

International DN Ice Yacht Racing Association Europe

(IDNIYRA-Europe)

Minutes and Decisions of National Secretaries

Southampton 25/26 April 1998

Present: The EUROPEAN COMMODORE - Bart Reedijk
National Secretaries from:
AUSTRIA - Niklas Muller-Hartburg
DENMARK - Jorgen Holsoe
GERMANY - Rainer Hinrichsen
THE NETHERLANDS - Johan Tolsma
POLAND - Stan Macur (vice Adam Baranowski)
SWEDEN - Tomas Karlsson and Hans Adolfsson
UNITED KINGDOM - Chris Williams (European Secretary)
North America - Bill Condon (N.A. Vice Commodore)
Technical Committee - Harald Stuertz

Apologies: Apologies for absence were received from the VICE COMMODORE, CZECH REPUBLIC, ESTONIA, FINLAND, ITALY, SWITZERLAND and RUSSIA.

Proxy Votes: These were declared as

Czech Republic and Italy	-	Austria
Estonia	-	Sweden
Russia	-	Poland

Topic 1

The Commodore opened the meeting by welcoming those present and in particular the representative from North America (Bill Condon). He noted a few changes in National Secretaries - some had changed without informing either the Commodore or the European Secretary (i.e. Sweden, Austria and Poland). He emphasised the need to keep the Board informed. A list of changes is attached to these Minutes.

Topic 2 Minutes of last European Secretaries' Meeting in Prague 1997

These were agreed as published.

Topic 3 Review of the 1997-98 Season

The 1997 Nat.Secr. meeting in Prague produces a list of items to be taken care of before the end of the year, and, as usual, one again underestimates the time consuming procedure of rule making and putting things on paper.

Following our contacts with ISAF representatives in Brighton and Detroit, a formal application for membership was submitted to the ISAF conference in Nov. in Gothenburg. Chris Williams prepared a presentation about the sport of iceboating (supported by slides, showing various types of iceboats and iceboat parts, layout of race tracks, etc.) topped by a video composition showing highlights of various DN regattas. The presentation was well received, and we were showered with questions by an interested audience.

In later talks with Thomasz Holc the IDNIYRA membership application was discussed. We had (after conferring with IDNIYRA-NA) attached to our application the condition that, to elevate iceboating to an Olympic sport, any financial

consequence (for instance expenses of a demonstration sport for Olympics) shall not be paid by IDNIYRA. At this moment (5 months later) no reply from ISAF to our membership application has been received. We try to arrange a meeting with Arve Sundheim, the ISAF General Secretary, before April 25, so the outcome of that meeting can be discussed in our Nat. Secretaries meeting, with hopefully an IDNIYRA-NA representative present. [See Topic 12]

My trip to the USA for the NA Championship and the IDNIYRA-NA Annual Meeting was in vain, as lack of regatta site due to snow forced postponement. (The NA's were sailed 3 weeks later). After 4 days I was back in Europe, without having been able to confer with IDNIYRA-NA board members.

Iceboating conditions in Central Europe during the 97-98 season were minimal. Austria and Southern Germany had some possibilities in late January. We were lucky with Finland hosting the WC/EC as Northern Scandinavia and Finland were the most promising areas, although...

The Race Committee of Jacobstad Sailingclub was well prepared, and confident to have the regattas on their home-ice, as they had been racing there already for some weeks. Occasional light snowfall, spoiling some ice areas was followed by low temperatures, forming new ice a bit further from the coastline. However, 5 days before the WC/EC start heavier snowfall precluded racing in Jacobstad. Eventually Lake Pyhajarvi, some 70 km north of Turku, was found to have enough snowfree (wet) ice. A few days of strong SW wind blew the ice dry, and on Sunday, just before sunset we had the opening ceremony with a perfect racing area in the background. Thereafter the skippers meeting was held (180 entries) in the main building of the LOMA Sakyla Holiday resort, a camping ground and ideal launching site for iceboating, equipped with accommodation facilities, a very good restaurant, and most important, a very friendly and cooperative staff.

Monday: Miniqualfications and racing of all Fleets on a very long racecourse ($\pm 2\frac{1}{2}$ km: in strong wind it took the Gold Fleet 5 mins. per lap). In the afternoon racing was stopped due to heavy rain and gale force wind, lasting all evening.

