

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

OCTOBER 2014



HONORING THE RULES

JANE PEGEL EXPLAINS THE RULES

SHOW TIME

OBSERVATIONS ON ICE SAILING REGATTAS AROUND THE WORLD
BY DEB WHITEHORSE

CONTENT

Cover Photo: Deb Whitehorse



GET A SAIL NUMBER MEMBERSHIP INFORMATION

Contact IDNIYRA Treasurer
Wes Wilcox US5414
2030 Muller Rd.
Sun Prairie, WI 53590
Cell: 608 628-9590
Email: wmw102@gmail.com



ADVERTISE WITH US

Contact IDNIYRA
Executive Secretary
Deb Whitehorse
1200 East Broadway
Monona, WI 53716
Phone: 608-347-3513
Email: exec.secretary@idniyra.org

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COMMODORE'S MESSAGE

KENT BAKER US5219
TOLEDO, OHIO, USA

What is it about my soft-water sailing the last several years? I just realized that I avoid sailing after the first weekend of June and before the end of September!

Don't you worry about me over here in Toledo. The water is fine. Well it is fluorescent green, and tastes a little funny, but not to worry. It is actually undergoing some changes that will allow for a lower freezing point. Anybody up for a Thanksgiving Day sail on Maumee Bay?

Thanks to all of you for voting for me as your new IDNIYRA Commodore. I want to do my part and give back to the group that has done so much for me in the past.

**MY GOALS ARE SIMPLE:
FUN, FAIR, AFFORDABLE, SAFE!**

Sounds simple right? Well it should be. But we have challenges. We want to keep our class fair for all and limit changes that could compromise safety or increase costs. Additionally, we continue to discuss race procedure, courses, and rules in the interest of avoiding accidents.

Already the conversations have been interesting. But key to leading our organization is having these discussions to make sure that we are doing the best we can to make DN sailing the best racing experience one can have.

Thanks to newly-elected Vice-Commodore Eric Anderson US5193, Eastern Lakes Rear Commodore, Eben Whitcomb US4775, and their trusted advisers: James "T" Theiler US5224 and Chad Atkins US4487 for all they have done so far in planning for our upcoming Gold Cup and NA's event starting January 25th.

Also thanks and congrats to our newly elected Treasurer, Wes Wilcox US5414, and to Geoff Sobering US5156 for stepping into to the Secretary role. We appreciate and need your experience and skills!

Oh an I would like to give a shout out to newly-appointed Western Rear Commodore Mike Miller US5369, and Canadian Rear Commodore Warren Nethercote! KC3786. Our regional representatives are key to finding us the best ice, organizing personnel, equipment, and accommodations. Glad to have you on the team!

Finally, A big thanks is owed by all of us to our Technical Committee, who has already been called to task on several different issues to make sure our boats are safe and fair. The "T.C." as they are often referred to consists of: Jane Pegel US805, Jeff Kent US3535, Paul Goodwin US46, Tomek Zakrzewski P55, Andreas Bock G624, and Dag Eriksson S74.

From time to time you may see some discussions on our forum at www.dnamerica.org please feel free to join in the discussion to ask for clarifications, or voice your support or concern for issues we have at hand.

Kent Baker
IDNIYRA North American Commodore



REGATTA DATES

WEB SITES & TELEPHONE HOT LINE NUMBERS

Regatta conditions change FAST!

Keep up to date by calling the hot lines and checking the web sites.

WEBSITES

IDNIYRA WEB SITE:	ICE.IDNIYRA.ORG/
IDNIYRA BULLETIN BOARD	DNAMERICA.ORG/FORUM
EUROPEAN IDNIYRA:	IDNIYRA.EU

TELEPHONE HOT LINE NUMBERS

DN WESTERN REGION	608-313-5156
DN CENTRAL REGION	248-988-0851
DN EASTERN REGION	508-377-6100



Photo: Chris Clark US4789



THE TOLEDO ICE YACHT CLUB ENCOURAGES ALL DN SAILORS TO HAVE A SAFE AND SUCCESSFUL SEASON

MEMBERS OF THE TIYC EXTEND AN OPEN INVITATION
TO ANY SAILOR TO ATTEND ONE OF OUR MEETINGS
WHICH ARE HELD EVERY FRIDAY AT OTTAWA RIVER YACHT CLUB
8:00PM IN TOLEDO STARTING NOV 21ST THOUGH THE END OF MARCH

"LIKE US ON FACEBOOK" : TOLEDOICE





WESTERN CHALLENGE

December 5,-7, 2014
Minnesota
iceboating.net



EASTERN LAKES

To be announced.
dnamerica.org/forum/
Hotline: 508-377-6100



CENTRAL LAKES

To be announced.
dnamerica.org/forum/
Hotline: 248-988-0851



WESTERN LAKES 2014 REGIONALS

December 13-14, 2014
2015 REGIONALS
January 3-4, 2015
dnamerica.org/forum/
Hotline: 508-377-6100



GOLD CUP & NORTH AMERICAN CHAMPIONSHIPS

Host Region: Eastern Lakes, Mountain Lakes, and Canada
Register Jan. 24.
Racing Jan. 25-31, 2015
dnamerica.org/forum/
Hotline: 508-377-6100



EUROPEAN CHAMPIONSHIPS

March 1-6, 2015
icesailing.org



NEW ENGLAND CHAMPIONSHIPS

To be announced
neiya.org



CANADIAN CHAMPIONSHIP

To be announced
wnethercote@eastlink.ca

PHOTO: GRETCHEN DORIAN
GRETCHENDORIAN.COM
2011 GOLD CUP

INTERNATIONAL CLASS OFFICERS 2014-2015

NORTH AMERICAN COMMODORE

Kent Baker US5219
Phone: 419-509-5526
Email: kentb@bex.net

NORTH AMERICAN VICE COMMODORE

Eric Anderson US5193
Phone: 860-367-7806
Email: eric.anderson5193@att.net

NORTH AMERICAN SECRETARY

Geoff Sobering US5156
1850 Sheridan Street
Madison, WI 53704
Phone 608-235-3746
Email: sobering@gmail.com

NORTH AMERICAN TREASURER

Wes Wilcox US5414
2030 Muller Rd.
Sun Prairie, WI 53590
Phone: 608-628-9590
Email: wmw102@gmail.com
Membership information or sail
number questions should be directed
to the North American Treasurer.

NORTH AMERICAN WEBMASTER

Jim McDonagh US5214
2205 California Street NE Suite 101
Minneapolis, MN 55418
Phone: 612-435-2002
Email: us5214@iceboating.net

EUROPEAN COMMODORE

Jörg Bohn G-737
Bad Zwischenahn, Germany
Email: commodore@idniyra.eu

EUROPEAN VICE COMMODORE

Attila Pataki M-100
H-8230 Balatonfüred, Hungary
Email: vicecommodore@idniyra.eu

EUROPEAN SECRETARY

Chris Williams K-1
Great Britain
Email: secretary@idniyra.eu

EUROPEAN TREASURER

Dr. Christian Seegers G-551
Hamburg, Germany
Email: treasurer@icesailing.org

EUROPEAN JUNIOR PROGRAM MANAGER

Stan Macur P-111,
Dubiskiego 11, 10-752 Olsztyn, Poland,
Email: juniorprogram@idniyra.eu

EUROPEAN WEBMASTER

<http://www.icesailing.org>
Dietmar Gottke
webmaster@icesailing.org

NORTH AMERICAN EXECUTIVE SECRETARY

Deb Whitehorse
1200 East Broadway
Monona, WI 53716
Phone: 608-347-3513
Email: exec.secretary@idniyra.org
Advertising requests, comments, and
article contributions for Runner Tracks or
the Year Book should be directed to the
North American Executive Secretary.

NORTH AMERICAN ICE OPTIMIST SECRETARY

Your name here! This position is open.
To volunteer contact IDNIYRA North
American Commodore Kent Baker.



NORTH AMERICAN REGIONAL COMMODORES

CANADA

Warren Nethercote KC3786
Phone: 902-478-2517
Email: wnethercote@eastlink.ca

EASTERN LAKES

Eben Whitcomb US4775
Phone: 860-399-1147
Cell: 860-304-6319
Email: ebenw3@comcast.net

CENTRAL LAKES

Bill Cutting US5430
Phone: 231-264-5232
Cell: 231-499-9760
Email: us5430@gmail.com

MOUNTAIN LAKES

Bill Van Gee US3435
Phone: 315-483-6461
Email: dn3435@juno.com

WESTERN LAKES

Mike Miller US5369
Cell: 612-868-2949
Email: Miller.m@mchsi.com



ELECTION & PROPOSAL RESULTS

RESULTS OF THE ELECTION OF THE 2015 IDNIYRA GOVERNING GROUP.

Please welcome aboard the new members of the 2015 IDNIYRA Governing Group, Eric Anderson, and Wes Wilcox.

Commodore
Kent Baker US5219
93 Yea - 0 Nay

Vice Commodore
Eric Anderson US5193
93 Yea - 0 Nay

Secretary
Geoff Sobering US5156
93 Yea - 1 Write-in Lou Lonneke

Treasurer
Wes Wilcox US5414
93 Yea - 0 Nay

RESULTS OF THE PROPOSAL TO CHANGE THE CONSTITUTION OF THE IDNIYRA.

ARTICLE VI - ELECTIONS AND DUTIES OF OFFICERS

A Commodore, Vice Commodore, Secretary, Treasurer, and Past Commodore shall be nominated at the annual meeting. They will be voted for by mail vote. Write-in votes will be accepted. The candidates receiving the greatest number of votes wins the election to that office. The term of office shall be one year: from July 1 to June 30 of the following year or until successors are elected. If an Officer's position becomes vacant before the term of office ends, the person to fill the vacancy shall be elected by the remaining Officers.

Duties are as follows:

Past Commodore: To serve on the Governing Committee, participate

in its deliberations, and vote on decisions. Only members in good standing who have served as an IDNIYRA Commodore are eligible EXCEPT THE RETIRING Commodore, are eligible. This officer serves as an at-large member.

The proposal passed with 77 votes for and 12 against.

A past Commodore will be nominated along with the 2016 governing board at the next regular annual meeting of the IDNIYRA.

On behalf of the members, we thank you for your contribution to the class. The organization had a great turn out for the election and in addition 52 members payed their 2015 dues early! Great job everybody.

Jim McDonagh US5214

Winner of the last two World Championships !

The highest performing DN spar in strength and durability.

Unmatched quality in design, process, and choice of materials

Only two known failures in 15 years. A record no other builder can even *dream* of!

Construction: Computer engineered laminate utilizing glass and carbon pre-preg laid up on a mandrel.
This produces continuous off-axis fibers and perfectly straight uni-directional fibers along the length of the mast.
Spars are autoclave cured at 80 psi to ensure a void-free laminate.

Features: CNC machined aluminum anodized mast step with custom ball bearing mast socket, halyard, multi position lock.
Gibb "T" mast hound with custom spreader bar fitting for shrouds. Available in Complete or Kit form.

