

International DN Ice Yacht Racing Association Europe  
(IDNIYRA-Europe)  
Minutes and Decisions of National Secretaries  
Waxholm, Sweden 23-25 April 1999

Present:       The EUROPEAN COMMODORE - Bart Reedijk  
              The EUROPEAN VICE COMMODORE - Hans Adolfsson  
National Secretaries from:  
              DENMARK - Jorgen Holsoe  
              GERMANY - Rainer Hinrichsen  
              THE NETHERLANDS - Johan Tolsma  
              POLAND - Stan Macur  
              SWEDEN - Tomas Karlsson  
              UNITED KINGDOM - Chris Williams (European Secretary)  
Technical Committee - Anders Cederblad

Apologies:     Apologies for absence were received from Austria, Switzerland,  
                  Harald Stuertz (TC) and Bill Condon (NA)  
Proxy Votes:   None

Topic 1

The Commodore opened the meeting by welcoming those present. He regretted the small number of National Secretaries attending.

Topic 2 Minutes of last European Secretaries' Meeting in Southampton 1998

Topic 5 (Financial Report): delete "*Netherlands*". The Minutes were agreed as amended.

Topic 3 Commodore's Review of the 1998-99 Season

After the successful meeting in Southampton the Nat. Secretaries left in high spirits, as they had expressed the desire for unity between IDNIYRA North America and Europe.

Unfortunately the European Board members were unable to attend the IDNIYRA-NA Spring meeting on May 9-10 in Toledo, Ohio (for officers, rear Commodores and Techn. Comm. Members).

Topics we liked to be placed on the agenda had already been sent to the NA-Commodore. Due to illness of the meeting's Secretary the Minutes of this meeting only reached us in October. At my request a meeting was arranged during the WC/AC '99 in Febr. '99 with the principal officers of IDNIYRA-NA (for Europe: Reedijk, Adolfsson, Schutte TC).

Main topics: parts of Spring meeting Minutes, improvement of safety (bigger sail windows; dolly marks; rotating lights near marks; discrepancies in the Racing rules (why only 6 promotions to Gold instead of 12 in mini qualifiers, fleet splitting into smallest number appx. Equal fleets, prescribed distance between start positions, presentation max. lap time in tabulated form, announcing last start of the day (instead of sunset time), publication World ranking list once per year, is \$100.000 min insurance requirement in NA enough?).

The IDNIYRA-Europe insurance scheme has attracted 500+ people so far. Administrative handling via our Euro-Vice Commodore goes well. Race Committees can be quickly informed about insured entries.

The winter of 1998/99 gave us only limited iceboating opportunities in central Europe. Only Sweden, Finland, the Baltics, Poland and Austria could organise regattas.

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The EC '99, to be organised by IDNIYRA-Switzerland was from the beginning planned to be sailed in Austria, but when the time came Neusiedlersee was not available, whilst Wallersee was considered too small.

A stormy westerly airflow from Spain to Northern Scandinavia left few sites available. Sweden, experiencing an unusual spell of warm weather, together with 3 threatening low pressure areas in the North (snow) was considered too chancy. Mikolajki in NE Poland answered all requirements: Lake Sniardwy, biggest in Poland, had perfect ice, temp. around freezing, good wind.

The entries had the chance to test the ice and DN-trim during the Polish DN-Cup regatta on Saturday and Sunday. Following this regatta we had the opening ceremony of the E/C on the ice, just before Sunday sunset.

**Monday:** miniquailifiers and 2 races in Gold, Silver and Bronze. Ice was wet, temp. +6°C WSW 3-4 Cloudy. Strong winds during the night blew the ice dry and **the next day** 4 Gold, 2 Silver and 2 Bronze races concluded the EC on partly wet ice, +2°C W 3-5 and sunny weather.

**Wednesday:** 101 entries for the Euro-Cup regatta were divided in a "black" and a "red" Fleet. The top half, after 1 race of each fleet formed the Gold Fleet, the bottom half the Silver Fleet. 2 races for gold and 2 for Silver were sailed on ice with 1 cm. Snow, 0° C WNW 3-4.

