MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MARCH 2022

PROPOSED REVISED SPECIFICATIONS, GENERAL AND FUSELAGE SECTIONS BY WARREN NETHERCOTE KC3786

THE SIBERIAN ADVENTURE OF 1990 PART 2: BY REUBEN SNODGRESS US3800

GRAND MASTERS IN SWEDEN REPORT BY DEB WHITEHORSE

CONTENT

Cover Photo: Michael Pettersson L65 and Tomas Lindgren S81 line up at the two and one blocks at the 2022 Grand Masters Regatta in Sweden. Photo: Deb Whitehorse

GET A SAIL NUMBER MEMBERSHIP INFORMATION

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

ADVERTISE WITH US

Contact IDNIYRA Secretary
Deb Whitehorse US2366
1200 East Broadway
Monona, WI 53716
Phone: 608-347-3513
Email: debwhitehorse@gmail.com

RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

COMMODORE'S REPORT

FROM THE COMMODORE
JODY KJOLLER US5435, TEMPERANCE, MICHIGAN, USA

I'm very happy that we could pull off the US Nationals this year. It was not an easy feat. The warm weather at the beginning of the week before the event ruined some beautiful ice. Then, the snow came and took out the original site in Madison, WI. Fortunately, our amazing group of scouts hit the road again and found sailable ice on Lake Senachwine in Illinois.

Central region Rear Commodore Rob Holman and his great group of volunteers were able to get in 6 races for Gold and Silver fleets by the end of Friday. Thank you to all the volunteers that helped out and the competitors who stuck with the event. Congratulations, Ron Sherry, for his come-back win in the Gold fleet and Karen Binder, who posted a perfect picket fence to win the Silver fleet.

During the US Nationals, an issue arose that resulted in a competitor being disqualified for illegal equipment. There was a plank that did not measure in. The class measurer found it beyond the maximum width at the ends. This plank, and others like it, have been talked about many times in the past. As a class, we need to do better with addressing issues such as this before people get disqualified from our events. I do not like to see these situations arise. If you have questions concerning your equipment, please feel free to reach out to any technical committee member for clarification. That's part of what they volunteer to do.

Past Commodore Warren Nethercote is still working hard on re-writing many of our class specifications. He is trying hard to simplify everything. Thank you, Warren; your hard work is greatly appreciated. We will share the re-writes as soon as they are ready.

There are still events left on the calendar for this season. Hopefully, we can get some good ice to pull them off. So, keep your stuff clean, sharp, and ready. Hope to see you on the ice soon.

IDNIYRA Commodore Jody Kjoller US5435

Photo: gretchendorian.com

Grand Masters Regatta start on Lake Öljaren near Katrineholm, Sweden,

WESTERN CHALLENGE

An unofficial regatta.
Sailed December 2021

EASTERN LAKES

TBA
idniyra.org

CENTRAL LAKES

TBA
idniyra.org

WESTERN LAKES

TBA
idniyra.org

U.S. NATIONALS

January 23-29, 2022
idniyra.org
Host Region: Central

GOLD CUP & EUROPEAN CHAMPIONSHIP

February 19 -26, 2022
idniyra.eu

DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

March 6 - 11, 2022
idniyra.eu

MASTERS CHAMPIONSHIP

February 8 - 10, 2022
idniyra.eu

NEW ENGLAND CHAMPIONSHIPS

TBA
neiya.org

CANADIAN CHAMPIONSHIP

TBA
idniyra.org

GRETCHENDORIAN.COM
2020 NORTH AMERICAN CHAMPIONSHIP

INTERNATIONAL CLASS OFFICERS 2020-2021

NORTH AMERICAN COMMODORE
Jody Kjoller US5435
Temperance, MI 48182
Phone: 419 265 6779
dn5435@yahoo.com

NORTH AMERICAN VICE COMMODORE
David Frost US5358
Charlotte, MI 48813
Phone: 517 202 2257
black_ice@att.net

NORTH AMERICAN SECRETARY
Deb Whitehorse US2366
1200 East Broadway
Monona, WI 53716
Phone 608 347 3513
debwhitehorse@gmail.com

NORTH AMERICAN TREASURER
Deb Whitehorse US2366
1200 East Broadway
Monona, WI 53716
Phone 608 347 3513
debwhitehorse@gmail.com

NORTH AMERICAN PAST COMMODORE
Robert Cummins
Oshkosh, Wisconsin
Phone: 920 573 1265
rcummins@new.rr.com

EUROPEAN COMMODORE
Attila Pataky M100
Balatonfüred, Hungary
commodore@idniyra.eu

EUROPEAN VICE COMMODORE
Mikhel Kosk C45
Pärnu, Estonia
vicecommodore@idniyra.eu

EUROPEAN SECRETARY
Attila Pataki Jr. M101
Balatonfüred, Hungary
hungary@idniyra.eu

EUROPEAN TREASURER
Jerzy Henke P58
Poland
jh@abplanalp.pl

EUROPEAN JUNIOR PROGRAM MANAGER
Stan Macur P111
Poland
juniorprogram@idniyra.eu

EUROPEAN WEBMASTER
idniyra.eu
Attila Pataki Jr. M101
Balatonfüred, Hungary
webmaster@idniyra.eu

NORTH AMERICAN REGIONAL COMMODORES

CANADA
Colin Duncan KC5457
Kingston, Ontario
Phone: 613 549 1848
colinduncan439@gmail.com

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

CENTRAL LAKES
Rob Holman US3705
Michigan
Phone: 419 350 9658
Sail222@yahoo.com

MOUNTAIN LAKES
Bill Van Gee US3435
New York
Phone: 315 483 6461
dn3435@juno.com

WESTERN LAKES
Chris Berger US5166
Illinois
Phone: 773 531 2445
berg820@yahoo.com

NORTH AMERICAN JUNIOR PROGRAM MANAGER
Erin Bury US5397
Phone: 612-715-9883
erinbury5397@gmail.com

PROPOSED REVISED SPECIFICATIONS, GENERAL AND FUSELAGE SECTIONS

WARREN NETHERCOTE KC3786

This proposal addresses two areas of the specifications: (1) it converts the present 'General' section of the Interpretations to a numbered 'General' section of the Specifications and extends its scope; and (2) it presents an updated version of Section A, Fuselage, and extends its scope to include fittings that are attached to the fuselage. The relocation of certain fittings to the fuselage section may be unconventional but should clarify construction requirements for a new builder.

The consolidation of equipment limitations while racing to the new General Section of the Specifications makes equipment restrictions currently 'hidden' in various places easier for competitors and Race Committees to understand. One change is proposed. The interpretation dated 11/10/73 and 11/14/88 prohibits movement of the tack pin 'during a regatta', whereas here it is 'during a race.' With the DN Class now allowing two sails per regatta, and different sailmakers often having different set-back on their tack cringles, adoption of 'during a race' acknowledges that different sails may require different tack pin locations.

There were challenges in revising Section A because of interpretations that were not explicit or appeared contradictory. For example,

11/10/73: Sides must be solid wood.
9/23/82: Fiberglass may be used between laminations of the side panels for reinforcement.

Joe Norton, who was an active builder in the 1980s, offered the following explanation of the 1982 interpretation:

"The original concept/idea was to allow one (as in only one) layer of glass between a two-layer sideboard to help prevent splitting along the top of the floor! It didn't take long for that to get WAY out of hand! (read more glass thickness than wood) Back then the Technical Committee was able to put an end to that and It sort of died!"

