
40	O6	GUNARS ROZENBERGS	(47)	21	42	38	34	182	135
41	KC5247	JACEK MARZENSKI	(43)	29	40	36	38	186	143
42	CZ100	ROMAN ROCEK	30	43	41	(44)	44	202	158
43	D156	POUL JORGENSEN	41	41	37	(43)	42	204	161
44	P36	KAROL JABŁONSKI	7	(52 DNF)	52 DNF	52 DNF	52 DNF	215	163
45	US5358	DAVID FROST	(48)	42	43	39	40	212	164
46	C36	ARGO VOOREMAA	20	(52 DNF)	52 DNF	52 DNF	52 DNF	228	176
47	Z124	BERNARD VANANTY	31	(52 DNF)	52 DNF	52 DNF	52 DNF	239	187
48	P104	WOJTEK BARANOWSKI	36	(52 DNF)	52 DNF	52 DNF	52 DNF	244	192
49	P65	MAREK BERNAT	39	(52 DNF)	52 DNF	52 DNF	52 DNF	247	195
50	C17	ERKI TERAS	44	(52 DNF)	52 DNF	52 DNF	52 DNF	252	200
51	C53	JOONAS KIISLER	45	(52 DNF)	52 DNF	52 DNF	52 DNF	253	201

REGATTA RESULTS

2022 WORLD CHAMPIONSHIP
FEBRUARY 19 - 26
HJÄLMAREN, SWEDEN (R#1,
STORSJOEN, NORWAY (R#2-5)

B FLEET 1-25

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
1	S1	DAVID CRONER	1	6	2	3	12	12
2	G719	ANDI LACHENSCHMID	3	9	3	4	19	19
3	L37	TIMOLEON CARAVITIS	8	17	9	6	40	40
4	L139	PAIJA OSSI SAKARI	21	1	8	11	41	41
5	Z78	UELI MARTI	6	13	17	9	45	45
6	P451	ROBERT KOZIOŁ	15	10	6	16	47	47
7	R91	SERGEY GORBACHEV	12	8	12	19	51	51
8	OE119	WALTER KÖLBL	34	16	1	1	52	52
9	R105	ROMAN KOPYLOV	7	23	20	13	63	63
10	R79	VALENTINA KOZLOVA	2	2	54 DNF	8	66	66
11	D92	HANS EBLER	31	7	11	18	67	67
12	S878	TOMASZ FLISIAK	5	20	13	29	67	67
13	S924	STEFAN KARLSSON	35	4	4	27	70	70
14	O10	GATIS GRAUDUMS	54 DSQ	5	7	5	71	71
15	M50	MÁRTON HEGYI	54 DSQ	12	5	2	73	73
16	S844	MAX KOSZELA	27	3	21	24	75	75
17	H845	PETER GREVELING- GROOTHUIS	13	24	33	7	77	77
18	G99	MANFRED SCHREIBER	4	18	25	32	79	79
19	P15	ANDRZEJ WOJTKIEWICZ	26	29	10	17	82	82
20	G51	BERND JAHN	22	22	14	25	83	83
21	OE250	ROLAND HUBER	11	33	31	12	87	87
22	S441	HANS ERIKSSON	40	11	18	21	90	90
23	M101	ATTILA ISTVÁN PATAKI	14	19	30	30	93	93
24	L69	SAM FAGERLUND	10	54 DSQ	15	15	94	94
25	P378	MARCIN TEJSZERSKI	33	15	24	22	94	94

