

International DN Ice Yacht Racing Association Europe
(IDNIYRA-Europe)
Minutes and Decisions of National Secretaries
Prague 26/27 April 1997

Present: The EUROPEAN COMMODORE - Bart Reedijk
National Secretaries from:
AUSTRIA - Niklas Muller-Hartburg
(vice Andreas Muller-Hartburg, Vice Commodore)
CZECH REPUBLIC - Juri Capek (part time 26/4)
DENMARK - Jorgen Holsoe
FINLAND - Jan Winqvist
GERMANY - Rainer Melenthin (vice Rainer Hinrichsen)
THE NETHERLANDS - Johan Tolsma
POLAND - Stan Macur (vice Jerzy Najdrowski)
SWEDEN - Hans Adolfson
UNITED KINGDOM - Chris Williams (European Secretary)
Technical Committee - Harald Stuertz
Observer, part time - Karel Bauer

Apologies: The Commodore had received apologies for absence from SWITZERLAND, GERMANY and AUSTRIA.

Topic 1

The Commodore opened the meeting with a warm welcome to Karel Bauer who was a special observer (part time) and would provide an update on the Olympic possibilities. He and his wife had also done much to organise the meeting and hotel accommodation. The Commodore also welcomed Jan Winqvist (attending for the last time because Trygve Bredbacka takes over as the Finnish Secretary next season), Harald Stuertz, and all those participants who were in attendance to represent others. The Commodore and the meeting regretted that there was no US representation.

Topic 2 Minutes of last European Secretaries' Meeting

The European Secretary regretted the omission of Topic 15 which reads: The World's and European Championship plus (possibly) the Euro-Cup Regatta 1998 is awarded to Finland, to be organised by the Jacobstad Yacht Club. [See Topic 14 of these 1997 Minutes]

Topic 3 Review of the 1996/97 Season

1996 will be remembered by the appearance, in great numbers, of carbon- and fibreglass masts. So far only a few broken masts shows a vast improvement in strength and durability over the wooden one. Although it will take a few seasons to optimise building these masts, various brands are, in healthy competition, already on the market.

During their annual meeting in Brighton, followed by another meeting in Detroit, tentative talks were initiated by ISAF (former IYRU) about the introduction of iceboating at the Olympic Winter Games (see attached copy: summary of proceedings of Detroit meeting 17-1-97).

The new Constitution and official registration (needed to protect the Board from liability claims) moves slowly to a conclusion. Investigation is well under way to register IDNIYRA-Europe in the U.K. (no language problems) as a non-profit making organisation, limited by guarantee.

Financially IDNIYRA-Europe regains its footing. Registration and the issue to all members of a booklet containing the Constitution, Bylaws and the Racing Rules will put a burden on our finances.

The iceboating season started early, with cold weather and virtually snowfree ice over Central Europe. A promising outlook to have the European Championship at the planned site near Viborg in Denmark vanished in a few days as a parade of low pressure areas, accompanied by strong westerly winds and unusually high temperatures ran over NW Europe and Scandinavia. Of the very few available sites Kalmar in SE Sweden looked the most promising. After the opening ceremony on Monday February 10, the Miniquailifiers, 1 Gold- and 1 Silver Fleet race were sailed on clear ice, moderate westerly wind and +3°C. Perfect conditions.

That night a storm tore the ice loose and the 143 entries moved against a gale force wind to Vaxjo, 100 km. west of Kalmar.

Wednesday: on black ice, wind WNW/3-4 and +2°C the Gold Fleet completed its 6 races, Silver and Bronze each 5.

Thursday: No wind, rain, wet snow and mist precluded racing. Ample time to prepare for dinner and prize-giving ceremony. The party showed its disapproval for the fact that quite a few of last year's winners of perpetual trophies had not bothered to return their trophy and a couple of trophy winners did not show up at the ceremony.

On Friday 90 entries sailed in split fleet system for the Europa Cup. Each entry had 3 races in the "colour" fleet, thereafter 2 in either A or B Fleet. The ice was covered with light dunes of frozen snow, wind N/E 3-4, -4°C, overcast. Thanks to the Grand Prix Finish system the whole regatta could be conducted in just one day (barely, as some iceboaters arrived in darkness at base).

