

International DN Ice Yacht Racing Association Europe
(IDNIYRA - Europe)
Minutes and Decisions of National Secretaries
Amsterdam 6/7 May 1995

Present: The EUROPEAN COMMODORE - Bart Reedyk
National Secretaries from:
AUSTRIA - Andreas Muller-Hartburg
(Vice Commodore)
DENMARK - Jorgen Holsoe
GERMANY - Harald Stuertz
(Technical Committee Representative)
THE NETHERLANDS - Johan Tolsma
POLAND - Jerzy Najdrowski and Andrei Brosz
SWEDEN - Hans Adolfsson
UNITED KINGDOM - Chris Williams
(European Secretary)

Apologies: The Commodore had received apologies for absence from ESTONIA, GERMANY (Harald Stuertz substituted), and SWITZERLAND.

Topic 1

The Commodore opened the meeting commemorating the tragic and very sad death of Peter Schellhorn in a sand sailing accident in Denmark. Peter had for many years organised and led the German ice sailing community as their National Secretary, and he was a natural successor to Wim van Acker as the European Commodore. This task he undertook with great enthusiasm and dedication, travelling far and wide. Peter thoroughly deserved his special place in the ice sailing world and we will all greatly miss his enthusiasm, counsel and participation. The meeting stood in silence for one minute as a mark of respect to Peter Schellhorn.

Topic 2 Review of the 94-95 Season

The weather allowed a few early regattas e.g. Dummer See, Vika Jarvi and Falun but the Netherlands, the planned site of the major competition, had no regatta ice. The European Championships transferred to Vasteras in Sweden where excellent ice, wind and facilities enabled seven good sailing days. Heavy rain arrived just after the final trophies had been presented. Many thanks to the Dutch organisers and Swedish helpers. Later in the season the German championships were sailed at Rostock and the Swedish at Lake Tannaren (Uppsala). European ice sailors made a notable impact at the World Championships in Montreal with 7 in the first 10 in the Gold Fleet. This was followed by 6 in the first 10 in the North American Championships.

Topic 3 Financial Reports

Report of 9-7-94 presented by Peter Schellhorn and audited by Johan Tolsma and Hertzen Oost, and Report from 10-7-94 to 20-3-95. Both reports were approved and the meeting noted with concern the reduction of IDNIYRA-

Europe funds over the past 3 years. This has been caused by the costs of the **Year Book**, **Runner Tracks** and administration, which were not fully covered by the membership fee of DM.6. Discussion and decisions on corrective action to prevent further reduction of IDNIYRA-Europe funds are covered under Topics 5 and 6. Bart Reedyk as Treasurer has spent much time in clarifying the financial position and setting a safe and affordable way ahead.

Topic 4 Report on actions arising from Minutes of last meeting

- (1) European Constitution see Topic 7.
- (2) Status of the **Blue Book**. It was agreed that we should continue to use this with common sense.
- (3) **Year Book**, see Topic 5.
- (4) **Runner Tracks**, see Topic 5.
- (5) Euro & World Championship, see Topic 11a.
- (6) Ranking List, see Topic 11a.
- (7) Insurance Policy, see Topic 10a.
- (8) Grand Prix finishing, see Topic 11a.
- (9) 2 side stay attachments, see Topic 13c(7).
- (10) EDNIA progress, see Topic 7.
- (11) Line on boom jaw, see Topic 13c(7).

Topic 5 **Year Book** and **Runner Tracks**

The Financial Report by the Commodore makes it very clear that the provision of the **Year Book** and 4 issues of **Runner Tracks** to all paid up members of IDNIYRA-Europe for DM.6 was not possible. This had already been done in 1993 and 1994 with a consequent serious reduction in IDNIYRA-Europe reserve funds. The **Year Book** for 1994/95 and issues of **Runner Tracks** beyond June 1994 were issued only to National Secretaries in order to stop further fund reductions.