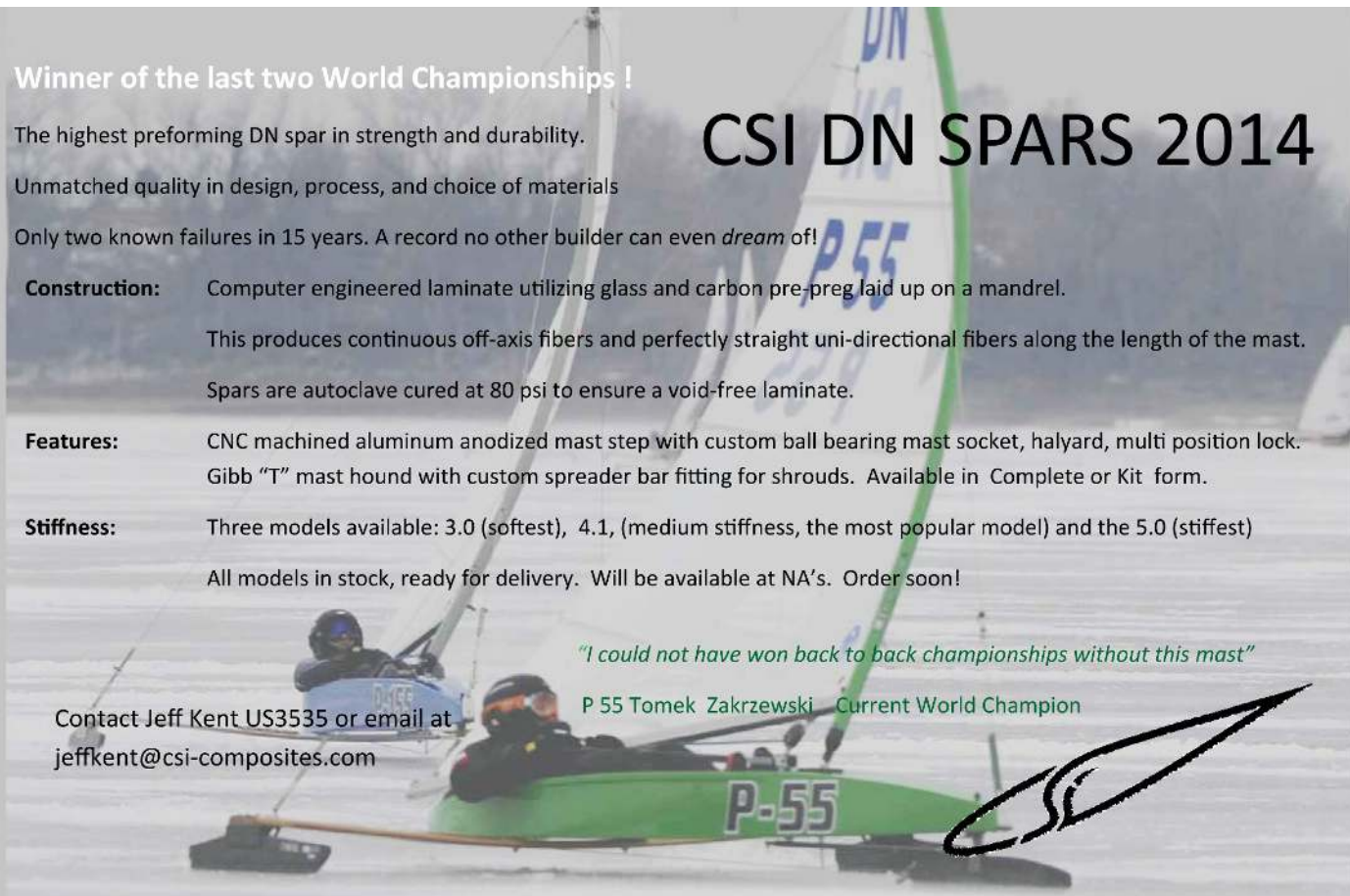
Stiffness: Three models available: 3.0 (softest), 4.1, (medium stiffness, the most popular model) and the 5.0 (stiffest)
All models in stock, ready for delivery. Will be available at NA's. Order soon!

Contact Jeff Kent US3535 or email at
jeffkent@csi-composites.com

"I could not have won back to back championships without this mast"

P 55 Tomek Zakrzewski Current World Champion

CSI DN SPARS 2014



PROPOSALS TO THE IDNIYRA BYLAWS & CONSTITUTION

PROPOSAL #1

MODIFY THE LANGUAGE OF IDNIYRA BY-LAWS

Modify the language of section B.2.b

B) North American Championship Regatta

1) Management

The regatta shall be under the control of the Governing Committee and managed by the Rear Commodore of the host region in accordance with these By-Laws.

2) Dates

a) When held in conjunction with the Gold Cup, the regatta is held on the day or days remaining after the completion of the Gold Cup. If the minimum number of races has not been completed by sunset of the third day, racing will continue on the remaining days, until the minimum number of races has been completed. If the minimum number of races has not been completed by sunset Saturday, or in view of the weather and/or ice conditions the regatta is abandoned by the Race Committee, the regatta is canceled. On the final day every effort should be made to complete all originally scheduled races.

b) When not held in conjunction with the Gold Cup, the regatta is held during a specific week, beginning on a Monday and ending on Friday, with Saturday as a reserve day. If 3 races in all fleets have not been completed by sundown on Friday, racing shall be continued until sundown on Saturday. The specific week shall be selected by the Governing Committee and the host Rear Commodore.

If the regatta is moved, the Governing Committee may restart the regatta. The regatta is cancelled if the minimum number of races has not been completed by sunset on Saturday, or in view of the weather and/or ice conditions the regatta is abandoned by the Race Committee.

On the final day, every effort should be made to complete all the originally scheduled races.

Submitted by Eric Anderson US 5193

Discussion: Proposal #1 - Change the start date for the NA's to Monday and shorten it by one day.

This proposal was written to insure that the majority of racers attending the NA's can do so with a single week of vacation. When you think about the range of likely locations for a North Americans, they range from salt ice on the LaHave river in Nova Scotia, to Thunder Bay, Ontario, to Mille Lacs in Minnesota, to the coast of New Jersey. With fleets separated by 30 plus hours of driving from the potential race site, this makes it doable for the majority of racers. It does shorten the potential number of race days by 1. By moving the start to Monday and scheduling it for 5 days, a 6th day if needed, that maximizes the potential days of sailing for the number of vacation days as you bridge 2 weekends.

-Eric Anderson US 5193



PROPOSALS TO THE IDNIYRA BYLAWS & CONSTITUTION

PROPOSAL #2

MODIFY SECTION 5 TO ALLOW 14 RACES WHEN THE NORTH AMERICANS ARE A STAND ALONE EVENT

5) DN Race System

There shall be seven races scheduled for each fleet and sailed alternately for the Gold Cup and for the North Americans when held in conjunction with the Gold Cup. When not held in conjunction with the Gold Cup, there shall be fourteen races scheduled. Cancellation of races in one fleet shall not affect the races in another fleet. The regatta, as a whole, will be considered a complete event if the Gold Fleet finishes a minimum of three races, regardless of the number of races completed by the other fleets. If the regatta is completed, prizes will be awarded to all fleets that have completed one or more races.

- a) The races are scheduled in the following sequence: Mini-qualification races; Gold; Silver; Bronze; Aluminum; Gold; Silver; Bronze; Aluminum, etc. until racing is completed. Each fleet starts no sooner than five minutes after the last yacht of the previous fleet finishes.
(See section 7, Mini Qualification Races)

Delays caused by weather or ice conditions may necessitate changes in the above schedule. The host region authority in consultation with the continental class officers present at the regatta has the authority to make changes deemed necessary for safety or to complete the regatta in time. This may include postponing to a later day, canceling non-gold fleets to give time for Gold fleet races and other appropriate measures.

- b) Scoring will be done by assigning points in the following manner: first place, 1 point; second place, 2 points; third place, 3 points; fourth place, 4 points; fifth place, 5 points; etc. - lowest score to win. DNS, DSQ, and DNF one worse than the number of yachts in the fleet after the mini-qualification races.

- c) Ties will be broken by the following algorithm: If two or more skippers are tied for a position, the skipper who finished ahead of the other in the most races wins the tie. If the tie is not broken, the skipper who finished ahead of the other in the last race wins the tie. If necessary, the next to last race will be used to break the tie. If the tie is still not broken, the next previous race will be compared, and so on in reverse order. If the tie is not broken after all races are compared, it will be declared a tie. Note: All races will be considered in breaking ties (including any throwouts).

- d) Throwouts: After 5 races are completed, the points for each yachts poorest race (including DNS, DNF and DSQ) will be eliminated from the scoring. After 12 races are completed, the points for each yachts second poorest race (including DNS, DNF and DSQ) will be eliminated from the scoring, with the exception that, following a hearing, the protest committee may, at its discretion, award a score of DNE to a disqualified yacht that has been found to have dangerously violated NIA Rules Part IV, Sailing Rules, and this race shall not be eliminated from the scoring. Then next-worse score shall be eliminated.

Submitted by Eric Anderson US 5193

Discussion: Proposal #2 -Increase the number of races in the "North Americans only" years to 14

How many races should there be for a NORTH AMERICAN CHAMPIONSHIP?

As far as I am concerned, there should be as many as possible. The current rules make it likely that the NA's will be decided by 4-5 races. This proposal makes it likely that the NA's will be decided by a lot more races. Why not stay a bit longer and race the hell out of it if the conditions are good? Again, looking at the spreadsheet, in the years we hold the GC and NA's we average about 10 races per fleet total. If you take out the second qualifiers which chews up time, it should be possible to get 14 races

off in an ideal NA's year under good conditions. Lets race our butts off when the weather cooperates.

Increase the number of races in the North Americans only years to 14. I had proposed 21 races at last years annual meeting, but a lot of feedback from sailors indicated that 14 was a better number.

In years with poor conditions we will still fight just to get off 3 races in the Gold fleet, but we can counterbalance that with those great years, when we race 14 races and drive home, exhausted, but rejuvenated.

-Eric Anderson US 5193

NUMBER OF GOLD CUP RACES VS. NORTH AMERICAN RACES WHEN GOLD CUP IN NA: 1997-2013

Year	#GC Races	# NA Races	# Total Races	Move?	# EC Races
2013	6	3	9	Yes, 4 miles	6
2011	5	0	5	Yes	13
2009	7	5	12	Yes	
2007	7	6	13		
2005	5	Rescheduled	5		
2003	6	3	9	Yes, short	
2001	3	7	10	No	
1999	6	6	12	No	
1997	5	5	10	No	



Do these 2 proposals increase or decrease costs?

Costs of racing :

- Gas- no difference.
- Hotel Costs: Current situation assume hotel from Thursday through following Sunday- 10 days worst case- 5 days best case. Under the new proposed rules – one less day less overall
- Entry Fee: Not much difference
- Food Costs: Same logic applies as from hotels
- Gear costs: Unaffected

What about the Europeans?

Currently the European championship, when not held in conjunction with the gold cup, has a 21 race format. It sure is nice to have some of the Europeans compete at the NA's. I believe that the potential to get more racing in at the NA's would encourage more participation from the European sailors. I realize the Europeans are not our primary concern for the NA's but a batch of them do come here to sail.

-Eric Anderson US 5193

PROPOSAL #3
CHANGE LANGUAGE OF IDNIYRA
CONSTITUTION:
ARTICLE VI - ELECTIONS AND DUTIES OF
OFFICERS

First sentence to read: "A Commodore, Vice Commodore, Secretary, Treasurer, Past Commodore, and Information Technology Officer shall be nominated at the annual meeting."

Add to section "Duties are as follows:"

Information Technology Officer:

- 1) Manage and maintain the association's electronic record-keeping systems.
- 2) Manage the association's Internet sites and other technological tools.
- 3) Advise the executive committee on emerging technologies and their uses by the association.
- 4) Collaborate with the European Webmaster.

Submitted by Geoff Sobering US 5156

Justification:

The association is increasingly reliant on electronic records, internet sites, and other technological tools. The role of the ITO is to manage and coordinate those systems. The European IDNIYRA has long recognized the importance of this role in their "Webmaster". It would be desirable to have a North American counterpart.

-Geoff Sobering US 5156



**PROPOSAL #4:
CHANGE THE SECTION OF THE BY LAWS
THAT PERTAINS TO RACING RULES
FOR MORE FLEXIBILITY**

Racing Rules

The Racing Rules of the National Iceboat Authority shall prevail, available from N.I.A., P.O. Box 40, Williams Bay, WI 53191, \$1.00, supplemented by the following Association rules:

A) Failure to use the parking brake at any time that the yacht is left unattended with sail up, may result in disqualification for the entire regatta if damage or injury results and the Race Committee deems it appropriate.

B) While racing, each sailor must wear a helmet that they determine adequately protects them from the hazards of the sport. As a minimum, the helmet will be hard-surfaced, energy-absorbing crushable foam-lined, 3/4 head and cover the ears. This minimum helmet standard has not been shown to provide adequate protection from the hazards of the sport in all circumstances. Interpretations of this rule may be made by the Governing Committee.

C) All races shall be a minimum of four (4) miles in length. (6 1/2 km)

D) Lap time limit shall be 6 1/2 minutes per mile (1 mile between marks = 13 minute lap time limit). (see N.I.A. Rules, Part II, par. G.)

E) No race may be started after 1/2 hour before official sunset. This time may be increased at the discretion of the Regatta Chairman and his advisors.

F) The same equipment (except runners and sails) must be used throughout the entire regatta, except articles found illegal in one race or heat.

G) Official sunset time shall be posted at the skipper's registration area at the time of registration.

