

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

JULY 2018



SPECIAL EDITION

EPIC AGREEMENT & REGATTA MANAGEMENT AGREEMENT

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GET A SAIL NUMBER MEMBERSHIP INFORMATION

Contact IDNIYRA Treasurer
Ray Gauthier US5576
Cell:
Email: ray.gauthier@comcast.net

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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RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

MESSAGE TO IDNIYRA MEMBERS

IMPORTANT NEWS ABOUT THE FUTURE OF THE DN CLASS FROM
FORMER IDNIYRA COMMODORE ERIC ANDERSON US5193
EUROPEAN IDNIYRA COMMODORE ATTILA PATAKI M100
IDNIYRA COMMODORE WARREN NETHERCOTE KC3786

Back in April 2018, 3 IDNIYRA members went to Europe to negotiate an improved governing agreement between North America and Europe. This special edition of Runner Tracks contains the proposed new agreements that will form the basis for a more unified world wide class.

We ask all members to review the documents and submit comments via email to Eric Anderson and Executive Secretary Deb Whitehorse for publication in September 2018 Runner Tracks.

eric.anderson5193@att.net
debwhitehorse@gmail.com.

The original agreement, called the Specifications Management Agreement (SMA) has been in effect since 1990. The DN class and world we live in has changed since then and that agreement no longer functions. We have proposed 2 shared documents that replace the SMA, the Epic Agreement and Regatta Management Agreement. Taken together, these documents form the basis for a truly international class, without having to change the structure of either the North American or European governing groups. As a member of the class, your voice will still matter, you will still make proposals the same way, and you will have a voice in how the class is run. North America and Europe will continue to run their own affairs, but we will have more in common and work together better than we have in the past. Our goal remains the same:

To sail the same boat, on both continents, under the same racing rules and the racing format as similar as we can make it. To determine a fair procedure for establishing what those rules are and how they can be changed in the future. To make accommodations for the different ways that Europe and North America are organized

IDNIYRA member Mike Bloom has reviewed both documents from a legal perspective. His comments are incorporated into this draft.

Member comments will be published in the September 2018 Runner Tracks. This will give us an opportunity to make final revisions in conjunction with our European counterparts based on member feedback prior to final publication and discussion at the 2019 North American Annual Meeting. If the measure passes at the 2019 Annual Meeting the ballot to replace the current SMA with the Epic Agreement and Regatta Management Agreement will be sent to the North American and European membership.

Continued next page!



THE BASIC PRINCIPLES OF THE AGREEMENT ARE OUTLINED AS FOLLOWS:

I. FOUR SHARED DOCUMENTS

There will be 4 shared documents. The documents will reside on a website that all groups can link to. It was agreed that IDNIYRA Secretary Deb Whitehorse would maintain this:

- A. Epic Agreement: Replaces existing Specifications Management Agreement
- B. Regatta Management Agreement: Takes everything that both continents will jointly administer out of the IDNIYRA Bylaws and places them in the Regatta Management Agreement
- C. Official Specifications will remain the same as current, except that an effort to make the current rules more understandable is underway.
- D. Official Plans will remain the same as current, except that an effort to make the current rules more understandable is underway.

II. EUROPEAN MEMBERSHIP DEFINITION

In June, the European Secretaries, on behalf of IDNIYRA Europe voted to adopt a membership structure similar to what we have in North America with IDNIYRA. Their membership proposal was approved in June of this year by the European National Secretaries by electronic ballot. This was the last big hurdle to adopting a fair worldwide organization.

Previously, a sailor joined their country's sailing association which made them part of the continental association even though they did not pay dues to IDNIYRA Europe. If a sailor competed in the European championship, they paid 45 euros to be eligible to race. Those dues were paid only by those that raced at the European championship.

Europe's new membership structure will be similar to North America. Sailors will pay ~25 euros directly to the European IDNIYRA in order to be eligible to vote on international affairs and/or attend the Gold Cup, European, or North American regattas. Europe's proposal alleviates our concerns regarding the definitions of membership. Casual members, who don't want to pay continental dues, don't have to but can't vote on DN Class affairs and can't attend the continental events. The European board believes between 300-500 members will pay the 25 Euro continental dues.

III. ELECTRONIC VOTING ON SHARED DOCUMENTS

Voting will be electronic via a 3rd party verifiable voting system, which is exactly what we are implementing in North America. It will be a common ballot agreed to by both the IDNIYRA and IDNIYRA European Secretaries jointly administered by the continents.

IV. NORTH AMERICAN BYLAWS REVISION

We will have to change the North American Bylaws if this measure passes. Everything in the Epic Agreement and Regatta Management Agreement will be removed from the Bylaws. This makes our bylaws much simpler which is good for us.

V. MINI QUALIFIERS PROTEST CHANGE

The largest change from the regatta management side is that for the Mini Qualifiers, all protests involving the first 12 finishers will be handled on the ice in an abbreviated process. The Europeans feel that the procedure we use recently is unfair to the sailor and the North American delegation agreed. It is a trade off between speed and fairness.

