

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

DECEMBER 2018



COMMODORE'S MESSAGE BY WARREN NETHERCOTE KC3786

MONSTER GARAGE BY DAVE ELSMO US5496

LISTEN TO YOUR HEART BY US5219

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Photo: J H Peterson/SHOOTING THE BREEZE



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COMMODORE'S MESSAGE

WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

By the time you read this, many of us will have already opened the 2018/2019 iceboating season. Mike Madge again claimed the first North American hard-water sailing in Thunder Bay, and the road warriors will have been to Minnesota and back for the Great Western Challenge. Some will be waiting for their first local ice and others will be carefully preparing for the Gold Cup and North American Championships being organized by Rob Holman, the Central Region's Rear Commodore.

At the Gold Cup regatta, our Annual General Meeting will offer us the last opportunity for discussion of the proposed 'EPIC Agreement' with IDNIYRA EU, before it goes to the membership for ratification. The EPIC agreement establishes shared race and technical management standards for IDNIYRA and IDNIYRA EU. IDNIYRA EU is also adopting a direct fee-for-membership model in conjunction with the EPIC agreement. Comments on the EPIC agreement to date have mainly been editorial in nature, which is encouraging because the Governing Committees of both IDNIYRA and IDNIYRA EU support the proposal.

After the Annual General Meeting, the EPIC agreement, and associated amendments to our bylaws (see sidebar) will be referred to the membership by electronic ballot. We had our first electronic ballot at the end of October for a Constitutional addition that would allow IDNIYRA to complete an application for non-profit status with the IRS. The IDNIYRA has always been incorporated as a non-profit in the State of Michigan, but we were on the IRS' books as a for-profit corporation and so, potentially liable for taxes. Correcting our status with IRS should avoid future problems.

Our first electronic ballot offered its own challenges. As the ballot started in the previous membership year we did not have the benefit of the new membership reminder which asks for an email

address. (For the few members not using email, that email need not be personal, but could be the email address of a spouse or a friend.) Deb Whitehorse and Ray Gauthier put significant effort into a validated voters list with email addresses and sail numbers. In the end, only one of 198 voters on that list could not be reached due to undeliverable email.

There were a few members (less than a dozen) who did not appear on the voters list at all. Several had no email addresses on record and others had no sail number. To allow ballots to go to households with two sailors sharing a common email address, we use sail number as the 'voter ID' in ElectionBuddy, the voting software. To vote, a member must have both an email address and a unique, class-legal sail number on record. One new member used an arbitrary single-digit sail number at the 2018 North American Championships, but that number already belonged to a long-standing member (who voted, by-the-way). So, if you did not receive a ballot, there are three questions to ask yourself to ensure you can vote on future electronic ballots:

- Is my membership up to date?
- Does IDNIYRA have my correct email address?
- Do I need to apply for a sail number? The DN class is not like others: when you buy a used DN you need to order a new sail number because our sail numbers are assigned to the sailor, not the boat.

Continued next page.



Photo: Gretchen Dorian

er stickers to acknowledge membership applications or renewals, so membership currency should be easier to establish. Incidentally, the date to which your membership is paid up is shown to the right of your name on the mailing labels for your membership card and sticker mail-out. Thanks go to Bob Cummins for the bumper sticker initiative and to Ray Gauthier, our membership and sail number volunteer, for the quality-control effort on our membership records.

That’s enough administration for now. Let’s go find some ice! Warren Nethercote KC3786

WHAT WILL THE EPIC DO TO OUR GOVERNING DOCUMENTS?

TODAY	AFTER EPIC AGREEMENT
IDNIYRA Constitution	IDNIYRA Constitution
IDNIYRA Bylaws, including regatta requirements	IDNIYRA Bylaws, without regatta requirements
IDNIYRA EU governing documents	IDNIYRA EU Governing Documents
	EPIC AGREEMENT
Technical Specifications, jointly administered with IDNIYRA EU	Technical Specifications, jointly administered by IDNIYRA and IDNIYRA EU, according to EPIC agreement
	IDNIYRA regatta requirements jointly administered by IDNIYRA and IDNIYRA EU according to EPIC agreement



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2019: TBA
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WESTERN LAKES
January 5-6, 2019
idniyra.org
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2011 GOLD CUP

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MONSTER GARAGE

DAVE ELSMO'S MANUAL ON HOW YOUR LOCAL CLUB CAN WORK TOWARDS PROMOTING NEW SAILORS, BIGGER FLEETS, AND MORE FUN ON THE ICE

In December of 2017 I wrote 'Thriving on Optimism' for Runner Tracks. I hope it has served as an instruction manual to Ron Sherry's 'Be the Guy' mentality. To the local sailors that pitched in to build our community, thank you and let's keep it up!