H) No boat shall be expected to start any race (Championship/Gold fleet or Class B/Silver Fleet) earlier than fifteen (15) minutes after the last boat finished the race in which the boat competed.

I) No electronic equipment is allowed, except timing device.

J) 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. Any yacht not finishing within 20 minutes of the first yacht will be scored according to her finish in the previous lap (if no laps have been completed she will be scored DNF).

K) The IDNIYRA governing committee may further modify the racing rules. Any modifications must be published in the Sailing Instructions and course diagram if applicable

Submitted by Eric Anderson US 5193.

Discussion.

This proposal is designed to give the class more flexibility in Regatta Management. Currently the only usable course diagram is the one in the NIA rules, and there is no provision to use a notice of race (NOR) or Sailing Instructions (SI) to modify any aspect of regatta management, that is regulated by the NIA.



SAME AS IT EVER WAS **THE STATE** OF DN RACING

HONORING THE RACING RULES

Jane Pegel US805 explains the proper application of the rules and the appropriate boat handling for a couple of the most common situations.

Originally printed in Runner Tracks in 1986





By Jane Pegel US805
April 1986

I'm pleased to make public the fact that I'm completing my 31st season of DN racing. My first DN was #305. This number still remains in the family and is registered to my husband Bob. I race under DN 805 and my daughter, Susie, races under DN 905. I have a record of all official class publications dating back to 1956, and I'm the only person whose name appears in the race results of that vintage who is still racing DNs. With any luck I'll be racing hard for a good many more years, in fact Bob is going to build me a new hull.

The point is I've seen a lot of sailors and boats come and go. The Class has weathered good seasons and bad and experienced some growing pains. The 1986 North Americans was not the largest ever held, but I think the level of racing was perhaps the best we've had. Seldom have we seen the champion come away without winning a race. What does this mean? I think it indicates that a lot of sailors have learned how to set up their rigs, align and sharpen their runners, and sharpen their sailing skills to a level required by the world's most competitive iceboat racing class.

Through the ingenuity of its sailors, most of whom build their own boats, the DN has evolved into a boat that is faster, lighter, stronger, easier to sail, and more fun to sail than it was when I started in the class. Original DNs hiked a lot, were heavy to carry, and broke down. These factors made them hard to sail. In fact, I bet that I'd be hard pressed to physically handle one of those boats and race it hard all day. I'm thankful the rules for the class have enabled

it to become such a fine boat to sail and that these rules have encouraged innovative sailors to join the class, for they're fun to race against.

Ultimately, I guess it's the people in the DN class that have made it so much fun. Sure, we sometimes have disagreements concerning the proper approach to governing the class, but we are unanimous that DN racing is a "high".

HONORING RACING RULES

As with sailboat racing, one of the things that makes iceboat racing so satisfying is the "Honor Code" that is required on the race course in order to make the game a fair one. The officials do not blow a whistle, stop the action, deal out a penalty, and award a bonus tack to the fouled boat. The sailors police themselves, give way to the right-of-way boat, and when an honest error in judgment is made, justice is served through the protest procedure.

To the credit of the racers at the [1986] North Americans, there were no serious collisions. But there were a number of fouls. A few of these were carefully resolved by the protest committee, and one sailor voluntarily acknowledged his error and withdrew from a race. In these few instances the game was fairly played. Unfortunately, these instances were outnumbered by foul situations that were not fairly resolved. In conversations following the racing, many of the sailors expressed the opinion that not everyone is fully aware of his responsibility in various close quarter racing situations. I have been asked to explain the proper application of the rules and the appropriate boat handling for a couple of the most common situations:

Photo: gretcendorian.com
2011 Gold Cup, Peru, IL

PORT AND STARBOARD TACK

"When two yachts are sailing **on-the-wind**, the yacht on the **port tack** shall keep clear" of the yacht on the **STARBOARD TACK**. "When two yachts are sailing **OFF-THE-WIND**, the yacht on the **PORT TACK** shall keep clear of the yacht on the **STARBOARD TACK**." When boats to which the above rule applies are converging, it is the responsibility of the boat on the port tack to give way to the boat on the starboard tack. However, **BOTH BOATS** are obligated to prevent a collision, so if the starboard tack boat believes that the port tack boat is not going to give way, then the starboard tack boat is entitled, indeed is obligated, to take evasive action.

In a port-starboard situation, the proper steps to comply with the rules are as follows.

1. The port tack boat should let the starboard tack boat know she sees her. The helmsman of the port tack boat should markedly turn his head toward the starboard tack boat, signal with his hand or perhaps by nodding his head, so the starboard tack boat is assured the port tacker sees her.
2. The port tack boat should alter her course (tack, jibe, bear away, or freshen, as is appropriate) **A COMFORTABLE DISTANCE FROM THE STARBOARD TACK BOAT**.
3. If the port tack boat does not take evasive action, then the starboard tack boat should tack, jibe, bear away, or freshen, as is appropriate. Because evasive action taken by the starboard

tack boat is usually at the last possible moment, she should maneuver in a direction that will reduce the closing speeds of the two boats so if a collision does occur at least damage will be minimal. For example: Port and starboard boats sailing on-the-wind are converging. Only these two boats are in the area. The port tack boat takes no evasive action. The starboard tack skipper estimates he'll hit the port tack boat at the mast. The starboard tack boat should head up, ease sail, and even may tack. This action will slow the starboard boat and put her motion more parallel with the port tacker. If the starboard boat bears away to go behind the port tacker, the chances of a harder, and perhaps head-on collision are more likely.

NOTE: This evasive action of the starboard tack boat is not a Violation of the rule: "a right-of-way yacht shall not alter her course so as to mislead or prevent a non-right-of-way yacht from keeping clear." In the above example, the non-right-of-way yacht had not taken any "evasive action" and Fair Sailing requiring common sense, safety and good sportsmanship required the starboard tack boat to alter course. If the port tack boat had begun to lay off to go behind the starboard tack boat, and then the starboard tack boat had altered course so the port tack boat could not avoid her, the burden would be on the starboard tack boat.

THIS SELDOM OCCURS.

LEEWARD MARK ROUNDINGS

The primary difference between sailboat rules and iceboat rules is in those that apply when sailing off-the-wind and when rounding the leeward mark.

The iceboat rules are designed to make it as safe as possible to get around the leeward mark without running into another boat.

The highest speeds are attained when sailing off-the-wind. The most difficult maneuver in racing is making a good turn at the leeward mark. The convergence of multiple boats complicates the maneuver. The rules are designed so the same boat has right-of-way while rounding the mark that had the right-of-way all the way down the leg. Think about it this way:

1. Marks are rounded to port.
2. Boats are on the port tack as they round the mark.
3. As the boats make their approach to the mark and are close enough to each other so that there might be a collision, the rules provide the boat that is inside of the other has right-of-way, even 100 yards from the mark. For example:
 - A) If two boats are side-by-side and on port tack sailing off-the-wind, the windward boat has right-of-way. Because the windward boat already has right-of-way, there is no transfer of responsibilities as the two boats get closer to the mark, the windward boat is inside, and must be given room to round the mark.
 - B) If two boats are approaching the leeward mark on opposite tacks, the starboard tack boat has right-of-way. The port tack

boat must bear off to leeward to honor the starboard boat. In bearing off, the port tacker automatically gives the starboard boat room to jibe inside and to windward of the port tacker, which then puts them in the same relative position as the two boats in example 3a. Of course, the starboard tacker has the option of actually forcing the port tacker to jibe onto starboard tack too.

The danger of a collision, and a foul, exists when boats are side-by-side (as in 3-A) or aiming at each other (as in 3-B). A collision may also exist when a faster moving boat approaches from the rear. Whether approaching a mark, or out in the middle of the course, a boat coming up from behind cannot run into the boat ahead. If the boat ahead is moving at the same speed, the chasing boat can't catch her to hit her, so there isn't a problem. In the final approach to the mark, the faster moving boat approaching from the rear must not pull alongside on the inside if the boat that was ahead has started her rounding maneuver.

EVERYONE MUST CONSIDER THE POINT WHERE THE ROUNDING MANEUVER BEGINS IS INFLUENCED BY THE WIND AND ICE AND ALL OTHER BOATS IN THE AREA.

Because the speeds of the boater involved may be very much different (one guy might be pushing, another guy in a screaming hike), common sense and safety **ARE SUPREME**. There is not a specified number of boat lengths, as in sailboat racing, to tell us where the rounding maneuver begins.

-Jane Pegel US805
April 1986

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Review

"I made the mistake of cracking open the book on Friday evening. I finished it on Sunday at the expense of a briefcase full of work I'd brought home..."

-Jim Duff, Editor,
The Hudson Gazette

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DN TECH



**OFFICIAL INTERPRETATION OF THE DN SPECIFICATIONS
SUBMITTED BY IDNIYRA TECHNICAL COMMITTEE CHAIR JANE PEGEL US805**

CORRECTION TO IDNIYRA RUNNER SPECIFICATION E. 9 OCTOBER 1, 2014

Prepared for Runner Tracks by Jane Pegel, Chairman IDNIYA Technical Committee

It has been brought to the attention of the IDNIYRA Governing Committee and Technical Committee that there exists an error in the wording in the third sentence of runner specification E. 9. as it appears in the yearbooks dated 2011, 2012, 2013, and 2014.

Appearing below, the third sentence in E.9. has been corrected to require the leading edge to be rounded to an edge radius of not less than 1/16" (1.6 mm).

E. Runners

9. The leading edge of the runner steel is that portion of the edge forward of the sharpened ice contact edge and higher than 3/4" (19 mm) above the ice, measured with the runner in normal sailing position. The sharpened ice contact edge of the runner steel is along the entire bottom edge and extends forward and upward along the edge of the steel to a point not exceeding 3/4" (19 mm) above the ice, measured with the runner in normal sailing position. The leading edge must be rounded to an edge radius of not less than 1/16" (1.6 mm) and shall be faired to the sides of the steel as allowed in E.12. The sharpened ice contact edge may be rounded or sharpened to an included angle of not less than 75 degrees. The camber (crown) and shape of the sharpened ice contact edge is optional. Along the sharpened ice contact edge, the rounded edge or the sharpened angle is allowed to be faired to the sides of the steel providing the thickness of the steel of plate, insert style or T runners is not reduced below the allowed minimum. (ref. E.1.a., E.2.f., E.2.h).

GREETINGS FROM CONNECTICUT

Fellow Iceboaters,
I hope this letter finds you in good health, ankle deep in woodshavings and carbon dust. For those of you who don't know me, I am from Connecticut and normally sail with the New England Ice Yacht Association. I am looking forward to working for the DN class and supporting the Commodore (Kent Baker).

If anyone wants to get in touch with me, my email is eric.anderson5193@att.net and my phone number is (860) 367-7806.

Plans are well underway in the East to host the 2015 DN Gold Cup and North Americans. I urge you all to attend, as they are awesome events. If you have not been to a Gold Cup before, you are in for a treat. The great thing

about this sport is that there is competition, and camaraderie at all levels, from Big Mushamush Lake in Nova Scotia to Lake Pepin in Minnesota, and Thunder Bay Ontario to Toms River in NJ.

Sail Fast,

Eric Anderson US5193
IDNIYRA Vice Commodore



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NOTICE OF RACE

2015 WORLD & DN NORTH AMERICAN CHAMPIONSHIPS

Notice of Race

World and North American DN Championships 2015

January 24 – 31, 2015

(Racing days – Sunday, January 25, 2015 until Saturday, January 31, 2015)

Organizing Authority: International DN Ice Yacht Racing Association

Hosts: North American Eastern Region, Mountain Lakes Region, Canada

Dear Friends,

On behalf of the International DN Ice Yacht Racing Association and the North American Eastern Region, all ice boaters are invited to compete for the World and North American Championship 2015 titles.

1. Rules:

All races will be governed by the Racing Rules of the National Iceboat Authority; except as modified by the By-Laws of the IDNIYRA as stated in the sections pertaining to, IDNIYRA Regattas, Racing Rules, and Official Specifications of the DN Ice Yacht; the Notice of Race, including any amendments to the Notice of Race, (except as any of these are altered by the sailing instructions) and the Sailing Instructions. The Sailing Instructions can be modified at the Skippers Meeting and by a notice posted on the official notice board.

2. Eligibility:

All DN class yachts meeting the requirements of the Official Specifications and whose skippers meet the requirements of the By-Laws of the IDNIYRA as stated in the section IDNIYRA Regattas are eligible to enter and race in the championship.