Prize-giving that night in the hotel concluded a regatta week with (when we could race) fine iceboating conditions. In the end we were lucky, as from then on ice conditions throughout Europe deteriorated to a point where iceboating was impossible.

Our thanks go to the Danish who, in their first European Championship ever, were put to the test to move from one site to another in a foreign country. After a few teething problems, racing went smoothly. Although I saw Jorgen Holsoe sigh with relief when it was all over.

Thanks of course also to our Swedish iceboating friends, who gave all required assistance in Kalmar and Vaxjo.

During the Swedish Championship '97 in Falun on March 8 a near fatal head-on collision by D-61 Dan Petersen and G-737 Jurg Bohn drew our (so far unwilling) attention to the dangers of sailing the 8-track. Although only a few years ago a proposal to adopt the 0-track (as the Americans do) was voted down, I think we should reconsider that decision. Ignoring this stern warning would show a lack of responsibility I will not accept, hence safety will be an item on the agenda of the hopefully fruitful next National Secretaries' meeting. [Topic 9]

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

- (a) Topic 2 The Commodore reported that as yet he had no feasible solution to offer. This will remain an item on the Agenda for 1998.

ACTION Secretary/Commodore

- (b) Topic 4 Missing Trophies. This remains a problem because Perpetual Trophies are still not all being made available for the next season's events. Responsibility for return rests with the trophy holder, and the trophies should be returned in a good, clean state for the next prize-giving. Several corrective options were considered and it was agreed that in addition to the responsibility of the trophy holder, that National Secretary will see to it that his trophy holder

honours his obligations. It was agreed to continue publication of a list of the current perpetual trophy holders in the financial report under the heading: IDNIYRA-Europe inventory. For current holders see financial report 1996/97. It was also agreed that the organising Race Committee should have a copy of the relevant perpetual trophy holder list and new holders will sign for their trophies at the award ceremony.

- (c) The Commodore reported that he was still not receiving membership lists from all National Secretaries. He requested that these lists be passed to him **by 31 December each year.** **ACTION All National Secretaries**
- (d) Topic 5 The Commodore described some confusion over the DM.50 place fee. This represents the minimum annual fee which each country must pay in order to retain European membership, but which is increased at the rate of DM.50 for each World/European starting place after the first e.g. 1 place (or none) = DM.50, 4 places = DM.200 and so on.
- (e) Early revision of the Ranking List The US list had been revised immediately after the World's in Detroit and this illustrated a clear difference between the US and Europe on the subject. IDNIYRA-Europe agreed at the Vienna meeting in 1994 (Topic 10) to publish the latest ranking list for each season in September of each year. This list would be based on the results from the previous season and its basis should be published in RUNNER TRACKS so that sailors could clearly understand, and if necessary be in a position to challenge, their ranking before the coming season. It was agreed that IDNIYRA-Europe should continue with their method and timing. **ACTION Commodore**
- (f) Topic 6 Internet transition plan This has not progressed and will remain on the Agenda. **ACTION Secretary**
- (g) Topic 7 Nationality issue The Commodore proposed that DN sailors who were also registered in the US DNIYRA but domiciled in Europe should be required to pay the DM.50 place fee. This was agreed.
- (h) Topic 18 Bylaws and Lap Time This will be clarified in the revised bylaws and an example Table given based on $4\frac{1}{2}$ mins. Per km. **ACTION Commodore**

Topic 5 Financial Report

The Commodore/Treasurer briefed the meeting on the financial status (healthy). A copy of his report is attached. It was agreed to maintain the DM.50 place fee.

Topic 6 Letters to the Board

The Commodore reported two letters:

- (a) Bill Condon (US) expressed concern at the increase in exotic DN's with expensive equipment and its impact on insurance claims. The US is considering a proposal to put a value limit on DN parts which require insurance covered replacement from an accident claim. They are also considering a ban on the use of carbon fibre chock holders. They seek a European view on these measures to limit insurance claim values and the "purchase of speed".
The meeting agreed that both measures conformed to the DN class spirit of affordable cost and supported the measures in principle.
- (b) Claude Lambelet (Switzerland) had written supporting the adoption of the oval racing track in Europe (Topic 9).