Jeff Kent also reported that prior to building Fiberglass-reinforced balsa-cored fuselages he had built fuselages with Fiberglass between cedar laminations, where total thickness of the cedar laminations met the 5/8th inch minimum thickness requirement. These Fiberglass-reinforced cedar fuselages are still in use which argues for retention of the 9/23/82 interpretation in some form.

Jeff Kent advised that were discussions in 1980/81 about boats whose sideboards were in part both concave ('hollow' in planform) and had concavities (literally 'hollow') within them. No requirement has been made in the proposal that sideboards be straight or convex outwards throughout their length since it does not appear to exist in the current specifications.

I believe that the revisions are consistent with the desire of the two Continental Governing Committees to update the DN Official Specifications for greater clarity and that these proposed revisions do not change how a DN is built. In case of unintended consequences, a grandfathering clause is added to the proposed Section A so that existing fuselages could continued to be measured under current Specifications.

I appreciate the support of Robert Cummins, US 3433, in the preparation of this proposal.

Continued page 10

ULLMAN SAILS DETROIT

DN Sails built and designed by Mike Boston

GOLD CUP
2020 Lukasz Zakrzewski
2019 Michal Burczynski

NORTH AMERICAN CHAMPIONSHIP
2020 James "T" Thieler
2019 Ron Sherry
2018 Ron Sherry
2017 Ron Sherry
2016 Matt Struble

EUROPEAN CHAMPIONSHIP
2018 Ron Sherry
2016 Ron Sherry

Contact Mike Boston to place an order for the fastest DN iceboat sails available.

ULLMAN SAILS DETROIT
24422 Sorrentino Court
Clinton Twp, MI 48035

Phone: 586.792.7212
Fax: 586.792.7279
email: mboston@ullmansails.com

AA. General

The General Section of the Specifications shall be read and applied together with all other Sections of the Official Specifications

1. Competitor's Responsibility for Compliance

All DN racing equipment must be in accordance with the DN specifications. Whether or not a competitor reveals the structural components of his/her equipment, he/she is responsible for making sure his/her equipment complies with the DN specifications.

2. Equipment Limitations while Racing

a. Only one mast, boom, fuselage, and runner plank shall be used for an entire regatta, unless broken beyond reasonable repair (as interpreted by the Race Committee).
b. A yacht shall be restricted to the use of two sails in a regatta, unless damaged beyond reasonable repair (as interpreted by the Race Committee).
c. A yacht shall be restricted to the use of nine runners during a regatta, unless any are damaged beyond reasonable repair (as interpreted by the Race Committee).
d. During a race (after a yacht starts and until she finishes):
    i. The forestay and side stays shall not be adjusted.
    ii. The halyard shall not be adjusted.
    iii. The tack pin location shall not be changed.
    iv. The clew pin location shall not be changed, or the clew outhaul shall not be adjusted.
    v. The positions of sheet blocks on the boom or the fuselage shall not be adjusted.
    vi. The location of the mast step shall not be adjusted

3. Materials

a. Various materials are permitted in the construction of a DN, subject to the requirements of the applicable section of the specifications.
b. Para-aramid (Kevlar) is always a prohibited material except for the tiller, for which it is permitted (Specification A.3.c.i)

4. Measurement

a. Where specifications or interpretations define measurement jigs for builders and measurers alternative measurement jigs or methods may be employed, but results obtained with jigs or methods defined herein will govern in the event of conflict. Any illustrations of application of a specification to a DN show examples and are neither exhaustive nor exclusive.
b. The dimensional specifications apply to a DN as presented for measurement. There is no allowance for wear and tear beyond minor or cosmetic damage such as local dents, cracks or finish failures when a DN is measured.

A. Fuselage

The DN fuselage is constructed of wood with fiberglass as an allowed reinforcement. Typical construction employs sides of softwood lumber with decks, bottom and cockpit floor of plywood.

DN Fuselages built before Section A became effective on May 31, ____ may be measured using the last specifications valid immediately prior to May 31, ____ (as published in the IDNIYRA 202_ Yearbook).

1. Materials

a. Fuselage shall be constructed of wood only (Sitka spruce is a commonly used lumber; Balsa is occasionally used; Luan and Okume are commonly used plywood), except as provided in specifications A.1.b, A.1.d, and A.1.e.
b. Fiberglass may be added to wood components for reinforcement only. Other fiber reinforcement materials, such as carbon fiber or Kevlar are prohibited.
c. Engineered or composite materials manufactured by binding particles or loose fibers of wood and fiberglass are not allowed in the side panels.
d. Foam is allowed for the internal construction of the fuselage
e. Adhesives and fasteners are allowed.

2. Construction Methods and Details

a. Fuselage sides (side panels) and the bulkhead at the front of the cockpit may be solid or laminated wood and shall not have any internal cavities. Adhesives and fiberglass reinforcement may be used between individual wood layers of laminated side panels or of a laminated bulkhead at the front of the cockpit, but the total thickness of wood laminations must satisfy Specification 4f.
b. Where minimum dimensions (typically thicknesses) are specified for wood components fiberglass reinforcement may be added to the components only after minimum required thicknesses of wood are satisfied.
c. The decks, fuselage bottom skin and cockpit floor skin shall be wood (typically plywood). Fiberglass reinforcement may be added after minimum required thicknesses of wood are satisfied.
d. A full bulkhead must be installed at the front of cockpit.
e. Design of the internal structure of the fuselage is optional except that the cockpit floor shall be installed as shown in plans with the cockpit floor skin on top of wood listings (the minimum number of cockpit listings is 2).
f. Structural members such as longerons, stringers, knees, listings, bulkheads, etc. may be added provided the addition does not infringe or exceed the specifications.
g. A minimum of 2 knees shall be installed in the cockpit.
h. The deck may not protrude more than 3" (76mm) into the cockpit from the bulkhead at the front of the cockpit. For the purposes of this specification the deck is the covering on the top of the fuselage in the areas foreword and aft of the cockpit. The deck extends uninterrupted from the outside of the side panel on one side to the outside of the side panel on the other side.
i. The seatback shall be flat, measuring 11" (280. mm) in length at the center line, no maximum height. The crown on top of seat must be a minimum of 2" (50.8 mm) radius with minimum seat width 4" (101.6mm).
j. The seatback shall be raked aft at an angle of 45 degrees plus or minus 10 degrees, measured from the cockpit floor skin. The seatback may be hinged for access to stowage compartment.
k. Grab-rails may be installed on the inside and/or outside vertical surface of the side panels. They may not extend beyond 8" (203. mm) from either end of cockpit. Rails shall not exceed 1" (25.4 mm) in depth or width. Rails are exempted from fuselage measurements.
l. Ballast, if used, shall be permanently installed. Location is optional.