3. Site Information:

A. The primary site is the North American Eastern Region.

B. Site and Headquarters Information will be available on the Official Regatta Hotline: 508-377-6100 (Ext. 8), beginning January 18, 2015.

C. Site and Headquarters Information will be available on the IDNIYRA website <https://ice.idniyra.org>, on and the NEIYA website <http://www.theneiya.org>. In the case of conflict, the IDNIYRA website will take precedent.



4. Entry, Deadline, and Fee:

A. Online Registration is the preferred method of entry. Registration can be accomplished online at the IDNIYRA website: <http://www.idniyra.org>. A registration form for each Regatta can be downloaded from the IDNIYRA website or found in the Fall 2014 Runner Tracks.

B. World Championship Regatta: The early entry fee is \$100 USD, if paid by PayPal or postmarked by December 31, 2014. The late entry fee is \$150 USD, if paid by PayPal or received January 1, 2015 or later. Entrants traveling from Europe are exempt from paying late fees.

C. North American Championship Regatta: The early entry fee is \$90 USD, if paid by PayPal or postmarked by December 31, 2014. The late entry fee is \$135 USD, if paid by PayPal or received January 1, 2015 or later. Entrants traveling from Europe are exempt from paying late fees.

5. Schedule of Events:

Date	Event
December 31, 2014	Deadline for early entry fee
January 1, 2015	Late entry fee goes into effect.
January 18, 2015	Initial posting of Site information
January 24, 2015	Opening Ceremony at the Race Headquarters starts at 5PM. Registration to follow from 6PM – 9PM at the headquarters.
January 25, 2015	Skippers meeting at 9AM at the launch site.
January 25, 2015	First Race at 10:15AM.

The North American Championship Regatta to start after the conclusion of the World Cup Regatta.

For other events and all possible changes, see the Sailing Instructions. Please check the Official Notice Board and/or the announcements at the daily skippers meeting.

6. **Sailing Instructions** will be available at the final registration and check-in.

7. Yachts with two piece masts or stick masts shall notify the measurement committee prior to the close of registration to have mast approved and officially sealed prior to the first race for the duration of the regatta.

8. Prizes shall be awarded in accordance with the IDNIYRA by-laws.

Think Ice!

Eben Whitcomb
Eastern Region Commodore

IDNIYRA WORLD CHAMPIONSHIP ENTRY FORM**2015 IDNIYRA World Championship Regatta****January 24 – January 31, 2015 Host: United States Eastern Region**

Sail Number _____ Fleet Preference _____
Name _____
Mailing Address _____
City, State _____
Country _____ ZIP or Postal Code _____
Phone/Cell Phone (optional) _____
Email _____
Section: Master (60+)____, Senior (50+)____, Junior (<22)____
Gender: Male____Female____
Birth Date (dd/mm/year) _____ International Rank _____
Occupation (optional) _____
Shirt Size (S, M, L, XL, XXL) _____

ENTRY FEE: The early fee is \$100 USD if paid by Paypal or received before December 31, 2014 and the late entry fee is \$150 USD, if paid by Paypal or received by January 1, 2015 or later. Entrants travelling from Europe are exempt from paying late fees.

INSURANCE: I certify that I possess personal liability insurance that covers my actions at this event in the amount of \$300,000 USD or more. Initials _____
Statement of Coverage attached (Y/N) _____
If not, you must bring a copy to the regatta and show R.C.)

RELEASE AND CERTIFICATION

In consideration for my participation in this Regatta, I hereby release, indemnify, and hold harmless the International DN Ice Yacht Racing Association, the Eastern Region, its member Clubs, and all Officers and Officials, ("Releasees") from any and all liability for any damage or injury due to the negligence of such Releasees or any other cause. I understand that it is my sole and exclusive responsibility to decide whether or not to start or to continue to race and to evaluate all ice conditions in, to, from, near the race and launch areas. I hereby certify my compliance with the IDNIYRA Regatta rules requiring liability insurance and certify that I hold valid personal liability insurance coverage for this regatta with limits of at least \$300,000 (US). European skippers are required to hold IDNIYRA-Europe Third Party Liability Insurance or other equivalent coverage.

I hereby certify the above entry to be correct to the best of my knowledge and that the skipper complies with eligibility requirements of this regatta.

Skipper Signature X _____ Date _____
Parent or Guardian Signature if skipper is under 19 _____

Make check payable to IDNIYRA. Only checks or money orders written on US or Canadian banks will be accepted. NOTE: European skippers may pay at time of check in. Mail this form, entry fee and valid certificate of insurance as noted above to:

IDNIYRA Worlds/NA Registration
c/o Raymond Gauthier
4 Annapolis Street, Suite #4
Annapolis, MD 21401 USA

OFFICIAL USE ONLY

Sail Number: _____
Insurance Received: Yes____ No____
Birth Date: _____
Shirt Size: S / M / L / XL
Paid \$: _____
Release Signed: Yes____ No____
IDNIYRA Member: Yes____ No____

IDNIYRA NORTH AMERICAN CHAMPIONSHIP ENTRY FORM

2015 IDNIYRA North American Championship Regatta

January 24 – January 31, 2015, Immediately following the World Championship Regatta

Host: United States Eastern Region

Sail Number _____ Fleet Preference _____

Name _____

Mailing Address _____

City, State _____

Country _____ ZIP or Postal Code _____

Phone/Cell Phone (optional) _____

Email _____

Section: Master (60+)____, Senior (50+)____, Junior (<22)____

Gender: Male____ Female____

Birth Date (dd/mm/year)_____ International Rank_____

Occupation (optional) _____

Shirt Size (S, M, L, XL, XXL) _____

ENTRY FEE: The early fee is \$90 USD if paid by Paypal or received before December 31, 2014 and the late entry fee is \$135 USD, if paid by Paypal or received by January 1, 2015 or later. Entrants travelling from Europe are exempt from paying late fees.

INSURANCE: I certify that I possess personal liability insurance that covers my actions at this event in the amount of \$300,000 USD or more. Initials_____

Statement of Coverage attached (Y/N)_____

If not, you must bring a copy to the regatta and show R.C.)

RELEASE AND CERTIFICATION

In consideration for my participation in this Regatta, I hereby release, indemnify, and hold harmless the International DN Ice Yacht Racing Association, the Eastern Region, its member Clubs, and all Officers and Officials, ("Releasees") from any and all liability for any damage or injury due to the negligence of such Releasees or any other cause. I understand that it is my sole and exclusive responsibility to decide whether or not to start or to continue to race and to evaluate all ice conditions in, to, from, near the race and launch areas. I hereby certify my compliance with the IDNIYRA Regatta rules requiring liability insurance and certify that I hold valid personal liability insurance coverage for this regatta with limits of at least \$300,000 (US). European skippers are required to hold IDNIYRA-Europe Third Party Liability Insurance or other equivalent coverage.

I hereby certify the above entry to be correct to the best of my knowledge and that the skipper complies with eligibility requirements of this regatta.

Skipper Signature X_____ Date _____

Parent or Guardian Signature if skipper is under 19_____

Make check payable to IDNIYRA. Only checks or money orders written on US or Canadian banks will be accepted. NOTE: European skippers may pay at time of check in. Mail this form, entry fee and valid certificate of insurance as noted above to:

IDNIYRA Worlds/NA Registration

c/o Raymond Gauthier

4 Annapolis Street, Suite #4

Annapolis, MD 21401 USA

OFFICIAL USE ONLY

Sail Number: _____

Insurance Received: Yes____ No____

Birth Date: _____

Shirt Size: S / M / L / XL

Paid \$: _____

Release Signed: Yes____ No____

IDNIYRA Member: Yes____ No____

SHOW

OBSERVATIONS ON ICE SAILING REGATTAS AROUND THE WORLD
BY DEB WHITEHORSE

I had a close up look at the International part of the International DN Ice Yacht Racing Association while at the 2014 Worlds on the Baltic Sea in Haapsalu, Estonia. DN Europe PRO Stan Macur was kind enough to let me and Mercedes Auger (who volunteers as a scorer at many North American regattas) observe his team of 12, all from Poland, who've been working together for so long that they don't need to talk much (which was helpful for me because I don't speak Polish). Team members knew their tasks and operated like a well juiced runner sharpening stone.

When the Gold Cup (GC) is in Europe, regatta fees are higher than in North America. Higher fees pay for the privilege of a Professional Race Committee (PRC). IDNIYRA Europe believes that the investment in a PRC improves regatta quality leaving competitors, including officers, free from the stress managing a race course.

I rarely saw DN Europe Commodore Joerg Bohn talking with Stan Macur while on the ice at the 2014 GC in Estonia.

European GC and European Championship (EC) regattas attract more competitors than in North America. Regatta attendance in North America is a complex issue and I'm not suggesting by any means that a North American PRC would solve the problem. We should be proud of the fact that North American regattas are organized and run with less personnel, a different set of volunteers each year, and when Mother Nature cooperates, just as many races during a day.

DN Europe's officers realized that some of the newer sailors with traditional sailing backgrounds didn't understand the differences between soft and hard water racing rules.

TIME

HOW EUROPE RUNS THE SHOW
AND WHY WE SHOULD CARE



At check in for the 2014 Gold Cup, competitors were shown two simple graphics (with potentially 18 different languages spoken, graphic simplicity was important). Skippers were asked to choose which boat had right of way in an upwind/downwind situation (Rule 2) and which boat, both downwind on starboard tack had right of way (Rule 4). The European officers were dismayed by the number of skippers who didn't know basic rules. The upwind boat ALWAYS has right of way on a race course regardless of the tack and that downwind both on starboard tack, the windward yacht has rights,

At the 2015 European Championship, a new system will be instituted whereby competitors must pass a rules test at registration to participate in the regatta. The test is available for study on the website, icesailing.org. Competitors will be given two opportunities to pass the test at registration and if they fail, that skipper will not be allowed to race in the regatta. North American skippers who plan to race in the 2016 Gold Cup had better be ready to pass this test.

Every morning began with a 9AM skippers' meeting at the launch site where Stan relayed information about the racing area. Even though he hadn't been out to the course, Stan knew precisely what conditions awaited us because of

three men, known as the Technical Committee (TC), who scouted the ice at 7 AM each morning. Because we were on a bay of quickly changeable sea ice, it was peace of mind for me knowing that the long ride on the RC ATV to the course would be as safe as the day before.

Scouting ice early each morning is one of the most important behind the scenes activity that should be done to run a successful regatta so that the PRO isn't left scrambling for options shortly before racing is supposed to begin.

I've seen this in action here, most recently at the 2014 North American Championship when Bob Dill and PRO Bob Schumacher scouted Lake Champlain in Plattsburgh early each morning. Ice scouting followed by a skippers' meeting should be common practice for all regattas. The key in both instances is communication, the scouts communicating to the PRO, and the PRO communicating to the skippers.

The TC was responsible for setting the course, pits, and reacting to wind changes. The TC head was constantly checking the squareness of the course throughout the day. Though Stan was aware of the wind, he didn't have to focus upon it as much knowing that his TC's first concern was wind shifts and the course. The TC takes some of the pressure off the PRO. I've seen more than a few North American PROs in different classes battle through course changes with less help than Stan had at his disposal.



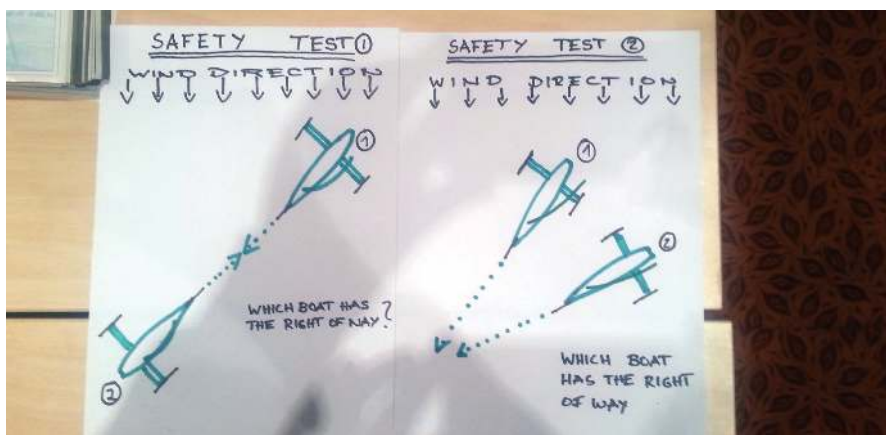
Like the rookie hire on a road construction crew, one of my jobs in Estonia was to hold a blue warning flag while the starting line was being unspooled. I hovered near the middle of the line which alerted skippers to keep clear because the starting line was being set. At the end of the regatta, Stan said one of the biggest accomplishments was the starting line remained intact. I've witnessed some frustrated race committees trying to deal with skippers who aren't paying attention to the line. If there's enough help, stationing someone at the middle of the line on the even and odd sides with a flag as it's being set or changed could help with that frustration. If skippers understand that when they see race committee personnel with a flag, it means keep away, the line is being set or changed.

