

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

FEBRUARY 2025

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THE GREAT WINDSTORM OF 2025 BY DEB WHITEHORSE
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Cover Photo: Precision in Action: Race Committee Measurer Dave Ryan ensures every hull meets the mark.
Photo: Anna Suslova



IDNIYRA WORLDS 2025 | RACHEL BARTEL

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RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

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Photos this page: Rachel Bartel

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COMMODORE'S REPORT

VIEW FROM THE STOOP

DAVID FROST US5358, CHARLOTTE, MICHIGAN, USA

The Stoop is always awesome when you are one of the first ones to the ice. I can't recommend it enough. That said, I could never beat Pat Heppert to the ice. That would take some early rising!

Holy Hannah, what a week of regattas we had for the Gold Cup and North Americans. I'm not sure what superpowers Peter Johanson and Pat Heppert have, but what a series of events:

- 7 races in 3 fleets for back-to-back regattas.
- Fantastic ice for the week in one spot.
- Awesome racing in all three fleets.
- My last Annual General Meeting as Commodore!
- Big breeze induces boat and trailer "Ice-capades."
- The plague for the really lucky ones!
- And a whole mess of fellowship with new and old friends.

Really, could you ask for much more?

Many thanks to Peter and Pat and their team of volunteers who made the magic happen. A job well done!

Hopefully, they have all that fun and more at the European Championship!

Now, on to making the rest of the season the best possible. With most of the major racing marked off the calendar, now is the time to get the local racing in, and those newbies and local skippers amped up on some good local ice and maybe even a road trip to play on some new ponds. I am sure Maine will be calling for racing in the near future.

And for those of you who were wondering and didn't see it on the ice of Winnebago, the new trailer made it to the ice. It is still a work in progress, but a four-boat trailer designed to carry the fun to help spread this silly thing we call iceboating. Thanks to the recent snow, we have the time to get two, if not three, loaner boats ready to roll for March Sailing.

Hopefully, we will see you out there with a new skipper or two!

IDNIYRA Commodore
David Frost US5358



Photo: Gretchen Dorian

ULLMAN SAILS DETROIT

DN Sails built and designed by Mike Boston



mboston@ullmansails.com
+1586.792.7212

World Championship
2019 - 2020, 2022 - 2024

NA Championship
2002 - 2024

EU Championship
2023- 2024



Photo: Sean R. Heavey



WESTERN CHALLENGE

An unofficial regatta.
December 6-8, 2024
Minnesota
icesailing.net



WORLD & NA CHAMPIONSHIP

February 2 - 8, 2025
Host: Central Region
idniyra.org



EUROPEAN CHAMPIONSHIP

February 22 - March 1, 2025
Host: Finland
idniyra.eu



WESTERN LAKES

January 4-5, 2025
idniyra.org

SENIOR SHUFFLE

January 6-8, 2025
iceboat.org



CENTRAL LAKES

TBD
idniyra.org



EASTERN LAKES

TBD
idniyra.org



DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

February 7 - 16, 2025
idniyra.eu



CANADIAN CHAMPIONSHIP

TBD
idniyra.org

GRAND MASTERS CHAMPIONSHIP

January 28 - 30, 2025
Host: Sweden
dngrandmasters.eu

PHOTO: ANNA SUSLOVA
2025 WORLD CHAMPIONSHIP

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CHAMPIONS DESIGN.

OFF THE WIND

SOME THOUGHTS ON NATIONAL ICEBOAT AUTHORITY RULE 4

by: Warren Nethcote KC3786



PHOTOS: ANNA SUSLOVA

The second part of National Iceboating Authority (NIA) Rule 4 represents one of the significant differences between soft and hard water racing rules. NIA Rule 4 reads, in part:

When two yachts sailing OFF-THE-WIND are on the same tack, the LEEWARD YACHT shall keep clear.

This ice boating rule gives rights that are exactly opposite to those on soft water.

The differing rights between hard and soft water OFF-THE-WIND (a defined term in the NIA rules; other defined terms will be shown in Caps as they appear) are usually explained by saying that this provides the WINDWARD YACHT with the ability to bear away in a puff to avoid a high-speed capsizes. While this explanation is well-founded, it sometimes obscures the broader and more ordinary implications of NIA Rule 4.

