



# **IDNIYRA 2025 YEARBOOK**

INTERNATIONAL  
DN ICE YACHT  
RACING  
ASSOCIATION

**Cover photo:**

2024 World Champion Michal Burczynski

Photo: Anna Pataki

**Back cover photo:**

2024 North American Champion: Matt Struble Photo: Catherine Firmbach

## 2024 IDNIYRA CHAMPIONS

### WORLD CHAMPION



Michal Burczynski P114 Poland  
Regatta Location: Pärnu, Estonia

### EUROPEAN CHAMPION



Michal Burczynski P114 Poland  
Regatta Location:  
Pärnu, Estonia

### NORTH AMERICAN CHAMPION



Matt Struble US186  
Regatta Location:  
Waconia, Minnesota, USA

### WORLD JUNIOR CHAMPION



Gustav Linden S887 Sweden  
Regatta Location:  
Pärnu, Estonia

### WORLD ICE OPTIMIST CHAMPION



Aron Poolma C1 Estonia  
Regatta Location:  
Pärnu, Estonia



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# IDNIYRA 2025 YEARBOOK

FIRST EDITION: DECEMBER 1, 2024

## CHANGES SINCE THE 2024 EDITION

*2 Proposals Effective May 31, 2024*

Fall 2023 Ballot Proposals to Change the EPIC Agreement Article XI Enforcement of Specifications

Fall 2023 Ballot Proposal to Revise Specifications, Section A: Fuselage; Section B: Runner Plank



*In memory of Stan Macur P111*



*2024 World Championship Opening Ceremony, Parnu, Estonia*

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## EARLY HISTORY OF THE IDNIYRA

On February 21 and 22, 1953 the Detroit Ice Yacht Club sponsored a regatta to bring the DN skippers together to help form an association. A meeting of the skippers was held at this regatta and two representatives from each club present were chosen to outline a constitution for the association. North Star Sail Club was represented by John Liston and Fred Kagel; Anchor Bay Ice Yacht Club by Tom King and A. J. Walker; Detroit Ice Yacht Club by William Sarns and Clifford Cartwright. The representatives met at the home of the Cartwrights the following Sunday afternoon and briefly outlined a constitution. William Sarns was elected to serve as temporary secretary and to compose the constitution. The secretary prepared a constitution and sent out copies to the representatives in the following fall. They were returned to the secretary along with desired changes. The changes that the majority wanted were incorporated and 200 copies were printed. A copy was sent out to each individual who attended the first regatta and others who were interested. On January 17, 1954 the Northwestern Ice Yachting Association passed a resolution that they would accept the DN Association's specifications for their DN races which are now included in their annual regatta.

On January 7, 1954 the North Star Sail Club offered to be host for the annual regatta. There were no other offers so theirs was accepted. Sixty-two programs were sent out on February 1 for the regatta scheduled for February 20 and 21. On February 19 the regatta was transferred to Cass Lake because of poor ice at the North Star Club House on Lake St. Clair. The first five DN's in this regatta were: (1) Jack Moran, (2) Skip Boston, (3) Paul Eggert, (4) Bill Sporer, and (5) Bill Sarns.

**The IDNIYRA was incorporated as a Non-Profit Corporation in the State of Michigan in 1962 for the following stated purpose.**

**"To promote, protect, and perpetuate DN one-design iceboating, to advance the art and skill of the DN Ice Yacht construction and sailing as well as the future development of the DN Class Ice Yacht and the sport of ice yachting on all the hard waters of the world."**

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IDNIYRA YEAR BOOK 2025	

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# **IDNIYRA OFFICIAL SPECIFICATIONS**

## **REVISED MAY 2024**

Note: Dimensions are given in inches in the English System (except as noted) and in millimeters (MM) in the metric system.

## **GENERAL**

The OFFICIAL SPECIFICATIONS define the requirements for the yacht, sail and attached equipment of a DN. The INTERPRETATIONS of the Technical Committee shall prevail as supplements to the OFFICIAL SPECIFICATIONS unless voided by a simple majority of the membership.

## **INTERPRETATIONS FOR GENERAL SECTION**

**12/16/2017:** Material – Kevlar cloth may not be used in DN constructions with the exception of the tiller, reference Spec A22.

**11/24/87:** All DN racing equipment must be in accordance with the DN specifications. Whether or not he reveals the structural components of his equipment, the competitor is responsible for making sure his equipment is in compliance with the DN specifications.

**3/18/89:** Specification A.25. specifies wood in the fuselage with fiberglass added for reinforcement only. Carbon fibers and other materials are not allowed. Specification B.7. specifies wood in the runner plank and fiberglass may be added. Carbon fibers and other materials are not allowed. Specification D.8. specifies the boom will be of wood or aluminum. Carbon fibers and other materials are not allowed.

# IDNIYRA OFFICIAL SPECIFICATIONS

REVISED MAY 2024

## A. FUSELAGE

### 1. Materials

1.a Fuselage shall be constructed of wood only except as provided in specifications A.1.b, A.1.d, and A.1.e.

1.b Only fiberglass may be added to wood components for reinforcement only. Other fiber reinforcement materials, such as but not limited to carbon fiber or para-aramid fibers are prohibited.

1.c Engineered or composite materials manufactured by binding particles or loose fibers of wood and/or fiberglass are not allowed in the side panels.

1.d Core materials are allowed for the internal construction of the fuselage.

1.e Adhesives and fasteners are allowed.

### 2. Construction Methods and Details

2.a Design of the internal structure of the fuselage including cockpit floor is optional.

2.b Fuselage sides (side panels) and the bulkhead at the front of the cockpit must 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, but the total thickness of wood laminations must satisfy Specification 4e.

2.c Where minimum dimensions are specified for wood components, fiberglass reinforcement may be added to the components only after minimum required dimensions of wood are satisfied.

2.d The decks, fuselage bottom skin and cockpit floor skin shall be wood (typically plywood). Fiberglass reinforcement may be added after minimum required dimensions of wood are satisfied.

2.e A full bulkhead must be installed at the front of the cockpit.

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 and allowed materials.

2.g Knees or other means of side panel support in the cockpit shall be made of wood and must be installed as provided in specifications A.1.b, A.1.d, and A.1.e.

2.h The deck may not protrude more than 3" (76.2mm) 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 forward 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.

2.i The seatback shall be flat, measuring 11" (279.4 mm) in length at the center line, no maximum height. The crown on top of the seat must be a minimum of 2" (50.8 mm) radius with minimum seat width 4" (101.6mm). Top edge of the seatback is determined by use of template. See 5.a.

2.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 allow access to a stowage compartment.

2.k Grab-rails may be installed on the inside and/or outside vertical surface of the side panels. They may not extend beyond 8" (203.2 mm) from either end of the cockpit. Rails shall not exceed 1" (25.4 mm) in depth or width. Rails are exempted from fuselage measurements

2.l Ballast, if used, shall be permanently installed.

### **3. Fuselage Fittings**

3.a Rigging and fittings are not part of the integral structure or reinforcement of the fuselage and may be attached by mechanical fastenings and/or adhesives. The materials allowed in the rigging and fittings attached to the fuselage are optional but must comply with the specifications in sections H and I, and interpretations in sections General, H and I. The dimension and location of the rigging and fittings must comply with the specifications in sections A, H, I, and the interpretations in sections General, H, and I.

#### **3.b Steering**

3.b.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 (203.2 mm) wide. Material is optional and may include para-aramid fabric (Kevlar).

##### **3.b.ii**

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

b. For the purposes of Specification A.3.b.ii.a, bails, straps, lashings, shackles or strops used to attach the sheet block to the tiller post are neither part of the block nor the tiller post; they are fittings.

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

3.b.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.

3.c 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 color shall contrast with the fuselage and the recommended size of each letter and number is 5.5 inches (139.7 mm) high and 0.79 inches (20.1 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. Dimensions and Weights

4.a Hull outer surface cross section must be rectangular  $\pm 2$  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" (6.4 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 (not including bow tang or bobstay fittings.)	147	141	3733.8	3581.4
c.	Beam (measured to the inside of any external grab-rails.)	21.5	17.5	546.1	444.5
d.	Thickness of wood in deck, cockpit floor and bottom skins.	0.25	0.118	6.4	3.0
e.	Minimum thickness of wood in side panels and bulkhead at front of cockpit.		0.625		15.9
f.	Maximum thickness of wood and any fiberglass reinforcement in side panels and bulkhead at front of cockpit.	1		25.4	
g.	Total thickness of cockpit floor (cockpit floor skin plus internal structure plus bottom skin.		0.625		15.9
h.	Intersection of seat back and cockpit floor skin to pivot point of steering runner. See 5.c.	110.25	98.25	2800.4	2495.6

		English (in)		Metric (mm)	
		Max	Min	Max	Min
i.	Distance from bow (not including bow tang) to front of cockpit.	66	54	1676.4	1371.6
j.	Width of forward most point of bow.	3.75	2	95.3	50.8
k.	Width of aft most point of stern.	4	1.25	101.6	31.8
l.	Horizontal distance from the bow (not including bow tang) to the pivot point of the front runner.	7	3	177.9	76.2

4.m.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).

4.m.ii The bottom surface of the fuselage (side panels including bottom skin), 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 from bow to stern on bottom surface (not including bow tang or bobstay fitting.)

4.m.iii Maximum height of the fuselage side (side panel including 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.

4.m.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: Table A.1 applies to the side panel without deck and bottom skin to assist the builder. Specifications 4.m.ii and 4.m.iii apply to the side panel plus deck and bottom skin to assist the measurer.

**Table A.1: Layout of Side Panel/Minimum Side Heights**

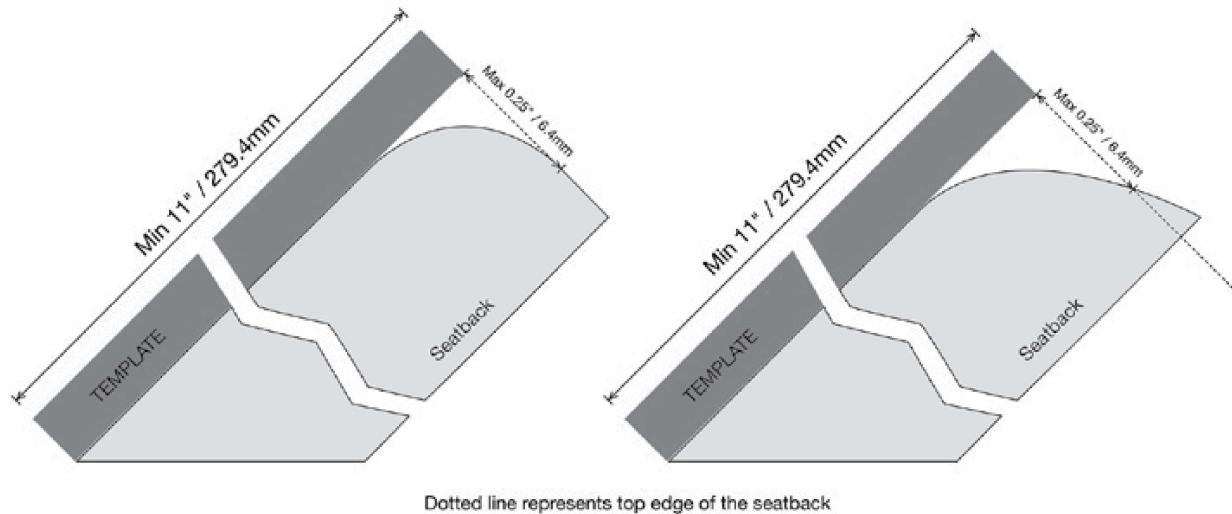
Position along side panel starting at bow		Minimum Side Panel Height (Excluding deck and bottom skin)	
English (in)	Metric (mm)	English (in)	Metric (mm)
2	50.8	2.563	65
12	304.8	3.875	98.4
24	609.6	5.063	128.6
36	914.4	6.063	154.0
48	1219.2	6.438	163.5
60	1524.0	6.625	168.3
72	1828.8	6.625	168.3
84	2133.6	6.500	165.1
96	2438.4	6.188	157.2
108	2743.2	5.563	141.3
120	3048.0	4.625	117.5
132	3352.8	3.375	85.7
Last station: 2 in.	(50.8mm) from stern	2.000	50.8

4.n Minimum weight of fuselage complete with all hardware, blocks, tiller, and any ballast required to achieve minimum weight is 46 lbs (20.9kg).



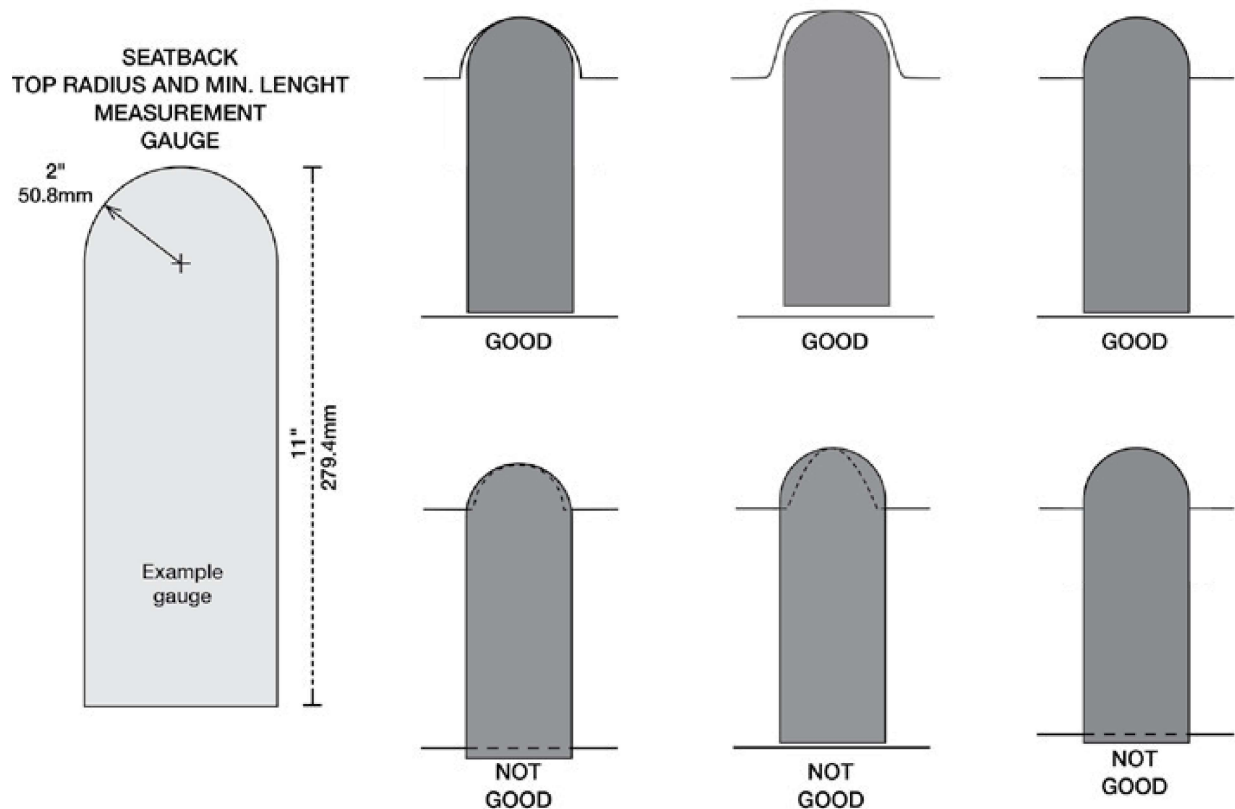
## 5. Measurement

5.a Top edge of seatback is determined according to following method:

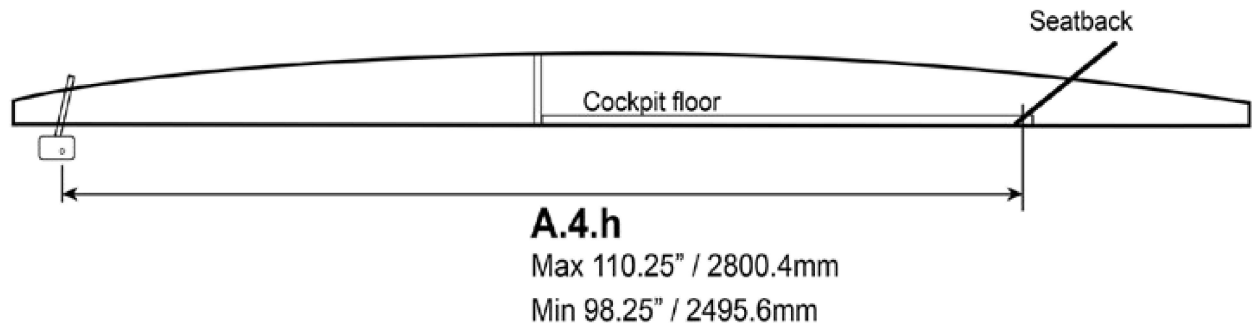


Top of seat shall not have a gap more than .25" / 6.4mm measured at 90 degrees from template / seat back to actual seat back surface.

5.b Seatback minimum length at centerline and crown measurement.



5.c Measuring intersection of seat back and cockpit floor skin to pivot point of steering runner.



## B. RUNNER PLANK

### 1. Materials

1.a The allowed materials in runner plank construction are wood, fiberglass (as external reinforcement), adhesives (for gluing or lamination), and non structural cosmetic coatings.

### 2. Construction

2.a The number of wood laminations is optional.

2.b The cross Section is optional. Runner plank may be of hollow construction, but only wood or adhesives for lamination purposes may be used to comply with the minimum length, width, and thickness requirements in specifications B.3.a-f.

2.c Fiberglass and coatings may be added to the exterior of the wood plank after minimum length, widths and thicknesses are satisfied (specifications B.3.a-f). Added fiberglass and coatings shall not cause the runner plank to exceed the maximum length, width, and thickness (specifications B.3.a-f).

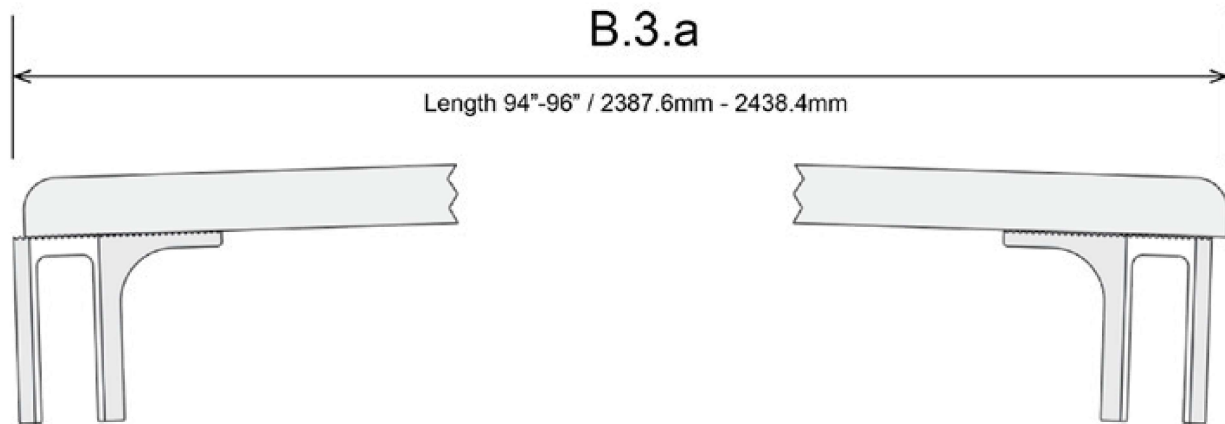
2.d The underside of the runner plank shall be higher at the centerline than the underside of the outside ends ("crown"). The profile of this crown shall form a fair continuous curve. Reversals of the curve are prohibited, and the curvature cannot be concave. Cutouts or depressions are prohibited.

### 3. Dimensions and Weight

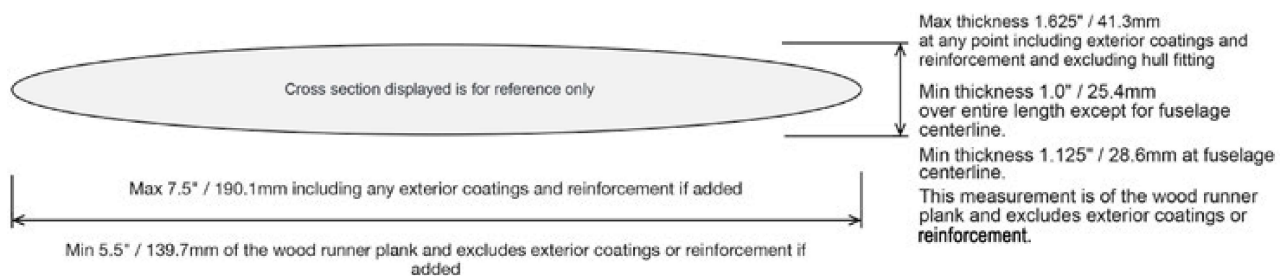
		English		Metric	
		Max	Min	Max	Min
a.	Length overall including hardware except pivot bolt. Max dimension refers to finished plank, min dimension refers to wood before adding reinforcements and external coatings.	96	94	2438	2388
b.	Minimum width along entire length of the plank. This measurement is of the wood runner plank and excludes exterior coatings or reinforcement if added.		5.5		139.7
c.	Maximum width along entire length of the plank including any exterior coatings and reinforcement if added.	7.5		190.5	
d.	Minimum thickness over entire length except for fuselage centerline. This measurement is of the wood runner plank and excludes exterior coatings or reinforcement if added.		1.0		25.4
e.	Minimum thickness at fuselage centerline. This measurement is of the wood runner plank and excludes exterior coatings or reinforcement if added.		1.125		28.6
f.	Maximum thickness at any point including exterior coatings and reinforcement and excluding hull fitting pads.	1.625		41.3	
g.	The runner plank, including all hardware and pivot bolts, shall not weigh less than 20 lbs. (9.1 kg.)				

#### 4. Measurement

4.a Specification B.3.a Length overall shall be measured in a straight line while not mounted on the fuselage and relaxed (under no load). The measurement shall be taken from the end of the runner plank or the chock, whichever gives the longer length; the measurement point may be different on different ends of the plank to determine the longest length. Overall length includes hardware but not pivot bolt.

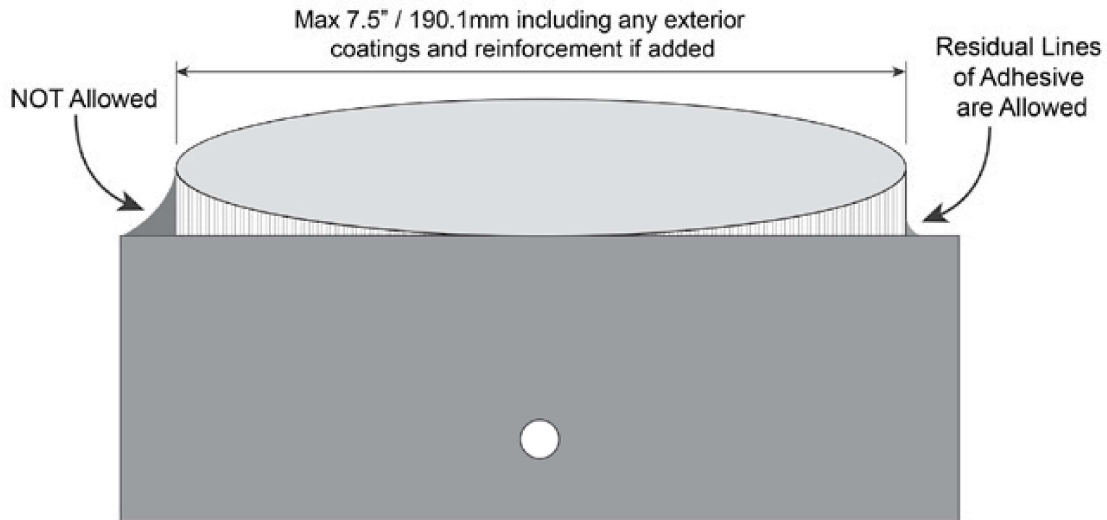


4.b Specifications B.3.b-f. Width and thickness requirements.



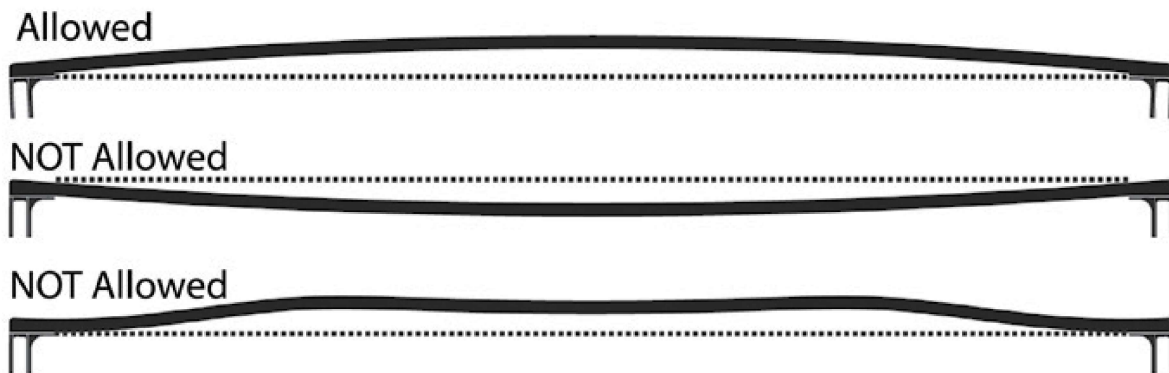
4.c Specifications B.3.a-f. Runner plank with exterior coatings and reinforcement where any exterior dimension is the minimum allowed (B.3.a-f) shall fail the minimum wood requirement

4.d Specifications B.3.c. Areas of plank over the chock: The same fore and aft dimensions apply in this location. Fairings of any type in this area are not allowed if they extend outside the maximum width of the runner plank unless they are part of the chock. Fairings may be considered part of the chock only if the height (Specifications I.5.b) and materials (Specification I.13) requirements for the chock are satisfied. Small residual lines of adhesive between the plank and chock are acceptable.



4.e Specification B.2.d, Crown: A 'fair continuous curve' may be one whose radius varies along its length. When not mounted on the fuselage and relaxed (under no load) the radius of the crown shall nowhere be concave, and no part of the curve shall be lower than the ends. The radius of curvature of the crown may vary along the length of the plank.

Examples shown below. Localized buildups for chock mounting are excluded from the measurement.



## C. MAST

	English		Metric	
1. Dimensions	Max	Min	Max	Min
a. Length overall (including hardware)	192	186	4876.8	4724.4
b. The maximum fore and aft dimensions, excluding hardware:	4	—	101.6	
c. The minimum fore and aft dimensions, measured from full section above boom jaw area to a point located 127-1/2" (3238.5 mm) above the mast base:	—	3-1/2	—	88.9
d. The minimum fore and aft dimensions, measured above a point located 127-1/2" (3238.5mm) above the mast base:	—	2	—	50.8
e. The maximum side to side dimension, excluding hardware:	2-1/2	—	63.5	—
f. The minimum side to side dimension, below a point located 127-1/2" (3238.5mm) above the mast base:	—	2	—	50.8
g. The minimum side to side dimension, measured above a point located 127-1/2" (3238.5mm) above the mast base:	—	1-1/8	—	28.6
h. The minimum depth of the boltrope tunnel from the outside trailing edge:	—	3/8	—	9.5

2. Materials: Aluminum; wood; carbon or glass fiber; adhesives; foam; fairing and finishing materials.

3. Other Specifications:

- a. Only one boltrope tunnel is permitted. The boltrope tunnel shall be substantially straight with the mast relaxed. Track is prohibited.
- b. Cross section profiles are optional. Mast may be solid or hollow.
- c. A halyard must be installed. An internal halyard is permitted.

- d. Devices which prevent or hinder movement of the boom on the mast are prohibited.
- e. The bottom of the mast must be fitted with a socket that will pivot freely on the mast step deck ball.
- 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.
- h. A removable internal reinforcement of allowable materials is allowed. This reinforcement may not be altered, turned or removed during a regatta.

### **INTERPRETATIONS FOR SECTION C, MAST**

**10/17/83:** It is allowed to use a mast which is reinforced with carbon fibers from the inside as well as the outside.

**10/17/83:** It is allowed to reinforce an aluminum mast with a piece of wood from the inside.

**7/01/96:** Masts built prior to July 1, 1996, shall be considered legal if they meet prior specifications.

**11/30/98:** The minimum weight and balance point specifications (C.3.g and C.3.h) must be met with and without any removable internal reinforcement.

**11/30/98:** The mast must be one piece when used in a regatta.

**02/15/2013:** In specifications C.3.f. and C.3.g, the term “stays” includes all components and devices used to connect the cables to the mast hound at the height of the lower mast hound bolt, reference specification H.13., All components and devices used to connect the cables to the mast hound at the height of the lower mast hound bolt must be removed from the mast when determining the weight, C.3.f., and the balance point, C.3.g.

**D. BOOM**

	English		Metric	
	Max	Min	Max	Min
1. Length (from mast):	108	Opt	2743	Opt
2. Depth (from outhaul bracket to 12", 305mm from, mast):	3	2-1/2	76.2	63.6
3. Thickness (from outhaul bracket to 12",305mm from mast):	1-25/32	1-1/4	45.25	31.8

4. Only one boltrope tunnel is permitted. The boltrope tunnel shall be substantially straight with boom relaxed. An aluminum boltrope tube is allowed. It must weigh less than three ounces per foot (280 grams/meter). The internal diameter must be at least 3/8" (9.5mm). The cross section of the tube is optional.
5. Cross section profile is optional. Boom may be hollow.
6. Boom jaws are optional. Devices which prevent or hinder movement of the boom on the mast are prohibited except for check wire.
7. Boom shall be constructed of wood or aluminum. Fiberglass may be added for reinforcement only.

**INTERPRETATIONS FOR SECTION D, BOOM**

**01/01/79:** The boom jaw may not have a projection on the bearing surface that will fit into the mast slot and thereby affect the rotation of the mast.



**E. RUNNERS**

	English		Metric	
	Max	Min	Max	Min
1. Steel plate type (steel body with stiffening elements)				
a. Plate thickness	0.27	0.23	6.8	5.9
b. Plate length:	30.0	26.0	762	660.4
c. Plate heights of at least that part contained in chock. (Note: allow for sharpening):	5.0	3.74	127	95
d. Thickness (contained by chock):	1-1/32	31/32	26.1	24.7

e. Length and height of runner assembly (plate plus stiffening elements) shall not exceed those allowed for the steel plate. Material, location and cross section of stiffening elements are optional, provided Specifications E-3 and E-4 are not violated.

f. Method of attaching stiffening elements is optional.

g. Type of steel plate is optional.

2. Wood type (wood body with attached steel angle, "T" section or steel plate). This means commercially available section. Technical Committee will rule against any special fabrications.

	English		Metric	
	Max	Min	Max	Min
a. Thickness of body	1-1/32	7/8	26.1	22.3
b. Length:	36	30	914	763
c. Height of at least that part contained by the chock:	5	4	127	101.7
d. Thickness (contained by chock):	1-1/32	31/32	26.1	24.7

e. Body shall be made of wood. Fiberglass may be added. Plate may be attached by bolts, or epoxy or both.

f. The steel sections allowed are

American Standard 3/4" (19.1 mm) x 3/4" (19.1 mm) x 1/8" (3.3 mm) "angle" and 1" (25.4 mm) x 1" (25.4 mm) x 3/16" (4.8 mm) or 1/4" (6.4 mm) "T". Equivalent metric measure (DIN) sections may be used provided the dimensions are within 20% of those listed.

g. The 'T' section must not be reduced to less than 75% of its original height by sharpening.

h. Wood type with steel insert.	English		Metric	
	Max	Min	Max	Min
Insert plate dimensions:				
Height :	3	2	76.2	50.8
Thickness	0.270	0.1870	6.86	4.75
Max width exposed below wood runner body:	1-1/2	—	38.1	—

i. The body of a wood runner may be tapered below the minimum 7/8" (22.3 mm) thickness at a point 6" (152 mm) from the front end of the runner body. The body shall not be less than 1/4" thick at the front end.

3. Profile of runner is optional with the exception that front ends of all runners shall have a 5/8" (16 mm) radius or larger.
4. Runner stiffening elements shall not project laterally more than 3" (76.2 mm) from runner edge. If runner stiffening elements are used as a weight-bearing component (in contact with ice or snow), they must be totally located within the runner cut specifications (F2).
5. Steering runner shall be equipped with a strong and effective parking brake at all times.
6. Weight of any individual runner shall not exceed 17 lbs. (7.7 kg).
7. Method of attaching runner to chock and chock to plank shall be accomplished as shown in plans.
8. Methods of providing relative movement of runner with respect to chock shall be as shown in plans.

9. The leading edge of the runner steel is that portion of the edge forward of the sharpened ice contact edge and higher than  $\frac{3}{4}$ " (19 mm) above the ice, measured with the runner in normal sailing position. The sharpened ice contact edge of the runner steel is along the entire bottom edge and extends forward and upward along the edge of the steel to a point not exceeding  $\frac{3}{4}$ " (19 mm) above the ice, measured with the runner in normal sailing position. The leading edge must be rounded to an edge radius of not less than  $\frac{1}{16}$ " (1.6 mm) and shall be faired to the sides of the steel as allowed in E.12. The sharpened ice contact edge may be rounded or sharpened to an included angle of not less than 75 degrees. The camber (crown) and shape of the sharpened ice contact edge is optional. Along the sharpened ice contact edge, the rounded edge or the sharpened angle is allowed to be faired to the sides of the steel providing the thickness of the steel of plate, insert style or T runners is not reduced below the allowed minimum. (ref. E.1.a., E.2.f., E.2.h).
10. Each yacht shall be restricted to the use of nine runners during a regatta.
11. A maximum of four holes, which are not structurally required, may be drilled in each runner. Holes shall not exceed  $\frac{1}{2}$ " (12.7mm) diameter.
12. Along the leading edge of the steel (ref. E.9.), the minimum allowed steel thickness of plate, insert style, and T runners must be reached within .394" (10 mm) measured from the normal tangents of the leading edge (does not apply to 'angle' type runners).

## INTERPRETATIONS FOR SECTION E, RUNNERS

**1974:** A slot may be machined on the top of allowed "T" sections to facilitate mounting to wood body.

**10/17/83:** It is permissible to reinforce wood runner bodies (of regulated thickness) with materials like carbons, aluminum, tin, and similar materials. No kevlar.

**11/23/87:** Specifications for the thickness of "T" sections and for insert steel are not the same.

**11/23/87:** Internal reinforcement of the wooden runner body: The use of threaded rod or bolts to attach "T" iron to the wooden body with the rod extending up to the top of the wood body is a well accepted method of constructing these runners. The wood body of insert runners must meet all the requirements of Section E of the Specifications.

**3/18/89:** Specification E.2.h. establishes the maximum thickness of the steel plate in insert runners at .270 inches. Therefore, the absolute maximum thickness is .270" and plate in the thickness range .271" through .279" is not allowed.

**11/14/89:** Wood or metal stiffeners may be added to insert runners (as in E.1.e. for plate runners) as long as the minimum wood body meets the dimensions in E.2.a. and the stiffener is outside the wood body. No wood or metal stiffener may come between the insert plate and the slot on the wood body. No metal stiffening is allowed inside the main wood body.

**7/1/92:** The specifications do not prohibit the changing of the runner stiffening elements during a regatta. However, when the stiffening element is changed, the runner is then counted as a new runner in total count of the nine runners allowed.

**7/1/92:** Commercially available T, angle, or plate is manufactured in a quantity to be sold to people who want to purchase it. If the T, angle or plate is made only in small quantities for a few people, it is a special fabrication and not allowed to be used. A modification of a commercially available T, angle, or plate by procedures such as surface grinding, milling, bending or flattening is allowed.

**11/30/98:** The body of a wood body runner must be constructed of wood and adhesive only. No internal reinforcement is allowed except for threaded rod, or bolts, or screws used to attach the steel to the body. The wood body must meet all specifications before the application of external reinforcement. Reinforcement between the blade and body (inside the slot) on insert runners is considered to be outside the wood body and is allowed.

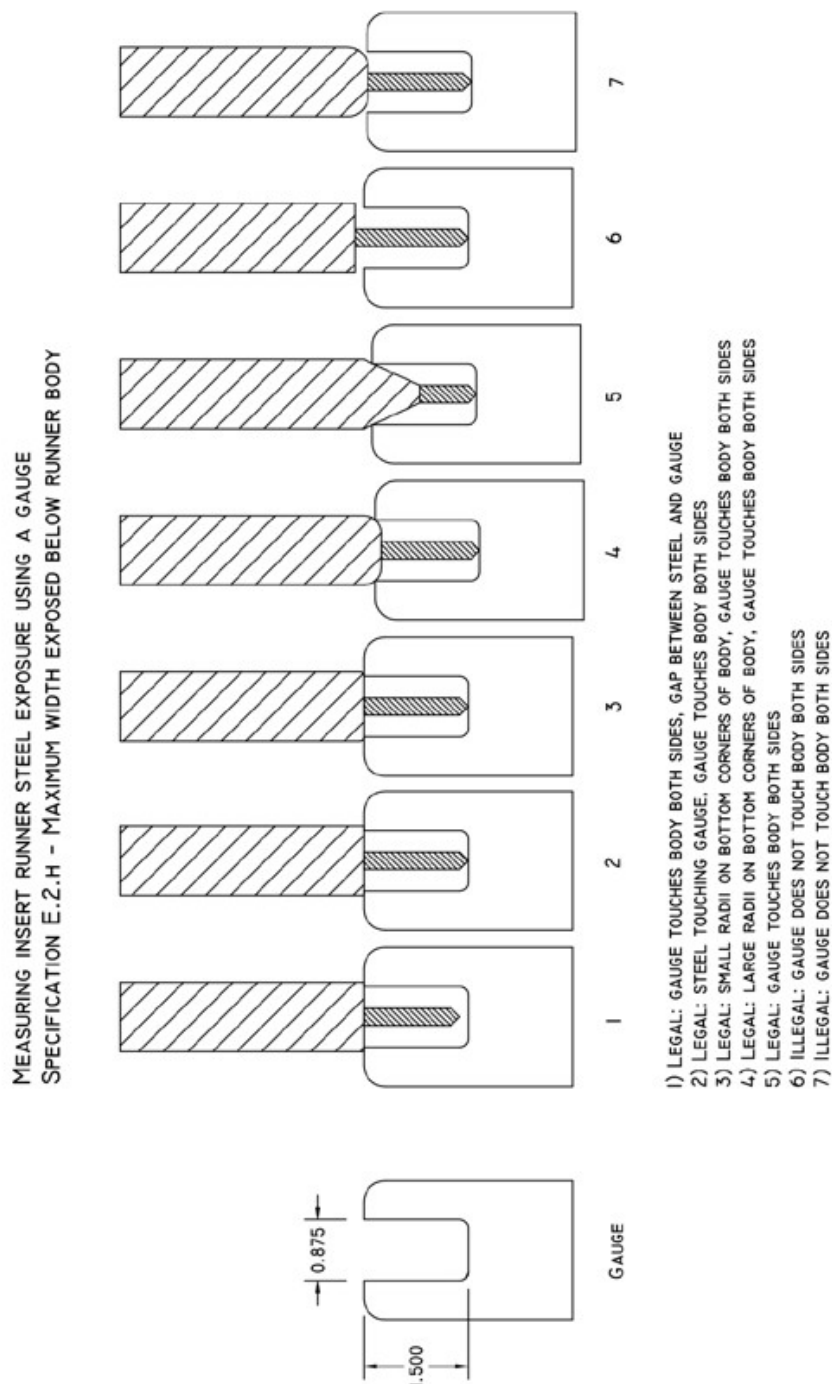
**2/10/07:** Measuring spec. E.2.h: A simple measuring gauge may be used to measure the amount of exposed steel on insert runners. The gauge should have a slot width at the minimum wood body thickness (7/8" or 22.3 mm) and depth at the maximum allowed exposure (1-1/2" or 38.12 mm).

This gauge is used as shown on the next page to measure exposed steel. The top of the gauge should touch the bottom of the runner body. The edge of the steel may touch the bottom of the slot, or there may be a gap between the edge of the steel and the gauge. If the edge of the steel is touching the bottom of the slot and both top edges do not touch the bottom of the runner body, then the exposed steel is greater than the maximum allowed.

### Notes:

1. Because it is impossible to determine the thickness of any reinforcement on the bottom of the runner body, the gauge should be used to measure to the outside of the reinforcement.
2. This gauge should not be used on the front 6" (152 mm) of the runner (This gauge should not be used on the front 6" (152 mm) of the runner (where Spec. E.2.i. allows the body thickness to be reduced below 7/8")
3. Allowance should be made for small imperfections (porosity, damage, etc.) on the bottom surface of the runner body.

### MEASURE INSERT RUNNER STEEL EXPOSURE USING A GAUGE



**1/15/2010:** The reinforcement bar or stiffening element that is associated with the “Kent” style chock is part of the runner and must meet all requirements of a runner stiffener, Reference Specifications E.1.e; E.1.f; E.4; Interpretations B. Runner Plank, 1/15/2010; E. Runners, 11/14/89, 7/1/92, 1/15/2010, and I. Fittings, 1/15/2010

**1/15/2010:** All runner stiffening elements are considered part of the runner and are included in the runner weight. Reference Specification E.6.

**1/15/2010:** The specification making optional the method of attachment or stiffening elements to plate runners, Specification E.1.f. also applies to the method of attachment of stiffening elements in wood body runners. Attachment is defined as a physical connection that firmly adheres the stiffening element to the runner such that when the chock pivot bolt is removed, the stiffening element remains physically connected to the runner. Reference Interpretation 7/1/1992.

**1/15/2010:** At all times while in use the bar or stiffening element that is associated with the “Kent” style chock must be attached to the runner. Any movement of the bar or stiffening element shall be independent of and not controlled by the movement of the chock pivot bolt.

**4/14/2010:** In a previous 1974 interpretation the second sentence referring to hard weld on the ice contact edge of allowed “T” sections is deleted. This interpretation now reads: A slot may be machined on the top of allowed “T” sections to facilitate mounting to wood body.