The Polish scoring team used an old red school desk tricked out with runners and a Plexiglas windshield which protected papers from the wind. After the fleet started, the scorers moved

the desk into position, two sat on a bench and wrote, while Dorata, a well known sailing judge in Europe, stood on skates and called sail numbers in Polish. When the scoring was completed, another skater quickly whisked list of finishing positions to the bulletin board.

Starting in 2015, the scorers at the EC will remain near the starting line during the first two laps and then walk out to the finish line for only the final lap. This method is similar to my own experience for scoring 4LIYC racing, International Skeeter Association and Northwest regattas.

During the 2014 European Secretary's meeting in Riga, I learned that DN Europe will institute this method because of an incident where a scorer was hit by a DN at another regatta. It's interesting to note that the skipper who hit the scorer couldn't see him because he was wearing all black (*hey-that's what I wear!*) and was standing too far upwind of the leeward mark. All DN Europe PRC members wear fluorescent vests, something that should be practiced here as well. In the future, scorers will stand slightly downwind of the leeward mark rather than at a 90 degree angle, making the leeward mark the fa-





vored end of the finish line and keeping competitors at a safer distance from the scorers.

The course layout in Europe is similar to my own club's in that neither uses the finish gate system (also known as safety zone). Rather than sail straight downwind through the finish gate, skippers continue around the leeward mark and then sail around the odd numbered side of the course, all the way to the end of the starting line. Sailing is not permitted in the pits.

In my opinion, this method saves time with course changes and more importantly, allows the next fleet to be lined up ready to race.

Skippers push their boats to the starting line only when they see their fleet flag raised. The absence of a fleet flag indicates a change in course is likely and skippers are not to come to the starting line.

Iceboat racing is at the mercy of the weather and time is of the essence. Stan's goal of running 3 races per hour was easily achieved with the help of a disciplined fleet of skippers who immediately came to the line when called. Both the 2014 GC and EC regattas were completed within the week with the maximum number of races for all fleets. Running races safely and efficiently with consistency leaves racers to focus on their luck, gear, and set up—rather than the race committee.

Unless someone can be assigned to police the finish gate area, unknowing spectators can create a dangerous situation. Several years ago, my brother, who was finishing a Skeeter race on Lake Geneva, narrowly avoided a kid who was goofing around on an ATV in the safety zone. At the 2013 ISA, a photographer walked through the zone as a race finished. Someone yelled "freeze", she did, and thankfully the

TRAFFIC CONTROL MARKS, ALSO KNOWN AS "DARLING MARKS" (SO NAMED FOR NEW JERSEY ICEBOATER JOHN DARLING) ARE USED IN EUROPE BUT NOT IN NORTH AMERICAN DN REGATTAS. NEIYA COMMODORE JAMES "T" THEILER US5224, WHO HAS COMPETED IN EUROPE, OFFERS HIS OPINION:

"LOVE using Darling marks; One small mark is placed about 150 meters yards dead downwind from the weather mark and one the same distance upwind from the leeward mark. Both are left to port along with the main marks.

Darling marks help to sort congestion at crowded roundings by allowing more time for boats to figure out where to find their place in the procession when the layline is crowded. The best case in point being the first windward mark; the darling mark creates a zone where boats coming in on port can make a fast or slow tack and allows a little more time for them to pick a safe spot in the crowd before they all get to the mark. A Darling mark also discourages boats from gybing onto port immediately after rounding and heading down the starboard layline toward oncoming boats still going upwind on starboard tack.

The same idea applies at the bottom mark, only the other way around.

I feel that they add a significant safety factor to racing, especially where fleets are large and the fleet is tight, making for crowded mark roundings.

We generally do not use them here in North America and I think we should for A) Safety, and B) To be consistent with how things are done in Europe. In Sweden I gave everyone watching the race a good laugh when I tacked to clear my air immediately after rounding the bottom mark, forgot about the darling mark, and had to tack again and reach down to it a few seconds later. I made a mental note to avoid that mistake in the future and using Darling marks over here would be a good step in that direction for all of us.

James "T" Thielers DN US 5224

ESTONIA GOLD CUP

2014 GOLD CUP & EUROPEAN CHAMPION

Karol Jablonski P36 of Poland won his 8th Gold Cup championship in 2014. Photo by Ron Sherry.



DO YOU KNOW THIS GUY?

You should! His name is the first one engraved on the Gold Cup. It's Ain Vilde of Estonia (left) with Ron Sherry. Ain won the inaugural Gold Cup World Championship trophy on Gull Lake in Michigan back in 1973.

boats missed her as they sailed closely past.

Skippers who set up on the far side of the safety zone are placed in danger when they have to walk through the safety zone often when boats are finishing, to check the notice board for information and starting positions. A no sail zone between the starting line and pits is a better option for safety for DN races in my opinion. This way people walk their boats to the starting line and are safe from sailors reaching down the line to get to their starting position. A no sail zone also keeps sailors who are walking their boats to the line safe from people who are sailing out to tune their boats.

A DN Europe practice that would be of benefit to DN North America is a "Lessons Learned" discussion after the regatta with the PRO and officers by conference call or electronically.

Our dedicated, hardworking North American volunteers often make heroic efforts to get to a regatta and then endure what ever weather is thrown at them. They can achieve anything with good leadership.

It's hard to find another sport in the world where the participants are so passionate about it that they willingly travel long distances to see friends and race. Whether running the races or racing, safety and efficiency are the common goals on every ice sailing course in the world, from Lake Christina in western Minnesota to Lake Baikal in Siberia. It's been a privilege for me to see how things are done on both sides of the ocean. Through good communication we can make things better on both sides. Let's continue to learn from each other.

by: **Deb Whitehorse**

Below: Mercedes Auger enjoying a day on the Baltic Sea.





JOIN THE CLUB

The IDNIYRA is the major player in the sport of ice boat racing representing hundreds sailors in 20 countries and organizing regattas worldwide.

We are the main source of information for everything DN iceboats. Whether you're a serious racer who chases ice around the world or a passionate cruising ice boater on a an inland lake, we would love for you to join our family.

Please consider joining or renewing your IDNIYRA membership today.

For only \$25 USD per year you will help to support and promote the most thrilling sport on the planet and receive all the necessary resources to race.

Every member will have free access to web based version of our publication, Runner Tracks.

INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

2015 ANNUAL DUES NOTICE \$25

OR PAY ONLINE AT ICE.IDNIYRA.ORG

Name _____

Street Address: _____

City,State/Province: _____

Postal Code: _____ Country: _____

Phone: _____ Country Code: _____

Email: _____ Sail Number: _____

Annual dues are \$25.00 payable to IDNIYRA in US funds

Due December, 2014. Make checks payable to the IDNIYRA.

OR PAY DUES ONLINE AT

<https://ice.idniyra.org/membership/dues/NA>

Mail to: IDNIYRA North American Treasurer
c/o Wes Wilcox
2030 Muller Rd.
Sun Prairie, WI 53590

DONATE TO THE IDNIYRA

Consider donating to the IDNIYRA. Your donation will be used to help promote, protect, and perpetuate DN ice yachting on all the hard waters of the world.

Suggested donation

\$50
\$100
\$200
Other

2015 IDNIYRA RANKING LIST

BY RANK

Rank	Name	Sail
1	John Dennis	US 4691
1	Karol Jablonski	P 36
1	Ron Sherry	US 44
1	Tomasz Zakrzewski	P 55
2	Michal Burczynski	P 114
2	Mark Christensen	US 4824
2	Robert Graczyk	P 31
2	Vaiko Vooremaa	C 6
3	Peter Hamrak	M 53
3	Steve Orlebeke	US 4926
3	James Thieler	US 5224
4	Madars Alvikis	O 31
4	Mike Derusha	US 2545
5	Mark Isabell	US 5014
5	Mihkel Kosk	C 45
5	Martin-Bjorn Schneider	G 679
5	Griffin Sherry JR	US 4
5	Karl-Hannes Tagu	C 31
6	Chad Atkins	US 4487
6	Oliver Moore	US 5469
6	Lukasz Zakrzewski	P 155
6	Bernd Zeiger	G 107
7	Jakob Schneider	P 679
7	Argo Vooremaa	C 36
7	Maciej Zarnowski	P 338
8	Matiss Alvikis	O 311
8	Don Brush	US 4009
8	JR Francis	US 807
8	Jerzy Artur Taber	P 74
9	Kent Baker	US 5219
9	Adam Baranowski	P 235
9	Thomas Ebler	D 112
9	John Harper	US 4379
9	Thomas Potcova Jr.	US 816
10	Eric Anderson	US 5193
11	J.Bruce Williams	US 3283
12	Jim Grogan	US 3
12	Dariusz Kardas	P 13
12	Tomas Lindgren	S 81
12	Holger Petzke	G 890

Rank	Name	Sail
13	Rickard Gustring	S 713
13	Andreas Seegers	G 55
14	Andre Baby	KC 4360
14	Fredrik Lonegren	S 8
14	Jim McDonagh	US 5214
14	John Pettersson	L 66
15	Christian Seegers	G 551
16	Pawel Burczynski	P 164
16	Ryan Lahsaway	US 5393
17	Andreas Bock	G 624
17	Ryszard Mrozek-Glisczynski	P 80
17	John Winquist	L 601
17	Dick Wollam	US 4882
18	Mike Bloom	US 5432
18	Hans Ebler-Hansen	D 92
18	Pete Johns	US 2360
18	Eddie Klemets	S 812
19	Jaan Akermann	C 64
19	Mike Miller	US 5369
19	Hakan Soderberg	S 42
20	Bill Cutting	US 5430
20	Robert Holman	US 3705
20	Jaroslav Miarczynski	P 355
20	Gunars Rozenbergs	O 6
21	Bogdan Eder	P 51
21	Gatis Graudumus	O 10
21	Richard Potcova	US 216
21	George Reis	US 5053
22	John Curtis	KC 5514
22	Jost Kolb	G 936
22	Oleg Vasilyev	R 1
23	Wolfgang Boettger	G 597
23	Hal Bowman	US 1277
23	Raivo Elnionis	O 4
23	Lennie Liscio	KC 5487
23	Rafal Sielicki	P 254
23	Marek Artur Stefaniuk	P 107
23	Nick Vitale	US 1006
24	J. William Coberly	US 472
24	Dennis de Ruiter	H 852

2015 IDNIYRA RANKING LIST

BY RANK

Rank	Name	Sail
24	Valeriy Dichenko	R 166
24	Marton Denes Hegyi	M 50
24	Julie Richards	US 4868
24	Dideric van Riemsdijk	H 467
24	Jean-Claude Vuithier	Z 39
24	Wes Wilcox	US 4783
25	Bob Cave	US 445
25	Robert Evans	US 4975
25	David Frost	US 5358
25	Tom Meyer	US 602
25	John Milbank	US4110
25	Adam Szczesny	P 243
25	Peter Van Rossem	KC2766
25	Wojciech Worek	P 311
26	Martin Aljaste	C 47
26	Maciej Brosz	P 247
26	Richard Crucet	US 4916
26	Mike Jankowski	US 3271
26	Stan Jones	US 4974
26	Hardi Laurits	C 96
26	Steven Madden	US 4512
27	Nicolas Mabboux	KC 5508
27	Mikael Pettersson	L 65
27	Gareth J. Rowland	K 11
27	Peter Truesdell	US5350
28	Wojciech Baranowski	P 104
28	Glenn Betzoldt	US 5172
28	Poul Jorgensen	D 156
28	Marek Lentsius	C 72
28	Johan JR Loenn	S 900
28	Ueli Marti	Z 78
28	Reko-Antti Suojanen	L 112
29	Robert Cummins	US 3433
29	Rudolph Fredy	Z 42
29	Donald Jones	US 610
29	Johannes Puusepp	C 54
29	Jarek Radzki	P 431
29	David Zoll	US 4911
30	Bruce Brown	US1610
30	Scott Brown	US 5298