After rounding the windward mark, if the LEEWARD YACHT headed up to build speed and caused a WINDWARD YACHT to maneuver to avoid her, then the LEEWARD YACHT breaks NIA Rule 4. Similarly, if the WINDWARD YACHT tries to bear away but is prevented from doing so by the LEEWARD YACHT, the LEEWARD YACHT breaks NIA Rule 4. In both situations the LEEWARD YACHT has failed to keep clear.

The NIA rules are silent on what keep clear means, so we must look elsewhere for guidance. The soft-water rules, *The Racing Rules of Sailing*, define keeping clear as

- (a) If the right-of-way boat can sail her course with no need to take avoiding action and
- (b) When boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

These are reasonable definitions in the context of rules designed to avoid collisions. They are NOT the NIA's definition so should be used with caution. There is a tendency to sail the OFF-THE-WIND leg of a DN racecourse as a long starboard leg followed by a single gybe and a direct approach to the leeward mark. Most racers 'bang the corner', but lighter sailors often gybe earlier than the majority to take advantage of deeper gybing angles allowed by lighter body weights. Inevitably, the courses of the lighter and heavier sailors converge as the DNs approach the leeward mark.

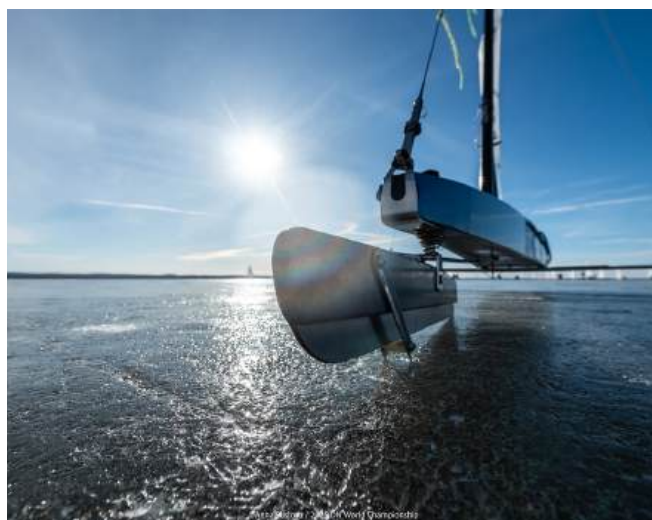
At some point, the DNs will begin their rounding maneuvers for the leeward mark, invoking NIA Rule 8, but before then the WINDWARD YACHT may become close enough to the LEEWARD YACHT that the LEEWARD YACHT is required by NIA Rule 4 to keep clear. Sadly, the drag-race mentality of the

second part of the OFF-THE-WIND leg sometimes leads to 'elbows-out' racing which blinds competitors to their responsibilities. Should the LEEWARD YACHT press on without making any effort to keep clear of a WINDWARD YACHT then she breaks NIA Rule 4.



Further discussion of keeping clear is warranted. 'No contact' is an insufficient condition. It is not enough for the LEEWARD YACHT to claim that there would have been no contact. If the WINDWARD YACHT had to maneuver to avoid or was contemplating doing so out of concern for proximity, the LEEWARD YACHT failed to keep clear. The LEEWARD YACHT may also consider that holding course was acceptable since she was heading for the leeward mark, but this belief is unfounded. The NIA rules contain no concept of 'proper course' so the location of a mark has no bearing on the situation until one of the DNs involved begins her rounding maneuver. A WINDWARD YACHT, off-the-wind, may require a LEEWARD YACHT to sail below the course required to reach the mark prior to the rounding maneuver.

We are racing iceboats, not motor cars. The NIA rules are designed to avoid contact between boats and we need to race in that spirit. We must also remember that modern DNs are made with a lot of epoxy, so failure to follow the rules can lead to broken bits that can't even be used for kindling.





A WEEK OF WINS

2025 DN WORLD CHAMPIONSHIP - WITH
THANKS TO THOSE WHO MADE IT POSSIBLE

By Peter Johanson US5633

©Anna Suslova / 2025 DN World Champ



After months of planning and organizing, the 2025 World and North American Championships are in the books! We had a spectacular week of racing, completing seven races for three fleets for each event. (Incredible!!)