That said, there is still much work to do. In this article I want to report on how individuals in our local club and DN fleet have come together to promote new racers. If you want to be a part of this, please follow the examples below and don't hesitate to reach out. I hope this serves to illustrate how your local club can work towards bigger fleets and more fun on the ice.

Since moving to Madison I have been involved with the racing scene. I can say without hesitation it has been a true joy. Between Daniel Hearn and the Spaight Street Syndicate, Four Lakes Ice Yacht Club (4LIYC) meetings at Angelo's, and boat nights at Nordhaus Boatwerks, this city has a welcoming community of iceboaters. Over the past two years our local sailors have pushed for fleet development and now we have a few great stories to tell. My goal is to make sure people understand how simple it was to get more people sailing and how many people contributed a little time, money, or parts in an effort to grow our sport.

In 2016 two Polish boats were given to the 4LIYC to get people involved with iceboat racing. One was newer but had external plank studs, an old glass mast, and metric parts. The other was a significantly older design without anything but a tiller and a plank that lasted one outing. To get these boats up to speed the 4LIYC together with Daniel Hearn's help pooled money to buy four

Williams carbon/glass masts to get the boats viable. Jori Lenon donated a sail, Daniel provided a plank and other miscellaneous parts such as stays, tillers and chocks. These loaner boats served the club well for a while but didn't elicit long-term buy-in from the sailors. They would sail to the side of racing, have some fun, and rarely come back a second day. Over time the boats took a beating and both fell into disrepair. We started with something promising but needed a bigger push to get people into the ownership role.



Continued next page.



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In 2017 I started putting our loaner hulls into the hands of mechanically minded sailors at the University of Wisconsin. I supported an understanding that if they fixed the boats - they owned them until they upgraded or left the sport. Then the old boats should be given back to a new sailor to start the cycle again. One boat, H148, was given to Ben Witman, now US 5603 and another hull, donated in pieces after a collision, from Ken Smith was given to Jonathan Thickens, now US 5627. Both sailors have worked hard to piece together programs and both traveled this past weekend to Battle Lake to race in the Great Western Challenge! They didn't finish every race, but they sailed hard and will be back next regatta!

FIX IT, SAIL IT GIVE IT BACK TO A NEW SAILOR

Bens' boat, H148, needed a top to bottom overhaul and broke several times during the 2017 racing season. The hull and deck was rebuilt, the plank studs moved, fiberglass reinforcement was placed where the sideboards were cracked! All told, the boat should have probably been burned but I believe a sense of ownership encouraged Ben to keep that hull in the fleet and sailing.

This year, the hull had a new paint job, one of two brand new development sails donated by Dan and

a borrowed mast from Wes Wilcox that Ben intends to purchase. The night before of Western Challenge we were slapping on sail numbers and cutting battens from who knows where. When the boat was on the ice it showed speed and capability. While it may not have the same top end as the newer boats, this thing could compete even though most people had written it off, including myself.

Jonathan's boat, which many people may remember had an American Flag motif, was glued back



together and donated without much for parts. Mike Barnett donated a plank and some Sarns chocks, Ben gave him the original fiberglass mast that came with H148, I supplied a few stays, steering components and my old sail. Jonathan spent tens of hours in the shop at Daniel's house and the University of Wisconsin's Sailing club facility to be prepared to sail. He purchased an old set of inserts off of Robert Cummins and I gave him a set of bullnose runners that somebody (I'm sorry I don't remember who) left in my trailer. Once on the ice the boat was fast... when it was in one piece. The plank separated from the hull in a spin-out on day one but we used our hotel amenities to patch a temporary fix. By the end of the second day of racing the older inserts couldn't keep up and the bodies gave out in a hike. By the time I stopped to make sure he was safe from the spins he was already asking about how to build new bodies for them. Does anybody know? If so contact Jonathan because I don't.

