

International DN Ice Yacht Racing Association Europe  
(IDNIYRA - Europe)  
Minutes and Decisions of National Secretaries  
Copenhagen 4/5 May 1996

Present: The EUROPEAN COMMODORE - Bart Reedijk  
National Secretaries from:  
AUSTRIA - Andreas Müller-Hartburg  
(Vice Commodore)  
DENMARK - Jorgen Holsoe  
GERMANY - Harald Stuertz  
(also Technical Committee  
Representative)  
THE NETHERLANDS - Johan Tolsma  
POLAND - Jerzy Najdrowski and Stan Maçur  
SWEDEN - Hans Adolfsson  
UNITED KINGDOM - Chris Williams  
(European Secretary)  
UNITED STATES - Bill Condon  
(North American Commodore)

Apologies: The Commodore had received apologies for absence from FINLAND, LATVIA, RUSSIA, and SWITZERLAND.

Topic 1

The Commodore opened the meeting with a warm welcome to Bill Condon the North American Commodore and Harald Stuertz the Technical Committee representative. Their presence greatly assisted a good relationship and understanding between Europe and North America and with the Technical Committee. The meeting agreed that such representation should, if possible, be part of each annual European Secretaries' meeting.

Topic 2 Review of the 95/96 Season

The winter of 95/96 had started early and lasted a long time, particularly in West and Central Europe. Regatta activity started in Nov/Dec and included Sweden, Denmark, Holland (last 2 days of the year for the '95 National Championships), Poland and Germany with a fine new site at Schweriner See some 100 km NE of Hamburg. The main event, the World's and European's organised by Austria to commemorate the birth 30 years before of the European Championship and IDNIYRA-Europe, was held at the birthplace - Neusiedler See. The Austrians' special relationship with the weather gods enabled the event to start at the time and place planned - Podersdorf. A record number of entries were provided with excellent accommodation, facilities, racing headquarters and camping right at the lakeside. Virtually snow-free ice, temperature just below zero and a light ESE wind during the Euro Cup regatta gave the Grand Prix finish the chance to prove its merits.

In similar conditions 173 entries started the World's on Monday 22 January. On Tuesday a moderate to strong wind and overcast sky indicated a weather change and by Wednesday evening a steady snowfall had made conditions unfit for further iceboating. However, sufficient races had been sailed to provide results (4 races in both Gold

and Silver Fleets, and 3 in the Bronze) so prizegiving was held at the planned dinner party in the setting of a mediaeval former monastery to the chanting of troubadours.

On Thursday 25 January, 145 entries moved 400km west to Waller See, north of Salzburg, to start the European's the next day on clear ice, light NE wind and -3°. The limited size racecourse called for 4 Fleets and during this day 3 miniquailifier, 3 Gold, 2 Silver, Bronze and Aluminium races were sailed. There was no wind (or racing) on Saturday, the spare day, so an open-air prizegiving at 2 pm concluded a successful and very well organised Regatta week.

The Commodore proposed a vote of thanks to the Austrian organisation which had provided such an excellent regatta, despite a major change of venue in the middle. The meeting unanimously endorsed the vote of thanks.

Andreas Muller-Hartburg briefly explained the Balance Sheet for the Regatta (attached) and pointed out that several of the Race Committee had paid their own expenses.

Harald Stuertz expressed his view that participation in local regattas is decreasing in Germany, and asked whether this was so elsewhere. Discussion revealed that this appears to be a general trend and the reasons may include job insecurity, economic climate, methods of qualifying for European Championships, and the ranking system.

Further discussion showed that very few European ice sailors receive any financial help and only in Sweden is qualification for the European Championships via a regatta system of progression.

Concern was expressed over the potential number of entries for major competitions (Euros and World's) and the Commodore undertook to draft a contingency plan to limit numbers. The Vice Commodore suggested this might be based on 4 fleets of 60 boats = 240 entries.

**ACTION - Commodore**

### **Topic 3 Agree Minutes of last National Secretaries' Meeting**

The Minutes were agreed with no corrections and the Secretary was complimented on their quality.

### **Topic 4 Matters arising from Minutes of last meeting not covered by Agenda of this meeting**

- (1) **Missing Trophies** - The Euro Cup 2nd Place, European Championships 3rd Place and World's Over 60's prize have all been recovered.
- (2) **Specification clarification** - The Swedish complaint concerning measuring distance between front and rear runners had been answered in the Dec. '95 edition of **Runner Tracks**; however there did not appear to have been any European involvement in the process.

A fuselage clarification proposal originated by Harald Stuertz in February 1994 and sent to Bob Schumacher, Paul Goodwin, Jane Pegel and Soren Snackerstrom remains unanswered.

