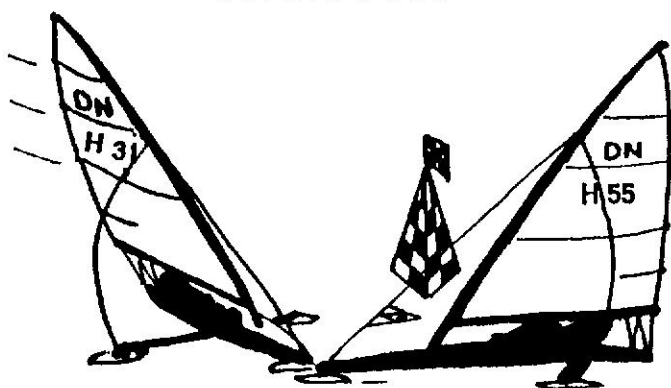


International **DN** Ice Yacht Racing Association



EUROPEAN COMMODORE

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Minutes of the annual meeting of national secretaries in Warszaw, Poland, 12th-13th of May 1990.

1. Present were the representatives of Poland, USSR, Sweden, Austria, Germany and Holland.

Finland, Denmark and Czechoslovakia had made their points of view known by letter and Italy had sent a letter of regret.

2. The past iceboating season has been one of the worst of the last years.

The Worlds and EC, already struck by the problems with the USA because of their refusal of accepting a status quo concerning the divergent rules, also had to deal with a completely lack of ice in Poland.

Fortunately, Thore Andersen from Sandviken, Sweden, informed me that the Swedish Championships would be sailed in Sandviken.

Two weeks later I could give the green light for the WC and EC.

The ice was bad, but there was no ice on any other place at all.

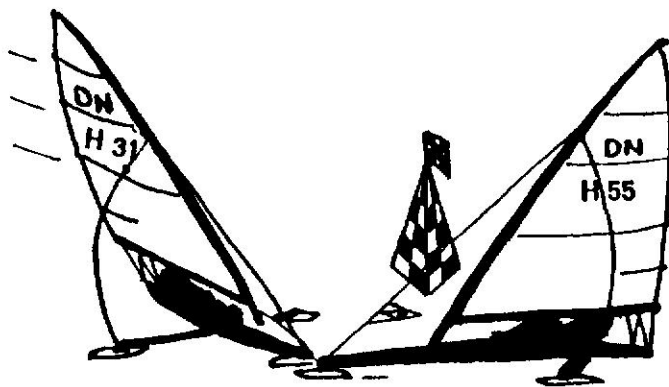
We would like to thank the municipality of Sandviken, the firm Sandviken and especially Thore Andersen for their help.

The members of the Racing Committee, many from Poland, completed with volunteers from Germany and Sweden, made it possible to carry through the Championships under difficult circumstances. Once more our gratitude. The credit balance of the entryfees WC, will be applied to help youthful Polish iceboaters, who, due to the bad economical situation in Poland, are in a difficult situation.

Also will be bought some urgent attributes for the WC and EC. Eventual remainder will be deposited in the Euro-cash.

3. The financial situation of IDNIYRA Europe is satisfactory and cash-book was found in order.

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4. The relationship USA-Europe

The meeting of national secretaries was almost unanimous about the to follow line of conduct: we'll still try to achieve a lasting co-operation.

To eliminate an important point of controversy, it has been decided to allow carbon fibre also in Europe and to suspend our mast rules and to accept the American rules for Europe, except for the veneer mast, which is and remains absolutely forbidden in Europe.

The 8-course and the rule of the use of two sails in Europe will also remain in force.

The payment of 4\$ for the defrayal of expenses made by the USA, combined with a right of vote in important decisions was also agreed on.

Technical Committee 3 Europe: 3 USA with large competences.