**4/14/2010:** Hard weld may be applied to the ice contact edge of all runners.

**4/14/2010:** A previous 1974 interpretation that disallowed the welding of a bead in the corner of “T” runners is deleted and replaced with a new interpretations: Runner “T” sections may not be formed by welding and may not be altered by welding a bead in the corners.

**4/14/2010:** The steel angle section allowed in E.2.f need not be mounted symmetrically on the wood body but must be mounted to the wood body in a manner that the ice contact edge corresponds to the apex of the included angle of the steel section.

**10/1/2010:** In Specification E.9., the  $\frac{3}{4}$ " (19 mm) dimension above the ice which establishes the upper limit of the sharpened ice contact edge shall be determined according to the diagram "19 mm Dimension". Line A represents the official measurement line.

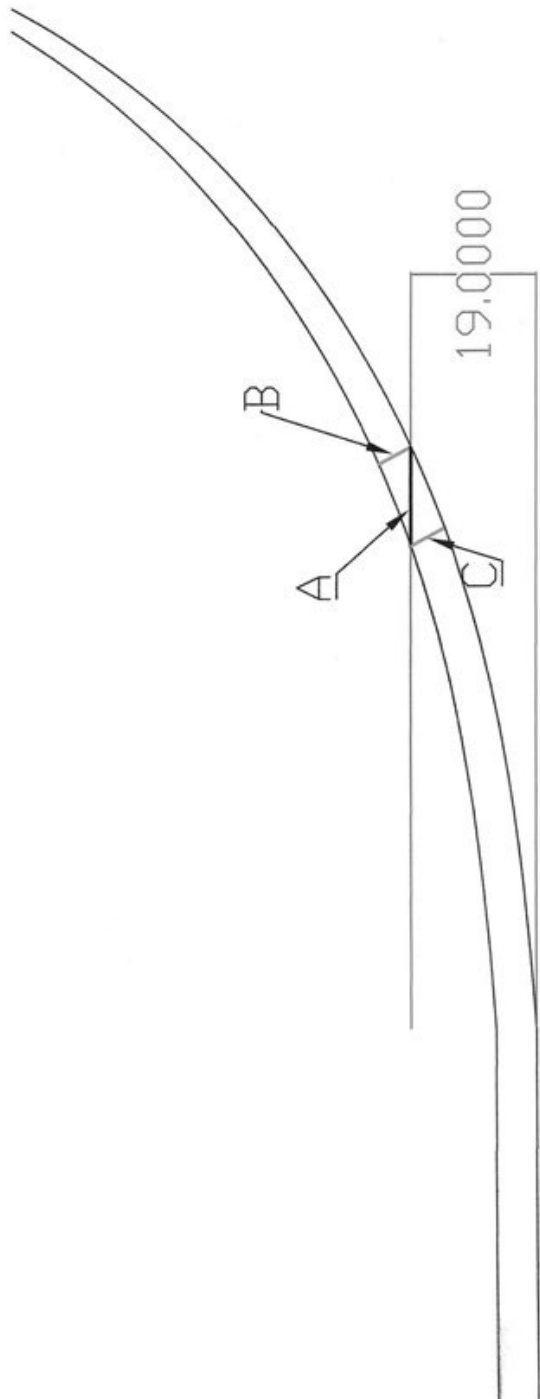


Diagram 19 mm Dimension

In Specification E.9., the  $\frac{3}{4}$ " (19 mm) dimension above the ice which establishes the upper limit of the sharpened ice contact edge shall be determined according to diagram "19 mm Dimension".

Line A represents the official measurement line.

**12/01/2012:** The interpretation dated 11/14/89 is amended to read as follows: Wood, metal, or carbon stiffeners may be added to wood body runners (as in E.1.e. for plate runners) as long as the minimum wood body meets the dimensions in E.2.a. and the stiffener is outside the wood body. No wood, metal or carbon stiffener may come between the insert plate and the slot in the wood body. No metal or carbon stiffening is allowed inside the main wood body.

**12/01/2012:** It is allowed to apply a coating to cover the surface of the steel plate, angle, or T used in a runner. The steel, without the coating, shall comply with the dimensions specified in E.1.a., b., c.; E.2.f. and E.2.h.

**01/15/2013:** In runner specifications and interpretations runner stiffening elements, i.e. "stiffeners", and runner reinforcement have differing allowed uses, allowed materials, and dimensions.

On plate style runners, stiffening elements are controlled by specifications E.1.; E.1.d., e., f.; E.4; E.6. and interpretations E. Runners dated 11/14/89, 7/1/92; four interpretations dated 1/15/2010; and I. Fittings dated 1/15/2010

Stiffening elements and reinforcement of the body of wood body runners are controlled by specifications E.2.a., d., e.; E. 4.; E. 6. and interpretations E. Runners dated 10/17/83; 11/23/87; 7/1/92; 11/30/98; four interpretations dated 1/15/2010; 12/01/2012; and I. Fittings dated 1/15/2010

On wood body runners, allowed material added to the body which is outside the allowed maximum body thickness of 1 1/32 inch (26.1 mm) is considered a runner stiffener or stiffening element. Allowed material added to the outside of the wood body, or in the slot of insert style runners, that does not exceed the allowed maximum body thickness of 1 1/32 inch (26.1 mm) is considered external reinforcement.

**05/23/2013:** It is not permitted to reduce the thickness of the runner steel below the allowed minimum by rounding, fairing, or tapering except as specified for the leading edge in Specifications E.9 and E.12. Refer to the interpretation E. Runners dated 10/01/2010 and the diagram "19 mm dimension". The 3/4" (19 mm) dimension does not establish a line extending along the runner parallel to the sharpened ice contact edge below which the thickness of the runner steel is allowed to be less than the specified minimum.

**02/17/2014** Runners are not considered ballast and runners of different weights may be used during a regatta, provided each runner complies with the specifications and interpretations under E. Runners.

**02/17/2014** The interpretation dated 1977, which reads: "It is legal to change runners from a light set (6lbs) each to a heavy set (17 lbs) each during a regatta and not be in conflict with the change of ballast", is deleted.



## F. RUNNER BASE AND CUT (TRACK)

	English		Metric	
	Max	Min	Max	Min
1. Longitudinal distance from pivot axis of steering runner to pivot axis of aft runner:	103	97	2616	2464
2. Lateral distance between aft runner edges below pivot axis: (To be measured with skipper in cockpit in sailing trim.)	95	Opt.	2413	Opt.

## INTERPRETATIONS FOR SECTION F, RUNNER BASE AND CUT (TRACK)

**3/12/2007:** Measuring F.2: In order to make repeatable measurements of runner cut as intended by this Specification the following methods should be used:

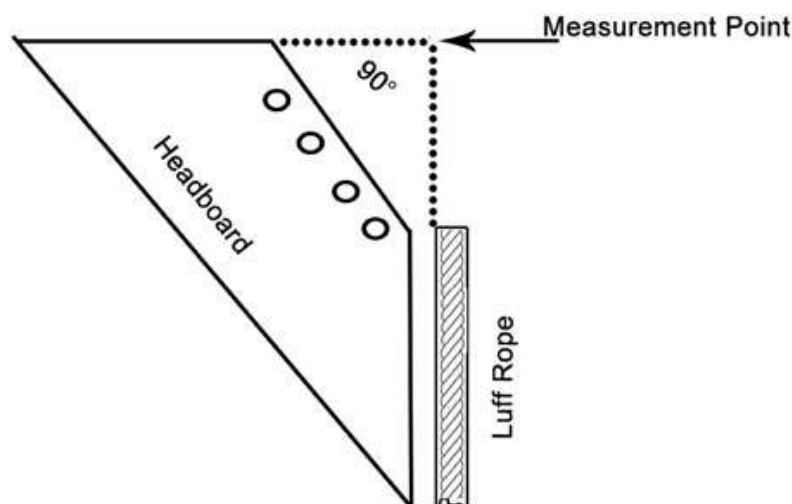
1. Rigging should not be tight during measurement. The skipper must be allowed to loosen the rigging as required to relieve static tension.
2. Sailor should be wearing normal racing attire, including helmet, goggles, etc.
3. Mainsheet must be loose.
4. The runners must be allowed to move. If on the ice, the boat may be pushed to allow the runners to seek a neutral position. If using a measurement fixture, the device must allow free sideways movement of the runners.
5. The skipper should be in the cockpit in normal sailing position (lying in the cockpit with his shoulders against the seatback).

## G. SAIL

1. The cloth must be made with high tenacity polyester (dacron) yarns. Sail cloth must be made with either of the following cloth constructions: 6.5 oz. cloth with 220 denier warp and 440 denier fill yarns or 280 grams/square meter cloth with 250 denier warp and 410 denier fill yarns.
2. Luff shall be 14' (4267 mm) or less. A bolt rope is required.
3. The foot shall be 8'10" or less (2692 mm) or less. A bolt rope is required.
4. Leech shall be 14'3" (4343 mm) or less.
5. There shall be three girth measurements taken by folding the sail in quarters according to the procedure specified in G.18
  - Top girth measurement 3'3" (990.6 mm) or less.
  - Middle girth measurement 5'8" (1727 mm) or less.
  - Bottom girth measurement 7'6" (2286 mm) or less.
6. Head of sail.
  - a. The width of the headboard shall be 4" (101.6mm) or less.
  - b. The overall dimension of the head of the sail, including bolt rope, shall be 5.5" (139.78 mm) or less.
  - c. The location of the measurement point at the forward upper corner of the headboard is determined by projecting a straight line parallel to the luff, excluding the luff bolt rope, to the point where it intersects with a line projected from the uppermost point of the headboard and perpendicular to the luff. Refer to diagram G.6.c. below.

G.6.c.

FORWARD UPPER CORNER OF HEADBOARD



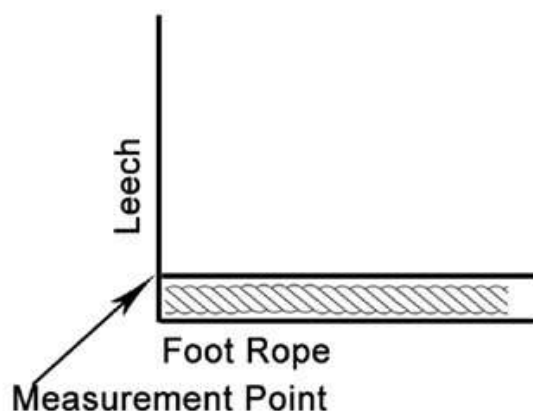
7. The sail shall be constructed with four batten pockets. The top edge of the top batten pocket must be a minimum of 27" (686 mm) below the top of the headboard. Spacing between battens shall not exceed 36" (914 mm) nor be less than 32" (813 mm). The top three battens shall be full length, extending from the leech of the sail to within 2" (50.8 mm) of the bolt rope. The bottom batten shall not exceed 36" (914 mm) in length.
8. Batten pockets shall lie at 90 degrees plus or minus 5 degrees to the leech as defined in G. 17 (Ref G.25a,5, Procedure for measuring a DN sail.)
9. Batten material and structural characteristics are optional. Batten width shall be 2" (50.8 mm) maximum.
10. Sail may have one row of reef points which cannot be located less than 18" (458mm) from the foot of the sail.
11. A yacht is restricted to the use of two sails in a regatta.
12. Altering the sail characteristics, such as area and camber, during a regatta by means other than the natural flexing of the structural members and positioning the clew grommet on the outhaul bracket are prohibited. This includes reefing. Batten adjustment is excluded.
13. National letter(s), yacht number and the letters "DN" shall be affixed to each side of the sail. Color of the letters and number shall contrast with the sail and be a minimum of 10" (255 mm) high. The letters and numbers shall be one piece, one color, block style letters on all sails made after July 1989.
14. A window in the sail is required. The window may be any shape and placed in several sections

Area (sq. in. and sq. cm.)	English		Metric	
	<u>Max</u>	<u>Min</u>	<u>Max</u>	<u>Min</u>
	1250	100	8064.5	645

15. A steel cable, at least 3/64" (1.2 mm) in diameter may be attached to the headboard, running inside the luff to a point outside the sail at the tack. Lower end of the cable shall form a loop which must be secured to the tack pin on boom when under sail. Distance from top of headboard to center of 1/4" (6.3 mm) bolt inserted in the loop shall not exceed 14' (4267 mm) with cable straight and under 10 lbs. (4.6 kg) of tension.
16. Sail shall not extend aft of the forward edge of the 1/2" (12 mm) boom stripe which is located 8'10" (2692 mm) from the forward edge of mast slot.

17. The leech, defined as the straight line between the forward upper corner of the headboard and the point where the leech intersects the foot at the clew, excluding the foot bolt rope, shall be measured with the sail free of battens and with 5 lbs. (2.3 kg) of tension. (Ref. G.6.c. and diagrams *Upper Forward Corner of Headboard, G.6.c. and Clew, G.17*)

#### G. 17 CLEW

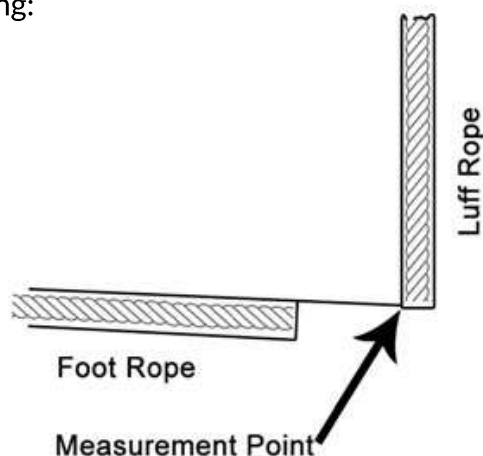


18. The three girth measurements shall be measured with battens removed and such tension as is required to remove wrinkles.
- The middle girth is measured between the mid points of the luff, excluding the bolt rope, and leech at the trailing edge. The mid point of the luff is found by folding the sail so the forward upper corner of the headboard lines up with the intersection of the luff and foot at the tack, excluding the bolt rope(s). The mid point of the leech at the trailing edge is found by folding the sail so the forward upper corner of the headboard lines up with the intersection of the leech and foot at the clew, excluding the bolt rope(s). (Ref. G 5 and diagrams *Upper Forward Corner of Headboard, G.6.c; Clew, G17; and Tack, G.24*)
  - The top girth is measured between the quarter points of the luff, excluding the bolt rope, and leech at the trailing edge. The top quarter girth point on the luff is found by folding the sail so the forward upper corner of the headboard lines up with the mid point on the luff, excluding the bolt rope. The top quarter girth point on the leech is found by folding the sail so the forward upper corner of the headboard lines up with the mid point on the leech at the trailing edge. (Ref G.5 and diagrams *Upper Forward Corner of Headboard, G.6.c.*)

c. The bottom girth is measured between the quarter points of the luff, excluding the bolt rope, and leech at the trailing edge. The bottom quarter girth point on the luff is found by folding the sail so the tack at the intersection of the luff and foot, excluding the bolt rope(s), lines up with the luff mid point. The bottom quarter girth point on the leech is found by folding the sail so the clew at the intersection of leech and foot, excluding the bolt rope, lines up with the mid point on the leech at the trailing edge. (Ref. G. 5, and diagrams *Upper Forward Corner of Headboard, G.6.c.; Tack, G.24; and Clew, G.17.*)

19. Sails shall not be colored red or orange.
20. The profile of the sail along the leech at the trailing edge shall be such that the maximum inward curve of the edge of the leech shall not exceed  $\frac{3}{4}$ " from a line drawn from the back of the headboard to the outer end of the second batten pocket from the top; and from a line drawn from the outer end of the top batten pocket to the outer end of the third batten pocket from the top.
21. The profile of the leech at the trailing edge above the top batten pocket shall be such that no part of the sail extends outward more than  $\frac{1}{4}$ " from a line drawn from the back of the headboard to the outer end of the top batten pocket.
22. The luff and the foot of the sail must have a boltrope that is inside the boltrope tunnel of the mast and boom while sailing, except in the area within 12 inches of the tack.
23. The tack of the sail must be fixed to a fitting at the forward end of the boom.
24. The luff, defined as a line between the forward upper corner of the headboard and the intersection of the foot and luff at the tack, excluding boltropes, shall be measured with the sail free of battens and under 5 lbs. (2.3 kg) of tension. (Ref. diagram *Upper Forward Corner of Headboard, G.6.c. and Tack, G.24.*)
25. Procedure for measuring a DN sail.
  - a. Preparing the sail for measuring:

#### G. 24 TACK



1. The sail shall be free of the mast and boom.
  2. Battens should be removed.
  3. Lay the sail on a hard surface (table, floor, or ice sailing surface).
  4. Measure each specified dimension one-at-a-time with tension applied only across the line of measurement as is sufficient to remove wrinkles except as specified in G.17, G.24, and G.25c.1.
  5. Use the following points of measurement when measuring location of battens and batten pockets and pocket angles.
    - aa. Locate the straight line leech by stretching a string or small diameter rope from the forward upper corner of the headboard to the clew, excluding the bolt rope. (ref. G.6.c. and G.17)
    - bb. The top edge of a batten pocket is located along the top of the inside width of the pocket. The centerline of the batten pocket is located in the center of the inside width of the pocket.
  6. Use the location of the Forward Upper Corner of the Headboard (ref. G.6.c.) as the measurement point when folding to measure the girths (ref. G.18)
- b. To determine the location of the top batten pocket and spacing between battens (ref. G. 7):
1. In G.7 the measuring point on the top of the headboard is located at the forward upper corner of the headboard (ref. G.6.c.). All points along the top edge of the pocket must comply with the 27" (686 mm) minimum dimension from the head (ref. 25.a.5.bb.)
  2. The spacing between the battens is measured between the centerline of the batten pockets where the centerline intersects with the straight line leech (ref G.25.a.5.aa)
- c. To determine the angle of the battens pockets (ref. G.8.):
1. Pin the head, tack and clew in place on the hard surface while applying tension along the luff, foot, and straight line leech to remove wrinkles. The leech at the trailing edge should not lift away from the hard surface.
  2. Measure the angle between the straight line leech and the top edge of the batten pocket. (ref. G.25.a.5.aa and bb).
  3. Measure one-pocket-at-a-time.
  4. Place the base of a protractor along the straight line leech, centered at the top edge of the batten pocket (ref. G.25.a.5.bb) and facing the luff.
  5. Read the angle at the top edge of the pocket. (ref. G.25.a.5.bb).

## INTERPRETATIONS FOR SECTION G, SAILS

**1977:** It is not legal to use two ply Dacron 6.5 oz cloth for the top panel and bottom panels for reinforcement.

**9/1/99:** It is legal to use Contender 6.5 oz. Polycote cloth in the construction of the sail.

**5/6/04:** The specification of weight is a nominal cloth weight. This specification of 6.5 oz/sq.yd. refers to a “sail maker’s yard”, which is 36” X 28.5”. Sails built prior to July 1, 2003, which complied with the specifications at the time of manufacture will be allowed in all IDNIYRA regattas.

**11/29/2010:** In specification G.9. the batten width is measured at 90 degrees to the length. Batten thickness is the smallest of the three dimensions, i.e. length, width, thickness. There are no restrictions on batten thickness.

**11/29/2010:** Specification G.12. excludes batten adjustment from the factors that alter sail characteristics. Battens may be fitted only in the pockets allowed in G.7. and may protrude from the pocket at the leach end for the purposes of providing a means to secure the batten in the sail and adjusting the tension. There is no restriction on the tensioning of battens in the pockets and at any time battens may be interchanged in the allowed pockets.

**11/20/2011:** The batten pockets in all sails made prior to 1/1/2012 shall lie at 90 degrees plus or minus 8 degrees to the leech. These sails may be used in all DN races, including all championships. All other sails must comply with Specification G.8.

## **H. RIGGING**

1. Framing stays are prohibited. Any cable not shown in the plans is prohibited.
2. All stays shall be steel cable and shall be 0.118” (3 mm) or greater in diameter.
3. Halyard shall be either steel cable with a minimum diameter of 3/32” (2.4 mm) or rope of optional material with a minimum diameter of 3/32” (2.4 mm)
4. Bobstay shall be installed and fitted to the bow tang forward and anchored at its after end on the stern block or immediately in front of the runner plank.
5. Tubes and other means of rigid adjustment of stay lengths are permissible.
6. Devices which adjust stay lengths while yacht is underway are prohibited.
7. Means for rigid adjustment of mast step location are permissible.
8. Means for adjustment of mast step location while yacht is underway are prohibited.
9. Mast step shall be rigidly mounted on the deck of the fuselage.
10. Mast step shall permit free orientation of mast.

11. Horizontal distance from mast step pivoting point (center of ball) to pivot axis of steering runner:	English		Metric	
	<u>Max</u>	<u>Min</u>	<u>Max</u>	<u>Min</u>
	41	35	1041	890
12. Horizontal distance from pivot axis of steering runner to pivot axis of steering post:	50	44	1270	1118
13. Distance from lower mast hound bolt (pivot bolt located in front of mast) to base of mast: a. All stays shall connect to a common component (which may consist of one or more sub-components) which attaches to the mast hound at a single point.	139-1/2	127-1/2	3543	3239
14. Six sheet blocks shall be installed.				
15. Four sheet blocks shall be installed aft of the rear limit of the cockpit floor: two on the boom and two on the deck. None of these blocks may incorporate a one-way feature. The blocks on the fuselage must be fastened in a manner such that anything penetrating the deck may only be performing the function of fastening, and no other function.				
16. One sheet block shall be located forward on the boom within 1' (304 mm) of the mast. This block may incorporate a one-way feature.				
17. One sheet block shall be installed on the tiller post. This block may incorporate a one-way feature.				
18. The sheet must be attached to the boom and pass through all blocks as shown in plans.				
19. Blocks must be individual and have fixed positions on fuselage and boom.				
20. Sheet may run inside the boom between the forward block and the 2nd block.				



21. The distance from the center of the runner plank to the base/foot of the side stay on the end of the plank must be:	English		Metric	
	<u>Max</u>	<u>Min</u>	<u>Max</u>	<u>Min</u>
	—	43.07	—	1094

22. The components of the mast hound may affect the free orientation of the mast by either forcing mast rotation or limiting mast rotation.

## INTERPRETATIONS FOR SECTION H, RIGGING

**01/01/78:** Boom pulleys may not be attached inside the boom by slotting the bottom of a boom and inserting the pulley into the slot and then picking up the sheave with a bolt or rod.

**01/01/82:** A track may be mounted on the boom for sliders to which the pulleys may be attached.

**09/23/82:** Mounting Pulleys on deck or boom by any means is acceptable as long as the rope and sheave are outside the boom or deck. No recessed block will be allowed in which part of the sheave or rope is below the back deck. (see also 11/1/84 interpretation)

**10/17/83:** It is not allowed to use a shock absorber (spring) between side stay and the fitting on the end of the runner plank.

**11/1/84:** It is not permissible for any part of the sheet block, or any hardware integral with the mounting of the sheet block, to be below the projected top surface of the deck, with the exception of the screws or bolts used to fasten the hardware to the deck.

**11/10/73 & 11/14/88:** Cable may not be used in place of mast hound. Hound may be made from strap or plate material. No leaders or bridles allowed.

## I. FITTINGS

1. Diameter of the sheaves of the sheet blocks shall not exceed 4" (101.6 mm).
2. Two of the six required blocks may incorporate a one-way feature.
3. Steering chock may incorporate a shock-absorbing feature.
4. Hardware need not conform to plans as long as specifications are not violated and hardware performs the same function that the plan item performs.

5. Side Chock	English		Metric	
	<u>Max</u>	<u>Min</u>	<u>Max</u>	<u>Min</u>
a. Width of runner slot at the smallest dimension where the chocks come in contact with the runner's side or stiffening element:	1-3/32	31/32	27.7	24.7
b. Depth of chock:	3-1/2	2-7/8	88.9	73.1
c. Length of chock:	9	6-3/4	228	172
d. Width of chock:	4-3/4	—	121	—
6. Mast Step - Height of pivoting point (center of ball) above deck:	1-5/8	1-1/8	41	28.6

7. Location of Halyard catch on mast is optional.
8. Halyard must be capable of lowering and raising the sail with yacht in upright position.
9. Additional fittings to secure halyard to mast are permissible.
10. Only one mast, boom, fuselage, and runner plank may be used for an entire regatta, unless broken beyond reasonable repair (as interpreted by the Race Committee).
11. An adjustable footrest may be used.
12. A device may be placed in the back of the chock to prevent the front of the runner from tipping downwards. The device may not contact the runner when all three runners are on the ice.
13. The side chock and the steering chock shall be made of steel, stainless steel or aluminum.

14. Bow Tang	English		Metric	
	<u>Max</u>	<u>Min</u>	<u>Max</u>	<u>Min</u>
a. Width	3-3/4	—	95.3	—
b. Horizontal distance from the pivot axis of the steering runner to the aftermost end of the bow tang:	8	—	203.2	—
c. Height above a horizontal line extending forward from the deck at a point 2" (50.8 mm) behind the bow:	3	—	76.2	—
15. Runner Plank Mounting Hardware				
a. The runner plank mounting system shall not extend more than 4" (101.6 mm) outside of the side panel of the fuselage.				
b. The runner plank mounting system shall be located in an area that does not exceed 30" in the fore and aft dimension.				
16. Bobstay Strut, including Mounting Hardware	English		Metric	
	<u>Max</u>	<u>Min</u>	<u>Max</u>	<u>Min</u>
a. Height (from bottom of skin of fuselage):	—	3	—	76.2
b. Length:	6	—	152.4	—
c. Width:	4	—	101.6	—
17. Mast Step Mounting Hardware				
a. Length:	9	—	228.6	—
b. Width:	3	—	76.2	—

## INTERPRETATIONS FOR SECTION I, FITTINGS

**9/23/57:** An adjustable footrest may be used.

**9/23/57:** Shock absorbing steering chock must be according to plan, but springs or rubber grommet may be added as shock absorber.

**11/10/73 & 11/14/88:** There is no limit to the number of holes in the tack fitting. Tack pin location may not be changed during a regatta.

**11/10/73:** It is not allowed to have two holes in the chock.

**11/10/73:** The number of straps on the mast hound is optional.

**11/23/87:** It is not allowed to use a long fitting to connect the mast hound with the head stay so that the position of the mast hound can be moved (within the allowed dimensions) without having to make a new stay.

**4/15/90:** The degree to which the side runner pivots vertically in the chock may be restricted only by way of the friction on the sides of the chock which is controlled only by the tightening of the pivot bolt. Any other device to restrict the vertical movement of the runner is not allowed, with the exception of devices as allowed in Specification I.12.

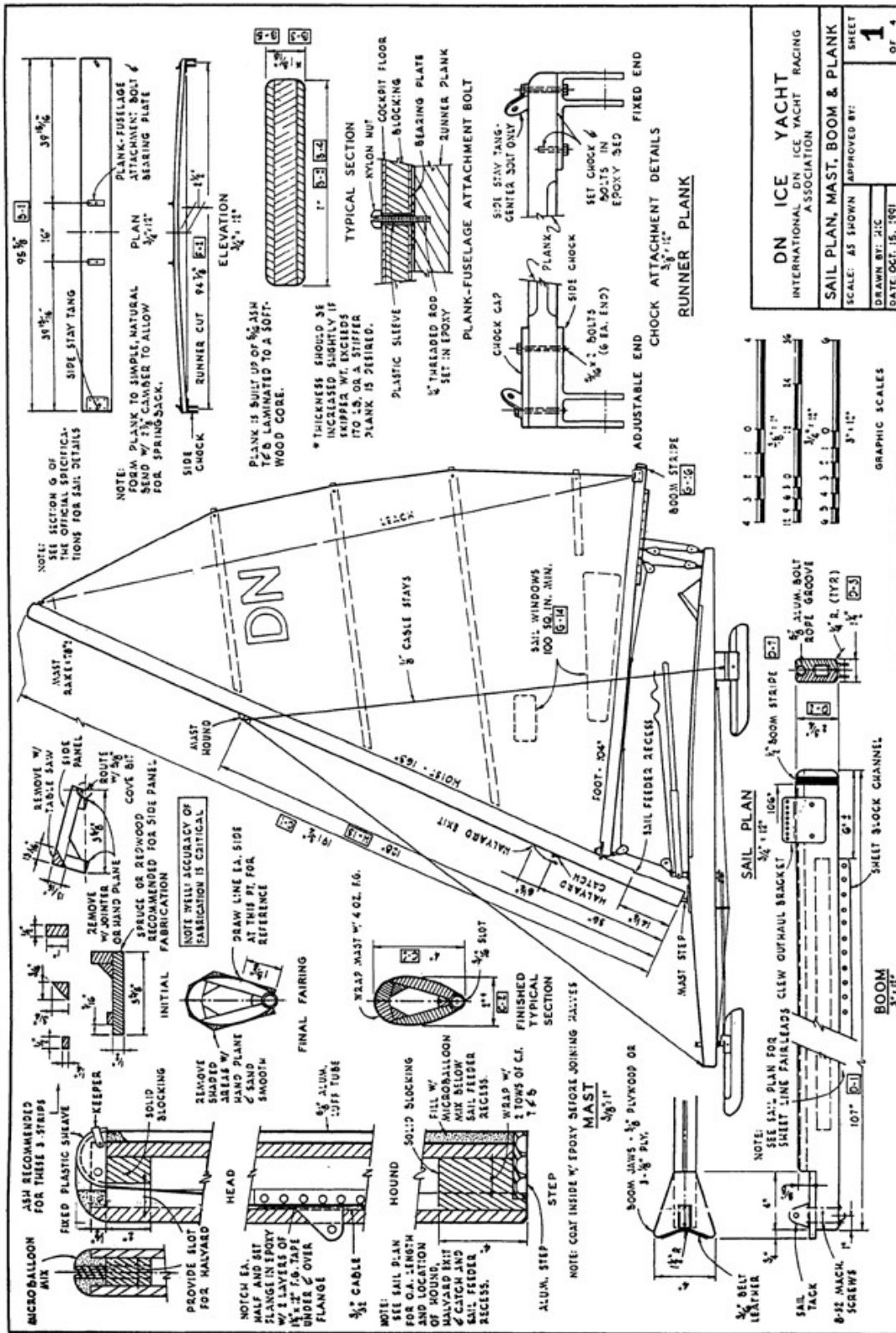
**11/12/03:** It is allowed to use a fixture providing additional height to mount the rear sheet blocks to the deck. This fixture must be mounted on the surface of the deck and may not be integral with the deck structure. This fixture must provide a fixed position for the block attachment (the blocks may not be moved while underway)

**12/12/07:** “Kent” style chock – Either the inside or outside flange of the side chock may be reduced in size to allow clearance for runner stiffening elements. When viewed from the side, the profile of the chock must meet all dimensions specified.

**1/15/2010:** The reinforcement bar or stiffening element that is associated with the “Kent” style chock is allowed to be attached only to the runner and must meet all requirements of a runner stiffener. Reference Specifications E. 1.e; E. 1.f.; E. 4; and Interpretations E. Runners, 11/14/89; E. Runners 7/1/92; E. Runners 1/15/2010.

**12/01/2012:** It is allowed for there to be more than one position for the mast hound or an adjustable fitting with multiple positions, providing the location of the lower mast hound bolt (pivot bolt) is within the range specified in H.13. The position may not be adjusted while the yacht is underway.

**9/20/2013:** The bow tang, reference specification I.14 must be mounted at the forward most (bow) end of the fuselage and all parts of the tang, with the exception of the fastenings attaching it to the fuselage, must be outside the fuselage.

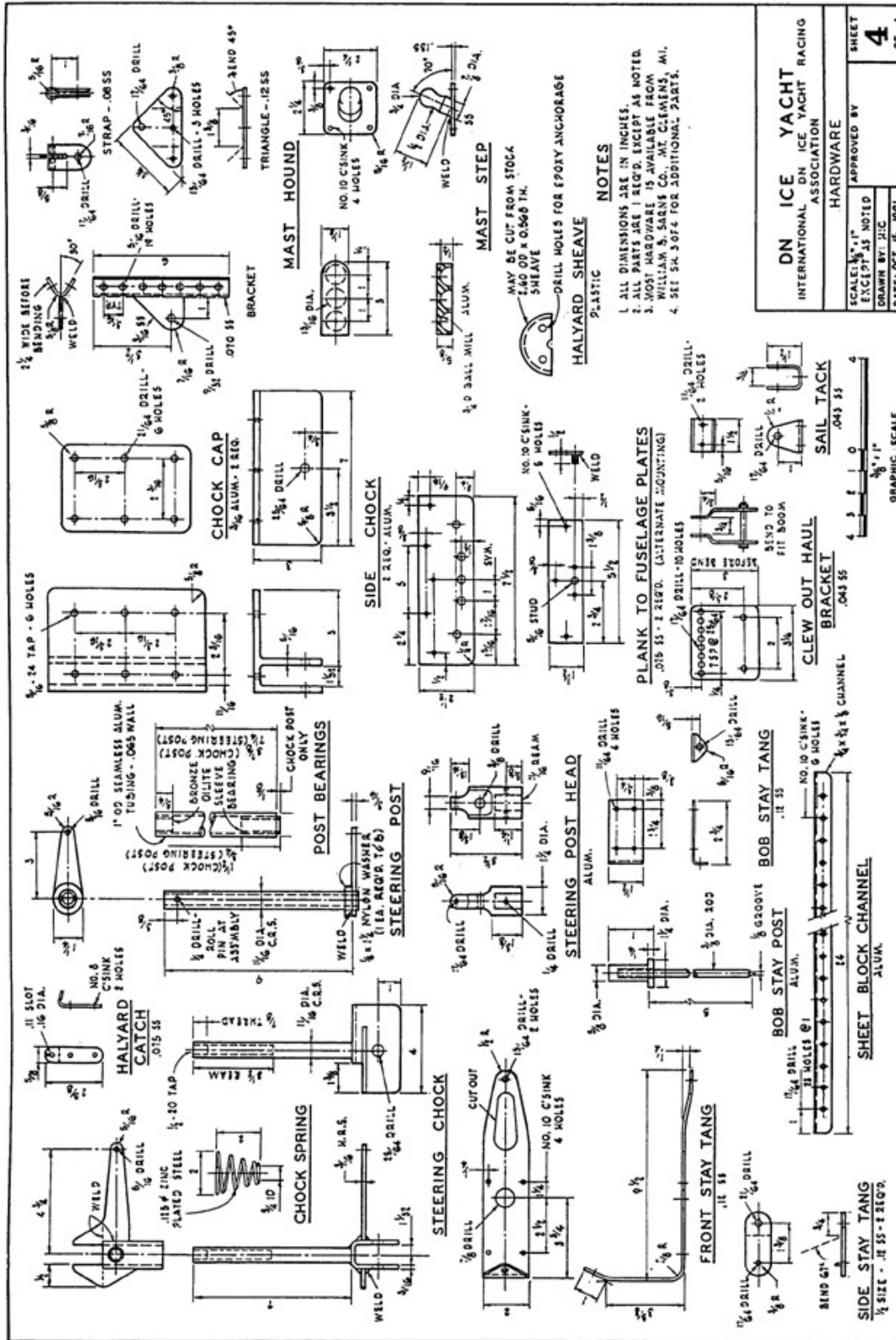




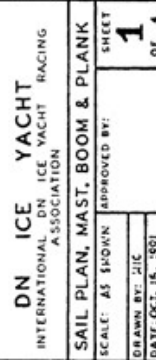
**DIMENSIONAL TOLERANCES**

SPEC. REF.	ITEM	MAX.	MIN.
A-1	FUSELAGE LENGTH OVERALL	1/4"	-
A-2	BEAM QUOTE	1/4"	-
A-3	DECK & FLOOR TH.	1/4"	0.015
A-4	BOTTOM TH.	1/4"	0.015
A-5	SIDES & BULKHEADS	1/4"	0.015
A-6	SEAT SH. 1 OF 4	100%	64
A-7	SEAT SH. 1 OF 4	100%	64
A-8	STEEL WIDTH (SHOW)	3 1/2"	2
A-9	STEEL WIDTH (STEEL)	4	1 1/2"
A-10	SEAT BACK ANGLE	95°	35°
A-11	SEAT BACK ANGLE	95°	35°
A-12	SEAT BACK ANGLE	95°	35°
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A-88	SEAT BACK ANGLE	95°	35°
A-89	SEAT BACK ANGLE	95°	35°

















# ULLMAN SAILS DETROIT

DN Sails built and designed by Mike Boston



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+1586.792.7212

World Championship  
2019 - 2020, 2022 - 2024

NA Championship  
2002 - 2024

EU Championship  
2023 - 2024



Photo: Sean R. Heavey

# RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

NIA Website: <https://www.iceboat.org/nia/>

The Racing Rules of the National Iceboat Authority<sup>1</sup>

November 15, 2018

## Part I Definitions

When one of the terms defined in Part 1 is used in its defined sense in the definitions or rules, it is printed in CAPITAL letters. All definitions rank as rules.

**ACTUAL WIND** – The natural wind.

**WINDWARD-LEEWARD COURSE** – A course sailed around two MARKS, an imaginary straight line drawn between the two MARKS is parallel to the ACTUAL WIND.

**STANDARD COURSE** - A WINDWARD-LEEWARD COURSE with a finish line placed 90 degrees from the ACTUAL WIND and a safety zone.  
(Reference: Appendix I)

**DARLING COURSE** – A STANDARD COURSE modified with the addition of two DARLING MARKS. (Reference: Appendix I)

**INLINE COURSE** – A DARLING COURSE modified with the finish line being placed in line with the windward and leeward MARKS. (Reference: Appendix I)

**ON-THE-WIND** – A yacht heading less than 90° from the direction from which the ACTUAL WIND is blowing is ON-THE-WIND.

**OFF-THE-WIND** - A yacht heading more than 90° from the direction from which the ACTUAL WIND is blowing is OFF-THE-WIND.

**STARBOARD TACK** – A yacht is on a STARBOARD TACK when the ACTUAL WIND is approaching her from her right side.

**PORT TACK** - A yacht is on a PORT TACK when the ACTUAL WIND is approaching her from her left side.

**WINDWARD YACHT and LEEWARD YACHT** – When two yachts are on the same tack, the one on the side from which the ACTUAL WIND is blowing is the WINDWARD YACHT, the other is the LEEWARD YACHT.

**TACKING** – A yacht is TACKING from the moment she is beyond head-to-ACTUAL WIND until her mainsail has filled on the other side.

**JIBING** – A yacht is JIBING when, with the ACTUAL WIND aft, the foot of her mainsail crosses her centerline until it has filled on the other side.

*1 Rules interpretations are shown as footnotes*

# RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

**OBSTRUCTION** – Any object a yacht cannot safely sail over.

**MARK** – Any object, which a yacht must round or pass on a required side to properly round the course.

**DARLING MARK** – A MARK that is positioned in line with and between the windward MARK and the leeward MARK. The imaginary line between the MARK and its accompanying DARLING MARK is considered part of the MARK. (ref: Appendix I)

**OUTSIDE** – In rule 8 of the Right-of-Way Rules, any yacht to the right of another yacht is the OUTSIDE yacht.

**CANCELLATION** – A CANCELLED race is one which cannot thereafter be sailed.

**POSTPONEMENT** – A POSTPONED race is one which is not started at its scheduled time and which can be sailed at any time the Race Committee may direct.

**COMPLETED** – A race is COMPLETED when all yachts have finished, or the Over All Time Limit has passed.

**ABANDONMENT** – An ABANDONED race is one which is stopped while it is in progress or discarded within 30 minutes of being COMPLETED and which can be resailed at the discretion of the Race Committee.

## Part II Management of Races

Part II is written in a manner that can be applied to club races and large regattas. Any

specifics such as wind velocity restrictions, course length, scoring systems, temperature minimums, ice thickness and condition, and number of boats on one course must necessarily be adapted to the type of boat being sailed.

A. Notice of races shall contain the following information (Ref: Appendix III, A):

1. That the races will be sailed under the rules of the National Iceboat Authority and those of the association or class concerned.<sup>2</sup>
2. Date, place, of regatta and starting time of first race.
3. Class or classes for which races will be held.
4. Amount of entrance fee.
5. Time and place of registration.
6. Number of prizes.
7. Time and place for receiving sailing instructions.
8. Number of races scheduled and number required for a complete series.

*2 It is not the intent of the NIA to address the rules and regulations that govern the equipment used on iceboats. The use of electronics, radios, electrical, or hydraulic devices should be governed by the relevant sailing association or class rules.*

## **RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY**

### **B. Sailing Instructions (Ref: Appendix III, B):**

1. May be written or verbal.
2. Contents:
  - a. Course location.
  - b. Course description, including MARK description.
  - c. Starting time.
  - d. Starting and finishing signals.
  - e. Time limit of race (over-all time limit and time per mile for each class).
  - f. Time limit within which and address at which protests shall be lodged and heard.
  - g. Description of scoring system.
3. Distribution - shall be available to each yacht.
4. Changes- written or verbal changes to the sailing instructions can be made not later than two minutes prior to the starting signal.

### **C. Officials - duties and responsibilities**

#### **1. Race Committee**

##### **a. Personnel (course personnel, starters, timers, scorers)**

##### **1. Course personnel:**

- a. Determine if conditions (wind, ice, temperature, visibility) are safe; mark dangerous sections of ice.
- b. Supply MARKS and components for starting line. DARLING MARKS should be distinguishable from other MARKS.
- c. Set course (MARKS, starting line, and if applicable, safety zone).

##### **2. Starters:**

- a. Supply flags, loud speakers, and audible signals.
- b. Start race.

##### **3. Timers: Time laps and the race.**

##### **4. Scorers:**

- a. Supply score sheets, pencils, master scoreboard at headquarters, tallies for drawing for starting positions.
- b. Are positioned in teams of two persons each, to windward of the windward MARK and at the end of the finish line opposite to the leeward MARK.
- c. Record the race as follows: Each team has a score sheet. The score sheet is divided into as many columns as there are number of laps in the race. As the yachts pass the MARK, one member of the team calls the sail numbers to the other member, who writes them down on the score sheet. A new lap column is started each time the leading yacht completes a lap. After starting a new lap column, continue to mark all yachts in that column regardless of lap position until starting another lap column with the leading yacht. In the case of yachts which have been lapped by the leaders, the number of laps completed may be determined by the number of times such yacht's sail number has been tallied.