The meeting agreed with the Commodore's view that overall the specifications are quite clear. However, when there is a need for clarification it is taking an unacceptably long time to complete.

It was further agreed that faxes sent on clarification matters should go to all Technical Committee members.

The question of the legality of the line from the boom jaw around the mast remains unanswered.

#### ACTION - Technical Committee

- (3) Contact with NIA - The Commodore reported contact with the NIA since the last meeting. The primary outcome of this contact has been an NIA declaration that since IDNIYRA Europe does not conduct its races according to NIA racing rules (figure 8 instead of 0 course) NIA is unable to deal with rulings made with respect to those races. The meeting agreed that this was a good justification for the revival of EIA.
- (4) Membership Lists - The Commodore requested all nations to provide him with a list of **actual paying members** (16 years old and over) in the following format:  
Name: Address: Sail Number.  
This information to be provided by 31st December each year. This will require an amendment to the **Rights and Duties of National Secretaries** (page 51 para. 5.7, 94/95 Year Book).

#### ACTION - National Secretaries

### Topic 5 Financial Report

The Commodore presented the audited financial statement to the meeting. Discussion resulted in the following decisions:

- (a) The late payment interest charge to The Netherlands which the meeting agreed would have been enforced if this had been allowed by our Statutes and Rules, to be shown as a donation in the next audited statement (96/97) See topic 13(2).
- (b) The place fee should remain as DM.50.
- (c) The dates for payment of place fee and entry fee for Euros (and World's when in Europe) should be combined.
- (d) The financial year starts at March 15 and ends at, and includes, March 14 the following year.

The auditors recommended that future financial reports should use a simpler and shorter format with the key figures clearly identifiable. The meeting agreed and the

Commodore undertook to revise the format for the 96/97 statement. A copy of the 95/96 statement is attached.

ACTION - Commodore

## Topic 6 Year Book and RUNNER TRACKS

The distribution of the Year Book and RUNNER TRACKS is now based on the 3 options agreed at the Amsterdam meeting, that is:

- (a) National Secretary orders and sailors pay Nat.Sec.
- (b) Sailors order from and pay direct to USA
- (c) Sailors join IDNIYRA USA.

The revival of a European journal was raised by fax by both Russia and Germany. Discussion indicated that, due to difficulties of material available, editing, distribution and cost the meeting did not support a revival, and preferred to use RUNNER TRACKS for dissemination of information on a world-wide basis. The Commodore requested that national ice sailing magazines be translated into English and sent to the US for publication in RUNNER TRACKS. Concern over the delay in the publication of the 95/96 Year Book was expressed to the North American Commodore.

The possibility of using electronic means for information distribution was discussed at length. Several nations have ready access to the Internet and the US have a "home page". Internet can provide a much faster method of distributing information and may reduce costs but also increase the dissemination responsibilities of the National Secretaries. It is possible that each Nation already has at least one ice sailor with access to Internet. It was agreed that a small group would investigate an Internet transition plan for the dissemination of ice sailing information and report in time for the 1997 Secretaries' meeting.

ACTION - Vice Commodore, Secretary in consultation with all National Secretaries and Ken van Wagen (USA)

## TOPIC 7 - Constitution IDNIYRA and ByLaws

This item has been on the Agenda for several years and appears to make slow progress. The meeting agreed that there exists a fairly satisfactory Constitution and set of By Laws, but the item should remain for review at each meeting. The following items were raised/discussed:

- (a) Fiscal Year In order to enable the Treasurer to present up to date financial statements at the National Secretaries' meeting, it was agreed to change the fiscal year end to March 15th. This will require a change to the IDNIYRA-Europe Constitution para. 6. ACTION - Treasurer
- (b) Registration of IDNIYRA-Europe There appear to be legal reasons why IDNIYRA-Europe should be registered as a non-profit making sports body. The NA Commodore undertook to investigate the possibility of registration in the US under a US DNIYRA umbrella. ACTION - NA Commodore

The Secretary also undertook to investigate the possibility and implications of registration in the UK.

ACTION - Secretary

- (c) Length of European sail numbers Switzerland again raised (by letter) this issue. The meeting agreed that for scorers trying to record sail numbers accurately, those boats with sail numbers in excess of 3 digits caused unnecessary confusion and difficulty, which could lead to incorrect race results. There are very few European ice boats recorded in the Year Book with sail numbers in excess of 3 digits; however the present rules do not cover this item. The meeting unanimously agreed that European DN sail numbers should not exceed 3 digits. Enforcement of this decision will require amendments to Specification G (Sail) and the Rights & Duties of National Secretaries. The Commodore undertook to produce a draft and issue it to all National Secretaries before October 1st 1996.