VI. TECHNICAL COMMITTEE

The Technical Committee (TC) currently has no written procedures on how they make decisions. We all agreed that at a minimum the TC needs a 2/3 majority to pass any changes. Interestingly, the North Ameri-

Continued next page.

cans all thought a 2/3 majority was needed for passage, the Europeans thought if it was three to three, then whichever way the chairman voted was the vote.

Any interpretation that changes a specification will then have to be submitted to membership ballot, but will not be in effect until that ballot either affirms or rejects it.

VII. OFFICIAL SPECIFICATIONS

The North American and European Commodores will request that the TC produce a major rewrite of the official specifications to make them more clear to read. Basically the interpretations that modify a specification will be written into the rules so it is all in one place, and there will be a separate document called Measurement Guide. This would be the first vote AFTER the new agreements go into effect.

VIII. THE DN CLASS, IDNIYRA, AND IDNIYRA EUROPE

When we refer to all DN sailors in NA and in Europe, we will use the term "The DN Class" We will still be referred to separately as IDNIYRA and IDNIYRA-Europe so we don't have to change our incorporation documents.

A JOINT EFFORT

The following individuals helped craft this document and provided feedback:

NEGOTIATING TEAM

NORTH AMERICA

Former Commodore Eric Anderson
Past Commodore Robert Cummins
Past Secretary Ron Sherry

EUROPE

Commodore Attila Pataki
Technical Committee Peter Hamrák
Secretary Chris Williams
Insurance Manager Niklas Müller-Hartburg

ADDITIONAL INPUT

Commodore Warren Nethercote
Member Mike Bloom
Secretary Deb Whitehorse
Past Commodore Bob Schumacher
European German Secretary Bernd Zeiger
European Past Treasurer Christian Seegers
European Webmaster Dietmar Göttke
and many others.

TIMELINE

JULY 2018:

Publish drafts of Epic Agreement & Regatta Management Agreement in Runner Tracks. Solicit feedback from members.

SEPTEMBER 2018:

Publish feedback from members in Runner Tracks. Incorporate member feedback as appropriate and make editorial corrections for clarity and precision as necessary.

DECEMBER 2018:

Publish revised versions of Epic Agreement & Regatta Management Agreement in Runner Tracks.

FEBRUARY 2019

Discuss and vote on Epic Agreement & Regatta Management Agreement at the North American Annual Meeting.

SPRING 2019:

Mail printed ballots for a class vote to the North American and European membership. The current Specifications Management System requires a mail ballot. Upon passage of the two agreements all further balloting will be done electronically.

JULY 2018:

Count votes.



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dnamerica.org/forum/



CENTRAL LAKES

December 29-30, 2018
2019: TBA
idniyra.org
dnamerica.org/forum/



WESTERN LAKES

January 5-6, 2019
idniyra.org
dnamerica.org/forum/



GOLD CUP & NORTH AMERICAN CHAMPIONSHIP

February 16-23, 2019
Host Region: Central
idniyra.org
dnamerica.org/forum/



EUROPEAN CHAMPIONSHIP

January 20-25, 2019
Host Country: Hungary
icesailing.org

DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

February 4-8, 2019
Host Country: Hungary
icesailing.org



NEW ENGLAND CHAMPIONSHIPS

TBA
neiya.org



CANADIAN CHAMPIONSHIP

TBA
idniyra.org
dnamerica.org/forum/
na.idniyra.org
wnethercote@eastlink.ca



Photo: Jacek Kwiatkowski



A NEW LEVEL OF SPEED



CHAD ATKINS
On the Circuit
catkins4487@gmail.com

MIKE MARSHALL
(401) 965-0057
mike.marshall@northsails.com

BJORN OSTERBERG
+46 (0) 8544 80770
bjorn.osterberg@northsails.com

SKIP DIEBALL
(419) 392-4411
skip.dieball@northsails.com

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GRETCHENDORIAN.COM
2011 GOLD CUP

INTERNATIONAL CLASS OFFICERS 2018-2019

NORTH AMERICAN COMMODORE

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

NORTH AMERICAN VICE COMMODORE

Dave Elsmo US5486
Phone: 612-991-4345
Email: daveelsmo@gmail.com

NORTH AMERICAN SECRETARY

Deb Whitehorse US2366
1200 East Broadway
Monona, WI 53716
Phone 608-347-3513
Email: exec.secretary@idniyra.org

NORTH AMERICAN TREASURER

Ray Gauthier US5576
Phone:
Email: ray.gauthier@comcast.net
Membership information or sail
number questions should be directed
to the North American Treasurer.