Over 100 competitors from multiple states and continents converged on Lake Winnebago for a week of high-speed racing. The ice held up beautifully, and thanks to the local fishing club, we had access to the large plate of ice for the entire week of racing, plus parking vehicles and trailers. With the exception of one day of very high winds, we could practice and race every day and finish the entire event with one day to spare.

I credit a lot of the success to the strength of our fleet. DN racing is an incredible sport made up of some of the most amazing people I have ever met. No event is without challenges, and I want to thank everyone for their understanding and trust with the parking situation for the week. It is definitely unique to park the entire fleet on the ice. Also, I thank all those who responded to the call to secure trailers and boats during the high winds. Their considerable efforts mitigated certain disasters, and all equipment was accounted for!

There are so many people to thank, and we have listed below those individuals who put in extra time and effort all year to make this event

PHOTOS: ANNA SUSLOVA

possible. I give them and everyone who stepped up to help my most heartfelt gratitude. Additionally, I want to extend my gratitude to the entire fleet. We all work very hard on our equipment, our boat handling, and fine tuning our rigs to compete at a high level. This sport is one where we are all on the razor's edge of control vs. disaster, and we go out every day trusting that the sailor next to us has their program together. I applaud everyone in their efforts that make these events such meaningful and high level competition.

It was an honor to take my turn organizing the event and working with such an amazing group to complete it. Now it's time to reflect on how we can do things better and best prepare for next year's event. I'll take this opportunity to ask everyone to find a way to help. Whether it is reaching out to your regional commodores to see how you can help, assisting a junior sailor to get up to speed, or helping a fellow sailor with broken equipment. It takes a village to keep this sport alive and thriving, so get involved!

Sincerely,
Pete Johanson US5633

ACKNOWLEDGMENTS – 2025 DN WORLD & NORTH AMERICAN CHAMPIONSHIPS

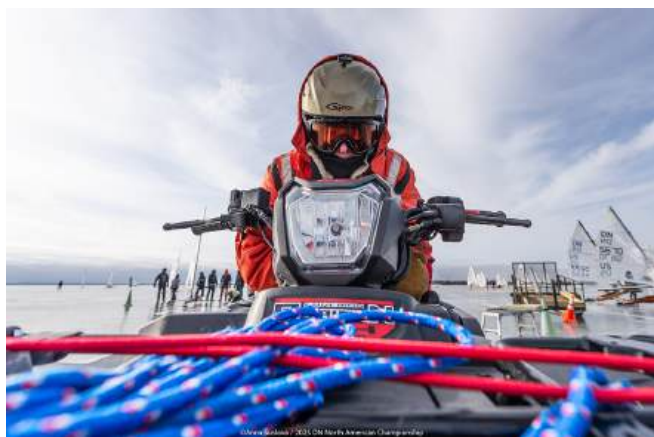
A huge thank you to everyone who made the 2025 DN World and North American Championships possible. These events require an incredible amount of work behind the scenes, and we couldn't do it without the dedication of so many people.

Organizers & Officials

- Pete Johanson – Central Region Commodore and event organizer
- Pat Heppert – PRO
- Dave Ryan – Measurer
- Paul Hickman – Measurer
- Paul Nagle – Line Technician
- Greg Mulliet – Line Technician
- Dan Williams – Line Technician
- Bob Foeller – Tabulation, Line Technician, and all-around handyman
- Fred Stritt – Weather Mark
- George Gerhardt – Weather Mark
- Rich Eckstein – Weather Mark



©Anna Suslova / 2025 DN World Championship



Scoring & Registration Team

Nina Fleming – Scoring & Opening Ceremony
 Ann Foeller – Scoring, Registration, Insurance Manager
 Beth Kjoller – Scoring
 Sue Mossbacher – Scoring
 Deb Whitehorse – Scoring, Registration, Website, Social Media

Ice Checking

Bob Cummins – Ice Checking
 All Regional Commodores – For their leadership and support
 Ice Scouters – Many people spent countless hours searching for the best race conditions

Junior Program & Raffle

Sam Bartel – Junior Program Sailing Manager & Raffle Organizer, kept the enthusiasm high for juniors and helped keep them organized.