In the future, changes in the rules must aim:

1. increase of safety
2. easier way of building for amateurs
3. saving expenses

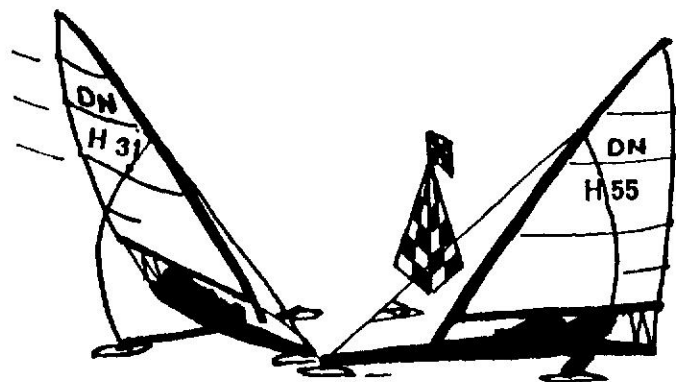
If not, no changes. The decision first to be taken by the 3:3 Technical Committee USA-Europe and not by the Annual Meeting. Only after passing the TC, the paying members may vote.

Explanation of the above mentioned.

The relationship USA-Europe is due to several causes still not clear. The language problem must not be underestimated, as we all have difficulties in expressing ourselves in the English language.

Because of our experience of years with a hotchpotch of English and German, completed with Swedish and Polish words and expressions, we are able to communicate with 2000 European iceboaters, most of them with only a limited knowledge of the basic language English or German. The necessity for most of the European iceboaters to receive all the publications from USA is not so big, so during the meeting it was

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suggested that if no agreement is reached with USA, the English communication language will be replaced by the German, as there are more people who can express themselves reasonably in German than in English. In my opinion however, the best would be to maintain the English language, as long as there is a possibility that USA and Europe stay together. Giving up our mast rules and resistance of carbon fibre, doesn't solve the problem of availability of carbon fibre in Europe. We'll try to make a stock and sell it for a reasonable price.

From our side this can be seen as a gesture to come to an agreement with the USA.

The problems in the organizing field, paying members' right of vote etc., are not so difficult to solve.

We from our side are willing to give up some of the bottle-necks, as we cannot stick to all the things we have different. That's why has been decided to allow the use of carbon fibre in masts in Europe and to replace our different mast specifications by the latest American rules. Veneer masts, however, will remain forbidden.

If in the coming months, no satisfactory solution can be found with the USA, we have decided to go on in our own way, like for the last 20 years, so back to the situation of '87.

We in Europe may not forget that the giving up of veneer masts etc. in USA, is only possible by voting of the USA members.

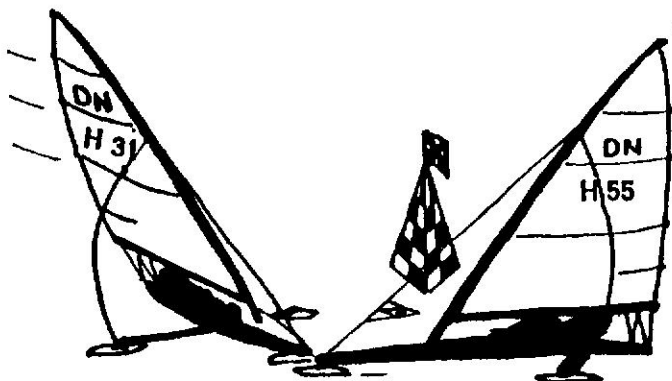
5. After my decision to stop as Euro Commodore, I was asked to reconsider re-election for two years.

The background for my decision was that I had tried for two years to come to an agreement with USA, in vain, and several things made me believe, that I was not the right person on the right place.

Especially the ignoring and ridiculing of the by me defended European points of view (like no veneer masts, permitting two sails and 8-course

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in the WC in Europe before joining USA - Europe) at the Annual Meeting in Travercity, USA, february '90, and the bad contact with some of the members of the Governing Committee in USA, gave me the conviction to give up the commodoreship.

However, during the meeting of secretaries, it was made clear that one agreed with my policy relative to the relationship Europe-USA and that one considered it one of my tasks to round off this question. That's the reason why I accepted the commodoreship for another two years, to try once again to settle things with USA.

6. The meeting has accepted the DDR as a member of IDNIYRA Europe. In the meantime we will follow the international rules regarding Germany - DDR.

7. Jan Fagersberg and Ulrich Kuntze are the new members of the European Iceboating Authority. Gustaf Dahlberg and Endel Voorema have been replaced.

