

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MAY 2019



50 YEARS OF DN SAILING IN POLAND BY ROMUALD ROWECKI P25

BYLAWS PROPOSAL: EXCLUSION BY WARREN NETHERCOTE KC3786

BUSINESS FOR THE TECH COMMITTEE BY WARREN NETHERCOTE

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REGATTA RESULTS

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Cover: Pete Johns US2360. First place Bronze fleet 2019 North American Championship.

Photo: Gretchen Dorian gretchendorian.com



Photo: Debbie Parker

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RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

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Photo: Debbie Parker

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REGATTA RESULTS

Europeans, Gold Cup, and North Americans
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COMMODORE'S MESSAGE

WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

It was a mixed season for many of us. We had early ice in many areas and in many regions we did far more December and January sailing, and regattas, than we usually do. But weather was not kind to us after the mid-winter snows, and spring ice boating was a rarity for most.

Weather, and finding ice was a challenge for the 2019 Gold Cup and North American Championships, but Rob Holman, the Central Region Rear Commodore did a fine job of delivering two good regattas to over a hundred competitors. Our members did a fine job too, responding to the Polish team's shipping problems that left them without boats for the events. It says something positive for the class that members would loan equipment, sometimes their primary equipment, to foreign entrants so that they might sail competitively at the events.

At the Gold Cup and North American Championship we had long days and a change of venue after the first event. As a result, it was difficult to schedule our annual meeting, and when we did, almost no one came. Dave Elsmo, as chair, conducted what business he could, but we missed being able to obtain members' feedback on some items of concern. I would like to thank Dave for chairing the Annual Meeting, and more so, for his contribution to the class as Vice-Commodore in 2018/2019.

The nominating committee presented a slate of officers for 2020, as follows:

- Warren Nethercote, KC 3786, Commodore
- Jody Kjoller, US 5435, Vice-Commodore
- Deb Whitehorse, US 2366, Secretary/Treasurer
- Bob Cummins, US3433, Past Commodore
- Jeff Kent, US 3535, Technical Committee

Later in May we will hold our second electronic ballot to elect the Commodore, Vice-Commodore, Secretary/Treasurer, and Past Commodore. The by-laws call for the Technical Committee member to

be elected at the Annual meeting, or appointed by the Governing Committee if not, so one of the first actions of the new Governing Committee in July will be to appoint Jeff Kent to the Technical Committee. One matter that was on the Annual meeting agenda, but not discussed, was rejection of entries. Currently there is no means for the Governing Committee or a Race Committee to reject the entry of a competitor at the Gold Cup or North American Championship. It is not a matter to be taken lightly, but there may be occasions where a potential competitor is considered reckless, or even dangerous, and safety of the event would benefit from that competitor's exclusion. Soft water sailing rules include similar provisions. A discussion is included in this Runner Tracks and the matter will be included on the electronic ballot for the 2020 Governing Committee.

Our experience with electronic ballots has been positive to date, but we have not seen the end of postal balloting.

Last year we negotiated the 'EPIC' agreement and Regatta Management Agreement with IDNIYRA EU, in an effort to ensure that Europe and North America sail the same boat and run regattas the same way. Since these agreements will incorporate the Specifications Management System, which currently requires a postal vote, adoption of the EPIC agreement and Regatta Management Agreement will require a one-time postal vote.

Continued next page.



Photo: Gretchen Dorian

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We potentially have some specifications changes to consider. If these proposals make it through the Technical Committee under our current by-laws, a postal vote would be required. Were the EPIC agreement and Regatta Management Agreement to be approved first, then the membership could vote on specifications changes electronically. I know what I would prefer!

Enjoy your summer, but remember that soft water is just there to give you time to build more ice boating gear.

Warren Nethercote KC3786



Photo: Debbie Parker



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January 18-25, 2020
Host Region: Western
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2011 GOLD CUP

INTERNATIONAL CLASS OFFICERS 2018-2019

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IDNIYRA GOVERNING: MINUTES OF THE 2019 ANNUAL MEETING

The Annual Meeting had low attendance likely due to a full day of racing.

2019 IDNIYRA Annual Meeting.

Oakwood Resort, Seymour, Indiana,

8 PM ET

Thursday, February 21, 2019

1. Meeting called to order at 8:15 PM ET by Vice Commodore and Chair, Dave Elsmo US5486

Governing Board members present:

Vice Commodore Dave Elsmo US5486

Secretary/Treasurer Deb Whitehorse US2366

Past Commodore Robert Cummins US3433

2. Roll call (determination of quorum)

Less than twenty percent of the paid membership was present. All action will be ratified by electronic voting.

3. Approval of Agenda (subject to additions or amendments)

Robert Cummins US3433 motions to approve the Agenda. Julie Jankowski US4271 seconds. Agenda approved

4. Secretary's Report

- a. Approval of Minutes of the 2018 Annual Meeting (published in Feb 2108 Runner Tracks)
- Robert Cummins US3433 motions to approve;
- Julie Jankowski US4271 seconds.
- Motion carries.

5. Commodore's Report

- a. Report on resignation of Treasurer and Appointment of replacement
- b. Report on Constitution amendment by direct electronic voting
- c. Report on application for 501(c)(3) status with IRS
- d. Review of Evaluation of Sailwave for

DN Scoring

6. Treasurer's Report

- a. Report on membership
- b. Distribution of 2018 Financial Report (July 1, 2017 to June 30, 2018, together with current year to January 31, 2019)
- c. Discussion of accounts and motion to approve Julie Jankowski US4271 motions to approve, Loretta Rehe US333 seconds. Motion carries.

7. Vice Commodore's Report, including report on perpetual trophies.

Dave Elsmo US5486: Most trophies were brought to the regatta.

8. Technical Committee Report

No one from the Technical Committee was present.

9. Junior Program Report

Junior Program Secretary not present.

10. Old Business – nothing tabled from 2018

11. Nomination of candidates for 2019/2020 IDNIYRA Officers

- a. Nominating Committee Report
- b. Commodore: Warren Nethercote KC3786
- Vice Commodore: Jody Kjoller US5435
- Technical Committee: Jeff Kent US3535
- Secretary/Treasurer: Deb Whitehorse US2366
- Past Commodore: Robert Cummins US3433
- Loretta Rehe US333 motions to approve nominations. Daniel Heaney seconds.
- c. Nominations from the Floor
- d. Motion to Close Nominations
- Robert Cummins US3433 motions to close nominations; Loretta Rehe US333 seconds. Motion carries.

Continued page 10



Founded in 1997, Jeff Kent and Composite Solutions has manufactured high quality composite components for the marine sector for 20 years....

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



12. Election of Officers for 2019/2020 IDNIYRA Officers

13. Nomination and election of Technical Committee member for North America

- a. Proposal and election of Jeff Kent following interim appointment by GovComm

No action taken (Governing Committee will appoint in July).

14. New Business

- a. Candidates for Nominating Committee: *No discussion or action taken*
- b. Constitutional or other changes to allow IDNIYRA to reject entries: *No discussion or action taken*
- c. EPIC Agreement with IDNIYRA EU (Eric Anderson, Bob Cummins, Ron Sherry): *No discussion or action taken.*
- d. Items from the Floor

15. Motion to Adjourn

Julie Jankowski US4271 motions to adjourn, Loretta Rehe US 333 seconds motion. Motion carries.

Meeting adjourned at 8:22 PM ET

Respectfully submitted,

Secretary/Acting Treasurer Deb Whitehorse US2366



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PROPOSAL FOR ELECTRONIC BALLOT: REJECTION OF ENTRIES

Warren Nethercote, KC 3786

During the run-up to the 2019 Gold Cup the Governing Committee became aware of the possibility of an entrant to the event who was generally regarded as a reckless sailor, if not unsafe. It was of concern to the Governing Committee because of a member's right to sail in the Gold Cup and Continental Regattas, whether under IDNIYRA or IDNIYRA EU governing documents, or the NIA rules. In the end, the sailor did not enter the Gold Cup and NAs, but the concern remains.

The 'soft-water' rules allow for exclusion of entries and it is suggested that the IDNIYRA by-laws be amended to allow for rejection of entries. Ultimately, such provisions might be transferred to the EPIC agreement, were it accepted by IDNIYRA.

The soft water rules consider exclusion of competitors for soft-water sailors:

EXCLUSION OF BOATS OR COMPETITORS

76.1

The organizing authority or the race committee may reject or cancel the entry of a boat or exclude a competitor, subject to rule 76.3, provided it does so before the start of the first race and states the reason for doing so. On request the boat shall promptly be given the reason in writing. The boat may request redress if she considers that the rejection or exclusion is improper.

US Sailing prescriptions to this rule add that "an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race or sailing instructions for an arbitrary or capricious reason or for reason of race, colour, religion, national origin, gender, sexual orientation, or age." It is proposed that the following provision be added to the IDNIYRA by-laws, either under the race system or racing rules sections.

Notwithstanding members' rights to sail in IDNIYRA regattas (IDNIYRA Constitution Article V.A or Organization of the INDYRU EU Article 2.c) The organizers may reject or cancel the entry of a sailor or exclude a sailor from competition provided the organizers do so before the start of the first race of a series and state the reasons for doing so. Such reasons will normally constitute a breach of the common sense, safety or good sportsmanship components of NIA, Part IV, A, Fair Sailing. Approval of a majority of available Governing Committee members is required for such action. On request the sailor shall be given the reason in writing. The sailor may protest the action in accordance with NIA, Part V, *Protest, Disqualifications, Appeals*, but only on the basis that the action was unjustified or improper. The protest shall be heard at the close of registration.

An entry for a sailor eligible under the notice of race or sailing instructions shall not be rejected or cancelled for an arbitrary or capricious reason or for reason of race, colour, religion, national origin, gender, sexual orientation, or age.

Member feed-back would be appreciated – there is a post on the IDNIYRA Forum (the 'Bulletin Board' on old-speak) to which you can contribute. If there is support for such a measure a proposal will be added to the electronic ballot for the 2020 IDNIYRA Officers.



50 YEARS OF DN SAILING IN POLAND- AN AMAZING SUCCESS STORY

The phenomenon of the Poznan, Poland
iceboats and the development of
the DN Class in Poland
By Romuald Rowecki P25

2019 DN World Champion Michał Burczyński at the 2019 Polish Championship
Photo: Gwidon Libera





ONCE UPON A TIME, TOGETHER WITH MY ICE YACHT CLUB AND CREW CELEBRATING A MONOTYPE XV REGATTA WIN IN 1966 ON ZEGRZYNSI LAKE NEAR WARSAW.

From the left: Andrzej Gronski, Romuald Rowecki, Irena Bartkowiak (team leader holding the Cup from Poland's Minister of Sport), Marian Polerowicz, Henryk Piechota, and Józef Mikulski.

POLAND'S DN CLASS CELEBRATES 50 YEARS

THE GOLDEN JUBILEE OF DN CLASS ICEBOAT DEVELOPMENT IN POLAND GIVES US OPPORTUNITY TO TELL OUR STORY OF THE PHENOMENON OF POZNAN ICEBOATS ROMUALD ROWECKI P25

In 1966 during a Monotype XV ice yacht regatta on Zegrzynski Lake near Warsaw, I met some Dutch people and a man called Wim Van Acker. He showed us a DN which was a funny little iceboat for us – compared to our 7.5 m long and 300–400 kg heavy Monotypes XVs. The DN seemed like a toy to us.

Our nice Dutch guests encouraged us to sail the DN. We agreed that it worked quite well and I really wanted to build such an iceboat. I asked Wim to send the DN plans and he agreed. In autumn, just as he promised, the plans arrived and I translated them into Polish. Me and my friend, Bolesław Knasiecki, created sail plans in Poznan and the sails were made at a yacht shipyard in Gdansk.

The plans were quickly approved for use in Poland and during October and November 1966 they were sent to Polish sailing clubs, thanks the strong support of the Central Ice Yacht Commission in Warsaw. A lot of people helped me with the project including my good friends Teofil Rózanski and Andrzej Gronski.

5 months later in 1967, the first Polish DN Championship took place in Gizycko. 30 DNs took part in the regatta. Skippers received the Dacron sails which were promised and paid for by Polish Sailing Association. We were really happy at that time. That was the beginning of the story of DN in Poland!