NORTH AMERICAN PAST COMMODORE

Robert Cummins
Phone: 920-573-1265
Email: rcummins@new.rr.com

EUROPEAN COMMODORE

Attila Pataki M100
Balatonfüred, Hungary
Email: commodore@icesailing.org

EUROPEAN VICE COMMODORE

Timoleon Caravitis L37
Helsinki, Finland
caratimo@gmail.com

EUROPEAN SECRETARY

Chris Williams K1
Great Britain
Email: secretary@icesailing.org

EUROPEAN TREASURER

Jerzy Henke P58
Poland
Email: jh@abplanalp.pl

EUROPEAN JUNIOR PROGRAM MANAGER

Stan Macur P111
Poland
Email: juniorprogram@icesailing.org

EUROPEAN WEBMASTER

icesailing.org
Dietmar Gottke G4
Germany
webmaster@icesailing.org

EUROPEAN INSURANCE MANAGER

Niklas Müller-Hartburg OE221
Vienna, Austria
Email: insurancemgr@idniyra.eu

NORTH AMERICAN REGIONAL COMMODORES

CANADA

John Curtis KC5514
Phone: 613-328-4015
Email: john@johncurtis.ca

EASTERN LAKES

Chad Atkins US4487
Rhode Island
Phone: 401 787 4567
Email: catkins4487@gmail.com

CENTRAL LAKES

Rob Holman US3705
Phone: 419 350 9658
Email: Sail222@yahoo.com

MOUNTAIN LAKES

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

WESTERN LAKES

Daniel Hearn US5352
Cell: 608-692-4007
Email: dhearnUS5352@gmail.com

NORTH AMERICAN JUNIOR PROGRAM MANAGER

Ron Rosten
Cell: 608-692-8816
Email: ron.rosten@gmail.com

NORTHWIND ICEBOATS

Cell 781-724-0648 Nthwind1@aol.com
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MANAGEMENT OF THE OFFICIAL SPECIFICATIONS, PLANS OF THE DN ICE YACHT, AND REGATTA MANAGEMENT

EPIC Agreement: Established Procedures of Iceboat Competition

This document replaces the existing Specifications Management Agreement.

Article I - ORGANIZATIONAL STRUCTURE

The DN Class is made up of two continental organizations: the IDNIYRA (North America) and IDNIYRA Europe. Changes to the OFFICIAL SPECIFICATIONS AND PLANS OF THE DN ICE YACHT and changes to the REGATTA MANAGEMENT AGREEMENT (RMA) will be made as outlined in this document. Other affairs will be managed at the continental level. The governance structure and composition of the Continental Governing Groups (CGG) for IDNIYRA and IDNIYRA Europe shall be determined by their respective Governing Documents.

Article II - OFFICIAL SPECIFICATIONS

Requirements for the yacht, sail, and attached equipment shall be set forth in the OFFICIAL SPECIFICATIONS OF THE DN ICE YACHT. The DN is an affordable, home buildable, one-design ice yacht. It is intended that changes in the OFFICIAL SPECIFICATIONS be limited to the following purposes: To make the yacht safer to sail, to minimize differences in sailing performance associated with the design and construction of the yacht, to make it easier or less expensive to build, to make the yacht more durable, and/or to clarify existing specifications.

Article III - OFFICIAL PLANS

THE OFFICIAL PLANS OF THE DN ICE YACHT are the one example of how a DN Ice Yacht can be built. Their purpose is to demonstrate the function of the parts and to provide perspective for the specifications. In all cases where there is a conflict between the OFFICIAL SPECIFICATIONS and the OFFICIAL PLANS, the OFFICIAL SPECIFICATIONS shall prevail. Changes in the OFFICIAL PLANS will be managed in the same way as the OFFICIAL SPECIFICATIONS.

Article IV REGATTA MANAGEMENT AGREEMENT (RMA)

Regattas will be managed in accordance with the RMA. In all cases where there is a conflict between the RMA and the Continental Organizations' Governing Documents, the RMA shall prevail. Changes in the RMA will be managed in the same way as the OFFICIAL SPECIFICATIONS.

Article V - MEMBERSHIP

Each Continental Organization will establish criteria for membership in the Governing Documents of their respective organizations. A member of either Continental Organization will be a member of the DN Class. Membership in the DN Class will entitle the members to sail in the DN World Championship (Gold Cup) and other Continental Championship Regattas and to vote on all proposed changes in the OFFICIAL SPECIFICATIONS, OFFICIAL PLANS, EPIC Agreement and RMA.

MANAGEMENT OF THE OFFICIAL SPECIFICATIONS, PLANS OF THE DN ICE YACHT, AND REGATTA MANAGEMENT

Article VI - TECHNICAL COMMITTEE

The DN Class Technical Committee (TC) shall consist of six members, three elected from North America and three elected from Europe. TC members shall be elected according to the respective Continental Governing Documents (CGD). One member will be elected every year, alternating between continents. North American members will be elected in even years and European members in odd years. The term of office is six years. Term of office will begin July 1, and expire June 30 of the appropriate year. Each year the TC shall elect from its membership a chairperson to serve until June 30 of the following year. All decisions of the TC require 2/3 majority vote of all members. Upon resignation prior to six years, a replacement member will be elected by the respective CGG to complete the unexpired term.

The Chairperson shall report to the CGGs on all recommendations of the TC. The TC may initiate changes in the OFFICIAL SPECIFICATIONS or OFFICIAL PLANS by proposing a change to both CGGs.

Article VII - PROPOSAL SUBMISSION

Proposals to change the OFFICIAL SPECIFICATIONS or OFFICIAL PLANS may be made by either CGG or the TC. All proposal submissions should be written in specification language as it would appear in the OFFICIAL SPECIFICATIONS. The governing documents of the respective continent shall describe how proposals shall be submitted to the CGG.