REGATTA RESULTS

2022 WORLD CHAMPIONSHIP
FEBRUARY 19 - 26
HJÄLMAREN, SWEDEN (R#1,
STORSJOEN, NORWAY (R#2-5)

B FLEET 26-53

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
26	P24	JERZY NAJDROWSKI	38	26	23	10	97	97
27	G828	PETER BRÖG	28	25	22	26	101	101
28	H962	BEN KLOOS	54 DSQ	21	16	20	111	111
29	Z120	URS KASPER	29	27	32	28	116	116
30	K11	GARETH ROWLAND	16	31	37	33	117	117
31	P346	JERZY SUKOW	54 DNF	14	19	31	118	118
32	G749	WULF KROGLOWSKI	44	35	28	14	121	121
33	M100	ATTILA PATAKY	24	34	29	35	122	122
34	P44	JANUSZ, MAREK TABER	17	36	34	36	123	123
35	Z141	PHILIPP KOCH	54 DNF	32	27	23	136	136
36	P380	STEFAN KALINOWSKI	39	28	35	38	140	140
37	S726	PATRIK STENBERG	54 DNF	30	26	37	147	147
38	P54	PAWEL MATEJAK	36	54 DNF	36	34	160	160
39	Z47	JEAN-PIERRE COMTESSE	9	54 DNF	54 DNF	54 DNF	171	171
40	H580	JOHAN TOLSMA	18	54 DNF	54 DNF	54 DNF	180	180
41	Z42	RUDOLF FREDY	19	54 DNF	54 DNF	54 DNF	181	181
42	F1	BENOIT MARIE	20	54 DNF	54 DNF	54 DNF	182	182
43	S22	JONAS SEWELING	23	54 DNF	54 DNF	54 DNF	185	185
44	G987	HOLGER KRESS	25	54 DNF	54 DNF	54 DNF	187	187
45	G896	KNUT PETERS	30	54 DNF	54 DNF	54 DNF	192	192
46	Z61	MARC-MARTIN PHILIPPE	32	54 DNF	54 DNF	54 DNF	194	194
47	G44	HEINER FORSTMANN	37	54 DNF	54 DNF	54 DNF	199	199
48	G136	DIRK MEYER	41	54 DNF	54 DNF	54 DNF	203	203
49	H469	RUUD VAN WEES	42	54 DNF	54 DNF	54 DNF	204	204
50	P96	PIOTR SZAFRANEK	43	54 DNF	54 DNF	54 DNF	205	205
51	H462	ROBERT LAMMERS	45	54 DNF	54 DNF	54 DNF	207	207
52	F2	CAROLINE BOULE	46	54 DNF	54 DNF	54 DNF	208	208
53	G102	MICHAEL HOTHO	54 DSQ	54 DNF	54 DNF	54 DNF	216	216

REGATTA RESULTS

2022 EUROPEAN CHAMPIONSHIP
FEBRUARY 19 - 26
STORSJOEN, NORWAY

A FLEET 1-25

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
1	P155	ŁUKASZ ZAKRZEWSKI	2	1	1	1	5	5
2	P55	TOMASZ ZAKRZEWSKI	1	3	4	4	12	12
3	P431	JAREK RADZKI	8	2	3	2	15	15
4	P114	MICHAŁ BURCZYNSKI	3	4	7	3	17	17
5	P31	ROBERT GRACZYK	5	5	2	10	22	22
6	P243	ADAM SZCZNSNY	6	7	10	5	28	28
7	M53	PETER HAMRAK	7	9	9	9	34	34
8	G719	ANDI LACHENSCHMID	9	10	12	7	38	38
9	G890	HOLGER PETZKE	17	13	13	8	51	51
10	S8	FREDRIK LÖNEGREN	10	14	6	21	51	51
11	US5166	CHRISTOPHER BERGER	20	8	11	16	55	55
12	S1	DAVID CRONER	23	22	5	6	56	56
13	S714	OSKAR SVENSSON	13	12	16	17	58	58
14	P13	DEREK KARDAS	4	21	26	13	64	64
15	G8	THOMAS HUBER	38	6	15	12	71	71
16	G390	ANJA FIEDLER	19	19	19	14	71	71
17	P235	ADAM BARANOWSKI	16	18	18	22	74	74
18	G936	JOST KOLB	31	23	17	11	82	82
19	P107	MAREK STEFANIUK	28	11	24	23	86	86
20	S881	STEFAN ERIKSSON	14	17	25	31	87	87
21	P24	JERZY NAJDROWSKI	12	27	27	24	90	90
22	L69	SAM FAGERLUND	15	20	20	35	90	90
23	P200	ROMAN MORGAS	27	31	22	18	98	98
24	P451	ROBERT KOZIOŁ	30	16	29	28	103	103
25	M50	MÁRTON HEGYI	25	36	8	36	105	105