Rank	Name	Sail
30	Timoleon Caravitis	L 37
30	Doug Merrill	US5482
30	Vladislav Ptasnik	CZ 112
30	Eben Whitcomb, III	US 4775
31	Mike Beresni	US 5787
31	David Fortier	US 4690
31	Mati Hool	C 46
31	Kyle Metzloff	US 360
31	Johan Tolsma	H 580
31	Worek Wojciech	P 311
32	Timo Lehmuskallio	L 103
32	Mats Loenn	S 901
32	Geoff Sobering	US 5156
33	Dave Buckley	US5492
33	Anja Fiedler	G 390
33	Daniel Hearn	US 5352
33	Jori Lenon	US 5397
33	Stefan Schleifer	P 402
33	Jerker Sundstrom	L 371
34	Dan Backlund	L 70
34	Julie Jankowski	US 4271
34	Don Niles	US 5465
34	George Siegle	US 5250
34	Martin Vacula	CZ 92
35	Kevin Grass	C 23
35	Patrick Huttner	US 5290
35	Bill Mintz	US 5404
35	Manfred Schreiber	G 99
35	Libor Vacula	CZ 97
36	Joerg Bohn	G 737
36	Sebastian Obermaier	G 517
36	Rob Querner	H 666
36	Roger Rowecki	P 251
37	Mike Barnett	US 5479
37	Jan Heida	H 534
37	Anatoly Laryuchenkov	R 190
38	Marek Bernat	P 65
38	Dirk Meyer	G 136
38	Jerzy Najdrowski	P 24
38	Valdo Partel	C 26

2015 IDNIYRA RANKING LIST

BY RANK

Rank	Name	Sail
38	Ken Smith, Jr.	US 4137
39	Joonas Lindhal	L 11
39	Lars Orum Tosingevej	D 366
40	Philippe Durr	Z 50
40	Robert Gray	US 4654
40	Ben Kloos	H 962
40	Martin van Wettum	H 404
41	Philipp Hribar	OE 777
41	Dann Pettersson	L 68
41	Henning Schillert	G 499
42	Yuri Astashev	R 22
42	Eigo Helimets	C 73
43	Stefan Bokfors	S 107
43	George Bolsch	S 890
43	Tim Dixon	US 4148
43	Lars Lantz	S 552
43	Lars D. Moeller	D 126
43	Risto Riim	C 15
43	Timo Sivula	L 731
44	Mathieu Conus	Z 87
44	Sergey Pulkov	R 5
44	Jerzy Surkow	P 345
45	Jean-Pierre Comtesse	Z 47
45	Michael Hotho	G 102
45	David Howlett	K 13
45	Jeffrey Kent	US 3535
45	Valentina Kozlova	R 79
46	Toivo Aardemaa	C 4
46	Eddy Adams	US5022
46	Ivan Fershal	B 5
46	Heiner Forstmann	G 44
46	Richard Kaiser	US 4249
46	Wulf Krogowski	G 749
46	Patrik Stenberg	S 726
47	Andrzej Dalecki	P 180
47	Hans Eriksson	S 441
47	Meelis Kosk	C 43
47	Niklas Oskarsson	S 117
47	Jane Pegel	US 805
48	Peter Greveling	H 845

Rank	Name	Sail
48	Charlie Hurd	US 5506
48	Richard Lemberg	US 4155
48	Lars Orum	D 366
49	Chad Coberly	US 1301
49	Dag Lindstrom	S 639
49	Piet Ploum	H 472
49	Johanna Saareke	C 42
49	Karl-Robert Trink	C 44
50	Chris Clark	US 4789
50	Philippe Marc-Martin	Z 61
50	Knut Peters	G 896
50	Peter van Rooij	H 199
51	Jerzy Henke	P 58
51	Niklas Mueller-Hartburg	OE 221
52	Patrick Fitzgerald	US 4203
52	Piet Hopma-Zijlema	H 667
52	Ryszard Szumowski	P 134
53	Pierre Bachelin	Z 25
53	Mats Loeffberg	L 69
53	Attila Istvan jun Pataki	M 101
53	Robert Rast	US 1313
53	Janusz Marek Taber	P 44
54	Alexey Chusov	R 172
54	Vladimir Gribov	R 77
55	Guenther Kring	G 527
55	Oscar Lindell	L 132
55	Peter Lundt	US 4490
56	Louis Loenneke	US 294
56	Pawel Matejak	P 54
56	Ernst-August Schorling	G 631
57	Tord Kvarsten	S 515
57	Grzegorz Penkala	P 327
57	Konrad Soltowski	P 6
58	Vojtech Komarek	CZ 113
58	Arnaud L'Huillier	Z 102
58	Kaspars Zilins	O 34
59	Dietmar Gottke	G 4
59	Peter Muennich	OE 41
60	Hakan Elfstrom	S 143
60	Attila Pataki	M 100

2015 IDNIYRA RANKING LIST

BY RANK

Rank	Name	Sail
61	C Butch Babcock	US 88
61	Stefan Eriksson	S 881
61	Roland Huber	OE 250
61	Bengt Sjoeborg	S 609
62	Michal Jaworski	P 148
62	Mirosław Kisly	P 208
62	Joern Koepcke	G 580
63	Kjell Andersson	S 66
63	Krzysztof Prot	P 442
63	Per Schjolberg-Henriksen	N 13
64	Jim Nordhaus	US 5566
64	Nils Olof Olsson	S 810
66	Helmuth Romaner	OE 110
66	Bruce Wegger	US 5464
67	Stefan Kalinowski	P 380
67	Leszek Ziolkowski	P 71
68	Harry Allen	US 2452
68	Simon Cederholm	S897
68	Per Ove Svensson	S 788
69	Tom Dawson	US 5470
69	Rob Leuwerink	H 675
69	Basil Rudolph	Z 121
69	Piotr Szafranek	P 96
70	Tim Oelschläger	US 5050
71	Matti Jaskari	L 122
71	Gunnar Stromberg	S 596
72	Jan Gottke	G 54
72	Lennart Persson	S 10
73	Egbert de Sauvage Nolting	H 592
73	Lex van Helden	H 877
75	Helmuth Ebner	OE 227
75	Hans Kowallek	S 763
76	Margreet Elfring	H 972
76	Hans Kreisel	H 1000
78	Roman Rocek	CZ 100
79	Raymond Dijkstra	H 991
79	Alexander Galich	R 10
82	Peter van Klink	H 461
83	Yuriy Alexandrov	R 310
84	Viktor Polenov	R 37

Regatta : WC / EC 2014 *Hoapsalu* data 5.11

START AND FINISH TABLE

EET FINISH RACE START TO RA

PLACE	SAIL NUMBER	PLACE	SAIL NUMBER	PLACE	SAIL NUMBER
1	P 36	21	O 10	41	L 60
2	C 6	22	US 44	42	D 12
3	C 31	23	US 524	43	S 4
4	P 107	24	P 31	44	G 9
5	G 679	25	C 45	45	G 4
6	D 92	26	G 390	46	P 6
7	P 338	27	G 624	47	US 5
8	O 311	28	L 66	48	C 4
9	M 53	29	C 64	49	OE 9
10	P 114	30	O 4	50	H 8
11	P 55	31	S 812	51	
12	D 112	32	P 13	52	
13	O 31	33	O 6	53	
14	S 8	34	P 155	54	
15	G 890	35	C 36	55	
16	P 431	36	P 235	56	
17	P 74	37	H 580	57	
18	P 254	38	H 467	58	
19	C 47	39	C 23	59	
20	R 1	40	G 99	60	

2015 IDNIYRA RANKING LIST

BY NAME

Name	Sail	Rank
Aardemaa Toivo	C 4	46
Abbott Dave	US 5143	
Abrams Sheldon	US 3042	
Adams Eddy	US5022	46
Adolfsson Hans	S 325	
Afanasiev Alexander	R 139	
Akermann Jaan	C 64	19
Alexandrov Yuriy	R 310	83
Aljaste Martin	C 47	26
Allen Andy	US 5451	
Allen Harry	US 2452	68
Alvikis Madars	O 31	4
Alvikis Matiss	O 311	8
Anderson Eric	US 5193	10
Andersson Christer	S 717	
Andersson Kjell	S 66	63
Antapsons Zjedonis	O 7	
Arsenault Stephan	KC 4361	
Asars Uldis	O 3	
Ashley Peter	US 4442	
Astashev Andrey	R 21	
Astashev Yuri	R 22	42
Atkins Chad	US 4487	6
Austin Andrey	R 515	
Austin Tom	US 4889	
Axling Harald	S 714	
Babcock C Butch	US 88	61
Babin Maxim	R 8	
Baby Andre	KC 4360	14
Bachelin Pierre	Z 25	53
Back Ronald	L 71	
Backlund Dan	L 70	34
Baker Kent	US 5219	9
Bakonyi Miklos	M 12	
Baldwin Mike	US 4597	
Baltscheffsky Magnus	S 767	
Baranowski Adam	P 235	9
Baranowski Wojciech	P 104	28
Barne Klas	S 367	

Name	Sail	Rank
Barnett Mike	US 5479	37
Bauer Rudi	OE 39	
Benatszky Karl-Heinz	G 836	
Beresni Mike	US 5787	31
Bergner Thomas	G 601	
Bergvall Mikael	S 705	
Bernat Marek	P 65	38
Betzoldt Glenn	US 5172	28
Bierman Dan	US 2301	
Bigda Cezariusz	P 101	
Bjerre Troels	D 300	
Bjorkrot Ronnie	S 553	
Blacklock Peter J.	US 4794	
Blair Charlie	US 4387	
Blanchard Stephane	KC 8	
Bloom Mike	US 5432	18
Bock Andreas	G 624	17
Boettger Wolfgang	G 597	23
Bohn Joerg	G 737	36
Bokfors Stefan	S 107	43
Bolsch George	S 890	43
Bosker Margreet	H 860	
Bowman Hal	US 1277	23
Bramhall Emily	US 5182	
Brieden Bryan	US 4175	
Briedis Karlis	O 131	
Brog Peter	G 828	
Brosz Maciej	P 247	26
Brown Bruce	US1610	30
Brown Duncan	US 2857	
Brown Jeff	US 5232	
Brown Scott	US 5298	30
Brush Don	US 4009	8
Buchbinder Bill	US 4266	
Buckley Dave	US5492	33
Buechner Thomas	G 544	
Buhler Bernd	G 847	
Burczynski Lucasz	P 14	
Burczynski Michal	P 114	2
Burczynski Pawel	P 164	16

2015 IDNIYRA RANKING LIST

BY NAME

Name	Sail	Rank
Burda Charles	US 3181	
Burgess Barry	US 4823	
Burke Russ	US 5359	
Burtick Theo	KC 5113	
Bushey John	US 5158	
Buxton Luke	US 5022	
Candert Tomasz	S 642	
Caravitis Timoleon	L 37	30
Carnaghi J.P.	US 3743	
Caron Sandre	H 707	
Casey John	US 535	
Cave Bob	US 445	25
Cederholm Simon	S897	68
Charbonneau Jacques	KC 4992	
Chatterton Markham	US 4811	
Chernov Evgeny	R 98	
Christensen Mark	US 4824	2
Christer Enroth	S 73	
Chusov Alexey	R 172	54
Ciegowski Miroslaw	P 106	
Clapp Dave	US 5116	
Clark Chris	US 4789	50
Clark Richard	US 3700	
Cleary Tim	US 236	
Coberly Chad	US 1301	49
Coberly J. William	US 472	24
Comtesse Jean-Pierre	Z 47	45
Condon William	US 4099	
Connel Daniel	US 1630	
Conus Mathieu	Z 87	44
Converse William	US 2804	
Cook Robert	US 4915	
Cornelius Gregory	US 1019	
Coster Kalle	H 820	
Creigh John	US 2170	
Crinion Bob	KC 4536	
Croasdale Chris	US 4826	
Croasdale Ray	US 1873	
Crucet Richard	US 4916	26
Crum Bob	US 385	