Article VIII PROPOSAL APPROVAL WORDING

Wording of proposals to change the OFFICIAL SPECIFICATIONS or OFFICIAL PLANS will be reviewed by the TC. The TC may suggest revised wording, if appropriate, to make the proposal more clear or reasonable to interpret. The TC may work directly with the author of the proposal on suggested revisions. All proposals will be submitted to the TC and the CGGs by May 31. Final wording on proposals will be submitted to the CGGs by the TC by September 1. The Secretary of the continent that submitted the proposal is responsible for publishing the final proposal wording. All proposals will be in English, but may be translated into other languages for the purposes of voting.

Article IX VOTING

The DN Class will submit a ballot to the membership, no later than Oct 1. All members having valid membership at Sept. 1 and a valid e-mail address on file will have the right to vote. The method of voting will be an electronic ballot or any other safe and reliable method. The voting will be closed 21 days after the submission. The chosen electronic voting system should be able to certify and to verify the voting results. DN Class members that are members of both the North American and European organizations may only cast one ballot.

Passage: To pass a proposal must get at least 2/3 yes votes. Any proposal which does not pass may not be resubmitted for one year.

Effective Date: Changes in the Official Specifications or Official Plans shall become effective May 31 unless both Governing Groups agree an earlier effective date, and that the effective date is on the ballot proposal.

MANAGEMENT OF THE OFFICIAL SPECIFICATIONS, PLANS OF THE DN ICE YACHT, AND REGATTA MANAGEMENT

Article X- INTERPRETATIONS OF THE OFFICIAL SPECIFICATIONS OR PLANS

The intended meaning and the basic principles of maintaining the DN as a one-design class shall be considered in interpreting any point not covered. Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not covered, a ruling can be obtained from the any of the CGGs through the TC. The TC shall, upon the request of any member, or at the direction of either CGG, provide interpretation of the OFFICIAL SPECIFICATIONS. In interpreting any point not covered, or wording of obscure meaning, the TC shall consider the intended meaning of the specifications which is to maintain the DN within reasonable limitations as a standard one-design class. The findings shall be published by both CGGs. Such interpretations shall prevail as Supplements to the OFFICIAL SPECIFICATIONS unless and until voided by a simple majority of the membership. Proposals for such a vote will be initiated in the same way a Specification Change Proposal is made.

If an interpretation changes the OFFICIAL SPECIFICATIONS the TC shall initiate a proposal to both CGGs.

Article XI - ENFORCEMENT OF THE SPECIFICATIONS

The OFFICIAL SPECIFICATIONS shall be enforced in two ways;

1. Through a protest filed by any contestant, Judge or Race Committee member at the Gold Cup, European Championship or North American Championship Regattas against any competing yacht; or,
2. By the Race Committee measuring yachts during a regatta described in the CGDs, NIA rules, or the regatta Sailing Instructions.

Article XII - ADMINISTRATION OF THIS DOCUMENT

This document will be administered jointly by IDNIYRA (North America) and IDNIYRA Europe. Administration will consist of publishing this document online and conducting any DN Class Specification Proposal and race management vote, including sending ballots, counting the completed ballots, communicating the results, and associated duties to their respective members. The costs of administering this document will be shared equally by the two continental organizations.

English will be the language for all official communications between North America and Europe.

Article XIII - CHANGES IN THIS DOCUMENT

Any changes in this document will be made by the method described for Specification Changes with the exception that the Technical Committee does not need to review wording of proposals to change this document.

Article XIV - JURISDICTION

On matters relating to the OFFICIAL SPECIFICATIONS, OFFICIAL PLANS and Regatta Management, this document as well as the Regatta Management Agreement will override the governing documents of the Continental Organizations if there is a conflict.



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jeff@moorebro.co
+1 (781) 335-4650 ext. 3

Oliver Moore
oliver@moorebro.co
+1 (781) 335-4650 ext. 2



REGATTA MANAGEMENT AGREEMENT

This document unifies regatta management and racing procedures between the continents for the entire class.

(I) General Information

1. The purpose of the Regatta Management Agreement is to establish a worldwide standard regatta management procedures for the DN Class.
2. Changes in this document shall be governed by the EPIC agreement and can be initiated by either organization of the Continental Governing Group (CGG).
3. **WORLD COMMODORE.** There shall be an honorary office of World Commodore. The World Commodore will be the official representative of the DN Class at the Gold Cup and associated continental regattas. The World Commodore shall be from the continent hosting the World DN Championship (Gold Cup). The World Commodore may appoint a designated representative.
4. The procedure for determining entry fees, due dates, payment and insurance requirements as well as registration procedures for all DN Class regattas shall be determined by the CGG hosting the regatta.
5. The national affiliation of each DN member is identified by national letter designators: Australia KA, Italy I, Austria OE, Latvia O, Belarus B, Lithuania T, Canada KC, Netherlands H, Czech Republic CZ, Norway N, Denmark D, Poland P, Estonia C, Russia R, Finland L, Sweden S, France F, Switzerland Z, Germany G, United Kingdom K, Hungary M, United States US, China CH.