Topic 7 YEAR BOOK and RUNNER TRACKS

There were several comments on the late publication and reduced quality of these. The Commodore pointed out that contributions from Europe were still required and could improve timing and quality. There were several requests that RUNNER TRACKS and possibly the YEAR BOOK be put on the Internet in order to ease access for those members with the electronic capability. This was agreed to be a good idea.

ACTION Secretary

Topic 8 Constitution and ByLaws

National Secretaries' Meeting

- (a) A quorum shall be a minimum of 5 National Secretaries or their appointed representatives. (When less than 5 National Secretaries or appointed representatives, irrespective of their proxy votes, are attending, the meeting will be postponed.)
- (b) Proxy votes are limited to 2 per National Secretary or appointed representative.
- (c) Quorum for legal voting is 50% of member countries' Secretaries or their appointed representatives + 1 (includes proxies). If a quorum is not made **all** National Secretaries will vote by mail.
- (d) Decisions shall be taken by majority voting.
- (e) Voting on changes in the European Constitution requires a two-thirds majority of National Secretaries or their appointed representatives.
- (f) In the event of a tied vote the European Commodore has the casting (deciding) vote.

Voting on changes to Official Specifications and Plans requires all members to be given the opportunity to vote by mail and a two-thirds majority is required.

The European members of the Technical Committee should serve for 6 years or more, the membership should be reviewed each year at the National Secretaries' meeting.

Candidates for membership should come from the Technical Committee (European element) and the National Secretaries.

ACTION Secretary for '98 Meeting

The revision of the European Constitution is now urgently required and should be presented in a form permitting efficient and easy amendment.

ACTION Commodore & Secretary

Topic 9 EIA Racing Rules

A very lengthy discussion centred on three primary topics. The racing course i.e. Figure 8 versus Oval; upwind mark enlarged by additional mark and the scoring system U.S. versus European. Safety was the major motivation for the first two topics and the motion to **Introduce the mandatory use of the Oval race course for one year (97/98) plus the up wind mark enlarged by an additional mark in all European DN Ice Sailing Regattas** was carried by majority vote. The voting was as follows:

<u>For</u>	<u>Against</u>
Denmark	Austria
Finland	Germany
Netherlands	Italy (proxy)
Poland	
Sweden	
Switzerland (proxy)	
U.K.	

The finishing procedure will be the same as at present in Europe. We will not adopt the U.S. system of crossing the start line into a "safety zone".

The proposal to adopt the U.S. scoring system was carried unanimously. Additional proposals came from Austria and Denmark.

The Austrian proposal to make Position No. 13 in the miniquailifiers C Fleet starting place No. 1 in the first race was agreed unanimously.

The Danish proposal for the production of a separate set of official racing rules in English was also agreed unanimously. This should be done before the 97/98 season.

ACTION Secretary/Commodore

Grand Prix finish It was agreed that this had been a considerable success on both sides of the Atlantic and it shall be the basic racing system in IDNIYRA-Europe regattas (this to ensure all ice boaters and scorers are familiar with the system).

Topic 10 Technical Committee Report

The European element of the Technical Committee has been very busy. Harald Stuertz provided a full brief on deliberations, progress and proposals. The following significant points were discussed:

- (a) The Persian Slipper runner (for snow). A proposal to ban such altered and dangerous runners will be resubmitted.
- (b) Clamp leads on sheets are not covered in current rules and will go to mail ballot.
- (c) The specification for slot runners is very poor and a revision is needed urgently.
- (d) An experimental runner programme will be proposed.
- (e) Use of carbon fibre in hardware to be reviewed. Proposal made: shock holders shall be made of metal.
- (f) Consideration to be given to setting a minimum weight for the plank and boom (including hardware).
- (g) Measurement during a Regatta must be seen to be happening.
- (h) Specifications shall give a definition of the starting window..
- (i) Boat side colours to be more distinctive e.g. 50cm of Fluorescent Red and Green paint on Port and Starboard sides.
- (j) Compression tubes on all stays.
- (k) Safety Tiller.
- (l) Safety Zone.
- (m) Fluorescent helmets and clothes.
- (n) Blue Book p.55 para.27 requires redrafting to eliminate reference to a particular week day.
- (o) X-ray evidence is now available to the European Technical Committee which shows that some slot runners have metal stiffener on the inside of the wooden body. This provides an unfair stiffness advantage and is in breach of the current specifications. Controlling and checking these breaches is difficult and could involve a portable X-ray device. An effective control mechanism is required and the Technical Committee will report at the next Annual Meeting. Specifications must allow easy and quick check/control possibilities. This requirement might led to amendments in the present Specifications. In parallel the Secretary offered to draft a letter on behalf of the National Secretaries and the Euro Technical Committee to the U.S. Technical Committee.