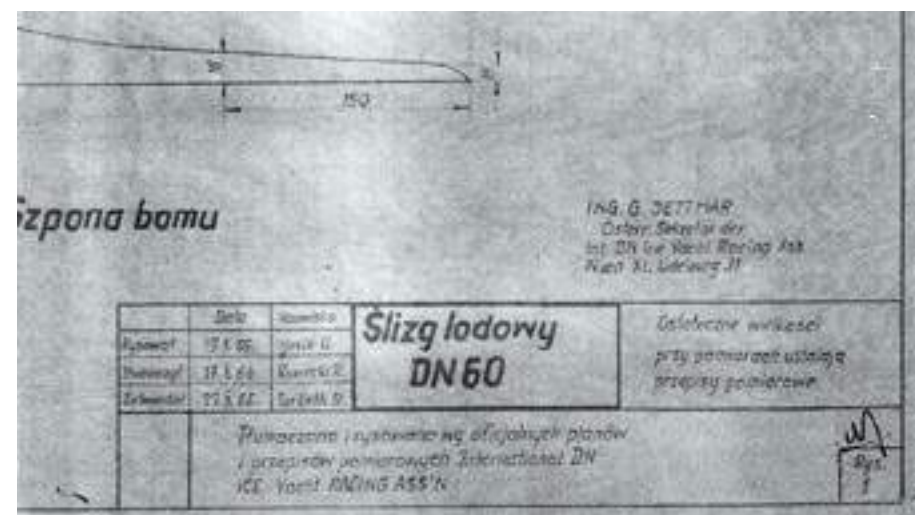
4 new DNs were built at our sailing club workshop by our team. We traveled with the boats from Poznan to Gizycko to the first Polish Championship where we competed in the Junior and Senior categories. We won both divisions!

In 1967 at Stora Vartin, Sweden, Romual Knasiecki from LKS club near Poznan, became the first Polish sailor to win a DN World Championship. Bogdan Kramer from Poznan, won the 1978 World Championship and the European Championship in 1980, 1981, and 1984. We also had great women sailors from Poznan, such as Koscielna-Pawłowska and Roma Rowecka and they won a lot of cups.

For many years Wim van Acker supported Polish iceboating crews, materially and spiritually, providing the necessary components for building iceboats.



NEW TECHNOLOGY



These materials weren't available in Poland back then. The influence of Wim's personality was so strong that many iceboat workshops sprang up, thanks to him. The biggest workshops and sailing clubs were in Charzykowy, Olsztyn, Gizycko, Warsaw, Mragowo, Mikołajki, and many more. Some of the DN enthusiasts

born in Poland include sailmaker Czesław Wawer, who first made Dacron sails in Poland; Ryszard Sprengel, who produced the first DN fittings; and friends from our sailing crew, Ryszard Szumowski with Karol Jablonski, who produced high quality sails used by champions of Europe and North America. Also Andrzej Dalecki and

Continued page 17

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open.

FIRST CONTACT

Our first contact with ice sailors from North America was in
1971 when we raced on American lakes (I was part of this
group). This was the first effort to establish cooperation
between the European and North American DN classes. Wim
Van Acker organized and funded our trip to North America
in his role as European Commodore of the DN class. He had
many difficult conversations with Americans about creating
a real organization in Europe and unifying the specifications
of both continent's DN's as well as coming to agreement on re-
gatta organization. Wim did it - our dreams came true.

After this great success, the first DN World Championship took
place in Europe in 1973. As of 2018, Polish sailors have won
102 medals in the World and European Championship regat-
tas. To commemorate these victories and in memory of Wim,
I donated the Wim Van Acker Cup and Diploma which will be
awarded to the winner of the first race of the Polish DN Sen-
ior Championship.

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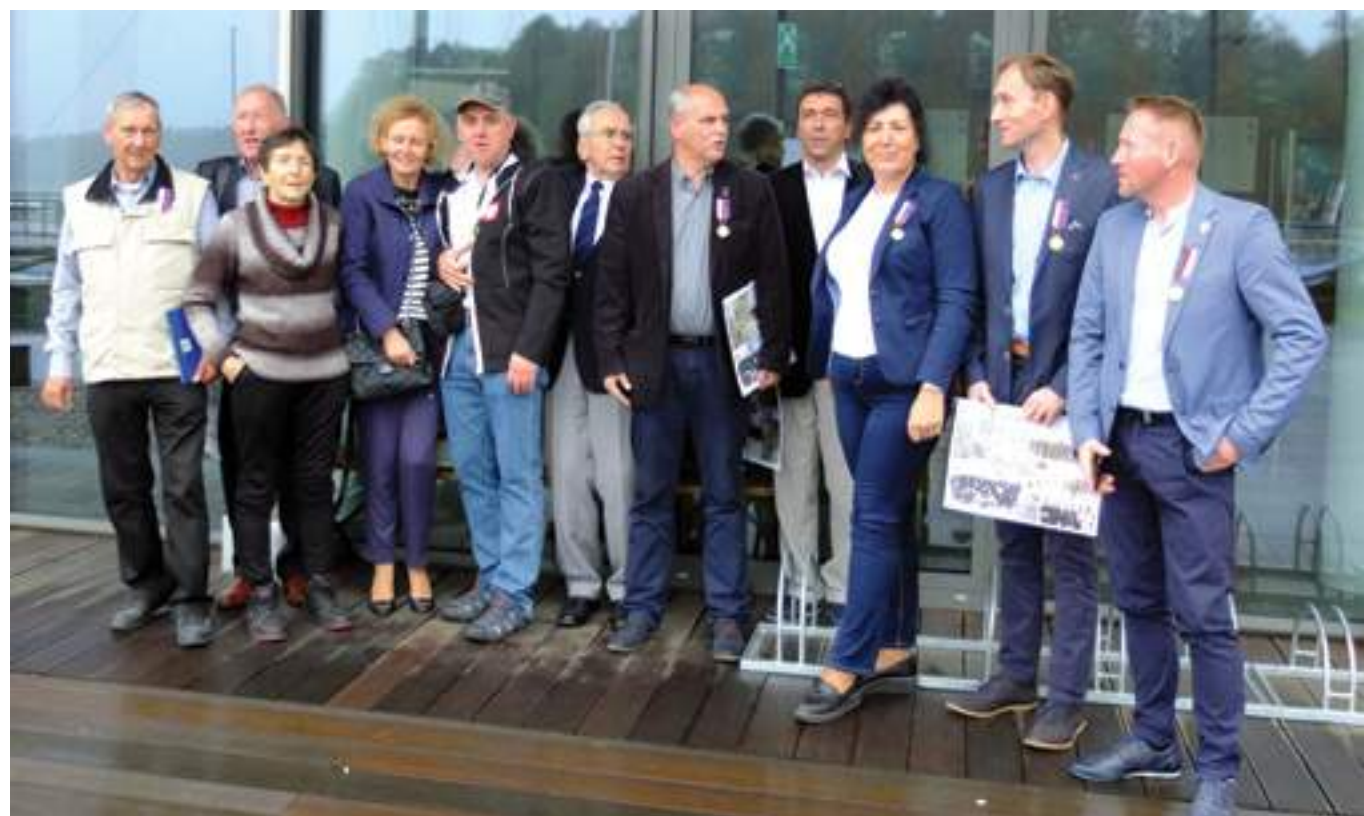
WIM VAN ACKER CUP



**THE 50TH ANNIVERSARY
CELEBRATION OF THE DN CLASS
IN POLAND IN OLSZTYN
20-21 OCTOBER 2017**

Dedicating the Wim van Acker Cup
From left:

Jerzy Najdrowski P-24 Vice President Polish DN class; Romuald Rowecki P-25 with diploma; Marta van Acker wife of Wim van Acker; Jerzy Sukow P-345 President Polish DN class; Wilma van Acker daughter of Wim van Acker H-31



**WESTERN POLAND-POZNAN TEAM
AT THE ANNIVERSARY CELEBRATION.**

**RESULTS OF SAILORS FROM WESTERN POLAND NEAR
POZNAN, AT THE FIRST POLISH CHAMPIONSHIP
FEBRUARY 26-28, 1967**

SENIOR		
1	P-25	Romuald Rowecki PKM LOK Poznan
3	P-28	Andrzej Gronski PKM LOK Poznan
7	P-26	Henryk Piechota PKM LOK Poznan
16	P-11	Stanisław Włodarczyk LOK Rogozno
18	P-9	Kazimierz Karczmarek LOK Rogozno.
19	P-27	Teofil Rózanski PKM LOK Poznan
20		Adam Michalak LOK Leszno
21		Ryszard Sprengel LOK Leszno

JUNIOR		
1	P-25	Józef Mikulski PKM LOK Poznan
6	P-27	Krzysztof Witczak PKM LOK Poznan
	P-28	Sierocin PKM LOK Poznan
	P-26	PKM LOK Poznan



**POZNAN ICE YACHT CLUB IN 1965
MONOTYPE XV WITH A 15 SM SAIL
AND JUNIORS ON L-8 WITH AN 8 SM SAIL**



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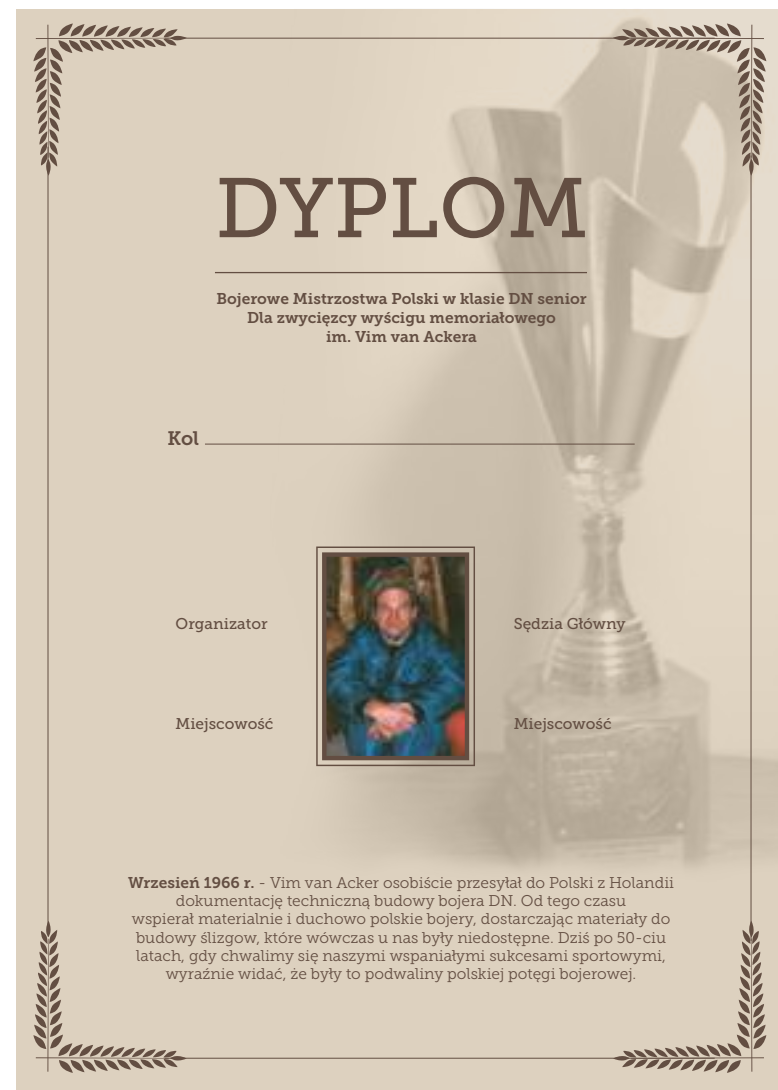


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COMMEMORATIVE MEDAL OF THE 50TH
ANNIVERSARY OF THE DN CLASS IN POLAND

We would not be as successful in this sport were it not for the long time efforts of club members around Poland and in recognition of their merits, we designed and produced, again here in Poznan, medals to commemorate the 50th anniversary of the DN class in Poland.

We held a 50th anniversary celebration of the DN class in Poland in Olsztyn 20-21 October 2017 and deserving recipients were presented with the first batch of medals. Another highlight of the anniversary celebration was screening a historical 25 minute Dutch film about the first DN championship in Poland which took place in Gizycko in 1967. Now, after 50 years, it is clear that without Wim's help, we would not have had such a powerful fleet of Polish DN sailors. Wim Van Acker is our Godfather of Polish DN class!! No other winter sport has brought Poland as much success as the DN class, which was born in Poznan.

DN P-25 Romuald Rowecki



2019 North American Championship on Lake Wawasee in Indiana
Photo: Danny Graber



Peter Hamrak
icewise.hu
m53@icewise.hu

PROPOSAL TO CHANGE SPECIFICATIONS

AN EXPLANATION BY PETER HAMRAK M-53

I'd like to give a detailed explanation of my recent proposals to change the Official Specifications. I hope this will help you to better understand my intention to make the DN a safer, better, and more popular class.