REGATTA RESULTS

2022 EUROPEAN CHAMPIONSHIP
FEBRUARY 19 - 26
STORSJOEN, NORWAY

A FLEET 26-40

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
26	P80	RYSZARD MRÓZEK GLISZCZYNSKI	50 DNF	28	14	15	107	107
27	S878	TOMASZ FLISIAK	35	32	23	19	109	109
28	OE213	PETER UHLMANN	26	26	32	26	110	110
29	L37	TIMOLEON CARAVITIS	22	25	34	29	110	110
30	L601	JOHN WINQUIST	11	35	31	33	110	110
31	S867	DIDERIC VAN RIEMSDIJK	21	50 DNF	21	20	112	112
32	S844	MAX KOSZELA	32	24	33	25	114	114
33	P341	RAFAL LUGOWSKI	33	33	30	27	123	123
34	OE119	WALTER KÖLBL	24	15	35	50 DNF	124	124
35	S107	STEFAN BOKFORS	36	34	28	30	128	128
36	G51	BERND JAHN	37	30	36	34	137	137
37	L132	OSCAR LINDELL	18	29	50 DNF	50 DNF	147	147
38	P74	JERZY,ARTUR TABER	34	50 DNF	50 DNF	32	166	166
39	KC5247	JACEK MARZENSKI	29	50 DNF	50 DNF	50 DNF	179	179
40	O2	ARTIS BERZINS	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	C20	RASMUS MAALINN	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	C45	MIHKEL KOSK	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	D112	THOMAS EBLER	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	P345	JERZY SUKOW	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	O6	GUNARS ROZENBERGS	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	R1	OLEG VASILEV	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	C62	MELVIN AASAV	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	C72	MAREK LENTSIUS	50 DNS	50 DNS	50 DNS	50 DNS	200	200
40	C96	HARDI LAURITS	50 DNS	50 DNS	50 DNS	50 DNS	200	200

REGATTA RESULTS

2022 EUROPEAN CHAMPIONSHIP
FEBRUARY 19 - 26
STORSJOEN, NORWAY

B FLEET 1-17

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
1	R105	ROMAN KOPYLOV	1	2	1	3	7	7
2	P378	MARCIN TEJSZERSKI	4	1	3	1	9	9
3	S441	HANS ERIKSSON	3	5	2	2	12	12
4	S924	STEFAN KARLSSON	2	4	8	5	19	19
5	G749	WULF KROGLOWSKI	8	3	4	6	21	21
6	G99	MANFRED SCHREIBER	7	7	7	4	25	25
7	CZ100	ROMAN ROCEK	5	11	6	7	29	29
8	P119	ZUZANNA RYBICKA	10	6	11	8	35	35
9	OE250	ROLAND HUBER	9	10	5	12	36	36
10	G828	PETER BRÖG	12	8	9	10	39	39
11	M101	ATTILA ISTVÁN PATAKI	6	9	12	13	40	40
12	S726	PATRIK STENBERG	16	12	10	9	47	47
13	Z141	PHILIPP KOCH	14	13	14	11	52	52
14	M100	ATTILA PATAKY	11	15	13	15	54	54
15	P380	STEFAN KALINOWSKI	13	14	15	14	56	56
16	P44	MAREK TABER JANUSZ	15	16	16	16	63	63
17	R79	VALENTINA KOZLOVA	26 DNS	26 DNS	26 DNS	26 DNS	104	104
17	R91	SERGEY GORBACHEV	26 DNS	26 DNS	26 DNS	26 DNS	104	104
17	Z120	URS KASPER	26 DNS	26 DNS	26 DNS	26 DNS	104	104
17	O10	GATIS GRAUDUMS	26 DNS	26 DNS	26 DNS	26 DNS	104	104
17	P15	ANDRZEJ WOJTKIEWICZ	26 DNS	26 DNS	26 DNS	26 DNS	104	104
17	H845	PETER GREVELING- GROOTHUIS	26 DNS	26 DNS	26 DNS	26 DNS	104	104
17	H962	BEN KLOOS	26 DNS	26 DNS	26 DNS	26 DNS	104	104
17	K11	GARETH ROWLAND	26 DNS	26 DNS	26 DNS	26 DNS	104	104
17	D92	HANS EBLER	26 DNS	26 DNS	26 DNS	26 DNS	104	104