## **RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY**

After the last yacht finishes, the scorers must then work back through their tally sheet to determine which yachts, and in what order, finished the race properly.

d. Post starting positions for succeeding race.

e. Transfer race results to master scoreboard and add up points.

f. Determine final finishing positions in the series.

b. Safety: The Race Committee should have on hand:

1. First aid equipment.

2. Phone number of first aid squad.

3. Equipment for getting boats and persons out of the water.

2. Judges

a. Authority - have the ultimate authority over all other officials in all incidents involving interpretation and enforcement of the rules governing all aspects of the race.

b. Must enforce all rules.

c. Oversee the race and must protest all violations of the rules.

d. Hear and decide protests.

D. Courses- all courses shall be WINDWARD-LEEWARD courses, MARKS left to PORT.

1. The course includes all MARKS, the starting line, the finish line, and, if applicable, the safety zone. See Appendix I for course diagrams.

2. Typical spacing of MARKS

a. The MARKS of a WINDWARD-LEEWARD course are typically spaced 1 mile apart.

b. When using a DARLING COURSE or INLINE COURSE, the spacing between the MARK and its accompanying DARLING MARK is typically 100 yards when the windward and leeward MARKS are spaced 1 mile apart.

E. Starting

1. It is recommended that the starting line be a line perpendicular to the ACTUAL WIND and set 60-100 yards to leeward of the leeward MARK of the course and consist of marked positions. The center of the starting line shall lie on an extension of an imaginary line through the MARKS of the course. Numbered starting positions shall be placed along the starting line at intervals at least four times the length of the runner plank, odd numbers running from the center rightward and even numbers running from the center leftward (standing facing the course).

a. The components of the starting line do not rank as MARKS of the course.

2. Starting positions for the first race shall be drawn by lot (or shall be determined by another means if so announced in the sailing instructions) before the first race. Entries arriving after the drawing shall be assigned positions on the ends of the line. For succeeding races a yacht will start at the position

# RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

corresponding to her finishing place in the immediate preceding race and DNF's, DSQ's, and DNS's shall be assigned positions at the ends of the line by the race committee.

## 3. Starting Procedure

- a. At the starting line the Race Committee shall announce the course, number of laps, time limit for the race and for each lap, and if applicable, instruct all yachts not starting to clear the safety zone.
- b. When blocks are used to mark the starting positions, each yacht's windward runner is placed at the starting position, odd numbers on PORT TACK, even numbers on STARBOARD TACK if the PORT and STARBOARD TACK start system is used. When the starting positions are connected with a rope or wire, the leeward runner is placed at the starting position.
- c. The Race Committee shall check to make sure all yachts are laid off (headed) similarly and the Committee has the authority to require a yacht to alter her heading.
- d. There shall be a preparatory signal approximately 1 minute before the start. This shall be a visual signal made by the starter standing near the leeward MARK. He shall raise a flag or raise his arms. This may be accompanied by an audible signal (megaphone or gun).
- e. The starting signal shall be the lowering of the starter's flag or arms. It may be accompanied by an audible signal. The visual signal governs the start; the audible signal is only a supplement.
- f. After the starting signal, skippers may begin to move their yachts away from the starting line, either by pushing or sailing.
  1. No yacht may be in forward motion at the starting signal.
  2. A yacht that arrives at the starting line after the starting signal must come to a stop on the starting line before beginning the race.
  3. When using a safety zone, it is recommended that when one class is lined up on the starting line when another class is racing, the starting positions to windward of the safety zone be vacated to leave room for yachts finishing to clear the finish line.

## F. Finishing

### 1. STANDARD COURSE or DARLING COURSE

- a. The finish line is 60 to 100 yards long and perpendicular to the ACTUAL WIND. It lies between a stake and the leeward MARK. The stake is placed so that a yacht crossing the finish line from the direction of the windward MARK shall leave the leeward MARK on her PORT side. The Race Committee will be positioned on an extension of the finish line at the stake end of the line.
- b. The finish line shall be shifted at any time so as to remain perpendicular to the ACTUAL WIND.

### 2. INLINE COURSE

- a. The finish line is 60 to 100 yards long and is parallel to the ACTUAL WIND. It lies between the leeward MARK and the 1-2 starting positions.

## **RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY**

A finishing yacht shall leave the leeward MARK on her PORT side.

b. After finishing, yachts should make every attempt to approach the parking area by sailing around the odd end of the starting line.

3. A yacht finishes when any part of her hull or equipment crosses the finish line while leaving the leeward MARK to PORT.

a. If provided for in the Sailing Instructions, the finish of a yacht may be recorded when the forward part of the mast crosses the finish line while leaving the leeward MARK to PORT.

4. The finish of the first yacht shall be indicated by a flag displayed by the Race Committee as described in the sailing instructions; this may be supplemented by an audible signal.

### **G. Time Limit**

1. Lap Time Limit - Time allowed for sailing any lap of the course.

a. The Race Committee establishes and announces the lap time limit. Individual clubs, classes, or associations may have a predetermined time per mile in their rules.

b. If at any time during a race no yacht completes any lap within the lap time limit, the race must be CANCELLED or ABANDONED.

c. Valid Race - A race is valid if any yacht makes each lap within the lap time limit.

d. Example case: If the lap time limit is 9 minutes, the leading yacht must complete the first lap before the starting time (ST) plus 9 minutes. If the leader completes the first lap at ST plus 7 minutes, her time at the completion of the lap (L1) is noted and the yacht leading (not necessarily the leader at L1) at the completion of the second lap must complete that second lap before L1 plus 9 minutes. (In this case, within 16 minutes of starting time.) Her time is noted (L2). L2 plus 9 minutes is the time for any yacht to complete the third lap, and so on for each lap.

2. Over All Time Limit - Any yacht not finishing within 30 minutes of the first yacht shall be designated Did Not Finish (DNF). This time limit may be altered by class, club, or association rules.

### **H. CANCELING, POSTPONING, ABANDONING, Changing Course**

1. The Race Committee may CANCEL, POSTPONE, or change the course before the start provided it informs all yachts verbally or in writing.

2. The Race Committee may CANCEL or ABANDON a race after the start if a MARK has shifted or the course for any reason becomes unsafe.

a. When a MARK has shifted:

1. The Race Committee should make every attempt, without endangering the safety of racing yachts or Race Committee personnel, to reset or replace the MARK while the race is in progress, without abandoning the race.

2. Yachts should round any portion of the MARK that remains in the original position.

## RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

3. If no portion of the MARK remains in the original position, yachts should round the portion in the shifted position until the MARK is reset, replaced, or the race is abandoned.

3. The Race Committee must CANCEL or ABANDON a race after the start if no yacht makes any lap time limit.

4. The course may not be altered after the start.

5. All yachts concerned shall be notified as to the date, time, and place of the resail of a POSTPONED or ABANDONED race.

6. The signal for CANCELING or ABANDONING a race shall be the display of a visual signal (e.g. black flag or electronic flare) by the Race Committee from their finishing position and, if safety permits, laying down the leeward MARK. This may be supplemented by an audible signal to get the skipper's attention and additional flags displayed near the windward MARK.

I. Dead Heat- In the case of a dead heat in any one race, add the points for the place for which the yachts are tied and the place (or places, if more than two yachts are involved in the tie) immediately below the tied yachts and divide equally. Any yacht finishing immediately after the tied yachts shall be awarded the position corresponding to one worse than the number of yachts finishing ahead of her.

### J. Accidents

1. In the event of an accident, the Race Committee may ABANDON or CANCEL the race. Each yacht must render every possible assistance to any yacht or person in peril, even if the person in peril is not racing. A yacht that renders assistance may file a written request for compensatory points and the Judges may award her points equal to: her series average, disregarding the race in question, did not start, did not finish, and disqualifications.

2. A skipper of a yacht in distress shall make every attempt to signal all passing yachts and, if possible the Judges whether he is seriously injured or not. If he is not, he should get out of his cockpit and stand up and walk around the yacht.

### K. Resailed Races; When a race is to be resailed:

1. All yachts entered in the original race shall be eligible to sail the resailed race.

2. Subject to the entry requirements of the original race, and at the discretion of the Judges, new entries may be accepted.

3. Rule infringements in the original race shall be disregarded.

4. The Race Committee shall advise the yachts concerned of the date, time, and place of the resailed race.

### L. Award of Prizes

1. Before awarding the prizes, the Race Committee shall be satisfied that all prizewinning yachts have complied with the racing rules, sailing instructions, and class rules.

# RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

2. If, within a 60 day period from the original date of award, the Judges shall find that a yacht did not comply with the racing rules, sailing instructions, or class rules, they may demand return of the award.

## Part III General Requirements

A yacht intending to race shall, to avoid subsequent disqualification, meet these general requirements:

1. Pay all required membership and entrance fees.
2. Meet the measurement requirements of the association sponsoring the race.
3. Shall not be sailed by a professional(s) ice yachtsman. A professional being defined as anyone who accepts money for sailing on an ice yacht. If the status of an ice yachtsman (as to amateur or professional) is questioned, the National Iceboat Authority shall be the ultimate authority in determining his status.

## Part IV Sailing Rules

The purpose of the following rules is to prevent collisions.<sup>3</sup> Any infraction of these rules is cause for disqualification.

A. Fair Sailing. In all situations, the Judges, Race Committee, and contestants must act in terms of common sense, safety, and good sportsmanship.

### B. Right-of-Way Rules.<sup>4</sup>

1. A yacht in motion shall keep clear of a yacht stopped.
2. A yacht sailing OFF-THE-WIND shall keep clear of a yacht sailing ON-THE WIND.
3. When two yachts are sailing ON-THE-WIND, the yacht on the PORT TACK shall keep clear of the yacht on the STARBOARD TACK. When two yachts are sailing OFF-THE-WIND, the yacht on the PORT TACK shall keep clear of the yacht on the STARBOARD TACK.
4. When two yachts sailing ON-THE-WIND are on the same tack, the WINDWARD YACHT shall keep clear. When two yachts sailing OFF-THE-WIND are on the same tack, the LEEWARD YACHT shall keep clear.<sup>5</sup>

*3 The Sailing Rules and Race Management Rules are designed to provide a safe and fair race. The rules should not be used with tactical advantage a prime concern, but rather should be used to avoid collisions.*

*4 Sailors should realize that iceboat racing rules differ from sailboat racing rules in a number of fundamental ways, most prominent of which are: starboard tack does not always have right-of-way; windward yacht has right-of-way off the wind; there is no three length rule at an iceboat course mark.*

*5 Once the forward most part of the yacht catching up from behind has come past the after most part of the yacht ahead, one yacht is windward, the other leeward. The yachts must then be governed by their responsibilities as windward and leeward yachts.*

## RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

5. A right-of-way yacht shall not alter her course so as to mislead or prevent a nonright-of-way yacht from keeping clear. When a faster moving yacht approaches another yacht on the same tack from the rear, the faster yacht must not sail so close that the slower yacht cannot keep clear.
6. A yacht may not TACK or JIBE so as to involve the probability of collision with another yacht which, owing to her position or speed, cannot keep clear.
7. A yacht approaching and unable to clear an OBSTUCTION without fouling or endangering another yacht may signal the other yacht for room to clear. The signaled yacht shall at once give room and if it is necessary for her to TACK or JIBE, the signaling yacht shall also TACK or JIBE immediately thereafter.
8. When approaching or rounding a MARK, an OUTSIDE yacht shall keep clear and a faster moving yacht approaching another yacht from the rear shall stay clear of a yacht that has started her rounding maneuver.
  - a. When yachts sailing ON-THE-WIND on opposite tacks are approaching a MARK, the PORT TACK yacht shall keep clear of the STARBOARD TACK yacht.
  - b. Each yacht shall be entitled to room to cross the finish line.<sup>6</sup>
9. After finishing a race, a yacht shall keep clear of the course and yachts still racing.

### C. Sailing the Course<sup>7</sup>

1. At the start a yacht must be laid off (headed) similarly to other yachts on the line. A skipper may demand that the race committee require another yacht to change the degree to which she is laid off.
2. A yacht shall be disqualified without protest if she starts prematurely.
3. After a yacht starts and until she rounds the windward MARK for the first time, a yacht shall not pass between the center of the starting line (positions 1 and 2) and the leeward MARK.
4. A yacht not leaving a MARK on the required side or not rounding all MARKS in proper sequence shall be disqualified.
5. Except when avoiding an accident, a yacht shall be disqualified if she fouls a MARK, fouls a DARLING MARK, or passes over the imaginary line connecting the MARK and the accompanying DARLING MARK.
6. Yachts are required to pass over the finish line only at the finish. On previous laps of the course, they need not cross the finish line.

### D. Propulsion – A yacht may not employ any means of propulsion other than the

*6 This rule is for the ends of the line and is designed to keep the race committee from getting killed and to avoid general havoc in the finishing area. Port tack yachts shall keep clear of starboard tack yachts except at the committee end of the line where port tack must be given room to finish. And at the ends of the line a windward yacht must allow a leeward yacht room to finish.*

*7 The rules do not allow boats to collide at the start or shortly thereafter and all sailing rules apply here as they do elsewhere on the course.*

## **RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY**

action of the wind on the sails. However, the crew (unassisted by anyone except for reasons of physical disability as authorized by the Judges) may push the yacht to achieve windpropulsion. Other pushing shall be cause for disqualification.

E. Safety Zone – When using the STANDARD COURSE or the DARLING COURSE, the Race Committee shall designate a safety zone (ref: Appendix I) to leeward of the starting line. A yacht not competing in the race about to be started or the race in progress shall not enter the safety zone. After a warning by the Race Committee, a yacht found to be in the Safety Zone without just cause may be disqualified or otherwise penalized according to the provisions of Part V of the rules.

F. Ballast – A yacht must start and finish a race with the same ballast and crew.

### **Part V Protests, Disqualifications, Appeals**

#### **A. Protests**

##### **1. Parties to protests.**

###### **a. Who may protest:**

1. Any competing yacht.
2. The Race Committee, or any member of the Committee.
3. A Judge.

###### **b. Who may be protested:**

1. Any competing yacht.
2. The Race Committee.

2. It is mandatory for all the parties in 1a, above to protest any infringement of the Racing Rules, Parts I, II, III, IV. A protest may not be withdrawn.

##### **3. A party entering a protest shall:**

- a. Make his intent to protest known to the Race Committee immediately after the race in which the rule infringement occurred or as soon as an infringement of other than the Sailing Rules is noted. A protest may be entered at a later time if the protesting party is unable to finish the race, but must be made within two hours of the finish of the day's racing unless the protesting party can prove, to the satisfaction of the Race Committee, that he was unable to meet the deadline.
- b. Present the protest in writing at the time and place indicated in the sailing instructions, stating the rule violated, a statement of the facts, and a diagram to illustrate same (when relevant).

4. The Race Committee shall do its best to notify the protested party as soon as possible.

5. The Judges must call a hearing as soon as possible, allowing a reasonable time for preparation of defense. Protests from one day's

## RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

racing should be heard before the next day's racing begins and, on the last day of racing, before prizes are awarded. Failure on the part of any interested party to make an effort to attend the hearing may justify the Judges in dismissing the case or in deciding the protest as they see fit.

### B. Decisions and Penalties

1. The Judges shall make a prompt decision and notify, verbally or in writing, the parties involved.
2. If, during the hearing, any yacht is found to have infringed any of the Racing Rules she shall be disqualified or otherwise penalized according to any special sailing instructions.
3. If the Race Committee is found to have infringed a Racing Rule and a yacht's chances to win a prize were prejudiced as a result of the infringement, the Judges may order the race resailed or award the prejudiced yacht in accordance with the alternative provided in any special sailing instructions. (Ref. Appendix V.B.5)

C. Interested persons must not take part in decisions. No Judge may hear a protest involving a yacht he owned or sailed on at the time in question or involving a Race Committee of which he was a member.

### D. Appeals to the National Iceboat Authority

1. Appeals involving solely the interpretation of the Racing Rules may be taken to the National Iceboat Authority for final determination by any individual or group that is a member of the Authority.
2. Preparation of Appeal Papers- All appeals shall be in writing and shall set forth the grounds of the appeal and be signed by the appellant. They shall be filed with the Secretary of the Authority within thirty days after the rendering of the decision appealed from together with:
  - a. The written consent to the appeal signed by the Judges rendering the original decision.
  - b. A copy of the sailing instructions.
  - c. A copy of the protest.
  - d. The names of the parties represented at the hearing, and of any party duly notified of the hearing, but not represented.
  - e. A copy of the decision of the Judges containing a full statement of the facts found by them.
  - f. An official diagram prepared by the Judges in accordance with the facts found by it and signed by it showing:
    1. The direction and velocity of the wind.
    2. Temperature and ice conditions.
    3. Visibility.
    4. Positions and tracks of all yachts involved and their position in relation to the course and the MARKS of the course.



## **RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY**

3. Decisions of Directors of the National Iceboat Authority shall be in writing and the grounds of each decision shall be specified therein. The decision shall be made within 30 days of the date the appeal was properly filed with the Secretary and shall be sent to all parties to the infringement and appeal. The annual report of the Directors shall contain all the decisions.

### **Rules Interpretations**

December 1, 1973

1. The Sailing Rules and Race Management Rules are designed to provide a safe and fair race. The rules should not be used with tactical advantage a prime concern, but rather should be used to avoid collisions.

2. Sailors should realize that iceboat racing rules differ from sailboat racing rules in a number of fundamental ways, most prominent of which are: starboard tack does not always have right-of-way; windward yacht has right-of-way off the wind; there is NO two length rule at an iceboat course mark.

3. The rules do not allow boats to collide at the start or shortly thereafter and all sailing rules apply here as they do elsewhere on the course.

4. Right-of-way rule #8 giving each yacht room to finish is for the ends of the line and is designed to keep the race committee from getting killed and to avoid general havoc in the finishing area. Port tack yachts shall keep clear of starboard tack yachts except at the committee end of the line where port tack must be given room to finish. And at the ends of the line a windward yacht must allow a leeward yacht room to finish.

5. Once the forward most part of the yacht catching up from behind has come past the after most part of the yacht ahead, one yacht is windward, the other leeward. The yachts must then be governed by their responsibilities as windward and leeward yachts.

# RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

## APPENDIX III

### Sample Forms for Race Notices and Sailing Instructions (Part II, A & B)

#### A. Notice

(Name of Regatta)

1. All races will be sailed under the rules of the National Iceboat Authority and those of the (class or sponsoring association).
2. The regatta will be held (date) at (location). The first race will be held at (time, date).
3. Races will be held for classes: (class)
4. The entrance fee is (amount) per yacht.
5. Registration will be at (headquarters) on (date) from (time) to (closing time).
6. Trophies will be awarded to (how many places).
7. Skippers may obtain sailing instructions (where, when).
8. (Number of) races are scheduled for each class. (Number of races) are necessary for a complete regatta.

#### B. Sailing Instructions (distribute at registration desk or at skippers' meeting)

1. The course will be the (where the racing ice is in respect to place of registration).
2. The race course will be (description of race course used for each class) and racing MARKS will be (description of MARKS used for each class).  
[Note to Race Committee: It is recommended that the race course configuration not be changed for the duration of a regatta.]
3. The starting time for each race:
4. The starting signal shall be the lowering of the starter's (arms or description of flag) approximately 1 minute after he raises his (arms or description of flag) to signify the preparatory signal. The finish of the first boat will be indicated by (description of flag and how it will be displayed at the finish) by the race committee.
5. The time limit per mile for each class will be:\_\_\_\_\_ Any yacht not finishing within 30 minutes of the first yacht shall be scored DNF.
6. The signal(s) for CANCELING or ABANDONING a race will be:
7. The scoring system will be:\_\_\_\_\_
8. Intention to protest must be reported to the race committee immediately after the race. Written protest must be filed with the Judges at (where they should be filed) within two hours of the finish of the last race of each day.

**APPENDIX III**  
**NATIONAL ICEBOAT AUTHORITY PROTEST FORM**  
**Page A**

**Regatta or Series** \_\_\_\_\_

**Protesting Yacht: Class** \_\_\_\_\_ **Sail Number** \_\_\_\_\_

**Skipper:** \_\_\_\_\_

**Protested Yacht: Class** \_\_\_\_\_ **Sail Number** \_\_\_\_\_

**Skipper:** \_\_\_\_\_

**Date & Race Number of Incident:** \_\_\_\_\_

**Witnesses Who Saw the Incident:** \_\_\_\_\_

**Statement of Facts:**

**Rules the Protestor Believes Were Violated:** \_\_\_\_\_

\_\_\_\_\_

**Time Protest Was Reported to Committee:** \_\_\_\_\_

**Temperature** \_\_\_\_\_ **Wind Velocity** \_\_\_\_\_ **Visibility** \_\_\_\_\_

**Ice Condition** \_\_\_\_\_

**APPENDIX III**  
**NATIONAL ICEBOAT AUTHORITY PROTEST FORM**  
**Page B**

**Statement of Facts:**

Indicate Wind Direction Position and tracks of all yachts involved. Also, show their positions in relation to the course and the MARKS of the course.

Signature, Skipper of Protesting Yacht: \_\_\_\_\_

FOR RACE & PROTEST COMMITTEE (JUDGES) USE  
Page A

Protest Received (Date, Time): \_\_\_\_\_

By (Official): \_\_\_\_\_

DECISION OF PROTEST COMMITTEE (JUDGES)

Facts Found

Decision & Grounds, including rules(s) infringed and yacht(s)

**FOR RACE & PROTEST COMMITTEE (JUDGES) USE**

**Page B**

Diagram

Yes or No: \_\_\_\_\_ 's Diagram is Endorsed

Yes or No          Diagram constructed by the Judges is attached.

Chief Judge \_\_\_\_\_

Names of Other Judges Hearing Protest: \_\_\_\_\_

Date of Hearing: Date of Decision: \_\_\_\_\_

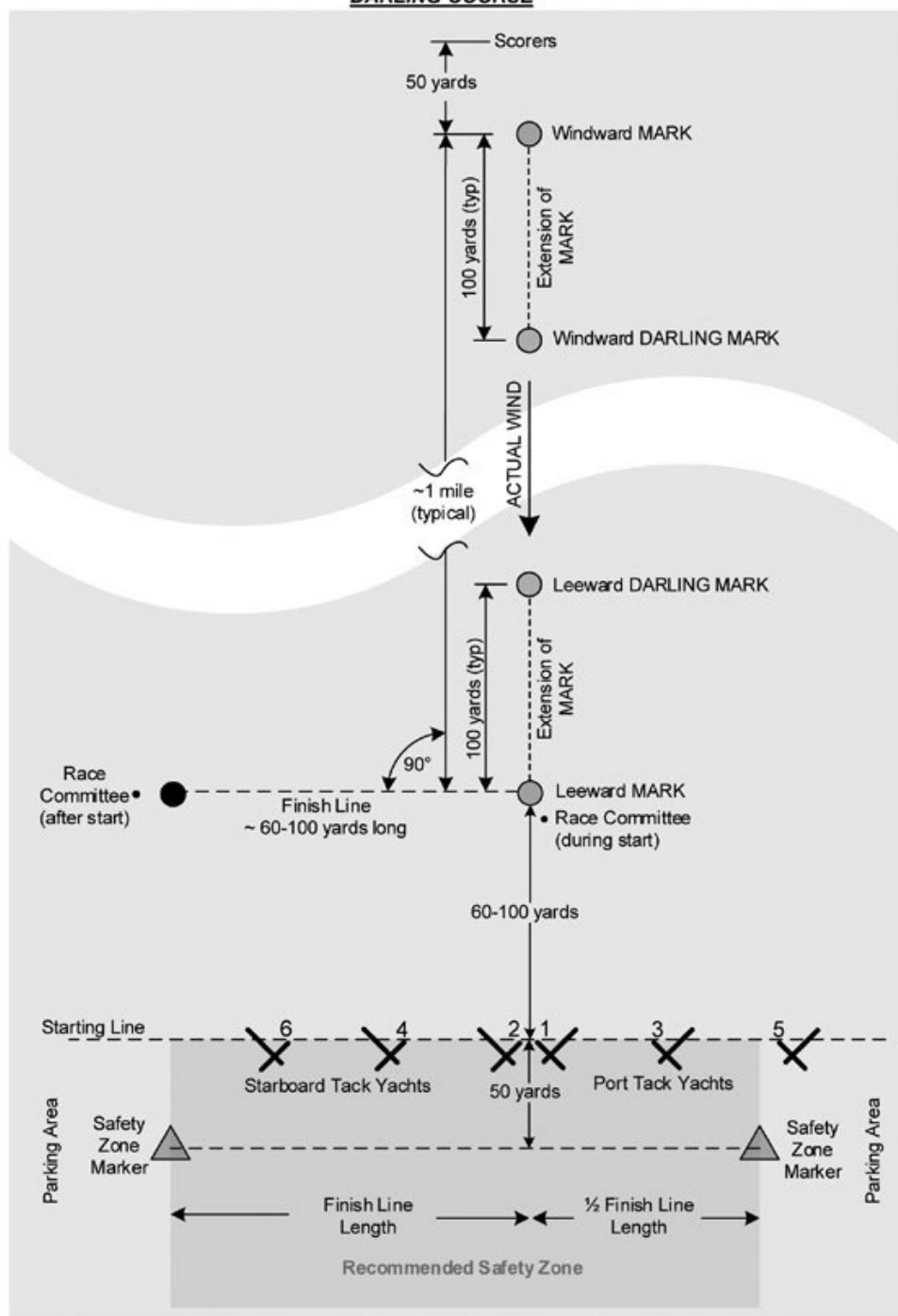
**STANDARD COURSE**



# RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY

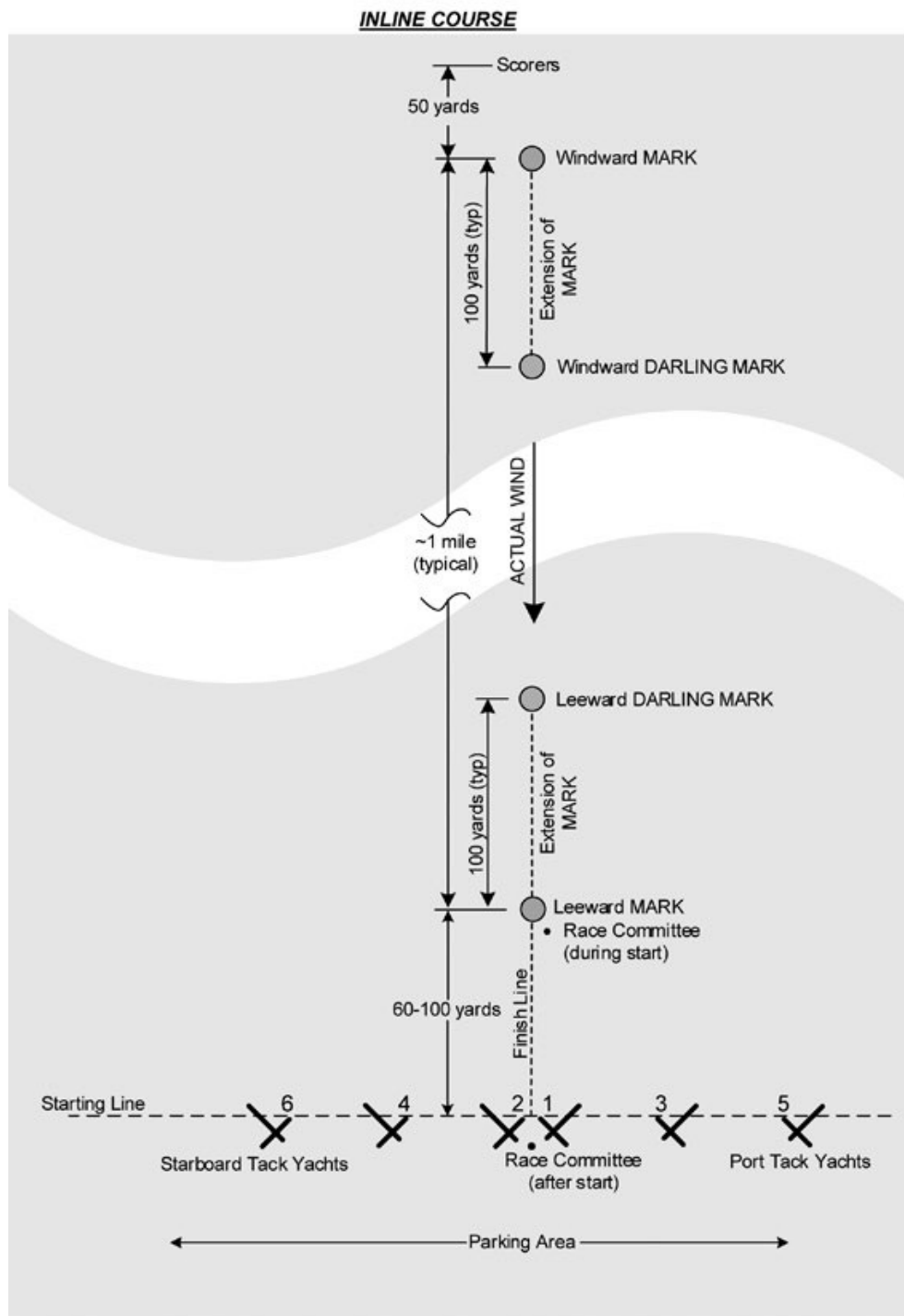
## DARLING COURSE

### DARLING COURSE





# RACING RULES OF THE NATIONAL ICEBOAT AUTHORITY



# STANDARD SAILING INSTRUCTIONS

## INTERNATIONAL DN ICE YACHT RACING ASSOCIATION STANDARD SAILING INSTRUCTIONS

### I. RULES

All races will be sailed in compliance with the Specifications, Constitution and By-Laws of the International DN Ice Yacht Racing Association and the rules of the National Iceboat Authority as modified herein.

### II. COURSE LOCATION

The racing area will be indicated on a map posted on the official bulletin board.

### III. MARKS

Marks will be displayed at the Skippers meeting.

### IV. STARTING TIMES

Skippers Meeting:

First race day one:

First race day two:

First race day three:

Starting times of subsequent races each day will be announced by the Race Committee Chairman, reference IDNIYRA By-Laws

### V. STARTING AND FINISHING SIGNALS

The starting signal will be the swift lowering of the starters arms or flag after he raises his arms or flag to signify the preparatory signal. If the start is to be delayed after the preparatory signal the starter will slowly withdraw his arms or flag. The finish of the first yacht shall be signaled by the raising of a checkered flag, which will remain raised for 20 minutes or until all yachts have finished, whichever is earlier.

### VI. TIME LIMIT

The lap time limit is 6-1/2 minutes per mile (1 mile between marks = 13 minute lap time limit).

### VII. PROTESTS

Intention of protest must be reported to the Race Committee immediately after the race. A written protest must be filed with the Race Committee Chairman within one hour of the race.

### VIII. TALKING TO THE SCORERS

A skipper who attempts to speak to the scorers while a race is in progress may be liable to disqualification from the regatta.

## STANDARD SAILING INSTRUCTIONS

### IX. STARTING LINE

The Race Management Team may adopt the “Wire” starting line system if approved by the Governing Committee members present.

*Note: This is the suggested format for IDNIYRA regatta sailing instructions. A complete knowledge and understanding of the following racing rules is critical to safe racing. Be sure you know and understand them before you race.*

## 2025 RANKING LIST: BY RANK

*From the Regatta Management Agreement:*

### 14. DN Split Fleet Ranking

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

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

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

RANK	SAIL	NAME	REGATTA
1	US183	MATT STRUBLE	2024 NA GOLD
1	P114	MICHAL BURCZYNSKI	2024 EU GOLD
1	P55	TOMASZ ZAKRZEWSKI	2023 EU GOLD
2	US44	RON SHERRY	2024 NA GOLD
2	P155	LUKASZ ZAKRZEWSKI	2024 EU GOLD
2	P36	KAROL JABLONSKI	2023 WC GOLD
2	US4487	CHAD ATKINS	2023 NA GOLD
2	C45	MIHKEL KOSK	2023 EU GOLD
3	C53	JOONAS KIISLER	2024 WC GOLD
3	US4926	STEVE ORLEBEKE	2024 NA GOLD
3	P431	JAREK RADZKI	2024 EU GOLD
3	US5224	JAMES T THIELER	2023 NA GOLD
4	C96	HARDI LAURITS	2024 WC GOLD
4	KC5629	ROBIN LAGRAVIERE	2024 NA GOLD
4	P31	ROBERT GRACYK	2023 WC GOLD
5	US5166	CHRISTOPHER BERGER	2024 NA GOLD
5	P243	ADAM SZCZESNY	2023 WC GOLD

## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
5	US4	GRIFFIN SHERRY	2023 NA GOLD
5	P13	DAREK KARDAS	2023 EU GOLD
6	KC5247	JACEK MARZENSKI	2024 NA GOLD
6	G936	JOST KOLB	2023 NA GOLD
6	S714	OSKAR SVENSSON	2023 EU GOLD
7	KC2766	PETER VAN ROSSEM	2024 NA GOLD
7	C20	RASMUS MAALINN	2024 EU GOLD
7	US321	MIKE BLOOM	2023 NA GOLD
8	KC5514	JOHN CURTIS	2024 NA GOLD
8	US3	JIM GROGAN	2023 NA GOLD
8	G390	ANJA FIEDLER	2023 EU GOLD
9	US807	JR FRANCIS	2024 NA GOLD
9	C36	ARGO VOOREMAA	2024 EU GOLD
9	L601	JOHN WINQUIST	2023 EU GOLD
10	US5352	DANIEL HEARN	2023 NA GOLD
10	P104	WOJTEK BARANOWSKI	2023 EU GOLD
11	US216	RICHARD POTCOVA	2024 NA GOLD
11	P311	WOJCIECH WOREK	2024 EU GOLD
11	US5451	ANDREW ALLEN	2023 NA GOLD
11	P80	RYSZARD MRÓZEK GLISZCZYNSKI	2023 EU GOLD
12	M53	PETER HAMRAK	2024 WC GOLD
12	G107	BERND ZEIGER	2024 NA GOLD
12	S107	STEFAN BOKFORS	2023 NA GOLD
13	S887	GUSTAV LINDEN	2023 WC GOLD
13	US5630	KAREN BINDER	2023 NA GOLD
14	P254	RAFAL SIELICKI	2024 WC GOLD
14	P338	MACIEJ ZARNOWSKI	2024 EU GOLD
14	P107	MAREK STEFANIUK	2023 EU GOLD
15	US5687	JEFF ROSEBERRY	2024 NA GOLD

## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
15	US3947	JAY WHITEHAIR	2023 NA GOLD
16	S1	DAVID CRONER	2024 WC GOLD
16	US5633	PETE JOHANSON	2024 NA GOLD
16	O2	ARTIS BERZINS	2024 EU GOLD
16	KC5508	NICOLAS MABBOUX	2023 WC GOLD
16	US5219	KENT BAKER	2023 NA GOLD
16	L137	TEEMU RANTANEN	2023 EU GOLD
17	G890	HOLGER PETZKE	2023 EU GOLD
18	G719	ANDI LACHENSCHMID	2024 WC GOLD
18	US5053	GEORGE REIS	2024 NA GOLD
18	US60	JOHN HARPER	2023 WC GOLD
18	O10	GATIS GRAUDUMS	2023 EU GOLD
19	G737	JOERG BOHN	2024 NA GOLD
19	S8	FREDRIK LÖNEGREN	2024 EU GOLD
19	US5603	BENJAMIN WITMAN	2023 WC GOLD
19	C72	MAREK LENTSIUS	2023 EU GOLD
20	US3283	BRUCE WILLIAMS	2023 NA GOLD
20	S81	TOMAS LINDGREN	2023 EU GOLD
21	US3535	JEFF KENT	2023 WC GOLD
21	US5465	DONALD NILES	2023 NA GOLD
22	US5558	COOPER FROST	2023 NA GOLD
23	L132	OSCAR LINDELL	2024 WC SILVER
23	D112	THOMAS EBLER	2024 WC GOLD
23	US5430	BILL CUTTING	2024 NA SILVER
23	US5214	JIM MCDONAGH	2024 NA GOLD
23	US602	THOMAS MEYER	2023 NA SILVER
23	US5358	DAVID FROST	2023 NA GOLD
23	P341	RAFAL LUGOWSKI	2023 EU GOLD
24	Z78	UELI MARTI	2024 WC SILVER

## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
24	US5435	JODY KJOLLER	2024 NA SILVER
24	US4882	RICHARD WOLLAM	2024 NA GOLD
24	P74	JERZY ARTUR TABER	2024 EC SILVER
24	KC5700	PAUL CHAMBERLAND	2023 NA SILVER
24	US5	SKIP DIEBALL	2023 NA GOLD
24	O31	MADARS ALVIKIS	2023 EU GOLD
24	L139	PAIJA OSSI SAKARI	2023 EC SILVER
25	L112	REKO SUOJANEN	2024 WC SILVER
25	US5252	JAKE SKALA	2024 NA SILVER
25	US5813	KEITH SCHWARK	2023 NA SILVER
25	US4148	TIM DIXON	2023 NA GOLD
26	US3705	ROB HOLMAN	2024 NA GOLD
26	KC4360	ANDRE BABY	2023 WC SILVER
26	S878	TOMASZ FLISIAK	2023 EU GOLD
26	P65	MAREK BERNAT	2023 EC SILVER
27	S844	MAX KOSZELA	2024 WC SILVER
27	US5486	DAVID ELSMO	2024 NA GOLD
27	P247	MACIEJ BROSZ	2024 EC SILVER
27	KC4536	BOB CRINION	2023 WC SILVER
27	S832	RASMUS SODERMAN	2023 NA SILVER
27	US3433	ROBERT CUMMINS	2023 NA GOLD
28	P451	ROBERT KOZIOL	2024 WC SILVER
28	L103	TIMO LEHMUSKALLIO	2024 WC GOLD
28	US5369	MIKE MILLER	2024 NA SILVER
28	US4775	EBEN WHITCOMB	2024 NA GOLD
28	P3	KACPER WOREK	2024 EC SILVER
28	US5469	OLIVER MOORE	2023 WC GOLD
28	US5914	EDWARD DEMEREST	2023 NA SILVER
28	US5990	SEAN HEALEY	2023 NA GOLD

## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
28	S881	STEFAN ERIKSSON	2023 EU GOLD
28	O311	MATISS ALVIKIS	2023 EC SILVER
29	Z39	JEAN-CLAUDE VUITHIER	2024 WC SILVER
29	US5646	MATT MEYER	2024 NA SILVER
29	P235	ADAM BARANOWSKI	2024 EU GOLD
29	US4975	ROBERT EVANS	2023 WC GOLD
29	US5397	ERIN BURY	2023 NA SILVER
30	C17	ERKI TERAS	2024 WC SILVER
30	US4638	GUY LOVEJOY	2023 WC SILVER
30	S713	RICHARD GUSTRING	2023 WC GOLD
30	US5677	PEGGY MENZIES	2023 NA SILVER
30	P378	MARCIN TEJSZERSKI	2023 EU GOLD
31	C78	ANGUS AARNA ANT	2024 WC SILVER
31	US3576	BRUCE JONES	2024 NA SILVER
31	US1576	BRIAN JONES	2024 NA GOLD
31	C30	RENE TREIFELDT	2024 EC SILVER
31	US5590	CHRIS GORDON	2023 WC SILVER
31	L69	SAM FAGERLUND	2023 EC SILVER
32	S867	DIDERIC VAN RIEMSDIJK	2024 WC SILVER
32	US445	BOB CAVE	2024 NA SILVER
32	C43	MEELIS KOSK	2024 EU GOLD
32	P280	JAKUB KAMINSKI	2024 EC SILVER
32	US5996	ERIC DOYLE	2023 WC SILVER
32	US467	MICHAEL RIAN SR	2023 NA SILVER
32	P200	ROMAN MORGAS	2023 EC SILVER
33	C65	JORGEN KUIVONEN	2024 EC SILVER
33	US4155	RICK LEMBERG SR	2023 WC SILVER
33	US5661	TIM BELLARD	2023 NA SILVER
33	US1011	SAMUEL BARTEL	2023 NA GOLD



## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
34	P146	ANDRZEJ JOJKO	2024 WC SILVER
34	US4203	PATRICK FITZGERALD	2024 NA SILVER
34	S924	STEFAN KARLSSON	2024 EC SILVER
34	US637	JOSEPH MEADE	2023 NA SILVER
34	US5498	RICHARD GORDON	2023 NA GOLD
35	OE213	PETER UHLMANN	2024 WC SILVER
35	US5777	MILO FLEMING	2024 NA SILVER
35	L37	TIMOLEON CARAVITIS	2024 EC SILVER
35	US4868	JULIE RICHARDS	2023 WC GOLD
35	US4249	DAVE GLICK	2023 NA GOLD
36	H852	DENNIS DE RUITER	2024 WC SILVER
36	K13	DAVID HOWLETT	2024 WC GOLD
36	US5050	TIM OELSCHLAGER	2024 NA SILVER
36	KC5457	COLIN DUNCAN	2023 NA SILVER
37	P15	ANDRZEJ WOJTKIEWICZ	2024 WC SILVER
37	P90	CEZARY STERNICKI	2024 EC SILVER
37	KC3786	WARREN NETHERCOTE	2023 NA SILVER
38	TBD	BENJAMIN GARBER	2024 NA SILVER
39	P211	BORYS MICHNIEWICZ	2024 WC SILVER
39	S868	CSILLA GAL	2024 NA SILVER
39	US3314	BILL BUCHHOLZ	2023 WC SILVER
40	C21	PEETER JÄRVELAID	2024 WC SILVER
40	US5696	DALE GORDON	2024 NA SILVER
40	KC5674	ALAN GODDARD	2023 NA SILVER
40	P125	DARIUSZ KOSECKI	2023 EC SILVER
41	C71	KRISTIAN ALLIKMAA	2024 WC SILVER
41	S885	NIKLAS PHILIPSON	2024 WC BRONZE
41	US5350	PETER TRUESDELL	2024 NA SILVER
41	P150	TOMASZ STANCZYK	2024 EC BRONZE

## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
41	US5522	KYLE METZLOFF	2023 WC BRONZE
41	US5665	JOHN BAULDRY	2023 NA SILVER
42	C80	KARL ADER	2024 WC BRONZE
42	US2453	MAGGIE MCGARY	2024 NA SILVER
42	P102	LAURA BANACH	2024 EC SILVER
42	KC3475	LESTER DRUIVEN	2023 NA SILVER
42	L65	MIKAEL PETTERSSON	2023 EC SILVER
42	D366	LARS ORUM	2023 EC BRONZE
43	C38	DANIEL RÜÜTEL	2024 EC BRONZE
43	US882	PAUL KRUTTY	2023 NA SILVER
43	H404	MARTIN VAN WETTUM	2023 EC SILVER
44	OE119	WALTER KÖLBL	2024 WC SILVER
44	US1873	MARTHA CROASDALE	2024 NA SILVER
44	C75	ANDRIAS SEPP	2024 EC BRONZE
44	KC5515	JIM FOSTER	2023 NA SILVER
45	P137	JAKUB SLIWINSKI	2024 WC SILVER
45	M50	MARTON HEGYI	2024 WC GOLD
45	US5670	BRYON EICHORN	2023 WC SILVER
45	US5638	STEVEN BROWN	2023 NA SILVER
45	P345	JERZY SUKOW	2023 EC SILVER
46	H845	PETER GREVELING	2024 WC SILVER
46	KA2	PETER NORTON	2024 NA SILVER
46	S907	AXEL ALM	2024 EC BRONZE
46	D156	POUL JORGENSEN	2023 EC SILVER
47	P89	MATEUSZ GIGIELEWICZ	2024 WC BRONZE
47	US4925	SCOTT VALENTINE	2024 NA SILVER
47	D126	LARS MÖLLER	2024 EC SILVER
47	P96	PIOTR SZAFRANEK	2024 EC BRONZE
47	P24	JERZY NAJDROWSKI	2023 EC SILVER

## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
47	Z42	RUDOLF FREDY	2023 EC BRONZE
48	US5023	JOHN STANTON	2024 NA SILVER
48	C56	MART TOOTS	2024 EC BRONZE
48	US5432	BILL EKLUND	2023 WC SILVER
49	P163	GUSTAW MICINSKI	2024 WC SILVER
49	US5871	TIM MOWER	2024 NA SILVER
49	P59	MIKOLAJ MICKIEWICZ	2024 EC BRONZE
49	US1313	BOB RAST	2023 NA SILVER
49	Z124	BERNARD VANANTY	2023 EC BRONZE
50	P374	RADOSLAV PARZYCH	2024 WC BRONZE
50	C77	LISBETH TAGGU	2024 EC SILVER
50	P54	PAWEL MATEJAK	2024 EC BRONZE
50	KC5493	ROBIN WYNNE EDWARDS	2023 NA SILVER
50	OE250	ROLAND HUBER	2023 EC BRONZE
51	T4	ANTANAS GERASIMAVICIUS	2024 EC BRONZE
51	US2360	PETE JOHNS	2023 WC SILVER
51	Z47	JEAN-PIERRE COMTESSE	2023 EC BRONZE
52	US1277	HAL BOWMAN	2024 NA SILVER
52	C59	OTT SAAR	2024 EC BRONZE
52	Z102	PATRICE LAGRAVIERE	2023 NA SILVER
52	US5805	RICHARD GLUCKMAN	2023 NA SILVER
52	US65	ROBERT GRAY	2023 NA SILVER
52	Z61	MARC-MARTIN PHILIPPE	2023 EC BRONZE
53	US5644	MORGAN JONES	2024 NA SILVER
53	Z25	BACHELIN PIERRE	2024 EC BRONZE
54	US5476	ROBERT HAAG	2024 NA SILVER
54	O11	LEILA HELGA SARA TOLSTIKA	2024 EC BRONZE

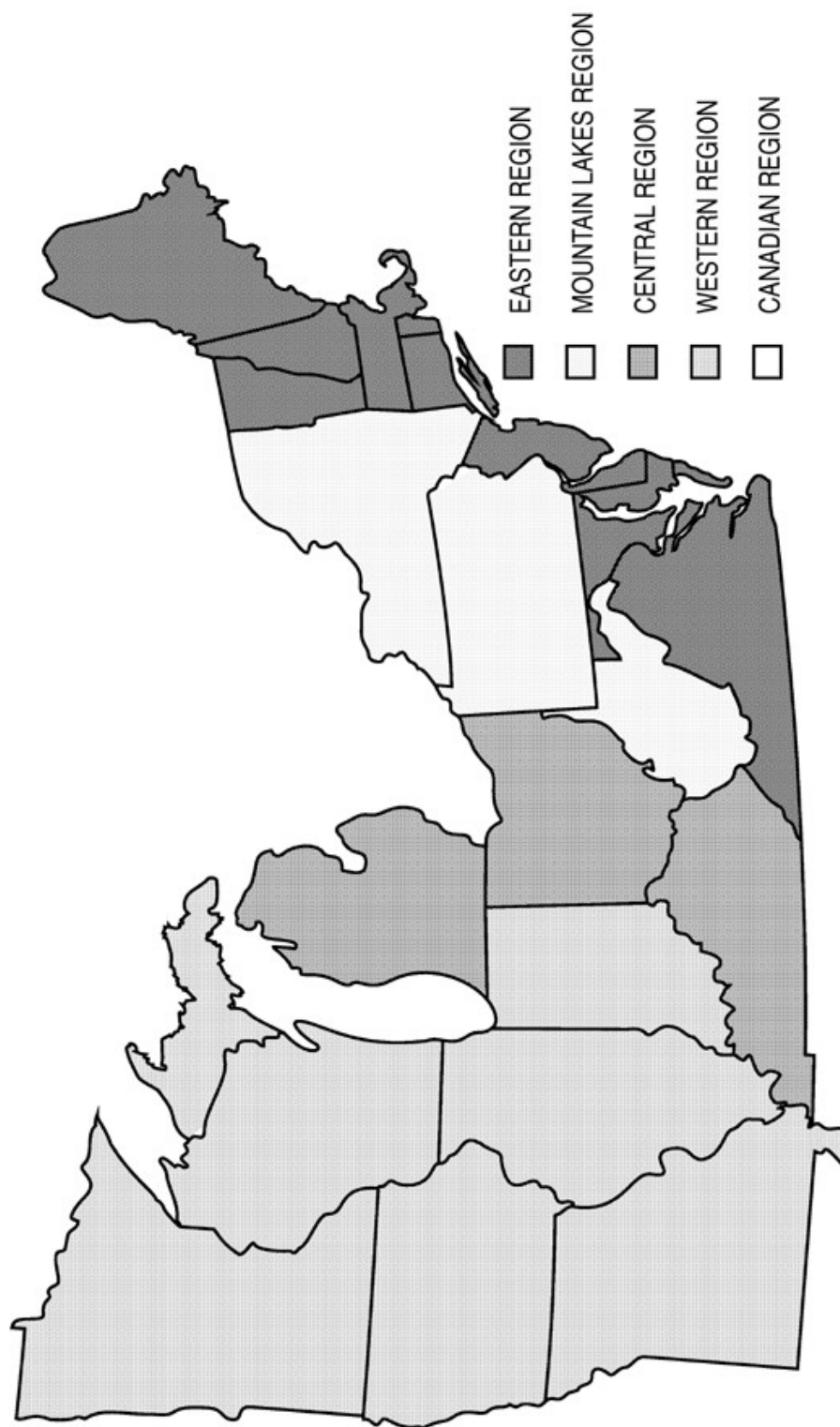
## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
54	US5540	RICK BISHOP	2023 WC SILVER
54	T99	ZIZYS ALGIRDAS	2023 EC BRONZE
55	US5760	NOAH JONES	2024 NA SILVER
55	L151	RUDY JURG	2024 EC BRONZE
55	US4783	RHEA NICHOLAS	2023 WC SILVER
55	G896	KNUT PETERS	2023 EC BRONZE
56	US5008	PETER NORDQUIST	2024 NA SILVER
56	US4137	KEN SMITH JR.	2023 WC SILVER
56	P442	KRZYSZTOF PROT	2023 EC BRONZE
57	M101	ATTILA ISTAVN PATAKI	2024 EC SILVER
57	H580	JOHAN TOLSMA	2023 EC BRONZE
59	G551	CHRISTIAN SEEGER	2024 WC SILVER
59	P193	JAKUB MICINSKI	2024 WC BRONZE
59	US5576	RAY GAUTHIER	2023 WC BRONZE
60	C16	ARTUR ADER	2024 WC BRONZE
60	O6	GUNARS ROZENBERGS	2024 EC SILVER
60	O14	RUTA PAMPE	2023 EC BRONZE
61	M100	ATTILA PATAKY	2024 EC SILVER
61	US2377	JACOB FEISLEY	2023 WC BRONZE
61	G44	HEINER FORSTMANN	2023 EC BRONZE
62	S906	TOM HOGARD	2024 WC BRONZE
62	G99	MANFRED SCHREIBER	2024 EC SILVER
62	P339	MICHAL KORNIK SKAWINSKI	2024 EC BRONZE
62	Z141	PHILIPP KOCH	2023 EC BRONZE
63	L143	KIMMO PELTONEN	2024 WC BRONZE
63	P44	JANUSZ MAREK TABER	2024 EC SILVER
63	C103	MADIS METSALU	2024 EC BRONZE
63	US5608	NOAH HALLERMAN	2023 WC BRONZE
65	G749	WULF KROGLOWSKI	2024 EC SILVER

## 2025 RANKING LIST: BY RANK

RANK	SAIL	NAME	REGATTA
65	G958	MANFRED KURZ	2024 EC BRONZE
65	G21	HENNING KRIEGHOFF	2023 EC BRONZE
67	P58	JERZY HENKE	2024 WC BRONZE
67	C104	TRIIN VALDMAA	2024 EC BRONZE
69	L154	CLAUDIA MISHIMA	2024 EC BRONZE
70	CH999	QIGUANG WANG	2024 EC BRONZE
70	US5043	GAIL TURLUCK	2023 WC BRONZE
71	P306	MATEUSZ SLIWINSKI	2024 EC BRONZE
71	US5530	JEFF HASELER	2023 WC BRONZE
72	L73	TIMO SIVULA	2024 WC BRONZE
72	C58	MADIS TOOTS	2024 EC BRONZE
73	G54	JAN GOTTKE	2024 WC BRONZE
73	P4	MARIA OLEKSY	2024 EC BRONZE
73	P71	LESZEK ZIOLKOWSKI	2023 WC BRONZE
74	G631	ERNST-AUGUST SCHORLING	2024 EC BRONZE
76	P379	WERONIKA MAR- TYNOWSKA	2024 WC BRONZE
78	P159	DARIUSZ MICKIEWICZ	2024 EC BRONZE
79	H469	RUUD VAN WEES	2024 EC BRONZE
84	P220	ILONA SLIWINSKA	2024 EC BRONZE
89	P208	MIROSLAW KISLY	2024 WC BRONZE

## REGIONS OF THE NORTH AMERICAN IDNIYRA



# IDNIYRA CONSTITUTION

## ARTICLE 1 - NAME AND EMBLEM

The name of this organization shall be the International DN Ice Yacht Racing Association. Its emblem shall be the letters DN, placed on the sail in ten-inch letters, in red or other contrasting color.

## ARTICLE II - PURPOSE

The Association's purpose shall be to promote ice yacht racing in this one design class, in boats built to the Official Specifications, and to sponsor class regattas.

## ARTICLE III - ORGANIZATION AND FISCAL YEAR

The Association is one of individual members, acting through general membership meetings, and through the Governing Committee. The fiscal year shall be July 1 through June 30.

## ARTICLE IV - DUES AND FEES

Association dues and fees to the North American Regatta shall be fixed by the By-Laws.

## ARTICLE V - MEMBERSHIP

There shall be three classes of membership, as follows:

**A. Active:** Any owner or part owner of a DN, in good standing. Privileges are to sail in the Annual Regatta, vote on the Association affairs, receive all Association communications, and hold office.

**B. Associate:** Any non-DN owner interested in the affairs of the Association, in good standing. Privileges are to receive Association communications.

**C. Inactive:** Any Active or Associate member who has not paid dues in the current year by the time of the Annual Regatta will no longer be considered a member in good standing and will be transferred to inactive status. There are no privileges.

Members must be Corinthians, and power to accept or reject applications for membership is vested in the Governing Committee.

# IDNIYRA CONSTITUTION

## ARTICLE VI - ELECTIONS, RECALL, AND DUTIES OF OFFICERS

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

The members may recall (remove from office) an Officer by means of an electronic ballot with a two thirds majority required for recall. Proposals for recall shall be submitted in writing to the Governing Committee and either a motion supported by two-thirds of the Governing Committee or written support of 10 percent of the voting membership of IDNIYRA is required for the proposal to be submitted to the membership for an electronic ballot. If approved by the membership, recall is effective immediately upon publication of ballot results.

Duties are as follows:

Commodore: To be chief executive, preside at all meetings, be chairman of the Governing Committee, rule on procedure and jurisdiction, summarize decisions, appoint special committees, authorize payment of bills. The Commodore will counter-sign any checks for expenditures of more than \$1000.00. He will receive a photocopy of all IDNIYRA bank account statements (including IDNIYRA checks and Constitution deposit slips) involving IDNIYRA funds within three weeks of being mailed by the bank.

Vice Commodore: To officiate in the absence of the Commodore. To help the commodore in the approval of N.A. and Gold Cup sites.

To take care of perpetual trophies:

- 1) Make sure all perpetual trophies are returned, repaired, or replaced.
- 2) All perpetual trophies are to be properly engraved with winners names.
- 3) Make sure Perpetual trophies are delivered to the proper race officials two weeks prior to the regatta.
- 4) The keeping of names and addresses of all winners of the perpetual trophies and to pass such information to the new Vice Commodore.

Secretary: To keep minutes and other Association records, publish several newsletters each year and publish an annual directory. He shall publish any results of a membership vote with the full text of the ballot



## IDNIYRA CONSTITUTION

and vote count. He shall bring the records up to date, complete business pending from the Annual Meeting, and shall transmit all Association records to his successor as soon as possible after June 30. The Association shall purchase a \$10,000 surety bond for the Secretary.

Treasurer: He shall maintain the Association membership list, collect dues, assign sail numbers, maintain association funds in a checking account, disburse funds on order of the Commodore, take care of all government or legal documents required of the Association, generate reports and notices associated with financial matters, respond to inquiries about the Association by interested non-members, oversee the sale of mail ordered goods sold by the Association. Complete an annual financial report as of June 30th. Deliver all Association records to his successor as soon as possible after June 30th. The Association shall purchase a \$10,000 surety bond covering the Treasurer of the IDNIYRA. An annual audit shall be made of the Association books by the IDNIYRA Corporation or their designated auditor. Both the positions of Secretary and Treasurer can be held by one person, if necessary.

Past Commodore: To serve on the Governing Committee, participate in its deliberations, and vote on decisions. Only members in good standing who have served as an IDNIYRA Commodore are eligible. This officer serves as an at-large member.

Rear Commodores for each of the 5 regions of North America shall be elected by the region they represent. If a vacancy exists as of May 1, the Commodore may appoint a replacement until the next regional meeting.

### ARTICLE VII - GOVERNING COMMITTEE

The Governing Committee consists of its Officers, acting as a group. Its powers are to render final decisions on appeal, sanction or prohibit races in the North American and Gold Cup Regattas (when held in North America), accept or reject membership applications, approve the Race Committee for the North American and Gold Cup Regattas (when held in North America) and perform other duties mentioned in the By-Laws. The Governing Committee may initiate changes to the Constitution and By-Laws by proposing such changes to the entire membership at the Annual Meeting or by electronic communications using an email address provided by the member.

Membership vote is required for enactment of all proposed changes. The Governing Committee shall use the procedures outlined in the EPIC Agreement to change to Official Specifications, or Racing Rules. Otherwise, the Governing Committee may not change or modify any of the above documents, although it has the power to interpret them.

# IDNIYRA CONSTITUTION

## ARTICLE VIII - MEETING AND QUORUM

The Annual Meeting shall be held during and in the vicinity of the North American Championships, or the DN World Championship when held in North America if possible. Special meetings may be called on the order of the Governing Committee or upon demand in writing by twenty-five percent of the membership. Exact time and place of all meetings shall be fixed by the Governing Committee. If a special meeting is called, the purpose thereof must be stated in such form as to permit electronic voting using an email address provided by the member, and no other business may be transacted. All proposals to be made at the IDNIYRA Annual Meeting shall be submitted to the Governing Committee in writing sixty (60) days prior to the meeting. All proposals so submitted must be published in the DN newsletter by December 15. A quorum at a meeting is any number present. However, if less than twenty percent of the then-paid membership is present, all action must be ratified (unless rejected) by electronic voting using an email address provided by the member. In addition, any action requiring a majority of two-thirds (such as amendments to the Constitution or By-Laws, or changes in the Official Specifications or Racing Rules) shall be put to an electronic vote using an email address provided by the member, regardless of the number present at the Annual Meeting. The procedure for changes to the Official Specifications, Racing Rules, EPIC Agreement and Regatta Management Agreement are outlined in the EPIC Agreement and the Regatta Management Agreement. All meetings shall be conducted according to Roberts Rules of Order.

## ARTICLE IX - VOTING

A majority of the votes cast shall be determined on all questions not otherwise stipulated, and the chair (if in a meeting) shall cast the deciding vote in case of a tie. The chair also has the power to fix a time limit on speakers and discussions of motions.

## ARTICLE X - OFFICIAL SPECIFICATIONS

(See EPIC Agreement, Articles II and III)

## ARTICLE XI - AMENDMENTS AND CHANGES

Amendments to the Constitution or By-Laws, and changes to the Official Specifications or the Racing Rules, may be made only after approval of the membership by electronic vote, with ballots being sent to an email address provided by the member. A two-thirds majority of the votes cast is required. For changes to the Specifications and their effective date, refer to the EPIC Agreement.

## **IDNIYRA CONSTITUTION**

Active members of IDNIYRA may submit proposals for changes to the OFFICIAL SPECIFICATIONS or the OFFICIAL PLANS by preparing them in accordance with ARTICLE II of the EPIC Agreement and submitting them in writing (preferably electronically) to the Governing Committee via the IDNIYRA Executive Secretary (or in his/her absence the IDNIYRA Secretary) a minimum of 60 days before the Annual Meeting. The Executive Secretary (or Secretary) shall publish proposals at least 30 days prior to the Annual Meeting to allow time for members to review proposals before the Annual Meeting. To be referred to the Technical Committee a proposal must receive the approval of A SIMPLE MAJORITY of those attending the Annual Meeting who are eligible to vote. A proposal rejected by the members at an Annual Meeting shall not be resubmitted for one year. Should an Annual Meeting not be held, the Governing Committee may refer proposals scheduled for consideration at that meeting directly to the Technical Committee without member approval.

### **ARTICLE XII - ELECTIONS AND RECALL OF THE TECHNICAL COMMITTEE**

Article VI -TECHNICAL COMMITTEE of the EPIC AGREEMENT defines the structure, responsibilities and authority of the Technical Committee North American members of the Technical Committee shall be nominated and elected at the Annual Meeting for a term of six years. Should an Annual Meeting not be held, the election of a Technical Committee member may be appended to the annual electronic election of IDNIYRA Officers. A North American member or members of the Technical Committee may be recalled (removed from office) using the recall processes for Officers in ARTICLE VI of the IDNIYRA Constitution.

### **ARTICLE XIII - CLASS HISTORIAN**

The Class Historian keeps the class historical records, including, but not limited to past Newsletters, important historic documents and other articles of importance to the class. The position is appointed by the Governing Committee.

### **ARTICLE XIV – DISSOLUTION OF IDNIYRA**

Upon dissolution of IDNIYRA, assets shall be distributed for one or more exempt purposes within the meaning of section 501(c)(3) of the Internal Revenue Code, or corresponding section of any future federal tax code, or shall be distributed to the federal government, or to a state or local government, for a public purpose.

# IDNIYRA BY-LAWS

## GENERAL

- 1) Membership dues are Twenty Five (\$25.00) dollars for individuals annually, payable before November 1 to the Treasurer.
- 2) The entry fee for the Gold Cup and the North American Championship shall be set by the Regatta Chairman (Rear Commodore of the host region), who shall submit a budget for approval to the Governing Committee no later than October 15 preceding the regatta. All regatta fees shall be paid to the IDNIYRA-NA Treasurer. The Treasurer shall disburse funds to vendors, regatta organizers, and/or volunteers for regatta expenses from the IDNIYRA general account(s). A receipt must be provided. Vendor deposit money may be provided to vendors by the treasurer upon receipt of a bonafide estimate of costs. A financial report including receipts and disbursements shall be created by the Regatta Chairman & the IDNIYRA Treasurer following the regatta and shall be presented to the membership through the Class Newsletter. Regional Regattas will be the sole responsibility of the Rear Commodore from that Region and are exempt from financial accountability to the IDNIYRA.
- 3) A North American member of the IDNIYRA shall be assigned a number by the Treasurer upon written request and payment of a ten dollar (\$10.00) fee. A member may request multiple numbers. Numbers may be transferred only with the written permission of the person the number is assigned to. A ten dollar (\$10.00) fee is required for transfer of a number. A European IDNIYRA member shall be assigned a number by the National Secretary of the appropriate country. The number on the sail shall conform to Specification G. 13
- 4) An annual membership directory shall be published by December 15 and will include all members in good standing

## IDNIYRA REGATTAS

### A) GENERAL

- 1) Regattas will be held in accordance with these By-laws, the Constitution of the IDNIYRA, the EPIC Agreement and the Regatta Management Agreement. In the case of conflict, the Regatta Management Agreement will override the IDNIYRA Constitution and By-laws.
- 2) All skippers are required to show Proof of Liability Insurance to the extent of \$300,000.00. The Regatta Committee may require that Proof of Insurance at the time of registration, if they so choose.

## **IDNIYRA BY-LAWS**

### **B) RACING RULES**

1) Section (IV) RACING RULES of the Regatta Management Agreement in its entirety.

2) Notwithstanding members' rights to sail in IDNIYRA regattas (IDNIYRA Constitution Article V.A or Organization of the IDNIYRA 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.

### **C) WORLD DN CHAMPIONSHIP (GOLD CUP) AND NORTH AMERICAN CHAMPIONSHIP REGATTA**

1) Management

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

2) Dates and Schedule

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

## IDNIYRA BY-LAWS

b) When not held in conjunction with the Gold Cup, the North American Championship regatta is held during a specific week, beginning on a Monday and ending on Friday, with Saturday as a reserve day. If 3 races in all fleets have not been completed by sundown on Friday, racing shall be continued until sundown on Saturday. The specific week shall be selected by the host Rear Commodore with the approval of the Governing Committee and shall conform to section 8c of the RMA.

c) If the regatta is moved, the Governing Committee may restart the regatta. The regatta is cancelled if the minimum number of races has not been completed by sunset on Saturday, or in view of the weather and/or ice conditions the regatta is abandoned by the Race Committee. On the final day, every effort should be made to complete all the originally scheduled races.

### 3) Site

The regatta rotates each year among three regions - Eastern (which includes the Eastern Seaboard, Mountain Lakes, and Canada), Central Lakes, and Western Lakes (see map). In the Eastern Region, the three area Rear Commodores will decide which region will host the regatta. The site is selected by the host Rear Commodore and approved by the Governing Committee. Should the host region not have suitable ice, the regatta will be moved to the nearest site where suitable ice is available. If the regatta moves to a different region, the Governing Committee will coordinate the move with the original Rear Commodore and the Rear Commodore of the new region. Ice reports will be available during the week prior to the regatta so those sailors who are on their way to the regatta may be advised with regards to the final site location.

### 4) Entries

a) The regatta is open to any member of the Association who has paid all current dues and who has mailed an entry form with entry fee prior to January 1. Late registration at two times the normal fee will be accepted up to one day before the regatta.

b) Novice entries: Novice DN racers may enter one or both regattas if two years association dues are paid. No other event registration fee will apply. A DN racer shall be considered a novice if that person has never belonged to IDNIYRA, or if their membership has lapsed five or more years. A novice must comply with all other entry requirements.

## **IDNIYRA BY-LAWS**

### **5) Check-in**

Every skipper must check-in at the registration desk, no later than 12 hours before the first scheduled race. This requirement can be waived by the Race committee with the consent of a majority of the governing committee members present. Skippers checking in after that deadline will be assigned arbitrarily to the Silver or Bronze Fleets by the regatta officials, with no regard for the past racing record of the skipper and positioned at the end of the line in the first race. Check-in by phone prior to the deadline may be accepted by the officials, if they so choose.

### **6) DN Race System, North American Championship**

a) Following registration, after fleet assignments are determined, drawing for starting positions for the first race will be done by the race committee. In subsequent races, yachts are positioned on the starting line according to their finishing position in the previous race.

b) There shall be seven races scheduled for each fleet and sailed alternately when the North Americans are held in conjunction with the Gold Cup. When not held in conjunction with the Gold Cup, there shall be fourteen races scheduled. Cancellation of races in one fleet shall not affect the races in another fleet.

c) The regatta, as a whole, will be considered a complete event if the Gold Fleet finishes a minimum of three races, regardless of the number of races completed by the other fleets. If the regatta is completed, prizes will be awarded to all fleets that have completed one or more races.

(Also see Race Management Agreement, Article III.)

## **D) REGIONAL REGATTAS**

### **1) Management**

Regional regattas will be the sole responsibility of the Rear Commodore from that region and are exempt from financial accountability to the IDNIYRA.

### **2) Entries**

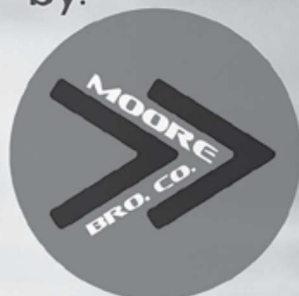
Regional regattas are open to any member of the Association who has paid all current dues.

## NOTES



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# **ESTABLISHED PROCEDURES OF ICEBOAT COMPETITION (EPIC)**

## **MANAGEMENT OF THE OFFICIAL SPECIFICATIONS, PLANS OF THE DN ICE YACHT, AND REGATTA MANAGEMENT** Revised May 2023

### **Article I - ORGANIZATIONAL STRUCTURE**

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

### **Article II - OFFICIAL SPECIFICATIONS**

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

### **Article III - OFFICIAL PLANS**

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

### **Article IV - REGATTA MANAGEMENT AGREEMENT (RMA)**

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

# **ESTABLISHED PROCEDURES OF ICEBOAT COMPETITION (EPIC)**

## **Article V – MEMBERSHIP**

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

## **Article VI - TECHNICAL COMMITTEE**

The DN Class Technical Committee (TC) shall consist of six members, three elected from North America and three elected from Europe. TC members shall be elected according to the respective Continental Governing Documents (CGD). One member will be elected every year, alternating between continents. North American members will be elected in even years and European members in odd years. The term of office is six years. Term of office will begin July 1, and expire June 30 of the appropriate year. Each second year the TC shall elect from its membership a chairperson to serve until June 30 of the appropriate year. The chairperson must be elected alternately from American and European members. If the chairperson resigns or cannot fill out his/her term, a new chairperson from the appropriate continent is to be elected by the TC to fill out the remainder of the term. Upon resignation of a member prior to six years, a replacement member will be elected by the respective CGG to complete the unexpired term.

All decisions of the TC require 2/3 majority vote of all members. The Chairperson shall report to the CGGs on all recommendations of the TC. The TC may initiate changes in the OFFICIAL SPECIFICATIONS or OFFICIAL PLANS by proposing a change to both CGGs.

## **Article VII - PROPOSAL SUBMISSION**

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

## **Article VIII - PROPOSAL APPROVAL WORDING**

Wording of proposals to change the OFFICIAL SPECIFICATIONS or OFFICIAL PLANS will be reviewed by the TC. The TC may suggest revised wording, if appropriate, to make the proposal more clear or reasonable to interpret. The TC may work directly with the author of the proposal on suggested revisions. All proposals will be submitted to the TC and the CGGs by May 31. Final wording on proposals

## **ESTABLISHED PROCEDURES OF ICEBOAT COMPETITION (EPIC)**

will be submitted to the CGGs by the TC by September 1. The Secretary of the continent that submitted the proposal is responsible for publishing the final proposal wording. All proposals will be in English, but may be translated into other languages for the purposes of voting.

### **Article IX VOTING**

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

Passage: To pass a proposal must get at least 2/3 yes votes from the votes cast. Abstentions count as votes that have not been cast and are therefore invalid. Any proposal which does not pass may not be resubmitted for one year.

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

### **Article X - INTERPRETATIONS OF THE OFFICIAL SPECIFICATIONS OR PLANS**

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

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

# **ESTABLISHED PROCEDURES OF ICEBOAT COMPETITION (EPIC)**

## **Article XI - ENFORCEMENT OF THE SPECIFICATIONS**

Each and every sailor has the full responsibility to ensure that his/her iceboat is maintained to comply with her class rules and is in full compliance with the OFFICIAL SPECIFICATIONS.

The OFFICIAL SPECIFICATIONS shall be enforced in two ways;

1. Through a protest filed by any contestant, Judge or Race Committee member at the Gold Cup, European Championship or North American Championship Regattas against any competing yacht; or,
2. By the Race Committee measuring yachts during a regatta described in the CGDs, NIA rules, or the regatta Sailing Instructions.
3. By an official ruling of the technical committee. Such official rulings shall prevail as supplements to the OFFICIAL SPECIFICATIONS unless and until voided by a simple majority of the membership. Proposals for such a vote will be initiated in the same way a Specification Change Proposal is made, except that a ruling that is voided will be voided immediately after a vote that overturns it.

## **Article XII - ADMINISTRATION OF THIS DOCUMENT**

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

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

## **Article XIII - CHANGES IN THIS DOCUMENT**

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

## **Article XIV – JURISDICTION**

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

# REGATTA MANAGEMENT AGREEMENT

## (I) General Information

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

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

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

## (II) DN Class Regattas

7. General rules for World DN Championship (Gold Cup), a European Championship and a North American Championships (GC, EC, NAC).
  - a) DN Class Regattas are open to any member in good standing of the IDNIYRA or IDNIYRA Europe.
  - b) The World DN Championship (Gold Cup) is held annually; the site alternating between continents, even if the previous event was not sailed.
  - c) The Continental organization hosting the Gold Cup shall select the host region or country and dates. The Continental organization shall manage the regatta with the assistance of the selected region or country in accordance with this Regatta Management Agreement.



## REGATTA MANAGEMENT AGREEMENT

d) The GC, EC, NAC shall be held during a specific week, beginning on a Saturday with registration and with Sunday as first racing day. The regatta ends on or before the following Saturday.

e) *Gold Cup Racing* There shall be seven races scheduled for each fleet at the Gold Cup and sailed alternately. Cancellation of races in one fleet shall not affect the races in another fleet. The regatta, as a whole, will be considered a complete event if the Gold Fleet finishes a minimum of three races, regardless of the number of races completed by the other fleets. If the regatta is completed, prizes will be awarded to all fleets that have completed one or more races.

f) If no races have been completed, day 1 may be postponed. If the regatta is moved, the CGG may restart the regatta. If all fleets have completed four races by sunset of the third day, the regatta is over. If the minimum number of races has not been completed by sunset of the fourth day, racing will continue on the remaining days until the minimum number of races is completed. The regatta is cancelled if the minimum number of races has not been completed by sunset on Saturday, or in view of the weather and/or ice conditions the regatta is abandoned by the Race Committee. On the final day, every effort should be made to complete all the originally scheduled races.

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

### 8. Specific rules for European and North American Championships

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

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

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

d) When held in conjunction with the Gold Cup, the regatta is held on the day or days remaining after the completion of the Gold Cup. There shall be seven races scheduled for each fleet and sailed alternately.



## REGATTA MANAGEMENT AGREEMENT

- e) Cancellation of races in one fleet shall not affect the races in another fleet.
- f) The regatta, as a whole, will be considered a complete event if the Gold Fleet finishes a minimum of three races, regardless of the number of races completed by the other fleets. If the regatta is completed, prizes will be awarded to all fleets that have completed one or more races.
- g) Entries The regatta is open to any member in good standing of the IDNI-YRA or IDNIYRA Europe. Fees and entry dates are set by the continental organization hosting the event.

### (III) Race management procedures

#### 9. Check-in

- a) Every skipper must register in accordance with the host continental governing documents and the Notice of Race.
- b) All skippers are required to show Proof of Liability Insurance. The amount of insurance will be determined by the host CGD or Notice of Race.
- c) Following registration and after fleet assignments are determined, the race committee will conduct a random drawing for starting positions for the first race. In subsequent races, yachts are positioned on the starting line according to their finishing position in the previous race.

#### 10. Fleet Splitting and Assignments

- a) All registered sailors will be divided into fleets as necessary. The number of sailors in each fleet will be determined by the race committee, with approval of a majority of those members of the host CGG present, after the close of registration. The recommended maximum fleet size is fifty sailors per fleet. Fleets of approximately equal size are desirable but not mandated. When determining fleet size the safety of all participants is the primary consideration.
- b) Fleet assignments will be based on the following criteria:
  - 1. *Gold Fleet:*
    - Skippers who finished in the first three places in the Silver Fleet of the preceding continental or higher regatta. Skippers who finished in the first three places in the Gold Fleet of the preceding continental or higher regatta.
    - Skippers who finished in the first twelve places of the Silver Fleet mini-qualification race.

## REGATTA MANAGEMENT AGREEMENT

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

### 2. *Silver Fleet:*

- Skippers who finished in the first three places in the Bronze Fleet of the preceding continental or higher regatta.
- Skippers who finished in the first twelve places of the Bronze Fleet mini-qualification race.
- The remainder of this fleet will be comprised of the top ranked skippers who have registered and checked-in prior to the deadline that are not in a higher fleet.

### 3. *Bronze Fleet:*

- Skippers who finished in the first three places in the Aluminum Fleet in the preceding continental or higher regatta.
- Skippers who finished in the first twelve places of the Aluminum Fleet mini qualification race.
- The remainder of this fleet will be comprised of the top ranked skippers who have registered and checked-in prior to the deadline that are not in a higher fleet.

### 4. *Aluminum Fleet:*

- All remaining skippers.

## 11. Race Sequence

- a) The races are scheduled in the following sequence: Mini-qualification races, then races as defined in relevant sailing instruction.
- b) Delays caused by weather or ice conditions may necessitate changes in the above schedule. The host region authority in consultation with the continental class officers present at the regatta has the authority to make changes deemed necessary for safety or to complete the regatta in time. This may include postponing to a later day, canceling non-Gold fleets to give time for Gold fleet races and other appropriate measures.

## 12. Mini Qualification Races

- a) A race will be held for all non-ranked and Aluminum fleet sailors. This race will be a minimum of three laps with the first 12 places qualifying for Bronze fleet. The remainder of the finishers will be scored as follows: 13th

## REGATTA MANAGEMENT AGREEMENT

place will receive the 1st place points, 14th place will receive the 2nd place points, 15th place will receive the 3rd place points, and so on to the end of the finishers. The race will be counted as the first Aluminum fleet race.

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

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

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

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

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

### 13. Scoring

a) DN race system Scoring will be done by assigning points in the following manner: first place, 1 point; second place, 2 points; third place, 3 points; fourth place, 4 points; fifth place, 5 points; etc. - lowest score to win. DNS, DNF, RET, DSQ, and DNE are assigned points equal to 1 plus the number of yachts in the fleet after the mini-qualification races.

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

## REGATTA MANAGEMENT AGREEMENT

c) Throw-outs: When fewer than five (5) races are completed a yacht's score shall be total of her race scores. When from five (5) to eleven (11) races are completed, a yacht's score will be the total of her race scores, excluding her worst score, except that at DNE (Disqualification Not Excludable) may not be excluded. When twelve (12) or more races are complete, a yacht's score will be the total of her race scores, excluding her two worse scores, except that a DNE may not be excluded.

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

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

### 14. DN Split Fleet Ranking

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

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

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

### 15. Trophies and Prizes

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

## REGATTA MANAGEMENT AGREEMENT

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

16. No commercial information will appear on any DN parts other than standard sailmaker's or builder's marks. Those marks must comply with the following criterion: One sailmaker's mark may appear on each side of the sail. The entire mark must be within 16" of the tack. One or two builder's marks may be displayed on a part made by that builder. All builder's marks must be smaller than 6" by 6". This requirement will apply from 7:00 AM of the first day of any official activity for a regatta until after the awards ceremony for that regatta.

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

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

### (IV) RACING RULES

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

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

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

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

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

## REGATTA MANAGEMENT AGREEMENT

- e) No race may be started with less than 1/2 hour remaining before official sunset. This time may be increased at the discretion of the Regatta Chairman and his advisors.
- f) Official sunset time shall be posted at the skippers registration area at the time of registration.
- g) The same equipment (except runners and sails) must be used throughout the entire regatta, except articles found illegal in one race, or equipment determined by the race committee to be damaged and unusable.
- h) No yacht shall be expected to start any race (championship, gold, silver, etc.) earlier than 15 minutes after the last boat finishes the race (or qualifier) in which the yacht competed.
- i) No electronic equipment may be used during racing, except timing devices and cameras.
- j) The first yacht finishes her race after completing the scheduled number of laps. Any following yacht finishes the race when she crosses the Finish Line after the finish of the first yacht. In each race, a yacht will be scored ahead of all yachts with fewer laps. Any yacht not finishing within 20 minutes of the first yacht will be scored according to her finish in the previous lap (if no laps have been completed she will be scored DNF).
- k) The Continental Governing Group of the host continent may further modify the racing rules. Any modifications must be published in the Sailing Instructions and course diagram if applicable.

### 19. Racecourse description

- a) All Championship regattas will use the National Iceboat Authority Inline or Darling race course configuration. A copy of the course diagram shall be included in the Sailing Instructions.
- b) Any modification to the course configuration for a DN Class Championship must be approved by the Host CGG, after notifying the other CGG and allowing 30 days for comments.

### (V) PROTEST PROCEDURE, APPEALS

- a) Any protest should be handled according to "Part V Protests, Disqualifications, Appeals" and "APPENDIX V – PROTEST PROCEDURE" of the Constitution and Racing Rules of the National Iceboat Authority.
- b) Protest procedure for the mini qualifier races.

## REGATTA MANAGEMENT AGREEMENT

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

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

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

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

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

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

# IDNIYRA-EUROPE ORGANISATION RULES

## **IDNIYRA-EUROPE** *International DN Ice Yacht Racing Association-Europe* **EISSEGELVERBAND EUROPA**

### **ORGANISATION RULES**

**2022**

#### **1. General**

- a. The European DN Class Organisation is part of the DN Class.
- b. The European organisation IDNIYRA – EUROPE Eissegeverband Europa (Constitution on the web site) is made up of National Organisations, as ordinary members and individual members, as extraordinary members, both represented by their National Secretaries. The Society is acting through its First and Second Chairmen, the Executive Board, the General Meeting in the form of the European Governing Committee (National Secretaries' Meeting)

#### **2. Dues, Membership and Fiscal Year**

- a. National dues are set by the respective National Organisations
- b. The IDNIYRA – EUROPE dues are set by the National Secretaries' Meeting. The members should pay those dues to IDNIYRA – EUROPE each year before the date set by the Secretaries' Meeting decision.
- c. A DN sailor who has paid his/her dues for the current year to either IDNIYRA-NA or IDNIYRA – EUROPE shall be a member of the DN Class. Such memberships will entitle all members to vote on proposed changes to Official Specifications, Plans, EPIC Agreement and Regatta Management Agreement; to sail in the IDNIYRA World Championship (Gold Cup) and other major regattas (NAC and EC); hold office; and to receive privileged information published by the DN Class.
- d. The Fiscal Year of the IDNIYRA – EUROPE shall start on April 1st and end on March 31st.

#### **3. Duties of IDNIYRA-Europe Officers**

- a. European Commodore:
  - i. To preside at Board and National Secretaries Annual Meetings.
  - ii. To represent IDNIYRA – EUROPE interests.
  - iii. To call Board meetings. When a meeting is requested, in writing, by at least two Board Members a Board meeting will be organised within four weeks.
  - iv. Ultimate authority over the choice of the regatta site for European Championships, European Cup, and World Championships when held in Europe.



## **IDNIYRA-EUROPE ORGANISATION RULES**

**b. European Vice Commodore:**

- i. To assist the European commodore in his/her duties and represent him/her during his/her absence.
- ii. To oversee the care of the perpetual trophies. These must be engraved each season and available for presentation at the appropriate prize giving (WC, EC & E Cup) and a record kept of winners' names and to arrange for replacement/repair of trophies if damaged or lost.
- iii. In case if no Organising Country agreed for the next event, held in Europe, it will be the responsibility of the European Vice Commodore to organise manufacturing or purchasing the Keepers Trophies.

**c. European Treasurer (may be combined with Commodore or Vice Commodore):**

- i. Collection of membership dues.
- ii. Financial administration of IDNIYRA – EUROPE.
- iii. To provide a current Financial Report to the National Secretaries Meeting and a Budget for the next year in advance of the meeting.
- iv. Payment of reasonable expenses incurred on IDNIYRA – EUROPE business by Executive Board and Technical Committee members.
- v. Obtain approval of the European Commodore for other expenditures.

**d. European Secretary:**

- i. Keeping and directing all IDNIYRA – EUROPE correspondence.
- ii. Proposing the Agenda for the National Secretaries meeting.
- iii. Taking the Minutes of the National Secretaries Meetings and, after approval by the Commodore, conveying them to all participants and indicated parties.
- iv. To administer lists of members provided by the National Secretaries.
- v. To liaise regularly with the IDNIYRA-NA Secretary.

**e. Junior Programme Manager (the position may be held by other member of the Board):**

- i. To act as the link between Junior DN and Ice Optimist sailors and the Executive Board.
- ii. To attend National Secretaries and Board meetings.
- iii. Organise Junior Programme Planning Meetings.
- iv. Attend and supervise Junior DN and Ice Optimist Major Regattas (WC and EC)
- v. Encourage participation in IDNIYRA – EUROPE regattas by junior DN sailors.