Two other young sailors who were unable to attend the Western Challenge but will be on the ice shortly are Soren Hughes and Will Heurth. Both of these gentlemen race scows during the summer and sail for the Wisconsin Sailing team during the school year. Dan is contributing one of his extra boats and the other, P154, was donated by Peter Burczynski and parted up at the Spaight Street Syndicate with the help of Steve Duhamel at Northwind Iceboats. Expect to see both of these sailors ripping around the course soon. They are smart sailors and I'll guarantee they can run faster than you so watch out!

Regardless of all the parts and pieces that people generously donated, the real investment in their future with the class comes through their shop experience. People like Daniel Hearn and Jim Nordhaus have opened up their shops and homes to these sailors so that they can get the hands on experience of fixing, gluing, aligning, breaking and re-fixing these boats. Without it they more than likely wouldn't latch on to the sport the way these young sailors have. So I ask, what can you do to get a sailor into the sport? What do you have that you haven't used in a while? An old plank? A sail that can't race? A broken down hull that has workable parts? Clear out your garage and let's get this stuff back on the ice!



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"But who do I give it to? How do I find a sailor that would put in the time?" I would start by reading 'Thriving on Optimism' in its entirety. If that isn't in the cards, do the following and ask for help.

1. Go to the Midwest Collegiate Sailing Association's website, MCSA.Collegesailing.org, and find a Member School nearest you. There are over 32 teams in the conference so I find it hard to believe that any of us could be out of reach with an institution. If you are not in the Midwest, find your local conference at CollegeSailing.org

2. Send an email to every contact provided for the team. Provide links to iceboating videos, testimonials, Facebook pages and encouraging them to come for a sail during your local sailing events

3. If the team contacts don't get the word out sailors go to scores.collegesailing.org/schools and search for the Member School nearest you. This will provide a current team roster and each individual's email. Contact them ALL! There is also a link at the bottom of most rosters for the Afterguard. These will be graduates who may or may not be in the area but definitely worth contacting.

4. Follow Ron Sherry's advice and make a list of the contacts that demonstrate interest and set up a day or two when people can go for a ride!

5. Repeat this process every September until you "retire" from our sport.

A next step will be getting these sailors to travel to non-local events. I have three spots in my trailer for new racers (full), Daniel Hearn has one (filled). Don Anderson is letting the new sailors use his DN trailer to stay mobile (two spots still available). How much extra space can you provide?

THERE IS NO RESALE VALUE IN YOUR DN IF NOBODY IS INTERESTED IN BUYING IT

Lastly we need to find complete programs languishing in garages. I know of more than ten boats in Madison proper that are perfect for getting people on the course right away. All turn-key programs need to be brought to the ice immediately. If you aren't going to race, let somebody else race and show them how to do it.

Yes, this means you risk something breaking but a bigger risk is letting the fleet deteriorate. There is no resale value if nobody is interested in buying it and we don't want to have to pick these things up from your loved ones when you start sailing with the stars. Let's face it, the fleet isn't getting younger.

My next steps for fleet development are going to be the most fun. I have six sets of sideboards that were given to me to make hulls. These will go to any young person willing to put in the time to build. Dan has offered materials for a couple of planks and we can find funding and or wood for the rest. I know Ben and Jonathan will be upgrading through building and their current programs will stay with the fleet as the cycle of reinvestment in our fleet continues. This will be my part, where will you fit into somebody's iceboating experience?

IDNIYRA Vice Commodore Dave Elsmo US5486



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LISTEN TO YOUR HEART

A CAUTIONARY MEDICAL TALE

It was a beautiful Sunday on the Maumee Bay. There was barely a breeze and an inch of fresh powder on the ice. Great conditions to practice starts. I wasn't having any luck getting the boat to go, so I decided to give one more try with a little extra effort.

As I lowered myself into the boat, I felt an alarming sensation. Not the boat creeping to a halt, but an intense pressure in the center of my chest. This was accompanied by a racing heartbeat. I lay in the boat as it came to a stop and just looked up at my sail. "What is this?" I wondered. I continued to lay there. No pain, just an intense pressure sensation. I lay there for several minutes till my pulse felt like it had returned to normal.