3. Fittings

a. Fittings are not part of the fuselage, but some are described here as they affect construction of the fuselage. Materials for rigging and fittings in Section A.3 are optional, subject to Specification AA.3.
b. Fittings may be attached to the fuselage by mechanical fastenings and/or adhesives.
c. **Steering**

i. Steering shall be accomplished by means of a tiller. Tiller may be of any length or shape but shall not be more than 8 inches (203 mm) wide. Material is optional and may include para-aramid fabric (Kevlar).
ii. The tiller post shall be located forward of the bulkhead at the front of the cockpit. The tiller shall be attached to the post at a point above the level of the deck. The sheet block that is installed on

Continued next page

the tiller post shall be attached to the tiller post at a point higher than the point of attachment of the tiller.

iii. The steering post and chock may be inclined in the vertical plane of symmetry.

iv. Steering rods, cables, or a single push-pull link shall be used and shall be positioned beneath the fuselage as shown on the Official Plans.

d. **Mast Step**

i. Mast step shall permit free orientation of mast.

ii. Mast step shall be rigidly mounted on the deck of the fuselage.

iii. Means for rigid adjustment of mast step location are permitted.

e. The **bow tang** shall be mounted at the forward most (bow) end of the fuselage and all parts of the tang shall be outside the fuselage, except for the fastenings attaching it to the fuselage.

f. A **bobstay strut** shall be fitted and may be either fixed, or removable for transporting the fuselage.

g. **Runner Plank Mounting Hardware**

i. The runner plank mounting system shall not extend more than 4" (101.6 mm) outside of the side panel of the fuselage.

ii. The distance, measured along the fuselage centreline, between the forward most and aftermost points of the runner plank mounting system shall not exceed 30 inches (762 mm).

h. A fixed or adjustable **foot rest** or foot rests may be used.

i. **National letter and sail number** affixed to each side of the fuselage below the mast stepping point is optional. If a national sail letter and sail number are affixed to the fuselage, the colour shall contrast with the fuselage and the recommended size of each letter and number is 5.5 inches (140 mm) high and 0.79 inches (20 mm) wide. National letters and sail numbers affixed to the fuselage shall match those on the sails, except for boats loaned or chartered for a regatta.

4. Key Dimensions and Weights

a. Hull outer surface cross section must be rectangular ± 2 degrees from a point 6" (153. mm) from the bow to a point 6" (153. mm) from the stern. Exclusions: Cockpit surface, seat back, knees, rails, fittings, and hardware. A maximum 1/4" (6.3 mm) radius is allowed on the corners of the fuselage where the deck / bottom and side panels intersect. Concavities in the deck are not permitted.

	English, in.		Metric, mm.	
	Max.	**Min.**	**Max.**	**Min.**
b. Length Overall (measured without bow tang in place.)	147	141	3773.0	3582.0
c. Beam (measured to the inside of any external grab-rails.)	21 ½	17 ½	546.0	445.0
d. Thickness of wood in decks and cockpit floor skin.	¼	0.118	6.35	3.0
e. Thickness of wood in bottom skin.	¼	0.118	6.35	3.0
f. Minimum thickness of wood in side panels and bulkhead at front of cockpit.		5/8		15.9
g. Maximum thickness of wood and any fiberglass reinforcement in side panels and bulkhead at front of cockpit.	1		25.4	
h. Total thickness of cockpit floor (cockpit floor skin plus internal structure plus bottom skin, before addition of any external fiberglass reinforcement.)		5/8		15.9
i. Intersection of seat back and cockpit floor skin to pivot point of steering runner.	110 ¼	98 ¼	2800.0	2496.0
j. Distance from bow (without bow tang) to front of cockpit	66	54	1676.0	1372.0

	English, in.		Metric, mm.	
	Max.	Min.	Max.	Min.
k. Maximum width of the widest part of an inclined or vertical stem (bow)	3 ¾		95.0	
l. Minimum width of the forward most part of an inclined stem (bow) or of the widest part of a vertical stem (bow)		2		50.8
m. Maximum width of any part of an inclined or vertical stern	4		101.6	
n. Minimum width of the aftermost part of an inclined stern or of the widest part of a vertical stern		1 ¼		31.8
o. Horizontal distance from the bow (without bow tang) to the pivot point of the front runner	7	3	178	76.2

p.

i.The total height of side panel at each fuselage station shall not be less than heights in Table A.1 (The minimum side panel height does not include the deck and bottom).

ii. The bottom of the fuselage side (side panels including bottom skin), measured to the bottom of the bottom skin on the completed fuselage, shall not exceed a maximum of 1'' (25.4 mm) above zero line and/or a maximum of ½'' (12.7 mm)

i. The total height of side panel at each fuselage station shall not be less than heights in Table A.1 (The minimum side panel height does not include the deck and bottom).

ii. The bottom of the fuselage side (side panels including bottom skin), measured to the bottom of the bottom skin on the completed fuselage, shall not exceed a maximum of 1'' (25.4 mm) above zero line and/or a maximum of ½'' (12.7 mm) below zero line. Zero line shall be established by a straight line tangent to stem and stern on bottom.

iii. Maximum height of the fuselage side (side panel plus deck) above zero line may be 8-1/2'' (215.9 mm). All heights of fuselage sides shall be proportional to height as shown in "Layout of Side Panel". The top edge of the side panel may not be concave at any point along its length. When describing the fuselage side profile: the term proportional" will be defined as a "smooth curve" without reversing the line abruptly.

iv. A side panel profile is acceptable if there are no concavities on or along its upper edge, the maximum height of fuselage sides is not exceeded, and the side panel height at each station is not less than the specified minimum.

Note: Specification 4.q.i and Table A.1 apply to the side panel without deck and bottom skin to assist the builder. Specifications 4.q.ii and 4.q.iii apply to the side panel plus deck and bottom skin to assist the measurer.

Continued next page

Table A.1: Layout of Side Panel/Minimum Side Heights			
Position along Side Panel Starting at Bow		Minimum Side Panel Height (Excluding deck and bottom skin)	
2	51	2-9/16	65
12	305	3-7/8	98
24	610	5-1/16	129
36	914	6-1/16	154
48	1220	6-7/16	164
60	1524	6-5/8	168
72	1829	6-5/8	168
84	2134	6-1/2	165
96	2438	6-3/16	157
108	2743	5-9/16	141
120	3048	4-5/8	117
132	3353	3-3/8	86
Last station: 2 in.	(51mm) from stern	2	51

	English, in.		**Metric, mm.**	
	Max.	**Min.**	**Max.**	**Min.**
q. Mast Step – Height of pivoting point (center of ball) above deck	1-5/8	1-1/8	41	28.6
r. Mast step mounting hardware – Length.	9	-	228.6	-
s. Mast step mounting hardware – Width.	3	-	76.2	-
t. Bow Tang – Width	3-3/4	-	95.3	-
u. Bow Tang – Horizontal distance from the pivot axis of the steering runner to the aftermost end of the bow tang.	8	-	203.2	-
v. Bow Tang – Height above a horizontal line extending forward from the deck at a point 2 inches (50.8 mm) behind the bow.	3	-	76.2	-
w. Horizontal distance from pivot axis of steering runner to pivot axis of steering post	50	44	1270	1118
x. Bobstay strut, including mounting hardware – Height (from bottom skin of fuselage)	-	3	-	76.2
y. Bobstay strut, including mounting hardware – Length.	6	-	152.4	-
z. Bobstay strut, including mounting hardware – Width.	4	-	101.6	-
	Max (Lb.)	**Min (Lb.)**	**Max (Kg.)**	**Min (Kg.)**
aa. Minimum weight of fuselage complete with all hardware, blocks, tiller, and any ballast required to achieve minimum weight.		46		20.87