**f. Insurance Manager (the position may be held by other member of the Board):**

- i. Keeping contact with the Insurance company which provides the TPL-Insurance for IDNIYRA – EUROPE.
- ii. Checking Confirmation of Cover (CoC) and assigning an "Insurance ID" for the online-registration to EC and WC (when held in Europe).
- iii. Preparing the entry lists after registration is closed and providing them to the responsible Board member and to the RC for the following

## IDNIYRA-EUROPE ORGANISATION RULES

purposes:

1. Printing stickers and sail-markers for each sailor
2. Checking the payment for each sailor
3. Setting the fleets after registration in the Race Office at the site.
- iv. After regatta check in is finished, sending the list of the SEI to the insurance company to make sure they are covered.
- v. Checking the accounting for the SEI of the insurance and making the payment to the insurance company.

- g. Webmaster (the position may be held by other member of the Board):
- i. A responsible webmaster will be appointed by the National Secretaries Meeting for every two years.
  - ii. The portal website [www.idniyra.eu](http://www.idniyra.eu) is the main information source for IDNIYRA – EUROPE.
  - iii. The website shall provide official IDNIYRA – EUROPE and DN Class information and links to member Nations and be administered by the webmaster.
  - iv. Special services for ice reports, regatta information, membership administration, electronic voting procedures, online publishing etc. shall be developed.
  - v. A yearly budget will be allocated and revised by the National Secretaries Meeting.

### 4. Duties of other European Officers

- a. National Secretary:
- i. Represent their National organisation and individual IDNIYRA – EUROPE members from his/her country.
  - ii. Attend National Secretaries Meeting. If unable to attend, a representative with written authorisation may attend as National Secretary or a proxy vote may be given to another attending National Secretary.
  - iii. Assignment of National sail numbers.
  - iv. To provide a National membership list annually by August 31<sup>st</sup> to the IDNIYRA - EUROPE Secretary.
  - v. Remit National annual dues to IDNIYRA – EUROPE Treasurer before the date set by the Annual National Secretaries Meeting. Such annual due will be equal to one individual fee.
  - vi. Confirm National participants in World Championship, European Championship and Europa Cup regattas.
- b. Technical Committee:
- i. Full details are contained in the EPIC Agreement. The three European members of this Committee will be elected at the European National Secretaries' Meeting. The term of office is six years and for purposes of continuity, one new member shall be elected every two years. The National Secretaries Meeting can recall a European Technical Committee member with a 2/3 majority vote effective immediately.

## IDNIYRA-EUROPE ORGANISATION RULES

- ii. Respond within a reasonable time to all technical questions addressed to them by National Secretaries or individual members.
- iii. Keep measurement rules up to date and distribute them to all members via the webmaster and the web.
- iv. Maintain close contact with the NA members of the Technical Committee.
- v. Act in all respects in accordance with the EPIC Agreement.
- vi. Provide a summary of the past year's Technical Committee activities via a report at the National Secretaries' Meeting or an email report in advance of the Meeting.

### 5. Governing Committee

The European Governing Committee consists of its officers acting as a group on 2 levels.

a. The Executive Board consists of the European Commodore, Vice Commodore, Treasurer, Secretary, Junior Programme Manager, Insurance Manager and Webmaster. All members are elected by majority vote at the National Secretaries Meeting and serve for two years. In order to ensure continuity on the Board, no more than four members should change in any one year.

b. National Secretaries, appointed by nations.

The National Secretaries Meeting consists of the Executive Board, National Secretaries of all European Member countries and one member of the European Technical Committee. Their individual duties are specified in para. 3. Their corporate responsibilities are:

**Executive Board:** The day to day working of IDNIYRA – EUROPE between the Annual National Secretaries Meeting and in consultation where appropriate with National Secretaries.

**The National Secretaries Meeting:** The running of IDNIYRA – EUROPE primarily through attendance at the Annual National Secretaries Meeting either in person or via proxy, including but not limited to the approval of new European member countries and setting of dues and insurance requirements.

### 6. Annual Meeting

The annual European National Secretaries Meeting shall be held on completing each season if possible before 1st May and hosted by a European member nation in rotation. It will be chaired by the European Commodore (or an elected Chair according to the Constitution) and the minutes taken are published by the European Secretary. A majority of votes cast shall determine the decision on all questions and the chair shall cast the deciding vote in case of a tie. Abstentions count as votes that have not been cast and are therefore invalid.

The chair also has the power to fix a time limit on speakers, discussions and agenda items.

The entire European Governing Committee will be invited together with a Euro-

## IDNIYRA-EUROPE ORGANISATION RULES

pean Technical Committee Member and an IDNIYRA-NA representative. Member countries unable to attend may nominate proxy votes by agreement to specific agenda items. Proxy votes are restricted to 2 absent member nations per attending nation. A quorum shall be a minimum of five National Secretaries or their appointed representatives (not including proxies).

The Annual Meeting can be held in the form of videoconferencing. The meeting will normally be scheduled to run for 2 days.

The Commodore and Secretary will issue the meeting agenda at least one month ahead of the meeting date. Issues for the agenda must be communicated to both the Commodore and Secretary at least 6 weeks before the meeting date.

The following reports shall be sent to the Commodore and the Secretary at least 5 weeks before the meeting:

- Seasonal reports from each country
  - WC/EC report and lessons learnt
  - Junior programme report
  - Junior WC/EC report and lessons learnt
  - Technical Committee report
  - IDNIYRA-Europe Insurance Report
  - EDNIA report
  - IDNIYRA Europe - NA Contact Report
  - Internet communications reports
  - The protocol of the National Secretaries' Meeting of the previous year
- The Secretary shall send those out with the Agenda in order to let the Board Members and the National Secretaries comment on the reports. The Financial report and budget proposal shall be ready and sent out by 2 weeks after the financial year ends (31st March).

### 7. European DN Iceboat Authority (EDNIA)

a. The EDNIA is established to hear appeals against any Regatta Protest Committee decisions in Europe which are disputed. The five EDNIA members are elected, and reviewed every five years, by the European National Secretaries at the National Secretaries' Meeting. They must not be members of the PRC. Their names and contact details shall be posted on the IDNIYRA – EUROPE website and in the Yearbook. They shall name a Chairman. Three out of the five should be chosen for the appeal hearing by the Chairman.

b. The Appeals procedure must follow the same route as Appeals to the National Iceboat Authority (NIA Racing Rules Part V, D). All Appeals shall be made in writing and filed with the EDNIA within 30 days of the rendering of the decision appealed. It is particularly important to have written consent to the Appeal, signed by the Judges rendering the original decision.

c. The appeal decision shall be made within 30 days of the date the Appeal was properly filed with the EDNIA and shall be sent to all parties to the infringement and appeal.

d. The EDNIA shall also maintain regular contact with the Directors of the NIA.

## IDNIYRA-EUROPE ORGANISATION RULES

### **European DN Iceboat Authority Directors:**

*All Elected for a 5 Year Term in 2021, Expiring 2026*

Chairman Daan Schutte, H633 Netherlands

Vaiko Vooremaa, C6 Estonia

Dietmar Gottke, G4 Germany

Max Koszela, S844, Sweden

Mike Petterson L65, Finland term expiring 2025

### **8. Insurance**

All participants in regattas held in Europe are required to have 3rd Party Liability Insurance with a cover of minimum 500 000 EUR. Insurance Manager will require proof of insurance from all skippers at the time of registration. Insurance claims should include the following documents:

- a. The Protest Committee findings (in a Regatta)
- b. A realistic damage assessment and cost by a Technical Committee member (in a Regatta) or any other qualified person; e.g. boats builder, etc.
- c. In non-Regatta incidents a competent equivalent of the above.

### **9. Anti Doping Policy**

In the interests of FAIR SAILING IDNIYRA – EUROPE has an Anti Doping Policy in force and is a signatory to the World Anti Doping Agency (WADA) Code. ([www.wada-ams.org](http://www.wada-ams.org)) This web site contains full details of the “Prohibited List” together with the procedure required for those sailors who have a medical need to take drugs which are on the Prohibited List. – A Therapeutic Use Certificate (TUE). Misuse of alcohol will not be tolerated.

### **10. IDNIYRA – EUROPE Regattas**

- a. The European Professional Race Committee (PRC) is responsible for the running of major regattas (EC and WC when in Europe). It must work in close cooperation with the Commodore, the Organising country and the Host nation. The full scope of the PRC responsibilities are listed on the European website.
- b. An Organising country will be agreed at the National Secretaries meeting each year. When the major regatta takes place in the planned country that country is also the Host nation. If the regatta moves to another country that new country becomes the Host nation and the original planned country retains the role of Organising country. Responsibilities of Organising country and Host nation are as follows:

#### Organising Country responsibilities.

- Prizes
- Opening ceremony with National Anthems of Nations participating

## IDNIYRA-EUROPE ORGANISATION RULES

- Invitation and Notice of Race (with the Commodore)
- Entry List and Insurance coordination (with the Commodore)
- Sponsors and give aways

### Hosting Country responsibilities (a) Accommodation

- (b) Ice Check
- (c) Security
- (d) Snow removal and access
- (e) Toilets at the launching site and electricity for motor homes
- (f) Social event

When the Regatta takes place in the planned country (No move) all the above responsibilities are those of the Organising country

c. These regattas are conducted in accordance with the Regatta Management Agreement and the NIA rules as supplemented by the DN Class Racing Rules with the following additions:

- Each IDNIYRA – EUROPE Nation may have 4 participants by right regardless of their International Ranking. Any additional participants will normally need to have a ranking place. This arrangement ensures representation from all Nations is possible.
- In the event of a move of the regatta to another country the DN members from that new country who have not already registered may do so with a “Late Entry” at normal fee (not double) if there are still places available before the regatta check in closes.

### 11. Sailing Instructions

These will be produced by the PRC in coordination with the Commodore and the Host nation. Sample Race Instructions can be found on the IDNIYRA – EUROPE web site under “Download”. This also contains many other helpful samples for Regatta organizers.

### 12. Trophies

The Vice Commodore will maintain a record of the current Trophy holders and this will be placed on the IDNIYRA – EUROPE Website. Perpetual trophies are to be properly engraved with the winners’ names and delivered to the proper race official two weeks prior to the regatta. They must be repaired or replaced if damaged or lost.

### 13. Junior Programme

The European Junior Programme operates under the guidance of IDNIYRA – EUROPE from its Junior Programme Manager. The two Classes are the Junior DN and the Ice Optimist. The Age limits for these two Classes are set by the decision of the Secretaries’ Meeting. All trainers and junior leaders are welcome to discuss younger sailors participating in both classes with the Race Committee. IDNIYRA

## **IDNIYRA-EUROPE ORGANISATION RULES**

– EUROPE recognizes that the future of the DN class relies to some extent on this programme. The Junior DN is a standard DN Ice Yacht. The Ice Optimist is an ice sailing version of the Optimist dinghy using an adapted version of the Optimist sail rig. An important IODA condition for the use of this is that all sails in major regattas (WC and EC) must carry the Optimist Logo and the button (disc) in the tack corner of the sail. See [www.idniyra.eu](http://www.idniyra.eu) (Juniors) for Ice Optimist building plans.

*last edit by: Attila István Pataki in May 2022*

*Changes were unanimously accepted by the General Meeting on April 23<sup>rd</sup>-14<sup>th</sup>, 2022.*



# **IDNIYRA EUROPE – Constitution**

**IDNIYRA–EUROPE International DN Ice Yacht Racing Association-Europe**

**EISSEGELVERBAND EUROPA  
CONSTITUTION  
October 2020**

*This is a translation of the constitution in German language.*

*Due to IDNIYRA-EUROPE (International DN Ice Yacht Racing Association-Europe) Eissegeverband Europa is seated in Vienna (Austria) in case of friction the German version is overriding.*

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### **Section I.**

**Name, location, definition, purpose, sphere of activity, funds**

## **§ 1**

1. IDNIYRA-EUROPE - Eissegeverband Europa (hereinafter referred to as IDNIYRA-EUROPE) is an international sporting association for European ice-sailing in international DN and ICE-Optimist classes.

2. The association is seated in Vienna.



## **IDNIYRA EUROPE – Constitution**

### **§ 2**

1. The purpose of IDNIYRA-EUROPE is the representation of its members and the protection of the interests of European ice-sailing sport as well as its promotion on a charitable basis.

2. The sphere of activity of IDNIYRA-EUROPE is to provide advice and decision-making on all matters relating to European ice-sailing sport:

- a) Care and promotion of ice-sailing sport also in the form of competitive sport
- b) Dates and execution of international, open regattas and championship regattas
- c) Organization of courses and training regattas
- d) Establishment, monitoring and implementation of uniform rules
- e) Measurements
- f) Representation at authorities and sports organizations to promote European ice-sailing sport
- g) Public relations in the interest of European ice-sailing sport.

### **§ 3**

The funds for achieving these association activities are provided by:

- a) Dues
- b) Revenue from entry fees at regattas (provided that these are organized on behalf of IDNIYRA-EUROPE)
- c) Subsidies and donations
- d) other contributions and income

### **Section II.**

**Membership, admission, exclusion, rights and obligations of members, termination of membership**

### **§ 4**

The members are natural persons or legal persons (the country-specific ice-sailing organizations). The board decides on their admission by a simple majority. The admission can be refused without giving reasons.

## **IDNIYRA EUROPE – Constitution**

### **§ 5**

1. Ordinary members are the country-specific ice-sailing organizations and are represented by their chairperson or by a person authorized by him/her. Every ordinary member has his seat and vote in the General Assembly.

2. Extraordinary members are natural persons; who must be a member of a respective country-specific ice-sailing organization. Extraordinary members have no seat and no vote in the General Assembly.

### **§ 6**

Membership ends by resignation, exclusion or death of the member; for legal entities with their dissolution.

### **§ 7**

The exclusion of a member can take place:

- a) if the membership fee is in arrears.
- b) by a simple majority vote of the board in case of repeated gross violation of the sport rules or due to dishonorable behavior.
- c) in case of a tie, the Commodore (President) decides.

Appeal to the General Assembly is permitted. The membership is suspended until the decision in an Ordinary or Extraordinary General Meeting.

### **§ 8**

With the end of the membership all rights of the member in IDNIYRA-EUROPE expire. The responsibility to fulfill the obligations incurred by the member towards IDNIYRA-EUROPE remains in force until its fulfilment.

A resigned member cannot claim any of the assets of IDNIYRA-EUROPE.

### **§ 9**

Each member has the right to submit proposals in writing to the Board. These proposals must be well thought-out and put on vote at the Ordinary or Extraordinary General Meeting.

### **§ 10**

The members are obliged to pay the membership fee on time as decided by the General Assembly.

## **IDNIYRA EUROPE – Constitution**

### **Section III. Association's bodies, regattas, reporting**

#### **§ 11**

IDNIYRA-EUROPE has the following bodies:

- a) The General Assembly
- b) The Board
- c) The Auditors
- d) The Arbitration Court

#### **§ 12**

The Board consists of the following members:

- a) Commodore (President)
- b) Vice-Commodore (Vice-President)
- c) Secretary
- d) Treasurer
- e) Insurance Manager
- f) Junior Program Manager
- g) Webmaster

The functions of the Treasurer, Insurance Manager, Junior Program Manager and Webmaster may be held by other members of the Board.

#### **§ 13**

1. The Commodore (President) is responsible for the proper conduct of business of IDNIYRA-EUROPE and represents the Association to the outside world.
2. The Commodore (President) proposes the members of the Board to the General Meeting. The proposed board members must be members of IDNIYRA-EUROPE.
3. If a member of the Board leaves during the term of office, the Commodore (President) appoints a new member for the remaining term of office.
4. If the Commodore (President) resigns, an Extraordinary General Assembly shall be convened by the Vice-Commodore (Vice-President).
5. The Commodore (President) and the Vice-Commodore (Vice-President) represent each other.

## **IDNIYRA EUROPE – Constitution**

### **Section IV. Board, General Assembly, disputes, dissolution**

#### **§ 14**

1. The Board may regulate its business order by drawing up a Rules of Procedure.
2. The Board is authorized to conclude all types of contracts, including service contracts.
3. Legally binding documents shall be signed by the Commodore (President) and a second member of the Board.
4. Monetary transactions are made by the Treasurer, who is responsible for the financial administration according to the resolutions of the Board.
5. The Secretary is responsible for all IDNIYRA-EUROPE documents.
6. The decisions of the Board are enacted by a simple majority. In case of equality of votes, the vote of the Commodore (President) decides.

#### **§ 15**

1. The General Assembly is responsible for:
  - a) the election of the Commodore (President) for a two years term
  - b) the election of the Board for a two years term
  - c) the election of two auditors
  - d) acceptance of the reports of the Board
  - e) resolution on the discharge of the Board
  - f) resolution on the discharge of the treasurer
  - g) fixing the membership fees and approving the financial plan
  - h) requests and inquiries
  - i) dissolution of IDNIYRA-EUROPE
2. The Ordinary General Meeting shall be convened annually by the Commodore (President) and the Secretary, issuing the agenda, so that at least one month lies between the date of posting and the appointed event. The invitation can also be made by e-mail.

The date for the Annual General Meeting for the following year will be proposed during the preceding General Meeting.

## **IDNIYRA EUROPE – Constitution**

3. An Extraordinary General Meeting shall be convened by the Commodore (President) at any time, if required by the Governing Board or 1/10 of all Ordinary Members, with the announcement of the agenda 14-days before the suggested meeting date.

4. The General Meeting is chaired by the Commodore (President), in his absence the Vice-Commodore (Vice President). If this is also prevented, the most senior member of the Board.

At the request of at least half of the voting members present, a chairman can be elected from the group of voting members present. A 2/3 majority is required. Proxies are also entitled to vote. Abstentions count as votes that have not been cast and are therefore invalid.

5. The General Meeting has a quorum if at least five full members are present. A General Meeting can also be held as a video conference.

6. Resolutions are passed by a simple majority. For exceptions, see §§ 18 to 20.

Abstentions count as votes that have not been cast and are therefore invalid.

In a tie vote, the Chairman decides.

Ballots may also be held in writing upon request.

7. Minutes of the meeting are to be kept about the General Meeting and transmitted to the members within 12 weeks or published on the homepage of IDNIYRA-EUROPE.

8. Inquiries to the Ordinary General Meeting must be submitted in writing to IDNIYRA-EUROPE no later than 6 weeks in advance.

9. The members of the Board are entitled to vote in the General Meeting - with the exception of the discharge of the Board and the Treasurer.

### **§ 16**

The Auditors are elected for a term of two years and shall not be members of the Board and shall report the result of the audit to the General Meeting. They shall submit the proposal for discharge or non-discharge.

### **§ 17**

For arbitration of all disputes within the association an internal Arbitration Court is appointed. It is a “mediation facility” within the meaning of the Association Act VerG 2002 and not an arbitral tribunal according to §§ 577 ff ZPO.

## **IDNIYRA EUROPE – Constitution**

The Arbitration Court is composed of three members of the association. It is formed such a way, that one dispute-party appoints in writing a member as a referee to the Board. At the request of the Board within seven days, the other dispute-party shall appoint a member of the Arbitration Court within 14 days. After agreement by the Board within seven days, the nominated arbitrators shall elect a third member to the chair of the Arbitration Court within a further 14 days. In case of a tie among the nominees a draw will decide.

Members of the Arbitration Court shall not be members of any of the association bodies, whose activity is the subject of the dispute - except the General Assembly.

The Arbitration Court makes its decision after granting mutual hearing in the presence of all its members by a simple majority vote. They decide to the best of their knowledge and belief and the decisions are association internal irrevocable.

### **§ 18**

The change and/or amendment of these statutes can only be made by a General Assembly with 2/3 of the votes cast. Abstentions count as votes that have not been cast and are therefore invalid.

### **§ 19**

The dissolution of IDNIYRA-EUROPE can only be decided by a General Assembly with 2/3 of the votes cast. Abstentions count as votes that have not been cast and are therefore invalid.

The remaining assets shall be transferred to:

- a) a charitable purpose
- or
- b) a club or Association that operates or promotes ice-sailing sport in Europe.

The resolution on this is taken by the General Assembly in the course of the dissolution by a simple majority.

Abstentions count as votes that have not been cast and are therefore invalid. In a tie vote, the Chairman decides.

## IDNIYRA EUROPE – Constitution

### Section V. Rules of Procedure

#### § 20

Unless otherwise provided in this Constitution, the General Assembly may, at the request of the Board, lay down the implementing provisions of this Constitution and any other questions relating to ice sailing in By-Laws.

The Rules of Procedure are to be prepared by the Board and submitted to the General Meeting for approval.

The General Meeting approves these Rules of Procedure and their possible amendments by a 2/3 majority of the votes cast. Abstentions count as votes that have not been cast and are therefore invalid.

*written by: Niklas Müller-Hartburg in May.2019*  
*edited by: Niklas Müller-Hartburg in June.2020*

*Changes were unanimously accepted by the General Meeting on October 3rd, 2020.*

## IDNIYRA Sail Identifier: US, KC, and KA (223 Members)

### NORTH AMERICAN SECRETARY & TREASURER

Deb Whitehorse US2366

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US5	DIEBALL SKIP	US1301	COBERLY CHAD
US8	ZITZELSBERGER JAMES	US1313	RAST BOB
US17	AUGER MERCEDES	US1486	DIEHL HARVEY
US44	SHERRY RON	US1576	JONES BRIAN
US46	GOODWIN PAUL	US1610	BROWN BRUCE
US52	SKALA ANDERS	US1630	CONNELL DANIEL
US60	HARPER JOHN	US1873	CROASDALE MARTHA
US97	JACKSON ANDREW	US2301	BIERMAN DANIEL
US100	YOUSTRA MARTHA	US2360	JOHNS PETE
US107	KAISER HENRY	US2366	WHITEHORSE DEB
US183	STRUBLE MATT	US2453	McGARY MAGGIE
US188	HEYMAN PAULO	US2504	DEFER HARRY
US216	POTCOVA RICHARD	US2525	GREENING BRUCE
US217	WILLETT TROY	US2554	DOW BRUCE
US244	LEACH ALEXANDER	US2626	BATTJES DAVID
US321	BLOOM MIKE	US2780	KUTTY DEAN
US333	REHE LORETTA	US3003	SOLUM JEFFREY
US445	CAVE BOB	US3198	FOELLER ROBERT
US467	RIAN ROBERT	US3283	WILLIAMS JOHN
US807	FRANCIS ROBERT	US3376	MEHRLANDER ROD
US882	KRUTTY PAUL	US3433	CUMMINS ROBERT
US1011	BARTEL SAMUEL	US3435	VAN GEE WILLIAM
US1019	CORNELIUS GREG	US3456	OBRIEN MIKE



## IDNIYRA Membership by Sail Number

SAIL	NAME	SAIL	NAME
US3535	KENT JEFF	US4755	LEMBERG, JR RICK
US3570	HOLMES DALE	US4769	SILFVENIUS CHARLES
US3576	JONES BRUCE	US4775	WHITCOMB EBEN
US3700	CLARK RICHARD	US4783	NICHOLAS RHEA
US3705	HOLMAN ROBERT	US4789	CLARK CHRIS
US3861	WINSTON DONALD	US4868	RICHARDS JULIE
US3888	BUETTNER CEDRIC	US4877	NICHOLS MARK
US3931	KRAUSE FREDERICK	US4882	WOLLAM RICHARD
US3947	WHITEHAIR JAY	US4919	DESSAULES ERNST
US4009	BRUSH DON	US4923	SOLUM MARGRET
US4055	STRUBLE BOB	US4925	VALETINE SCOTT
US4061	LOCKWOOD ALAN	US4926	ORLEBEKE STEVE
US4137	SMITH KEN	US4950	BARTA KEVIN
US4148	DIXON TIM	US4976	EVANS ROBERT
US4155	LEMBERG, SR RICK	US5008	NORDQUIST PETER
US4192	ROGOSKI RANDY	US5023	STANTON JOHN
US4203	FITZGERALD PAT	US5043	TURLUCK GAIL
US4249	GLICK DAVE	US5050	OELSCHLAGER TIM
US4271	JANKOWSKI JULIE	US5053	REIS GEORGE
US4287	ATKINS JOHN	US5127	STEVENS HUGH
US4316	RICE RANDY	US5166	BERGER CHRIS
US4387	BLAIR CHARLES	US5191	RIST CURTIS
US4487	ATKINS CHAD	US5214	MCDONAGH JIM
US4619	BUCHHOLZ BILL	US5219	BAKER KENT
US4638	LOVEJOY GUY	US5224	THIELER JAMES
US4654	GRAY BOB	US5251	HOUTMAN CARL
US4670	KAIER RICHARD	US5252	SKALA JACOB
US4683	RENNO K MICHAEL	US5285	TEAL CHRISTOPHE
US4706	OGRINC TIM	US5350	TRUESDELL PETER
US4738	PARKER DICK	US5351	HURLEY LUCINDA

## IDNIYRA Membership by Sail Number

SAIL	NAME	SAIL	NAME
US5352	HEARN DANIEL	US5608	HOVLAND NICK
US5358	FROST DAVID	US5617	DISBROW DAVID
US5369	MILLER MIKE	US5630	BINDER KAREN
US5395	SHAEVITZ BEN	US5633	JOHANSON PETER
US5397	BURY ERIN	US5638	BROWN STEVEN
US5415	MILLER CHRIS	US5644	JONES MORGAN
US5420	DEYE MICHAEL	US5646	MEYER MATT
US5426	ZIERMANN JOHN	US5649	WILLIAMS GEORGE
US5430	CUTTING BILL	US5660	MOYER KEN
US5431	HEANEY DANIEL	US5662	DACHILLE MCHAEAL
US5432	EKLUND BILL	US5665	BAULDRY JOHN
US5435	KJOLLER JODY	US5668	CLEFTON GORDON
US5451	ALLEN ANDY	US5670	EICHORN BRYON
US5455	PERCE HYDE	US5673	NAGEL PAUL
US5464	SWANTZ STEPHEN	US5676	HAGOPIAN EMIL
US5465	NILES DONALD	US5677	MENZIES PEGGY
US5470	DAWSON THOMAS	US5678	FECYCH BILL
US5476	HAAG ROBERT	US5679	LEVINSON FRANK
US5479	DANIEL ROBBIE	US5680	MANION WILLIAM
US5486	ELSMO DAVE	US5681	JOHNSON DOUG
US5498	GORDON RICHARD	US5683	KING MICHAEL
US5512	STEINBAUM FREDRICK	US5687	ROSEBERRY JEFF
US5522	MEYER TOM	US5688	MUMFORD LEIGH
US5530	HASELER JEFF	US5689	NEWMAN RICHARD
US5558	FROST COOPER	US5690	ARONSTEIN ROBERT
US5575	PALMER JONI	US5692	GARCIA ALVERO
US5576	GAUTHIER RAYMOND	US5693	SPILLSON SHAWNEE
US5579	BOUCHARD RON	US5694	PICKALL ROGER
US5590	GORDON CHRIS	US5695	MILLER THOMAS
US5603	WHITMAN BENJAMIN	US5696	GORDON DALE

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US5698	STURMANN KAI	KC5508	MABBOUX NICOLAS
US5701	ROBISON DONALD	KC5514	CURTIS JOHN
US5702	HIETPAS DAN	KC5515	FOSTER DONALD/JIM
US5703	DAVIS MITCHELL	KC5629	LAGRAVIERE ROBIN
US5708	SILSBY DAVID	KC5636	BENFEY MATTHIAS
US5760	JONES NOAH	KC5641	CONNIDIS JUSTIN
US5777	FLEMING MILO	KC5700	CHAMBERLAND PAUL
US5805	GLUCKMAN RICHARD	KC5705	DESY YVAN
US5813	SCHWARK KEITH	KC5992	DRUIVEN MIKE
US5824	VAN HOUTEN ROLF	KC6026	MARTIN SIMON
US5871	MOWER TIM	S868	GAL CSILLA
US5889	SMITH ANDREW		
US5914	DEMEREST ED		
US5961	WHITEHURST TOM		
US5990	HEALEY SEAN		
US5996	DOYLE ERIC		
US5997	BOYLE CHRIS		
D126	MOLLER LARS		
G107	ZEIGER BERND		
G597	BOTTGER WOLFGANG		
KA2	NORTON PETER		
KA5674	GODDARD ALAN		
KC2766	VAN ROSSEM PETER		
KC3786	NETHERCOTE WARREN		
KC4360	BABY ANDRE		
KC5242	DEVRIES GORD		
KC5457	DUNCAN COLIN		
KC5247	MARZENSKI JACEK		

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US97	JACKSON ANDREW	MADISON WI		aoj652@gmail.com
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US5760	JONES NOAH	SANDY SPRINGS GA	678-643-7550	bmj613 @gmail.com
US4670	KAIER RICHARD	TOMS RIVER NJ	732-349-9131	apianwayhoney @AOL.com
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US3535	KENT JEFF	WEYMOUTH MA		blacksealj35 @gmail.com
US5683	KING MICHAEL	GREENDALE WI		kingworks @aol.com
US5435	KJOLLER JODY	TEMPERANCE MI	419-265-6779	Dn5435 @yahoo.com
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US882	KRUTTY PAUL	WATERFORD TOWNSHIP MI		pdkrut @comcast.net
US2780	KUTTY DEAN	CANTON MI		dean@faac.com
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US4755	LEMBERG, JR RICK	CARMEL IN	317 508-3058	ricklemborg @gmail.com
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US5465	NILES DONALD	FENTON MI	810-919-2446	nilesdon@gmail.com
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KA2	NORTON PETER	MOUND MN	612-670-1774	pnorton@rumjungle.com
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US5697	PFENNING SAM	ALBERT LEA MN	samueljpfenning@gmail.com	
US5694	PICKALL ROGER	EASTON MD		rpickall@gmail.com
US216	POTCOVA RICHARD	MONROE MI	734-497-9047	rpotcova@gmail.com

## IDNIYRA Membership By Name

SAIL	NAME	CITY, STATE	PHONE	EMAIL
US1313	RAST BOB	OCONOMWOC WI		Brastco @gmail.com
US333	REHE LORETTA	HARPER WOODS MI		LorRehe @aol.com
	REHM JEFF	COMMERCE TWP MI		rehmbo @mac.com
US5053	REIS GEORGE	OTTAWA LAKE MI		debrareis @gmail.com
US4683	RENNO K MI- CHAEAL	FORT WAYNE IN	260-760-1461	Nethigh1 @aol.com
US467	RIAN ROBERT	INDIANAPOLIS IN	317 714-7273	rmrian @gmail.com
US4316	RICE RANDY	MEREDITH NH	603-279-8357	Sailfast1 @myfairpoint.net
US4868	RICHARDS JULIE	TRAVERSE CITY MI		jarichards @charter.net
US5191	RIST CURTIS	DENVER CO	719-648-1830	finnus830 @gmail.com
US5701	ROBISON DONALD	HACKENSAK MN		donrobison19 @gmail.com
	RODE SPENCER	MILWAUKEE WI		srode29 @gmail.com
US4192	ROGOSKI RANDY	MUSKEGON MI	231-744-8810	dnus4192 @aol.com
US5687	ROSEBERRY JEFF	SWANS ISLAND ME	207-610-2266	Roseberryjm2 @aol.com
	RYAN DAVE	TOLEDO OH		dryan@bex.net
US5813	SCHWARK KEITH	LENOX MI		schwarkkeith @sbcglobal.net
US5395	SHAEVITZ BEN	HARRISVILLE PA	724-556-1551	basmos1 @hotmail.com
US4	SHERRY GRIFFIN	NEW BALTIMORE MI	586-914-6474	griffins4758 @gmail.com
US44	SHERRY RON	CLINTON TWP MI	586-484-5134	c2concepts @msn.com

## IDNIYRA Membership By Name

SAIL	NAME	CITY, STATE	PHONE	EMAIL
US4769	SILFVENIUS CHARLES	WOLFEBORO FALLS NH		boataddict05@yahoo.com
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US52	SKALA ANDERS	MINNEAPOLIS MN	612-991-5157	jakeskala@yahoo.com
US5252	SKALA JACOB	MINNEAPOLIS MN	612-991-5157	jakeskala@yahoo.com
US5889	SMITH ANDREW	ROCHESTER NY	585-482-1467	apsmith58@gmail.com
US4137	SMITH KEN	LAKE HAVASU AZ	630-240-2048	kendnsmith@yahoo.com
US3003	SOLUM JEFFREY	EXCELSIOR MN	952-836-8525	jeffrey.solum@gmail.com
US4923	SOLUM MARGRET	EXCELSIOR MN	952-836-8525	jeffrey.solum@gmail.com
US5693	SPILLSON SHAWNEE	OAK PARK MI		cnapct75@gmail.com
US5023	STANTON JOHN	STAMFORD CT	203-326-0882	jstantoniii@gmail.com
US5512	STEINBAUM FREDRICK	HOPATCONG NJ	908-578-4672	fsteinbaum@yahoo.com
US5127	STEVENS HUGH	BUFFALO NY	716-208-3525	hstephens@stephensstephens.com
US4055	STRUBLE BOB	BAY CITY MI	989-686-9899	struble363@gmail.com
US183	STRUBLE MATT	SAN DIEGO CA		strubleus183@gmail.com
US5698	STURMANN KAI	MASAPEQUA NY		kaisturmann@gmail.com
US5464	SWANTZ STEPHEN	BURNSVILLE MN		dn5464@swantz.com
US5285	TEAL CHRISTOPHER	BOYNE CITY MI	734-347-5064	cteal1275@icloud.com
US5224	THIELER JAMES	NEWPORT RI		t_thieler@yahoo.com

## IDNIYRA Membership By Name

SAIL	NAME	CITY, STATE	PHONE	EMAIL
US5350	TRUESDELL PETER	SEA CLIFF NY	516 759-5802	icepjt @yahoo.com
US5654	TURLUCK GAIL	RICHLAND MI	269-998-6353	gail@collegesail- ing.org
US4925	VALETINE SCOTT	BAYVILLE NY	516-220-6452	dnus4925 @yahoo.com
US3435	VAN GEE WILLIAM	SODUS POINT NY	315-558-8752	DN3435 @Juno.com
US5824	VAN HOUTEN ROLF	EAU CLAIRE WI		thumtped @gmail.com
KC2766	VAN ROSSEM PETER	INVERARY, ONTARIO CANADA	613-572-2232	petervanros- semsr @gmail.com
US4775	WHITCOMB EBEN	WESTBROOK CT	860-304-6319	ebenw3 @comcast.net
US3947	WHITEHAIR JAY	NORWICH VT	802-649-5350	sailoffshore @comcast.net
US2366	WHITEHORSE DEB	MONONA WI	608-347-3513	debwhitehorse @gmail.com
US5961	WHITEHURST TOM	PENSECOLA FL		dtw8689 @gmail.com
US5603	WHITMAN BENJAMIN	SOUTH ELGIN IL	920-379-8350	witmanb @yahoo.com
US217	WILLETT TROY	TOLEDO OH	989 710-7888	biohazmat76 @gmail.com
US5649	WILLIAMS GEORGE	HANOVER MA		gpwilliams @live.com
US3283	WILLIAMS JOHN	AUGUSTA MI		19rufus61 @gmail.com
US3861	WINSTON DONALD	PORT WASHINGTON NY	646-210-1688	don@ donwinstonpe. com
US4882	WOLLAM RICHARD	TRAVERSE CITY MI	231-620-5169	jarichards @charter.net
KC5493	WYNNE-ED- WARDS ROBIN	KINGSTON, ONTARIO CANADA	(613) 634-8980	robinwe @sympatico.ca

## IDNIYRA Membership By Name

SAIL	NAME	CITY, STATE	PHONE	EMAIL
US100	YOUSTRA MARTHA	CADILLAC MI	231-468-2529	marthayoustra@gmail.com
G107	ZEIGER BERND	KEIL GERMANY	+4 91 77- 7980919	BerndZeiger@me.com
US5426	ZIERMANN JOHN	E NORTHPORT NY	631-757-6824	racekart8@yahoo.com
US8	ZITZELSBERGER JAMES	OSHKOSH WI	920-688-3394	jim@mokilane.com



*Competitors enjoying a BBQ after racing at the 2024 World Championship, Parnü, Estonia.*



## IDNIYRA EU Membership By Sail Number (204 Members)

### EUROPEAN SECRETARY

Attila Pataki Jr. M101

Phone: +36 30 310 9657

Email: secretary@idniyra.eu

Website: idniyra.eu

SAIL	NAME	SAIL	NAME
B5	FERSHAL IVAN	CH666	HAO TIANQING
C17	TERAS ERKI	CH700	YUFU DUAN
C20	MAALINN RASMUS	CH777	LIU ZHIMIN
C21	JÄRVELAID PEETER	CH888	YANG SHU
C30	TREIFELDT RENE	CH998	NING ZUOLI
C36	VOOREMAA ARGO	CH999	WANG QIGUANG
C43	KOSK MEELIS	CZ100	ROCEK ROMAN
C45	KOSK MIHKEL	CZ123	HENDRYCH VÁCLAV
C53	KIISLER JOONAS	D92	EBLER HANS
C56	TOOTS MART	D112	EBLER THOMAS
C58	TOOTS MADIS	D126	MØLLER LARS
C71	ALLIKMAA KRISTIAN	D156	JØRGENSEN POUL
C72	LENTSIUS MAREK	D189	ENEVOLDSEN PEDER
C73	HELMETS EIGO	D366	LARS ØRUM
C96	LAURITS HARDI	D379	JUELGAARD GEORG
C103	METSALU MADIS	F33	LAGRAVIERE PATRICE
C104	VALDMAA TRIIN	G4	GOTTKE DIETMAR
CH5	XIAOFENG SUN	G21	HENNING KRIEGHOFF
CH6	WU MING	G44	FORSTMANN HEINER
CH8	AN XU	G51	JAHN BERND
CH9	GUO SHI	G54	GOTTKE JAN
CH88	HAO BOZHE	G99	SCHREIBER MANFRED
CH111	LIU HAIBO	G102	HOTHO MICHAEL
CH131	ZHE HAN	G107	ZEIGER BERND
CH333	YUNQI NING	G136	MEYER DIRK
CH421	LEI WANG	G257	KUNTZE ULRICH
CH488	MINGLIANG CHENG	G390	FIEDLER ANJA
CH521	WANG KUIZHANG	G430	RICHTER ANDREAS

## IDNIYRA EU Membership by Sail Number

SAIL	NAME	SAIL	NAME
G551	SEEGERS CHRISTIAN	L65	PETTERSSON MIKAEL
G580	KÖPCKE JÖRN	L69	FAGERLUND SAM
G593	HIPPEN FRANK	L73	SIVULA TIMO
G597	BOETTGER WOLFGANG	L100	HENTINEN MARKKU
G631	SCHORLING ERNST-AUGUST	L103	LEHMUSKALLIO TIMO
G666	SIEMS TORSTEN	L112	SUOJANEN REKO
G677	HOTHO MATTHIAS	L132	LINDELL OSCAR
G719	LACHENSCHMID ANDI	L137	RANTANEN TEEMU
G737	BOHN JOERG	L139	PAIJA OSSI
G749	KROGLOWSKI WULF	L143	PELTONEN KIMMO
G890	PETZKE HOLGER	L147	PEKKA VILJAMAA KIMMO
G896	PETERS KNUT	L149	NIIRANEN OSMO
G910	PLESS ANDREAS	L151	JURG RUDY
G936	KOLB JOST	L154	MISHIMA CLAUDIA
G958	KURZ MANFRED	L601	WINQUIST JOHN
G987	KRESS HOLGER	M50	HEGYI MÁRTON
H59	VAN KOMEN ERIC	M53	HAMRAK PETER
H313	VAN DEN BRINK HENNIE	M100	PATAKY ATTILA
H369	HOFLAND SJOERD	M101	PATAKI ATTILA ISTVÁN
H404	VAN WETTUM MARTIN	O2	BERZINS ARTIS
H469	VAN WEES RUUD	O6	ROZENBERGS GUNARS
H534	HEIDA JAN	O10	GRAUDUMS GATIS
H580	TOLSMA JOHAN	O14	PAMPE RUTA
H675	LEUVERINK R.ROBERT	O31	ALVIKIS MADARS
H845	GREVELING-GROOTHUIS R	O184	FISERS-BLUMBERGS GIRTS
H852	DE RUITER DENNIS	OE119	KÖLBL WALTER
H962	KLOOS BEN	OE213	UHLMANN PETER
H1135	DE BOO SIEBE	OE221	MÜLLER-HARTBURG NIKLAS
K11	ROWLAND GARETH	OE250	HUBER ROLAND
K13	HOWLETT DAVID	P4	OLEKSY MARIA
L37	CARAVITIS TIMOLEON	P13	DAREK KARDAS
L53	PENNANEN PETRI	P15	WOJTKIEWICZ ANDRZEJ

## IDNIYRA EU Membership by Sail Number

SAIL	NAME	SAIL	NAME
P24	NAJDROWSKI JERZY	P311	WOREK WOJCIECH
P31	GRACZYK ROBERT	P338	ŻARNOWSKI MACIEJ
P34	GRZEGORZ PIECZKO	P341	LUGOWSKI RAFAL
P36	JABLONSKI KAROL	P345	SUKOW JERZY
P44	TABER JANUSZ,MAREK	P378	TEJSZERSKI MARCIN
P45	ŁUGOWSKI STANISŁAW	P380	KALINOWSKI STEFAN
P54	MATEJAK PAWEL	P431	RADZKI JAREK
P55	ZAKRZEWSKI TOMASZ	P442	PROT KRZYSZTOF
P58	HENKE JERZY	P451	KOZIOŁ ROBERT
P59	MICKIEWICZ MIKOŁAJ	R5	PULKOV SERGEI
P65	BERNAT MAREK	S1	CRONER DAVID
P74	TABER JERZY,ARTUR	S8	LÖNEGREN FREDRIK
P80	MRÓZEK I RYSZARD	S22	SEWELING JONAS
P96	SZAFRANEK PIOTR	S81	LINDGREN TOMAS
P104	BARANOWSKI WOJTEK	S107	BOKFORS STEFAN
P107	STEFANIUK MAREK	S441	ERIKSSON HANS
P111	MACUR JOANNA	S515	KVARTSÉN TORD
P114	BURCZYŃSKI MICHAŁ	S593	EKSTRÖM BJÖRN
P125	KOSECKI DARIUSZ	S710	JALAKAS RAGNAR
P134	SZUMOWSKI RYSZARD	S714	SVENSSON OSKAR
P146	JOJKO ANDRZEJ	S726	STENBERG PATRIK
P150	STANCZYK TOMASZ	S833	SÖDERMAN FREDRIK
P155	ZAKRZEWSKI ŁUKASZ	S844	KOSZELA MAX
P159	MICKIEWICZ DARIUSZ	S867	VAN RIEMSDIJK DIDERIC
P193	MICIŃSKI JAKUB	S871	GIMERUS LEIF
P200	MORGAŚ ROMAN	S878	FLISIAK TOMASZ
P208	KISLY MIROSLAW	S881	ERIKSSON STEFAN
P220	ŚLIWIŃSKA ILONA	S885	PHILIPSON NIKLAS
P235	BARANOWSKI ADAM	S896	WITT PETER
P243	SZCZESNY ADAM	S907	ALM AXEL
P247	BROSZ MACIEJ	S914	SVENSSON JONAS
P254	SIELICKI RAFAL	S924	KARLSSON STEFAN