Name	Sail	Rank
Cummins Robert	US 3433	29
Curtis John	KC 5514	22
Cutting Bill	US 5430	20
Dakin Herb	US 2237	
Dale Ansis	O 13	
Dalecki Andrzej	P 180	47
Damm Soren	D 271	
Dancker-Jansen Erik	D 137	
Davenport John	US 4961	
Dawson Tom	US 5470	69
de Ruiter Dennis	H 852	24
de Sauvage Nolting Egbert	H 592	73
Defer Harry	US 99	
Dennis John	US 4691	1
Derusha Mike	US 2545	4
Dichenko Valeriy	R 166	24
Dieball Skip	US 5	
Dieckmann Uwe	G 600	
Dijkstra Raymond	H 991	79
Dixon Tim	US 4148	43
Donath Thomas	G 85	
Donner Lars	L 34	
Ducommun Patrik	Z 70	
Durr Jerome	Z 57	
Durr Philippe	Z 50	40
Ebler Thomas	D 112	9
Ebler-Hansen Hans	D 92	18
Ebner Helmuth	OE 227	75
Eder Bogdan	P 51	21
Elfring Margreet	H 972	76
Elfstrom Hakan	S 143	60
Elionis Raivo	O 4	23
Elsmo David	US 5486	
Enoksson Bengt	L 9	
Epacher Peter	M 27	
Erikson Jack	US 3186	
Eriksson Dag	S 74	
Eriksson Hans	S 441	47
Eriksson Stefan	S 881	61
Erwin Graham	US 246	

2015 IDNIYRA RANKING LIST

BY NAME

Name	Sail	Rank
Erwin Terry	US 244	
Evans Robert	US 4975	25
Even Paul	G 569	
Fadeyev Victor	R 82	
Fagerberg Jan	S 300	
Falk-Ronne Peter	D 282	
Farien Lars	G 941	
Fershal Ivan	B 5	46
Fidler Sean	US 5200	
Fiedler Anja	G 390	33
Firmbach Catherine	US 3590	
Fitzgerald Patrick	US 4203	52
Forstmann Axel	G 244	
Forstmann Heiner	G 44	46
Fortier David	US 4690	31
Foster Will	US 1	
Francis JR	US 807	8
Fredy Rudolph	Z 42	29
Freeman Aaron	US 5450	
Frost David	US 5358	25
Frowein Heiner	G 996	
Furstner Jozsef	M 531	
Gagnier Marc	KC 5165	
Galich Alexander	R 10	79
Garland Howard	KC 5532	
Gervais Paul	US 4626	
Gibson Eddy	US 5456	
Gjerloff Bent	D 321	
Gluek Jim	US 4257	
Good Michael	Z 45	
Goodwin Paul	US 46	
Gottke Dietmar	G 4	59
Gottke Jan	G 54	72
Gougeon Jan	US 1183	
Gougeon Meade	US 882	
Graczyk Robert	P 31	2
Grass Kevin	C 23	35
Graudumus Gatis	O 10	21
Gray Robert	US 4654	40
Greten Ernst	G 234	

Name	Sail	Rank
Greveling Peter	H 845	48
Gribov Vladimir	R 77	54
Grigonis Vadimas	T 1	
Grogan Jim	US 3	12
Gross Jonas	S 765	
Gross Tomas	S 330	
Grothues-Spork Matthias	G 900	
Gulari Bora	US 379	
Gunther Piotr	P 184	
Gunther Tadeusz	P 130	
Gustring Rickard	S 713	13
Haase Jan	G 110	
Hadley James	US 3406	
Hadorn Daniel	Z 74	
Hagstrom Robert	L 120	
Hamill Rosemary	US 4066	
Hamill Thomas	US 4065	
Hamrak Peter	M 53	3
Hansen Daniel	D 13	
Hans-Hermann Lageman	G 176	
Harcuba Peter	CZ 83	
Harper John	US 4379	9
Hartman Leo	H 635	
Harvey Doug	US 1202	
Healy Leo	US 1925	
Hearn Daniel	US 5352	33
Hegyi Marton Denes	M 50	24
Heida Jan	H 534	37
Heide Hermann	G 927	
Heilmann Erik	D 173	
Helimets Eigo	C 73	42
Henke Jerzy	P 58	51
Hobbie Dietmar	G 301	
Hoeper Peter	US 4140	
Hogenboom Ruud	H 62	
Holman Robert	US 3705	20
Honkanen Raimo	L 13	
Hool Janno	C 48	
Hool Mati	C 46	31
Hopma-Zijlema Piet	H 667	52

2015 IDNIYRA RANKING LIST

BY NAME

Name	Sail	Rank
Hotho Matthias	G 677	
Hotho Michael	G 102	45
Howlett David	K 13	45
Hribar Philipp	OE 777	41
Huber Roland	OE 250	61
Huber Thomas	G 8	
Hurd Charlie	US 5506	48
Huss Detlef	G 975	
Hutchinson Andrew	US 4989	
Hutter Ulrich	OE 241	
Huttner Patrick	US 5290	35
Iakovlev Nikolay	R 158	
Inozemtsev Arthur	O 19	
Irwin James	US 4351	
Isabell Mark	US 5014	5
Isaksen Roger	N 7	
Jablonski Karol	P 36	1
Jankowski Julie	US 4271	34
Jankowski Mike	US 3271	26
Jankowski Stefan	US 5271	
Jaskari Matti	L 122	71
Jaworski Michal	P 148	62
Jellema Jan	H 208	
Jensen Christian	D 324	
Johns Pete	US 2360	18
Johnsen Kenneth	US 3852	
Johnson James	US 5270	
Johnson Randy	US 4000	
Jones Donald	US 610	29
Jones Stan	US 4974	26
Jorgensen Poul	D 156	28
Kachin Dimitryj	R 7	
Kaiser Richard	US 4249	46
Kalinowski Stefan	P 380	67
Kallman Rick	US 4291	
Kapustin Kiril	R 151	
Kardas Dariusz	P 13	12
Karklins Kaspars	O 60	
Karklins Kristaps	O 11	
Karlsson Thomas	S 580	

Name	Sail	Rank
Kashirsky Evgeny	R 211	
Keller Jurgen	G 119	
Kennedy Steve	US 5096	
Kent Jeffrey	US 3535	45
Khlebushkin Aleksey	R 44	
Khodykin Roman	R 713	
Kickhafer David	US 4602	
Kiefer Mark	US 4695	
Kirschning Andreas	G 880	
Kisly Miroslaw	P 208	62
Kjoller Jody	US 5435	
Klemets Eddie	S 812	18
Kline Randall	US 4328	
Kloos Ben	H 962	40
Klunder Tomaz	P 45	
Koepcke Joern	G 580	62
Kolb Jost	G 936	22
Koller Adam	US 5366	
Komarek Vojtech	CZ 113	58
Koop Aare	C 27	
Kopylov Alexander	R 58	
Kopylov Roman	R 105	
Koschinat Lars	G 776	
Koseki Dariusz	P 125	
Kosk Meelis	C 43	47
Kosk Mihkel	C 45	5
Kowallek Hans	S 763	75
Kozlova Valentina	R 79	45
Kraja Sven	G 591	
Kramer Manfred	G 114	
Krause Fred	US 3931	
Kreisel Hans	H 1000	76
Kring Guenter	G 527	55
Kristen Andreas	G 340	
Kristen Hubert	G 133	
Krogowski Wulf	G 749	46
Kruklis Rudolfs	O 1	
Kudashev Alexey	R 169	
Kukk Jurgen	C 89	
Kulinickev Valeriy	R 106	

2015 IDNIYRA RANKING LIST

BY NAME

Name	Sail	Rank
Kumbrasiev Vyacheslav	R 185	
Kutics Krisztian	M 64	
Kuulmann Mati	C 2	
Kuulmann Rene	C 22	
Kuzmin Maxim	R 26	
Kvarsten Tord	S 515	57
Labozzetta Vince	US 4962	
Lahsaway Ryan	US 5393	16
Lantz Lars	S 552	43
Larsson Richard	S 807	
Laryuchenkov Anatoly	R 190	37
Laurits Hardi	C 96	26
Lebeau Leon	US 30	
Ledauniece Ilze	O 14	
Lehmuskallio Timo	L 103	32
Lember Mihkel	C 21	
Lemberg Richard	US 4155	48
Lemberg Richard Jr.	US 4755	
Lemke Ernst	G 791	
Lemke Juergen	G 792	
Lenon Jori	US 5397	33
Lentsius Marek	C 72	28
Leonard David	US 4730	
Leonards Christian	G 846	
Leszczynski Jan	P 61	
Leuverink Rob	H 675	69
L'Huillier Arnaud	Z 102	58
Lindell Oscar	L 132	55
Linden Robert	US 5174	
Lindgren Tomas	S 81	12
Lindhal Joonas	L 11	39
Lindstrom Dag	S 639	49
Liscio Lennie	KC 5487	23
Lixfeld Wolf-Dieter	G 440	
Lizee Alan	US 5169	
Loefberg Mats	L 69	53
Loenn Johan JR	S 900	28
Loenn Mats	S 901	32
Loenneke Louis	US 294	56
Lofgren Jon	US 5394	

Name	Sail	Rank
Lonegren Fredrik	S 8	14
Long George	US 2138	
Loomis John	US 4923	
Lovejoy Guy	US 4638	
Luks Ake	S 5	
Lundgaard Hans Petter	N 2	
Lundt Peter	US 4490	55
Lynch Neil	US 5444	
Mabboux Nicolas	KC 5508	27
MacFarland Doug	US 2500	
Mack George	US 5110	
Macugowski Pawel	P 148	
Macur Stanislaw	P 111	
Madden Steven	US 4512	26
Makeev Sergey	R 301	
Malmstrom Karl	L 77	
Malyshev Gennady	R 302	
Mancini Anthony	US 1196	
Marcinczyk Wieslaw	P 110	
Marciniak Elwira	P 264	
Marc-Martin Philippe	Z 61	50
Marecek Josef	CZ 101	
Marsden Neil	K 10	
Marti Ueli	Z 78	28
Marzenski Jacek	KC 5247	
Matejak Pawel	P 54	56
Mattsson Johan	S 698	
Mattsson Kjell	S 557	
Mauer Dietmar	G 905	
Mayorov Mikhail	R 35	
McDonagh Jim	US 5214	14
McDowell Scott	US 4315	
McRae Malcolm	KC 3710	
Mellenthin Rainer	G 521	
Meressaar Peeter	C 11	
Merrill Doug	US5482	30
Metzloff Kyle	US 360	31
Meusel Ulf	G 994	
Meyer Dirk	G 136	38
Meyer Tom	US 602	25

2015 IDNIYRA RANKING LIST

BY NAME

Name	Sail	Rank
Meyers Sam	US 2645	
Miarczyński Jarosław	P 355	20
Michalczyk Jakub	P 9	
Milbank John	US4110	25
Miller Mike	US 5369	19
Minarek Jorg	G 479	
Minarek Max	G 419	
Mintz Bill	US 5404	35
Mitchell Ken	KC 5118	
Mittelmeijer Charles	H 677	
Mittl Michael	G 706	
Moeller Lars D.	D 126	43
Moeller Ruth	D 242	
Moller Ola	S 296	
Montplaisir Rich	US 5300	
Moore Oliver	US 5469	6
Mooser Denise	Z 67	
Morgas Michal	P 56	
Morin Claude	KC 5001	
Mostbauer Gunther	OE 112	
Mote Harry	US 2	
Mrozek-Gliszczyński Ryszard	P 80	17
Mueller Thomas	G 939	
Mueller-Hartburg Niklas	OE 221	51
Muennich Peter	OE 41	59
Munsell Robert	US 4411	
Najdrowski Jerzy	P 24	38
Neumuller Ronald	US 1766	
Nevedal Dan	US 5132	
Nielsen Otto	D 108	
Niles Don	US 5465	34
Nordhaus Jim	US 5566	64
Norton Joe	US 781	
Norton John	KA 2	
Norton Peter	KA 2	
Nouffer Pierre-Alexandre	Z 84	
Nuotio Niko	L 109	
Obermaier Sebastian	G 517	36
O'Brien Mike	US 3456	
Oelschlager Tim	US 5050	70