Over the years the class willingly and unwillingly developed and the Official Specifications just partially covered these changes. I think it is time to make some rule changes to correct some misunderstandings and clear the rules for a better use.

My proposals are only the part of the necessary specification revisions but I think the most urgent and essential ones. I am confident that these changes would clear a lot of unwanted arguments and discussions that the present rules are serving a reason for.

These are 4 very important rule changes that mostly recognize the current building methods, clears misleading and contradicting information in the specifications, and also adds more effective, cheaper and safer materials to build a DN ice yacht. All of these changes would make the DN class safer, and the building more EASY, more EFFICIENT, more DURABLE and LESS EXPENSIVE.

At the 2019 European Secretaries meeting 2 of my proposals were elected to go to a ballot in 2019 to vote by the entire DN class. I'd like to explain these and the other proposed changes for later consideration.

The first 2 proposals (mast and runners) are for discussion before the ballot, the other 2 (fuselage and plank) are for future consideration:

1. Mast
2. Runners
3. Fuselage
4. Plank

There is also a discussion board forum on the in-

ternet, where we can express our opinions about all the proposals. Visit: <http://dn-tc.boards.net/>

MAST

1. Section C of the Official Specification regarding the mast's properties:

My proposal is to completely remove C 3./f and C 3./g paragraphs.

OLD:

(“ f. The mast, without stays but complete with hardware and halyard used while sailing, may weigh no less than 15 lbs. (6.80 kg). Aluminum masts produced from a die existing prior to July 1, 1996 may weigh less than 15 lbs. (6.80 kg).

g. When supported at one point in an approximate horizontal position, the mast, without stays but complete with hardware and halyard in sailing position, must balance at a point a minimum of 84 inches (2133.6 mm) from the mast base.”)

Reasons:

- Today's carbon masts can be produced 30% lighter than earlier masts. To suit the requirements it is necessary to place about 2.3 kg of **LEAD** in each mast to meet minimum weight rule (6.8 kg).
- The corrector weight is the 50% of the mast's own weight.
- It adds a huge amount of extra **NON-functional** material to the mast without any reason.
- It is effort, material, and expense that could be avoided.



Explanation:

A - There is no reason to have the weight limit for the mast because it has no real advantage if the mast weighs less. We don't sail on waves and the boat hardly tilts. It does not matter if the boats center of gravity is higher by the weight of the mast. The heavier total weight of the boat can even be an advantage in most conditions.

B - The balance point has no effect on the performance of the DN. The higher center of gravity only effects boat speed if the pitching or raking of the boat is rapidly, periodically changing. It often occurs in summer sailing like on waves the pitching up and down movement or tilt by the force of the wind to the sides. The DN moves in one direction steadily on the ice without deviation almost all the time, so there is no additional movement that could influence the speed this way.

C - The placement of the corrector weight is very difficult, especially on the top section. It requires special molding, extra material, and work. The lead filling makes the masts more expensive to build and

the least environmentally friendly.

For further explanation, let us see a DN sailing in an extremely windy condition when the mast is most out of the vertical center line of the boat:



As you can see the buoyancy (or in the case of ice) the balance point is very much under the leeward side runner, so any weight you place against the wind force, right of the line, works as ballast or counter weight. This counter weight can be in the hull, either by the weight of the skipper - or any extra weight in any piece of equipment to the right from the line. All this weight just helps keep the boat on the ice and makes you go faster. This picture was taken in a 10 m/s+ (22 mph) wind, and represents about the maximum bend of the mast.

Continued next page

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In most conditions the mast is closer to the center of the boat, so it works more efficiently as ballast.

I had the opportunity to attend the Junior Worlds here in Europe this year and also the previous one, where the difference in skippers weights really show how the weight matters in performance. The juniors sail in a much wider range of skipper weight, varying from 40 kg to 90 kg (88 lbs to 198 lbs) depending upon their age. The light sailors have excellent speed in light wind conditions and slow ice, and the heavy ones have clear advantages when the ice is fast and the wind is moderate or heavy. Their experiences contradict the minimum weight rule for the mast as the mast also counts for balance weight, as seen in the example photo.

Also there is a rule for maximum runner weight and a rule for placing ballast weight in the boat which already recognizes the advantage of ballast. If anything, a maximum weight would be eligible for masts, but makes no sense for a minimum.

In my experience, the overall weight of the DN – within limits– doesn't have that much of an impact on the senior fleet. In most conditions it is an advantage if the rig is a bit heavier than normal. I would say that in about 80 % of regatta conditions the weight is an advantage.

Of course I am not speaking of extreme cases like an over 120 kg (264 lbs.) skipper, as their advantage comes out only in very heavy wind conditions. Also a skipper of 50 kg (110 lbs.) has no chance in heavy air, only in very light wind conditions.

The other mistaken element here is the balance point of the mast. (See section C 3./g paragraph previous.) There is confusion in people minds about this. In the Official Specifications, I assume this rule came from summer sailing where the boat tilts and has to go through waves. In ice boating we don't have these kind of conditions and therefore it does not apply to our sailing forces. The illustrations (right) show the summer sailing case and obviously show why it does not apply to ice boats.

On water the height of the center of gravity matters, as the forward movement of the boat in case of higher weight point needs more energy to reach the same effort, as by lower weight point the movement needs less energy. (These center of gravity

examples are exaggerated for better visibility.)

On ice there are NO WAVES, the boat does not pitch up and down, so it has no effect if the center of gravity higher or lower.



Therefore, we don't need these rules at all.

RUNNERS

2. Section E of the Official Specification about the RUNNERS:

Modify E. /2.e to:

2./e Body shall be made of any composite material. (for example: wood, plastic foam, nomex-aramid, fiberglass, carbon, steel or else)

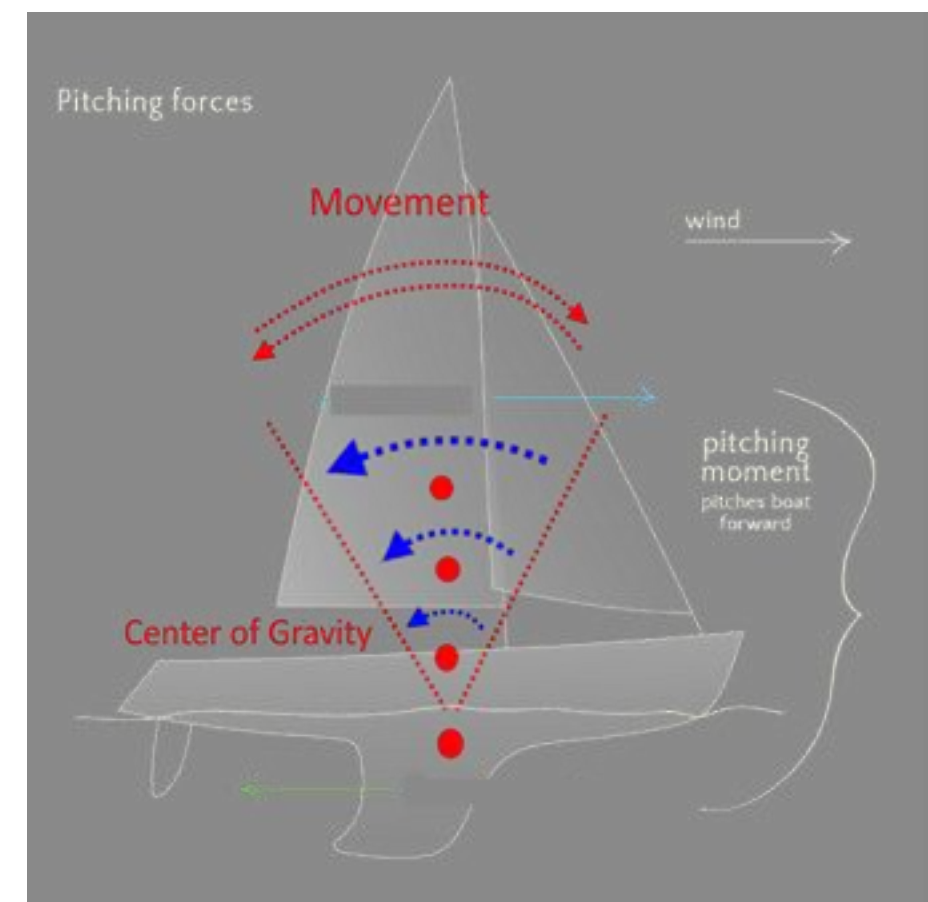
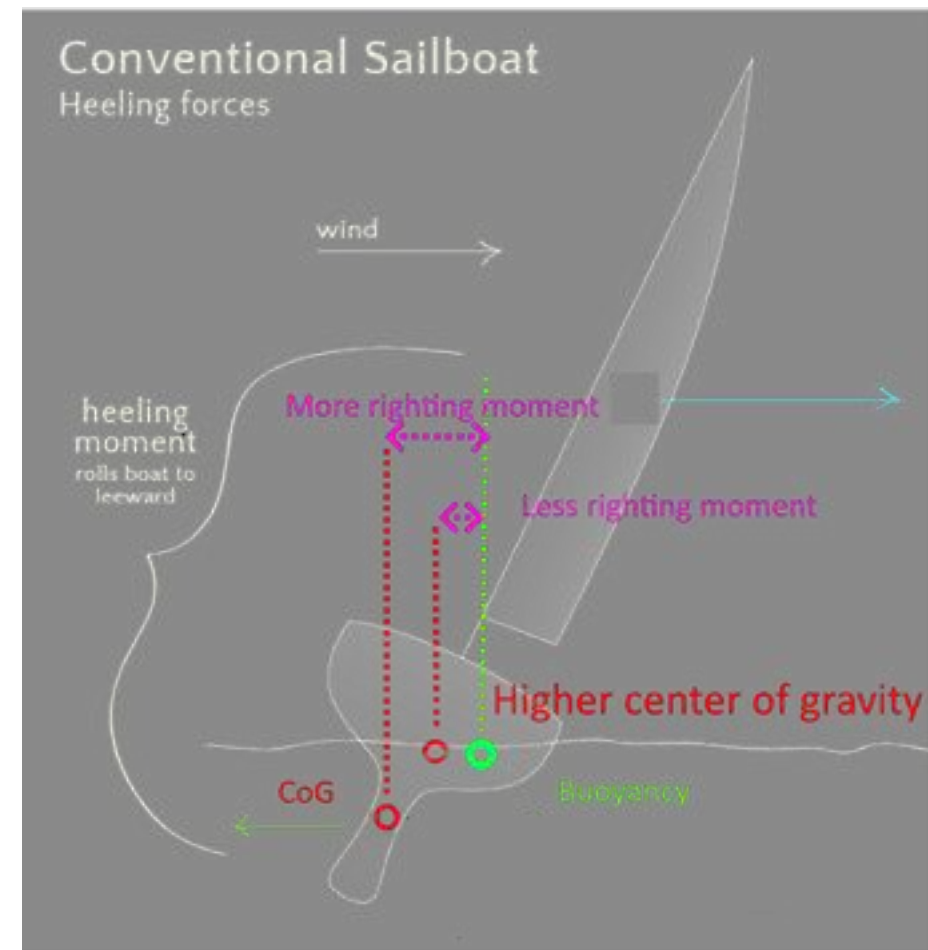
OLD:

("E. 2./ e.Body shall be made of wood. Fiberglass may be added. Plate may be attached by bolts, or epoxy or both. ")

Reasons for change:

- The evolution of the DN **insert runner types** was not implemented properly in the Official Specifications for some time now. The several modifications in interpretations are confusing and incoherent.
- The specification does not even contain CARBON fiber as allowed material for runners.
- The minimum wood content of the runner body is not clearly specified.
- There is no eligible method to enforce the adherence of the runners, especially the inner content.

This rule change would eliminate all problems of



enforcing the rules of the runner bodies and keep all of today's insert runners legal.

Explanation:

The wood body insert runners have had a strange development because it was first intended to make the blades exchangeable in the wood body. It was a failure because the blade couldn't be maintained if exchanged and took more time than changing the whole runner between races. And if its not enough, the wood body broke all the time, soaked up water, and changed shape, etc. - all of the problems that happen to wood in wet environments.

Then they started to reinforce the wood with other elements that could protect and strengthen the wood body and also applied wings from aluminum, steel, carbon, glass, and so on to keep it strong. There are several of these solutions from different materials that are still in use on many boats. Some of them are kind of strange. But there is a common problem with them all; they cover up the wood body as intended to save it. This way it is not so obvious anymore to tell the exact size of the wood part, and its location.