Tuesday: -2°C NNW 5 m/s. 4 Gold- and 3 races in the other Fleets. An excited Ron Sherry, already out of reach for his competitors, informed by telephone, from the ice, his home-front: "I won the ...ing World Championship, spread the word".

Wednesday: After registration for the EC was completed, racing resumed with -7°C SW 7 m/s. At noon, with the World's completed, racing was stopped due to strong wind and snowfall, reducing visibility.

Thursday: W 8 m/s $+2^{\circ}\text{C}$ snowdunes. The EC (177 entries) completed the mini-qualifiers + a Gold Fleet race. No racing in the afternoon due to strong wind.

Thursday night: An excellent dinner-buffet, followed by the prize giving ceremony. A well earned World Championship title for Ron Sherry with a 5th and four 1st places. Daan Schutte, a fast rising "newcomer" from Holland finished 2nd, just ahead of "oldtimer" Piotr Burczynski as 3rd. Memorable: 11th place for Piotr's son Mishal, only 16 years old.

Friday: SW wind $+2^{\circ}\text{C}$ reduced the snowdunes somewhat, but the resulting water puddles were covered with 8 mm ice, endangering maneuverability. The Gold Fleet skippers voted against racing in these conditions, and in view of the weather forecast: strong wind, sleet and snow.

Saturday: $+2^{\circ}\text{C}$, ice conditions as on Friday, but after waiting for an hour, the wind dropped to an acceptable 6 m/s, and although marginal (many "spins") racing continued. At 1500 the Europeans ended with 5 races in Gold, 4 in Silver and 3 in Bronze and Aluminium. Tomas Karlsson became the 1998 European Champion, Bernd Zeiger 2nd and Karl Jablonski 3rd.

Finland '98 will be remembered for well organised Championships, sailed on a long race course, in demanding conditions.

The Nat. Secr. Meeting decision to adopt the oval racing track proved to be right. Racing in these conditions on an 8-track might have had disastrous consequences. In the area beyond the finish line some hair-raising situations occurred, whereby some iceboaters were forced over the starting line. On the next Nat.Secr. meeting the use of a "finish gate" (already in use in the USA) will be proposed. It only remains for me to thank IDNIYRA-Finland for the excellent organisation of these Championships. We all came to Finland to race; you gave us what we came for.

Topic 4 Matters arising from the 1997 Minutes not covered by this Agenda

- (a) Topic 4(97) also Topic 2(96) Method of limiting number of entries in major regattas
No solution yet and will remain on the Agenda for 1999.

- (b) Topic 4(97) also Topic 4(96) Missing Trophies

This is a continuing problem. The meeting agreed that the relevant National Secretaries should remind holders to ensure their trophies were brought to the Europeans/Worlds. It was further agreed that a list of current trophy holders should be included with the invitations to major regattas.

ACTION: **Switzerland** for 99 Europeans
 USA for 99 Worlds
 All National Secretaries

Trophies have been returned damaged, dirty, and not engraved. The meeting agreed that this is unacceptable and supported the Commodore's request that Trophy Holders' relevant National Secretaries ensure proper state of returned trophies.

ACTION: **Trophy Holders & National Secretaries**

- (c) Topic 4(97)(also Topic 6(96) Internet Transition Plan

Use of the Internet is increasing and some e-mail addresses are given in the Annex to these Minutes. More use is encouraged, particularly by the Technical Committee.

- (d) Topic 4(97) Membership Lists

It was agreed that National membership lists should be forwarded to the European Commodore, European National Secretary and North American Secretary (for the Year Book) by **August 1st** each year.

ACTION: **National Secretaries**

- (e) Topic 4(97) Early revision of Ranking List

It was agreed that the latest version of the Ranking List should be available by the end of October each year.

ACTION: **North America Secretary**

Topic 5 Financial Report

The Commodore/Treasurer presented his financial statements and report [attached]. These had been examined and declared satisfactory by Rainer Hinrichsen and Niklas Muller-Hartburg. The financial statement from Finland covering the /98 World's and Europeans had been received after publication of the Financial Report. There was a surplus of approx. DM.6000; however, pending investigation, some of this may be required to cover the cost of unpaid accommodation and food bills at the LOMA Sakyla holiday resort. Several nations agreed to donate money owing to them by IDNIYRA-Europe i.e. Denmark, Sweden, Estonia, ~~Netherlands~~ and UK.