Name	Sail	Rank
Olsen Jim	US 2221	
Olsen Rob	US 4610	
Olsson Nils Olof	S 810	64
Omanbriedis Ricards	O 111	
Oost Herzen	H 341	
Orlebeke Steve	US 4926	3
Orum Lars	D 366	48
Oskarsson Niklas	S 117	47
Ovchinikov Alexey	R 74	
Parker Bryan	US 5048	
Parker Dick	US 4738	
Partel Valdo	C 26	38
Pataki Attila	M 100	60
Pataki Attila Istvan jun	M 101	53
Pavlov Aleksandro	R 333	
Pedersen Lars	D 293	
Peet George	US 5433	
Pegel Jane	US 805	47
Pegel Susan	US 905	
Penkala Grzegorz	P 327	57
Pennanen Petri	L 53	
Peplowski Pawel	P 135	
Perce Hyde	US 5455	
Persson Lennart	S 10	72
Peters Knut	G 896	50
Petersen Dan W.	D 61	
Petersen Ulf	G 637	
Pettersson Dann	L 68	41
Pettersson Hakan	S 559	
Pettersson John	L 66	14
Pettersson Mikael	L 65	27
Pettersson Stig	S 793	
Petzke Holger	G 890	12
Piasecki Patryk	P 312	
Ploum Piet	H 472	49
Polanowski Robert	P 323	
Polenov Viktor	R 37	84
Popowicz Wojbar	P 173	
Potcova Richard	US 216	21
Potcova Jr. Thomas	US 816	9

2015 IDNIYRA RANKING LIST

BY NAME

Name	Sail	Rank
Prokopowicz Grzegorz	P 37	
Prokushenkov Dmitry	R 40	
Prot Krzysztof	P 442	63
Przybysz Leszek	P 98	
Ptasnik Vladislav	CZ 112	30
Pulkov Sergey	R 5	44
Puusepp Johannes	C 54	29
Querner Guyonne	H 811	
Querner Rob	H 666	36
Racine Louise	US3639	
Radzki Jarek	P 431	29
Rakuschan Heinrich	OE 7	
Randmaa Merili	C 49	
Randmaa Rando	C 60	
Rasmussen Henning	D 157	
Rast Robert	US 1313	53
Ratliff Matt	US 4950	
Raymond Doug	US 4272	
Rehe Michael	US 5144	
Reichel Florian	G 13	
Reis George	US 5053	21
Reynolds Brad	KC 4507	
Rian Mike	US 467	
Richards Julie	US 4868	24
Richardson Harry	US 5148	
Riim Rene	C 1	
Riim Risto	C 15	43
Rimmo Mats	S 607	
Ristiluoma Jouni	L 191	
Rocek Roman	CZ 100	78
Rocho Daniel	US 441	
Rogoski Randy	US 4192	
Romaner Helmuth	OE 110	66
Root Scott	US 738	
Rowecki Roger	P 251	36
Rowland Gareth J.	K 11	27
Rozenbergs Gunars	O 6	20
Rudolph Basil	Z 121	69
Runge Kerstin	G 990	
Runo Dariusz	P 241	

Name	Sail	Rank
Saareke Johanna	C 42	49
Sampson Art	KC 4684	
Schillert Henning	G 499	41
Schjolberg-Henriksen Per	N 13	63
Schleifer Stefan	P 402	33
Schlick Jens	G 148	
Schlitternhard Jens	G 986	
Schmitz Ger	G 386	
Schneider Jakob	P 679	7
Schneider Martin-Bjorn	G 679	5
Schorling Ernst-August	G 631	56
Schrader Eckard	G 431	
Schreiber Manfred	G 99	35
Schultz Reinhardt	G 145	
Schultz-Eutin Frank	G 360	
Schulz Dieter	G 487	
Schumacher Robert	US 4032	
Schutte Daan	H 633	
Schweiger Stephan	G 799	
Schweneker Stefan	G 755	
Schwippert Wolfgang	G 714	
Seegers Andreas	G 55	13
Seegers Christian	G 551	15
Shaevitz Ben	US 5395	
Shari Denis	R 247	
Shepherd Mike	KA 1	
Sherry Ron	US 44	1
Sherry Wendell	US 45	
Sherry JR Griffin	US 4	5
Siegle George	US 5250	34
Sielicki Rafal	P 254	23
Siems Torsten	G 666	
Simard JF	KC 5159	
Sivula Timo	L 731	43
Sjoeberg Bengt	S 609	61
Sjoeberg Oa	L 1	
Skatskov Gert	C 86	
Smit Ruud	H 460	
Smith Andy	US 5889	
Smith Greg	US 3662	

2015 IDNIYRA RANKING LIST

BY NAME

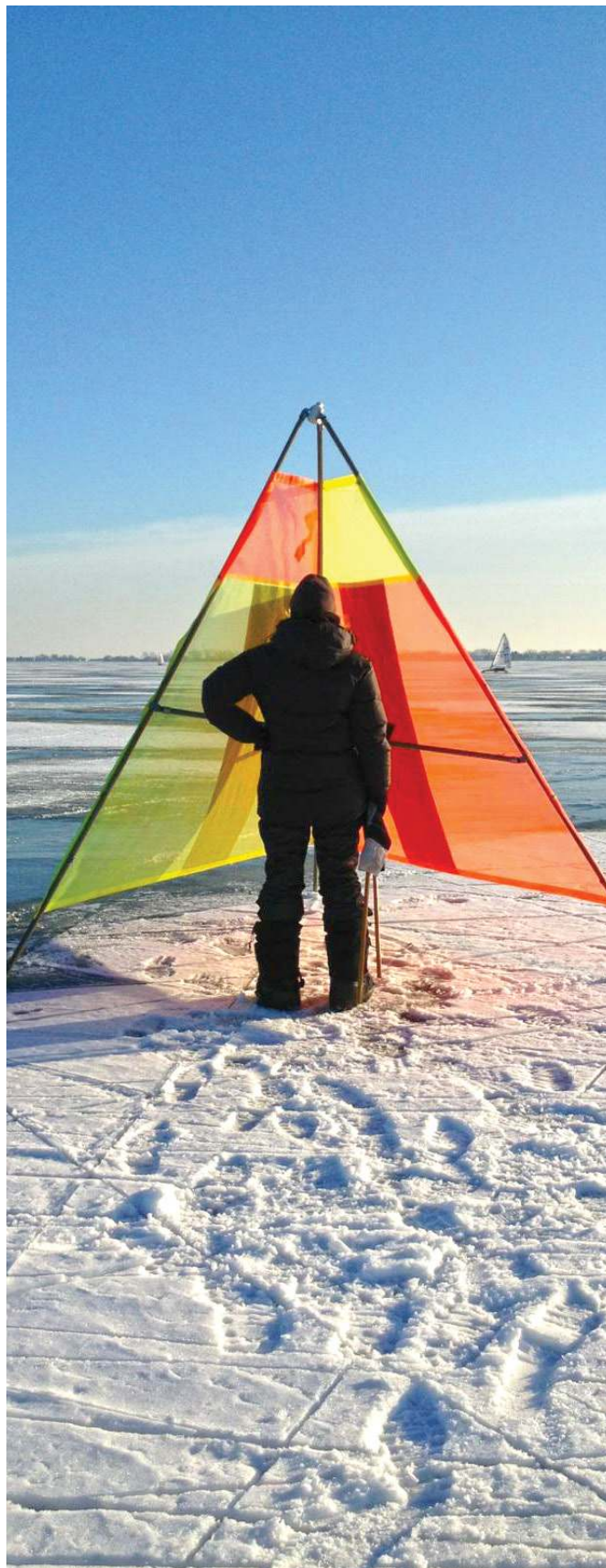
Name	Sail	Rank
Smith, Jr. Ken	US 4137	38
Sobering Geoff	US 5156	32
Soborg Bjarne	D 133	
Sodeika Sarunas	T 11	
Soderberg Hakan	S 42	19
Soltowski Konrad	P 6	57
Sons Hermann	G 266	
Spaas Ernst	H 353	
Spaas Rolph	H 919	
Spitczok von Brisinski Detlev	G 654	
Stange Aaron	US 4480	
Starzl Alexander	G 90	
Stefaniuk Marek Artur	P 107	23
Stefanowicz Wladyslaw	P 69	
Stefanski Al	US 5084	
Steinhusen Gitta	G 773	
Steinhusen Ingo	G 625	
Stenberg Patrik	S 726	46
Strandberg Jesper	D 265	
Strohm Bob	US 1537	
Stromberg Gunnar	S 596	71
Struble Bob	US 4055	
Struble Matt	US 183	
Stubits David	M 20	
Sugar Tim	US 4893	
Sundstrom Jerker	L 371	33
Suojanen Reko-Antti	L 112	28
Surkow Jerzy	P 345	44
Svensson Per Ove	S 788	68
Szafranek Piotr	P 96	69
Szczesny Adam	P 243	25
Szumowski Ryszard	P 134	52
Szumowski Tomasz	P 133	
Taber Janusz Marek	P 44	53
Taber Jerzy Artur	P 74	8
Tagu Karl-Hannes	C 31	5
Teal Chris	US 5285	
Tetzlaff Byron	US 5251	
Thieler James	US 5224	3
Thiessen Bob	US 1854	

Name	Sail	Rank
Timofeev Alexander	R 16	
Tolsma Johan	H 580	31
Tomingas Agu	C 3	
Tosingevaj Lars Orum	D 366	39
Transel Christian	Z 44	
Travnicek Roland	OE 93	
Trink Karl-Robert	C 44	49
Truesdell Peter	US5350	27
Uainsalu Ants	C 29	
Ulbrich Michael	US 1059	
Upham Chester	US 5237	
Upham Mark	US 3896	
Urmonas Tadas	T 77	
Uvarkin Valentin	R 204	
Vacula Libor	CZ 97	35
Vacula Martin	CZ 92	34
van den Brink Hennie	H 313	
van Helden Lex	H 877	73
van Klink Peter	H 461	82
van Komen Eric	H 59	
van Raay Joost	H 720	
van Riemsdijk Dideric	H 467	24
van Rooij Peter	H 199	50
Van Rossem Peter	KC2766	25
van Wees Ruud	H 469	
van Wettum Martin	H 404	40
Vare Tonis	C 5	
Vasilyev Oleg	R 1	22
Vendetti John	US 365	
Verburgt Tom	US 5391	
Vitale Nick	US 1006	23
Vitolins Elmars	O 12	
Vogl Karl	OE 236	
von Kaenel Julien	Z 77	
Vooremaa Argo	C 36	7
Vooremaa Vaiko	C 6	2
Voss Karsten	G 709	
Vostronosov Victor	R 38	
Vought Daniel	US 3937	
Vuithier Jean-Claude	Z 39	24

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Name	Sail	Rank
Wallasch Karlheinz	G 858	
Waser Bernard	Z 26	
Weber Steen	D 221	
Wegger Bruce	US 5464	66
Weores Szabolcs	M 51	
Wersaell Oscar	S 794	
Whitcomb, III Eben	US 4775	30
Wilcox Wes	US 4783	24
Williams Chris	K 1	
Williams Donald	US 3909	
Williams J.Bruce	US 3283	11
Winqvist Jan	L 60	
Winqvist John	L 601	17
Woelbern Wolfgang	G 605	
Wojciech Worek	P 311	31
Wojcik Kazimierz	P 41	
Wolff Mark	KC 4190	
Wollam Dick	US 4882	17
Woodruff Peter	US 406	
Worek Wojciech	P 311	25
Zachary Patrick	US 5245	
Zakrzewski Joel	S 547	
Zakrzewski Lukasz	P 155	6
Zakrzewski Tomasz	P 55	1
Zarins Erik	S 514	
Zarnowski Maciej	P 338	7
Zeiger Bernd	G 107	6
Zilins Kaspars	O 34	58
Ziolkowski Leszek	P 71	67
Zizys Algirdas	T 99	
Zobac Jakub	CZ 99	
Zoll David	US 4911	29
Zschunke Ernst	G 922	



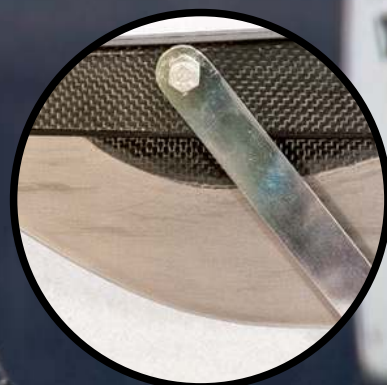
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iceboatracing.com

Dideric van Riemsdijk
Composite Concepts, LLC Euro dealer
Molenvlietweg 18c
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