The location also matters because there is a minimum and a maximum height, what makes it possible to position the minimum wood body in an outer shell, for example made out of carbon, what has a maximum height and thickness.

For a more visual example see a possible location of the wood core on the picture at the bottom of the page.

There are different opinions about the location of the inner core, if it should be more down or whatever, but the specification does not make it clear how it should it be positioned.

This confusion creates endless arguments and



some guys just get over-excited about being legal or not.

I think the only solution to leave the existing runners legal and to avoid further chaos, eliminate wood requirements and measure only the outside of the runners for authenticity.

The current rules are not enforceable because no one will cut anybody's runner in half.

Allow me to quote from the Specification Management System of IDNIYRA regarding rule changes:

"The DN is an inexpensive, home build able, 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 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."

I think most of these conditions are fulfilled by my proposals. I hope these changes will help the class to evolve to today's standards and will be more tempting to newcomers and other sailors.

[Editors Note: The next two proposals regarding Fuselage and Runner Planks were voted down at the 2019 European Secretaries Meeting and will not be submitted to the Technical Committee for review. They are included here as informational.]

Now the other 2 proposals, that would be the most important for safety reasons for the DN class:

For a safer boat and easier build, I propose the following change to the Official Specifications:

FUSELAGE

Section A of the Official Specification about fuselage:

Modify A. /25 to:

25. The fuselage can be constructed of any composite material. (Wood, cell foam, honeycomb, carbon, aluminum, steel, fiberglass, etc...) Any molding technique can be used for construction.

OLD:

("25.Fuselage shall be constructed of wood only, except as provided in specification A.31.(Sitka spruce is most popular). Fiberglass may be added for reinforcement only. See Interpretations General. ")

Reasons for change:

- The use of carbon fiber would make the hulls significantly safer for impacts; multi-directional fibers could prevent sharp splinter formations.
- Today, most of the fuselages built of fiberglass, mostly out of the expensive S-glass. Wood parts become an obsolete material for building. There is a number of additional materials that could be used more effectively and more efficient for the side panels, the inner ribs, the core for the floors, etc.
- This rule would also recognize the molding technique which is a long time common technique in composite building.
- This rule change would be a recognition and follow up of the currently used building systems and adds also cheaper and more available materials.

Explanations

The wooden fuselages and tillers can break into splinters on impact in accidents which can harm skippers more than composite material used for building hulls. The glass or carbon lines are never placed unidirectionally; they contain multiple direc-

tion lines which prevent the development of sharp splinters from the separation of the material, like when direct hits occur during accidents.

Carbon on the outside and inside of the cockpit and the side panels can much more effectively prevent sharp runner edges from penetrating the side panel and mutilating the skipper's body.

In Europe and also in North America molding techniques are well known. Most of the modern DN hulls are built fully or partially from negative mold forms because it makes building much simpler and more reliable.

Since the glass reinforcement and understanding that glass makes a boat stronger and longer lasting, the building of the hulls has changed very much. Building positive hulls and then reinforcing them is clearly more work and a disadvantage because it is very difficult to place material on certain spots, like long edges and corners.

The negative form allows fewer building steps, less after work for surface finish, and it's even possible to leave the painting out which also reduces the work. A carbon reinforced hull would give much more room for design, strength, safety, and ease of building.

There are some carbon made fittings in question; are they are the part of the boat or are they really fittings? Like footrests and protection patches for spikes. This change would also resolve that problem.

Instead of wood, Airex foams or honeycomb materials could be much easier to apply in building the hulls side panels.

This change would not affect the performance of the complete boat directly, just extends its life span, makes it easier to build, and make them safer.

Continued next page

For better safety and easier build, I propose the following change to the Official Specifications:

RUNNER PLANK

Section B of the Official Specification about runner planks:

Modify B. /7 to:

7. Runner plank can be constructed of any composite material. (Wood, cell foam, honeycomb, carbon, aluminum, steel, fiberglass, etc...) Any molding technique can be used for construction.

OLD:

("7. Runner plank shall be constructed of wood. The number of lamination is optional. Fiberglass may be added. See Interpretations-General. ")

Reasons for change:

- The elimination of the wood-only core restriction could give space for safer material usage in plank building. Wood tends to form splinters or spears during breakage that could harm the skipper when accidents occur.
- Like the fuselages today, most of the runner planks are built out of fiberglass, mostly the expensive S-glass. There are a number of additional materials that could be used more effectively, more efficiently and cheaply.
- This also would recognize the molding technique, a long-time technique common in composite building.
- This rule change would be a follow-up of the currently used building systems and also adds more effective materials. There are several other ways to build planks that are not described in the specifications. It could also be more suitable for individual needs and necessities.

Explanation:

The first concern is safety when looking at the regulations of the Official Specifications. Fuselage and plank integrity are a major part of DN sailing

safety aspects because of speeds often exceeding 90 km/h (55 mph). The wooden solutions alone are not the best ones for preventing sharp and pointy edges that form during breakages. People can become injured more if this happens. Since carbon or glass fibers do not only contain one directional material as wood does, the multiple directional layers can prevent splinter buildup.

Building a plank is one of the easiest jobs to accomplish among the DN parts, so a lot of people are building their own. There are several techniques that very much differ from the original plans. If we look back 30 years to Tom Hamill's aero planks, then comes the question right away if veneer built hollow planks are legal? I think it never has been opposed by the technical committee. But if we ask the question of how the thickness of the wood needs to be measured, it is not so simple. Doesn't it need to be solid if we want to measure the thickness of it? Or if it's hollow, is it the overall height or the separate layers total thickness that count? Fine question. I don't know the answer.

If we accept that hollow planks are legal, there are several options today to build a plank, that are much more reliable than reinforcing a positive solid wood plank. For example, a plank can be made of veneer on some light wood ribs, but there are readily available glass panels that could serve the same stripping purpose.

Another method is in a negative mold vacuumed into two halves and glued together afterward.

In both methods, the planks' future properties are much easier to control and predict than in a solid wood glass reinforced build. In most of these methods, the wood is an unnecessary part of the construction, so it would be much easier to solve the build without it. The glass can be substituted with normal modulus carbon because it needs much less material, it can be more easily acquired, and is cheaper than S-glass. And most of all - the freedom of structural elements will give more room for the human mind to soar.

Please, feel free to share your opinion or if you have any question regarding the proposal visit the <http://dn-tc.boards.net/> web site.
Thank you for your attention!
Peter Hamrak M-53

SOME BUSINESS FOR THE TECHNICAL COMMITTEE: A COUNTERPOINT TO PETER HAMRAK'S PROPOSALS

BY WARREN NETHERCOTE KC3786

At the recent meeting of the European Secretaries, Peter Hamrak, M-53, made a personal submission proposing several rules changes for DN construction. One was related to mast weight and centre of gravity, one to hull construction, one to runner plank construction, and the last to runner construction. Peter's mast and runner proposals were supported by the European Secretaries and have been referred to the Technical Committee for their action.

I have mixed feelings about Peter's proposal to eliminate the centre of gravity and weight requirements for the mast. The centre of gravity rule is a pain in the neck, but it was introduced originally to maintain equivalency to existing masts when composite masts were first approved. Is it a necessary rule now? Perhaps not. But when I started sailing aluminum-mast DN's in the early 1980s, I had a 38 lb (17 kg) hull and memories of that boat suggest to me that weight does matter. Of course, in lighter winds, when the mast bends

less and the center of gravity moves closer to the centerline, the heavy mast will gain a righting moment advantage, but at that point what you want is reduced weight, favouring the lighter mast again. Peter's "weight on the runners counteracting sail loads" model is a reasonable one, if simplified. The sail generates an overturning moment which is resisted by righting moments from each 'weighty' bit of the DN and skipper. These righting moments can be calculated based on the weight and centre of gravity of each weighty bit. If I assume an existing, minimum weight carbon mast with 2.2 kg of ballast at the hound and the class legal minimum centre of gravity height, I can calculate the centre of gravity of the mast without ballast. If I plot the ballasted and un-ballasted centres of on Peter's illustrative photograph, the gravity vectors for each are about 200 mm and 400 mm to windward of the leeward runner. The un-ballasted mast is about 65% of the weight of the ballasted one, but its center of gravity is twice as far inboard of the leeward runner than the ballasted one. The righting moment of the lighter, un-ballasted mast about the

Continued next page



Jim Williamson

leeward runner is $(400/200) \times 65\%$, or about 130% of the heavier one. This calculation is admittedly woolly, but it suggests to me that a light, low-centre of gravity mast helps sail-carrying power.

Would a small righting moment advantage (really small: 4 or 5 N-m) have any real competitive advantage over existing composite masts? If there is no real advantage, as Peter argues, will there be a perceived advantage that will negatively affect members with existing masts? Would elimination of the mast weight and centre of gravity generate enough cost and price reduction to offset perceived loss of value on existing masts?

SOMETIMES, INTENDED REDUCTION IN MANUFACTURING COSTS CAN HAVE UNFORTUNATE CONSEQUENCES FOR EXISTING EQUIPMENT.

I need to consider Peter's runner proposal in two parts. As a home builder of insert runners (but not the steel for competition runners) my preference is for the continued requirement of a wood core. Paul Goodwin's original proposal of this runner type was clearly designed to allow simple home building. Over the years we have gotten a bit carried away! If this rule change were approved, would I undertake a foam cored runner body? Probably not, but I might build a thinner wood core to allow more carbon fiber stiffening. If I do increase the carbon stiffening on future runner builds what does that say about



my existing runners? Yes, they are still legal, but will existing runners be devalued?

Sometimes, choices about specifications changes may not be performance related. Sometimes, intended reduction in manufacturing costs can have unfortunate consequences for existing equipment.

Where I am in solid agreement with Peter is in his critique of the structure of our technical specifications. We have rules and interpretations that often challenge comprehension, and do not recognize practical aspects of inspection for compliance.

Whatever the outcome of Peter's proposals I look forward to the day when reading the DN specifications doesn't give me a headache.

If you would like to contribute to this discussion, Peter has created a forum at dn-tc.boards.net. If you have an opinion, contribute to the forum or correspond with the Technical Committee. Of course, you will get an opportunity downstream when it is time to vote, but the Technical Committee might value member input that would ordinarily have happened at an Annual Meeting.

In other business, the Technical Committee also has a direct submission from Bob Gray, US 65, who has proposed a small reduction in the minimum thickness of insert runner steel to allow use of standard 7-gauge material rather than 3/16 inch plate or bar stock.

Finally, I offer a question. Our governing documents give us the means to change technical specifications for the DN. We *can* change our specifications if we wish, but in what circumstances *should* we change our specifications? Please engage in this matter: keep our class strong.



Top: Class photo 2019 North American Championship Awards at Oakwood Resort, Lake Wawasee, Indiana.