Photography & Media

Anna Suslova – Event Photographer & Social Media
 Gretchen Dorian – Photographer & Social Media
 Rachel Bartel – Photographer & Social Media

Hosts & Supporters

The Radisson, Fond du Lac – For hosting a large group and providing meeting spaces
 Sunset on the Water – For accommodating over 100 people for the banquet on short notice
 Daniel Hearn – For hosting international competitors
 Loretta Rehe – For bringing opening ceremony flags and hosting international competitors

Equipment & Logistics

All Regional Clubs – For providing equipment and support
 Western Region & Daniel Hearn – For maintaining the Western Region ATV
 Bob Foeller- ATV Course Response Team
 Erica Stange - ATV Course Response Team

Innovation & Race Equipment

Pat Heppert – For his offseason work designing breakaway marks and his latest innovation—lights on the Darling marks. This improvement has significantly increased mark visibility, solving a long-standing issue in ice sailing. Additionally, the battery problem has been resolved, making these lights reliable for future regattas. The addition of flags on top of marks was also a helpful improvement. These innovations should be adopted by all regattas to enhance safety and visibility on the course.

This has been an incredible event, and we deeply appreciate the efforts of everyone involved. Thank you for making it all possible!



THE GREAT WINDSTORM OF THE 2025 NORTH AMERICAN REGATTA

BY DEB WHITEHORSE US2366

Thursday, February 6, 2025 was supposed to be a lay day for the DN North American Championship, with racing postponed due to a forecast calling for gusts up to 50 mph. The forecast wasn't wrong—the winds did come, and they were something else.

Sustained winds of 35 to 50 mph tore across Lake Winnebago, wreaking havoc for both the DN fleet and the locals preparing for sturgeon spearing season.

The first warning came from Karen Binder US5630, who alerted everyone that the wind pushed trailers and boats from the launch. The alarm went out, and Erica Stange arrived on her ATV like a rodeo calf roper, chasing down runaway trailers and herding them back into the launch area, using her ATV to block them from getting too far. With a growing group of sailors, the search was on for every available ice screw to secure boats and trailers to the ice. Even the porta-potty had to be tied down—a necessary precaution to prevent an unfortunate trip down the lake.

In the chaos, Oskar Svensson's S714 boat was carried away by the wind—straight into his teammate Gustav Linden's S887 boat. While Oskar's boat remained intact, Gustav's hull sustained some damage in the collision. Thankfully, with his team's help, they made the necessary repairs, allowing him to get back on the ice and compete on Friday, the final day of the North Americans. It was a dramatic moment in an already wild day, but the quick fix ensured Gustav could finish the regatta.

Ultimately, only one boat made it off the ice—straight into someone's yard down the lake. The surprised homeowner sent a picture to local ice sailor Andy Gratton, who quickly contacted Bob Cummins US3433. Mihkel Burcinzki P114 recognized the hull, and by 10 PM, he and PRO Pat Heppert mounted a rescue mission in the dark to retrieve

the boat. Fortunately, it was found undamaged.

Back where I was staying, I could feel the house shaking from the wind. It was like a blizzard outside, but it was dirt instead of snow. With no protective snow cover, the wind carried dirt from the surrounding farm fields, creating a haze over the lake. I asked Tomek Zakrzewski P55, if the dirt affected his runners on Friday, but he said it wasn't an issue—he kept checking, and they were fine.

Meanwhile, the locals had just placed their large sturgeon fishing houses on the lake the day before, and by Thursday afternoon, many of them were seen moving across the ice, carried by the violent winds. Social media feeds filled with videos of ice shacks sliding down the lake, an absurd yet comical sight. The locals took it in stride, laughing it off. By that same night, someone had already designed a sweatshirt featuring "The Great Shack Migration of 2025", making it official.

It was a day that neither the DNers nor the locals will forget anytime soon—a story that will be told for years to come.





©Anna Suslova / 2025 DN North American Championship



©Anna Suslova / 2025 DN World Championship

The 2024-2025 ice sailing season has been a huge success for US Junior Ice Sailing. While my efforts are mostly focused in Minnesota, the impact has gone beyond just our local sailors.

For those who don't know, my full-time job is Race Director at the Lake Minnetonka Sailing School.

My role as the IDNIYRA Junior Director is purely volunteer-based, but I do it for two reasons: to keep my summer sailors engaged in the winter and to introduce new kids to this awesome sport.