Photo: Anna Pataki

REGATTA RESULTS

2022 US NATIONALS (NON-RANKING REGATTA)
JANUARY 23 - 29
LAKE SENACHWINE, PUTNAM, IL

A FLEET 1-15

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	TOTAL	NETT
1	US 44	RON SHERRY	3	(7)	5	1	1	1	18	11
2	US 5224	JAMES T THIELER	2	(8)	1	2	5	3	21	13
3	US 807	JR FRANCIS	4	(6)	2	5	2	4	23	17
4	KC 5514	JOHN CURTIS	7	2	4	4	3	(12)	32	20
5	KC 5629	ROBIN LAGRAVIERE	6	(13)	6	3	6	5	39	26
6	US 60	JOHN HARPER	8	1	(13)	7	9	6	44	31
7	KC 2766	PETER VAN ROSSEM	(14)	3	12	10	13	2	54	40
8	US 321	MIKE BLOOM	(36 DNF)	5	14	16	4	7	82	46
9	US 3705	ROB HOLMAN	5	(18)	9	12	8	13	65	47
10	US 3	JIM GROGAN	(20)	4	8	17	11	18	78	58
11	KC 5508	NICOLAS MABBOUX	9	16	(20)	9	12	14	80	60
12	US 5451	ANDREW ALLEN	18	(29)	15 RDG _a	6	15	9	92	63
13	US 3283	JOHN WILLIAMS	(19)	19	10	18	7	11	84	65
14	US 5352	DANIEL HEARN	12	11	3	8	(36 DSQ)	36 DNF	106	70
15	US 5393	RYAN LASHAWAY	15	9	(16)	15	16	16	87	71

REGATTA RESULTS

2022 US NATIONALS (NON-RANKING REGATTA)

JANUARY 23 - 29

LAKE SENACHWINE, PUTNAM, IL

A FLEET 16 - 35

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	TOTAL	NETT
16	US 2500	ERIC SMITH	(36 DNF)	21	15	14	14	8	108	72
17	US 4249	DAVE GLICK	(21)	20	17	13	17	10	98	77
18	US 5590	CHRIS GORDON	(31)	22	19	19	10	17	118	87
19	US 4882	RICHARD WOLLAM	23	(36 DNF)	18	11	18	19	125	89
20	US 5053	GEORGE REIS	11	17	(27)	27	20	21	123	96
21	US 3947	JAY WHITEHAIR	24	(27)	22	21	19	15	128	101
22	US 5435	JODY KJOLLER	13	10	11	(36 DNF)	36 DNF	36 DNF	142	106
23	US 5358	DAVID FROST	22	(26)	22 RDGa	20	22	20	132	106
24	US 5219	KENT BAKER	10	15	13 RDGb	(36 DNF)	36 DNF	36 DNF	146	110
25	US 5652	FRANKIE HEARN	(27)	23	21	23	24	22	140	113
26	US 5166	CHRIS BERGER	1	12	(36 DNF)	36 DNF	36 DNF	36 DNF	157	121
27	US 1576	BRIAN JONES	(28)	25	23	24	23	27	150	122
28	US 4137	KEN SMITH JR.	26	24	25 RDGa	(28)	25	24	152	124
29	US 4868	JULIE RICHARDS	32	(36 DNF)	7	36 DNF	26	28	165	129
30	US 5558	COOPER FROST	30	(31)	26	25	27	23	162	131
31	US 3433	ROBERT CUMMINS	29	(30)	25	26	28	25	163	133
32	US 4203	PATRICK FITZGERALD	33	(36 DNF)	24	22	21	36 DNF	172	136
33	KC 5457	COLIN DUNCAN	17	(36 DNF)	36 DNF	29	29	26	173	137
34	US 5193	ERIC ANDERSON	16	14	(36 DNF)	36 DNF	36 DNF	36 DNF	174	138
35	US 1610	BRUCE BROWN	25	28	(36 DNF)	36 DNF	36 DNF	36 DNF	197	161