Hans Adolfsson agreed to investigate a better rate of interest for IDNIYRA-Europe invested funds.

ACTION: **Hans Adolfsson**

Topic 6 Letters to the Board

The Commodore had received letters/faxes from Austria, Latvia, Netherlands, Russia, Switzerland, UK and USA (Bill Condon & Randy Rogoski, also John Harper [see Topic 12, Winter Olympics]). It was agreed that from now on copies of all letters should go to National Secretaries with the Agenda. Letters for these meetings must be received by the Commodore **at least one month before the meeting date**.

ACTION: **Commodore**
 National Secretaries
 European Secretary

AUSTRIA:

Expressed concern at the increase in aggressive sailing in regattas and questioned the responsibility for judging sailors' capabilities. It was agreed that the National Secretaries have responsibility for judging their sailors' capabilities and have the right to veto entries in regattas.

ACTION: **National Secretaries**

LATVIA:

Claimed non-receipt of the Minutes of the 1997 Secretaries' meeting. The European Secretary confirmed that he had despatched the Minutes to Latvia by mail and by fax, and regretted non-receipt.

NETHERLANDS:

Encouraged faster Technical Committee reactions [see Topic 10]; questioned Olympic progress [see Topic 12]; and gave strong support for IDNIYRA-NA representation at National Secretaries' meetings, which was endorsed by the meeting. Proposed the mandatory use of the O course in Europe. After considerable discussion of the advantages/disadvantages of 8 versus O course a vote of National Secretaries (and proxies) resulted in a 7 to 4 decision to make the O course mandatory in Europe. (For: Denmark, Estonia, Netherlands, Poland, Russia, Sweden, United Kingdom
Against: Austria, Czech Republic, Germany and Italy).

ACTION: **Race Committees**

RUSSIA:

Several letters/faxes had been received from Victor Fadayeve and Alexander Kopylov. These letters/faxes raised the following issues, which were discussed at length.

- a. The Russian DN Fleet: The meeting agreed that there should only be one IDNIYRA-Russia National Secretary and entries to World and European Championships must be submitted through him. The proposal to form an Asia region with Russia was noted, but it could only be treated as a region within a country and not as a separate country or authority for major regatta entries. It should be compared with the regional organisation within IDNIYRA-USA. A separate letter from the European Commodore will be sent to Victor Fadayeve and Alex Kopylov.
ACTION: **Commodore/Euro. Sec.**
- b. Hold European Secretaries' meetings during European Championships. This was unanimously rejected. Although it is acknowledged that more Secretaries could be available, the purpose of Regattas is to sail and there is never sufficient additional time to hold a major Secretaries' meeting. In addition we would lose the major benefit of being able to review the lessons of the past season and taking corrective actions for the next season.
- c. DN and the Olympics [see Topic 12].
- d. No change in the Rules for 4 years. Unanimously rejected.
- e. Regenerate the European DN magazine. There are no volunteers to undertake this task and it was decided to continue to make use of RUNNER TRACKS for this purpose.
- f. Election of European Commodore and Vice Commodore [see Topic 15].

SWITZERLAND: [See Topic 13]

UNITED KINGDOM:

- a. Commercial advertising on DN hulls seen in Finland. This is in direct contravention of IDNIYRA bylaws (Year Book, pages 47-48, para. 15) and the National Secretary must enforce. The meeting agreed.
- b. Training on the race course. Contrary to Racing Rules of NIA, Part IV - Sailing Rules B.9 (97/98 Year Book, page 67).