## IDNIYRA EU Membership by Sail Number

SAIL	NAME	SAIL	NAME
T4	GERASIMAVICIUS ANTANAS		
T24	ŠIMANSKIJ ARTURAS		
T44	GERASIMAVICIUS DARIUS		
Z25	PIERRE BACHELIN		
Z39	VUITHIER JEAN-CLAUDE		
Z42	FREDY RUDOLF		
Z47	COMTESSE JEAN-PIERRE		
Z61	PHILIPPE MARC-MARTIN		
Z68	CHARLES NOEL MARTINET		
Z78	MARTI UELI		
Z99	WARGNIER WIL		
Z109	BRIOD PIERRE-ANDRÉ		
Z113	MEYLAN JEAN-MARC		
Z120	KASPER URS		
Z121	RUDOLF BASIL		
Z122	JEAN-MARC RENAUD		
Z124	VANANTY BERNARD		
Z130	DE SIEBENTHAL JEAN-PIERRE		
Z141	KOCH PHILIPP		



*We sail quality.*

1D SAILS

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**CHAMPIONS  
DESIGN**

## IDNIYRA EU Membership by Name

SAIL	NAME	SAIL	NAME
C71	ALLIKMAA KRISTIAN	S878	FLISIAK TOMASZ
S907	ALM AXEL	G44	FORSTMANN HEINER
O31	ALVIKIS MADARS	Z42	FREDY RUDOLF
CH8	AN XU	T4	GERASIMAVICIUS ANTANAS
P235	BARANOWSKI ADAM	T44	GERASIMAVICIUS DARIUS
P104	BARANOWSKI WOJTEK	S871	GIMERUS LEIF
P65	BERNAT MAREK	G4	GOTTKE DIETMAR
O2	BERZINS ARTIS	G54	GOTTKE JAN
G597	BOETTGER WOLFGANG	P31	GRACZYK ROBERT
G737	BOHN JOERG	O10	GRAUDUMS GATIS
S107	BOKFORS STEFAN	H845	GREVELING-GROOTHUIS R
Z109	BRIOD PIERRE-ANDRÉ	P34	GRZEGORZ PIECZKO
P247	BROSZ MACIEJ	CH9	GUO SHI
P114	BURCZYŃSKI MICHAŁ	M53	HAMRAK PETER
L37	CARAVITIS TIMOLEON	CH88	HAO BOZHE
Z68	CHARLES NOEL MARTINET	CH666	HAO TIANQING
Z47	COMTESSE JEAN-PIERRE	M50	HEGYI MÁRTON
S1	CRONER DAVID	H534	HEIDA JAN
P13	DAREK KARDAS	C73	HELMETS EIGO
H1135	DE BOO SIEBE	CZ123	HENDRYCH VÁCLAV
H852	DE RUITER DENNIS	P58	HENKE JERZY
Z130	DE SIEBENTHAL JEAN-PIERRE	G21	HENNING KRIEGHOFF
D92	EBLER HANS	L100	HENTINEN MARKKU
D112	EBLER THOMAS	G593	HIPPEN FRANK
S593	EKSTRÖM BJÖRN	H369	HOFLAND SJOERD
D189	ENEVOLDSEN PEDER	G677	HOTHOMATTHIAS
S441	ERIKSSON HANS	G102	HOTHOMICHAEL
S881	ERIKSSON STEFAN	K13	HOWLETT DAVID
L69	FAGERLUND SAM	OE250	HUBER ROLAND
B5	FERSHAL IVAN	P36	JABLONSKI KAROL
G390	FIEDLER ANJA	G51	JAHN BERND
O184	FISERS-BLUMBERGS GIRTS	S710	JALAKAS RAGNAR

## IDNIYRA EU Membership by Name

SAIL	NAME	SAIL	NAME
C21	JÄRVELAID PEETER	H675	LEUVERINK ROBERT
Z122	JEAN-MARC RENAUD	L132	LINDELL OSCAR
P146	JOJKO ANDRZEJ	S81	LINDGREN TOMAS
D156	JØRGENSEN POUL	CH111	LIU HAIBO
D379	JUELSGAARD GEORG	CH777	LIU ZHIMIN
L151	JURG RUDY	S8	LÖNEGREN FREDRIK
P380	KALINOWSKI STEFAN	P341	LUGOWSKI RAFAL
S924	KARLSSON STEFAN	P45	ŁUGOWSKI STANISŁAW
Z120	KASPER URS	C20	MAALINN RASMUS
C53	KIISLER JOONAS	P111	MACUR JOANNA
P208	KISLY MIROSLAW	Z78	MARTI UELI
H962	KLOOS BEN	P54	MATEJAK PAWEL
Z141	KOCH PHILIPP	C103	METSALU MADIS
G936	KOLB JOST	G136	MEYER DIRK
OE119	KÖLBL WALTER	Z113	MEYLAN JEAN-MARC
G580	KÖPCKE JÖRN	P193	MICIŃSKI JAKUB
P125	KOSECKI DARIUSZ	P159	MICKIEWICZ DARIUSZ
C43	KOSK MEELIS	P59	MICKIEWICZ MIKOŁAJ
C45	KOSK MIHKEL	CH488	MINGLIANG CHENG
S844	KOSZELA MAX	L154	MISHIMA CLAUDIA
P451	KOZIOŁ ROBERT	D126	MØLLER LARS
G987	KRESS HOLGER	P200	MORGAŚ ROMAN
G749	KROGLOWSKI WULF	P80	MRÓZEK RYSZARD
G257	KUNTZE ULRICH	OE221	MÜLLER-HARTBURG NIKLAS
G958	KURZ MANFRED	P24	NAJDROWSKI JERZY
S515	KVARTSÉN TORD	L149	NIIRANEN OSMO
G719	LACHENSCHMID ANDI	CH998	NING ZUOLI
F33	LAGRAVIERE PATRICE	P4	OLEKSY MARIA
D366	LARS ØRUM	L139	PAIJA OSSI
C96	LAURITS HARDI	O14	PAMPE RUTA
L103	LEHMUSKALLIO TIMO	M101	PATAKI ATTILA ISTVÁN
CH421	LEI WANG	M100	PATAKY ATTILA

## IDNIYRA EU Membership by Name

SAIL	NAME	SAIL	NAME
L147	PEKKA VILJAMAA KIMMO	P345	SUKOW JERZY
L143	PELTONEN KIMMO	L112	SUOJANEN REKO
L53	PENNANEN PETRI	S914	SVENSSON JONAS
G896	PETERS KNUT	S714	SVENSSON OSKAR
L65	PETTERSSON MIKAEL	P96	SZAFRANEK PIOTR
G890	PETZKE HOLGER	P243	SZCZESNY ADAM
Z61	PHILIPPE MARC-MARTIN	P134	SZUMOWSKI RYSZARD
S885	PHILIPSON NIKLAS	P44	TABER JANUSZ,MAREK
Z25	PIERRE BACHELIN	P74	TABER JERZY,ARTUR
G910	PLESS ANDREAS	P378	TEJSZERSKI MARCIN
P442	PROT KRZYSZTOF	C17	TERAS ERKI
R5	PULKOV SERGEI	H580	TOLSMA JOHAN
P431	RADZKI JAREK	C58	TOOTS MADIS
L137	RANTANEN TEEMU	C56	TOOTS MART
G430	RICHTER ANDREAS	C30	TREIFELDT RENE
CZ100	ROCEK ROMAN	OE213	UHLMANN PETER
K11	ROWLAND GARETH	C104	VALDMAA TRIIN
O6	ROZENBERGS GUNARS	H313	VAN DEN BRINK HENNIE
Z121	RUDOLF BASIL	H59	VAN KOMEN ERIC
G631	SCHORLING ERNST-AUGUST	S867	VAN RIEMSDIJK DIDERIC
G99	SCHREIBER MANFRED	H469	VAN WEES RUUD
G551	SEEGER CHRISTIAN	H404	VAN WETTUM MARTIN
S22	SEWELING JONAS	Z124	VANANTY BERNARD
P254	SIELICKI RAFAL	C36	VOOREMAA ARGO
G666	SIEMS TORSTEN	Z39	VUITHIER JEAN-CLAUDE
T24	ŠIMANSKIJ ARTURAS	CH521	WANG KUIZHANG
L73	SIVULA TIMO	CH999	WANG QIGUANG
P220	ŚLIWIŃSKA ILONA	Z99	WARGNIER WIL
S833	SÖDERMAN FREDRIK	L601	WINQUIST JOHN
P150	STANCZYK TOMASZ	S896	WITT PETER
P107	STEFANIUK MAREK	P15	WOJTKIEWICZ ANDRZEJ
S726	STENBERG PATRIK	P311	WOREK WOJCIECH

## IDNIYRA EU Membership by Name

SAIL	NAME	SAIL	NAME
CH6	WU MING		
CH5	XIAOFENG SUN		
CH888	YANG SHU		
CH700	YUFU DUAN		
CH333	YUNQI NING		
P155	ZAKRZEWSKI ŁUKASZ		
P55	ZAKRZEWSKI TOMASZ		
P338	ŻARNOWSKI MACIEJ		
G107	ZEIGER BERND		
CH131	ZHE HAN		



*Stan Macur starts a race at the 2020 Junior DN World Championship*



**2023-2024 MEMBERS OF NATIONAL FLEET**

**Austria: Sail Identifier: OE (49 Members)**

*Eissegelverband Österreich*

Secretary: Walter Kölbl OE119

Phone: +43 664 8366414

Email: [austria@idniyra.eu](mailto:austria@idniyra.eu)

Website: [eissegeln.at](http://eissegeln.at)

SAIL	NAME	LOCATION/CLUB
OE 4	REITER HEINRICH	WIEN
OE 5	REITER LEOPOLD	HENNERSDORF
OE 6	POSCH HELMUT	WIEN
OE 7	RAKUSCHAN HEINZ	BADEN/WIEN
OE 10	PALLESCHITZ RONALD	NEUFELD
OE 11	WALLER FRANZ	HINTERBRÜHL
OE 12	WEYRINGER EMANUEL	NEUMARKT/WALLERSEE
OE 14	BERGER WERNER	BREITENBRUNN
OE 22	GABRIEL ERHARD	MÖRBISCH
OE 24	R.DIGLIO MICHAEL	WIEN
OE 41	MÜNNICH HANS-PETER	ELSBETHEN
OE 50	BAUER PETER	SEEHAM
OE 62	TREMMEL BERND	MÖRBISCH
OE 63	TREMMEL HELMUT	MÖRBISCH
OE 64	TREMMEL WERNER	MÖRBISCH
OE 67	NEHIBA HARALD	STEINABRÜCKL
OE 69	SPIELMANN BABSI	ELSBETHEN
OE 70	OTT MARTIN	ELSBETHEN
OE 92	KERN JOSEF	MATTERSBURG
OE 98	WALLPACH ALFRED	WIEN
OE 101	LOUDON MICHAEL	WIEN
OE 109	WUTSCHL ANTON	HENNDORF
OE 110	ROMANER HELMUTH	SEEKIRCHEN/WALLERSEE
OE 111	PALLESCHITZ GREGOR	NEUFELD

## 2023-2024 MEMBERS OF NATIONAL FLEET

### Members in Austria

SAIL	NAME	LOCATION/CLUB
OE 119	KÖLBL WALTER	RUST
OE 120	BÖHM HERBERT	WIEN
OE 124	NEUWIRTH WERNER	WIEN
OE 132	RIEDL WOLFGANG	MONDSEE
OE 133	WALLPACH FREDERIK	WIEN
OE 153	SEGER JOHANN	SCHIEFLING AM SEE
OE 188	JESCHE FRANZ	ANNENHEIM
OE 190	ZETHNER ANDREAS	MÖRBISCH
OE 198	WINTSCHNIG ALEXANDER	SALZBURG
OE 213	UHLMANN PETER	MÖRBISCH
OE 221	MÜLLER-HARTBURG NIKLAS	WIEN
OE 225	KÜRSTEN BURKHARD	SALZBURG
OE 227	EBNER HELMUT	EUGENDORF
OE 228	EGGER WOLFGANG	SEEKIRCHEN/WALLERSEE
OE 230	JAKEL ANDREAS	WIEN
OE 239	PERNER PETER	NEUMARKT/WALLERSEE
OE 245	STEINTHALER KURT	VIKTRING
OE 250	HUBER ROLAND	VILLACH-LANDSKRON
OE 259	HUBER MARKUS	VILLACH
OE 280	HALWAX KONRAD	EISENSTADT
OE 500	KURRI ERNST	MÖRBISCH
OE 511	KÖCK WOLFGANG	MÖRBISCH
OE 707	LILG MICHAEL	WEISSENSEE
OE 776	STEINTHALER GERD	KLAGENFURT
OE 777	HRIBAR PHILIPP	VILLACH

2022-2023 MEMBERS OF NATIONAL FLEET

**Belarus: Sail Identifier: B (10 Members)**

*Беларуская асацыяцыя Буероў класа DN*

Secretary: Ivan Fershal B5

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Email: belarus@idniyra.eu

SAIL	NAME	CLUB	CITY
B2	MELNIK MARINA		SEDCHA
B3	MUKHIN YURI	MEREDIAN 27E	MINSK
B4	PRUDNIKOV ALEXANDER	MEREDIAN 27E	MINSK
B5	FERSHAL IVAN	MEREDIAN 27E	MINSK
B7	REVENKO OLEG	MEREDIAN 27E	RATOMKA
B9	TSELEZHNIKOV DMITRY	RCOP	MINSK
B10	VOLKOV ANDREY	RCOP	MINSK
B37	SHULIAK VLADIMIR	MEREDIAN 27E	MINSK
B40	KUZMENKO ALEXANDER	MEREDIAN 27E	MINSK
B51	AZIZOV MARAT	MEREDIAN 27E	MINSK



2024 World Championship

Photo: Gilles Morelle

## 2022-2023 MEMBERS OF NATIONAL FLEET

**China: Sail Identifier: CH (27 Members)**

Secretary Qiguang Wang CH999

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SAIL	NAME	CLUB	CITY
CH2	HONG YUNLAI	JINZHOU NO.1 SAILING CLUB	BEIJING
CH6	WU MING	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH7	HUANG XIN	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH8	AN XU	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH10	TIAN YUJUAN	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH11	HONG YIMING	JINZHOU NO.1 SAILING CLUB	BEIJING
CH22	MENG NAN	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH44	WANG XIUQING	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH110	GU YU	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH111	LIU HAIBO	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH186	ZHANG TIEYI	JINZHOU NO.1 SAILING CLUB	BEIJING
CH329	LIU FENG	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH330	CUI LIFANG	JINZHOU NO.1 SAILING CLUB	SHENYANG
CH331	HONG YU	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH332	ZHANG CHENMING	JINZHOU NO.1 SAILING CLUB	BEIJING
CH333	HONG WENQIU	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH334	TIAN ZHIMING	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH456	LIU YUJUAN	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH520	LIU RAN	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH555	LI YAHUI	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH666	HAO TIANQING	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH716	ZHENG JUNHE	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH777	LIU ZHIMIN	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH789	WANG KAIDI	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH888	YANG SHU	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH998	NING ZUOLI	JINZHOU NO.1 SAILING CLUB	JINZHOU
CH999	WANG QIGUANG	JINZHOU NO.1 SAILING CLUB	JINZHOU

**2023-2024 MEMBERS OF NATIONAL FLEET****Czech Republic: Sail Identifier CZ (15 Members)**

Secretary Vladislav Ptašník CZ112

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SAIL	NAME	CLUB	CITY
CZ45	HARCUBA MARTIN	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ83	HARCUBA PETR	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ92	VACULA MARTIN	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ96	MOUCHA PAVEL	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ97	VACULA LIBOR	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ100	ROČEK ROMAN	YC NERATOVICE	NERATOVICE
CZ101	MAREČEK JOSEF	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ110	BENEŠ PAVEL	YC DIM BEZDREV	ČESKÉ BUDĚJOVICE
CZ111	PTÁČNÍK IVAN	YC NERATOVICE	NERATOVICE
CZ112	PTAŠNÍK VLADISLAV	YK JESTŘÁBÍ	HORY MATKY BOŽÍ
CZ113	KOMÁREK VOJTĚCH	JK TŘEBOŇ	ČESKÉ BUDĚJOVICE
CZ114	ŠVÁB TOMÁŠ	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ121	TYLE JAROSLAV	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ123	HENDRYCH VÁCLAV	JK STARÉ SPLAVY	STARÉ SPLAVY
CZ126	VACULA JÍŘÍ	JK STARÉ SPLAVY	STARÉ SPLAVY



2024 World Championship: Timo lehmuskallio L103 and Darek Kardas P13

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Denmark: Sail Identifier D: (168 Members)***DN-klubben Danmark*

Secretary: Georg Juelsgaard D379

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Website: icesailing.dk

SAIL	NAME	CITY
D7	KJÆRULFF THOMAS	HELLERUP
D13	HANSEN DANIEL	
D16	HOVGAARD JES	HELSINGE
D18	STRØM NIELSEN OLE	LYNGBY
D19	KNUD FABER OLE	VEDBÆK
D20	SANDER JENSEN PETER	HELSINGE
D30	THOMSEN MIKKEL	KLAMPENBORG
D32	DEMANT JENS	KALUNDBORG
D35	BRINK JENSEN SØS BODIL	ÅLSGÅRDE
D36	HØEGH POST ANDERS	SNEKKERSTEN
D37	LILHOLT HANS	ROSKILDE
D40	THOMSEN JES	CHARLOTTENLUND
D45	MADSEN-MYGDAL IDA	KLAMPENBORG
D46	BRINCKER MICHALA	CHARLOTTENLUND
D47	SØRENSEN LARS	BRØNDBY STRAND
D53	RASMUSSEN JAN	ROSKILDE
D54	MADSEN-MYGDAL JOHS	RUNGSTED
D55	THIELE LARS	RØDOVRE
D57	VANG OTTO	HUMLEBÆK
D60	MØHL JEPPE	ALLERØD
D61	W. PETERSEN DAN	DRAGØR
D68	CLEMEN KIM	HELSINGE
D74	BINZER JØRGEN	HVALSØ
D79	LOMHOLDT MORTEN	ROSKILDE
D82	LANGKILDE GUNNAR	BOGØ BY
D84	MIK-MEYER JØRGEN	VIRUM
D85	KJØLHEDE STEEN	VEJLE Ø.
D87	KNUD BUHL TOM	GIVE

**2022-2023 MEMBERS OF NATIONAL FLEET****Members in Denmark**

<b>SAIL</b>	<b>NAME</b>	<b>CITY</b>
D92	EBLER HANS	VEJLE
D99	NIELSEN MORTEN	ROSKILDE
D104	BUHL-MADSEN JENS	RØNNE
D108	JØRGSHOLM PETER	KERTEMINDE
D111	USTRUP PETERSEN OLE	JÆGERSPRIS
D112	EBLER THOMAS	VEJLE
D114	KINGO CHRISTENSEN HELGE	ROSKILDE
D119	PETERSEN MIKAEL	SKIBBY
D123	POVELSEN PETER	ROSKILDE
D125	SKOUENBORG VIBE	BJERRINGBRO
D126	DAMGÅRD MØLLER LARS	VEJLE
D128	HOLSØE JØRGEN	LYNGBY
D129	PETERSEN ELO	VALBY
D130	CHRISTIANSEN CLAUS	HOLBÆK
D133	SØEBORG BJARNE	HOLBÆK
D134	LOLDRUP SØREN	HOLTE
D136	BRØKER THOMAS	HOLBÆK
D138	LARSEN FINN	JÆGERSPRIS
D144	MOLIN THOMSEN PER	HELLERUP
D152	JUNKER HANSEN BJØRN	VIG
D156	JØRGENSEN POUL	HOLBÆK
D157	OLSEN HENRIK	HELSINGE
D158	HØYER RASMUSSEN FRANK	ROSKILDE
D160	LYKKEGAARD JENSEN ANKER	VIRUM
D169	IPSEN FLEMMING	KOLDING
D171	THOMSEN CHRISTIAN	KOLDING
D173	HEILMANN ERIK	CHARLOTTENLUND
D178	WINTHER NIELS	KR HYLLINGE
D179	HVIID TORSTEN	HELSINGE
D181	GREGERSEN ASBJØRN	VIBY JYLLAND
D183	FORSS HENRIK	JÆGERSPRIS
D189	ENEVOLDSEN PEDER	VEJLE

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Denmark**

SAIL	NAME	CITY
D192	ORBESSEN JOHANNES	NR. ASMINDRUP
D200	LØNDAL KIM	SØNDERBORG
D214	CHRISTENSEN ALLAN	FREDERIKSSUND
D217	DEIGAARD LARS	HELLERUP
D220	WULFF ERIK	KASTRUP
D221	SIMONSEN TORBEN	HOLBÆK
D223	JENSEN STIG	SKODSBORG
D241	STRANGE PEDERSEN TORBEN	SVENDBORG
D242	MØLLER RUTH	VEJLE
D244	BJØRN NIELSEN MORTEN	KASTRUP
D245	PEDERSEN RENÉ	ROSKILDE
D246	LEHMANN HANSEN LARS	ROSKILDE
D247	RINGSTRØM PETER	ROSKILDE
D249	CASPERSEN LARS	ROSKILDE
D250	BUHL-MADSEN HOLM MARIA	ROSKILDE
D252	WINTHER HANSEN KNUD	SNEKKERSTEN
D253	CHRISTENSEN THORKILD	HOLBÆK
D255	STIG LIMA MIGUEL	KØBENHAVN Ø.
D257	WINTHER JENS	KR HYLLINGE
D261	WÆVERSTRØM STEEN	FREDERIKSSUND
D265	STRANDBERG JESPER	TØLLØSE
D269	BO BÜNGER NICK	SVENDBORG
D271	DAMM SØREN	VEJLE
D277	J. KNUDSEN HANS	SVENDBORG
D280	LASSEN JØRGEN	ODENSE
D282	FALK-RØNNE PETER	OTTERUP
D287	JENSEN ANDERS	ROSKILDE
D289	SEJLKLUB ARRESØ	HELSINGE
D290	KRISTOFFERSEN TIM	ROSKILDE
D291	HANSEN THOMAS	ROSKILDE
D293	AARUP LARS	AARS
D298	BECKETT STEN	FAABORG



**2022-2023 MEMBERS OF NATIONAL FLEET****Members in Denmark**

<b>SAIL</b>	<b>NAME</b>	<b>CITY</b>
D300	BJERRE TROELS	FREDERIKSBERG
D301	LINDHARDTSEN JØRGEN	VALLENSBÆK STR.
D306	FOGH JACOB	KØBENHAVN N
D309	KLOSTER BJØRN	ROSKILDE
D310	PANTMANN RASMUS	VEKSØ
D312	FALHOLT PER	HOLTE
D319	EBLER MADIS	AAHUS
D321	M. GJERLØFF BENT	CHARLOTTENLUND
D322	KIÆR LARS	GRÆSTED
D324	JENSEN CHRISTIAN	FARUM
D325	FRELLSEN MICHAEL	ROSKILDE
D326	BECKETT ANDERS	FAABORG
D335	KIRKESKOV NIELSEN HANS	HOLBÆK
D336	STEEN KJELDSSEN OVE	KOLDING
D337	SCHWARZ MICHAEL	CHARLOTTENLUND
D339	ZEUTHEN JAN	VEDBÆK
D340	JUNKER BOLL MADIS	KASTRUP
D344	JENSEN KURT	HUNDESTED
D346	RAAGAARD HANSEN STIG	BAGSVÆRD
D347	GYTKJÆR TORBEN	JYLLINGE
D348	MUNK PLUM OLE	CHARLOTTENLUND
D350	KLOSTER PER	ROSKILDE
D351	LOLDRUP LARS	BIRKERØD
D353	IPSEN NIKOLAJ	NÆRUM
D354	STÄCKER FLEMMING	JÆGERSPRIS
D355	ANDRESEN LARS	HVALSØ
D356	PETERSEN MORTEN	ROSKILDE
D357	MÜLLER PETER	HUNDESTED
D358	MAISCH OLSEN MICHAEL	HVIDOVRE
D359	RASMUSSEN CHRISTIAN	KOLDING
D360	SECHER PETER	KOLDING
D361	BILTOFT PER	ROSKILDE

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Denmark**

SAIL	NAME	CITY
D362	NIELSEN JESPER	SPORUP
D363	ANDERSEN PER	KØBENHAVN S
D366	ØRUM LARS	FREDERICIA
D368	FILSØ ERIK	FREDERICIA
D369	AAROSIN CHRISTIAN	ROSKILDE
D370	WITEK OLE	KR HYLLINGE
D371	BRØKER POUL	HOLBÆK
D372	WALTHER SØRENSEN JESPER	ROSKILDE
D373	WAMSLER HENRIK	HUNDESTED
D374	H. HERMANSEN KASPAR	BROBY
D376	JACOBSEN GUSTAV	VEJLE
D377	PETER LUND JENS	ROSKILDE
D379	JUELGAARD GEORG	HORSENS
D380	TJELLESEN JØRGEN	GENTOFTE
D381	ULRICH JAN	HOLBÆK
D382	CHRISTIANSEN PETER	HUNDESTED
D383	BENTSEN STEEN	RØDOVRE
D384	ANDERSEN JAN	HOLTE
D385	LARSEN TOM	FREDERIKSVÆRK
D386	SKARSTEEN JAKOB	HØRSHOLM
D387	LAU JESPER	FARUM
D388	SKIELLER ALLAN	SNEKKERSTEN
D389	RINDOM CLAU	VEDBÆK
D390	SKAFTE-HOLM PHILIPP	GENTOFTE
D391	HANSEN FINN	FREDERIKSVÆRK
D394	OLRIK TORKEL	CHARLOTTENLUND
D395	ANDERSEN PEER	HOLBÆK
D396	SØBY HEINRICH	HERLEV
D397	D. MADSEN BENT	SOLRØD STRAND
D398	ANDREASEN FRANK	ROSKILDE
D399	LIV HOLM LOUISE	HVALSØ
D400	ROSE MICK	ESKEBJERG

## 2022-2023 MEMBERS OF NATIONAL FLEET

### Members in Denmark

SAIL	NAME	CITY
D401	BRUUN JØRGENSEN THOR	ROSKILDE
D402	MAKHOLM JENS	CHARLOTTENLUND
D403	OLSEN THOMAS	VIRUM
D404	HENDRINKSEN LARS	KØBENHAVN N
D405	NYGAARD RASMUS	TISVILDE
D406	IVE LARS	VIRUM
D1010	RIBER POUL	VIRUM
D1020	WAGNER SMITT LEIF	LYNGBY
D1221	WEBER STEEN	HOLBÆK
D1251	R. POULSEN CLAUS	HELLERUP
D1373	CHRISTENSEN KNUD	HUNDESTED
D1374	GRUBB CARSTEN	FARUM



2024 Junior Optimist World Championship: Elari Teras C98

Photo: Gilles Morelle

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Estonia: Sail Identifier: C (78 Members)**

Eesti Jääturjetamise Liit  
 Secretary Marek Lentsius C72  
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SAIL	NAME	YACHT CLUB
C2	KUULMANN MATI	KJK
C3	TOMINGAS AGU	KJK
C4	AADREMAA TOIVO	HJK
C5	VARE TÖNIS	PJK
C6	VOOREMAA VAIKO	KJK
C7	PÄRTEL HELDUR	HJK
C8	LINK AVO	HJK
C9	KULK NEEME	HJK
C10	HAAGMA TIIT	KJK
C11	ŠARAŠKIN PEETER	PJK
C15	RIIM RISTO	SMS
C16	RÜÜTEL DANIEL	SMS
C20	MAALINN RASMUS	PJK
C21	MERESAAR PEETER	KJK
C22	KUULMANN RENE	KJK
C23	GRASS KEVIN	SMS
C24	RIIM RENE	SMS
C26	PÄRTEL VALDO	HJK
C27	KÖÖP ARE	KJK
C28	TOOTS KAAREL	TKJK
C29	LEMBER MIHKEL	
C30	TREIFELD RENE	KJK
C31	TAGU KARL-HANNES	PJK
C33	KURS TANEL	PJK
C34	VILDE AIN	EJK
C35	KUKK JOEL	PJK
C36	VOOREMAA ARGO	KJK
C40	KALLAST TÖNU	PJK

**2022-2023 MEMBERS OF NATIONAL FLEET****Members in Estonia**

<b>SAIL</b>	<b>NAME</b>	<b>YACHT CLUB</b>
C41	TRINK DAG	PJK
C42	KOSTABI MARKUS	PJK
C43	KOSK MEELIS	PJK
C44	TRINK KARL-ROBERT	PJK
C45	KOSK MIHKEL	PJK
C46	HOOL MATI	PJK
C47	ALJASTE MARTIN	PJK
C48	HOOL JANNO	PJK
C49	RANDMAA MERILI	PJK
C51	LEPIK KAREN	PJK
C52	LUHAR KARLA	PJK
C53	KIISLER JOONAS	PJK
C 54	PUUSEPP JOHANNES	HJK
C55	LUUR KEITH	PJK
C56	TOOTS MART	PJK
C57	OSKAR VOLT KAUR	TKJK
C58	TOOTS MADIS	PJK
C59	SAAR OTT	TKJK
C60	RANDMAA RANDO	DAGÖ
C61	ALJASTE KALEV	PJK
C62	AASAV MELVIN	PJK
C64	AKERMANN JAAN	TJK
C66	MARIE BENOIT	PJK
C71	ALLIKMAA KRISTIAN	FRANCE
C72	LENTSIUS MAREK	KJK
C75	LAUS JOOSEP	JMK
C73	HEIGO HELIMETS	SMS
C76	MÄNNI MARKO	JMK
C79	OJALA JUSS	HJK
C85	TENNO TAAVO	DAGÖ
C86	SKATSKOV GERT	JMK
C89	KUKK JÜRGEN	JMK

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Estonia**

SAIL	NAME	YACHT CLUB
C96	LAURITS HARDI	PJK
C97	LAURITS EGERT	JMK
C441	LUURE AUGUST	NYCS
C571	SEPP ANVAR	PJK



2024 World Championship, Joonas Kiisler C53 third place  
Photo: Valeri Larionov

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Finland: Sail Identifier: L (37 Members)***Suomen DN Jääpursiliitto*

Secretary Petri Pennanen L53

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SAIL	NAME	SAIL	NAME
L1	SJÖBERG STIG-OLOF	L133	NIEMINEN MATTI
L8	WEST KLAUS	L135	KÄRKI EPPU
L13	HONKANEN RAIMO	L137	RANTANEN TEEMU
L25	JOHANSSON MAGNUS	L139	PAIJA OSSI
C32	ALBA JÜRI	L140	PESOLA RISTO
L37	CARAVITIS TIMOLEON	L141	PULSA HEIKKI
L53	PENNANEN PETRI	L143	PELTONEN KIMMO
L65	PETTERSSON MIKAEL	L146	KARHUSAARI VESA
L67	VIROLAINEN SEVERI	L147	VILJAMAA KIMMO
L69	FAGERLUND SAM	L148	PESOLA SAKARI
L73	SIVULA TIMO	L149	NIIRANEN OSMO
L77	VERKKOMÄKI TERO	L150	KORHONEN JUSSI
L89	KINNUNEN JORMA	L151	JURG RUDY
L100	HENTINEN MARKKU	L153	HILDITCH KAI
L103	LEHMUSKALLIO TIMO	L154	MISHIMA CLAUDIA
L106	HARKKE VILLE	L155	KEITURI RONI
L112	SUOJANEN REKO	L371	SUNDSTRÖM JERKER
L121	VIRTA OLLI	L601	WINQVIST JOHN
L132	LINDELL OSCAR		

**2022-2023 MEMBERS OF NATIONAL FLEET****France: Sail Identifier: F (3 Members)**

Secretary Benoit Marie F1

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SAIL	NAME
F1	MARIE BENOIT
F2	BOULE CAROLINE
F33	LAGRAVIERE PATRICE

*2024 North American Championship**Photo: Kim Jones*



**2023-2024 MEMBERS OF NATIONAL FLEET****Germany: Sail Identifier: G (331Members)***Deutsche DN Eissegel Flotte*

Secretary Bernd Zeiger G107

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Mobile: +491777980919

Mobile SWE: +46 734352354

Email: germany@idniyra.eu

Website: eissegeeln.org

SAIL	NAME	REGION
G1	RINTELMANN JÖRG	MITTE
G2	STUERTZ HARALD	MITTE
G3	NAMENDORF HELMUT	G
G4	GOTTKE DIETMAR	MITTE
G5	FRIEDHOFF ECKERT	MITTE
G6	BRISINSKI VON LARS SPITCZOK	NORD-WEST
G7	LIXFELD DANKMAR	MITTE
G8	HUBER THOMAS	SUED
G10	HEIDORN TILO	MITTE
G12	GRUSCHKA ARNE	MITTE
G13	REICHEL FLORIAN	MITTE
G14	LEJA HEINO	NORD-OST
G16	GOLDBECKER MEIKE	NORD WEST
G17	SAPARAUTZKI MARK	NORD
G18	HUBER FELIX	SUED
G19	KELLER NICKLAS	NORD-WEST
G20	PAULAT HANS HELMUT	MITTE
G21	KRIEGHOFF HENNING	BERLIN-BRANDENBURG
G22	MOMME JANSEN	NORD-WEST
G24	DANNHUS HERMANN	NORD-WEST
G25	BUNTE KLAUS	NORD-WEST
G31	SCHRÖDER H. CHRISTIAN	NORD-OST
G33	GENSCH ALEXANDER	MITTE
G35	GOTE THOMAS	NORD-WEST
G42	FRIEDER GANZ	NORD-WEST
G44	FORSTMANN HEINER	MITTE
G45	MEUTER HEINZ	MITTE

## 2023-2024 MEMBERS OF NATIONAL FLEET

### Members in Germany

SAIL	NAME	REGION
G46	FUCHS CHRISTINE	SUED
G48	BUSCH AXEL	MITTE
G51	JAHN BERND	SUED
G54	GOTTKE JAN	MITTE
G57	EISHEUER KLAUS-PETER	MITTE
G59	KOMOROWSKI FRANK	BERLIN-BRANDENBURG
G60	PAVIC SEBASTIAN	SUED
G62	GERLINGER WILHELM	SUED
G65	SCHMIDT HEIKO	BERLIN-BRANDENBURG
G70	RICHTER CLAUS	MITTE
G71	TIETJE RALF	MITTE
G72	ZILIUS DIRK	NORD
G75	HILLEMANN PETER	MITTE
G77	SCHOMACKER WILLI	NORD-WEST
G90	STÄRZL ALEXANDER	SUED
G98	HORSTMANN CARSTEN	NORD
G99	SCHREIBER MANFRED	NORD
G100	MÜLLER-SEEGERS ANETTE	MITTE
G101	POLTE WILLI	SUED
G102	HOTHO MICHAEL	MITTE
G105	RUPPERT V. BUDDENBROOK	NORD
G106	WIENTGES THOMAS	SUED
G107	ZEIGER BERND	NORD
G110	HAASE JAN	NORD
G111	WOLFRAM JOCHEN	NORD-WEST
G112	BECKMANN ROLLO	NORD-WEST
G113	HUCK WILLI	NORD-WEST
G114	KRAMER MANFRED	NORD-WEST
G115	KRAMER FRANZ-JOSEF	NORD-WEST
G116	BUSSE SIEGFRIED	NORD
G117	BROCKE JULIA	NORD
G118	SCHMITZ GÜNTER	NORD-WEST

**2023-2024 MEMBERS OF NATIONAL FLEET****Members in Germany**

<b>SAIL</b>	<b>NAME</b>	<b>REGION</b>
G119	KELLER JÜRGEN	NORD WEST
G120	SMALIAN KARL-ERICH	MITTE
G123	SCHERZ NILS-ERIK (ACHIM)	MITTE
G124	HOBERT INGFRIED	MITTE
G131	MURZA DIETER	NORD-WEST
G132	KRISTEN DIETER	NORD-WEST
G133	PEYLO CHRISTOPH	NORD-WEST
G134	KÖHR-EICKHOFF MICHAELA	NORD-WEST
G135	GOTE STEFAN	NORD WEST
G136	MEYER DR. DIRK	BERLIN-BRANDENBURG
G138	NOSTHEIDE G	NORD-WEST
G142	SCHIEWEK H.-G.	MITTE
G144	FORSTMANN CORNELIUS	MITTE
G145	SCHULTZ REINHARD	NORD
G147	SCHLICK JENS	NORD-WEST
G148	SCHLICK GÜNTER	NORD-WEST
G149	HILLRICHS EMKE	MITTE
G151	FRIEDHOFF MEIKE	MITTE
G154	HOFFMANN WOLFGANG	NORD-WEST
G155	WENDLAND ANDRE	MITTE
G160	HUNKE TORSTEN	MITTE
G162	DIETRICH CHRISTIAN	MITTE
G171	RENDERS HANS-HEINRICH	MITTE
G176	LAGEMANN HANNS HERMANN	MITTE
G178	SEEBERGER ULLI	SUED
G183	OBERBAUER JOCHEN	SUED
G184	REISACHER GÜNTER	SUED
G186	WENDLAND MATTHIAS	BERLIN-BRANDENBURG
G190	SCHMIDT CHRISTOPH	SUED
G194	HIBBE ROLF	MITTE
G195	GARTMANN MARTIN	MITTE
G198	FICHT MARKUS	SUED

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Members in Germany**

SAIL	NAME	REGION
G199	STEINGROß UWE	BERLIN-BRANDENBURG
G200	BOHN HANS-JÜRGEN	NORD-OST
G220	VON SELZAM FRIEDRICH-KARL	SUED
G225	HAIDINGER MICHAEL	NORD
G235	SCHMIDT BURKHARD	NORD
G243	LACHMANN KAY-UWE	NORD-OST
G244	AXEL FORSTMANN	MITTE
G250	SEBASTIAN BUNTE	NORD WEST
G273	FLESCH MARC	NORD WEST
G282	SCHMID ANDREAS CHRISTIAN	SUED
G286	LIESE FRIEDRICH	SUED
G295	OELTJEN VOLKER	NORD WEST
G296	V. BUDDENBROCK CHRISTIANE	NORD
G299	FABER JOHANNES	NORD
G303	EVERS JELTO	NORD WEST
G308	HINRICHSSEN RAINER	NORD
G319	TEICHER CHRISTIAN	SUED
G313	PETER HERR	BERLIN-BRANDENBURG
G321	JANßEN OLAF	NORD WEST
G328	SKORLOFF DIETER	NORD
G333	FROCK BERND	NORD
G335	BAUER FLORIAN	SUED
G340	G BIRGIT	NORD WEST
G346	WENDLAND JÖRG	NORD
G353	MAAK DR. MICHAEL	NORD WEST
G355	MEYER HORST	NORD WEST
G360	SCHULZ FRANK	NORD
G361	RIX HANS-WERNER	NORD-OST
G363	HAAK STEFAN	BERLIN-BRANDENBURG
G365	V. BUDDENBROOK MAX	NORD
G368	SCHIEFKE DIETER	BERLIN-BRANDENBURG
G365	MIßFELDT JÖRN	NORD

**2023-2024 MEMBERS OF NATIONAL FLEET****Members in Germany**

SAIL	NAME	REGION
G377	SCHULZE PAUL	MITTE
G390	FIEDLER ANJA	NORD
G394	MARIO WAACK	NORD-OST
G397	GOLDBECKER HEIKO	NORD WEST
G398	GOLDBECKER ELKE	NORD WEST
G409	HUNDRIESER BERND	NORD
G414	LÖSCHENKOHL TIM	NORD
G419	MINAREK MAX	BERLIN-BRANDENBURG
G420	SAUR WULF	SUED
G425	RATHCKE ROLF DR.	NORD & SUED
G430	RICHTER ANDREAS	SUED
G440	WOLF-DIETER LIXFELD	MITTE
G441	GIEVERS WERNER	NORD WEST
G442	BISCHOF HARALD	NORD WEST
G445	HOFFMANN MARC	NORD-WEST
G451	SCHARNETZKI GÜNTER	NORD WEST
G470	HUNGER WOLFGANG DR.	NORD
G473	HÄNSKA CHRISTOPH	BERLIN-BRANDENBURG
G487	SCHULZ DIETER	NORD
G490	KACHE PETER	NORD-WEST
G493	KROHN MARTIN	NORD-WEST
G497	SCHÖN DIRK	SUED
G499	SCHILLERT HENNING	NORD
G500	HELDT THOMAS	NORD-OST
G502	TÖNNIES KARL-HEINZ	MITTE
G505	FORSTMEIER DIRK	MITTE
G508	CHRSITIAN GOECKE	NORD WEST
G509	HILLRICHS (HILKA) EMKE	MITTE
G511	RAITHEL PETER	SUED
G512	SCHWAIGER ARNULF	SUED
G517	OBERMAIER SEBASTIAN	SUED
G520	MÖLLER MANFRED	MITTE

