

DN ICE YACHT RACING ASSOCIATION

Minutes of Annual Meeting of National Secretaries Stockholm 8 - 9 May, 1993

Present: The European Commodore and representatives from Austria, Denmark, Germany, Netherlands, Poland, Russia, Sweden, United Kingdom and United States.

The Commodore opened the meeting and thanked the Swedish Secretary for the excellent arrangements made for the two days. He welcomed the Austrian, German and US Secretaries to their first meeting. He went on to report on the 92/93 season which has been a good one for ice in Europe with national championships being sailed in many countries and the Europeans successfully completed at Sundbyholm at the end of the season. He offered warm thanks to the Swedish organisation for the Europeans and particular appreciation to the WIKBERG family who played such a key part in the organisation.

Item 1

Constitution of IDNIVRA-Europe

After lengthy discussion it was agreed that there was a need to define issues in the European Constitution which may only be changed by ballot. It was further agreed that these should be those which effect specifications. In order to progress this item action will be taken by the European Commodore, Austria, and Germany who will either meet or exchange faxes to reach agreement by end August '93.

Item 2

Limit of 180 sailors for EM, WM and EC

It was agreed that there should be a limit on participants but the method was not fully resolved. The US is going to set a limit of 180 and measures are in hand to implement. POLAND could have difficulty for the '94 WC and EM and it was finally agreed that 180 should be the limit but any participants in excess of that number would race on a separate course. The present difficulty in imposing limits is partly caused by the absence of an accurate European list of active sailors. It was agreed that all Secretaries should compile a national list of their active sailors and pass it to the European Commodore by 1st August '93.

Item 3

Speeding up the handling of races on the ice

This does not appear to be a particular problem in Europe. The race organisation in the '93 Europeans was exceptionally good.

Item 4

Greater participation in voting in Europe

The problem is that there is insufficient time allowed between ballot question receipt and answer date. It was agreed that if more time was allowed, at least 6 weeks, more sailors would vote.

Item 5

New election of the EIA

It was agreed by all present that the EIA had so far proved largely ineffective and after some discussion it was decided to apply for some European representation on the US based NIA. If this can be achieved it is intended to abolish the EIA. The NIA is an independent body which oversees the rules of all ice yachting classes; it has a particularly important function where difficult insurance claim issues are concerned and the interpretation of sailing rules. The European Commodore will put forward two names from Europe for the election of one to the NIA. The names recommended were Bart REEDYK (Neth.) and Lars MEIJER (Sweden).

Item 6

Election of new member of the Technical Committee Europe

There is no requirement this year to elect a new member. Considerable discussion revealed general dissatisfaction with the performance of the European Technical Committee. It appears that lack of a fax machine for some members prevents progress on technical questions and issues. It was agreed that action would be taken to ensure that all Technical Committee members had a fax machine. It was also agreed that a member of the Technical Committee should be invited to attend the annual Secretaries meeting.

Item 7

Financial Review

IDNIYRA Europe finances are very healthy and it was concluded that an annual audit should be conducted and organised by the nation hosting the Secretaries meeting. The audit result should be presented at the meeting. There is a large sum of money accruing interest in the bank account. It was agreed that this interest should be used to subsidise the annual membership fee.

Item 8

Membership fee

It was unanimously agreed that with a subsidy from bank account interest the annual membership fee for all members (Active and Inactive) should be DM 6. This will be effective for the '93/'94 season. National lists of members and fee payments must be sent to the European Commodore before 1st August '93.

POLAND referred to a decision at the 1990 Secretaries meeting which had ruled that a part of the balance of the 1990 championship income should be used to support young Polish ice boaters. It was agreed that \$US 800 should be paid to Poland for this purpose. The meeting reserved the right to reclaim this sum if research of the accounts shows it has already been paid.

Item 12

Ability to discard DSQ in a regatta series

After a lengthy discussion it was agreed to continue with the rule which allows a DSQ to be discarded in a regatta.

Item 13

Insurance

It was noted that the insurance sum differs significantly between the US and Europe. The US requires US\$ 100,000 and Europe requires DM one million. It was agreed that the minimum coverage for Europe should be US\$ 100,000 (or hard currency equivalent) and the recommended coverage should be DM one million.

Insurance certificates should be available in English or German and National Secretaries should coordinate insurance cover for their national entries.