8. Date for the EC in Tallinn, Estland, USSR: 02 - 07 March 1991.

9. WC and EC in 1992 in Germany.

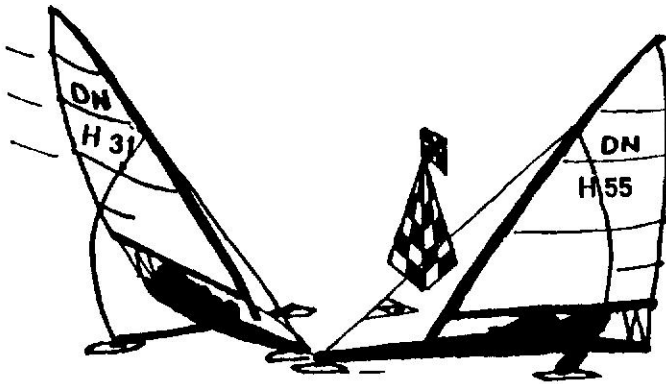
10. EC 1993 in Sweden.

11. Proposals.

- If prequalified sailors, due to assisting the organization of EC and WC cannot use their allotted places, these places may be taken in by other qualified sailors from the same country.

This and that after deliberation with the Racing Committee.

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- The startingfee for ET, EC and WC may not exceed 50 DM per competition and for international races not more than 30 DM.

The startingfee for ET, EC or WC can only be paid by the secretary of each country for all the participants of his country at the latest 6 weeks before the date of the race, so at the latest 4 weeks before the date of the race, the amount must be in the previously made known bankaccount.

Private cheques or transfers are not accepted.

Payments on the IDNIYRA Europe account are also invalid.

The required amount must be paid free of charge for the Euro commodore. Restitution is not possible.

The double amount will be charged if the payment is not in time.

Two hours before the first start, no more new entries are accepted.

- Getting 3 races in the A group by the EC or WC will always have priority. After these 3 races there can be a proportional distribution of the next races. Everything to judge by the Racing Committee.

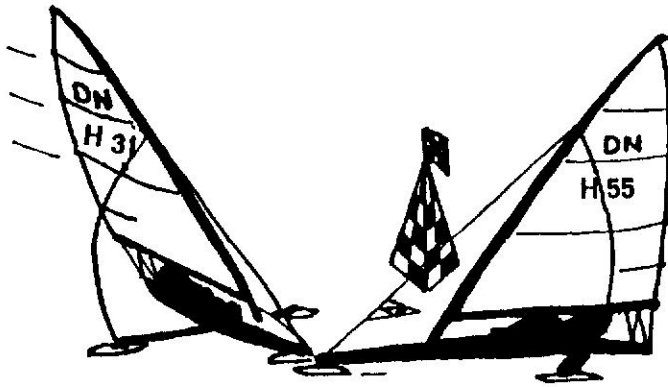
- Changes of rules will be made knowable as soon as possible by the representative of the Euro commodore to the national secretaries. The latter will inform his national members.

- The sailors who have won a prize on a ET, EC or WC are personally responsible for it. When it gets lost, one is obliged to substitute it for an equivalent.

Not handing in the prize before the start, will lead to exclusion of the races.

The representative fo the Euro commodore will take care that the prizes are handed in in time.

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- When the WC and EC are held in Europe, the WC will be the qualification for the EC. The 10 free places will then be distributed as usually done by middle of an ET.

The country involved can if it wants organize an ET all the same. The 10 free places will then be distributed by the American system over group C, than B, than A.

By the WC in group A there will be made up a ranking list for 45 European and American sailors, consisting of: 2 WC's, 2 EC's and 2 North American C's.

- It is allowed to use a pvc or alu mastgroove in a wooden mast.

- The startinglicenses will only be sent to active iceboaters by the national secretary. (to save money)

- If a sailor is not starting on his allotted number, this will lead to disqualification.

Sailors without starting place can take a place at the end of the startline, port tack or startboard tack.

- Peter Schellhorn has been pointed out as the assistant of the Euro commodore.

12. Next meeting national secretaries in Tallinn, Estland, USSR, 11-12 of May 1991.

All the best and see you on the ice.

Wim van Ackers