REGATTA RESULTS

2022 US NATIONALS (NON-RANKING REGATTA)
 JANUARY 23 - 29
 LAKE SENACHWINE, PUTNAM, IL

B FLEET 1-21

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	TOTAL	NETT
1	US 5630	KAREN BINDER	(10)	1	1	1	1	1	15	5
2	US 1313	BOB RAST	(23 DNF)	3	3	3	5	4	41	18
3	US 445	BOB CAVE	(23 DNF)	8	2	4	3	3	43	20
4	US 5996	ERIC DOYLE	2	(23 DNF)	18	2	4	2	51	28
5	US 1277	HAL BOWMAN	(23 DNF)	2	13	7	2	5	52	29
6	US 467	MICHAEL RIAN	5	7	(23 DNF)	5	6	6	52	29
7	US 4783	RHEA NICHOLAS	7	4	8	8	(9)	8	44	35
8	US 492	SEAN HEALY	(23 DNF)	5	12	6	7	7	60	37
9	US 3576	BRUCE JONES	(11)	6	5	9	10	9	50	39
10	US 5646	MATT MEYER	4	(14)	9	10	8	14	59	45
11	US 5023	JOHN ANTON	6	(13)	10	12	12	11	64	51
12	US 5665	JOHN BAULDRY	3	(16)	14	13	14	12	72	56
13	US 5896	EVEN SCHAUB	(23 DNF)	11	15	11	11	10	81	58
14	US 5914	EDWA DEMEREST	8	10	7	(23 DNF)	23 DNF	23 DNF	94	71
15	US 2360	PETE JOHNS	(23 DNF)	12	11	23 DNF	13	15	97	74
16	US 1873	MARTHA CROASDALE	9	15	19	(23 DSQ)	23 DNF	13	102	79
17	US 5432	BILL EKLUND	(23 DNF)	9	4	23 DNF	23 DNF	23 DNF	105	82
18	US 5871	TIM MOWER	1	19	17	(23 DNF)	23 DNF	23 DNF	106	83
19	US 1011	SAMUEL BARTEL	(23 DNF)	17	6	23 DNF	23 DNF	23 DNF	115	92
20	US 5700	DAVID SILSBY	(23 DNF)	18	16	23 DNF	23 DNF	23 DNF	126	103
21	US 5540	RICK BISHOP	(23 DNF)	23 DNF	23 DNF	23 DNF	23 DNF	23 DNF	138	115
21	US 5644	MORGAN JONES	(23 DNF)	23 DNF	23 DNF	23 DNF	23 DNF	23 DNF	138	115

REGATTA RESULTS

WESTERN REGION CHAMPIONSHIP
MARCH 12- 13
CLEAR LAKE, IOWA

A FLEET 1-7

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TOTAL	NETT
1	US5166	CHRIS BERGER	(6)	2	2	1	1	1	1	14	8
2	US5352	DANIEL HEARN	1	1	1	(6)	3	3	2	17	11
3	US321	MIKE BLOOM	(5)	3	3	3	5	2	3	24	19
4	US5	SKIP DIEBALL	3	6	4	(7)	2	4	5	31	24
5	US4249	DAVE GLICK	(7)	5	7	2	4	7	4	36	29
6	US4148	TIM DIXON	4	4	5	5	(6)	5	6	35	29
7	US3283	BRUCE WILLIAMS	2	(7)	6	4	7	6	7	39	32

B FLEET 1-9

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TOTAL	NETT
1	US420	ALEX PETERSON	1	1	1	1	(3)	3	2	12	9
2	US1313	BOB RAST	(3)	3	2	2	1	1	1	13	10
3	US5646	MATT MEYER	(7)	7	3	6	2	2	3	30	23
4	US5397	ERIN BURY	2	6	4	3	(7)	4	5	31	24
5	US1873	MARTHA CROASDALE	6	2	(7)	7	6	5	4	37	30
6	US3433	ROBERT CUMMINS	4	4	6	4	4	(10 DNF)	10 DNF	42	32
7	US5495	THOR ROSTEN	8	(10 DNF)	5	5	5	6	10 DNF	49	39
8	US5471	TIMOTHY CLEARY, JR.	5	5	8	(10 DNF)	10 DNF	10 DNF	10 DNF	58	48
9	US5661	TIM BELLARD	(10 DNF)	10 DNF	9	10 DNF	10 DNF	10 DNF	10 DNF	69	59