Members of countries not appearing on this list may request the assignment of an appropriate national letter designator. It is the responsibility of IDNIYRA Europe to assign national letter designators for the continents of Europe, Asia, Africa and Antarctica. It is responsibility of IDNIYRA NA to assign national letter designators for the continents of North and South America and Australia.

6. Sail numbers will be assigned in accordance with Continental governing documents.

(II) DN Class Regattas

7. General rules for World DN Championship (Gold Cup), a European Championship and a North American Championships (GC, EC, NAC).
 - a) DN Class Regattas are open to any member in good standing of the IDNIYRA or IDNIYRA Europe.
 - b) The World DN Championship (Gold Cup) is held annually; the site alternating between continents, even if the previous event was not sailed.
 - c) The Continental organization hosting the Gold Cup shall select the host region or country and dates. The Continental organization shall manage the regatta with the assistance of the selected region or country in accordance with this Regatta Management Agreement.
 - d) The GC, EC, NAC shall be held during a specific week, beginning on a Saturday with registration and with Sunday as first racing day. The regatta ends on or before the following Saturday.
 - e) Gold Cup Racing There shall be seven races scheduled for each fleet at the Gold Cup and sailed alternately. 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, regard-

Continued page 16



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REGATTA MANAGEMENT AGREEMENT

less 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.

f) If no races have been completed, day 1 may be postponed. If the regatta is moved, the CGG may restart the regatta. If all fleets have completed four races by sunset of the third day, the regatta is over. If the minimum number of races has not been completed by sunset of the fourth day, racing will continue on the remaining days until the minimum number of races is completed. 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.

g) Cancellation of races in one fleet shall not affect the races in another fleet.

8. Specific rules for European and North American Championships

a) The European and North American Championships are held annually on their respective continent.

b) It is the responsibility of the relevant CGG to select the host region/country and with the assistance of that regional authority, to manage the EC and NAC regatta in accordance with this Regatta Management Agreement and the relevant continental bylaws.

c) Dates. The Continental organization hosting the Championship regatta not held in conjunction with the Gold Cup shall pick dates that do not conflict with the Gold Cup. There shall be a minimum of 13 days between events. The regatta start date, number of days of the regatta and number of races shall be determined by the host Continental Governing Documents or Notice of Race and Sailing Instructions.

d) 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. There shall be seven races scheduled for each fleet and sailed alternately.

e) Cancellation of races in one fleet shall not affect the races in another fleet.

f) 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.

g) Entries The regatta is open to any member in good standing of the IDNIYRA or IDNIYRA Europe. Fees and entry dates are set by the continental organization hosting the event.

(III) Race management procedures

9. Check-in

a) Every skipper must register in accordance with the host continental governing documents and the Notice of Race.

b) All skippers are required to show Proof of Liability Insurance. The amount of insurance will be determined by the host CGD or Notice of Race.

c) Following registration and after fleet assignments are determined, the race committee will conduct a random drawing for starting positions for the first race. In subsequent races, yachts are positioned on

REGATTA MANAGEMENT AGREEMENT

the starting line according to their finishing position in the previous race.

10. Fleet Splitting and Assignments

a) All registered sailors will be divided into fleets as necessary. The number of sailors in each fleet will be determined by the race committee, with approval of a majority of those members of the host CGG present, after the close of registration. The recommended maximum fleet size is fifty sailors per fleet. Fleets of approximately equal size are desirable but not mandated. When determining fleet size the safety of all participants is the primary consideration.

b) Fleet assignments will be based on the following criteria:

1. Gold Fleet:

- Skippers who finished in the first 3 places in the Silver Fleet of the preceding continental or higher regatta.

- Skippers who finished in the first 12 places of the Silver Fleet mini-qualification race.

- The remainder of this fleet will be comprised of the top ranked skippers who have registered and checked-in prior to the deadline.

2. Silver Fleet:

- Skippers who finished in the first three places in the Bronze Fleet of the preceding continental or higher regatta.

- Skippers who finished in the first 12 places of the Bronze Fleet mini-qualification race.

- The remainder of this fleet will be comprised of the top ranked skippers who have registered and checked-in prior to the deadline that are not in a higher fleet.

3. Bronze Fleet:

- Skippers who finished in the first three places in the Aluminum Fleet in the preceding continental or higher regatta.

- Skippers who finished in the first 12 places of the Aluminum Fleet mini qualification race.

- The remainder of this fleet will be comprised of the top ranked skippers who have registered and checked-in prior to the deadline that are not in a higher fleet.

4. Aluminum Fleet:

- All remaining skippers.

11. Race Sequence

a) The races are scheduled in the following sequence: Mini-qualification races, then races as defined in relevant sailing instruction.

Continued next page.

REGATTA MANAGEMENT AGREEMENT

b) 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.

