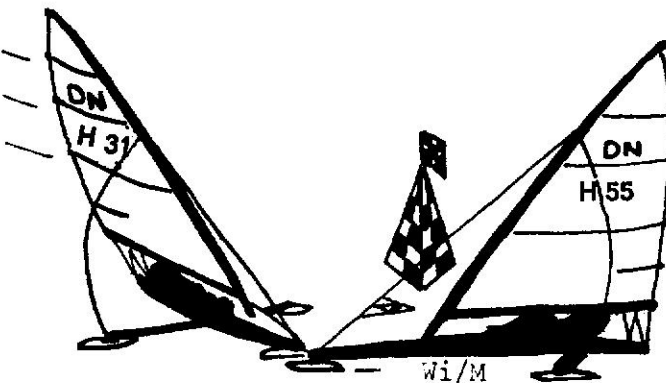


International

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Ice Yacht Racing Association

EUROPEAN COMMODORE



ABN Landsmeer
XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXX 54.75.25.982
JANUARY June 1985.

Report of the meeting of national secretaries, 11th and 12th of May 1985.

1) Opening.

Present: P.Schellhorn, W.-Germany, Thomas Sandberg, Sweden,
Tom Weber, Finland, Motek Duchowski, Poland and
Wim van Acker, Holland.

Austria, Danmark, CSSR, USSR, Italy and Holland sent their
points-of-view before the meeting.

2) Review on the passed season.

In general it has been for many countries a good season.
The first trip to Finland end of October '84, Vikajarvi, was a good start,
followed by a lot of places with good ice.

The W.C. in U.S.A. was too much moving and too little sailing with few
ice-boaters from Europe.

The American Championships haven't been sailed.

The E.T. and E.C.

It was a thousand pities for the Finnish organization which had organized
the E.T. and E.C. in their country, that the ice-condition was too bad.
They took refuge in Sweden in Granna with the whole race-committee.
A lot of ice-boaters found the way to Granna.
Only it was like in Poland, the accomodation for the ice-boaters was too
far from each other, so it was not possible to have a good contact.
The proposal of Germany to show a film etc. in the evening, might solve
this problem.

The ice-conditions required a lot of knowledge and experience to sail the
races.

I would like to thank all the people for their efforts to make all the
ice-boaters content.

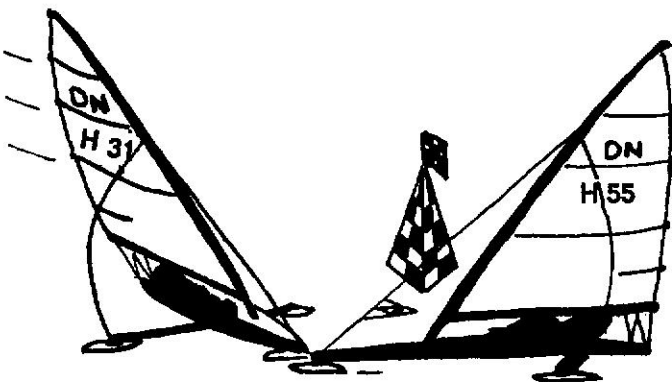
3) The rules which were in force for Italy last year, will also be valid for
U.K., namely right of vote at the national secretaries meeting and a free
starting-place by the E.C., only for countries with at least 10 real sail-
ing, paying members with their own ice-boats.

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W. P. J. ACKER

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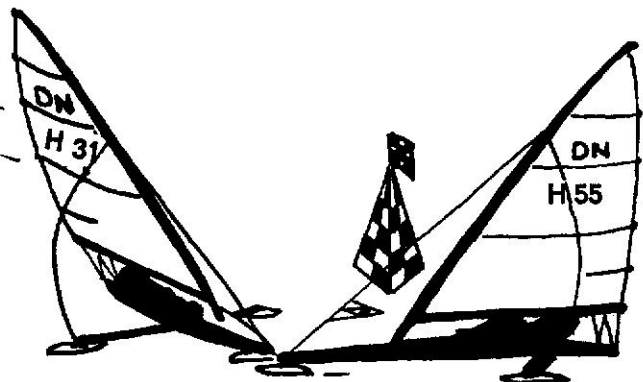
1948

- 4) The financial situation is satisfactory and controlled.
Fill now no payment of advertisement costs of J.Pinne'83/'84.
- 5) The E.C.'86 will be held 20-25 January'86 in Austria, back up side will be W.-Germany.
- 6) The E.T.'87 are promised to W.-Germany, back up side will be Sweden.
- 7) We'll ask the S.U. for organizing W.C., E.T. and E.C.'88.
- 8) a) We'll go back to the former rule:
by 4 or more races 1 throw-out.
b) We'll offer a prize for the best design which will avoid, as much as possible, accidents with the tiller. Proposals are expected by your technical committee or secretary.
1st prize excellent material for runners
2nd " set T-profile 30x30x4 Stainless
3rd " P.B. steel for 3 runners
c) There won't be a second back up side anymore.
d) We'll ask Harald Stuertz in substitution for Rolf Andersson, because Rolf isn't active by ice-boating anymore.
We would like to thank Rolf for everything he has done in the past year.
e) The racing rules of Motek Duchowski, Poland, will be complementary to the NIA rules.
f) The meeting of the national secretaries won't be held during the E.C., but when the season is over.
g) Members of T.C. will abstain from binding statements with respect to interpretation of rules while they are on the ice.
During W.C. and E.C. one member or members of T.C. will talk about changing rules and fill up an evening with films and slides.
- 9) The race-committee in Austria will consist of 3 or 5 members.
By a maximum windspeed of 15m/sec will, as a rule, not been sailed anymore.
- 10) We will proceed to institute a start-license for ice-boaters. The national secretary of each country will be responsible for the organizing of the test as from next winter. The test to get the license will consist of a practical and a theoretical part.

- 3 -
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International Ice Yacht Racing Association

EUROPEAN COMMODORE



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Every paying member gets a start-license every year.

By inscription for races with more than 10 participants you'll have to show this card which will be saved during the races by the race-committee. By every accident with material and/or corporal damage the race-committee is obliged to make a note at this card and to mention it to the national secretaries.

With three notes in one competition-year, people will be immediately excluded from the races that year and also the next year.

When by an accident material- or corporal damage is caused and the involved persons don't protest, they will be disqualified and get a note at their start-license.

Finally a word of thanks for sending in the copy, Floor Lagerwey for the lay-out, Ria v.d. Brink for typewriting and Christoph Schmidt for printing the D.N.-Europe. They all together have made that everything looked nice and for a reasonable price.

Hope to see you by the first race in October '85 in Vikajarvi, Finland, where you can do an extra examination Reindeer-driverslicense, taken by the hosts of Vikajarvi. Also available a paper showing that you have sailed above the Polar-circle.