Bottom: 2019 Gold Cup at Indian Lake, Ohio



Jim Williamson

REGATTA RESULTS

2019 JUNIOR WORLD CHAMPIONSHIP
FEBRUARY 4 - 7
SIEMIANÓWKA RESERVOIR, POLAND

ICE OPTIMIST FLEET 1-19

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	C3	SEPP ANDRIAS	[39/DSQ]	1	1	3	5	3	3	16
2	C1	TAGGU LISBETH	2	2	4	4	2	2	[7]	16
3	P89	GIGIELEWICZ MATEUSZ	3	3	[10]	1	1	4	4	16
4	C2	PAOMEES GEORG	4	5	[6]	2	4	1	2	18
5	C25	SELUNDI PERT	[9]	4	3	5	3	5	1	21
6	P1581	GRACZYK ANIELKA	1	6	2	8	12	10	[14]	39
7	C28	ADER ARTUR	8	10	8	9	11	6	[12]	52
8	C6	RATNIK KAREL	5	12	[13]	12	6	12	6	53
9	P22	WOJCIECHOWSKI MIKOŁAJ	[18]	9	9	13	17	9	8	65
10	P387	STRUPINSKI MIKOŁAJ	13	8	7	[33]	18	8	15	69
11	P161	SLIWINSKI ŁUKASZ	12	13	15	15	8	7	[29]	70
12	P339	SKAWINSKI/KORNIK MICHAŁ	10	14	12	[18]	13	13	9	71
13	P290	CHEŁKOWSKI PATRYK	[29]	15	11	7	19	21	5	78
14	C29	LEMBER HENRI	17	[21]	5	20	10	17	10	79
15	P346	SUKOW JERZY	7	16	20	[34]	7	19	11	80
16	P334	LISZKIEWICZ LIWIA	19	7	14	10	15	18	[30]	83
17	P137	SLIWINSKI JAKUB	6	11	[23]	21	16	14	22	90
18	C5	SAFIN ROMI	15	17	18	[28]	9	15	18	92
19	P376	ZIELINSKA ZUZANNA	14	18	16	16	[22]	20	20	104

REGATTA RESULTS

2019 JUNIOR WORLD CHAMPIONSHIP
FEBRUARY 4 - 7
SIEMIANÓWKA RESERVOIR, POLAND

ICE OPTIMIST FLEET 20-38

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
20	P291	FABISIAK JOANNA	11	23	17	19	20	[28]	17	107
21	P219	POTEJKO AMELIA	20	20	19	6	28	[30]	24	117
22	P294	SKÓRNÓG MAGDALENA	[28]	19	21	14	25	22	19	120
23	P293	KONARZEWSKA MARIA	16	26	24	11	23	27	[28]	127
24	P84	GÓRSKI RAFAŁ	21	28	[34]	24	14	11	31	129
25	C20 i	KAAR EMMA MIA	[32]	25	31	17	29	23	13	138
26	P331	SOCHAJ LILA	26	27	[30]	22	27	16	23	141
27	C52	KUIVONEN JORGEN	27	22	25	23	[30]	26	25	148
28	P332	SOCHAJ TYMON	22	30	22	25	[39/ DNS]	25	33	157
29	P202	TYMINSKA KATARZYNA	25	[29]	27	26	24	29	26	157
30	P285	KLUK JAKUB	24	24	26	27	31	32	[34]	164
31	P374	PARZYCH RADOSŁAW	31	34	29	29	[39/ DNS]	24	35	182
32	P306	SLIWINSKI MATEUSZ	[39/DNS]	39/ DNS	39/ DNS	39/ DNS	21	31	16	185
33	R74	BARYLCHENKO ELIZAVETA	[39/DNS]	37	37	32	26	36	21	189
34	P213	WOJCZULANIS KACPER	23	33	32	[39/ DSQ]	32	33	38	191
35	P381	STAWSKI KAJETAN	33	36	28	35	33	[37]	27	192
36	T8	VOLUGEVICIUS NOJUS	34	31	36	30	34	[38]	37	202
37	P307	ADAMSKI JAKUB	[39/DNS]	35	35	31	35	35	32	203
38	T3161	MAŽUNAVICIUS RIMVYDAS	30	32	33	[39/ DNS]	39/ DNS	34	36	204

REGATTA RESULTS

2019 JUNIOR EUROPEAN CHAMPIONSHIP
FEBRUARY 8
SIEMIANÓWKA RESERVOIR, POLAND

DN FLEET 1-21

POS	#	NAME	R1	R2	R3	R4	R5	PTS
1	R166	DIDENKO ANTON	2	1	1	3	[43/DNF]	7
2	P119	RYBICKA ZUZANNA	1	[5]	4	5	1	11
3	C20	MAALINN RASMUS	[9]	2	6	1	4	13
4	P163	MICINSKI GUSTAW	4	3	[5]	2	5	14
5	C16	RÜÜTEL DANIEL	3	6	[12]	4	2	15
6	C45	AASAV MELVIN	11	[14]	2	8	3	24
7	S914	SVENSSON OSKAR	5	11	[17]	6	7	29
8	P224	KLIMASZEWSKI WOJCIECH	6	8	13	[16]	15	42
9	C75	LAUS JOOSEP	22	4	7	13	[27]	46
10	P186	CHMIELEWSKI MACIEJ	7	16	[18]	17	10	50
11	S829	ALNESS WILHELM	13	10	19	[34]	8	50
12	R53	LISOVITCKII MARK	14	19	8	[28]	11	52
13	P192	KRYNICKI JAKUB	15	[43/DSQ]	9	10	18	52
14	P292	KONARZEWSKI STANISŁAW	10	18	[24]	11	14	53
15	P59	MICKIEWICZ MIKOŁAJ	24	7	14	9	[43/DNS]	54
16	S839	STEFFNER AXELL	18	13	10	14	[43/DNF]	55
17	P131	MICHNIEWICZ BORYS	12	17	3	24	[32]	56
18	M153	HAMRÁK MIHALY	[43/DNF]	12	29	12	6	59
19	P288	WISSUWA JEDRZEJ	21	15	15	[27]	20	71
20	P90	STERNICKI CEZARY	[25]	20	25	18	9	72
21	P280	KAMINSKI JAKUB	17	27	[34]	7	21	72

REGATTA RESULTS

2019 JUNIOR EUROPEAN CHAMPIONSHIP
FEBRUARY 8
SIEMIANÓWKA RESERVOIR, POLAND

DN FLEET 22-40

POS	#	NAME	R1	R2	R3	R4	R5	PTS
22	P264	ANIELSKA MAGDALENA	20	24	[28]	15	17	76
23	P164	BURCZYNSKA NATALIA	19	[31]	26	22	12	79
24	P53	MICHALAK MATEUSZ	29	[33]	21	19	13	82
25	T4	GERASIMAVICIUS ANTANAS	23	32	[33]	25	19	99
26	P190	WASZKIEWICZ BARTŁOMIEJ	28	22	23	26	[29]	99
27	C55	SEPP ANVAR	[30]	23	22	30	24	99
28	P102	BANACH LAURA	16	21	20	[43/DNS]	43/DNS	100
29	P169	CHMIELEWSKA ALEKSANDRA	27	28	[31]	23	23	101
30	P379	MARTYNOWSKA WERONIKA	34	34	[36]	21	16	105
31	P142	WOREK KACPER	[43/DNS]	9	11	43/DNS	43/DNS	106
32	O70	TOLSTIKA LEILA HELGA SARA	[33]	25	32	31	22	110
33	S887	LINDÉN GUSTAV	8	[43/DNS]	16	43/DNS	43/DNS	110
34	C70	ADER KARL	32	26	27	[35]	28	113
35	P352	WINIARCZYK PATRYK	26	30	[35]	32	26	114
36	P198	WASILEWSKI MATEUSZ	[31]	29	30	29	31	119
37	O7	FIŠERS-BLUMBERGS TOMS	[43/DNS]	43/DNS	43/DNS	20	30	136
38	T98	BITINAITIS ROKAS	35	35	37	36	[43/DNS]	143
39	P69	DROZDOWSKI JAKUB	[43/DSQ]	43/DNS	43/DNS	33	25	144
40T	P32	ROSZKOWSKI PAWEŁ	[43/DNS]	43/DNS	43/DNS	43/DNS	43/DNS	172
40T	T99	JURGELIONIS JURGIS	[43/DNS]	43/DNS	43/DNS	43/DNS	43/DNS	172
40T	US888	ROSTEN THOR	[43/DNS]	43/DNS	43/DNS	43/DNS	43/DNS	172

REGATTA RESULTS

2019 JUNIOR EUROPEAN CHAMPIONSHIP
FEBRUARY 8
SIEMIANÓWKA RESERVOIR, POLAND

ICE OPTIMIST FLEET 1-19

POS	#	NAME	R1	R2	R3	R4	R5	PTS
1	C3	SEPP ANDRIAS	1	1	[3]	1	1	4
2	P89	GIGIELEWICZ MATEUSZ	2	2	1	[7]	2	7
3	C2	PAOMEES GEORG	[12]	3	2	4	4	13
4	P161	SLIWINSKI ŁUKASZ	[9]	4	7	3	3	17
5	C25	SELUNDI PERT	8	8	5	2	[9]	23
6	P22	WOJCIECHOWSKI MIKOŁAJ	3	6	11	[16]	6	26
7	C28	ADER ARTUR	4	7	10	5	[13]	26
8	P1581	GRACZYK ANIELKA	7	[17]	8	8	7	30
9	P219	POTEJKO AMELIA	6	[19]	15	9	5	35
10	P290	CHEŁKOWSKI PATRYK	5	15	6	[19]	12	38
11	C6	RATNIK KAREL	13	12	9	6	[15]	40
12	C1	TAGGU LISBETH	15	13	4	11	[17]	43
13	P334	LISZKIEWICZ LIWIA	11	[18]	13	15	10	49
14	P137	SLIWINSKI JAKUB	[24]	23	12	14	8	57
15	C5	SAFIN ROMI	17	10	18	13	[39/ DSQ]	58
16	P346	SUKOW JERZY	23	9	16	[27]	14	62
17	P293	KONARZEWSKA MARIA	14	14	19	17	[20]	64
18	P294	SKÓRNÓG MAGDALENA	20	16	[27]	10	18	64
19	P374	PARZYCH RADOSŁAW	[27]	11	17	24	16	68

REGATTA RESULTS

2019 JUNIOR EUROPEAN CHAMPIONSHIP
FEBRUARY 8
SIEMIANÓWKA RESERVOIR, POLAND

ICE OPTIMIST FLEET 20-38

POS	#	NAME	R1	R2	R3	R4	R5	PTS
20	P339	SKAWINSKI/KORNIK MICHAŁ	18	20	[22]	20	11	69
21	C52	KUIVONEN JORGEN	16	25	14	22	[28]	77
22	C20	KAAR EMMA MIA	22	26	20	12	[30]	80
23	P291	FABISIAK JOANNA	19	[28]	26	23	21	89
24	C29	LEMBER HENRI	[32]	22	23	21	24	90
25	P332	SOCHAJ TYMON	26	27	[34]	18	22	93
26	P331	SOCHAJ LILA	[31]	24	28	26	19	97
27	P202	TYMINSKA KATARZYNA	28	[34]	21	30	23	102
28	P376	ZIELINSKA ZUZANNA	21	[32]	31	32	25	109
29	P387	STRUPINSKI MIKOŁAJ	10	21	[39/ DNS]	39/ DNS	39/ DNS	109
30	P84	GÓRSKI RAFAŁ	25	[30]	29	29	27	110
31	R74	BARYLCHENKO ELIZAVETA	[35]	31	25	25	29	110
32	P306	SLIWINSKI MATEUSZ	[39/ DNS]	5	32	39/ DNS	34	110
33	P285	KLUK JAKUB	29	[33]	30	28	26	113
34	P213	WOJCZULANIS KACPER	[37]	29	24	31	31	115
35	P381	STAWSKI KAJETAN	33	[36]	33	34	33	133
36	P307	ADAMSKI JAKUB	34	[39/ DNS]	35	33	32	134
37	T3161	MAŽUNAVICIUS RIMVYDAS	30	35	36	[39/ DNS]	39/ DNS	140
38	T8	VOLUGEVICIUS NOJUS	36	37	[39/ DNS]	39/ DNS	39/ DNS	151

REGATTA RESULTS

2019 EUROPEAN CHAMPIONSHIP
JANUARY 20-25
LAKE SNIARDWY, POLAND

A FLEET 1-20

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	P431	RADZKI JAREK	[10]	2	4	3	2	1	4	16
2	P55	ZAKRZEWSKI TOMASZ	4	[12]	7	4	1	2	3	21
3	C45	KOSK MIHKEL	5	[7]	2	7	5	4	1	24
4	P155	ZAKRZEWSKI LUKASZ	2	[16]	6	1	3	8	5	25
5	P114	BURCZYNSKI MICHAŁ	3	1	1	[8]	7	5	8	25
6	C20	MAALINN RASMUS	1	[18]	3	5	11	6	2	28
7	US5166	BERGER CHRIS	6	5	11	16	6	9	[18]	53
8	P13	DAREK KARDAS	7	14	[27]	9	10	7	6	53
9	P104	BARANOWSKI WOJCIECH	12	3	5	12	8	15	[16]	55
10	P254	SIELICKI RAFAL	8	[23]	16	10	9	11	9	63
11	S81	LINDGREN TOMAS	9	9	9	24	12	[28]	10	73
12	M53	HAMRAK PETER	[20]	8	18	6	19	12	12	75
13	R1	VASILEV OLEG	[31]	21	10	2	13	10	22	78
14	L601	WINQUIST JOHN	14	4	15	18	14	[22]	14	79
15	Z39	VUITHIER JEAN-CLAUDE	11	6	23	11	[26]	24	21	96
16	C6	VOOREMAA VAIKO	17	10	[31]	26	15	16	13	97
17	H534	HEIDA JAN	16	13	13	22	16	20	[26]	100
18	P243	SZCZNSNY ADAM	[37]	25	21	32	4	23	7	112
19	S8	LÖNEGREN FREDRIK	21	[30]	17	23	27	14	11	113
20	P74	TABER JERZY	13	24	12	14	[29]	29	25	117