That night Hotel Golebiewski was the setting for the prize giving ceremony during a perfect banquet. Sweden's Thomas Lindgren was the undisputed winner. 4 different nationalities in the top 5 of the list indicates a wide spread.

**Thursday:** 4 more races in Gold and Silver Fleet completed the Euro-Cup Regatta 1 cm frozen snow -3°C WNW 4-5, followed that evening by the prize giving in the hotel. These Regattas showed that the introduction of the oval race track, dolly marks and rotating lights at the marks have a positive effect on safety. We all owe many thanks to the Swiss, assisted by Polish forces, for the organisation of their first major Regatta. 30 races in 4 days in this iceboating Mecca will be remembered as one of the nicest championship regattas of IDNIYRA-Europe.

#### Topic 4 Matters arising from the 1998 Minutes not covered by this Agenda

##### (a) Topic 4(b) List of Trophies

It was agreed that a list of current trophy holders should be issued with the invitation to the WC and EC by the nation hosting the event(s).

**ACTION: Sweden for 2000**

##### (b) Topic 4(d) National Membership Lists

The Secretary reported that these had not been submitted by several nations. He undertook to remind all National Secretaries in July each year **for submission by 1<sup>st</sup> August**. They should be in sail number sequence. **ACTION: Secretary**

##### (c) Topic 4(e) Ranking List

The Commodore reported on discussions in Montreal in February. It was once more agreed to issue the list once per season (Sept/Oct) with evidence of its origin - results in last 2 major regattas sailed (e.g. NA/EC/WC).

##### (d) Topic 8 Registration of IDNIYRA-Europe as a limited company in the UK

The Secretary reported on his research with the conclusion that such registration would be very expensive annually and of no advantage to IDNIYRA-Europe.

#### Topic 5 Financial Report

The Treasurer briefed the Financial Report [*a copy is attached to these Minutes*]. It was noted that both **Finland** and **Latvia** still owed money to IDNIYRA-Europe. The Secretary undertook to draft letters from the IDNIYRA-Europe Board to **FINLAND** **LATVIA**, **LITHUANIA** and **RUSSIA**. The Accounts were "audited" by two

members of the meeting and accepted as correct subject to receipt of two missing bank statements.

**ACTION: Treasurer  
Secretary**

**Topic 6 Letters to the Board**

**(a) USA - Dan Bierman:**

**(i) Increase of NA Insurance from \$100 000 to \$300 000**

IDNIYRA-Europe would support and welcome this increase although it was a matter for IDNIYRA-NA to agree.

**(ii) Clarify wording on the ranking system**

The Commodore proposed that the ranking list should be based on the results from the last two major regattas sailed and the lists should be published once in September each year in RUNNER TRACKS and also appear on the IDNIYRA website. He undertook to discuss this further and reach agreement at the May '99 NA Board meeting.

**ACTION: Commodore**

**(iii) Review charges for DN Plans, THINK ICE and Annual Dues**

There was insufficient information available for discussion of this and the Commodore undertook to discuss further in May '99.

**ACTION: Commodore**

**(iv) Limit on charges for boat damage**

IDNIYRA-Europe supports this in principle and it was agreed that for the Europeans & Worlds in 2000 three damage assessors would be selected (from 3 different nations). Each participating nation should try to present 1 to 3 names of those able and willing to act as damage assessors when so asked by the Race Committee. They would assess boat damage/repair/replacement costs.

**ACTION: Sweden for 2000**

**(v) Miniquifier wording**

This related to a 1999 event where the time limit expired. The Commodore considered, and the meeting agreed, that proper application of the Bart Rule would have avoided the problem. [*A full explanation is attached to these Minutes.*] It would be discussed further by the Commodore in May '99.

**ACTION: Commodore**

**(b) SWEDEN:**

**The use of Internet**

It was agreed that use of the Internet should be maximised for fast and low-cost exchange of information. The Secretary and Vice commodore undertook to progress the introduction of a European home page with links to IDNIYRA-NA and ISAF home pages. It was agreed that RUNNER TRACKS could be available on the internet and possibly, in the longer term, the Year Book. This should be discussed further with IDNIYRA-NA Secretary.