ACTION - Commodore

- (d) Appeals process and EIA (European Iceboating Authority) The need for an appeals process was discussed fully. Although appeals against Protest Committee decisions are rare, it was felt necessary to retain the procedure and to use EIA as the final adjudicator.
- (e) Nationality issue Following an attempt by some European ice sailors to enter European competitions as US-registered IDNIYRA members and thus avoid the DM.50 place fee, it was agreed that iceboaters with European Nationality should enter IDNIYRA Europe regattas as IDNIYRA-Europe members only.

ACTION- National Secretaries

- (f) EIA The EIA as the final appeal authority for DN iceboaters is based on the following: EIA is an existing, well functioning (though fortunately seldom consulted) body, above any class. Its continuing existence will benefit other classes as well (e.g. the reviving XV metre class). We maintain an appeal possibility analagous to North America, with a body manned by people familiar with European ice boating.

ACTION - Commodore

## TOPIC 8 EIA Racing Rules

This topic centred on the Grand Prix finishing system. The US propose to introduce it as the **Bart Rule** and a ballot for its introduction has been issued. The system seemed to have been welcomed as a success in the Euro Cup by the sailors, but there were some reservations amongst the scorers (who are primarily responsible for implementation). It was considered that the Euro Cup difficulties probably arose from "teething" problems with a new system, inadequate briefing, and in some cases lack of clear information to all sailors. The use of a chequered flag on the finish line was recommended, and the Commodore proposed that IDNIYRA Europe should continue with the Grand Prix finish on a trial basis, in order to gain experience and reports. This was agreed.

ACTION - Euro Commodore

National Secretaries



## Topic 9 Technical Committee Report

Runners Harald Stuertz introduced his "First step to find a new RUNNER SPECIFICATION" and it appears that the US is working on the same issue. The NA Commodore undertook to ensure some coordination.

### ACTION - NA Commodore

The need for a new (revised) Runner specification has been caused by the appearance of some legal but potentially very dangerous runner profiles which look more like weapons of ancient warfare than means of sailing faster particularly in snow. It is also an attempt to produce a specification which will reduce the number of runner sets needed by the average competition sailor. [A copy of the discussion paper is attached.]

Halyard An incident was reported in Sweden where a non-steel halyard cable using a jamming cleat was used by a German sailor. Jane Pegel suggests a change proposal, which is yet to be processed.

Masts An easy and cheap to build mast in wood/carbon fibre was briefed. This could have the same application to fibre glass.

## TOPIC 10 - Experimental Mast Programme

The NA Commodore introduced this item and described the work and trials undertaken in the US.

### Mast Specification

As a result of the Experimental Mast programme the US has drafted a revised mast specification and this had been circulated to all National Secretaries and the Technical Committee in advance of the meeting. The increasing number of breakages in masts containing wood has caused concern and escalating expense to a significant number of competition ice sailors. The aim of the revised mast specification is to eliminate the requirement for wood and make it easier and less costly to build durable masts for suppliers and home builders. Using the proposed revised specification, several fibreglass masts have been built and tested in the US. They have proved to be home buildable, durable, fast and relatively low cost. The meeting supported the intent of the revised mast specification and agreed exceptionally to use an accelerated procedure for balloting in order to achieve implementation of the new mast spec. by September 1st 1996. This will entail approval by July 15th 1996. The meeting acknowledged that this is not in accordance with normal procedure (Specification Management System Article IX) but does conform with the needs of the IDNIYRA Constitution Article XI, and most importantly, is considered to be in the best interests of the DN class. Ballots will be sent by the US to each National Secretary and the results are to be sent to the US.

### ACTION - NA Commodore National Secretaries

### Sail Material and Check Wires

A check wire specification will be balloted shortly. Modern sail cloth is strong enough to make a check wire

unnecessary. Discussion revealed that the present specified sail material is in short supply and increasing in cost. The meeting agreed that the Technical Committee should investigate the availability of other sail cloth and then consider the need to change the sail specification. ACTION - Technical Committee

#### TOPIC 11 Insurance Policy

The availability of Insurance at the regatta site in Austria was welcomed but in many countries this cannot be provided. It remains important to enforce adequate checking of sailors' insurance cover before sailing. It was agreed that the minimum cover for European ice sailors should remain at DM One Million per sailor.