## 2023-2024 MEMBERS OF NATIONAL FLEET

### Members in Germany

SAIL	NAME	REGION
G527	KRING GÜNTER	BERLIN-BRANDENBURG
G529	KAUS PETER	NORD
G532	SCHILLING DIETRICH	BERLIN-BRANDENBURG
G535	ALBACH JÖRG	MITTE
G537	SCHÜLLER PETER	NORD-OST
G543	SCHILLING MELANIE	BERLIN-BRANDENBURG
G545	RICHTER JÖRN	BERLIN-BRANDENBURG
G551	SEEGERS CHRISTIAN	NORD
G553	GÜMMER BERND	MITTE
G555	SCHMIDT HANS-HEINRICH	MITTE
G556	BOHNSACK JOACHIM	MITTE
G557	HILDEBRANDT BERND	MITTE
G563	BOCK BJÖRN	MITTE
G567	BEHLA MATTHIAS	SUED
G568	PAPKE MICHAEL	NORD-WEST
G570	SCHUMACHER KLAUS	MITTE
G573	SIEGMANN HANS	SUED
G576	KREUTZMANN JAN	MITTE
G579	SCHÜTZE DIETER	MITTE
G580	KÖPCKE JÖRN	NORD
G582	SCHLEFSKE BERND	NORD-OST
G589	KÜHNERT REINHART	NORD-WEST
G592	KRAJA SVEN	NORD
G593	HIPPEN FRANK	NORD WEST
G595	MAIRHÖRMANN DIETER	SUED
G596	WITTMANN LOTHAR	SUED
G597	BÖTTGER WOLFGANG	SUED
G599	JENSEN LORENZ	NORD
G601	BERGNER THOMAS	NORD
G602	ZÜFFLE EBERHARD	MITTE
G603	HARALD EICKHOFF	NORD-WEST
G605	WÖLBERN WOLFGANG	NORD-WEST

**2023-2024 MEMBERS OF NATIONAL FLEET****Members in Germany**

<b>SAIL</b>	<b>NAME</b>	<b>REGION</b>
G607	NEUGEBAUER HARTMUT	MITTE
G609	MÜLLER BURKHARD	MITTE
G610	WÜRDEMANN CLAAS	NORD-WEST
G611	NARAJEK UWE	NORD
G612	WEBER OTTO	MITTE
G615	HAJO BORCHERS	NORD WEST
G631	SCHORLING ERNST-AUGUST	NORD
G633	STUBBE THOMAS	NORD
G641	G HANS-WERNER	NORD-OST
G643	GÖTZ THOMAS	SUED
G644	JUN. GÖTZ THOMAS JUN.	SUED
G645	MICHL JOHANN	SUED
G650	STEINMÜLLER GERD	NORD-OST
G651	WAACK STEFAN	NORD-OST
G654	SPITCZOK V. BRISINSKI DETLEV SPITCZOK	NORD-WEST
G655	SCHLÄGER FRANK	NORD WEST
G656	LAUSZUS EIKE	NORD-WEST
G660	PAESELER PETER	NORD-OST
G661	KÖHN DIRK	NORD-OST
G662	ZIMMERMANN JÖRG	NORD-OST
G663	PAGEL ECKHARDT	NORD
G666	SIEMS TORSTEN	NORD
G669	RADTKE VOLKER	MITTE
G670	STEINMÜLLER JÜRGEN	NORD-OST
G673	KOHLMANN,DR. FRANK	MITTE
G674	RÖBEL BERNWARD	NORD-OST
G675	WERNECKE CARSTEN	NORD-OST
G677	HOTH MATTHIAS	MITTE
G678	KINDERMANN THOMAS	MITTE
G679	SCHNEIDER MARTIN	MITTE
G680	KIRCHHOFF ERICH	MITTE

## 2023-2024 MEMBERS OF NATIONAL FLEET

### Members in Germany

SAIL	NAME	REGION
G681	GUTSCHNER JÖRG	NORD-OST
G683	DIERKER JULIAN	MITTE
G684	CLAUSEN FOLKMAR	MITTE
G685	MÜLLER-SCHÄM WILFRIED	MITTE
G687	DÖLFES HUGO	MITTE
G693	GOSSLAR TILO	MITTE
G706	MITTL MIKE	NORD
G707	GEHRMANN ULRICH	MITTE
G709	VOß KARSTEN	NORD
G714	SCHWIPPERT WOLFGANG	NORD
G718	MICHAEL SCHRADE	SUED
G719	ANDI LACHENSCHMIDT	SUED
G720	BENJAMIN OBERBAUER	SUED
G737	BOHN JÖRG	NORD
G745	WITTE JAN- CHRISTIAN	NORD
G746	KÖCHLIN STEFAN	NORD
G747	RALF NYHUIS	NORD WEST
G749	KROGLOWSKI WULF	NORD
G755	SCHWENEKER STEFAN	NORD-WEST
G762	WARZECHA NICOLAS	BERLIN-BRANDENBURG
G765	KNUTZEN KLAUS	NORD
G972	GROß ANGAR	NORD-OST
G773	STEINHUSEN GITTA	NORD
G776	KOSCHINAT LARS	NORD
G779	BUSSING HEINRICH-RÜDI	MITTE
G780	SUKOW REINHARD	MITTE
G781	KUHLMANN ARNE	MITTE
G782	PAPE CHRISTIAN	MITTE
G783	PFEIFFER MARTIN A.	SUED
G785	BÖSERT THORSTEN	MITTE
G788	UTTERMANN DIRK	MITTE
G789	HEITMANN HARALD	NORD



**2023-2024 MEMBERS OF NATIONAL FLEET****Members in Germany**

SAIL	NAME	REGION
G791	LEMKE ERNST	NORD
G792	LEMKE JÜRGEN	NORD
G794	GRAZIE TOBIAS	SUED
G795	HARTMANN GÜNTER	SUED
G796	LOHMANN DIETER	SUED
G797	COULON REINHOLD	SUED
G799	SCHWEIGER STEPHAN	SUED
G812	MÜLLER WOLFGANG	NORD
G813	ULRICH BRAHMS	NORD WEST
G817	PAEGER JENS	BERLIN-BRANDENBURG
G818	EVERS GERD	NORD WEST
G819	RICHERS BURCKHARD W.	NORD
G821	PAUK ULLRICH	NORD-WEST
G824	STICH ULLI	NORD WEST
G825	LATSCH CORNELS	NORD-WEST
G828	BRÖG PETER	SUED
G832	SCHNEIDER HORST	SUED
G836	BENATZKY KARL-HEINZ	MITTE
G838	RIECHERS GERHARD	MITTE
G840	SCHLÜTER HANS-HEINRICH	MITTE
G841	NACHTWEG BERNHARD	MITTE
G842	TIEDT SVEN OLE	NORD-OST
G843	HÖHNE KLAUS	MITTE
G844	TISCHMEYER DR.	MITTE
G845	RUNGE CLAUS	MITTE
G846	LEONARDS CHRISTIAN	SUED
G847	BÜHLER BERND	SUED
G850	HARTMEIER HANS-DIETER	NORD-WEST
G854	SCHLICK MARGRET	NORD-WEST
G856	RONNEMANN JONAS	NORD-WEST
G859	KLUIN MICHAEL	NORD-WEST
G860	PORSCHÉ CHRISTIAN	SUED

## 2023-2024 MEMBERS OF NATIONAL FLEET

### Members in Germany

SAIL	NAME	REGION
G861	SCHMITT RALF	SUED
G865	SCHULZ WOLFGANG	MITTE
G866	LANDGREBE GEORG	MITTE
G867	SCHMITZ HEINZ	MITTE
G869	PALM PETER	MITTE
G870	GILSTER RAINER	MITTE
G872	STELZER INGO	MITTE
G873	SCHAER JOACHIM	MITTE
G874	PROPHET HANS-JOACHIM	MITTE
G876	KAUFMANN HUBERTUS	MITTE
G877	TACZKOWSKI RAINER	MITTE
G878	RASCHE STEFAN	MITTE
G879	HENNINGS UWE	MITTE
G881	KIRCHNER LUTZ	MITTE
G885	KLÖRRES RAINER	NORD
G888	SEELAND FRANK	MITTE
G890	PETZKE HOLGER	NORD
G896	PETERS KNUT	BERLIN-BRANDENBURG
G897	VON BUDDENBROCK CHRISTOPH	NORD
G900	GROTHUES-SPORK MATTHIAS	BERLIN-BRANDENBURG
G901	ELFENBEIN DIETER	BERLIN-BRANDENBURG
G905	MAUER DIETMAR	NORD-OST
G910	PLEß ANDREAS	BERLIN-BRANDENBURG
G915	HAIDINGER CLEMENS	NORD
G920	VOLLMER DETLEF	NORD-OST
G921	HEIDMANN FRANK	NORD-OST
G925	BUCK MARTIN	NORD
G927	HEIDE HERMANN	NORD-OST
G936	KOLB JOST	MITTE
G939	MUELLER THOMAS W.	MITTE
G944	HENNINGS HEIKJE	MITTE
G947	STUCKI WOLFGANG	BERLIN-BRANDENBURG

**2023-2024 MEMBERS OF NATIONAL FLEET**

**Members in Germany**

<b>SAIL</b>	<b>NAME</b>	<b>REGION</b>
G955	RETZLAFF-STEINGROSS SUSANNE	BERLIN-BRANDENBURG
G958	KURZ MANFRED	BERLIN-BRANDENBURG
G962	SZCZEPANEK ROLF	SUED
G966	TAUBERT MORITZ	NORD WEST
G967	WIRTH KLAUS	SUED
G968	BÖWER MARTIN	NORD-OST
G974	HEBBECKER ROBERT	NORD-OST
G975	HUSS DETLEF	NORD-OST
G977	LEIBL ANDREAS	SUED
G986	SCHLITTENHART JENS	MITTE
G987	KRESS HOLGER	SUED
G992	LEDERER HANSJÖRG	SUED
G994	MEUSEL ULF	NORD
G996	FROHWEIN HEINER	SUED
G997	WAGNER WILHELM	SUED
G998	ZAPPE MICHAEL	SUED
G999	SAPARAUTZKI SUSANNE	NORD

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Hungary: Sail Identifier: M (47 Members)***Magyar DN Jégvitorlás Osztálysövetség*

Secretary Attila Pataki Jr. M101

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Email: hungary@idniyra.eu

Website: jegvitorlazar.hu

SAIL	NAME	CITY	CLUB
M4	VARGA LAJOS	SZÉKESFEHÉRVÁR	BYC
M5	TISLÉR GÉZA	CSOPAK	KVK
M6	FEKETS ADRIENNE	SZÉKESFEHÉRVÁR	VVSI
M8	SIPOS PÉTER	SZÉKESFEHÉRVÁR	ARSC
M9	FEKETS IMRE	SZÉKESFEHÉRVÁR	VVSI
M13	PATAKY ATTILA SR.	BALATONFÜRED	BYC
M14	FINÁCZY GYÖRGY	BUDAPEST	KVK
M16	HAFFNER ISTVÁN	BUDAPEST	TVSK
M17	KISZELY PÁL	BALATONFÜRED	BYC
(M20)	STUBITS JÁNOS	BUDAPEST	AVISSE/BKVELÖRE
M20	STUBITS DÁVID	BUDAPEST	AVISSE/BKVELÖRE
M21	STUBITS KOLOS	BUDAPEST	AVISSE
M22	BARÁTH STEFÁNIA	BUDAPEST	ÁFISK
M27	EPACHER PÉTER	NAGYKOVÁCSI	TVSK
M30	FEJES KÁROLY	BALATONFÜZFŐ	BFVSE
M38	KUTASSY LÁSZLÓ	BUDAPEST	BYC
M50	HEGYI MÁRTON	ALSÓÖRS	TVSK
M53	HAMRÁK PÉTER	AGÁRD	SVE
M56	ZELLES SÁNDOR	BUDAPEST	AYC
M66	KOVÁTS TAMÁS	NYÍREGYHÁZA	FYBV
M68	KOVÁCS ANDRÁS SÁNDOR	SZEGED	ZVB
M77	NAGY R. ATTILA	BUDAPEST	BYC
M83	BÖRÖCZ BENCE	BUDAPEST	BYC
M84	LENGYEL GYÖRGY	SZOLNOK	SZYK
M88	KOVÁCS BARNABÁS	GYÚRÓ	SVSCA
M100	PATAKY ATTILA	BALATONFÜRED	BYC
M101	PATAKI ATTILA ISTVÁN JR.	BALATONFÜRED	BYC

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Members in Hungary**

SAIL	NAME	CITY	CLUB
M112	SZÖKE ERAZMUS	ÁBRAHÁMHEGY	TVSK
M116	DR. HAFFNER MÁRTON	BUDAPEST	TVSK
M127	DR. HOMONNAY ADRIÁN	KESZTHELY	KYC
M131	PATAKI ANDRÁS	SZEGED	THE
M138	TÓTH TAMÁS	LEÁNYFALU	KYC
M156	LAKATOS LÁSZLÓ	BALATONFÜRED	BYC
M153	HAMRÁK MIHÁLY	AGÁRD	SVE
M177	KELEMEN TAMÁS	ASZÓFÖ	PSE
M191	SZEMLÉDY-REGÖS ÁKOS	SIÓFOK	SEVE
M197	SZABADOS KÁROLY	SZOMBATHELY	TVSK
M223	DR. BÖDÖR GERGELY	NYÉKLÁDHÁZA	DEBOTIVSE
M235	HERCSEL MÁTÉ	BUDAPEST	BYC
M251	MÁTYÁS MAJTHÉNYI	BUDAPEST	SVE
M561	MACZÓ JÓZSEF	TÖRÖKSZENTMIKLÓS	SZYK
M760	PAPP DÁVID IMRE	BALATONFÖLDVÁR	SVE
M777	BENCE SZEKRÉNYES	ABÁDSZALÓK	SZYK
	SZABOLCSI JÓZSEF	SIÓFOK	SSBH
	MIKLÓS TIBOR	SIÓFOK	SEVE
	FARKAS ANDRÁS	BUDAPEST	WIN-DSE
	KATZLER FERENC	BUDAÖRS	MAFCMVK

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Members in Italy***Flotta Italiana a Vela sul Ghiaccio*

Libero Medici I9

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Email: [italy@idniyra.eu](mailto:italy@idniyra.eu)

SAIL	NAME
I9	MEDICI LIBERO



**2023-2024 MEMBERS OF NATIONAL FLEET**

**Latvia: Sail Identifier: O (13 Members)**

*Latvijas Ledusburāšanas Federācija,*  
Secretary Girts Fisers-Blumbergs O184  
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Email: latvia@idniyra.eu  
Website: icelatvia.mozello.lv

SAIL	NAME
O2	BÈRZINŠ ARTIS
O4	ELNIONIS RAIVO
O6	ROZENBERGS GUNÁRS
O8	JÈKABSONS JÀNIS
O10	GRAUDUMS GATIS
O14	EISTREIKE RÜTA
O16	PAMPE ALFS
O31	ALVIKIS MADARS
O34	LIEPINŠ KASPARS
O37	ALVIKIS VALDIS
O70	TOLSTIKA LEILA HELGA SÀRA
O101	MODRIS GRAUDUMS
O311	ALVIKIS MATÌSS

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Lithuania: Sail Identifier: T (18 Members)**

Secretary Antanas Gerasimavicius T4

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SAIL	NAME	CITY	CLUB
T1	GRIGONIS VADIMAS	VILNIUS	VILNIUS YACHTCLUB
T3	PETRONIS MINDAUGAS	KLAIPÉDA	VOBSK ŽALGIRIS
T4	GERASIMAVIČIUS ANTANAS	VILNIUS	NATIONAL SAILING ACADEMY (NBA)
T5	VOLUNGEVIČIUS NOJUS	ELEKTRĖNAI	NATIONAL SAILING ACADEMY (NBA)
T9	BITINAITIS ROKAS	VILNIUS	NATIONAL SAILING ACADEMY (NBA)
T11	SODEIKA ŠARŪNAS	VILNIUS	VILNIUS YACHTCLUB
T12	BARAKAUSKAS TOMAS	KLAIPÉDA	VOBSK ŽALGIRIS
T14	VILIUS RACIUNAS	KAUNAS	NBA
T16	EGIDIJUS NAVICKAS	KLAIPÉDA	VOBSK ŽALGIRIS
T24	ŠIMANSKIS ARTŪRAS	KLAIPÉDA	VOBSK ŽALGIRIS
T44	GERASIMAVIČIUS DARIUS	VILNIUS	NATIONAL SAILING ACADEMY (NBA)
T52	ROKAS PETRASKA	KAUNAS	NATIONAL SAILING ACADEMY (NBA)
T88	STROPUS RIMANTAS	KLAIPÉDA	VOBSK ŽALGIRIS
T98	DOMINYKAS ŽIŽYS	VILNIUS	NATIONAL SAILING ACADEMY (NBA)
T99	ŽIŽYS ALGIRDAS	VILNIUS	GVK
T100	BAUBLYS LINAS	VILNIUS	VILNIUS YACHTCLUB
T111	GRETA KALINAUSKAITE	ŠIAULIAI	SM ATŽALYNAS



**2023-2024 MEMBERS OF NATIONAL FLEET**
**The Netherlands: Sail Identifier: H (378 Members)**
*DN Nederland Ijszeilvereniging*

Secretary Hennie van den Brink. H313

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Email: [netherlands@idniyra.eu](mailto:netherlands@idniyra.eu)

Website: [ijszeilen.nl](http://ijszeilen.nl)

SAIL	NAME	CITY
H17	MEEUWISSEN GERDA	TIENHOVEN
H20	VEELENTURF FRANK	LANGERWEHE
H25	MUURLING H.J.	JOURE
H31	ACKER W.P. VAN	WEST BLOOMFIELD
H32	KOMEN DIRK VAN	LANDSMEER
H41	ASTEN H.J.M. VAN	ZWOLLE
H42	ASTEN G. VAN	LEIDEN
H59	KOMEN ERIC VAN	ABBEKERK
H62	HOGENBOOM RUUD	ROELOFARENDSEVEEN
H88	HARDER G.T.	LEMMER
H91	CUIPER SIMON	OOSTERZEE
H100	WIJK BOUW VAN	WOUBRUGGE
H102	BOOMSMA J.A.	LEMMER
H121	VOSENBERG G.	NIEUWKOOP
H130	LAGERWEY FLOOR	MIDSLAND
H135	DIJKSTRA D.J.	SNEEK
H152	ROOIJ G. DE	NIEUWKOOP
H153	KESTING A.C.B.	BREUKELEVEEN
H157	BOOT KLAAS	KATWOUD
H160	WIEGMANS H.J.B.	BREUKELN
H172	HOMAN A.J.A.	BERGEN
H174	GEEL K.J.	AMSTELVEEN
H196	RUITER HENJO	MEDEMBLIK
H199	ROOIJ PETER VAN	HUIZEN
H201	ACKER WILMA VAN	LANDSMEER
H220	MINK BEREND	GROU
H227	LENT M.H.J. VAN	VINKEVEEN

## 2023-2024 MEMBERS OF A NATIONAL FLEET

**Members in the Netherlands**

SAIL	NAME	CITY
H233	ASSELT RONALD VAN	KAAG
H237	BOOMSMA HENK-JAN	LELYSTAD
H241	VLASVELD R.W.	BOSKOOP
H272	WESSELMAN P.	HOOFDORP
H274	HOEKSTRA JAN	HOOGVEEN
H292	VERFAILLE S.C.	HIPPOLYTUSHOEF
H303	LOOS C.	ROELOFARENDSEEN
H307	KAARS SIJPESTEIJN C.H.	DEN HAAG
H308	PULLES RIAN	MAASTRICHT
H312	KRAAN P.C.M.	BODEGRAVEN
H313	BRINK HENNIE V.D.	UTRECHT
H326	HOVIUS R.E.	HIPPOLYTUSHOEF
H333	HERREMA J.R.	TORSHÄLLA
H341	OOST HERTZEN	SNEEK
H353	SPAAS ERNEST	BODEGRAVEN
H354	EIJK RIK VAN	AMSTERDAM
H369	HOFLAND SJOERD	SNEEK
H372	HOLTZ PAUL	GELDERMALSEN
H381	HOFSTRA G.	OPPENHUIZEN
H382	PABBURWEE G.H.	LEMMER
H387	SCHOUTEN STAN	GOUDA
H392	WEEGH OP DE A.J.C.	NIEUWERKERK A.D.IJSS
H393	WEIJDEN J.P.M. V.D.	AALSMEER
H397	GROOT A. DE	STELLEN DAM
H401	MIEDEMA J.	HEEG
H404	WETTUM MARTIN VAN	LOOSDRECHT
H415	MEEUWISSEN ROB	TIENHOVEN
H419	BARTELS B.	LEIMUIDEN
H423	PIJL P.W.	LOOSDRECHT
H424	SAPPÉ M.R.	JOURE
H429	KNEGTEL M.	VOORHOUT
H433	HOSPES A.	GAUW

**2023-2024 MEMBERS OF A NATIONAL FLEET****Members in the Netherlands**

SAIL	NAME	CITY
H435	HOEKSTRA HESSEL	ZENDEREN
H452	ROOT A.	KAAG
H453	GROOT MAARTEN DE	KAAG
H455	VERSTEEG HANS	AMSTELHOEK
H460	SMIT RUUD	DE VEENHOOP
H461	KLINK PETER VAN	AALSMEER
H462	LAMMERS L.A.M.	KUDELSTAART
H465	WAL D.V.D.	AALSMEER
H467	RIEMSDIJK DIDERIC VAN	MARIESTAD
H469	WEES RUUD VAN	KUDELSTAART
H472	PLOUM PIET	UITWELLINGERGA
H484	BIEGEL S.P.	GROUW
H485	DIJKSTRA PIETER	GROUW
H494	REULEN E.H.	LOOSDRECHT
H498	HOLST COR VAN	WEZEP
H515	JONG C. DE	WEESP
H517	PEET PETER	DEN HAAG
H518	PADDENBURG T.	WIERINGERWERF
H524	BREKEVELD G.	LANGWEER
H529	BON E.	NAARDEN
H533	SLEEUWITS H.	ROTTERDAM
H534	HEIDA J.	LEEUWARDEN
H538	DOUMA B.	ZOETERMEER
H543	DUYVENSTIJN TED	LEIDSCHENDAM
H545	HOOGHIEMSTER BERNIE	GROUW
H556	HERMANS P.J.	ENKHUIZEN
H563	HOOGENBOOM JOHN	KAAG
H564	HOOGENBOOM MARTIEN	KAAG
H573	SCHEERS A.P.	HOORN
H578	JONG F.S. DE	EDAM
H579	LATERVEER A.H.	WIERINGERWERF
H580	TOLSMA JOHAN	ULVENHOUT

## 2023-2024 MEMBERS OF A NATIONAL FLEET

**Members in the Netherlands**

SAIL	NAME	CITY
H581	KERKVLiet BARRY	NIEUWE WETERING
H587	JONKER A.G.E.	GROUW
H592	SAUVAGE NOLTING EGBERT DE	GOUDA
H596	BEVERWIJK BRAM	DALFSEN
H597	EIJK H. VAN	REEUWIJK
H598	BOOMSMA P.	LEMMER
H610	BIESHEUVEL W.A.	STRIJENSAS
H615	WALINGA M.S.	WAAKSENS
H618	STEENLAND J.A.R.	REEUWIJK
H619	STEENEKEN F.	VINKEVEEN
H629	DRONTMANN ROBERT	SCHOTEN
H631	WESTRA LASZLO	AMSTERDAM
H633	SCHUTTE DAAN	WADDINXVEEN
H635	HARTMAN L.J.M.	WARMOND
H640	BLAUWKUIP R.A.	AALSMEER
H644	NEUTEBOOM MARCEL	GROOTSCHERMER
H645	HOVIUS J.P.R.	NOOTDORP
H653	LEKKERKERKER L.	NIEUWKOOP
H658	VOS A.	ELBURG
H659	GUNST A. DE	ELBURG
H663	MINK J.R.	AKKRUM
H664	BEL A.	LELYSTAD
H665	BEL C.H.	ZEEWOLDE
H666	QUERNER ROB	LELYSTAD
H667	HOPMA ZIJLEMA PIET	LELYSTAD
H669	VERSTEEG DAAN	VINKEVEEN
H671	HOVIUS M.F.J.	HIPPOLYTUSHOEF
H672	HAZENOOT J.P.	DE WILGEN
H675	LEUVERINK ROB	APELDOORN
H677	MITTELMEIJER C.J.A.	EL ROMPIDO (HUELVA)
H679	BRAAKSMA H.	HARLINGEN
H684	HULSKER H.J.	BLOEMENDAAL

**2023-2024 MEMBERS OF A NATIONAL FLEET****Members in the Netherlands**

SAIL	NAME	CITY
H687	FELIX W.C.P.	ASSEN
H689	WERF FEDDE V.D.	GROU
H698	LINDEMAN A.M.	AERDENHOUT
H702	HOOGENBOOM LEO	KAAG
H707	CARON SANDRÉ	ROTTERDAM
H709	ELDEREN A.J. VAN	LEIMUIDEN
H710	STARING LORETTA	ABBEKERK
H711	RIJNIERSE R.	MONNICKENDAM
H714	VRIES R. DE	RIJSWIJK
H718	ZETZEMA J.	MONNICKENDAM
H719	WAPSTRA H.J.	WARMENHUIZEN
H720	RAAY J.R. VAN	BREUKELEN
H725	SMIT ERLAND	AMSTERDAM
H727	TIJMES H.D.	OOSTZAAN
H730	RIJNIERSE-SPEE RIA	MONNICKENDAM
H731	NOPPEN P.	BRIELLE
H733	RHEBERGEN S.C.	LANDSMEER
H739	FELIX MARTIJN	ASSEN
H744	TOP RONALD	LOOSDRECHT
H748	TONBREEKER R.	ZANDVOORT
H751	WAL LEON VAN DER	RIJSENHOUT
H752	SLOBBE RUTGER VAN	GOINGARIJP
H753	BOON A.	ENSCHDEDE
H756	KRIEGER FERRY	BENNEBROEK
H757	HOOGHIEMSTER SIDNEY	GROU
H760	HOEN J.C. 'T	ZANDVOORT
H763	KLEISEN H.	MONNICKENDAM
H769	TUIN G.	DALFSEN
H770	BAKKER PIM	BODEGRAVEN
H771	TIJSTERMAN EDWIN	NIEUWKOOP
H772	ASSELBERGS JAN	NIEUWER TER AA
H774	JONG ERIK DE	SCHALKHAAR

## 2023-2024 MEMBERS OF A NATIONAL FLEET

**Members in the Netherlands**

SAIL	NAME	CITY
H779	WILSON W.J.	DE MEERN
H782	BOER LUCIEN DE	TUK
H785	VLIET DENNIS VAN	VINKEVEEN
H788	POL A.P. VAN DER	KORTENHOEF
H791	BOSMA P.J.	TWIJZELERHEIDE
H793	WAPSTRA H.	WARMENHUIZEN
H796	ZEE S.P.J. V.D.	BERKEL&RODENRIJS
H797	ZEE HOYTE VAN DER	WOLVEGA
H798	RUITER J. DE	LELYSTAD
H799	RIJNBEEK L.	BODEGRAVEN
H801	SCHIPPERS F.	GRONINGEN
H804	BEL C.	LELYSTAD
H810	HOOGENDOORN D.	DORDRECHT
H813	WESSELMAN E.J.	ROELOFARENDSEVEEN
H814	SCHIPPERS FREDDY	VOLLENHOVE
H815	LENT J. VAN	KUDELSTAART
H817	TIJSSEN L.	LEIDEN
H818	HEERLIEN M.	SAPPEMEER
H819	SAM VAN DER KEVIE	GRONINGEN
H824	MELESSEN H.	WOUBRUGGE
H833	WESTMAAS JORDY	ROTTERDAM
H835	BERKEL A.W.M. VAN	LEIMUIDEN
H836	MASTENBROEK PAUL	HOORN
H838	LEEUWEN P.L.G. VAN	MONNICKENDAM
H840	NIEUWENDIJK J.J.	BEINSDORP
H842	CHARDET RICHARD	MONNICKENDAM
H845	GREVELING PETER	ELBURG
H850	HOUWELINGEN W.H. VAN	KAAG
H852	RUITER D.R. DE	LELYSTAD
H856	BLOK J.M.	BUITENKAAG
H857	AZIER R.J.	ROELOFARENDSEVEEN
H860	BOSKER MW. M.	DE VEENHOOP

**2023-2024 MEMBERS OF A NATIONAL FLEET****Members in the Netherlands**

<b>SAIL</b>	<b>NAME</b>	<b>CITY</b>
H861	KOPPELMANS FREEK	HEERENVEEN
H864	HAGEMAN G.J.	MONNICKENDAM
H866	VIEGEN A.I. VAN	ZAANDAM
H869	SCHOORL P.J.	MONNICKENDAM
H871	JANSMA R.	ELBURG
H874	HOVIUS-ALTENA D	NOOTDORP
H877	HELDEN L.W. VAN	GRONINGEN
H878	HARMEIJER JOHAN	ALMERE
H880	JONG P. DE	ELBURG
H882	GROOT CHRIS DE	EVERDINGEN
H883	KOK MAX	DEN ANDEL
H889	ZETZEMA WIETZE	MONNICKENDAM
H892	BLOKHUIS H.	LEMMER
H896	RIETSCHOTEN PETER VAN	ALMERE
H898	BOERS PATRICK	KAAG
H899	KEVIE MARTIN VAN DER	GRONINGEN
H900	KEVIE ANDRÉ VAN DER	TEN BOER
H901	RUIJTER JOHAN DE	BARENDRECHT
H902	DRUNEN CASPER VAN	CAPELLE A/D IJSSEL
H908	WIDT ERNST R.A. DE	PEIZE
H911	LAND GERRIT F.	ELBURG
H912	BLOEM GEORDY J.M.	ABCOUDE
H914	MEEBERG CEES VAN DE	OEGSTGEEST
H915	OS KOEN VAN	LOOSDRECHT
H917	ZAAL MARCEL	VINKEVEEN
H919	SPAAS ROLPH	UTRECHT
H925	GELDER JOHN VAN	AMSTERDAM
H931	VINK MARTIN	MONNICKENDAM
H932	KOMEN MAITE VAN	ABBEKERK
H935	NIEUWENHUIS R.	ALMERE
H936	HAMERS JELLE	AMSTERDAM
H937	BOT PAUL	MEDEMBLIK

## 2023-2024 MEMBERS OF A NATIONAL FLEET

**Members in the Netherlands**

SAIL	NAME	CITY
H942	MOERMAN MATTHIEU	LEIDERDORP
H943	ZADELHOFF AART-JAN VAN	BAAMBRUGGE
H944	SLEGTE DANIËL DE	BREDEVOORT
H946	COPINI GABY	KUDELSTAART
H947	KRIMPENFORT YVES J.A.	NIEUWKOOP
H949	WIERSEMA KEES	MONNICKENDAM
H952	SAUVAGE GERTUS DE	ROTTERDAM
H953	HOUWELING WILLEM	WARMOND
H955	KOOPMANS JACO	PEIZE
H956	ZAAL-BAERT PATRICIA	VINKEVEEN
H958	VOSSENBERG RUTGER	NIEUWKOOP
H959	KOMEN IDS VAN	ABBEKERK
H961	GEURTS WALTER	ROCKANJE
H962	KLOOS BEN	NOORDWIJK
H964	SCHIPPER BART	LOOSDRECHT
H966	DORP OSCAR VAN	ELBURG
H968	LINDEMAN THIJS	AERDENHOUT
H970	HARREWIJN NICO VAN	HEEG
H972	ELFRING MARGREET	AALSMEER
H973	KAMPEN JAN HENK	LANGWEER
H974	VERSLUIJS JAN-WILLEM	WARMOND
H978	RUIJTER JAN DE	WAALRE
H981	OUDSTEN MARINUS DEN	ECK EN WIEL
H982	GROOT LOTTE DE	EVERDINGEN
H984	BAKKER PIET	ROELOFARENDSEVEEN
H985	HAMEKA MARCO	AVENHORN
H986	STALL HAN	NIEUWKOOP
H987	VERKAIK ERIC	LANDSMEER
H991	DIJKSTRA RAYMOND	LELYSTAD
H992	WAL BERND VAN DER	GROU
H993	HOOGHIEMSTER HERRE	GROU
H995	KLIJN ERIK H.	HEEG



**2023-2024 MEMBERS OF A NATIONAL FLEET****Members in the Netherlands**

SAIL	NAME	CITY
H996	JONG JOOST DE	GRONINGEN
H999	RUITER TIES DE	LELYSTAD
H1000	KREISEL HANS	REEUWIJK
H1001	DIEREN DIRK-JAN VAN	MONNICKENDAM
H1002	DORST PETER VAN	SPAKENBURG
H1005	BERGHMANS REINT	DE PANNE
H1009	HOEN KLAAS 'T	NIEUWKOOP
H1011	VERWEIJ JACO	NIEUWKOOP
H1013	BORN JAN PETER	HARDERWIJK
H1016	BOONSTRA REP	EDAM
H1017	KANON DIRK	ERMELO
H1019	MINK JOOP BEREND	GROU
H1020	FEITH-HOOGENDOORN JURGINA	NIEUWKOOP
H1021	BUIJZE-AZIER CHANTAL	ZOETERMEER
H1024	KOK REMY	HILLEGOM
H1026	KLOOS DICK	LEIDEN
H1028	LEEST GERT VAN	WARMOND
H1029	KLIJN TIM	ZANDVOORT
H1030	OOSTEN JANNY	HOOGEZAND
H1031	KAASTRA WYTZE	GROU
H1032	OVERBEEK OLAF	KAAG
H1033	MORET WILLEM-JAN	KAAG
H1034	SMIT MARCO	ELBURG
H1035	VERWEIJ ALFRED	NIEUWKOOP
H1037	LAAN HINDRIK VAN DER	EARNEWÂLD
H1038	JORISSEN SANDER	LOOSDRECHT
H1041	VROON CARLO	ROTTERDAM
H1043	BLEES MARC	AALSMEER
H1045	JANSSEN HANS	LOOSDRECHT
H1047	JANSSEN ELLERT	LEIMUIDEN
H1048	MAAT COR	GIETHOORN
H1050	RUITER PIM DE	LELYSTAD

## 2023-2024 MEMBERS OF A NATIONAL FLEET

### Members in the Netherlands

SAIL	NAME	CITY
H1052	ROOK MARIUS	WIJHE
H1053	VLIET ARIE VAN	VINKEVEEN
H1054	LOOS RIKO	ROELOFARENDSEVEEN
H1056	SCHMITT GUIDO	KAAG
H1058	KROM JAN	REEUWIJK
H1060	SAUVAGE NOLTING REIN DE	GOUDA
H1061	BUITELAAR HERMAN	REEUWIJK
H1062	KLABBERS RICHARD	AMSTERDAM
H1063	KAMMINGA JACK	BREUKELEVEEN
H1065	JUFFERMANS CEES	LEIDEN
H1066	KAMMINGA MIKE	HILVERSUM
H1067	ZWART PIETER	KOLLUM
H1068	GROTH KARSTEN	ALPHEN AAN DEN RIJN
H1070	STOFFELS ARJAN	BERKEL EN RODENRIJS
H1071	WANSEM ERIC VAN DER	KAAG
H1072	BERKEL SJOERD VAN	LEIMUIDEN
H1073	DEE HUIB VAN	SPAARNDAM
H1075	MARCUS JAN HEIN	LEKKERKERK
H1077	MEEREN JAN-PAUL VAN DER	NOORDWIJK
H1079	ROOZENBURG JOB	DEN HAAG
H1080	BIEGEL DANIËL	GROU
H1082	ZWAAN DANIEL VAN DER	LELYSTAD
H1083	HAAS KOOS DE	WARMOND
H1084	BAARSEL ERIK VAN	TRICHT
H1085	LOK PETER	REEUWIJK
H1086	MANTEL JEROEN	LEIDEN
H1087	KAPTEYN CEES	ENKHUIZEN
H1088	WARMENHOVEN JAN	ENKHUIZEN
H1089	LOGGMAN BART	BUITENKAAG
H1090	BRAAKSMA J.	DELFGAUW
H1092	VRIES STEFAN DE	KROPSWOLDE
H1093	BREMER WANDER	ZWOLLE

**2023-2024 MEMBERS OF A NATIONAL FLEET****Members in the Netherlands**

SAIL	NAME	CITY
H1094	STEUSEL WOUTER	NIEUW LOOSDRECHT
H1097	SPIJKER MARTIN	NEDERHORST DEN BERG
H1100	ONDERWATER AAD	KAAG
H1101	BOSCH JUFFERMANS-VD.	OEGSTGEEST
H1102	HARDEBIL COR	KROPSWOLDE
H1103	WINTER JAN	RIJSENHOUT
H1104	OSSENTJUK JOHAN	STAVOREN
H1105	JASPERS JACCO	SCHEEMDA
H1106	LAAN CHRISTIAAN VAN DER	BURGUM
H1107	WOUDA RICO	GROU
H1108	MARCUS OLIVIER	HILVERSUM
H1109	MURDOCH SHAUN	MUIDERBERG
H1110	TIJSTERMAN MICHAEL	NIEUWKOOP
H1111	KORTMANN E.	LOOSDRECHT
H1112	POTHOVEN MARTEN	REEUWIJK
H1116	PIJL WILLEM	MARKEN
H1117	TROOST HERMAN	ELBURG
H1118	PADDENBURG JEROEN	ZWAAG
H1122	PRAAG FRANS	RIJSENHOUT
H1123	BLOM JASPER	LOOSDRECHT
H1124	JANSEN WIM	ALMERE
H1125	BEUKERING MARTIN VAN	LEIDEN
H1126	ZON DIMITRI VAN	OEGSTGEEST
H1127	BURGERS GERARD	GAASTMEER
H1128	WESTERBEEK FRED	SOESTERBERG
H1129	REBEL JAN	GOUDA
H1130	VLOT PETER	HILVERSUM
H1131	MEESTER MARTIN	LEIDEN
H1133	PIGEAUD ELMAR	LOENEN AAN DE VECHT
H1134	KOK LEONARD	NORG
H1135	BOO SIEBE DE	AMSTERDAM
H1136	DWARSHUIS PIETERJAN	HARDERWIJK

## 2023-2024 MEMBERS OF A NATIONAL FLEET

### Members in the Netherlands

SAIL	NAME	CITY
H1137	VOÛTE VLADIMIR	ROTTERDAM
H1138	BOK ALE	YSBRECHTUM
H1139	RAAY JASPER VAN	BREUKELN
H1140	BAKKER MICHIEL	DEN HAAG
H1141	DANTUMA JOOST	MONNICKENDAM
H1142	TIMMERMAN GUUS	CULEMBORG
H1143	STEKELENBORG HANS VAN	NIEUWKOOP
H1144	KUITERS MARTIN	VOORBURG
H1145	BRUGGEN ROBERT VAN DER	REEUWIJK
H1146	WESTEINDER BASTIAAN	WORMER
H1147	MAARLEVELD HUGO	GROU
H1148	VERWEIJ KJELL	NIEUWKOOP
H1149	VERSTEEGH HENK	FEANWÂLDEN
H1150	STRATEN KELDT VAN	SLOOTDORP
H1151	KONING RONALD DE	LOOSDRECHT
H1152	ROODENRIJS ARJAN	WATERINGEN
H1153	ZWETSLOOT JAN WILLEM	NIEUW VENNEP
H1154	ZWETSLOOT HENDRIK	BUITENKAAG
H1155	VRIEND JAAP DE	LEIDEN
H1158	LEEMAN THIJS	TIEL
H1159	LOO BEREND KEES VAN	REEUWIJK
H1160	VISSER ED	GOUDA
H1161	PAVERT HARRY VAN DE	LAGE VUURSCHE
H1163	HARTOG PIETER	STEENDAM
H1164	BLAAUW ABEL	MONNICKENDAM
H1165	JUFFERMANS ROBERT	LEIDEN
H1166	HEINTZ BART	REEUWIJK
H1167	DULLEMEN BEN VAN	KAAG
H1169	BRILLEMEN HILDO	LEIMUIDEN
H1170	KNEIB OSCAR	WOUBRUGGE
H1171	WISMAN RICO	VOORSCHOTEN

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Poland: Sail Identifier: P (379 Members)***Stowarzyszenia Flota Polska DN*

Secretary Marek Stefaniuk P107

Email: poland@idniyra.eu

Website: bojery.pl

SAIL	NAME	CLUB
P2	PROT ZDZISŁAW	AZS OLSZTYN
P3	MICHALCZYK BARTŁOMIEJ	BAZA MRĄGOWO
P4	OLEKSY MARIA	YKP WARSZAWA
P5	STANISŁAWSKI JACEK	LKS CHARZYKOWY
P6	ŻÓŁTOWSKI KONRAD	MKŻ MIKOŁAJKI
P7	NIEWIADOMSKI JACEK	MBSW GIŻYCKO
P8	ANIOŁKOWSKI JANUSZ	AZS OLSZTYN
P9	MICHALCZYK JAKUB	BAZA MRĄGOWO
P10	TRYBA STANISŁAW	LKS CHARZYKOWY
P11	PIETRZAK JANUSZ	AZS OLSZTYN
P12	PIASECKA SARA	OKŻ OLSZTYN
P13	KARDAŚ DARIUSZ	AZS OLSZTYN
P14	JAWORSKI MICHAŁ	SFPDN
P15	WOJTKIEWICZ ANDRZEJ	WĘGORZEWO
P16	LUBOWICKI PIOTR	BAZA MRĄGOWO
P17	TRUCHANOWICZ TADEUSZ	AZS OLSZTYN
P18	OLSZEWSKI ZBIGNIEW	BAZA MRĄGOWO
P19	CABAN WOJCIECH	MBSW GIŻYCKO
P20	KALOTA PAWEŁ	YKP WARSZAWA
P21	ŁAKOTA ROMAN	PKM LOK POZNAŃ
P22	LEWKOSKI ZBIGNIEW	MBSW GIŻYCKO
P23	STOCKI TOMASZ	AZS WARSZAWA
P24	NAJDROWSKI JERZY	SFPDN
P25	ROWECKI ROMUALD	PKM LOK POZNAŃ
P26	MIKULSKI STANISŁAW	PKM LOK POZNAŃ
P27	WITCZAK KRZYSZTOF	ŻMKS POZNAŃ
P28	GROŃSKI TOMASZ	PKM LOK POZNAŃ
P29	JANUSZEWSKI EDMUND	BAZA MRĄGOWO