**ACTION: Vice Commodore & Secretary**

**(c) NETHERLANDS:**

**(i) Use of Hotline instead of Fax for information before major competitions**

It was agreed that the host nation should provide a hotline answerphone facility with information in at least English and German before major competitions e.g. WC and EC.

**ACTION: Sweden for 2000**

**(ii) Protests**

This related to an undecided protest in Poland. The meeting agreed on the action to be taken and the parties concerned will be informed.

**(iii) Fluorescent Panels (Port and Starboard)**

This optional measure was proving popular and its use was increasing. Some sailors were experiencing difficulty in obtaining the material. It was agreed

that a view on its use should be obtained from IDNIYRA-NA before considering whether to make it mandatory.

**ACTION: Commodore May '99**

(d) **GERMANY:**

Both dealt with under Insurance (Topic 8) and Technical Commission Report (Topic 13)

**Topic 7 Year Book and RUNNER TRACKS**

It was agreed that the Commodore would discuss the possible electronic production of the Year Book and RUNNER TRACKS and the funding implications.

**ACTION: Commodore in May '99**

The Secretary expressed disappointment at the nonpublication of the IDNIYRA-Europe April '98 Minutes in RUNNER TRACKS and undertook to hasten this action.

**ACTION: Secretary** ✓

**Topic 8 Insurance**

It was agreed that the IDNIYRA-Europe SLE insurance policy had been very successful. There were now 537 sailors on the policy. As at the date of the meeting no claims on the policy had been made; however a few were anticipated and the handling of those claims would be a good test of the policy value.

IDNIYRA Germany had very few SLE policy holders and the reason was believed to be the £250 excess for boat damage. The Secretary undertook to obtain a quote from the underwriters for an annual premium without an excess/at 50% of the current excess.

**ACTION: Secretary** ✓

The policy registration etc. had been very well handled by Sweden and names were easily available to regatta organisers on the IDNIYRA Sweden website. Most nations held their annual pre-season meeting in the autumn and therefore sailors for the next season were not normally identified until October/November. The current SLE policy ran from Oct. to Oct. It was therefore agreed that the Vice Commodore would negotiate with SLE a realignment of the policy so that it would run from 31 Dec to 31 Dec with interim cover for 1999 for the period 1 Oct (when the present policy expired) to 31 Dec when the new full year policy would start. It was decided that all IDNIYRA-Europe entries for the WC and EC in Europe in 2000 should have SLE Insurance.

**ACTION: Vice Commodore, Secretary & National Secretaries**

National Secretaries should send names of their sailors requiring SLE insurance with the annual policy fee to the Vice Commodore by 1<sup>st</sup> December 1999.

**ACTION: National Secretaries**

During the EC in Poland there had been two collisions where the responsible sailor had so far refused to meet his insurance obligations. These were now the subject of formal negotiations and letters, and in the event of no solution would result in the banning from DN competition of the sailors concerned.

**ACTION: Secretary**

**Topic 9 Progress with unity IDNIYRA NA and Europe**

Little real progress had been made in 1998/99 due to other, conflicting priorities. The Vice Commodore and Secretary undertook to progress in 1999/2000.

**ACTION: Vice Commodore & Secretary**

**Topic 10 Constitution and By Laws**

A start had been made by Ron Sherry and Paul Goodwin. The Vice Commodore and Secretary undertook to progress in 1999/2000.

**ACTION: Vice Commodore & Secretary**

### Topic 11 Junior Championships

So far and over a period of Several years the main participants in Junior Championships had come from Poland, Latvia and Estonia. The age limits were 16 to 21 years and the European Coordinator was Stan Macur. The Commodore, Racing sites and entries had so far been an East European affair. Travel costs had proved to be an obstacle for West European youth. A subsidy should be for the benefit of all European youth iceboaters i.e. Regatta sites planned in non-East European countries. The meeting agreed that Juniors should be encouraged and supported, and this would take the form of a financial subsidy to the Coordinator. This would be based on the number of entries and for 1999/2000 it was agreed to provide DM.20 per entry subject to a limit of DM.1000.