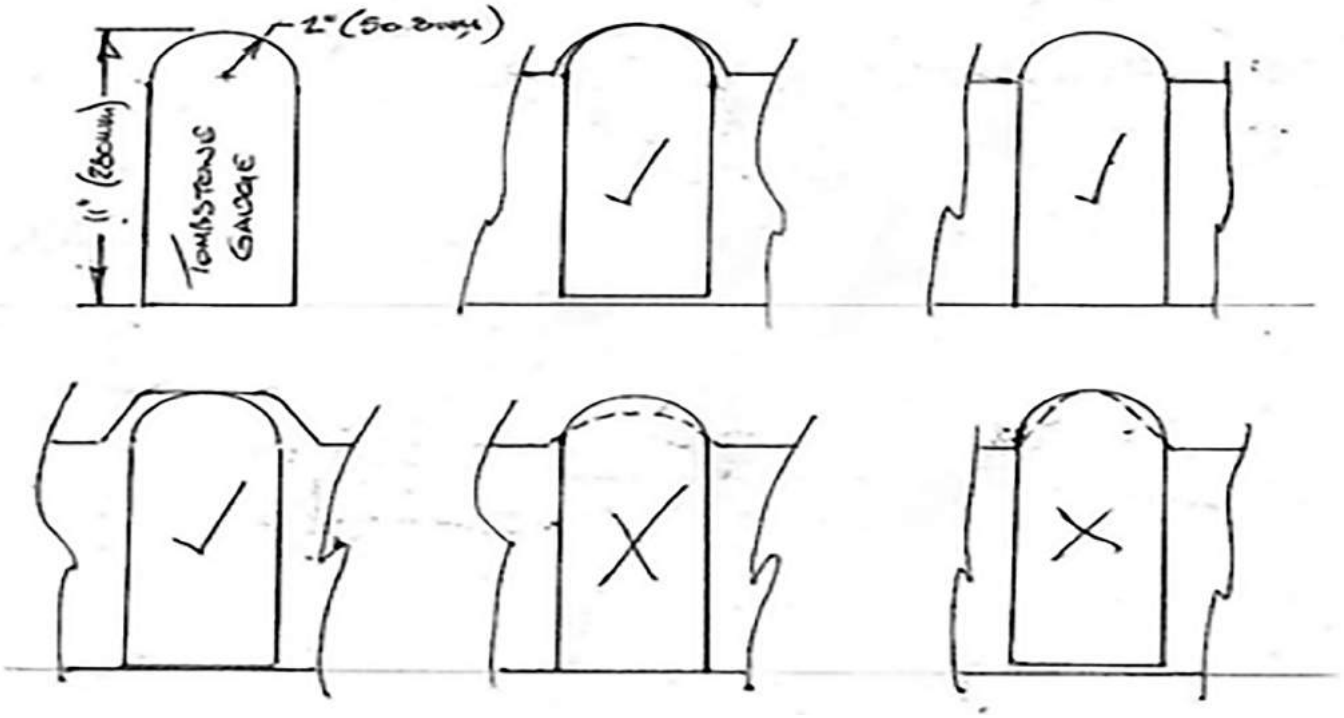
Interpretations for Section A, Fuselage

1. Seatback

a. A seatback 'tombstone' measurement gauge is to be applied to the seatback so that its top is at the top of the seatback. If the intersection of the seat back and the cockpit floor is filleted shims may be required between the seatback and the gauge to avoid interference at the fillet. If the seatback upper edges lie at the gauge at the centreline and at or outside the gauge off the centreline and the bottom of the gauge lies at or above the intersection of the seatback and the cockpit floor skin the seatback satisfies Specification A.2.i.

The shape of the crown of the seatback off the centerline is uncontrolled except that from a point 2 inches (50.8mm) below the top of the seatback the width of the seatback must be a minimum of 4 inches (101.6mm).

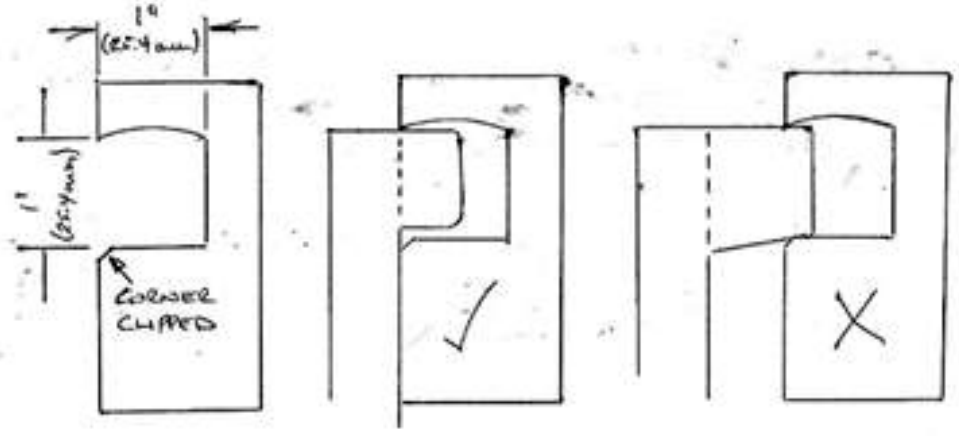
Figure A.1: Seatback 'Tombstone' Measurement Gauge



2. Grab-rails

a. A 'hook' measurement gauge may be applied to the fuselage side to determine the thickness of the side panels when grab-rails are present and to determine that grab-rails do not exceed maximum cross-sectional dimensions. The lower corner of the opening in the hook gauge is 'clipped' to allow for minor glue squeeze-out or build up finish in the inside corner below the grab-rail.

Figure A.2: Grab Rail 'Hook' Measurement Gauge



Charlie Blair US4387 raising Edgartown Yacht Club burgee.
Photo: Scott McDowell

THE SIBERIAN ADVENTURE: PART 2

BY RUEBEN SNODGRESS US3800

Reuben Snodgress US3800 (1919-2000) was a DN racer, a highly decorated WW2 fighter pilot, and test pilot.

Natali Burdukovskaya, who serves on DN Russia Race Committees including Lake Baikal regattas, recently sent a 39-page article Reuben wrote about sailing in Siberia with Charlie Blair US4387 and Scott McDowell US4315 in 1990..

The Russian DN Association wanted to share Reuben's story on their website, and Natali translated it into Russian. She was looking for photos to accompany the article. Ron Sherry directed me to Catherine Firmbach US3590 who looked dug through her archives for pictures of "Reub" whom she described as a "larger-than-life colorful storyteller and unforgettable character."

Reuben Snodgress was a longtime member of the Lake Ronkonkoma Ice Boat And Yacht Club (LRIBYC) on Long Island in New York. His IDNIYRA credentials included winning the 1962 North American Championship, the 1977 B fleet North Americans, serving as Commodore in 1968, and donating the North American B fleet trophy. Reuben helped resurrect the LRIBYC back in the 1960s and served as Commodore.

He was an aviator attracted to the thrills of ice sailing. During World War II, he was awarded the Distinguished Flying Cross for his service in the Marine Corps. In his Siberian story, Reuben's detailed references to airplanes stem from his love of flying and profession as a Grumman test pilot.

I had to edit Reuben's epic 39-page Siberian story to fit in Runner Tracks and divided it into two parts. If you'd like to read his unedited version, please contact me. Following is Part Two. Part One ran in December 2021 Runner Tracks..