12. Mini Qualification Races

a) A race will be held for all non-ranked and Aluminum fleet sailors. This race will be a minimum of three laps with the first 12 places qualifying for Bronze fleet. The remainder of the finishers will be scored as follows: 13th place will receive the 1st place points, 14th place will receive the 2nd place points, 15th place will receive the 3rd place points, and so on to the end of the finishers. The race will be counted as the first Aluminum fleet race.

b) The race committee must be notified of any protest involving the first 12 finishers within 10 minutes of the last boat finishing.

c) A second race will be held for all Bronze fleet sailors including those who have just qualified for Bronze fleet. This race will start no sooner than 20 minutes after the 12th boat finishes the previous qualifier. This race will be a minimum of three laps with the first 12 places qualifying for the Silver fleet.

d) The remainder of the finishers will be scored as follows: 13th place will receive the 1st place points, 14th place will receive the 2nd place points, 15th place will receive the 3rd place points, and so on to the end of the finishers. The race will be counted as the first Bronze Fleet race.

e) A third race will be held for all Silver fleet sailors including those who have just qualified for Silver fleet. This race will start no sooner than 20 minutes after the 12th boat finishes the previous qualifier. This race will be a minimum of three laps with the first 12 places qualifying for the Gold fleet. The remainder of the finishers will be scored as follows: 13th place will receive the 1st place points, 14th place will receive the 2nd place points, 15th place will receive the 3rd place points, and so on to the end of the finishers. This race will be counted as the first Silver fleet race.

f) The first race of the Gold fleet will start no sooner than 20 minutes after the 12th boat finishes the previous qualifier. The Race Committee, with the approval of the Governing Committee members present at the race, may cancel the Mini-qualification Races if time or conditions warrant.

13. Scoring

a) DN race system 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, DNF, RET, DSQ, and DNE are assigned points equal to 1 plus the number of yachts in the fleet after the mini-qualification races.

b) 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 throw-outs).

c) Throw-outs: When fewer than five (5) races are completed a yacht's score shall be total of her race scores. When from five (5) to eleven (11) races are completed, a yacht's score will be the total of her

REGATTA MANAGEMENT AGREEMENT

race scores, excluding her worst score, except that at DNE (Disqualification Not Excludable) may not be excluded. When twelve (12) or more races are complete, a yacht's score will be the total of her race scores, excluding her two worse scores, except that a DNE may not be excluded.

d) Definitions: The following definitions apply to regatta scoring.

- DNS (Did Not Start): a competitor who did not start a race.
- DNF (Did Not Finish): a competitor that started a race but did not finish.
- DSQ (Disqualified): a competitor who is disqualified by the race committee and or protest committee.
- DNE (Disqualified Not Excludable) : a competitor who is disqualified by a race committee or protest committee, where that disqualification may not be excluded from the score.
- RET (Retired After Finishing): a competitor that started and finished a race but advised the race committee that he/she would withdraw from the race instead of being scored in his/her finishing position. Other yacht's scores are to be adjusted accordingly."

14. DN Split Fleet Ranking

The Continental Secretaries shall maintain a fleet ranking. This ranking shall be updated yearly and shall be published by October 15 using regatta results from the previous two GCs (Gold Cup), NACs (North American Championships), and ECs (European Championships). This ranking shall be the lessor of the following:

- Best finish in the Gold fleet in the previous two WCs, NACs, and ECs.
- 22 plus your best finish in the Silver fleet in the previous two WCs, NACs, and ECs.
- 40 plus your best finish in the Bronze fleet in the previous two WCs, NACs, and ECs.
- 58 plus your best finish in the Aluminum fleet in the previous two WCs, NACs, and ECs. In the event of equal ranking for more than one sailor, the ranking which is based on the most recent race result will be considered higher.

All corrections must be submitted to the respective Continental Secretary by November 15. The list will be final on December 1.

15. Trophies and Prizes

The Perpetual Trophies are described in the DN Class Yearbook. They must be returned to the Association at or before the next regatta. The Gold Cup Junior Trophy shall be awarded to the best Junior sailor who is under 25 years old on the day of check-in.

Keeper Trophies will be awarded to the first ten skippers in the final standings in a Single Fleet regatta, and in a Split Fleet regatta to the first ten in each of the Fleets.

16. No commercial information will appear on any DN parts other than standard sailmaker's or builder's marks. Those marks must comply with the following criterion: One sailmaker's mark may appear on each side of the sail. The entire mark must be within 16" of the tack. One or two builder's marks may be dis-

Continued next page.

REGATTA MANAGEMENT AGREEMENT

played on a part made by that builder. All builder's marks must be smaller than 6" by 6". This requirement will apply from 7:00 AM of the first day of any official activity for a regatta until after the awards ceremony for that regatta.

17. The DN Class is an amateur racing association. The DN Class is managed by volunteers and is financially self-sufficient. To preserve this character, the DN Class and its members will not participate in commercial promotion at DN Class events, however, the class recognizes that many of the commercial builders of DN equipment and also sail in the DN Class and sell gear at the events. The DN Class recognizes the importance of suppliers of DN sailing products. The relationship between the DN Class and DN suppliers may include: support of raffles, advertising of DN related products and supplier listings in DN Class publications, and other similar activities in keeping with the character of the DN Class.

The CGG may allow sponsorship at DN Class events, so long as said sponsorship shall benefit the organization as a whole, and not any individual competitor or group of sailors.