It is appreciated that all European paying members were under the impression that their DM.6 for 1994/95 included the **Year Book** and **Runner Tracks**. The meeting agreed that as a once only action a limited number of copies (to be indicated by the national Secretary of each country) of the 94/95 **Year Book** and Nov '94 and April '95 **Runner Tracks** will be purchased using IDNIYRA-EUR funds and sent to the members via the National Secretary OR the issue of a computer disc containing these issues to the National Secretary (preferably the latter, to limit costs as much as possible). The 94/95 **Year Book** is held on computer disk by the European Commodore. Methods of printing economically from this disk are being investigated. **Runner Tracks** will probably have to come from the USA. From now on the arrangements for receiving the **Year Book** and **Runner Tracks** in Europe are to be:

- a. Commodore, Vice Commodore, Secretary, National Secretaries and European Technical Committee members all receive their own copies direct. Payment to come from IDNIYRA-Europe funds.
- b. All other IDNIYRA-Europe members have 3 options:
 - (i) National Secretary orders and sailors pay National Secretary;
 - (ii) Sailors order from, and pay direct to, USA;

Topic 6 Budget and Membership Fee

The budget figures presented by the Commodore showed clearly that the running costs of IDNIYRA-Europe could not be supported by the interest coming from the reserve funds. In recent years (since 1993) the annual fee of DM.6 had come from a varying number of members and the total money collected had not been enough to meet all our costs, particularly when the **Year Book** and **Runner Tracks** were included. In addition some member nations had many more sailors than were declared and paid for. It was concluded that IDNIYRA-Europe must have a membership fee system that:

- a. supported the anticipated running costs; and
- b. was guaranteed to be paid by the active racing members.

After a lengthy discussion and a proposal from the Vice Commodore it was agreed that:

- a. The annual fee of DM.6 be abolished.
- b. An annual fee of DM.50 per place in the European and/or World Championship would be paid by each National DNIYRA (the fee to cover places in both Euro and Worlds).

The fees are to be paid to the European Commodore by 31st December each year and without costs to IDNIYRA-Europe funds (i.e. no bank charges). The minimum fee is to be DM.50 per member nation. Places in the championships which are paid for but not used may only be resold by IDNIYRA-Europe. Places purchased after 31st December will cost DM.100 each. The meeting agreed that this new fee structure would ensure that IDNIYRA-Europe functioned for, and was supported by, dedicated ice sailors. The entry fee for the competitions (Euro and Worlds) will be an additional charge and at the discretion of the organisers. See Topic 11.

Topic 7 Constitution IDNIYRA-Europe

The proposed constitution has been sent to all National Secretaries. A few nations have already commented, but many have not. Those who have not are urgently requested to pass their comments by fax or mail to the European Secretary Chris Williams by 31st October 1995. All comments will then be coordinated and a final draft produced by the Commodore and the Secretary before 31st December 1995.

Topic 8 EDNIA Racing Rules

As for the Constitution. Nations are urgently requested to pass their comments to the European Secretary by 31st October 1995.

Topic 9 IDNIYRA-Europe By-Laws

Nations are urgently requested to pass their comments to the European Secretary by 31st October 1995.

Topic 10a Insurance Policy

Although it appeared that the 94/95 season was satisfactory, there remain some doubts over whether all competitors are adequately covered. Unfortunately it is only when an accident occurs and an insurance claim is started that the true situation on coverage is realised. So far IDNIYRA-Europe has

- a. set the Insurance liability at DM.1 million per sailor per competition,
- b. required a declaration of Insurance coverage to be on competition entry forms for signature, and
- c. required written evidence of Insurance to be provided at competitions.

It was agreed that in most cases these measures should be adequate to ensure sailors have sufficient insurance. However there is always the possibility of the exception who will sail without sufficient insurance.