Suddenly, a drone buzzed above annoyingly. I wanted to shoo it away, but it reminded me of the Emily Dickinson Poem we were forced to read in high school. I gave it friendly wave as if to say "nothing to see here" and off it went. I slowly got out of the boat, stood, and decided I was okay. I pushed the boat a half mile back to home and tore down for the day.

That evening I asked my wife if she could listen to my heart. "Do you hear an arrhythmia or something?" She couldn't hear anything definitive, but Monday morning she called for an appointment with my doctor. They couldn't see me until Thursday AM.

Wednesday night the ice conditions were looking suspect. Three of us pulled boats off the ice in front of the house. I voted to leave the last two old and heavy DN's on and just pull the masts off. The sensation in my chest was growing stronger with each boat I carried.

The next morning, the EKG revealed "inverted T-waves" which is an abnormality for sure, but no other sure signs of a problem. "It's not chest pain, rather just a pressure sensation", I maintained. The Doc said "Maybe you just need a Prilosec for heartburn". He gave orders for blood tests, chest X-ray, and stress test to make sure. Since we were next door to the hospital, we took care of the blood test and X-ray right away. I was feeling pretty good since the doctor didn't get overly concerned. We went to an early lunch at a place not far from the hospital, then drove home.

About halfway back, my phone rang. "Hold on, the Dr. wants to talk to you". (Never has the doctor had something to say to me that his staff couldn't handle) "Are you sitting down? Is your wife driving? Your Troponin level came back at 0.55. You are having a heart attack. Go straight to the E.R.". Once at the hospital, I was rushed to the cath lab. Subsequent blood tests showed the Troponin level had already increased to .60 then to .65. I was a few hours away from cardiac arrest.

I received two stents in my L.A.D (Left Anterior Descending artery, AKA "The Widowmaker"). They said it was 99% blocked. The image made it appear completely collapsed. I wondered how they determined it was not 100% blocked when it hit me - I am still here.

The procedure did not go easily for the cardiologist. He was about to quit and send me to open heart when a nurse in the lab (who also happens to be a dear friend and fellow sailor) said "lets give it one more try and rotate the wire 180 degrees". And with that two tiny stents were placed that would allow my heart to function normally again.

11 days later, I was competing at the 2018 DN North Americans.

It has taken nearly a year to come forward with this story. Sharing your medical history in this day and age is generally not a good idea. But others have had similar issues, and many more have questions.

Here are some of my take-aways from the experience:

1. Heart attack and cardiac arrest are not the same thing. Heart attacks can cause cardiac arrest. A heart attack victim does not need CPR unless he goes into cardiac arrest.
2. Chest pain isn't necessarily as painful as the actors in movies portray. As a matter of fact it might not be painful at all, just tight feeling. Indigestion can be another sensation felt during a heart attack. I incorrectly attributed my tightness to the cold 10 degree air outside.
3. Indigestion, cold sweats, light-headedness, short breath, dizziness, nausea, pain in neck, shoulders, or jaw can be symptoms.
4. Women may have symptoms that are far less obvious like pain in the arm or shoulder.
5. If you suspect a problem, two aspirin (NOT Motrin or anti-inflammatory) and a glass of water are a good idea until you can get medical attention (if not already on blood thinners). Have someone drive you or call 911. Don't try to drive yourself!
6. Rapid attention to cardiac issues will insure minimal heart tissue damage. In my case, I was lucky and still had no damage despite walking around with mild symptoms for weeks.
7. In some cases, a victim may go into cardiac arrest within minutes of showing symptoms. Do you know CPR?