Last year, the goal was simple—get as many kids on the ice as possible. And it worked. The buzz from

A MOMENTUM BUILDING YEAR

IDNIYRA JUNIOR ICE SAILING REPORT
SAM BARTEL US1011



last season carried through the summer, with sailors talking about iceboating non-stop. So, we hit the ground running early this season.

GEARING UP FOR RACING

This year, I knew we would have opportunities to get large groups of juniors on the ice, but I also realized

that if I wanted any of them to race in regattas, I needed to focus on helping a few of the more dedicated sailors.

I kicked off the season by helping three juniors—Maggie McGary (14), Jack Brellenthin (17), and Lucas McGary (12)—build planks for their DN programs. We

2025 DN WORLD CHAMPIONSHIP SILVER QUALIFIER PHOTO: RACHEL BARTEL





Youth sailors who competed in the 2025 World Championship. From left Oskar Svensson S714, Sebastian Sorensen US 5479, Gustav Linden S887, Sam Bartel US1011, Maggie McGary US2453, Jack Brellinthin US130, Andrew Roeder US5706

started in September and finished just in time for the Western Challenge in early December. Huge shoutout to their parents, John and Jillian McGary, for their support—getting parents involved in a positive way is key to junior sailing success in any class, especially iceboating.



Q & A with Matt Struble at the Western Challenge

Beyond building gear, I spent a lot of time collecting and repairing equipment to help Maggie and Jack go racing. But I wasn't doing it alone. The generosity of the ice sailing community never ceases to amaze me. A huge thanks to Pete Johns, Bob Cave, David Frost, Bernd Zeiger, Mike Bloom, Daniel Hearn, Dave Elsmo, Steve Orlebeke, Brett Hulsey, Mark Isabel, Matt Meyer, Matt Struble, Ron Sherry, Deb Whitehorse, Pat Heppert, John Dennis, Mike Miller, Peter Johanson, John Harper, Jeff Roseberry, and so

many others who made this possible.

MAJOR EVENTS OF THE SEASON

- Western Challenge (Lake Minnewaska, MN) – Five junior sailors, four parents, and three trailers full of junior gear. We rented an Airbnb near Starbuck and had an incredible three days of sailing and racing, with juniors ages 10 to 17 on the ice, many of them participating in the scrub racing throughout the weekend.
- Western Region Championship (Lake Minnewaska, MN, Dec 13-15) – A smaller but dedicated group—Maggie, John McGary, and Ben Garber (a newer adult racer). Saturday was a great day of racing and training. Maggie and Ben both cracked the top five in the Silver Fleet, and Maggie even got to sail Daniel Hearn's Renegade, which had her buzzing with excitement for days.
- Scouting Lake Minnetonka Ice (Dec 30) – With a sudden warm-up, rain, and re-freeze, we had miles of smooth, black ice. Five or six local high school sailors and I skated the lake, scouting conditions before setting up iceboats.
- Lake Minnetonka Ice Streak (Dec 31 - Jan 10) – Ten straight days of epic ice sailing. The first three days were unreal—Hollywood ice, perfect wind, and kids who refused to go home. We sailed until sunset daily and even met before sunrise for early morning rides. We focused on mark roundings, starts, tacking, gybing, tuning, and sail trim, running practice sessions just like a summer sailing program.

We even used video analysis and tracking data from cell phones and Vakaros units. It paid off—everyone got faster.

- [Intro to Ice Sailing \(Dec 31 - Jan 2\)](#) – We set up every boat we had on Lake Minnetonka: three Ice Optis, eight DNs, and a Nite. I gave free lessons and rides to any sailor or parent in the area. It was absolute chaos in the best way—easily over 100 people got to experience ice sailing. One Opti sailor even told their parents it was "the best day of their life."
- [Western Region Championship \(Lake Winnebago, WI, Jan 18-19\)](#) – Maggie, John, and I made our first of three trips to Fond du Lac this winter. Maggie finished in the top five of the Silver Fleet again, but what stood out the most was how she and Jack wanted to keep practicing long after the racing was over—something I've noticed top European sailors doing. Hopefully, more U.S. ice sailors will join in on these post-race training sessions next year.
- [Northwest Regatta \(Lake Winnebago, WI, Feb 1-2\)](#) – Maggie, her dad, Ella Bowers, and I hit the ice for another weekend of racing and training. It was eye-opening for Maggie and Ella to see the bigger boats in action.
- [2025 DN World Championship \(Lake Winnebago, WI, Feb 9-15\)](#) – The big one. Jack, Maggie, her dad, and I all raced. It was a regatta full of learning moments, fast sailing, and endless fun. Jack and Maggie both got significantly faster, and **let's be real—how often do high school freshmen and juniors get to compete in a world championship?**