USA:

Bill Condon raised the following issues:

- a. Carbon chocks and hardware [see Topic 10].
- b. Runners - the need to simplify [see Topic 10].
- c. How do we enforce insert body construction [see Topic 10].
- d. How do we accommodate sailors travelling trans-Atlantic to World's, North American's and European's (both ways) with regard to registration, payment and start positions? After discussion it was agreed that entries must be made, before the closing date, through the relevant National Secretary but registration and payment, guaranteed by the National Secretary, could be made at the race site (in cash) without penalty. Start position is governed by ranking list.
- e. NA/Europe differing number of races in Gold Cup - 7 versus 6 [See Topic 8].
- f. Jurisdiction at Continental level regatta. It was agreed that final authority is held by the relevant National Commodore and in the case of European Regattas the European Executive Committee (the Board) for such events in Europe.
- g. Ranking. It was agreed that ranking is based on the sailor's last two regatta results in each of the continental or higher regattas.
- h. World's '99 [see Topic 13].

Randy Rogorski raised the following issues:

- a. Race Course safety. This was a strong case for increasing the size of the race marks (and the Dolly mark). It was agreed that race marks should be as large as possible and the Commodore stated his intention to place a flashing light on the two primary race marks. He also intends to provide a shelter for the Windward mark scorer. The meeting warmly welcomed these intentions for 1998/99. **ACTION: Commodore**
- b. Finish Line. The options for moving the finish line in order to allow more space and safer finishing were discussed at length. It was concluded that the finish line should remain as at present, but for a trial period of one season in Europe we will use the Finishing Gate and Safety Zone (as used in North America). A detailed instruction will be issued to European Secretaries by September '98.

ACTION: Commodore/Euro.Sec.

- c. Position of the Dolly marks. It was agreed that the position of the Dolly marks for the O course should be:

Windward Not less than 30 m directly downwind of Windward Mark

Leeward Not less than 30 m directly upwind of Leeward Mark.

ACTION: Race Committees

- d. Start Line. It was agreed that the Start Line should be not less than 60 m downwind of the Leeward Mark. Race Committee decides actual distance.

ACTION: Race Committees

Topic 7 Year Book and RUNNER TRACKS

The US proposal to change the format of the Year Book to a 3-ring binder, loose-leaf with tabbed sections, was very warmly welcomed and endorsed. It was accepted that there will be an initial surcharge cost but thereafter amendment will be much simpler and less costly [see also Topic 8]. It was agreed that RUNNER TRACKS should continue as a useful publication. Its distribution to National Secretaries via e-mail where possible should reduce costs and improve communication.

The meeting expressed its gratitude for all the dedicated time and work that Jane Sherry provides for both the Year Book and RUNNER TRACKS.

Topic 8 Constitution and By Laws

The Commodore explained his aim to register the IDNIYRA in the United Kingdom. The European Secretary undertook to progress further research into the benefits and implications of this registration and report to the Commodore and Vice Commodore before the 98/99 season.

ACTION: Euro.Sec.

Discussion of the Constitution and By Laws centred on the differences between Europe and North America, and re-emphasised the need to examine the necessity for any differences. The European Secretary proposed a small working group Europe/NA which would undertake a comprehensive review of the European and N. American Constitutions, By Laws and Racing Rules [see Topic 9]. The over-riding aim would be to rationalise the two (Euro/NA) versions, eliminating or at least minimising any differences. The result should be a common set of Constitutions, By Laws and Racing Rules. This could have some impact on the format of the revised Year Book [see Topic 7]. The Working Group will consist of Bill Condon, Hans Adolfsson and Chris Williams and as much as possible will work electronically (e-mail). The European Secretary undertook to draft terms of reference and working procedures. The meeting unanimously endorsed and strongly welcomed this proposed way ahead.

ACTION: Euro.Sec. & Working Group

The meeting complimented the European Commodore on the enormous amount of time he had spent on the European Constitution, By Laws and Racing rules to date. This will all be an essential contribution to the work of the Working Group.

Topic 9 EIA Racing Rules

These will now be examined by the newly formed Working Group.

Topic 10 Technical Committee Report

Harald Stuertz reported a very disappointing lack of response from the US Technical Committee members. This is a serious issue and such poor communication can only hinder progress on a significant number of technical issues. He reported several proposals to which he had had no US response. The North American Vice Commodore undertook to raise this issue at his Spring meeting. It was felt that e-mail should be used in order to speed up Transatlantic discussion and resolution of technical matters.