#### TOPIC 12

##### DN Participation in Winter Olympics 2002 Salt Lake City

Following an informal briefing by Karel Bauer during the WC/EC at Neusiedler See, more information concerning Winter Olympic participation was provided by him in a written report. This was discussed at length. So far the reactions from ice sailing nations to the proposal for ice sailing to be a demonstration sport in 2002 has been largely positive, but several nations have reserved their positions until more information is available. It was agreed that this is a world-wide issue, requiring close coordination with North America. It was decided that the NA and Euro Commodores in joint contact with the Olympics Committee will gather more information for dissemination to National Secretaries by September 1996 and then recommend a way ahead. It was particularly important to know the date by when the IYRU needs a decision. It was agreed that Olympic Games participation, even as a demonstration sport, could attract much increased interest and participation in the sport and encouragement for the young people who are needed to keep it flourishing. POLAND, traditionally involved with coaching junior ice boaters (those who eventually might participate in the Olympics) and so far the main driving force in the organisation of Junior Championships, will via Stan Macur assisted by Chris Williams, supply their experience and advice in the contacts with the Olympics Committee.

ACTION - NA Commodore & Commodore  
Stan Macur, Chris Williams

#### TOPIC 13 Correspondence following allegation of non-payment of annual dues by Netherlands

- (1) The National Secretaries acknowledged that although the Commodore's actions at the Katwoude meeting had been firm, they had been correctly intended to achieve a satisfactory financial status, and no obstructive comments had been used or intended in this process.
- (2) The Commodore agreed to the National Secretaries' request to withdraw the interest charged to the Netherlands for late payment. The Netherlands requested that a similar sum should be shown in the

Financial Statement as a donation. This was accepted with gratitude.

- (3) This item has now been settled amicably.
- (4) Alleged manipulating of membership lists aimed at paying less dues to IDNIYRA-Europe has been investigated by the Euro Commodore. When asked by the meeting the Commodore declared: Pressing this issue further will not benefit IDNIYRA-Europe. The issue was declared closed by the meeting.

#### TOPIC 14 1997 Organisation European's and Euro Cup

Denmark has kindly agreed to host the 1997 European's and Euro Cup. The site will be in North Jutland and the preferred dates 9-16 February; however the final dates depend upon the dates selected for the World's by the USA. There should be a gap of at least two weeks between the World's and the Europeans. Final dates will be announced as soon as possible.

ACTION - NA Commodore & Commodore

The Danish Secretary said that it was too early to produce a final regatta budget. Offers of help were made by AUSTRIA (loan of GPS), POLAND (computer assistance), SWEDEN (organisational) and UK (language). DENMARK has a Race Committee and the National Secretaries agreed to discuss the possibilities of establishing a DN Europe Race Committee during the European Championships. This is seen as a long-term plan.

The Championship will be run under NIA rules and the Race Committee will have the final decision on sailing in order to maximise the use of prevailing ice conditions and weather.

#### TOPIC 16 Host National Secretaries Meeting 1997

The Commodore undertook to discuss with Karel Bauer the possibility of holding the National Secretaries' meeting in Prague over the week-end of 26/27 April 1997. An alternative could be FINLAND.

ACTION - Commodore

#### TOPIC 17 Election of IDNIYRA-Europe Officers (Commodore, Vice Commodore, Secretary and Treasurer)

The meeting expressed unanimous satisfaction with the present team who were available for reelection. The IDNIYRA-Europe officers for the next two years are:

Commodore	-	Bart Reedijk
Vice Commodore	-	Andreas Muller-Hartburg
Secretary	-	Chris Williams
Treasurer	-	Bart Reedijk

#### TOPIC 18 Any Other Business

##### Austria

(a) The time limit wording on page 44 of the Blue Book is causing confusion. The German translation appears to



be part of the problem; however a proposed change to the first sentence is offered for consideration: "The lap time limit shall be 3 min per 1 km of twice the distance between the race marks."

The Vice Commodore agreed to progress this proposal.

ACTION - Vice Commodore

(b) Better helmets with more chin protection should be encouraged for all competitors.

Poland

(a) The Polish Secretary had received no RUNNER TRACKS in 95/96. The Commodore undertook to arrange supply.

ACTION - Commodore

(b) POLAND intends to arrange Youth Championships in LITHUANIA in December 1996.

United States

The North American Commodore expressed his thanks for a very useful and constructive meeting which he felt was very good for the DN class.

All Euro Secretaries:

(a) complimented the Danish Secretary (Jorgen Holsoe) on the excellent arrangements for the meeting and thanked him for his hospitality and hard work;

(b) welcomed the presence of US representation and at the suggestion of the Netherlands agreed to pay half the US air fare for the US representative (including this meeting);

ACTION - Treasurer

(c) expressed disappointment at the small number of National Secretaries attending and in particular the absence of the German Secretary, who has the largest membership in Europe but only does business by fax and mail. It is hoped that the German Secretary can attend the 1997 meeting.

(d) unanimously agreed that this had been a particularly useful meeting, which could not have been completed in less than one-and-a-half days and certainly not during a major regatta.

CONCLUSION

The Commodore closed the meeting at 1245 and repeated the thanks to Jorgen Holsoe and the representatives from the US and the Technical Committee for their participation.