I am indebted to Catherine Firmbach and Scott McDowell for sharing their memories and photos of their friend, Reuben Snodgress.

-Runner Tracks Editor, Deb Whitehorse

PART 2: SAILING

When we approached Novosibirsk at around 7:30 at night, I went back to the cockpit. The time differential between Novosibirsk and New York is 12 hours, so we were approximately halfway around the world at this time. The weather was overcast, with light snow falling. When we ap approached the single runway, we could see the city's lights to the left as we came in.

The Polish co-pilot made the landing. The runway was rough and made of 10-foot square chunks of concrete separated by asphalt for protection against heave due to temperature changes, I presume. We rolled pulled into a parking area where a bus and a truck were waiting. Two Soviet soldiers were standing 50 yards away with rifles slung. It turned out that this was a military field associated with a very large aircraft factory. It reminded me of the San Diego Airport, where the single runway is right up against the General Dynamics Aircraft factory.

The cabin door was opened, the ladder extended, and in came Victor Fadeyev, Alex Kopylov, and the lovely Irina, whom I took to be Victor's wife. There was much embracing associated with the welcome. We unloaded our DN gear out the back of the airplane and stuffed them in the truck and some parts, the masts, and other things in the bus. We got on the bus and took off for our quarters.

Continued next page

Opening ceremonies.

On the way past the hangars, we saw two Sukhoi SU19 Swingwing Fighter Bombers NATO code name "FENCER," covered with fitted canvas. It was my impression that the arrangements for the use of this facility were arranged by our "escort," who had a high-level position in the factory.

Needless to say, I did not take any pictures. As we rolled through this factory, there were several airplanes on pedestals. I first saw a Polikarpov I-16 (1937), a stubby fighter monoplane used in the Spanish Civil War and early in World War II by the Russians. The second airplane was a Lavochkin LaGG3 (1941) similar to the P-40 and used in World War II and then a Mig-15 Jet used in the Korean War.

We then passed through what seemed to be the city's outskirts heading more or less southeast. There were very few private automobiles in evidence. After about 30-40 minutes, we arrived at our destination, apparently a summer installation. There were several cement block cottages. Each cottage contained two apartments - each of which had two bedrooms and an entry area, toilet, and a bathroom. The Siberians had provided additional heating by adding electrically heated oil-filled plates approximately 3 feet long by 2 feet high to each room. Hot water didn't exist, and the cold water came out of the faucet about the same color as coffee. If you let it run for maybe 30 minutes, it might turn into a light brown color.

Scott and Blair took one room, and I took the other. There were two beds in each room. Shortly after getting squared away, Victor and Irina, blonde and very attractive, came in. Victor brought up the question of the suitability of our quarters. He wanted to take us to a better hotel. The previous year the group had been split up with the Americans and the Dutch getting preferred treatment. Wim van Acker and Henry Stone were afforded this treatment last year and disagreed with the practice, and so did we. When Victor brought this up, we said no, we would stay here and remain with the whole group. It would be a lot simpler for transport and so on. We asked for no special favors.

We proceeded to give Victor our gifts. I thought Irina was his wife, so I gave her a bottle of Chloe perfume, and she was very grateful. I gave Victor a wide western belt with a big Colt revolver brass buckle. Then I found out Irina was not his wife but was the Secretary of the Association. Fortunately, I had a scarf from Italy that I had planned to give to Victor's wife.

We then went to the central mess hall, where our daily meals were served. The kitchen crew was all women, and one very attractive young woman, Galena, was our waitress. About three women were preparing the dinner of beefsteak

and potatoes.

We retired to our room. The problem was how to heat the water and obtain drinking water because we could not drink from the tap. One of the Siberians, the brother of one of the skippers, provided us with mineral water and Vodka as required. We had Vodka and retired for the night. It was mighty cold. I finally got up about 3 a.m., put on my heavy underwear, and got through the night. We were beginning to have second thoughts about whether we should have rejected the offer to go downtown. However, as the days went on, our problems were solved. A propane fuel stove was brought in, and we had adequate mineral water. We could now heat water for shaving and washing and had sufficient water to drink. The room slowly warmed up to comfortable 65-70 degrees. Outside temperatures were running in the -5 to -8 Centigrade (in the vicinity of 20 degrees Fahrenheit). About six inches of snow was on the ground.

Monday, the 12th of November, was our first day of the regatta. We assembled for breakfast, and the temperature was about -8 degrees. We had beef tongue, rice, boiled egg, chay, and mud (pronounced mood), the Russian name for honey. After breakfast, we headed for the registration and the sailing site.

First, we went to the yacht club, which was a misnomer. It was not a yacht club in the same sense as we know one, as a social thing but a storage area for boats and workshops. We entered a small office where Irina accepted applications for the championship. The three of us sign in, giving our name and address, sail numbers, and "a number." We must have a number! We gave her our Social Security numbers, which satisfied her. She handed us a professionally prepared folder containing racing instructions in Russian and English, rules of the road, and souvenirs.

We met "Little Alex," one of the two men responsible for preparing our boats. Little Alex showed us three boats. Victor was trying to decide who should get what. McDowell, being the heaviest, got the boat with the stiffest runner plank, and Blair and I were assigned the remaining two. My DN was red with a dark blue mast and a boom, the same colors as the DN that Jan Einhoven had provided me at Leningrad, at Vika Jarvi, and at Arsunda, Sweden this year. So, I got a boat which had the same colors as I have sailed in the other Regattas in Europe. My plank was a little stiff, and they wanted to shave it down. I said, "No, we don't do that. I will sail it first and then decide." The boats were quite satisfactory. We assembled them in the shed, ran up the sails, and verified that everything fit together.

Stan Macur P111, Secretary of the Yacht Club, and Victor Fadeyev

"This was the clubhouse for the local club, Novosibirsk, OB Reservoir."

Continued next page

We loaded the boats on a truck and left for the sailing area, 10 minutes away by bus. The reservoir was quite large, approximately the size of Lake Winnepesaukee, NH. The ice was clear snow ice, gray, and with minimal surface roughness in the ridges and the wind out of the north at 15 miles an hour. We rigged up and proceeded a mile out to the starting line.

"Local DN"

I had trouble right away. My steering tiller had a certain amount of slop. It was not just loose; there was a certain amount of friction and would change its position. I came back in and had Alex look at it. It was a case where the tiller assembly depended upon a key slot arrangement for rigidity, and this had worn. He would have to replace it with a larger part but made a temporary fix on the ice by shimming up this key.

I sailed a two-lap race on the course and found the boat entirely satisfactory except for this slight steering discrepancy. The mast was not pivoting as much as I would have liked. But, all in all, I wasp-leased. The sail I brought was a full-cut Shore sail, patterned after Mike O'Brien's sail that he used to win the world championship in Leningrad. My sail was not ideal for these winds and hard ice. I could not flatten the sail enough to keep all the streamers on the sail's surface, but those are the breaks. You bring one sail, and you need something else. I solved the mast rotation problem by dropping the mast and adding grease to the step. Also, I wanted to shift the mast pivot point aft with pliers. Little Alex could not loosen the pivot point, an insert arrangement similar to a Kenyon mast. The following day Little Alex brought a pipe wrench, and we got the thing moved back. I wanted the pivot point in the most aft position.