ACTION: NA Vice Commodore

The following technical matters are of particular significance and require resolution before the 98/99 season:

- a. Experimental Runner Programme. This could lead to a requirement for less runners and runners which could be used in a greater variety of ice conditions.
- b. A cleat for DN sheets.
- c. Minimum weight of runner plank.
- d. Use of carbon fibre for hardware except those items already covered.
- e. Pole in the Mast.
- f. 2-part mast.
- g. Larger window in the sail. This was agreed in principle by the meeting and it was recommended to have an effective date of 1st January 1999, following the procedure in Year Book page 54 Article VIII.

The meeting concluded that improved communication between the Technical Committee members was urgently required.

Daan Schutte was elected as a European Technical Committee member.

Harald Stuertz proposed that the One Design Class versus Construction Class rules should be included in the new unified rule book:

One Design Class All things which are not allowed are forbidden

One Design Class All things which are not allowed are forbidden

Construction Class All things which are not forbidden are allowed.

ACTION: Euro.Sec.

Topic 11 Insurance

Two ice sailing insurance proposals were available for discussion, from Germany and the UK.

Germany This covers ice sailing in Europe for DM One Million personal liability and DM 20,000 material damage in any one accident. It does not cover ice sailing in N. America. The annual premium per sailor is DM 50. Further details from Rainer Hinrichsen.

UK Following a meeting between the insurance brokers Sport & Leisure Entertainment (SLE) and IDNIYRA-Europe (Bart Reedijk and Chris Williams) in London on 23rd April '98, this will now cover ice sailing world-wide for DM One Million 3rd party liability for participating IDNIYRA-Europe ice sailors. The annual premium is £10 per sailor (approx. DM 29). There is no longer a requirement by SLE for all Euro ice sailors to be on the same policy. The policy specifically excludes insurance cover for North American ice sailors and European ice sailors resident in N. America.

Chris Williams undertook to confirm the N. American exclusion with SLE, to obtain a full definition of 3rd party liability, and to establish whether or not boat damage was included.

Subject to satisfactory answers to the above it appears that the SLE policy is best suited to the insurance requirements of IDNIYRA-Europe ice sailors. It will enable sailors with existing insurance cover to join the SLE policy when convenient. Payment of premiums for the SLE policy will need to be done via IDNIYRA-Europe and a procedure will be provided by end September '98.

ACTION: Euro.Sec.

Topic 12 Winter Olympics Participation

The European Secretary briefed on progress towards Winter Olympics participation.

- (a) The European Commodore and Secretary attended the International Sailing Federation (ISAF) Council meeting in Gothenburg in November 1997. At this meeting the IDNIYRA application for Affiliate Membership of ISAF was approved and has since been confirmed in writing. In addition the two IDNIYRA representatives conducted an ice sailing forum which was attended by several interested nations including South Korea.
- (b) A meeting between the Secretary General of ISAF (Arve Sundheim), the European Commodore, the NA Vice Commodore and the European Secretary was held at the ISAF HQ in Southampton on 24th April 1998. The following significant points emerged:
 - (1) Affiliate Membership rules have been tightened and are better suited to IDNIYRA.
 - (2) Affiliate Membership is an essential step towards Winter Olympic participation and ISAF will be our voice with the IOC.
 - (3) There is no requirement for a separate ISAF Ice Sailing committee and IDNIYRA should work through an existing ISAF committee, probably the Events Committee. A decision will be made at the May '98 ISAF Council/Executive meeting.
 - (4) Olympic boat types and specifications are not decided by the IOC. In the case of the Olympic DN the specifications would be decided and governed by IDNIYRA.
 - (5) The limit on numbers of Olympic competitors in events is set by the IOC Charter at 3 per country. Within this limit the actual numbers can be decided

by IDNIYRA. IOC have a preference for numbers of countries rather than numbers of competitors.