LOOKING AHEAD

Junior ice sailing is in a good place, especially in Minnesota. We have a growing community of young racers who are fired up to race next season. My goal is to have 4-5 high school-aged juniors traveling with me to regattas next year. I also want to bring back the Ice Opti North American Championship in December 2025—spread the word!

WHAT WE NEED TO KEEP THIS MOMENTUM GOING

1. Support from the Ice Sailing Community – This program runs on generosity. Equipment and monetary donations are the backbone of the junior ice sailing program. Without them, none of this would happen. Let's keep it going!
2. Expanding Junior Ice Sailing Beyond Minnesota – The best way? Get local summer sailing coaches and program directors involved. They'll bring the kids and their parents to the ice. Most young ice sailors already have a sailboat racing background—those are the kids we need to focus on. Giving rides is fun, but it doesn't always translate into future racers. If you'd like to find the sailing program director(s) in your area, please reach out to me and I will connect you.

FINAL THOUGHTS

This season was one to remember, but I know next year will be even better. A massive thank you to everyone who helped along the way. See you on the ice next winter!

Sam Bartel US1011



PHOTO GALLERY

YOUTH SAILING IN 2024-2025
A season to remember.





2022 WINNING ALL NEW FULL

by:



& Jeff Kent

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2022 World Champion Robert Graczyk P-31

2022 Europeans 2nd Tomasz Zakrzewski P-55

2022 Polish Champion Tomasz Zakrzewski P-55 (Gen6 mast)

2022 Polish Championship 2nd Robert Graczyk P-31

2022 Grand Masters Champion Tomas Lindgren S-81

BE FAST

BE COMPETITIVE



ING DESIGN CARBON MAST

VE BECOME THE WINNER

MINUTES OF THE 2025 IDNIYRA ANNUAL GOVERNING MEETING

February 5, 2025

MINUTES OF THE IDNIYRA ANNUAL GOVERNING MEETING

Held in conjunction with the 2025 World & North American Championship

Radisson Hotel
Fond du Lac, WI

1. Commodore David Frost US called the meeting to order at 7:15 PM.

2. ROLL CALL (DETERMINATION OF QUORUM)

Commodore David Frost US5358
Vice Commodore Rob Holman US3705
Past Commodore Bob Cummins US3433
Secretary/Treasurer Deb Whitehorse US2366
Technical Committee Member Jeff Kent US3535

3. APPROVAL OF THE AGENDA

Gail Turlock US4702 motions to approve agenda.
Karen Binder US5630 seconds the motion. Motion approved.

4. APPROVAL OF THE MINUTES OF THE 2024 ANNUAL MEETING (published in March 2024 Runner Tracks)

Warren Nethercote KC3786 motions approve minutes of the 2024 Annual Meeting.
Jody Kjoller US5435 seconds the motion.
Motion approved

5. SECRETARY'S REPORT BY DEB WHITEHORSE US2366

Yearbook: Print on demand working well. Two proposals effective May 2024 (Epic Agreement Article XI and Specification Revisions Section A & B) updated for 2025 Yearbook. In FY 23-24 we had \$1,107 in Yearbook sales and \$1257 in FY 22-23.
Runner Tracks: All members encouraged to submit content. Runner Tracks is a good way to keep an archive of governing documents proposals and voting results. Looking for more technical articles. In FY 23-24 we had Runner Tracks income of \$400 (less PayPal fees) and in FY 22-23 we had \$444 in Runner Tracks income. We had \$2,000 income for advertising in Runner Tracks and the Yearbook in FY

23-24 and \$2300 in FY 22-23.

Website: 2024 Statistics: Page Views 57,827; Unique Visits 36,006; Avg Yearly First Time Visits 19,568; Avg Yearly Returning Visits 16,438

Warren Nethercote KC3786 motions to accept the Secretary's Report.

Jody Kjoller US5435 second the motion.
Motion approved.