**ACTION: Treasurer & Coordinator**

### Topic 12 Racing Rules Adjustment

Several items were covered under this lengthy discussion.

#### (a) Limit on Fleet size

It was agreed that although that point had not yet been reached, a plan should be drawn up to regulate the maximum fleet size in a major regatta. It was then agreed that 200 sailors in 4 fleets was the maximum manageable number. This might give a reduction from 60 to 50 per fleet in Europe. This number was the same as the new figure in IDNIYRA-NA. The Commodore and the Swedish Secretary presented two methods of limiting to 200. Both methods used the World Ranking List as the primary adjudicator. The details remained to be finally agreed and the Commodore would discuss further at the May '99 NA Board meeting before agreeing what should be used (if necessary) in the WC and EC in 2000. It was emphasised that this would only be needed if entries exceeded 200. The Swedish Secretary undertook to inform all National Secretaries of the agreed method well in advance of the year 2000 WC and EC.

**ACTION: Commodore & Swedish Secretary**

#### (b) NA and European Membership of the NIA

The Commodore undertook to raise this issue at the NA Board meeting.

**ACTION: Commodore**

#### (c) Promotion to Gold Fleet

This was limited in NA to the first 6 places in the Silver Fleet. Europe had equal promotion of the first 12 places from Silver, Bronze and Aluminium Fleets. The Commodore undertook to raise this for discussion/alignment in May '99.

**ACTION: Commodore**

#### (d) Rules for wind speed, temperature and visibility limits

Although these were published and known in Europe this did not appear to be the case in NA. The Commodore undertook to raise this for agreement/alignment and publication at the May '99 meeting. A common set of rules would be welcome and strongly supported.

**ACTION: Commodore**

#### (e) Number of races in major regattas

Although the IDNIYRA Regatta By Law B(7) (Year Book page 46) ruled the scheduling of 7 races for each Fleet, IDNIYRA-Europe had in recent years consistently scheduled 6 races. It was agreed that 7 races should be scheduled for each Fleet.

**ACTION: Sweden for 2000**

#### (f) Adjustment of lap time

The present lap time limit of 7½ minutes per mile (Year Book page 49 Item D) was causing increasing loss of sailing together with pushing and running. It was agreed that reducing the time to 6 minutes per mile would increase sailing opportunities. The Commodore undertook to discuss this further and for NA agreement at the May '99



meeting. The meeting decided to abandon the use of a "finish gate" as it might delay the start line up of the next race.

**ACTION: Commodore**

### **Topic 13 Technical Commission Report**

Anders Cederblad (Sweden) was elected to be the new European member of the International Technical committee. The Commodore briefed that at the recent annual IDNIYRA-NA meeting a decision had been taken not to have a ballot vote on a number of proposals agreed by the Technical Committee. The meeting expressed great concern at this action since it did not conform to the rules of Specification Management provided in Articles VII and VIII on page 52 of the Year Book. The Secretary undertook to inform the NA Commodore of this concern and the

Commodore undertook to raise the issue for discussion and resolution at the May Board meeting.

**ACTION: Commodore & Secretary**

Anders Cederblad undertook to raise a proposal for the use of a second ratchet block in the DN rig.

**ACTION: Anders Cederblad**

Rainer Hinrichsen undertook to write to the Technical Committee with a proposal to introduce more stiffness into the DN.

**ACTION: Rainer Hinrichsen**

### **Topic 14 Winter Olympics participation**

the Secretary reported that he had had little support from a number of influential people both in NA and Europe. The result had been that the deadline for Ice Sailing in the Winter Olympics of 2006 had been missed. It was agreed that this could be a blessing in disguise since it now provided more time in which to raise the awareness of ice sailing, and particularly the DN, in more countries and continents, a condition for Winter Olympic entry. (Norway now had a fleet of 14). There had been encouraging support from Bernie Stegmeier of Switzerland (an ISAF senior member with good IOC contacts) who planned to demonstrate a regatta to targeted people. It was agreed that:

- a. The Secretary would continue the Winter Olympic campaign
- b. IDNIYRA-Europe should aim to have maximum media coverage at the 2000 WC (Bernie Stegmeier would be invited)
- c. Affiliate Membership of ISAF should continue
- d. Full use should be made of the ISAF website (as part of Affiliate Membership) and links to ice sailing website should be established.