We broke down for the night, and the race committee removed the starting blocks to prevent theft. Six Novosibirsk skippers decided to sail back to the Yacht Club rather than going back by truck. They broke through the ice a half a mile from the Yacht Club, a risk about which Victor had warned them. But, the young skippers achieved a higher level of experience than they had before.

Back at the motel, we had a very nice dinner with roast chicken, tomato soup, and vinaigrette, like a salad. Our excitement for the night was a visit to a downtown sauna. After dinner, all the Poles and Americans took the bus downtown to a park next to a large fire station. We passed through an apartment complex placed in the middle of a forest, described as having been a "dissident" village in Kruschev's time. Endel Vooremaa, a three-time European ON Champion from Tallinn, Estonia, and runner-up World Champion in 1974, spent ten years in prison in Novosibirsk for political crimes. This complex might have been the place.

At the bottom of the fire station was a large sauna. Our host was Big Victor, the Commodore of the Yacht Club. We all stripped down and filed into the sauna, where very hot stones were ladled with water to make steam. We sat on wooden benches that reached the ceiling and sweated in the 120C temperature, which was not that high by their standards. I found the temperature quite high, and I think everybody else did. Fifteen minutes later, we went outside and jumped into a big tub of ice water, a horrendous shock. We had to duck our heads under the water. One day we saw two men

Continued page 22

MOORE BROTHERS COMPANY
COMPOSITE SOLUTIONS, INC.

DN MASTS & COMPONENTS

253 Franklin Street, Bristol, Rhode Island

781-335-4650

office@moorebro.co

chop a hole in the ice near the sailing site, and while one held a coat up to protect his friend from the wind, he undressed and jumped into the icy waters nude and then out again in maybe 10 or 15 seconds. After our jump in the sauna ice water, we put on robes, retired to the locker room, and had a long conversation about iceboating. Then, we went back in for the second shot. This time Victor in initiates us to the birch tree branches with leaves. I lay face down on the upper bench, where it is the hottest, and he waved the branches over my body, circulating the hot air. He lightly twitched my back, buttocks, and legs to stimulate circulation. Initially, it was very oppressive, but I began to like it within a minute or two. After that, we went back into the ice water, another round of conversation, mineral water, and took our last shower for a few days.

On Tuesday morning, the 13th, we had coffee, salami, and bread with Irina and Victor, followed by our second breakfast of two fried eggs, pasta, and beef tongue. From there, we proceeded with the usual routine, to the Yacht Club and thence to the sailing area for opening ceremonies.

There were 48 DNs, of which eight were foreigners, five Poles, and three Americans, and the rest were Russians- two from Leningrad and the rest from Siberia. From Siberia, the cities represented were Krasnoyarsk, Omsk, Irkutsk, and one skipper from Lake Baikal 1,000 miles further east. The opening ceremonies, a tradition of the world championships, were performed with three national flags - the United States, Soviet Union, and Poland. I had the honor of raising the American flag. The center DN carried the blue DN International flag designated as DN ASIA, the first time I have seen that. We have DN

"These guys came from way east."

"Rueben walking up to boys who had never met an American."

EUROPE, DN NORTH AMERICA now we have DN ASIA. It is still not recognized in the association, but there is no question it will be. We raised these national flags at the signal and officially started the championship.

The Race Committee conducted a split fleet competition for five races, followed by the championship races. Four fleets were selected by a random draw red, green, blue, and yellow. A computer-generated strip identifying starting positions was given to each skipper on the line. Five races were to be sailed by each fleet, ensuring that each skipper raced at least once against the other skippers. The winds were from the south 10-15 miles per hour. Snow ice was 5-6 inches thick with some surface roughness but nothing serious consequence. Most interesting was that the course, displayed on a large drawing on the ice, was not the European figure-8 course but a modified North American course. The significant feature was that

the leeward mark and the finish line were displaced to the left, outside the starting line, so boats finishing could drive straight through the finish line on either tack without incurring any risk of collision with boats on the starting line—an excellent innovation. The center of the starting line was on the wind line to the windward mark, but the leeward mark was displaced approximately 50 yards outside of the last boat on the left side of the line. In addition, they had a darling mark located as we conventionally do here in the east. We sailed three laps; the winds were good, and conditions quite fast.

"Two Russian boys."

The Poles were, by far, the strongest competitors. P-69 led with P-111 in second place at the end of five races. They were a good half a lap ahead of the bulk of the fleet at the end of three laps. The shocker was that they were using Kenyon masts and Sarns bull-nose runners. There was no high technology in evidence. At the end of the five races, Gold and Silver fleets were established of 24 DNs each. Charlie Blair qualified for the Gold fleet and 22nd place. I qualified 7th in the Silver fleet and McDowell 12th in the silver fleet.

I had my usual early-season neck problems. At the end of the second race, I held my head up with one hand and held the sheet with the other. As a result, the sheet kept slowly slipping out. I would pull it back in with both hands looking at the top of the mast. I spun out once on a leeward run but did not flip and kept going. The cockpit was wider than I was used to and was very goosy at high speed due to the body/boat dynamics. Later on, I solved the problem by tying my combat boots inside the cockpit at my hip location.

Continued next page

Tuesday, the 14th, was a stand-down due to winds being above 10 meters per second.

On the 15th, we were held until 1:00 for high winds and had light snow that morning. I had moved my mast pivot to the rear position and shortened the head stay. The races started with Gold. Winner of the 6th race was P-110, second place Stan Macur and third place P-180. Charlie Blair was approaching the leeward mark at high speed when the handle of the tiller separated, resulting in a spectacular spin-out and flip, and he went end over end. Alex Kopylov, one of our hosts, was unable to avoid Charlie's

"[Our] KGB minders, great guys!"

boat, and the impact took the entire front end of Blair's boat off, and one plate runner was bent 90 degrees.

The next race was Silver. The winds were strong and running to leeward. I spun out the second time, departed from the cockpit, and the boat flipped. Fortunately, the boat was not damaged. I erected the boat, got back in, and finished 12th on that race. Scott flipped, also recovered, and continued. After this exhibition, we were known as "the flying Scots" since we are all three of Scottish ancestry. In the last Silver race, a shackle let go on the forward boom block, resulting in a DNF. In the final race of the Gold, race #7, Macur was first, P-69, second and P-110 third, which made Macur the winner of the series, P-69 second, and P-110 third. The second Silver Fleet Race was canceled because the winds exceeded 10 meters per second. The Race Committee had hoped to sail an additional two races on Friday, which meant five championship races in each Gold and Silver. The high wind prevented racing on Friday the 16th, and the Race Committee declared the regatta completed. The winners, as stated before, were Stan Macur, Vlad Stephanowicz, P-69, second, and P-110 as third.

Charlie Blair finished at 21st in the Gold fleet. The Silver fleet winner was SR-56, Vadim Molokov, Scott McDowell finished 7th, and I finished 9th. After the sailing on Thursday, Scott, Charlie, and I drove with Victor to his apartment for dinner and a bath. Victor's apartment was very nice by Soviet standards and, as a matter of fact, by USA standards. Victor was considered a very wealthy man, being a director of a Bio-Chemistry Laboratory associated with the Novosibirsk University.