REGATTA RESULTS

2021 JUNIOR WORLD CHAMPIONSHIP
DECEMBER 5-10, 2021
HAAPSALU, ESTONIA

ICE OPTIMIST FLEET 1-14

POS	SAIL	NAME	R1	R2	R3	R4	TOTAL	NETT
1	C191	ANGELIINA MARIA ISABEL ÕUNAP (1F)	1	1	1	5	8	8
2	C5	LAURA MARI TAGGU (2F)	2	2	3	1	8	8
3	C6	MARTIN RAHNEL	4	6	2	2	14	14
4	P294	MAGDALENA SKÓRNÓG (3F)	3	3	5	4	15	15
5	P339	"MICHAŁ ""KORNIK"" SKAWINSKI"	5	4	4	3	16	16
6	P2144	WIKTOR RADZIEJ	10	5	6	7	28	28
7	P84	RAFAŁ GÓRSKI	8	7	8	6	29	29
8	P332	TYMON SOCHAJ	6	13	7	9	35	35
9	C42	ARTUR ADER	9	8	9	15 DNC	41	41
10	C4	LEENE VÄLISTE (4F)	12	10	12	8	42	42
11	C41	TRINETTE VÄLISSON (5F)	7	9	15 DNC	11	42	42
12	C28	ANNI KUBJAS (6F)	11	11	11	10	43	43
13	C25	DANIEL JOHAN ANDRES ÕUNAP	13	12	10	12	47	47
14	P22	MIKOŁAJ WOJCIECHOWSKI	15 DNC	15 DNC	15 DNC	15 DNC	60	60

REGATTA RESULTS

2022 JUNIOR WORLD CHAMPIONSHIP
MARCH 6 - 11, 2022
HAPPSALU, ESTONIA

DN FLEET 1-22

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TO-TAL	NETT
1	S714	OSKAR SVENSSON	2	1	1	1	(4)	2	2	13	9
2	C20	RASMUS MAALINN	1	2	2	3	(7)	1	1	17	10
3	S887	GUSTAV LINDEN	3	4	3	2	1	4	(6)	23	17
4	P90	CEZARY STERNICKI	4	3	4	(10)	3	6	3	33	23
5	P280	JAKUB KAMINSKI	6	(10)	6	4	9	5	5	45	35
6	C62	MELVIN AASAV	8	7	10	13	(15)	3	4	60	45
7	P102	LAURA BANACH	5	(15)	8	12	2	12	8	62	47
8	C16	DANIEL RÜÜTEL	10	6	(11)	9	8	8	7	59	48
9	C69	GEORG PAOMEES	15	(16)	5	14	6	7	9	72	56
10	C80	KARL ADER	11	(19)	9	8	5	10	13	75	56
11	C65	JORGEN KUIVONEN	12	8	12	7	(14)	9	10	72	58
12	P89	MATEUSZ GIGIELEWICZ	9	9	(15)	5	13	11	12	74	59
13	C57	KAREL RATNIK	17	5	7	6	11	14	(23 DSO)	83	60
14	C50	LISBETH TAGGU	7	(17)	16	16	10	13	11	90	73
15	C52	ANDRIAS SEPP	13	(18)	14	15	16	15	15	106	88
16	T52	ROKAS PETRAŠKA	(19)	12	17	11	17	16	16	108	89
17	C78	ANGUS AARNA ANT	18	11	13	17	(22)	17	14	112	90
18	S914	VIKTOR SVENSSON	14	14	18	(20)	12	19	19	116	96
19	C55	LIISE VÄLISTE	16	13	(20)	19	19	18	18	123	103
20	T4	ANTANAS GERASIMAVICIUS	22	(23 DNF)	19	18	21	20	17	140	117
21	T99	JURGIS JURGELI- ONIS	(21)	20	21	21	20	21	20	144	123
22	T111	GRETA KALINAUSKAITE	20	21	(23DSO)	22	18	22	21	147	124

REGATTA RESULTS

2022 JUNIOR WORLD CHAMPIONSHIP
MARCH 6 - 11, 2022
HAPPSALU, ESTONIA

ICE OPTIMIST FLEET 1-9

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TOTAL	NETT
1	C3	ARON POOLMA	1	2	(6)	1	5	4	1	20	14
2	C28	ANNI KUBJAS	3	1	3	4	(6)	1	3	21	15
3	C191	LEENE VÄLISTE	4	4	4	2	4	2	(6)	26	20
4	C41	TRINETTE VÄLISSON	2	(7)	5	6	2	3	4	29	22
5	C1	EMMA MIA KAAR	5	3	1	7	1	(10DNF)	5	32	22
6	C56	LAURA MARI TAGGU	6	6	2	3	3	5	(7)	32	25
7	C29	MIIA KUBJAS	(7)	5	7	5	7	6	2	39	32
8	T8	AUGUSTE ZUKAUSKAITE	9	9	9	9	8	7	(10 DNF)	61	51
9	C42	ARTUR ADER	8	8	8	8	(10 DNF)	10 DNS	10 DNS	62	52