Item 14

Language for official communication in Europe

After a lengthy and balanced discussion it was unanimously agreed that English should continue as the language for official communication in Europe.

Item 15

Europa News

It was agreed that European News would be included in the IDNIYRA newsletters produced by the US organisation.

Item 16

Committee to produce standard set of sailing rules

The basic sailing rules are contained in the NIA rule book. All rules are not yet included in the IDNIYRA Year Book. The meeting was informed by the US that after further consideration it is intended to include all the sailing rules in the Year Book. This should be further reviewed at the next Secretaries meeting.

Item 17

Change of rules - Tacking at the start

The present rule appears unworkable and it was decided to recommend a change to the NIA.

Item 18

Limit of four races a day

It was agreed that in Europe there should be no limit to the number of races that a sailor may sail in one day. There should, however, be a limit of seven races per regatta for each sailor.

Item 19

Re-write of Specifications

There is complete agreement between Europe and the US that the Specifications need to be rewritten. The aim is primarily clarification and it was agreed that this should be undertaken by a small committee of experienced technical sailors. The following people were nominated:

Europe Harald Stuertz

Lars Meijer/

alternatively Hennes Blazovsky

US Bob Schumacher

Bob Dill

and Chris Williams for language clarity.

The draft revision should be completed by May '94.

Item 20

Experimental Masts

The US outlined their position which is:

Aluminium masts are no longer competitive

Home building is difficult if there is inadequate knowledge

Costs of competitive masts are high

Rates of mast breakages are high.

The US also emphasised that their objective is not a higher speed mast but rather a search for an inexpensive production mast. The experimental period is proposed to be October '93 to April '96. Experimental masts should be registered 30 days before intended use, and materials and construction method declared. They should also be marked and descriptions published.

The meeting agreed and supported the concept, but could not agree the proposal to use experimental masts in the Worlds or the Europeans. Use in national championships should be at the discretion of the national commodore.

Under the experimental mast programme the following is allowed:

Aluminium masts

- The hound in any position
- Tapering above the current lower hound position
- Reinforced with any material currently allowed (wood, fibreglass, carbon etc)
- No minimum wall thickness.

Other masts

- Any material that is currently allowed to be used with no minimum wall thickness
- Minimum weight 18 pounds.

All masts

- Allow diamond stays.

Item 21

Ranking System

In order to establish a world ranking system it is essential to agree on a common method between US and Europe. A significant complication at present is the difference in fleet sizes used in the two organisations - US = 45 boats, Europe = 60 boats. There does not seem to be any desire at present to match the sizes so a compromise ranking system must be devised.

After a very lengthy discussion of the US proposals and some European alternatives it was agreed to use the proposed US system and hold a ballot of the European membership for the changes after discussion with the US organisation. It was also agreed to base the ranking on 2 year's results and in the event of there being no Europeans or Worlds, to take the Worlds or European results from the previous year.

In addition it was decided to allow 12 sailors to move from the Silver to the Gold Fleet in the mini-qualifiers (instead of 6 as at present).

Item 22

Dates for EC/WC/ET 1994 Poland

These dates will be: EC 26/27 February
WC 28 February - 2 March
ET 3 - 5 March.

Invitations will be sent to National Secretaries and full details will be covered in the November '93 news from the European Commodore. Entry fees will be DM 50 per event.

Item 23

Country for ET and EC in 1995

Netherlands will host the 1995 ET and EC. Austria will host the 1996 ET/EC/WC and this will mark 30 years since the first EC/WC in Austria.

Item 24

UK proposal to use oval course vice 8 course

It was agreed that in Europe the 8 course would continue to be used but that the dolly marker on the leeward marker would be a mandatory requirement in regattas.

Item 25

German proposal to have a class of DN for aluminium masts and plate runners only

After a short discussion this was not agreed.

Item 26

Russian questions concerning membership and qualifications for competition

It was agreed that these are all covered on Page 39 of the current Year Book.

Item 27

At what time is a boat overtaking?

At what time is the overtaking complete?

After some discussion it was agreed that a proper definition is required in the sailing rules and that the Commodore should request a ruling from the NIA.

Item 28

Place and date of next Secretaries Meeting

Austria offered to host the 1994 meeting in Vienna. The dates will be 30th April and 1st May and the meeting will start at 0900 on 30th April. It was agreed that participants would meet for dinner on the evening of 29th April.