REGATTA RESULTS

2019 EUROPEAN CHAMPIONSHIP
JANUARY 20-25
LAKE SNIARDWY, POLAND

A FLEET 21-40

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
21	G936	KOLB JOST	[33]	17	32	21	24	3	27	124
22	P65	BERNAT MAREK	19	[35]	28	15	21	27	20	130
23	P125	KOSECKI DARIUSZ	15	11	[36]	19	32	25	28	130
24	O2	BERZINS ARTIS	24	20	39	[41/DNF]	17	17	15	132
25	OE777	HRIBAR PHILIPP	30	[33]	29	27	20	13	17	136
26	P107	STEFANIUK ARTUR MAREK	[32]	15	14	28	25	30	24	136
27	P311	WOREK WOJCIECH	[39]	19	20	29	31	26	23	148
28	P341	LUGOWSKI RAFAL	26	31	26	17	[38]	19	30	149
29	P119	RYBICKA ZUZANNA	28	34	8	13	[39]	38	35	156
30	Z78	MARTI UELI	25	28	30	20	23	[32]	32	158
31	C53	KIISLER JOONAS	22	29	[38]	33	33	18	29	164
32	F1	MARIE BENOIT	[36]	27	19	30	30	35	31	172
33	R22	ASTASHEV YURI	18	32	22	34	35	[37]	36	177
34	O10	GRAUDUMS GATIS	29	26	35	31	28	33	[39]	182
35	S441	ERIKSSON HANS	27	22	[37]	25	37	36	37	184
36	S881	ERIKSSON STEFAN	[40]	37	24	38	18	39	34	190
37	P80	MRÓZEK RYSZARD GLISZCZYNSKA	23	40	33	37	36	21	[41/DNF]	190
38	G737	BOHN JOERG	34	38	[40]	35	34	31	19	191
39	S107	BOKFORS STEFAN	35	[36]	34	36	22	34	33	194
40	G44	FORSTMANN HEINER	38	39	25	39	[40]	40	38	219

REGATTA RESULTS

2019 EUROPEAN CHAMPIONSHIP
JANUARY 20-25
LAKE SNIARDWY, POLAND

B FLEET 1-21

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	P200	MORGAS ROMAN	1	5	3	[29]	5	5	3	22
2	G8	HUBER THOMAS	18	[23]	2	3	1	3	2	29
3	R163	DIDENKO ANTON	[17]	3	6	4	6	1	10	30
4	H852	DE RUITER DENNIS	11	[24]	17	8	2	2	1	41
5	L65	PETTERSSON MIKAEL	9	[16]	11	6	3	6	11	46
6	Z50	DURR PHILIPPE	3	4	7	14	[20]	18	5	51
7	H580	TOLSMA JOHAN	8	2	5	10	15	19	[31]	59
8	G677	HOTHO MATTHIAS	25	1	1	1	[31]	20	18	66
9	C73	HELMETS EIGO	13	8	15	2	[43/ DSQ]	7	22	67
10	D92	EBLER HANS	14	7	8	[27]	22	11	19	81
11	H962	KLOOS BEN	2	9	[39]	32	18	16	4	81
12	CZ92	VACULA MARTIN	22	13	[43/ DSQ]	15	9	8	17	84
13	CZ112	PTASNIK VLADISLAV	5	17	32	[38]	10	9	15	88
14	R79	KOZLOVA VALENTINA	12	15	4	18	19	21	[33]	89
15	R166	DICHENKO VALERIY	[33]	25	16	9	14	12	16	92
16	P345	SUKOW JERZY	20	29	10	17	[43/ DNF]	10	8	94
17	R5	PULKOV SERGEY	26	22	[30]	24	13	14	7	106
18	P146	JOJKO ANDRZEJ	10	[32]	23	30	16	22	6	107
19	P15	WOJTKIEWICZ A	[30]	27	9	28	21	4	24	113
20	L37	CARAVITIS TIMOLEON	34	36	19	12	7	[43/ DSQ]	9	117
21	Z42	FREDY RUDOLF	[43/ DSQ]	14	24	21	17	30	12	118

REGATTA RESULTS

2019 EUROPEAN CHAMPIONSHIP
JANUARY 20-25
LAKE SNIARDWY, POLAND

B FLEET 22-42

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
22	G102	HOTHO MICHAEL	28	21	22	13	[29]	15	20	119
23	T11	SODEIKA SARUNAS	15	6	[35]	19	27	31	28	126
24	K13	HOWLETT DAVID	23	19	[29]	11	24	23	27	127
25	Z119	BACHELIN MAXIME	6	26	21	16	35	[37]	23	127
26	H845	GREVELING PETER	24	12	34	[36]	8	34	21	133
27	C62	AASAV MELVIN	[43/ DSQ]	41	40	7	11	24	13	136
28	L140	PESOLA RISTO	[43/ DSQ]	35	12	42	12	13	26	140
29	CZ123	HENDRYCH VÁCLAV	27	18	14	31	26	25	[35]	141
30	O7	FIERS-BLUMBERGS TOMS	36	40	[41]	5	30	17	14	142
31	D126	MOLER LARS	21	[43/ DSQ]	13	20	28	36	37	155
32	D156	JOGENSEN POUL	31	10	26	[37]	33	27	30	157
33	P242	PROT MARIUSZ	7	28	37	25	32	[38]	29	158
34	P96	SZAFRANEK PIOTR	16	33	20	23	[39]	32	36	160
35	G51	JAHN BERND	[43/ DSQ]	34	25	26	23	26	32	166
36	G749	KROGLOWSKI WULF	32	38	38	[40]	4	29	25	166
37	G99	SCHREIBER MANFRED	37	30	27	22	25	28	[39]	169
38	Z124	BERNARD VANANTY	4	31	33	33	37	33	[40]	171
39	OE250	HUBER ROLAND	19	20	31	35	[38]	35	34	174
40	G136	MEYER DIRK	29	11	18	34	[43/ DNF]	43/ DNF	43/ DNF	178
41	P20	KALOTA PAWEŁ	[43/ DSQ]	37	28	39	34	39	38	215
42	G910	PLESS ANDREAS	35	39	36	41	36	[43/ DNF]	43/ DNF	230

REGATTA RESULTS

2019 EUROPEAN CHAMPIONSHIP
JANUARY 20-25
LAKE SNIARDWY, POLAND

C FLEET 1-18

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	L135	KARKI EERO EPPU	9	1	3	[18]	3	4	4	24
2	S1	CRONER DAVID	[19]	4	5	2	1	9	9	30
3	H404	VAN WETTUM MARTIN	[38/ DNF]	3	11	3	4	3	6	30
4	R105	KOPYLOV ROMAN	3	8	8	1	5	[13]	12	37
5	CZ97	VACULA LIBOR	[22]	11	15	7	8	1	1	43
6	OE119	KÖLBL WALTER	[21]	5	7	10	15	6	8	51
7	P378	TEJSZERSKI MARCIN	2	2	19	13	[21]	14	7	57
8	Z47	COMTESSE JEAN-PIERRE	5	9	[12]	12	12	10	10	58
9	R999	SERDUKOV NIKOLAY	13	6	6	14	7	[18]	14	60
10	R190	LARYUSHENKOV ANATOLY	11	15	[22]	4	10	8	13	61
11	G631	SCHORLING ERNST-AUGUST	25	[31]	17	5	2	12	2	63
12	P442	PROT KRZYSZTOF	8	10	25	[38/ DNS]	6	5	11	65
13	Z61	PHILIPPE MARC-MARTIN	7	[38/ DNF]	2	11	9	21	18	68
14	P24	NAJDROWSKI JERZY	6	[25]	14	8	11	11	19	69
15	Z25	BACHELIN PIERRE	[38/ DSQ]	13	13	21	17	7	3	74
16	Z129	DE COCATRIX OLIVIER	10	19	9	[22]	13	17	15	83
17	CZ101	MAREK JOSEF	[38/ DSQ]	38/ DSQ	10	6	16	16	16	102
18	O8	JEKABSONS JANIS	18	12	30	[38/ DSQ]	18	15	17	110

REGATTA RESULTS

2019 EUROPEAN CHAMPIONSHIP
JANUARY 20-25
LAKE SNIARDWY, POLAND

C FLEET 19-37

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
19	R10	GALICH ALEKSANDR	17	21	33	[38/ DSQ]	38/ DSQ	2	5	116
20	P54	MATEJAK PAWEŁ	16	27	20	15	19	20	[38/ DSQ]	117
21	Z139	VUITHIER LUCIE	12	14	21	[24]	22	24	24	117
22	G896	PETERS KNUT	[38/ DNF]	38/ DNF	4	17	20	22	23	124
23	M101	PATAKI, JR. ATTILA	[38/ DSQ]	24	16	19	26	23	21	129
24	P451	KOZIOŁ ROBERT	15	22	[29]	20	25	26	22	130
25	R551	BASALKIN ARTEM	1	[38/ DSQ]	1	38/ DNS	38/ DNS	38/ DNS	20	136
26	L121	VIRTA OLLI	14	7	[38/ DSQ]	27	38/ DNS	28	25	139
27	R95	CHERNOVA ANASTASIA	27	16	[32]	25	14	29	29	140
28	M100	PATAKY ATTILA	20	18	18	28	29	27	[30]	140
29	P380	KALINOWSKI STEFAN	23	26	[36]	9	27	30	27	142
30	D379	JUELSGAARD GEORG	[38/ DNF]	29	26	16	24	19	28	142
31	L139	PAIJA OSSI	26	23	27	26	23	25	[38/ DSQ]	150
32	Z120	KASPER URS	[38/ DSQ]	28	24	23	28	32	26	161
33	C4	AARDEMAA TOIVO	4	17	31	[38/ DNS]	38/ DNS	38/ DNS	38/ DNS	166
34	G21	KRIEGHOFF HENNING	28	32	28	29	[38/ DNS]	31	31	179
35	P208	KISLY MIROSLAW	24	20	23	[38/ DNS]	38/ DNS	38/ DNS	38/ DNS	181
36	K11	ROWLAND GARETH	29	30	34	[38/ DNS]	38/ DNS	38/ DNS	38/ DNS	207
37	H707	CARON SANDRÉ	[38/ DNF]	38/ DNF	35	38/ DNS	38/ DNS	38/ DNS	38/ DNS	225

REGATTA RESULTS

2019 GOLD CUP WORLD CHAMPIONSHIP
17-23 FEBRUARY
INDIAN LAKE, OHIO

GOLD FLEET 1-18

POS	#	DIV	NAME	R1	R2	R3	R4	R5	R6	PTS
1	P114	REG	BURCZYNSKI MICHAL	1	1	1	(5)	3	1	7
2	P431	REG	RADZKI JAREK	4	4	4	4	(9)	2	18
3	P55/ US492	REG	ZAKRZEWSKI TOMASZ	(10)	9	3	3	2	6	23
4	G890	M	PETZKE HOLGER	2	8	8	6	1	(18)	25
5	P31/ US4257	REG	GRACYK ROBERT	12	3	6	(40.0 DNF)	5	3	29
6	US5224	S	THIELER JAMES	(16)	14	5	1	7	4	31
7	C20/ US49	J	MAALIN RASMUS	(18)	10	2	2	12	9	35
8	M53	S	HAMRAK PETER	(23)	5	7	13	11	7	43
9	G390	REG	FIEDLER ANJA	(19)	12	10	14	4	5	45
10	US44	S	SHERRY RON	11	2	(15)	10	8	15	46
11	US4926	REG	ORLEBEKE STEVE	17	6	(19)	7	10	14	54
12	US60	M	HARPER JOHN	6	16	(18)	16	13	8	59
13	S8/S713	S	LONEGREN FREDRIK	(21)	11	9	11	18	12	61
14	US5166	S	BERGER CHRIS	5	13	11	(21)	21	11	61
15	US4	J	SHERRY GRIFFIN	14	(22)	12	18	6	17	67
16	US4975	S	EVANS ROBBIE	15	15	(40.0 DNS)	12	16	13	71
17	US4691	S	DENNIS JOHN	30	(31)	13	9	20	10	82
18	US807	REG	FRANCIS JR	8	(35)	21	19	23	16	87