6. COMMODORE'S REPORT BY DAVID FROST US5358

It has truly been an honor to serve. The team around me and the support from all the members have been fantastic. The class is growing—better than it was a few years ago—with juniors, new members, and returning sailors. The commitment to keeping the class true to its roots is strong, and there's no need to worry—we're not turning into a high-tech arms race.

7. TREASURER'S REPORT BY DEB WHITEHORSE US2366

- Report on Membership: As of January 29, 2025, we have 195 members. In comparison to February 20, 2024, we had 209 members.
- 2024 Financial Report: Given verbally due to missing printed reports. Members were offered reports via email upon request; two members requested and received them.

Motion to accept Treasurer's Report by Jeff Kent US3535, seconded by Bob Cummins US3433.
Motion approved.

8. VICE-COMMODORE'S REPORT, INCLUDING REPORT ON PERPETUAL TROPHIES.

Vice-Commodore Rob Holman US3705: The North American Grand Master Trophy is currently missing, and efforts will be made to locate it in coordination with the Secretary.
Discussions are underway with Leon LeBeau regarding the creation of a first-place silver perpetual trophy for the Gold Cup. A finalized design is expected to be ready for presentation in 2026. It has been noted that several trophies require

refurbishment, some need new boxes, polishing, or general cleaning. Many are tarnished and in need of restoration. Efforts will be made to recruit volunteers for this task, with a goal of updating one trophy per year over the next two years.

Warren Nethercote KC3786: Using one trophy per year, my effort as previous Vice Commodore was to get the engraving consolidated which kept trophy going.

9. JUNIOR SAILING DIRECTOR'S REPORT:

SAM BARTEL US1011

Juniors were active at multiple regattas and training sessions this season. At the Western Challenge in Minnesota, we had five junior sailors, four parents, and three trailers full of gear. The Western Region Championship saw a smaller but dedicated junior fleet, with top-five Silver Fleet finishes and valuable race experience. Lake Minnetonka provided an incredible stretch of 10 straight days of ice sailing, where we focused on structured training, video

analysis, and introducing over 100 new sailors to the sport. The DN World Championship on Lake Winnebago was a highlight, allowing juniors to test themselves on the international stage and significantly improve their racing skills.

Looking Ahead

Momentum is strong, and my goal is to have 4-5 high school-aged juniors traveling to regattas next season. I also hope to bring back the Ice Opti North American Championship in December 2025.

What We Need

- Support from the ice sailing community – Equipment and monetary donations are key to running this program.
- Expanding beyond Minnesota – The best way is by getting summer sailing coaches involved, as they bring in young racers with sailing backgrounds.

This season was one to remember, and I know next year will be even better. Thanks to everyone who helped make it happen!



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11. TECHNICAL COMMITTEE REPORT

Jeff Kent US3535 noted that this year has been relatively quiet. After serving for 30 years, Jeff Kent expressed his desire to step down to allow for new leadership. He noted that Paul Goodwin US46 has served even longer and that new members are needed. The IDNIYRA extends its gratitude to Jeff Kent for his many years of dedicated service. As part of this transition, David Frost US5358 proposed appointing Warren Nethercote KC3786 to fulfill the remainder of the term effective immediately.

Motion to approve Warren Nethercote's appointment to the Technical Committee made by Gail Turlock US5043, seconded by Karen Binder US5630. Motion approved.

12. INSURANCE COMMITTEE

The class has West Bend Directors and Officers insurance and liability insurance that allows us to purchase event insurance. The event insurance policy only covers spectators and not competitors. Competitors must continue to show proof of \$300,000 of personal liability insurance to participate in IDNIYRA regattas. Bob Cummins US3535 reported that insurance remains a substantial annual expense. West Bend currently offers event insurance only certain states, while another company, Stadler, offers coverage for all 50 states but at a much higher cost. Insurance coverage in Canada remains unavailable through these providers, and Canadian members are actively seeking alternatives.

13. PROPOSALS TO CHANCE IDNIYRA BY-LAWS AND REGATTA MANAGEMENT AGREEMENT

A - Proposal to Change the format of the North American Championship in years not in conjunction with the World Championship.

Submitted by David Frost US5358 & Robert Cummins US3535.

Proposal published in Runner Tracks December 2024.