First, we all stripped down and had a welcome bath, and following that, we distributed our gifts to Victor's wife, Ludna, his daughter, Marsha, seven years old, and his son, Alex, seventeen years old. I had previously asked Victor what his wife's preferences were for color because I had one Italian scarf that featured red and the other was more subdued. He didn't answer my question. I decided on the red, and I was right. Little Marsha most appreciated the doll I had laboriously transported from the United States to Novosibirsk. She was a very beautiful young girl with blond hair, a duplicate of my granddaughter. Alex was a mathematician studying at the university. I explained that I had graduated as an aeronautical engineer from Cal Tech. We then demonstrated our knowledge of various calculus symbols, so we both knew what we were talking about. Ludna prepared an excellent Russian dinner for us of beef, potatoes, salads, and Vodka. After the dinner, Big Victor from the yacht club picked us up and returned us to our quarters at the motel.

On Friday morning, the 16th, we proceeded back to the racing area, but the wind was above limits. After a short period, the Race Committee called the regatta complete. We took down the boats and returned to the yacht club before making a trip to Novosibirsk. At the yacht club, I was looking for my sail and battens, which I wanted to give to Victor in accordance with our agreement. Irina and I walked down the yacht club, looking into this truck and that truck. She said, let's go to the little log cabin by the workshop, where big Alex was, one of the primary truck drivers. These little cabins were made of logs perhaps 15 X 10 feet and contained a bunk and washing table, usually a TV and a stove—a tiny backwoods type cabin. Toilets are outdoors. Igor, our bus driver, big Alex, big Victor, P-110, a Soviet skipper whose name I never got, Irina and myself were in the cabin.

No one could speak English except me, so they offered food by pointing to a quart can of corn beef that they had opened. I sampled some of it with a fork they provided. They had the standard bottle of Vodka. Their Vodka glasses, by the way, are about 2 inches in diameter and perhaps 1 1/2 inches high. They gave me a 1/2 inch of Vodka. Big Alex reached across and lit the Vodka, and it burned with a pale blue flame, indicating that this was high-proof Vodka. Most of their Vodka was the order of 50 proof, and it wouldn't burn.

This was his way of telling me that this was the good stuff. He blew the flame out, and I took the glass and said, "Pashaloosta," meaning, please. I pointed to the matches. They handed me the matches, and I re-ignited the Vodka. I raised the glass and made a toast to the Siberian DN Association. "Za Mir Za Droogsma" (to peace, to friendship). Then I chugged the burning Vodka. Unfortunately, I splashed a little and got a slight scorch on the right side of my mouth, but fortunately, it did not ignite my mustache. They were quite impressed with this. I may have established a new custom for toasts, providing they have the higher proof Vodka.

Continued next page

We assembled in the bus for our trip downtown. We passed the central rail station, which is painted green and white and reputedly has many people in there sleeping to avoid the cold. We didn't go inside. We stopped at what the Russians call a "Berioska", a hard currency store that stocks liquor, clothing, souvenirs, lacquer boxes, and jewelry. The store only accepted dollars, pounds, francs, marks, etc., but no rubles. We bought our share of souvenirs, including two cases of beer, which was in short supply there. I had yet to see Russian beer called "Piva ." We visited an immaculate Russian Church with the classical onion superstructure with gold leaf. A wedding was under way, and we observed the beginnings of the ceremony. Then we went to an electronics shop, something like a Radio Shack, but not too much in the way of goods. From there, we returned to our quarters, consuming Heinekin and Tuborg on the bus. At 6 o'clock, Alex Kopylov and Victor, our host, took us to his apartment for dinner.

His wife, Maya, met us and introduced a beautiful daughter, Lena, who played the piano for us. Maya's dinner featured a tasty Russian meat treat in dough, something like a Ravioli, and served in a broth. Wendy Bewig, an attractive young American woman from Massachusetts, arrived. She was in her mid-twenties and spoke fluent Russian. She was there on an academic assignment with Novosibirsk University. Some thing amusing happened here. I wasn't talking to her, but I heard her exclaim, "Married Bastards ." So I presume that Scott or Charlie made some remark to her that excited this remark. I said to her, "You know Wendy, I'm glad I'm not your dentist." She said, "Why not?" I said, "Because there is no work."

Following the dinner, Alex drove us back to our apartment, and we were looking forward to one final day of sightseeing in Novosibirsk.
A party developed in our apartment, fueled by the remaining beers and Vodka. Alex's son Roma, Alex, Little Alex, and several Soviet skippers showed up.

On Saturday, we made tours of various shops. One of the skippers, Zarkady, who spoke quite good English, was our guide. Irina, Nina, wife of Little Alex, and the rest of us went to a big department store. Here we spent some of the rubles given to us as spending money. I bought some souvenir gifts for my grandchildren and a large medal approximately 2 1/2 inches in diameter with Lenin's profile on it, commemorating 60 years from 1922 to 1982. It was the 60th anniversary of the Union of Soviet Socialist Republics. The revolution occurred in 1917, but the formation of the union did not take place until 1922. Zarkady asked me if I would be interested in a Siberian flag. We went down to the lower floor in one of the shops, and I acquired a flag of Siberia, which is red with the yellow hammer and sickle, and a pale blue horizontal stripe at the bottom of the flag. It was a very beautiful flag.

We went to a farmer's market filled with quite an acceptable amount of produce, fruits, and meat. I bought three roses for Nina and three roses for Irina. Russians love flowers. It's a Russian tradition to give an odd number of flowers because even numbers were considered bad luck. We then went to an outdoor clothing market, where Little Alex bought me a pair of heavy black hunting gloves with trigger fingers and a beautiful blue and white wool scarf that matches my sailing jacket's color.

We returned to our quarters and went to the awards dinner set up nicely with table cloths, glasses, and tableware. We had red caviar, sliced beef well done, potatoes, vinaigrette, cheese, salami, Vodka, mineral water, etc. Victor Fadeyev was the master of ceremonies. The Big Cup of Siberia was standing on the awards table, a silver cup approximately two feet tall. The winner was Stan Macur of Poland.

I had asked Victor if I could give some shoulder patches to the various skippers. After the awards, I presented my patches and asked him to translate. The first, a Navy TopGun patch, went to Stan Macur.

BIG CUP OF SIBERIA - 90

GOLDEN FLEET

Big Cup of Siberia. Novosibirsk, USSR. 13..16-NOV-1990
Golden Fleet.