REGATTA RESULTS

2019 GOLD CUP WORLD CHAMPIONSHIP
17-23 FEBRUARY
INDIAN LAKE, OHIO

GOLD FLEET 19-38

POS	#	DIV	NAME	R1	R2	R3	R4	R5	R6	PTS
19	US4487	REG	ATKINS CHAD	(35)	26	17	8	22	22	95
20	US1188	S	HADLEY JIM	25	20	14	26	14	(33)	99
21	R166/ H467	S	DICHENKO VALERIY	7	30	(32)	17	30	21	105
22	G107	S	ZEIGER BERND	20	18	(30)	15	27	26	106
23	G737	S	BOHN JOERG	3	17	33	30	(35)	25	108
24	US3535	M	KENT JEFF	22	(33)	28	22	15	24	111
25	US3	M	GROGAN JIM	26	24	20	28	17	(30)	115
26	US2500	S	SMITH ERIC	13	19	(34)	33	26	29	120
27	G551	GM	SEEGERS CHRISTIAN	(40.0 DNS)	21	22	20	31	31	125
28	P345/ P679	REG	SUKOW JERZY	28	28	27	24	(29)	19	126
29	US5469	REG	MOORE OLIVER	(40.0 DNS)	27	25	23	33	20	128
30	US5014	REG	ISABELL MARK	32	(34)	23	34	19	23	131
31	US5219	S	BAKER KENT	34	(36)	16	32	24	27	133
32	P243/ G679	REG	SZCZESNY ADAM	9	7	(40.0 DNS)	40.0 DNS	40.0 DNS	40.0 DNS	136
33	US4009	GM	BRUSH DON	29	25	29	29	25	(32)	137
34	KC2766	S	VAN ROSSEM PETER	27	29	(35)	25	34	28	143
35	US4638	S	LOVEJOY GUY	24	23	24	35	(40.0 DNS)	40.0 DNS	146
36	US5415	REG	MILLER CHRISTOPHER	31	32	26	27	32	(35)	148
37	US4512	M	MADDEN STEVE	33	(37)	31	31	28	34	157
38	P155	REG	ZAKRZEWSKI LUKASZ	(40.0 DNS)	40.0 DNS	40.0 DNS	40.0 DNS	40.0 DNS	40.0 DNS	200
38	P13	S	DAREK KARDAS	(40.0 DNS)	40.0 DNS	40.0 DNS	40.0 DNS	40.0 DNS	40.0 DNS	200

REGATTA RESULTS

2019 GOLD CUP WORLD CHAMPIONSHIP
17-23 FEBRUARY
INDIAN LAKE, OHIO

SILVER FLEET 1-18

POS	#	DIV	NAME	R1	R2	R3	R4	R5	R6	PTS
1	US5116	S	CLAPP DAVID	2	(5)	4	1	1	5	13
2	US5432	M	BLOOM MIKE	(14)	3	5	3	2	3	16
3	US3705	S	HOLMAN ROBERT	1	6	9	8	3	(20)	27
4	Z102	REG	L'HUILLIER ARNAUD	7	4	8	(12)	8	4	31
5	US5435	REG	KJOLLER JODY	23	2	6	2	(26)	1	34
6	US111	J	KOCH MATT (N)	3	(17)	2	4	11	16	36
7	US5393	REG	LASHAWAY RYAN	8	11	1	(14)	5	13	38
8	US5352	S	HEARN DANIEL	9	1	(37.0 DNS)	6	13	10	39
9	US3283	GM	WILLIAMS JOHN	6	12	10	(13)	7	6	41
10	KC5247	S	MARZENSKI JACEK	15	8	3	(24)	12	12	50
11	KC4536	S	CRINION BOB	13	(25)	12	7	4	14	50
12	US5053	M	REIS GEORGE	17	13	(21)	5	14	2	51
13	KC5514	S	CURTIS JOHN	11	10	14	(25)	10	15	60
14	US4882	GM	WOLLAM RICHARD	12	9	(24)	11	24	8	64
15	US5358	S	FROST DAVID	4	15	17	17	15	(18)	68
16	S107/ US5144	M	BOKFORS STEFAN	10	14	16	10	19	(23)	69
17	US637	J	MEADE JOSEPH	18	18	20	9	9	(26)	74
18	KC4360	GM	BABY ANDRE	19	(20)	19	15	18	7	78

REGATTA RESULTS

2019 GOLD CUP WORLD CHAMPIONSHIP
17-23 FEBRUARY
INDIAN LAKE, OHIO

SILVER FLEET 19-36

POS	#	DIV	NAME	R1	R2	R3	R4	R5	R6	PTS
19	US4249	M	GLICK DAVE	(26)	7	7	22	17	25	78
20	US3947	S	WHITEHAIR JAY	20	16	13	19	(29)	19	87
21	US4738		PARKER DICK	(35)	33	11	30	6	9	89
22	US4775	S	WHITCOMB EBEN	5	(26)	22	16	25	24	92
23	KC5508	REG	MABBOUX NICOLAS	22	19	15	18	21	(28)	95
24	US5451	S	ALLEN ANDY	(31)	28	29	20	16	11	104
25	US4789	S	CLARK CHRIS	16	21	23	27	(28)	21	108
26	US4868	M	RICHARDS JULIE	28	(30)	18	26	23	27	122
27	US610	GM	JONES DON	27	24	26	(31)	30	17	124
28	US445	M	CAVE ROBERT	(30)	22	27	23	22	30	124
29	US4974	J	JONES STAN	(33)	27	25	28	20	29	129
30	US5633	REG	JOHANSON PETER	34	31	28	21	(37.0 DNS)	22	136
31	US5540	M	BISHOP RICK	24	(32)	31	29	27	32	143
32	US5590	REG	GORDON CHRISTOPHER	32	29	30	(37.0 DNS)	31	31	153
33	P107/ US51661	S	ARTUR-STEFANIUK MAREK	25	23	(37.0 DNS)	37.0 DNS	37.0 DNS	37.0 DNS	159
34	US5193	REG	ANDERSON ERIC	21	(37.0 DNS)	37.0 DNS	37.0 DNS	37.0 DNS	37.0 DNS	169
35	US3433	GM	CUMMINS ROBERT	29	34	(37.0 DNS)	37.0 DNS	37.0 DNS	37.0 DNS	174
36	US4155	M	LEMBERG-SR. RICK	(37.0 DNS)	37.0 DNS	37.0 DNS	37.0 DNS	37.0 DNS	37.0 DNS	185

REGATTA RESULTS

2019 GOLD CUP WORLD CHAMPIONSHIP
17-23 FEBRUARY
INDIAN LAKE, OHIO

BRONZE FLEET 1-18

POS	#	DIV	NAME	R1	R2	R3	R4	R5	PTS
1	US1301	S	COBERLY CHAD	(3)	1	1	3	2	7
2	OE213/ US338	S	UHLMANN PETER	8	(37.0 DNS)	2	1	1	12
3	US5420	REG	DEYE MICHAEL	2	5	3	2	(7)	12
4	US5298	M	BROWN SCOTT	1	4	4	4	(8)	13
5	US5486	REG	ELSMO DAVID	(37.0 DNS)	2	5	11	4	22
6	US5498	S	GORDON RICHARD	5	(8)	7	5	5	22
7	KC5629	REG	LAGRAVIERE ROBIN	(32)	3	20	7	3	33
8	Z25	M	BACHELIN PIERRE	(14)	9	6	8	12	35
9	US5158	M	BUSHEY JOHN	10	13	(15)	9	6	38
10	US1313	M	RAST ROBERT	6	6	14	(18)	13	39
11	US5478	GM	GORITSKI JACK	7	10	12	12	(17)	41
12	US2360	GM	JOHNS PETE	11	11	8	16	(18)	46
13	US2237	M	STEWART MIKE	15	15	9	10	(19)	49
14	US1277	GM	BOWMAN HAL	4	(37.0 DNF)	17	6	22	49
15	US1576	S	JONES BRIAN	9	12	(25)	14	16	51
16	US5350	S	TRUESDELL PETER	12	16	10	(17)	14	52
17	KC5591	REG	WEBBER MIKE	(18)	18	11	13	11	53
18	US4137	M	SMITH KEN	(21)	14	13	15	15	57

REGATTA RESULTS

2019 GOLD CUP WORLD CHAMPIONSHIP
17-23 FEBRUARY
INDIAN LAKE, OHIO

BRONZE FLEET 19-36

POS	#	DIV	NAME	R1	R2	R3	R4	R5	PTS
19	US5638	REG	BROWN STEVEN	17	(22)	16	19	10	62
20	US5573	REG	FOWLER NEAL	13	7	28	(29)	26	74
21	US65	GM	GRAY ROBERT	19	19	18	(23)	20	76
22	US5576	M	GAUTHIER RAY	20	17	21	20	(33)	78
23	US4925	S	VALENTINE SCOTT	22	20	19	22	(34)	83
24	P71	M	ZIOLKOWSKI LESZEK	23	28	(37.0 DNS)	37.0 DNS	9	97
25	KC5457	M	DUNCAN COLIN	(28)	25	22	24	27	98
26	US5593	S	WOLFF TOM	24	21	24	(30)	29	98
27	US5397	S	FIELDS RENEE (N)	26	(30)	27	21	24	98
28	US3576	REG	JONES BRUCE (N)	(37.0 DNS)	31	23	27	25	106
29	US5127	S	STEPHENS HUGH (N)	25	24	30	28	(31)	107
31	US4783	REG	NICHOLAS RHEA (N)	27	29	29	32	(37.0 DNF)	117
32	US107	M	KAISER HANK	29	32	26	(33)	30	117
33	US5666	S	MCGOWAN PETER	31	26	(37.0 DNS)	37.0 DNS	23	117
34	US5512	GM	STEINBAUM FRED	30	27	31	31	(32)	119
35	KC5493	M	WYNNE EDWARDS ROBIN	(37.0 DNS)	37.0 DNS	37.0 DNS	26	21	121
36	US5470	S	DAWSON TOM	16	(37.0 DNF)	37.0 DNS	37.0 DNS	37.0 DNS	127

REGATTA RESULTS

2019 GOLD CUP WORLD CHAMPIONSHIP
17-23 FEBRUARY
INDIAN LAKE, OHIO

GOLD CUP SPECIALTY AWARDS	COMPETITOR
GOLD CUP TROPHY + GOLD CUP 1ST	GOLD - POL - BURCZYNSKI MICHAL
COMM JIM READING TROPHY + GOLD FLEET 2	GOLD - POL - RADZKI JAREK
WIM VAN ACKER TROPHY + GOLD FLEET 3	GOLD - POL - ZAKRZEWSKI TOMASZ
EVERT VANDERBERG TR + GOLD CUP 4	GOLD - GER - PETZKE HOLGER
STAN WHORWOOD TR + GOLD FLEET 5	GOLD - POL - GRACYK ROBERT
GOLD FLEET 6	GOLD - USA - THIELER JAMES
GOLD FLEET 7	GOLD - EST - MAALIN RASMUS
GOLD FLEET 8	GOLD - HUN - HAMRAK PETER
GOLD FLEET 9	GOLD - GER - FIEDLER ANJA & F
GOLD FLEET 10	GOLD - USA - SHERRY RON
SKEETER ICE BOAT CLUB TR + 1ST SENIOR	GOLD - USA - THIELER JAMES
1ST MASTER	GOLD - GER - PETZKE HOLGER
1ST GRA MASTER	GOLD - GER - SEEGERs CHRISTIAN
ROBERT PEGEL TR + 1ST JUNIOR	GOLD - EST - MAALIN RASMUS
HUNGARIAN YACHTING ASSOC TR + 1ST WOMAN	GOLD - GER - FIEDLER ANJA

SILVER FLEET	COMPETITOR
Leon LeBeau Tr + 1st Silver Fleet	Silver - USA - CLAPP DAVID
2nd Silver Fleet	Silver - USA - BLOOM MIKE
3rd Silver Fleet	Silver - USA - HOLMAN ROBERT
4th Silver Fleet	Silver - SUI - L'HUILLIER ARNAUD
5th Silver Fleet	Silver - USA - KJOLLER JODY
6th Silver Fleet	Silver - USA - KOCH MATT (N)
7th Silver Fleet	Silver - USA - LASHAWAY RYAN
8th Silver Fleet	Silver - USA - HEARN DANIEL
9th Silver Fleet	Silver - USA - WILLIAMS JOHN
10th Silver Fleet	Silver - CAN - MARZENSKI JACEK

BRONZE FLEET	COMPETITOR
1st Bronze Fleet	Bronze - USA - COBERLY CHAD
2nd Bronze Fleet	Bronze - AUT - UHLMANN PETER
3rd Bronze Fleet	Bronze - USA - DEYE MICHAEL
4th Bronze Fleet	Bronze - USA - BROWN SCOTT
5th Bronze Fleet	Bronze - USA - ELSMO DAVID
6th Bronze Fleet	Bronze - USA - GORDON RICHARD
7th Bronze Fleet	Bronze - CAN - LAGRAVIERE ROBIN
8th Bronze Fleet	Bronze - SUI - BACHELIN PIERRE
9th Bronze Fleet	Bronze - USA - BUSHEY JOHN
10th Bronze Fleet	Bronze - USA - RAST ROBERT