**ACTION: Secretary & Sweden**

### **Topic 15 2000 WC/EC**

These would be held in Sweden from Sunday 5<sup>th</sup> to Saturday 11<sup>th</sup> March 2000. The opening ceremony would be on Sunday 5<sup>th</sup> with racing starting on Monday 6<sup>th</sup> March. There would be an entry limit of 200 sailors. The deadline for entries would be 31<sup>st</sup> December 1999 and invitations would be sent out in September 1999.

**ACTION: Swedish Secretary & Commodore**

Sponsorship would help to reduce the regatta costs and the Commodore undertook to get a response from IDNIYRA-NA for the proposal to trial a sponsorship sticker on DNs during the WC.

**ACTION: Commodore**

### **Topic 16 Candidates for 2001 EC and WC/EC 2002**

If Estonia agreed, Germany would like to organise the WC/EC 2002 with Estonia organising the EC/2001.

**ACTION: Commodore**

### Topic 17 Host for 2000 National Secretaries Meeting

Germany offered to host the meeting from Friday 21<sup>st</sup> to Sunday 23<sup>rd</sup> April 2000.

Place to be decided. This was accepted with gratitude.

**ACTION: Germany**

Germany proposed, once again, that the National Secretaries meeting be held during a major regatta with more Secretaries present. It was agreed that this would be impractical due to time limits and preference for sailing. In addition, such timing would rule out the chance to discuss the lessons of the recent season.

### Topic 18 Any Other Business

Status of the Blue Book. It was agreed that relevant sections should be incorporated in the Year Book. As agreed at previous Secretaries meetings the Blue Book had some excellent guidelines but no IDNIYRA status and should be used with commonsense.

**ACTION: Vice Commodore & Secretary** (for incorporation)

The Commodore thanked all present for their attendance and constructive inputs. He regretted the small number of European Secretaries in attendance and lack of NA presence. He thanked the Swedish organisers, in particular Tomas Karlsson, for the excellent arrangements and facilities.

*Approved as published.  
19/4/2000.*

*Williams*

Yearbook 1998-1999 page 49 K:

“The first yacht finishes her race after completing the scheduled number of laps. Any following yacht finishes the race when she crosses the Finish Line after the finish of the first yacht. In each race, a yacht will be scored ahead of all yachts with fewer laps.”

**The Bart Rule explained:**

When I submitted my proposal for a different finishing system for ice-boat racing, now accepted and referred to as the “Bart Rule” (thanks, I really am flattered) a practical example was attached but, alas, not published.

For people having problems to understand the system, the following:

**Advantage of the system:**

- Fair race result: All boats get a finish place on the result list (except a boat failing to complete the first lap; she gets DNF)
- Safety: A steady stream of finishers: no boats breaking out of this stream to round the lower Mark for another lap
- Time saving: The racing area will be vacated sooner.

**Example:**

A is the first one to complete Lap 1, followed by B, C, D, E, F, -

K fails to complete Lap 1 (damaged boat) and gets DNF. (Note: DNF is given only if a boat fails to complete Lap 1).

B is the first one to complete Lap 2, followed by C, A, D, E, F, -

After boat F, W crosses the Finish Line for the first time, thus completing her Lap 1. (this means W will appear on the finishers list, even if she does not complete the following lap(s)).

C is the first one to complete Lap 3 and wins the race. From this moment on all boats crossing the Finish Line are flagged as finished.

C is followed by S, T, B, A, F, D, E, -

Just before C finished P, Q and R crossed the Finish Line and started their Lap 3.

S and T (also with a lap still to go) cross the line just after C finished.

S and T are flagged as finished (having sailed 2 laps).

R, P, W and Q (in that order) now cross the Finish Line, W and Q however just outside the time limit.

Result: C, B, A, F, D, E, R, P (3 laps), Q, S, T (2 laps), W (1 lap), K (DNF).