The meeting agreed that to cover this eventuality we must introduce a further preventive measure which is to be: If a sailor is discovered to have been competing without adequate insurance, despite his/her declaration to the contrary, the facts must be reviewed by the IDNIYRA-Europe Governing Committee and the case decided on its merits. The maximum penalty is to be a ban for life from competing in all IDNIYRA-Europe regattas.

The Vice Commodore undertook to investigate umbrella Insurance coverage possibilities for the Europeans and Worlds in 1996.

ACTION: IDNIYRA Governing Cttee
Vice Commodore
All National Secretaries

Topic 10b Technical Committee Member

Following a discussion led by Harald Stuertz and caused by the resignation from the Technical Committee of Hennie Van der Brink it was agreed that the Technical Committee should propose new members for approval by the Governing Committee. At present there seem to be 3 possibilities to replace Hennie: S. Snakerstrom and B. Andersson (Sweden) and H. Homman (Austria).

It was also agreed that the administration costs of the European Technical Committee should be paid by IDNIYRA-Europe and that a Technical Committee Report should be on future Agendas for Secretaries' meetings. The report should be presented by a European member of the Technical Committee. The presence of Harald Stuertz in this capacity at this meeting had been very helpful and constructive.

ACTION: European members of the Technical Committee

Topic 11a World's and Europeans 1996

The host nation is Austria and the dates are:

Europa Cup	20/21 January 1996
World's	22 January until finished
Europeans	25/26 January (unless World's are not completed)

The ranking list which is to be published in the September 1995 Runner Tracks will be used. The actual

site of the regattas has yet to be selected, but is likely to be Austria/Czech Republic with an alternative in N.E. Germany. The European Commodore will make the final decision on the site.

The competition entry fees are likely to be:

European Cup DM.50

World's DM.80

European Championships DM.70.

During discussion of sponsorship it was confirmed that sponsorship stickers are permitted on race marks, skipper's clothing and helmets but **not** on boat, boat parts or sails.

A financial review of the Europeans '95 budget was presented by Johan Tolsma and is attached to these Minutes.

It was agreed that the Grand Prix finishing system would be trialled in the Europa Cup.

ACTION: Vice Commodore/Austrian Secretary

Topic 11b Missing Trophies

The Commodore announced that 3 trophies were missing. These are:

2nd Place in Europa Cup - last awarded to

P.110 (Wieslaw Marcinczyk) in 1993

ACTION: Polish Secretary to return.

3rd Place in European Championships - last awarded to C.2 (Marti Kuulman) in 1993

ACTION: Estonian Secretary to return.

Over 60 Prize in World's - last awarded to O.31 (Briedis Vivaldis) in 1994

ACTION: Latvia Secretary to return.

As indicated above the National Secretaries concerned are urgently requested to return the missing trophies to the European Commodore as soon as possible. If they cannot do this the last recipient of the trophy will be held responsible and be charged for its replacement.

Topic 12 Europeans and European Cup 1997

After a lengthy discussion Denmark kindly agreed to consider hosting the 1997 events and to pass their decision to the European Commodore by 30th September 1995. Denmark was assured of help and advice from the Commodore and several National Secretaries in the planning of the events should they decide to be the host nation.

ACTION: Danish Secretary by 30 September 1995

Topic 13 Correspondence

13a **Letter from Austria.** All points related to proposed Constitution and were covered under Topic 7.

13b **Letter from Germany.**

(1) Points on Constitution - covered under Topic 7.

(2) Secretaries' meeting to be at European Championships and restricted to one day -

The meeting concluded that although the proposal has the merit of attracting a larger number of National Secretaries and reducing annual travel costs, it is

considered to clash seriously with the principal objective of IDNIYRA-Europe - ice yacht racing for those involved in the meeting. Furthermore, a Secretaries Meeting held in mid-season would miss the benefit of the experience of the events and problems of the whole of the recent season. It would also be held in circumstances of restricted time, particularly if a move to an alternative site was involved (a frequent occurrence). It was therefore decided to continue with a two-day Secretaries meeting in May of each year.