Amendment Discussion & Approval:

A motion was made by Warren Nethercote KC3786 to amend the regatta start date to a Sunday, with the event concluding on either Friday or Saturday. Seconded by Gail Turlock US 5403.

Friendly amendment passed.

Discussion:

- Deb Whitehorse US2366: To clarify, the second regatta will not be a ranking event.
- David Frost US5358: Correct. By splitting into two regattas, we have an opportunity to reduce costs.

Motion to accept proposal made by Karen Binder US 5630

Seconded by Warren Nethercote KC3786

Motion passed.

This amendment will be included on the Spring 2025 ballot.

B - Proposal to Formalize Wind Limit Rules.

Submitted by Andre Baby KC4360

Proposal published in Runner Tracks December 2024.

Warren Nethercote KC 3786 Motions to approve the proposal as written. Seconded by Jeff Kent US3535.

Friendly Amendment:

- Warren Nethercote KC3786 proposed replacing the final word cancelled with abandoned, clarifying that the race may be resailed.
- Seconded by Gail Turlock US5043.
- Friendly amendment passed.

Further Discussion:

- Concerns about removing decision authority from PRO.

Motion to approve proposal failed.

Motion failed.

14. SPECIFICATION RE-WRITE UPDATE – ROBERT CUMMINS US3433

Bob Cummins US3433 reported that the specification re-write remains an active discussion.

Warren Nethercote KC3786: Significant effort has been put into the re-write by David Croner, Henry Bossett, Bob Cummins, and myself. Sections A and B have been rewritten for improved clarity.

We are hopeful that some progress will be made in reviewing proposals on specifications—Sections C, D, F, and H (Mast, Boom, Runner Cut and Track, and Rigging and Fittings)—originally published in Runner Tracks in May 2022, and ultimately bringing them to a ballot in the Fall of 2025.

15. NOMINATION OF CANDIDATES FOR 2025/2026 IDNIYRA OFFICERS

Nominating Committee Update:

Kent Baker has stepped down from the Nominating Committee. David Frost US5358 volunteered to take his place. Additional members are needed from other regions—those interested should see David Frost after the meeting.

a. The committee nominates:

Commodore: Rob Holman US3705

Vice Commodore: Karen Binder US5630

Secretary/Treasurer: Deb Whitehorse US2366

Bob Cummins: Past Commodore US3433

b. Nominations from the Floor

c. Motion to Close Nominations

Jody Kjoller US5435 motions to accept the recommendations of the Nominating Committee as presented.

Jeff Kent US3535 seconds the motion.

Motion approved.

This slate of candidates will be included on the Spring 2025 ballot.

16. MOUNTAIN LAKES REGION

Chad Atkins US4487 brought to our attention that it is long overdue to revive the Mountain Lakes Region, as a significant number of sailors are now competing there.

Paul Chamberland KC5700 has been appointed as Rear Commodore for the Mountain Lakes Region.

This change does not affect the current rotation of Eastern, Western, and Central regattas. The Eastern Region will now have the option to choose between Canada, the Eastern Region, or the Moun-

tain Lakes Region for events.

A sincere thank you to Bill Van Gee US3435 for his dedicated service.

17. MEMBER COMMENTS

Discussion on Sail Numbers

- Jody Kjoller US5435: Raised the need to discuss sail numbers. Most of us have numbers displayed on three separate lines, making it difficult for scorers to read. Emphasized the need to make sail numbers easier to read and place correctly.
- Warren Nethercote KC3786: Noted that the international soft-water sailing code originally included a country code followed by a number, but over time, Europeans have dropped the dash.
- Gail Turlock US5043: Suggested taking time in the off-season to ensure sail numbers are formatted correctly. A transition could take up to ten years, but consistency is needed.
- Warren Nethercote KC3786: The cleanest solution would be to formalize this in Specification G13, requiring the country code on a separate line. Alternatively, a discussion with European secretaries could lead to an informal agreement.

18. ADJOURNMENT

Jody Kjoller US5435 motions to adjourn. Gail Turlock US5043 seconds the motion.

Motion passes unanimously.

The meeting is adjourned at 8:03 PM.

Respectfully submitted,

Secretary Deb Whitehorse US2366

International DN Ice Yacht Racing Association

Photo: Anna Suslova



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