ACTION Secretary & Euro Tech. Committee

Many of the above points will require much further discussion and development and a mail ballot will be necessary in several cases. **ACTION Technical Committee**

Topic 11 Experimental Mast Programme

This has been successfully completed and the Specifications should be amended.

Topic 12 WINTER OLYMPIC participation

The Secretary briefed the summary of the meeting in January in Detroit (attached). He also reported that since that meeting he had learned that in a former season a section of Bear Lake (Michigan) had been successfully snowploughed to enable racing. With a limited starting field in the OLYMPICS it may be possible to use this technique if the snow was not too deep and the ice is strong enough to support snow ploughs..

Karel Bauer reported that at his meeting with the President of the IOC, Juan Samaranch, the latter had described the possibility of ice sailing in the OLYMPICS as "interesting". A fairly non-committal response. He also reported that:

- (a) The concept of Demonstration sport may be replaced by "Parallel event in the same country/area".
- (b) Local support in the Salt Lake City area needs to be encouraged.

ACTION IDNIYRA U.S.

- (c) The aim is Winter sailing in the 2006 OLYMPICS.
- (d) A budget figure will soon be very important.

ACTION IDNYRA U.S. with Salt Lake City

- (e) The advertising constraints imposed by the IOC are probably more strict than those of the IDNIYRA.

Topic 13 Insurance

This continues to cause problems for many sailors and nations. It is possible that the insurance results of the serious collision in the Swedish Championships could increase our difficulties. The Secretary undertook to consult Lloyds of London for all-Europe cover.

ACTION Secretary

The Finnish Secretary reported enquiries in hand to provide cover for foreign competitors at Jacobstad in the '98 Euros and Worlds.

ACTION Finland

Topic 14 1998 Worlds & Europeans

These will be held at Jakobstad in Finland **from 23rd to 28th February 1998. The opening ceremony will be held p.m. on Sunday 22nd February.** A preliminary notice is attached.

Topic 15 Candidates for 1999 Europeans and Euro Cup

The Commodore undertook to approach Switzerland.

ACTION Commodore

Topic 16 Host National Secretaries Meeting 1998

The U.K. volunteered to host from 24th-26th April 1998 in Southampton.

ACTION U.K.

Topic 17 Any Other Business

- (a) Finland Agreed to have Worlds opening ceremony on Sunday 22nd February. Holding of Euro Cup event to give practice to Race Committee and scorers will be at discretion of Finnish hosts.
- (b) Sweden Warned of the possible impact of the Swedish Championship collision on insurance. Regretted the absence of U.S. representation and their valuable contribution from this meeting. Agreed by all present.
- (c) Poland Welcomed better than average Secretary representation but saw need for Baltic country representative. All agreed.
- (d) Austria All business items should be submitted in writing to Secretary or Commodore at least 6 weeks in advance for inclusion in Agenda. All agreed.

- (a) Netherlands Questioned the absence of a financial report on the '97 European Championship in advance of the meeting. Denmark agreed to pass English version to Commodore for inclusion in these Minutes. **ACTION Denmark & Commodore**
- (f) Denmark Explained the European Championship balance sheet and suggested that rules for disposal of the balance (negative or positive) should be contained in the Constitution. All agreed. **ACTION Commodore**
Explained a difficulty with Russian registrations and agreed to send full details to the Commodore. **ACTION Denmark**

The Commodore thanked Jorgen Holsoe for his very successful efforts in Denmark and Sweden. He also wished Andreas Muller-Hartburg best wishes for a speedy recovery (all agreed) and thanked the Secretaries and Technical Committee for their most constructive presence.