(3) Point on EC 96 - covered in Topic 11.

(4) DN News - covered in Topic 5.

(5) Technical Committee - covered in Topic 10b.

(6) Membership Fee - covered in Topic 6.

(7) Contact with NIA - Commodore to ACTION.

13c. Letter from The Netherlands

(1) Points concerning IDNIYRA-Europe, Yearbook and Insurance covered under Topics 7, 5 and 10a.

(2) "Fleet Management" system - withdrawn by Netherlands since no advantage is shown.

(3) The meeting agreed that Governing Committee members should be supported by their respective National Organisations. The meeting pledged full support to the Euro-Commodore in collecting annual membership dues from member countries for their total membership.

(4) New starters in class races - it was agreed that new starters should to be admitted to class races at the discretion of the respective National Secretaries.

Those countries publishing a DN journal will send a copy to the Euro-Commodore.

(5) Concern over delay in progress by Specification Clarification Committee, alleged to be delay within the USA.

Commodore undertook to write to Bob Cummings.

ACTION: Commodore

(6) Lists of Committee members - these will be updated and published in the Year Book.

ACTION: Secretary

(7) Double side stay attachment and line around mast from boom jaw - The double side stay attachment is allowed providing both fittings are vertically above the side chocks. [This does not appear to be covered in the present specifications]. No answer has been received from the Technical Committee on the line around the mast from the boom jaw. The Commodore will ask again.

ACTION: Commodore

13d. Letter from Sweden

(1) Constitution questions - covered by Topic 7

(2) Shortening of lap time - covered by Topic 13g.

13e. Letter from Denmark

(1) Payment for Year Book and Runner Tracks - covered by Topic 5.

(2) All points concerning 1995 European Championships noted as lessons for benefit of 1996 competitions.

13f. Letter from Switzerland

Main concerns were 4-figure sail numbers and the varying presentation of membership lists.

All National Secretaries should attempt to use low sail numbers, to be issued once only, with 4 figures being the absolute maximum. This is primarily for the benefit of

race scorers - the lower the number, the easier it is to record with accuracy.

The membership lists are now on a computer data base held by the European Secretary. They will be rearranged into a standard format to show Nationality, Sail Number, Name, Address, Telephone and Fax numbers.

13g. Letter from Wojtek Kuznicki of Poland

This was to Bob Cummings and was a proposal to increase the Lap Time Limit to 9 minutes. Sweden had already proposed a decrease in lap time limit in order to discourage the sailors who complete the course by running. After a lengthy discussion the meeting decided to leave the Lap Time Limit at 7.5 mins.

Topic 14 National Secretaries Meeting 1996

The kind offer from Denmark to host the 1996 National Secretaries Meeting was gratefully accepted. The meeting will be in Copenhagen on 4th and 5th May.

Topic 15 Any Other Business

(1) The Netherlands payment of overdue membership fees (1993/94) - the reason for this non-payment was dissatisfaction with the status of the IDNIYRA-Europe Accounts and in particular the Schellhorn financial report. This has now been satisfactorily audited by two Dutchmen. The Commodore requested the Netherlands to reconsider their position and to pay the outstanding dues now that the financial position has been clarified.

ACTION: The Netherlands

(2) Discussion of fax from IDNIYRA Commodore concerning a proposal to allow a second set of lower side stays and a proposal to change the specifications governing width of the mast:

(a) Second set of lower side stays

The meeting opposed the proposal for a second set of full side stays because of the high risk of the skipper being catapulted into the additional side stay in the event of a collision. As an alternative, the meeting suggested a trial of horizontal side stays at a height of 1.6 metres.

(b) Change of mast specifications

It was concluded that the mast experiment should continue for a further year before balloting or deciding on specification changes.

The Commodore thanked Johan Tolsma for all the excellent arrangements which ensured a successful and constructive meeting, and business was completed at 1630 on 7th May.