(IV) RACING RULES

18. The Racing Rules of the National Iceboat Authority shall prevail, supplemented by the following Association rules:

a) Failure to use a parking brake at any time a 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, covering 3/4 of the head and covering 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 with less than 1/2 hour remaining before official sunset. This time may be increased at the discretion of the Regatta Chairman and his advisors.

f) Official sunset time shall be posted at the skippers registration area at the time of registration.

g) The same equipment (except runners and sails) must be used throughout the entire regatta, except articles found illegal in one race, or equipment determined by the race committee to be damaged and unusable.

h) No yacht shall be expected to start any race (championship, gold, silver, etc.) earlier than 15 minutes after the last boat finishes the race (or qualifier) in which the yacht competed.

i) No electronic equipment may be used during racing, except timing devices and cameras.

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

REGATTA MANAGEMENT AGREEMENT

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 Continental Governing Group of the host continent may further modify the racing rules. Any modifications must be published in the Sailing Instructions and course diagram if applicable.

19. Racecourse description

a) All Championship regattas will use the National Iceboat Authority Inline or Darling race course configuration. A copy of the course diagram shall be included in the Sailing Instructions.

b) Any modification to the course configuration for a DN Class Championship must be approved by the Host CGG, after notifying the other CGG and allowing 30 days for comments.

(V) PROTEST PROCEDURE, APPEALS

a) Any protest should be handled according to "Part V Protests, Disqualifications, Appeals" and "APPENDIX V – PROTEST PROCEDURE" of the Constitution and Racing Rules of the National Iceboat Authority.

b) Protest procedure for the mini qualifier races.

The race committee must be notified of any protest involving the first 12 finishers within 10 minutes of the last boat finishing. The protested sailor will be notified as soon as possible by the race committee, and the protest will be held on the ice before the start of the next race.

An abridged protest form shall be submitted that states at a minimum the sail numbers of the affected sailors and a diagram of the infraction.

These protests will be heard by 3 judges or sailors from another fleet using expedited procedures. The protestor and protestee will each have 3 minutes to describe the situation, and may each call one witness, who will have up to 2 minutes to describe the situation. A decision will be rendered immediately by the protest committee. In accordance with NIA Rule V.D.2.a, consent for appeal of these expedited protests is refused.*

All other protests for the mini qualifiers shall be conducted with standard NIA procedure, with the following exception. When an expedited protest involving the first 12 finishers results in a disqualification, and the 13th (or lower placed) competitor is then eligible for promotion and is also involved in a protest, that protest shall also be conducted using expedited procedures, except that failure to inform the race committee within 10 minutes of the last boat finishing shall not be grounds for refusing the protest.

c) The protest committee may, at its discretion, award a score of DNE (Disqualified Not Excludable) to a disqualified yacht that has been found to have dangerously violated NIA Rules Part IV, Sailing Rules.

d) Appeals against any Regatta Protest Committee decisions can be given to the relevant continental authority – NIA in North America and EDNIA in Europe.



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STRENGTHENING THE FUTURE OF THE DN CLASS

By Former Commodore Eric Anderson, (Previously printed in May 2018 Runner Tracks.)

WHY THIS AGREEMENT IS A GOOD THING FOR YOU AS A DN SAILOR AND THE CLASS

- The DN Iceboat as an international one-design class is preserved.
- Fair, equal, and verifiable voting procedures for specification change.
- Consistent definition of class membership in Europe and North America.
- Clear, readable specifications and measurement guidelines.
- Internationally consistent racing rules and procedures.

In April, IDNIYRA sent Eric Anderson, Bob Cummins, and Ron Sherry to the European Secretaries meeting in Budapest, Hungary to negotiate a new agreement between IDNIYRA and IDNIYRA-Europe. The original agreement, called the Specifications Management Agreement (SMA) has been in effect since 1990. This document is no longer functioning and in order for the class to manage technical and race management changes we have proposed two new documents to be shared by both continents that replace the SMA. These documents are titled the **Established Procedures Of Iceboat Competition (EPIC) and Regatta Management Agreement.**

Overall the meeting went well. We met for 18 ½ hours over two days. The first morning, we had a far ranging discussion about the big picture of what was important to the future of the class and why. We all agreed that the goal for any new shared documents should be:

- **To sail the same boat, on both continents, under the same racing rules with a similar racing format.**
- **To determine fair procedures for maintaining and updating the rules and specifications.**
- **To accommodate the different ways that Europe and North America are organized**

is summarized below. Both continental organizations will have the new agreements reviewed by attorneys. For North America, Mike Bloom has agreed to review a draft version of the EPIC Agreement and Regatta Management Agreement which will be published in a June 2018 Runner Tracks.

We ask all members to review them and submit any comments or questions you may have to:

eric.anderson5193@att.net
and to debwhitehorse@gmail.com.

Feedback from our membership is important. We want to answer any questions or concerns about the proposed EPIC Agreement and Regatta Management Agreement so that everyone has a complete understanding of how these agreements will affect the DN Class.

Member comments will be published in the September 2018 Runner Tracks. This will give us an opportunity to make final revisions with our European counterparts based on member feedback prior to final discussion at the 2019 North American Annual Meeting. The vote to replace the current SMA with the EPIC Agreement and Regatta Management Agreement will then go to ballot in North America and Europe.