- (6) For the Winter OLYMPICS the IOC Charter makes exceptional allowance for events to be held in countries bordering that of the host city's country. This provides for the sort of site flexibility that ice sailing demands.
- (7) The Admission criteria for Winter Olympic sports is sports practised in at least twenty-five countries and on three continents. Ice sailing is close to that criteria and the prospect of Olympic participation is likely to increase the number of countries and continents.
- (8) The ISAF President (Paul Henderson) has been to Salt Lake City to discuss the possible ice sailing demonstration sport in 2002 with their Olympic Committee. We await his report which will be distributed widely on receipt.
- (9) The cost of the Ice Sailing Demonstration Sport will be met by Salt Lake City.
- (10) The IOC representatives in each country need to be identified and lobbied for support for DN Olympic participation. Details will be obtained from ISAF and passed to National Secretaries.
- (11) 56% of ISAF income comes from the IOC. Sailing in the Winter Olympics will increase this percentage. There is therefore plenty of ISAF support for Winter Olympic ice sailing. It must therefore be concluded that if the DN does not become Olympic some other ice boat class will.

(c) The benefits of Affiliate Membership can be summarised as:

- (1) IDNIYRA has the full support of ISAF with a direct link to the IOC.
- (2) IDNIYRA retains control of her organisation, boat type, boat specifications, racing rules and subject to IOC charter limits, the number of competitors per country.
- (3) IDNIYRA member nations do not have to go through their Member National Authorities (and their control/interference).

The above points led to lengthy discussion and although there was not a unanimous view on the way ahead, there was a strong consensus that selection of the DN for the Winter Olympics was more likely to ensure the salvation of the DN class rather than its demise, particularly since IDNIYRA retains control.

All present had read the very timely letter from John Harper expressing his reservations over the DN in the Winter Olympics and acknowledging that if it was not the DN it would be some other ice boat class, and that could lead to the end of the DN class.

It was agreed that all National Secretaries should be encouraged to promote the DN and the sport of ice sailing. The European Secretary undertook to provide copies of his BBC TV 7-minute film to all Secretaries to help with this campaign.

ACTION: Euro.Sec.

Topic 13 1999 European Championships and Europa Cup

The host nation and organisers are Switzerland and the events will be held between Sunday evening 24th January 1999 (opening) and Saturday 30th January 1999. The sites chosen are:

1. Neusiedlersee (Austria)
2. Lipno (Czech Republic)
3. Saaler Boden (Wustrow, Germany).

IDNIYRA-Austria has agreed to help at sites 1 and 2 and IDNIYRA-Germany has agreed to help at site 3. The Chairman of the IDNIYRA-Switzerland organisation committee will be Fredy Rudolf (Z.42).

Topic 13a 1999 World Championships (Gold Cup)

The North American Vice Commodore briefed that these will be held between Saturday 20th February 1999 and Sunday 28th February 1999. They will be hosted by the US Eastern Region in Vermont. The opening ceremony will be on the evening of Saturday 20th February and the first race on Sunday 21st February.

Topic 14 Candidates for the Year 2000 World and European Championships

Both Germany and Sweden offered to host. Sweden last hosted (officially) in 1980 and Germany in 1992. Sweden was therefore selected as the Year 2000 host nation. (Germany offered to be a candidate to host the 2001 Europeans. This was accepted.)

Topic 15 Election of IDNIYRA-Europe Board Members

The following were elected by acclamation:

Commodore	-	Bart Reedijk
Vice Commodore	-	Hans Adolfsson
Secretary	-	Chris Williams.

The Commodore expressed thanks to Andreas Muller Hartburg for his work as Vice Commodore over a four-year period and his good wishes for a speedy recovery were endorsed by all present.


Topic 16 Host for 1999 National Secretaries Meeting

Sweden's offer to host was accepted with gratitude. This meeting will be held in Stockholm on 23rd/25th April 1999.

Topic 17 Any Other Business

- It was agreed that Stan Macur should be nominated as Head of IDNIYRA-Europe Junior Ice Sailing (16 - 21 years). The 1999 Junior Championships are planned to be held in Riga (Latvia). Date to be announced. **ACTION: Stan Macur**
- Sweden confirmed that they have cancelled their rule allowing passing between the Dolly mark and Leeward mark when finishing.
- There were unanimous thanks for a good meeting and well organised arrangements.
- The poor attendance by some countries was once again regretted.
- The drive to unity between North America and Europe was warmly welcomed and is particularly important for Winter Olympic prospects.

The Commodore closed the meeting and thanked the host Chris Williams, the Secretaries, NA Vice Commodore and the Technical Committee member for their most constructive contributions to what could turn out to have been an historic meeting.

Agreed as announced at Topic 5

23/4/99.