Photo: Valeri Larionov

VL 765

REGATTA RESULTS

2022 JUNIOR EUROPEAN CHAMPIONSHIP
MARCH 6 - 11, 2022
HAPPSALU, ESTONIA

DN FLEET 1-22

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	R7	TO-TAL	NETT
1	S714	OSKAR SVENSSON	1	1	1	(4)	3	2	1	13	9
2	S887	GUSTAV LINDEN	4	4	2	1	2	(5)	3	21	16
3	C20	RASMUS MAALINN	6	2	5	(23 DNF)	1	1	5	43	20
4	C65	JORGEN KUIVONEN	(10)	9	7	5	4	6	6	47	37
5	P89	MATEUSZ GIGIELEWICZ	9	7	8	6	5	(10)	4	49	39
6	C62	MELVIN AASAV	3	8	4	10	8	7	(11)	51	40
7	P90	CEZARY STERNICKI	16	11	3	(19)	6	4	2	61	42
8	P102	LAURA BANACH	2	(10)	9	7	10	8	7	53	43
9	C16	DANIEL RÜÜTEL	8	5	(13)	3	12	9	8	58	45
10	P280	JAKUB KAMINSKI	5	3	6	2	7	(23 DSQ)	23 DNS	69	46
11	C69	GEORG PAOMEES	11	(12)	10	9	9	3	10	64	52
12	C80	KARL ADER	15	6	(18)	8	14	15	13	89	71
13	C57	KAREL RATNIK	7	(16)	15	14	11	13	16	92	76
14	C52	ANDRIAS SEPP	13	13	(16)	12	15	14	9	92	76
15	C50	LISBETH TAGGU	12	14	14	11	(16)	11	15	93	77
16	T4	ANTANAS GERASIMAVICIUS	(19)	15	12	15	17	12	12	102	83
17	C78	ANGUS AARNA ANT	18	17	11	13	18	17	(23 DNF)	117	94
18	C55	LIISE VÄLISTE	14	18	17	16	(19)	18	14	116	97
19	T52	ROKAS PETRAŠKA	17	19	19	17	13	16	(23 DNF)	124	101
20	T99	JURGIS JURGELIONIS	(20)	20	20	20	20	19	17	136	116
21	T111	GRETA KALINAUSKAITE	21	21	21	21	21	20	(23 DNF)	148	125
22	S914	VIKTOR SVENSSON	(23 DNF)	23 DNS	23 DNS	18	23 DNF	23 DNS	23 DNF	156	133

REGATTA RESULTS

2022 JUNIOR EUROPEAN CHAMPIONSHIP
MARCH 6 - 11, 2022
HAPPSALU, ESTONIA

ICE OPTIMIST FLEET 1-9

POS	SAIL	NAME	R1	R2	R3	R4	R5	R6	TO-TAL	NETT
1	C3	ARON POOLMA	(3)	1	1	1	2	1	9	6
2	C191	LEENE VÄLISTE	1	(4)	2	2	1	2	12	8
3	C1	EMMA MIA KAAR	5	2	(10 DNF)	5	3	4	29	19
4	C41	TRINETTE VÄLISSON	2	(5)	4	4	4	5	24	19
5	C28	ANNI KUBJAS	4	(6)	5	3	5	3	26	20
6	C29	MIIA KUBJAS	6	3	3	(10 DNF)	6	10 DNF	38	28
7	C56	LAURA MARI TAGGU	7	7	6	7	(8)	7	42	34
8	C42	ARTUR ADER	(10 DNS)	10 DNS	7	6	7	10 DNF	50	40
9	T8	AUGUSTE ZUKAUSKAITE	(10 DNF)	10 DNF	10 DNF	10 DNF	9	6	55	45



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Composite Concepts, LLC Euro dealer
think-ice.com
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