Continued on page 16

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Here is a synopsis of the agreement:

FOUR SHARED DOCUMENTS

There will be 4 shared documents:

- EPIC Agreement: Replaces existing Specifications Management Agreement
- Regatta Management Agreement: Takes everything that both continents will jointly administer out of the IDNIYRA Bylaws and places them in the Regatta Management Agreement
- Official Specifications will remain the same as current, except that an effort to make the current rules more understandable is underway.
- Official Plans will remain the same as current.

The documents will reside on a website that all groups can link to. It was agreed that IDNIYRA Secretary Deb Whitehorse would maintain this.

EUROPEAN MEMBERSHIP DEFINITION:

Europe is willing to change the way they define membership. In the current system a sailor joins their country's sailing association and automatically becomes a member of IDNIYRA-Europe which allows them to vote on all class matters. However, only sailors competing in the European championship pay 45 Euro dues to IDNIYRA-Europe. This results in a large European voting membership that does not support the central organizing association.

European membership will become similar to North America. European sailors will pay 25 euros directly to the European IDNIYRA in order to be eligible to vote on international affairs or attend the Gold Cup, European, or North American regattas. European sailors joining only their national sailing organizations will no longer automatically become members of IDNIYRA - Europe. Europe's proposal alleviates our concerns regarding the definitions of membership. Casual members, who don't want to pay continental dues, don't have to but can't vote and can't attend the continental events. The European board believes between 300-500 members will pay the 25 Euro continental dues.

Their membership proposal must be approved by the European National Secretaries. They will vote

for the new shared documents via electronic ballot. Based on informal conversations with the secretaries present at the meeting, we believe the measure will pass. They did not vote at the 2018 European Secretaries meeting because the Secretaries wanted to talk to their members before agreeing to the change. This represents a major organizational shift in Europe and is a change they want for a number of reasons.

ELECTRONIC VOTING ON SHARED DOCUMENTS

Voting will be electronic via a third party verifiable voting system similar to what has been proposed in North America. It will be a common ballot agreed to by both the IDNIYRA and IDNIYRA European Secretaries jointly administered by the continents.

NORTH AMERICAN BYLAWS REVISION

We will need to change the North American Bylaws if this measure passes. Everything in the EPIC Agreement and Regatta Management Agreement will be removed from the current By-laws. This will simplify our bylaws which is good for us.

MINI QUALIFIERS PROTEST CHANGE

The most significant change in regatta management procedures concerns the Mini Qualifiers. All protests involving sailors that finish in the top 12 of a qualifier race will be handled on the ice using an abbreviated hearing process. The Europeans feel that the procedure we use is unfair to sailors and the North American delegation agreed. It is a trade off between speed and fairness.

TECHNICAL COMMITTEE

The Technical Committee (TC) currently has no written operational procedures. We all agreed that at a minimum the TC needs a 2/3 majority to pass any changes. Interestingly, the North Americans all thought a 2/3 majority was needed for passage, the Europeans thought if it was three to three, then whichever way the chairman voted was the decision.

The TC will have the explicit right to send a proposal to change an official specification to ballot. Currently they send it to a governing committee which decides to accept it or not. This increases the TC powers somewhat.

Any interpretation that changes a specification will be submitted to a membership ballot, but will be in



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effect until that ballot either affirms or rejects it.

OFFICIAL SPECIFICATIONS

The two Commodores will request that the TC produce a major rewrite of the official specifications in order to improve clarity and readability. The interpretations that modify a specification will be written into the rules so everything is in one place. There will be a separate Measurement Guide which will explain how to measure your boat. The revised specifications will be the first vote AFTER the new agreements go into effect.

THE DN CLASS, IDNIYRA, AND IDNIYRA EUROPE

When we refer to all DN sailors in North America and Europe we will use the term "The DN Class" We will still be referred to separately as IDNIYRA and IDNIYRA-Europe so we don't have to change our incorporation documents.



Photo: gretchendorian.com

TIMELINE FOR AGREEMENT

JULY 2018:

Publish drafts of Epic Agreement & Regatta Management Agreement in Runner Tracks. Solicit feedback from members.

SEPTEMBER 2018:

Publish feedback from members in Runner Tracks. Incorporate member feedback as appropriate and make editorial corrections for clarity and precision as necessary.

DECEMBER 2018:

Publish revised versions of Epic Agreement & Regatta Management Agreement in Runner Tracks.

FEBRUARY 2019

Discuss and vote on Epic Agreement & Regatta Management Agreement at the North American Annual Meeting.

SPRING 2019:

Mail printed ballots for a class vote to the North American and European membership. The current Specifications Management System requires a mail ballot. Upon passage of the two agreements all further balloting will be done electronically.

JULY 2018:

Count votes.

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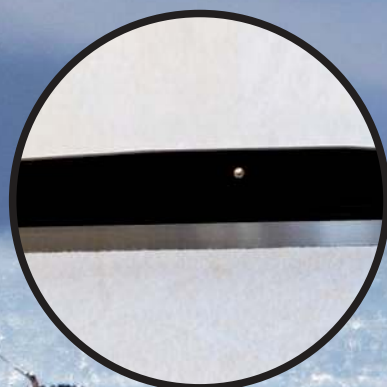
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