SADN Assistant v1.2 Copyright (c) 1990 Sergey Lopatin

Pos	Sail	#	Name	1	2	3	4	5	6	7	Total
1	P	111	Stanislav Macur	1	1	(2)	2	1	2	1	8
2	P	69	Wladislav Stefanovicz	1	1	1	1	(DNF)	5	2	11
2	P	110	Wieslaw Marcinczyk	2	2	1	(6)	2	1	3	11
4	P	180	Andrzej Dalecki	2	2	2	3	(5)	3	4	16
5	SR	77	Vladimir Gribov	3	3	4	(8)	8	4	8	30
- 6	SR	82	Victor Fadeev	4	4	4	7	7	(8)	7	33
7	P	11	Janusz Pietrzok	(DSQ)	3	3	9	3	9	10	37
8	SR	88	Valeriy Sjukov	(DSQ)	6	3	4	9	11	5	38
9	SR	74	Alexey Ovchinnikov	4	5	5	5	4	(DNF)	DNF	48
10	SR	69	Alexander Mokogonov	5	4	6	(DNF)	6	6	DNF	52
11	SR	124	Igor Petrov	8	7	8	(16)	11	10	9	53
12	SR	28	Arkadiy Subbotin	3	5	10	11	(DNF)	7	DNF	61
- 13	SR	58	Alexander Kopylov	8	9	9	10	12	(DNF)	15	63
- 14	SR	55	Alexander Butorin	7	7	7	(18)	16	13	14	64
15	SR	131	Vladimir Ovchinnikov	5	11	12	(17)	14	15	11	68
15	SR	172	Alexey Chusov	9	10	11	13	13	12	(DNF)	68
- 15	SR	52	Alexander Bunkov	14	8	7	12	15	(20)	12	68
18	SR	54	Vladimir Gobelkov	7	6	9	14	(DNS)	14	DNF	75
19	SR	105	Roman Kopylov	6	(DNF)	5	DNF	DNS	16	6	83
20	SR	176	Maxim Ivanov	12	8	14	(19)	17	18	16	85
21	US	4387	Charles Bcair	16	12	8	15	10	(DNF)	DNS	86
22	SR	171	Anatoliy Kachalin	10	12	11	20	18	19	(DNF)	90
- 23	SR	57	Vasiliy Molokov	11	14	13	(DNS)	DNS	17	13	93
24	SR	44	Alexey Khlebushkin	16	11	6	(DSQ)	19	DNS	17	94

USSR
Novosibirsk
630064
~~Pobedy~~ Vatutin str.
53-75. tel. 46-85-40
Subbotin Arkadiy.
СССР Новосибирск
630064 ул Ватутина 53-75

The second was a USS Nimitz CVN-68 patch, which I gave to a young, tall, and handsome lad named Michael, soon joining the Soviet submarine fleet in the Pacific. From my jacket, which has Navy wings, my own name patch, I gave to my young friend, Victor SR-125. I gave my main sheet, dacron lined with a wire rope, Teflon coated, termination running through the blocks, to a seventeen-year-old skipper from Lake Baikal by the name of Vladik.

At the end of the awards, they exercised "Democratzia ."The skippers from the different cities got up and argued about something. I don't know what. They got up, said their piece, and nobody got excited. At this point, one of the Siberian skippers stood up and made a short speech while looking at me, but I didn't know what he was saying. He handed me a tooth, a molar from a Siberian mammoth from the Pleistocene age, at least ten thousand years old. This tooth weighed two pounds, was five inches long, two inches wide, and four inches high. It was one of the grinding molars of a mammoth and quite a treasure.

One of the skippers there said, "Rooban, you Americans are more like Russians than Europeans ." TRUE. "Also, Rooban, you speak very good Russian." Then a hand comes over my right shoulder, and fingers grab my upper teeth. I didn't even turn around. They were trying to find out if I had false teeth. I was by far the oldest skipper there - age 71. I was doing quite well considering that handicap. Two of the Russians must have had a bet. "He's got to have false teeth." They were going to find out! So somebody won ten rubles, I suspect.

At this point, the music came on, and the dancing started. I danced with Maya, Alex's wife, Galena, our beauteous waitress, and one of our cooks, a tall, handsome woman with a golden smile.

Saturday, the 20th, was our departure date. We packed up the night before and boarded the bus at 0700 Sunday morning. The temperature at that time was -15 centigrade. We returned through the aircraft factory and back to the ramp where we had landed. We stuffed all the boats back in the airplane and climbed aboard.
Victor and Alex came on board, and we embraced for the last time. Victor gave me a bottle of Siberian Vodka as a going-away present. He also gave me a big package containing three brass Primus stoves, one for me, Henry Stone, and Leo Healy. A repeat of the doll trauma. This time it was westward, however. The crew was the same flight crew we had on the way in, except an additional stewardess on board and twenty Russian passengers. Both stewardesses' names were Olya. So we called them Olya 1 and Olya 2.

The flight back to Moscow was uneventful on top of an overcast for the most part. We landed in Moscow, refueled, and took off for Leningrad. After landing, we taxied in and proceeded to unload Valeri's and Vladimir's boats and our bags. One of the crew carried out the ten-gallon stainless steel bucket, which served as the onboard toilet, walked away twenty yards, and dumped the contents in the slush. So much for the environment.

We loaded the bus and waved goodbye to our friends as the Aeroflot TU 134 proceeded to Brest, Poland. We rushed into the Finnair terminal to check our tickets with not much extra time here - about thirty minutes or an hour at the most to meet the Finnair flight to Helsinki.

Everything went smoothly, and we waited for the flight from Leningrad to Helsinki. We had bid goodbye to Valeri at the ticket counter, and we hoped to see him, Victor, and Alex at the world championships scheduled for this February in Detroit. We extended an invitation with the same terms they gave in their invitation to us. So this ended the Siberian adventure.

I went to Siberia with two friends, and I returned with a dozen.

THE END

COMING IN MAY RUNNER TRACKS

Coming in May, the traditional big-end-of-the-season issue with reports and results from all the regattas. In Tech News, Specifications changes for Mast, Boom, and Fittings from Warren Nethercote will be published.

The IDNIYRA thanks the sponsors who make this publication possible.
1D Sails
Composite Concepts
DN-Parts.com
Moore Brother Company/CSI
Composite Solutions
Hale Performance Coatings
Hamrak Icewise
RKR Composites
Toledo Ice Yacht Club
Ullman Sails Detroit

Karen Binder US5630 trains on Lake Monona. Photo: Sean R. Heavey

GRAND MASTERS

LAKE OLJAREN, SWEDEN
February 8 - 10, 2022

TIMO CARAVITIS L37
Left, Timo Caravitis, along with Olli Virta and Richard Gustring founded the Grand Masters Regatta.

START
Below, competitors line up to race.

In 2018, Ollie Virta L121, Timo Caravitis L37, and Richard Gustring S713 had an idea for DN sailors over 60 years old to bring together long-time friends and competitors for a few days of racing and camaraderie. They designed their first rule to help level the playing field. Racers must start the race with one leg on the plank and push off with the other leg. The Race Committee keeps a close eye out for any infractions to this rule.

DN Finland and DN Sweden take turns managing the Grand Masters regatta. DN Finland organized the third annual Grand Masters regatta on Lake Öljaren near Katrineholm, Sweden, February 8-10, 2022. John Winquist L601 served as PRO assisted by Vesa Karhusaari and Dideric van Riemsdijk S867. The conditions were challenging with hard water-skimmed black ice and shifty winds around 15 mph, gusting to 20.

The connection among these long-time friends was the focus of the regatta and the four-race per day limit assured plenty of time for socializing and evening group dinners. A takeaway for me when a DN sailor positions themselves at the starting line, age no longer matters. The drive to round three laps and cross the finish line takes over.

Thank you, DN Finland, DN Sweden, and all ice sailing friends, for welcoming me to your special event. It's time to organize a Grand Masters regatta in North America.

Deb Whitehorse IDNIYRA Secretary/Treasurer

Composite Concepts, Inc.

iceboatracing.com

Racing DN Ice Boats & Components

Over 27 years of continuous technology development and improvement. Our latest winning combination is the Prepreg Mast and the new Balsa Core Plank. See you at the Finish Line!

OVER 800
MASTS BUILT

Ron Sherry
Composite Concepts, LLC
iceboatracing.com
ron@iceboatracing.com
Phone 586-484-5134

Dideric van Riemsdijk
Composite Concepts, LLC Euro dealer
think-ice.com
info@think-ice.com
Phone +31 681286609