US 5219



2018 Great Western Challenge

Photo: Jann Kline

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BATTLE LAKE, MN DECEMBER 1-2, 2018
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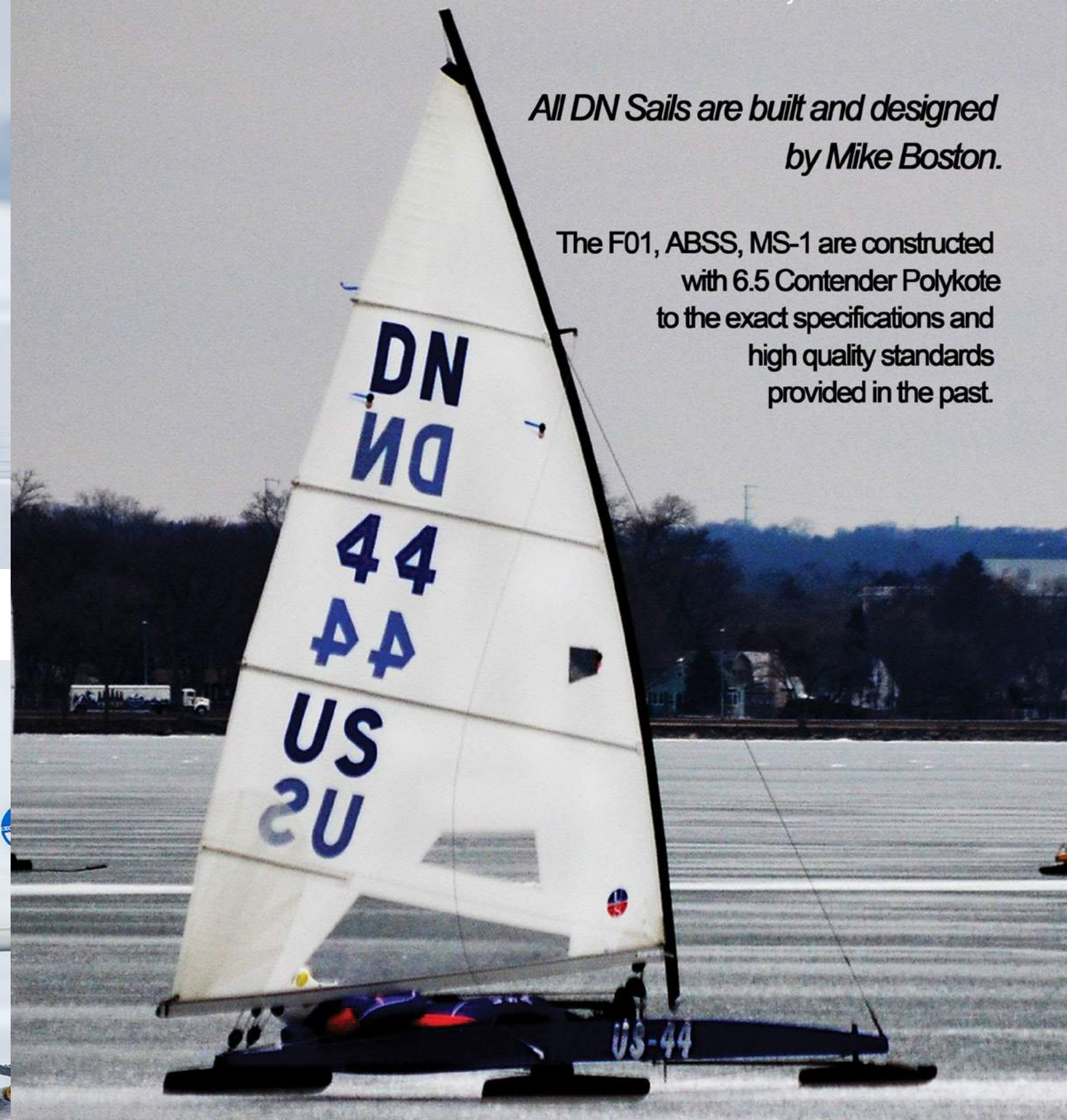


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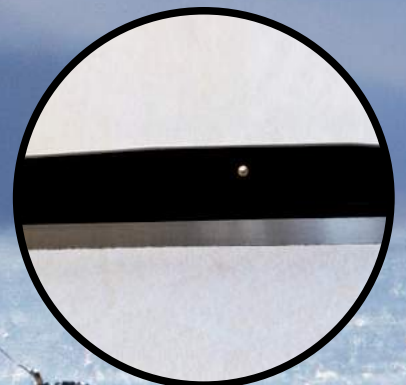
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