REGATTA RESULTS

2019 NORTH AMERICAN CHAMPIONSHIP
21-23 FEBRUARY
LAKE WAWASEE, INDIANA

NORTH AMERICAN CHAMPIONSHIP SPECIALTY AWARDS	POS	COMPETITOR
Howard Boston Trophy for First Place	1st	Gold - USA - US44 SHERRY RON
Robert Pegel Trophy for Second Place	1st	Gold - POL - P114 BURCZYNSKI MICHAL
Old Dominion Trophy for Third Place	1st	Gold - POL - P55 ZAKRZEWSKI TOMASZ
Senior Trophy for Over 50	1st	Gold - USA - US44 SHERRY RON
Masters Trophy for over 60	1st	Gold - GER - G890 PETZKE HOLGER
Keeper for over 70 (Grand master)	1st	Gold - GER - G551 SEEGERs CHRISTIAN
Elliot Sharp Trophy for Top Junior Skipper	1st	Gold - EST - C20/US49 MAALIN RASMUS
Meade Gougeon Trophy for Top Woman	1st	Gold - GER - G390 FIEDLER ANJA
Reuben Snodgrass Trophy for 1st Place Silver Fleet	1st	Silver - CAN - KC5247 MARZENSKI JACEK

NA CHAMPIONSHIP GOLD FLEET KEEPER PRIZES	
1	USA - US44 SHERRY RON
2	POL - P114 BURCZYNSKI MICHAL
3	POL - P55/US492 ZAKRZEWSKI TOMASZ
4	POL - P431 RADZKI JAREK
5	POL - P31/US4257 GRACYK ROBERT
6	GER - G890 PETZKE HOLGER
7	USA - US4926 ORLEBEKE EVE
8	USA - US5224 IELER JAMES
9	USA - US4975 EVANS ROBBIE
10	USA - US4691 DENNIS JOHN

NA CHAMP SILVER FLEET KEEPER PRIZES	
1	CAN - KC5247 MARZENSKI JACEK
2	USA - US111 KOCH MATT
3	USA - US5219 BAKER KENT
4	SUI - Z102 L'HUILLIER ARNAUD
5	USA - US3535 KENT JEFF
6	USA - US4249 GLICK DAVE
7	USA - US4009 BRUSH DON
8	USA - US4882 WOLLAM RICHARD
9	USA - US5435 KJOLLER JODY
10	USA - US637 MEADE JOSEPH

NA CHAMP BRONZE FLEET KEEPER PRIZES	
1	USA - US2360 JOHNS PETE
2	CAN - KC5508 MABBOUX NICOLAS
3	USA - US4148 DIXON TIM
4	USA - US4137 SMITH KEN
5	SUI - Z25 BACHELIN PIERRE
6	USA - US4192 ROGOSKI RANDY
7	USA - US65 GRAY ROBERT
8	USA - US1277 BOWMAN HAL
9	CAN - KC5591 WEBBER MIKE
10	USA - US467 RIAN MICHAEL (SR)

REGATTA RESULTS

2019 NORTH AMERICAN CHAMPIONSHIP
21-23 FEBRUARY
LAKE WAWASEE, INDIANA

GOLD FLEET 1-20

POS	#	DIV	NAME	R1	R2	R3	R4	R5	R6	PTS
1	US44	S	SHERRY RON	1	2	2	2	2	(6)	9
2	P114	REG	BURCZYNSKI MICHAL	3	(8)	5	3	3	2	16
3	P55/US492	REG	ZAKRZEWSKI TOMASZ	(6)	3	3	5	1	4	16
4	P431	REG	RADZKI JAREK	2	7	1	1	6	(11)	17
5	P31/US4257	REG	GRACYK ROBERT	9	6	9	4	(38)	1	29
6	G890	M	PETZKE HOLGER	7	1	6	(41.0 DNF)	7	13	34
7	US4926	REG	ORLEBEKE STEVE	4	15	4	13	5	(17)	41
8	US5224	S	THIELER JAMES	8	4	7	(37)	18	7	44
9	US4975	S	EVANS ROBBIE	(36)	14	11	9	4	8	46
10	US4691	S	DENNIS JOHN	(18)	16	13	8	9	3	49
11	M53	S	HAMRAK PETER	(22)	13	8	14	10	9	54
12	US60	M	HARPER JOHN	12	(18)	12	11	8	15	58
13	G390	REG	FIEDLER ANJA	10	17	17	(20)	13	10	67
14	S8/S713	S	LONEGREN FREDRIK	13	22	(25)	12	12	12	71
15	US5166	S	BERGER CHRIS	5	(29)	10	24	11	23	73
16	US5432	M	BLOOM MIKE	15	9	(41.0 DNF)	7	15	31	77
17	C20/US49	J	MAALIN RASMUS	26	12	20	(35)	20	5	83
18	US4	J	SHERRY GRIFFIN	16	20	31	6	16	(32)	89
19	US3705	S	HOLMAN ROBERT	25	21	(29)	17	14	18	95
20	US5116	S	CLAPP DAVID	24	26	24	10	(30)	14	98

REGATTA RESULTS

2019 NORTH AMERICAN CHAMPIONSHIP
21-23 FEBRUARY
LAKE WAWASEE, INDIANA

GOLD FLEET 21-40

POS	#	DIV	NAME	R1	R2	R3	R4	R5	R6	PTS
21	US1188	S	HADLEY JIM	20	27	16	16	(41.0 DNS)	20	99
22	US3	M	GROGAN JIM	17	30	(37)	15	19	19	100
23	US4638	S	LOVEJOY GUY	(31)	5	26	22	24	25	102
24	US5352	S	HEARN DANIEL	33	10	15	(38)	26	22	106
25	KC4536	S	CRINION BOB	11	23	(35)	21	27	34	116
26	G107	S	ZEIGER BERND	(38)	37	18	23	23	16	117
27	G551	GM	SEEGER'S CHRISTIAN	30	25	(33)	18	21	26	120
28	KC2766	S	VAN ROSSEM PETER	27	11	(38)	25	29	28	120
29	US5193	REG	ANDERSON ERIC	14	24	32	30	(35)	21	121
30	US5486	REG	ELSMO DAVID	29	19	14	(31)	31	29	122
31	P345/P679	REG	SUKOW JERZY	(32)	31	22	19	22	30	124
32	US3283	GM	WILLIAMS JOHN	34	(39)	19	28	32	27	140
33	US5053	M	REIS GEORGE	(35)	33	21	29	34	24	141
34	G737	S	BOHN JOERG	19	28	27	(39)	28	39	141
35	US2500	S	SMITH ERIC	21	35	23	(36)	36	33	148
36	R166/H467	S	DICHENKO VALERIY	23	(38)	28	32	33	35	151
37	US5393	REG	LASHAWAY RYAN	(37)	36	34	27	17	37	151
38	US5358	S	FROST DAVID	(41.0 DNF)	32	36	26	25	38	157
39	US4487	REG	ATKINS CHAD	28	34	30	34	(41.0 DNS)	41.0 DNS	167
40	US5633	REG	JOHANSON PETER	39	(40)	39	33	37	36	184

REGATTA RESULTS

2019 NORTH AMERICAN CHAMPIONSHIP
21-23 FEBRUARY
LAKE WAWASEE, INDIANA

SILVER FLEET 1-27

POS	#	DIV	NAME	R1	R2	R3	R4	R5	R6	PTS
1	KC5247	S	MARZENSKI JACEK	3	1	(19)	3	4	3	14
2	US111	J	KOCH MATT	(28 DNS)	6	1	1	1	11	20
3	US5219	S	BAKER KENT	(9)	2	4	7	5	4	22
4	Z102	REG	L'HUILLIER ARNAUD	2	3	7	15	6	(16)	33
5	US3535	M	KENT JEFF	15	4	15	2	(28 DNS)	1	37
6	US4249	M	GLICK DAVE	(28 DNS)	13	9	10	2	5	39
7	US4009	GM	BRUSH DON	6	7	(24)	5	7	14	39
8	US4882	GM	WOLLAM RICHARD	(16)	11	2	8	8	12	41
9	US5435	REG	KJOLLER JODY	7	8	10	13	3	(28 DNF)	41
10	US637	J	MEADE JOSEPH	13	(25)	3	6	13	7	42
11	US4775	S	WHITCOMB EBEN	12	5	5	9	11	(20)	42
12	OE213	S	UHLMANN PETER	1	14	(28 DNF)	4	9	18	46
13	KC5514	S	CURTIS JOHN	5	10	12	12	(21)	8	47
14	US5451	S	ALLEN ANDY	4	12	13	11	(15)	13	53
15	KC4360	GM	BABY ANDRE	(28 DNS)	9	8	14	28 DNS	6	65
16	KC5629	REG	LAGRAVIERE ROBIN	8	15	(23)	18	10	19	70
17	US4155	M	LEMBERG-SR. RICK	19	17	14	(22)	18	9	77
18	US5498	S	GORDON RICHARD	14	16	20	16	14	(23)	80
19	US5478	GM	GORITSKI JACK	17	21	6	20	19	(24)	83
20	US4868	M	RICHARDS JULIE	(28 DNS)	20	17	21	16	10	84
21	US1576	S	JONES BRIAN	18	(22)	11	17	20	21	87
22	US4789	S	CLARK CHRIS	21	(24)	21	19	12	15	88
23	S107	M	BOKFORS STEFAN	10	(28 DNF)	28 DNF	28 DNS	28 DNS	2	96
24	US4974	J	JONES STAN	23	19	16	(28 DNS)	17	22	97
25	US610	GM	JONES DON	11	18	22	23	(28 DNF)	28 DNS	102
26	US3433	GM	CUMMINS ROBERT	20	23	18	(28 DNS)	28 DNF	17	106
27	US5590	REG	GORDON CHRIS	22	(28 DNS)	28 DNS	28 DNS	28 DNS	28 DNS	134

REGATTA RESULTS

2019 NORTH AMERICAN CHAMPIONSHIP
21-23 FEBRUARY
LAKE WAWASEE, INDIANA

BRONZE FLEET 1-26

POS	#	DIV	NAME	R1	R2	R3	R4	R5	PTS
1	US2360	GM	JOHNS PETE	3	1	2	2	(14)	8
2	KC5508	REG	MABBOUX NICOLAS	(9)	2	1	5	1	9
3	US4148	M	DIXON TIM	(4)	3	4	1	2	10
4	US4137	M	SMITH KEN	1	(13)	6	3	7	17
5	Z25	M	BACHELIN PIERRE	5	4	5	(11)	4	18
6	US4192	M	ROGOSKI RANDY	8	(15)	3	7	3	21
7	US65	GM	GRAY ROBERT	(15)	5	10	4	6	25
8	US1277	GM	BOWMAN HAL	2	9	7	8	(10)	26
9	KC5591	REG	WEBBER MIKE	6	7	14	6	(16)	33
10	US467	M	RIAN MICHAEL (SR)	11	6	11	(16)	8	36
11	US4925	S	VALENTINE SCOTT	(14)	11	8	9	9	37
12	US5350	S	TRUESDELL PETER	(12)	12	9	12	5	38
13	US3909	S	WILLIAMS DON	7	8	15	(22)	12	42
14	US5397	S	FIELDS RENEE (N)	(20)	16	12	13	13	54
15	KC3475	M	DRUIVEN LESTER	10	17	18	10	(27 DNS)	55
16	KC5493	M	WYNNE EDWARDS ROBIN	13	14	(16)	14	15	56
17	US5638	REG	BROWN STEVEN	(22)	10	17	15	21	63
18	KC5457	M	DUNCAN COLIN	17	(21)	19	18	18	72
19	US165	M	HEVRON JOSH(N)	18	(22)	20	17	17	72
20	US3576	REG	JONES BRUCE (N)	16	18	(23)	19	20	73
21	US5479	REG	WILBRANDT GRETCHEN (N)	19	19	13	(27 DNS)	27 DNF	78
22	US4783	REG	NICHOLAS RHEA (N)	21	20	21	21	(27 DNS)	83
23	KC5992	M	DRUIVEN MIKE	23	23	22	20	(27 DNS)	88
24	US5250	S	SIEGLE GEORGE	24	(27 DNS)	27 DNS	27 DNS	11	89
25	US5512	GM	STEINBAUM FRED	(27 DNS)	27 DNS	27 DNS	27 DNS	19	100
26	US5127	S	STEPHENS HUGH (N)	(27 DNS)	27 DNS	27 DNS	27 DNS	27 DNS	108

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