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Poland**

SAIL	NAME	CLUB
P30	BURGLIN ŁUKASZ	LKS CHARZYKOWY
P31	GRACZYK ROBERT	MKŻ MIKOŁAJKI
P32	ROSZKOWSKI PAWEŁ	BAZA MRĄGOWO
P33	TRAWIŃSKI FRANCISZEK	BAZA MRĄGOWO
P34	JANUSZEWSKI TOMASZ	BAZA MRĄGOWO
P35	CZAŁBOWSKI MARCIN	MKŻ MIKOŁAJKI
P36	JABŁOŃSKI KAROL	OKŻ OLSZTYN
P37	GUNTER ADAM	LKS CHARZYKOWY
P38	STANISŁAWSKI ZBIGNIEW	VIKING CZŁUCHÓW
P39	MACUGOWSKI EUGENIUSZ	VIKING CZŁUCHÓW
P40	MACUGOWSKI JAKUB	LKS CHARZYKOWY
P41	POBOŻY ŁUKASZ	YKP WARSZAWA
P42	PROT PAWEŁ	AZS OLSZTYN
P43	TRZEBIATOWSKI ANDRZEJ	LKS CHARZYKOWY
P44	TABER JANUSZ	YKP WARSZAWA
P45	KLUNDER TOMASZ	LKS CHARZYKOWY
P46	BOCIAN MACIEJ	LKS CHARZYKOWY
P47	SOŁTYSIŃKI PAWEŁ	LKS CHARZYKOWY
P48	MATYSIAK ALEKSANDER	YKP WARSZAWA
P49	TOMCZYK SEBASTIAN	YKP WARSZAWA
P50	JANUSZEWSKI JANUSZ	LKS CHARZYKOWY
P51	EDER BOGDAN	SPFDN
P52	OLBRYŚ MATEUSZ	MKŻ MIKOŁAJKI
P53	MICHALAK MATEUSZ	MKŻ MIKOŁAJKI
P54	MATEJAK PAWEŁ	SFPDN
P55	ZAKRZEWSKI TOMASZ	MKŻ MIKOŁAJKI
P56	KRÓLIKOWSKI ROBERT	MKŻ MIKOŁAJKI
P57	ŻÓŁTOWSKI ŁUKASZ	LKS CHARZYKOWY
P58	HENKE JERZY	MKŻ MIKOŁAJKI
P59	MICKIEWICZ MIKOŁAJ	MKŻ MIKOŁAJKI
P60	PETERMAN JAKUB	MKŻ MIKOŁAJKI
P61	LESZCZYŃSKI JAN	MKŻ MIKOŁAJKI

**2022-2023 MEMBERS OF NATIONAL FLEET****Members in Poland**

<b>SAIL</b>	<b>NAME</b>	<b>CLUB</b>
P62	ALBRECHT PAWEŁ	PKM LOK POZNAŃ
P63	ANDRYS TOMASZ	MBSW GIŻYCKO
P64	LEŚKIEWICZ WALDEMAR	KKS WARMIA OLSZTYN
P65	BERNAT MAREK	KKS WARMIA OLSZTYN
P66	KOŁODZIEJCZYK MIROSŁAW	MBSW GIŻYCKO
P67	TARGOŃSKI MAREK	MBSW GIŻYCKO
P68	FAŁTYNOWICZ LESZEK	KW PTTK STARY FOLWARK
P69	STEFANOWICZ WŁADYSŁAW	MKŻ MIKOŁAJKI
P70	STĘPKOWSKI BOHDAN	UKŻ GROT SUWAŁKI
P71	PAŁUBICKI ARKADIUSZ	LKS CHARZYKOWY
P72	KWAŚNIEWSKI BOGDAN	YKP WARSZAWA
P73	MALINOWSKA JUDYTA	VIKING CZŁUCHÓW
P74	TABER JERZY	YKP WARSZAWA
P75	KOWALCZYK KONRAD	YKP WARSZAWA
P76	NOWICKI WOJCIECH	BAZA MRĄGOWO
P77	TABER KONRAD	YKP WARSZAWA
P78	JASZCZUR-NOWICKI JAROSŁAW	BAZA MRĄGOWO
P79	MOSZCZYŃSKI MIROSŁAW	AKŻ WARSZAWA
P80	GLISZCZYŃSKI RYSZARD	CHKŻ CHOJNICE
P81	GÓRSKI JAROSŁAW	GDAŃSK
P82	SZLOSER KRYSTYNA	YKP WARSZAWA
P83	WOJEWSKI MIŁOSZ	CHKŻ CHOJNICE
P84	GÓRSKI RAFAŁ	GDAŃSK
P85	WINDORBSKI FRANCISZEK	MKŻ MIKOŁAJKI
P86	OLSZEWSKI KACPER	BAZA MRĄGOWO
P87	JAKUBOWSKI PAWEŁ	MKŻ MIKOŁAJKI
P88	NARLOCH ZBIGNIEW	VIKING CZŁUCHÓW
P89	GIGIELEWICZ MATEUSZ	BAZA MRĄGOWO
P90	STERNICKI CEZARY	BAZA MRĄGOWO
P91	NOWICKI JÓZEF	BAZA MRĄGOWO
P92	AMBROSIEWICZ DAWID	UKŻ GROT SUWAŁKI
P93	STEMPLEWSKI KAMIL	MBSW GIŻYCKO

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Poland**

SAIL	NAME	CLUB
P94	HENKE MATEUSZ	BAZA MRĄGOWO
P95	GALICA ADAM	YKP WARSZAWA
P96	SZAFRANEK PIOTR	LOK POLONEZ
P97	LIPECKI WŁADYSŁAW	OLSZTYN
P98	PRZYBYSZ LESZEK	AZS OLSZTYN
P99	JARGUZ ALOJZY	MKŻ MIKOŁAJKI
P100	ZEMBRZUSKI KAROL	MKŻ MIKOŁAJKI
P101	BIGDA CEZARIUSZ	MKŻ MIKOŁAJKI
P102	BANACH LAURA	MKŻ MIKOŁAJKI
P103	STĘPKOWSKI ANDRZEJ	UKŻ GROT SUWAŁKI
P104	BARANOWSKI WOJCIECH	YKP WARSZAWA
P105	CIEGOWSKI EMIL	MBSW GIŻYCKO
P106	CIEGOWSKI MIROSŁAW	MBSW GIŻYCKO
P107	STEFANIUK MAREK	MBSW GIŻYCKO
P108	MICHALCZYK DOROTA	BAZA MRĄGOWO
P111	MACUR STANISŁAW	AZS OLSZTYN
P112	PIETRZAK FILIP	AZS OLSZTYN
P113	JANKOWSKI RADOSŁAW	KKS WARMIA OLSZTYN
P114	BURCZYŃSKI MICHAŁ	AZS OLSZTYN
P117	PIETRZAK MARCIN	AZS OLSZTYN
P118	KUŹNICKI WOJCIECH	YKP WARSZAWA
P119	RYBICKA ZUZANNA	CHKŻ CHOJNICE
P120	SZAŚZOR GRZEGORZ	LKS CHARZYKOWY
P121	KUNZA STANISŁAW	LKS CHARZYKOWY
P122	NOWAK SEBASTIAN	LKS CHARZYKOWY
P123	KRAMER BOGDAN	YKW POZNAŃ
P124	PNIEWSKA SYLWIA	KKS WARMIA OLSZTYN
P125	KOSECKI DARIUSZ	LKS CHARZYKOWY
P126	SPAŁUBICKI ARTUR	LKS CHARZYKOWY
P127	MATYSIAK DAWID	LKS CHARZYKOWY
P128	ŻMICH KAROL	LKS CHARZYKOWY
P129	ŻMICH SEBASTIAN	LKS CHARZYKOWY



**2022-2023 MEMBERS OF NATIONAL FLEET****Members in Poland**

<b>SAIL</b>	<b>NAME</b>	<b>CLUB</b>
P130	GUNTHER TADEUSZ	LKS CHARZYKOWY
P132	SZUMOWSKA AGNIESZKA	JK STOCZNIA GDAŃSK
P133	SZUMOWSKI RYSZARD	JK STOCZNIA GDAŃSK
P134	SZUMOWSKI TOMASZ	JK STOCZNIA GDAŃSK
P135	PEPŁOWSKI RYSZARD	OLSZTYN
P136	LISZKIEWICZ ADAM	OKŻ OLSZTYN
P137	ŚLIWIŃSKI JAKUB	MKŻ MIKOŁAJKI
P138	PAŁEJKO PIOTR	KKS WARMIA OLSZTYN
P139	ŁODYGA MARIUSZ	YK ZIELONA GÓRA
P140	MACUGOWSKI TOMASZ	VIKING CZŁUCHÓW
P141	LEŚKIEWICZ KRZYSZTOF	KKS WARMIA OLSZTYN
P142	WOREK KACPER	
P143	KUMOREK MARCIN	YKP WARSZAWA
P144	SZCZESNIAK GRZEGORZ	YKP WARSZAWA
P145	WIERZBICKI TADEUSZ	YKP WARSZAWA
P146	JOJKO ANDZEJ	YKP WARSZAWA
P147	KALOTA ANDRZEJ	YKP WARSZAWA
P148	MACUGOWSKI PAWEŁ	VIKING CZŁUCHÓW
P150	TOMASZ STAŃCZYK	BAZA MRAĞOWO
P151	BERCZYŃSKI JERZY	SFPDN
P153	BURCZYŃSKA NATALIA	NAUTICUS
P154	BURCZYŃSKI PIOTR	AZS OLSZTYN
P155	ZAKRZEWSKI ŁUKASZ	MKS MIKOŁAJKI
P156	KOŚNIK DAMIAN	SFPDN
P158	GURDAK KRZYSZTOF	VIKING CZŁUCHÓW
P159	MICKIEWICZ DARIUSZ	MKŻ MIKOŁAJKI
P160	JUROSZEK SZYMON	MKŻ MIKOŁAJKI
P161	ŚLIWIŃSKI ŁUKASZ	MKŻ MIKOŁAJKI
P162	POPŁAWSKI ŁUKASZ	YKP WARSZAWA
P163	GUSTAW MICIŃSKI	KKS WARMIA OLSZTYN
P164	BURCZYŃSKI PAWEŁ	AZS OLSZTYN
P165	BERNAT MAREK	KKS WARMIA OLSZTYN

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Poland**

SAIL	NAME	CLUB
P166	KONARZEWSKI KAROL	MBSW GIŻYCKO
P167	NOWAKOWSKI JERZY	SFPDN
P168	KONARZEWSKA ADRIANA	UKŻR GIŻYCKO
P169	KORDASZEWSKI ROBERT	UKŻ GROT SUWAŁKI
P170	NIEWIADOMSKI TADEUSZ	GIŻYCKO
P171	MARSZAŁ PRZEMYSŁAW	KŻ KOTWICA ROGOŹNO
P172	BERKAU MAREK	PKM LOK POZNAŃ
P173	BERKAU BARTEK	PKM LOK POZNAŃ
P175	SZYBURSKI ADAM ROBERT	PKM LOK POZNAŃ
P176	SZCZUKOWSKI JEREMI	CHKŻ CHOJNICE
P178	KLUNDER IRENEUSZ	LKS CHARZYKOWY
P179	WOJEWSKI MATEUSZ	LKS CHARZYKOWY
P180	DALECKI ANDRZEJ	LKS CHARZYKOWY
P181	SZULC MARCIN	LKS CHARZYKOWY
P182	DEJA KRZYSZTOF	LKS CHARZYKOWY
P183	WOJEWSKI MIŁOSZ	CHKŻ CHOJNICE
P184	GUNTER PIOTR	LKS CHARZYKOWY
P185	BURGLIN TOMASZ	LKS CHARZYKOWY
P186	CHERUBIN PAWEŁ	UKŻ GROT SUWAŁKI
P187	BUDZISZ BARTOSZ	UKŻ GROT SUWAŁKI
P188	KOBIEROWSKI HENRYK	WIKING CZŁUCHÓW
P189	AMBROSIEWICZ	UKŻ GROT SUWAŁKI
P190	KAMIŃSKI MACIEJ	UKŻ GROT SUWAŁKI
P191	MAKAŁ MARCIN	UKŻ GROT SUWAŁKI
P192	PODZIEWSKA GRACJA	UKŻ GROT SUWAŁKI
P193	KUBA MICIŃSKI	YKP GDYNIA
P194	HAMROL RYSZARD	JKW POZNAŃ
P195	MARCZAK DAWID	POZNAŃ
P196	TYCZKOWSKI MACIEJ	UKŻ GROT SUWAŁKI
P197	TYCZKOWSKI ANDRZEJ	UKŻ GROT SUWAŁKI
P198	MISZTAŁ MICHAŁ	UKŻ GROT SUWAŁKI
P199	PAWŁOWSKI STANISŁAW	UKŻ GROT SUWAŁKI

**2022-2023 MEMBERS OF NATIONAL FLEET****Members in Poland**

<b>SAIL</b>	<b>NAME</b>	<b>CLUB</b>
P200	MORGAŚ ROMAN	MKŻ MIKOŁAJKI
P201	MORGAŚ MICHAŁ	MKŻ MIKOŁAJKI
P202	MADEJ PIOTR	MKŻ MIKOŁAJKI
P203	TYMIŃSKA KATARZYNA	MKŻ MIKOŁAJKI
P204	ZAKRZEWSKI JERZY	KALIGULA
P205	TYMIŃSKA ANNA	MKŻ MIKOŁAJKI
P207	KOZIOŁ PIOTR	SFPDN
P208	KISŁY MIROSŁAW	YKP WARSZAWA
P209	JĘDRZEJEWSKI WIKTOR	
P210	GOTOWT ANDRZEJ	TORUŃ
P211	MICHNIEWICZ BORYS	KKS WARMIA OLSZTYN
P212	MARCINIAK JAKUB	KKS WARMIA OLSZTYN
P213	WOJCZULANIS KACPER	KKS WARMIA OLSZTYN
P215	MARZEŃSKI JACEK	KANADA
P216	STILER KAROL	AZS WSG ŻNIN
P217	CHYŁA ROMAN	CHKŻ CHOJNICE
P218	JAROSŁAW ŁAKOMIEC	SFPDN
P219	POTEJKO AMELIA	MBSW/UKŻR GIŻYCKO
P220	KACPURA JAN	KRYNICA MORSKA
P221	KACPURA MAREK	KRYNICA MORSKA
P223	MIELNICKI ANDRZEJ	JACHTKLUB MORSKI RODA GDYNIA
P228	CIECHANOWICZ MICHAŁ	MBSW/UKŻR GIŻYCKO
P229	CITUK LENA	MBSW/UKŻR GIŻYCKO
P230	PANAŚ MARCIN	MBSW GIŻYCKO
P231	FURSEWICZ JAN	MBSW GIŻYCKO
P232	PODZIEWSKA GRACJA	MBSW GIŻYCKO
P233	DZIEKAŃSKI BOGDAN	MBSW/UKŻR GIŻYCKO
P234	STAŃCZYK MAREK	MBSW GIŻYCKO
P235	BARANOWSKI ADAM	SFPDN
P236	GIMLA ARKADIUSZ	SFPDN
P237	KRAUSCHAR PIOTR	SFPDN
P238	BOJARSKI BARTOSZ	KŻ VIKING CZŁUCHÓW

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Poland**

SAIL	NAME	CLUB
P241	RUNO DARIUSZ	KKS WARMIA OLSZTYN
P242	PROT MARIUSZ	AZS OLSZTYN
P243	SZCZĘSNY ADAM	KKS WARMIA OLSZTYN
P247	BROSZ MACIEJ	SFPDN
P251	ROWECKI ROGER	PKM LOK POZNAŃ
P252	MYŚLIWIEC WOJCIECH	MBSW GIŻYCKO
P253	SIEROCIN STANISŁAW	AZS POZNAŃ
P254	SIELICKI RAFAŁ	MBSW GIŻYCKO
P255	KLIMASZEWSKA ALICJA	MBSW/UKŻR GIŻYCKO
P256	KARBOWSKI MAREK	MOS IŁAWA
P257	POTEJKO MACIEJ	MBSW/UKŻR GIŻYCKO
P258	KLIMASZEWSKI DARIUSZ	MBSW/UKŻR GIŻYCKO
P259	RADWANIECKI WŁODZIMIERZ	GDAŃSK
P260	KOZAK MIROSŁAW	KKS WARMIA OLSZTYN
P261	BŁAŻEJCZYK RAFAŁ	KKS WARMIA OLSZTYN
P263	ARCISZEWSKI HENRYK	KKS WARMIA OLSZTYN
P264	ANIELSKA MAGDALENA	KKS WARMIA OLSZTYN
P266	JEDLIŃSKI ŁUKASZ	SFPDN
P267	KOT STANISŁAW	OKŻ OLSZTYN
P268	NUMER KLUBOWY	PKM LOK POZNAŃ
P269	MASIEWICZ MARCEL	OKŻ OLSZTYN
P270	ŚLIWIŃSKI ROBERT	MIKOŁAJKI
P271	WICHROWSKI JACEK	SPÓJNIA WARSZAWA
P274	PIETRZAK MARCIN	WTW WARSZAWA
P275	PIETRZAK MALINA	WTW WARSZAWA
P276	TADEUSZ WALTER	UKS WIKING TORUŃ
P277	WALTER WIKTORIA	UKS WIKING TORUŃ
P278	BIAŁEK WŁADYSŁAW	KRYNICA MORSKA
P280	KAMIŃSKI JAKUB	MBSW/UKŻR GIŻYCKO
P281	GROŃSKI ANDRZEJ	PKM LOK POZNAŃ
P283	ŁOWICKA ALICJA	NAUTICUS
P284	ŁOWICKI BARTOSZ	NAUTICUS

**2022-2023 MEMBERS OF NATIONAL FLEET****Members in Poland**

<b>SAIL</b>	<b>NAME</b>	<b>CLUB</b>
P285	KLUK JAKUB	MBSW/UKŻR GIŻYCKO
P286	DZIĄBA KONRAD	MBSW/UKŻR GIŻYCKO
P287	DZIĄBA AMELIA	MBSW/UKŻR GIŻYCKO
P288	WISSUWA JĘDRZEJ	OKŻ OLSZTYN
P289	WISSUWA ARTUR	OKŻ OLSZTYN
P290	CHEŁKOWSKI PATRYK	MBSW/UKŻR GIŻYCKO
P291	GRALA DOMINIKA	GIŻYCKO
P292	KONARZEWSKI STANISŁAW	AZS AWFIS GDAŃSK
P293	KONARZEWSKA MARIA	
P294	SKÓRNÓG MAGDALENA	MBSW/UKŻR GIŻYCKO
P295	GALICA KRZYSZTOF	YKP WARSZAWA
P300	BURGLIN ŁUKASZ	LKS CHARZYKOWY
P301	BAŁAGA ZBIGNIEW	
P302	ŚMIGŁAK MAREK	SZKWAŁ KIEKRZ
P303	PACIURA WOJCIECH	SFPDN
P304	JANOWICZ STANISŁAW	AZS AWFIS GDAŃSK
P305	JANOWICZ NINA	AZS AWFIS GDAŃSK
P306	CHORAŻEWICZ WOJCIECH	MKŻ MIKOŁAJKI
P307	ADAMSKI JAKUB	MKŻ MIKOŁAJKI
P308	KOWALSKI ADAM	GIŻYCKO
P309	SIWICKI MAREK	KALIGULA
P310	TOMCZYK SEBASTIAN	SFPDN
P311	WOREK WOJCIECH	GDAŃSK
P313	RAKOCZY ZBIGNIEW	PKM LOK POZNAŃ
P316	MIKULSKI JÓZEF	PKM LOK POZNAŃ
P317	LESZCZYŃSKA AMELIA	MKŻ MIKOŁAJKI
P318	OSSOWSKI JAROSŁAW	LKS CHARZYKOWY
P319	JASIEWICZ ROMAN	SFPDN
P320	BALCEROWSKI MARCIN	YACHT CLUB ANWIL WŁOCŁAWEK
P321	BALCEROWSKI KRZYSZTOF	YACHT CLUB ANWIL WŁOCŁAWEK
P322	TYMOTEUSZ WYSOCKI	OKŻ OLSZTYN
P323	PALMOWSKI ROBERT	OSTRÓDA

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Poland**

SAIL	NAME	CLUB
P324	MALEWSKI TOMASZ	OLSZTYN
P325	WAWER MICHAŁ	YKP WARSZAWA
P326	DĘBOWSKI JAROSŁAW	MKŻ MIKOŁAJKI
P328	NIESIOBEDZKI FRANCISZEK	SFPDN
P329	MAGUDA OSKAR	SFPDN
P330	MARUSZCZAK SZYMON	OKŻ OLSZTYN
P331	SOCHAJ LILA	AZS AWFIS GDAŃSK
P332	SOCHAJ TYMON	AZS AWFIS GDAŃSK
P333	WOJTERA JERZY	POZNAŃ
P334	LISZKIEWICZ LIWIA	OKŻ OLSZTYN
P335	KOŁAKOWSKI KRZYSZTOF	OSTRÓDA
P336	WARSO JACEK	RADOM
P337	SOŁTYS BARTŁOMIEJ	YKP WARSZAWA
P338	ŻARNOWSKI MACIEJ	UKS NAVIGO Sopot
P339	SKAWIŃSKI MICHAŁ	YKP WARSZAWA
P340	PIOTROWICZ KRZYSZTOF	CHKŻ CHOJNICE
P341	ŁUGOWSKI RAFAŁ	YKP WARSZAWA
P342	PROT KRZYSZTOF	AZS OLSZTYN
P343	BŁOCH MIROSŁAW	LKS KIEKRZ
P344	BLASZKA HENRYK	POZNAŃ
P345	SUKOW JERZY	UKS TOLKMICKO
P346	SUKOW JERZY	SFPDN
P347	BROSZ IWONA	SFPDN
P350	MATUSZEWICZ KRZYSZTOF	UNIEŚCIE
P351	POPIEL SEBASTIAN	UNIEŚCIE
P352	WINIARCZYK PATRYK	OKŻ OLSZTYN
P353	ZARZECZAŃSKI-RÓŻAŃSKI SEBASTIAN	ŻLKS KIEKRZ
P354	LACH MICHAŁ	SFPDN
P355	MIARCZYŃSKI JAROSŁAW	SKŻ HESTIA Sopot
P356	MACUR-TYMUL ELŻBIETA	SFPDN
P357	MACUR KATARZYNA	AZS OLSZTYN
P358	MAZUR DARIUSZ	SFPDN

**2022-2023 MEMBERS OF NATIONAL FLEET****Members in Poland**

<b>SAIL</b>	<b>NAME</b>	<b>CLUB</b>
P359	MANISTA ADRIAN	OKŻ OLSZTYN
P360	RESZKA JAKUB	YKP WARSZAWA
P361	RESZKA JAGODA	YKP WARSZAWA
P362	RESZKA JACEK	
P363	OSIŃSKI MAREK	BYDGOSZCZ
P364	MICHAŁKIEWICZ BARTOSZ	
P365	BOCHUN PAWEŁ	YKP WARSZAWA
P366	GREGOROWICZ TOMASZ	SFPDN
P367	BURGER ADAM	
P368	GRABYSA JĘDRZEJ	KKS WARMIA OLSZTYN
P369	ANTONINA KIEŁBIK	OKŻ OLSZTYN
P370	RADZIEJ WIKTOR	KS AWFIS GDAŃSK
P371	POPOWICZ SŁAWOMIR	HSW BRYZA
P372	MACOCH GRZEGORZ	OKŻ OLSZTYN
P373	POPOWICZ WOJBOR	HSW BRYZA
P374	PARZYCH RADOSŁAW	BAZA MRĄGOWO
P375	GRACZYK ANIELA	OKŻ OLSZTYN
P376	ZIELIŃSKA ZUZANNA	KKS WARMIA OLSZTYN
P377	OLSZEWSKI FILIP	OKŻ OLSZTYN
P378	TEJSZERSKI MARCIN	SFPDN
P379	MARTYNOWSKA WERONIKA	OKŻ OLSZTYN
P380	KALINOWSKI STEFAN	KŻ VIKING CZŁUCHÓW
P381	GÓRSKA LIDIA	AZS AWFIS GDAŃSK
P384	ROLBIECKI WOJCIECH	LKS CHARZYKOWY
P385	KURSKI WITOLD	SFPDN
P386	LIPKA ANDRZEJ	UNIEŚCIE
P387	STRUPIŃSKI MIKOŁAJ	MBSW
P388	KALINOWSKI MIKOŁAJ	KŻ VIKING CZŁUCHÓW
P389	CHODAKOWSKI KAZIMIERZ	UNIEŚCIE
P390	SKAWIŃSKA IRMINA	SFPDN
P391	SKAWIŃSKI TOMASZ	YKP WARSZAWA
P392	MAGIERSKI JAN	SFPDN

## 2022-2023 MEMBERS OF NATIONAL FLEET

**Members in Poland**

SAIL	NAME	CLUB
P396	SUSZ MARCIN	MKŻ ŻNIN
P397	PAWŁOWSKI MARCIN	MKŻ ŻNIN
P398	LIPIŃSKI JACEK	YKP WARSZAWA
P399	PIWOŃSKI SŁAWOMIR	MKŻ ŻNIN
P400	MATUSZAK PAWEŁ	MKŻ ŻNIN
P401	BOBIŃSKI ZBIGNIEW	UNIEŚCIE
P404	NIEMIEC BARBARA	YKP KRAKÓW
P405	SCHON JACEK	
P407	DĄBROWSKI BARTOSZ	MKŻ ŻNIN
P410	KOWALSKI MICHAŁ	MKŻ ŻNIN
P411	ŁUGOWSKA HANNA	YKP WARSZAWA
P412	WALCZAK GRZEGORZ	MKŻ ŻNIN
P413	SKRZYPCZAK ADRIAN	MKŻ ŻNIN
P414	TOLAK ZBIGNIEW	YKP WARSZAWA
P415	SOCHA ANDRZEJ	YKP WARSZAWA
P416	CIUPER WITOLD	MKŻ ŻNIN
P420	BOGDAŃSKI JAKUB	AZS WSG MOS
P421	KAZIMIERCZAK MARIUSZ	MKŻ ŻNIN
P424	ORNOWSKI ARKADIUSZ	SFPDN
P431	RADZKI JAROSŁAW	KKS WARMIA OLSZTYN
P444	STANKOWSKA MAGDALENA	SFPDN
P451	KOZIOŁ ROBERT	SFPDN
P454	JODZIS MACIEJ	YKP WARSZAWA
P460	LUBOWIECKI WOJCIECH	
P461	LACHOWSKI GRZEGORZ	WARSZAWA
P500	SZANIAWSKI ROBERT	SFPDN
P565	STASZEWSKI MICHAŁ	CHKŻ CHOJNICE
P621	BOCK MONIKA	SFPDN
P624	BOCK ANDREAS	SFPDN
P631	ERNST AUGUST	SFPDN
P679	SCHNEIDER JACOB	SFPDN



**2023-2024 MEMBERS OF NATIONAL FLEET****Russia: Sail Identifier: R (72 Members)***Российская ассоциация буеров класса DN*

Secretary Sergey Pulkov R5

Mobile: +74955801545

Email: [russia@idniyra.eu](mailto:russia@idniyra.eu)Website: [dnrussia.ru](http://dnrussia.ru)

SAIL	NAME	REGION
R1	VASILEV OLEG	ST. PETERSBURG
R5	PULKOV SERGEY	MOSCOW
R8	BARBIN MAKSIM	ST. PETERSBURG
R10	GALICH ALEKSANDR	ST. PETERSBURG
R13	GANKEVICH MAKSIM	ST. PETERSBURG
R15	MARTEMYANOV ALEKSANDR	MOSCOW
R19	RUDENKO RUSLAN	ST. PETERSBURG
R21	ASTASHEV ANDREY	MOSCOW
R22	ASTASHEV YURIY	MOSCOW
R31	SLEPUSHKIN ALEKSANDR	VOLGOGRAD
R38	VOSTRONOSOV VIKTOR	ST. PETERSBURG
R44	KHLEBUSHKIN ALEKSEY	MOSCOW
R46	KARELSKIY DENIS	ST. PETERSBURG
R47	ULOVKOV OLEG	MOSCOW
R48	MURASHEV DMITRIY	NOVOSIBIRSKAYA
R51	PETRIGA MIKHAIL	MOSCOW
R52	BUNKOV ALEKSANDR	NOVOSIBIRSKAYA
R59	AKATSEVICH VIKTOR	ST. PETERSBURG
R69	MAKOGONOV ALEKSANDR	NOVOSIBIRSKAYA
R73	IVANOV VITALIY	NOVOSIBIRSKAYA
R74	OVCHINNIKOV ALEKSEY	NOVOSIBIRSKAYA
R77	GRIBOV VLADIMIR	ST. PETERSBURG
R79	KOZLOVA VALENTINA	ST. PETERSBURG
R80	TRETYAKOV DMITRIY	ST. PETERSBURG
R90	SHELUDYAKOV VYACHESLAV	ST. PETERSBURG
R91	GORBACHEV SERGEY	NOVOSIBIRSKAYA
R95	MALETINA ANASTASIYA	MOSCOW
R98	CHERNOV YEVGENIY	MOSCOW

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Members in Russia**

SAIL	NAME	REGION
R105	KOPYLOV ROMAN	NOVOSIBIRSKAYA
R106	KULINICHEV VALERIY	MOSCOW
R108	BOLOGOV ALEKSANDR	ST. PETERSBURG
R110	KRASNOPEROV ANDREY	ST. PETERSBURG
R114	IVANENKOV NIKITA	NOVOSIBIRSKAYA
R121	DUBROVSKIY RUSLAN	ST. PETERSBURG
R134	KOSTROV VLADIMIR	MOSCOW
R139	AFANASEV ALEKSANDR	ST. PETERSBURG
R150	KRASNOZHENOV VADIM	SARATOV
R151	KAPUSTIN KIRILL	ST. PETERSBURG
R158	YAKOVLEV NIKOLAY	ST. PETERSBURG
R172	CHUSOV ALEKSEY	NOVOSIBIRSKAYA
R173	SHILAKIN SERGEY	PRIMORSKIY
R183	LEONOVICH SERGEY	VOLGOGRAD
R185	KUMBRASEV VYACHESLAV	VOLGOGRAD
R190	LARYUSHENKOV ANATOLIY	MOSCOW
R204	UVARKIN VALENTIN	MOSCOW
R211	KASHIRSKIY YEVGENIY	VOLGOGRAD
R212	KASHIRSKAYA YULIYA	VOLGOGRAD
R213	MIKHAYLOV ANDREY	VOLGOGRAD
R214	KARTSEV ANDREY	VOLGOGRAD
R215	BRATCHENKO IGOR	VOLGOGRAD
R222	ZHEREBTSOVA YELIZAVETA	LENINGRADSKAYA OBL.
R223	MATYUNIN PAVEL	VOLGOGRAD
R224	PAVLENKO ALEKSANDR	VOLGOGRAD
R227	NOVODEREZHNIKIN ANDREY	MOSCOW
R232	MAGNITSKIY VLADIMIR	VOLGOGRAD
R251	BORODINOV SERGEY	ASTRAKHAN
R254	TUTUK ALEKSANDR	MOSCOW
R300	KOPROV ALEKSANDR	ST. PETERSBURG
R302	MALYSHEV GENNADIY	MOSCOW
R310	ALEKSANDROV YURIY	ST. PETERSBURG

**2023-2024 MEMBERS OF NATIONAL FLEET**

**Members in Russia**

<b>SAIL</b>	<b>NAME</b>	<b>REGION</b>
R370	RESHETOV ANDREY	MOSCOW
R400	MITROFANOV VIKTOR	MOSCOW
R402	MATYUKHIN YEGOR	NOVOSIBIRSKAYA
R434	SAMOYLOV KONSTANTIN	MOSCOW
R447	NADEIN SERGEY	ST. PETERSBURG
R555	NAZAROV DMITRIY	MOSCOW
R812	PUSHEV VADIM	ST. PETERSBURG
R999	SERDUKOV NIKOLAY	ST. PETERSBURG
R1321	SHULGIN SERGEY	MOSCOW
R2121	ASTASHEV ALEKSANDR	MOSCOW
R2223	GRISHAENKOV VYACHESLAV	MOSCOW
R3140	MASLOV ANDREY	MOSCOW

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Sweden: Sail Identifier: S (87 Members)***Svenska DN-Isjaktsällskapet*

Secretary Stefan Karlsson S924

Phone +46 722441486

Email: sweden@idniyra.eu

Website: dnsweden.se

SAIL	NAME	CITY
S1	CRONER DAVID	KOLBÄCK
S5	LUKS ÅKE	ESKILSTUNA
S8	LÖNEGREN FREDRIK	JÄRFÄLLA
S22	SEWELING JONAS	TÄBY
S66	ANDERSSON KJELL	GÖTEBORG
S70	FRIMAN BENGT	HÄSSELBY
S81	LINDGREN TOMAS	BROMMA
S107	BOKFORS STEFAN	NYNÄSHAMN
D126	MØLLER LARS	DENMARK
S143	ELFSTRÖM HÅKAN	TORSÅKER
S173	ÖSTLIN BERNT	SANDARNE
S355	OLSON ANDERS	VÄSTERÅS
S432	HARALDSSON TORD	STOCKHOLM
S441	ERIKSSON HANS	NYNÄSHAMN
S515	KVARTSÉN TORD	SÖDERALA
S529	LJUNGDAHL KLAS	OXELÖSUND
S557	MATTSSON KJELL	UPPSALA
S588	AXELSSON PETTER	KARLSBORG
S593	EKSTRÖM BJÖRN	UPPSALA
S596	STRÖMBERG GUNNAR	STOCKHOLM
S609	SJÖBERG BENGT	NJUTÅNGER
S639	LINDSTRÖM DAG	SANDVIKEN
S645	KARLSSON VIVI-ANNE	LUDVIKA
S700	ADOLFSSON BURT ÅKE	OXELÖSUND
S710	JALAKAS RAGNAR	UPPSALA
S710	JALAKAS RAGNAR	UPPSALA
S714	SVENSSON OSKAR	STRÄNGNÄS
S726	STENBERG PATRIK	SALTSJÖ-BOO

**2023-2024 MEMBERS OF NATIONAL FLEET****Members in Sweden**

<b>SAIL</b>	<b>NAME</b>	<b>CITY</b>
S743	KILSTRÖM ROBERT	UPPSALA
S764	SJÖBERG KURT	UPPSALA
S765	GROSS JONAS	LIDINGÖ
S789	LINGONS LARS-OLOF	HUDDINGE
S794	WERSÄLL OSCAR	STOCKHOLM
S810	OLSSON NILS OLOV	JÄRFÄLLA
S814	REHN GUNNAR	SÖDERTÄLJE
S827	HALLBERG JAN	OXELÖSUND
S832	SÖDERMAN RASMUS	UPPSALA
S833	SÖDERMAN FREDRIK	UPPSALA
S835	HANBERG JANNE	STOCKHOLM
S836	BEIJER ANDERS	ENEBYBERG
S837	ELMÉN CLAES	STOCKHOLM
S844	KOSZELA MAX	STOCKHOLM
S846	REICHARD MAGNUS	SUNDBYBERG
S854	JONDAL FELIX	DJURSHOLM
S856	HANSEN HENRIK	NACKA
S857	NEYMAN MATS	ÅKERSBERGA
S858	JONSSON STEFAN	VÄSTERVIK
S861	RISTORP URBAN	HAKENÄSET
S867	VAN RIEMSDIJK DIDERIC	MARIESTAD
S868	GÁL CSILLA	
S871	GIMERUS LEIF	JÄRFÄLLA
S874	ALM GÖRAN	GÖTEBORG
S875	OVESEN HANS	HÄGERSTEN
S878	FLISIAK TOMAS	JÖNKÖPING
S881	ERIKSSON STEFAN	OXELÖSUND
S882	EKDAHL GÖRAN	NYNÄSHAMN
S883	SÖDERMAN TYRA	UPPSALA
S885	PHILIPSON NIKLAS	STOCKHOLM
S887	LINDÉN GUSTAV	NYKÖPING

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Members in Sweden**

SAIL	NAME	CITY
S889	BORGÅS STEFAN	TÄBY
S891	CASPAR GERHARD	LIDINGÖ
S896	WITT PETER	TÄBY
S904	FERNER MATS	VÄSTERVIK
S905	SJÖGREN MAGNUS	BROMMA
S906	HOGÅRD TOM	SOLLENTUNA
S907	ALM AXEL	SOLNA
S909	ERIKSSON MICAEL	MÖLLTORP
S912	VAN DE MEULEBROUCK HENRIK	ROSERSBERG
S913	GUSTAFSSON JOHAN	SKARA
S914	SVENSSON VIKTOR	STRÄNGNÄS
S917	ELFVER KARIN	TÄBY
S918	LINDÉN ERIK	NYKÖPING
S924	KARLSSON STEFAN	TÄBY
S940	HOLMLUND RICKARD	JÄRFÄLLA
	ADOLFSSON HANS	GUSTAVSBERG
	AXELSSON JOAKIM	KARLSBORG
	BECKER THOMAS	BJÄRTRÅ
	CEDERHOLM MATTIAS	STRÄNGNÄS
	ERIKSSON JÖRGEN	KATRINEHOLM
	JOHANSSON KJELL	DALS LÅNGED
	MODIN ERIK	OXELÖSUND
	MODIN LISA	OXELÖSUND
	STEEN SVANTE	SALTSJÖBADEN
	STRÄNG MALIN	STOCKHOLM
	SVENSSON JONAS	STRÄNGNÄS
	VAN EGMOND ALEXANDRA	MARIESTAD
	VREDE JOHANNES	UPPSALA
	ÅHLANDER JONATHAN	SALTSJÖBADEN

## 2023-2024 MEMBERS OF NATIONAL FLEET

### Switzerland: Sail Identifier: Z (65 Members)

*Flotte Suisse des Voiliers sur Glace*

Secretary Ueli Marti Z78

Phone +41 792543507

Email: [switzerland@idniyra.eu](mailto:switzerland@idniyra.eu)

Website: [iceboat.ch](http://iceboat.ch)

SAIL	NAME	CITY
Z25	BACHELIN PIERRE	BIENNE
Z27	FAVRE CHRISTIAN	AUBONNE
Z28	CARDIS PHILIPPE	PULLY
Z29	KESSI EDOUARD	ST-PREX
Z33	LAMBELET LAURENT	NEUCHÂTEL
Z39	VUITHIER JEAN-CLAUDE	MONTMOLLIN
Z42	RUDOLF FREDY	STECKBORN
Z44	TRACHSEL CHRISTIAN	FRAUENFELD
Z45	GOOD MICHAEL	MAMMERN
Z46	WITTICH JÜRG	GOTTLIEBEN
Z47	COMTESSE JEAN-PIERRE	BEVAIX
Z48	TRABER URS	STECKBORN
Z50	DURR PHILIPPE	VERSOIX
Z57	DURR JÉRÔME	ST-CERGUE
Z61	MARC-MARTIN PHILIPPE	NEUCHÂTEL
Z64	LÜTHI OLIVIER	CRANS S/CÉLIGNY
KC4812	DE FEYDEAU DANIEL	BRUGG
Z68	MARTINET CHARLES-NOËL	LAUSANNE
Z69	ZBINDEN JEAN-FRANÇOIS	BEVAIX
Z77	VON KAENEL JULIEN	DOMBRESSON
Z78	MARTI UELI	PESEUX
Z79	GEISER BERTRAND	AUVERNIER
Z80	JOTTERAND SÉBASTIEN	AUBONNE
Z82	SCHURINK JAN	LA TOUR-DE-PEILZ
Z87	CONUS MATTHIEU	COLOMBIER
Z88	JOHNSON AMBROISE	PRANGINS
Z90	KLIPFEL YORICK	ST-SAPHORIN
Z91	FREHNER ALAIN	VALLORBE

## 2023-2024 MEMBERS OF NATIONAL FLEET

**Members in Switzerland**

SAIL	NAME	CITY
Z92	METTRAUX BRYAN	VERSOIX
Z96	VAUCHER MICHEL	YVERDON
Z97	MENÉTREY RÉGIS	PULLY
Z99	WAGNIER WILFRIED	FOUNEX
Z100	ANQUETIN DURR BÉNÉDICTE	VERSOIX
Z101	BACHELIN JÉRÉMY	
Z102	L'HUILLIER ARNAUD	VERSOIX
Z103	NEIDHART FRANK	URTENEN
Z104	MARC-MARTIN SOPHIE	NEUCHÂTEL
Z105	GRANGE NICOLAS	GENÈVE 6
Z107	ROCHAT HERVÉ	LE LIEU
Z108	BAUMANN RALPH	SALENSTEIN
Z109	BRIOD PIERRE-ANDRÉ	HINTERKAPPELEN
Z110	RUDY NICOLAS	NEUCHÂTEL 2
Z111	WAGNIER FLORENCE	FOUNEX
Z112	NEIDHART MARC	RAMSEN
Z113	MEYLAN JEAN-MARC	LAUSANNE
Z114JR	CASAS VICTOR	MIES
Z115	RÜEGSEGGER MARTIN	FAHRNI
Z116	GUIGNARD MICHEL	COMBREMONT-LE-GRAND
Z117	SCHNEIDER STEFAN	SCHAFFHAUSEN
Z118	MARTINET GILBERT-XAVIER	ROLLE
Z119	BACHELIN MAXIME	
Z120	KASPER URS	BERLINGER
Z121	RUDOLF BASIL	WINTERTHUR
Z122	RENAUD JEAN-MARC	PESEUX
Z123	CUANY FABIEN	LAUSANNE
Z124	VANANTY BERNARD	GIMEL
Z126	FAVRE SYLVIE	BEVAIX
Z127JR	BAUDET ARTHUR	VILLARS-SOUS-YENS
Z128JR	BAUDET FÉLIX	VILLARS-SOUS-YENS
Z129	DE COCATRIX OLIVIER	GENÈVE 6



2023-2024 MEMBERS OF NATIONAL FLEET

**Members in Switzerland**

SAIL	NAME	CITY
Z130	DE SIEBENTHAL JEAN-PIERRE	CONCHES
Z138	VUITHIER QUENTIN	BOUDRY
Z139	VUITHIER LUCIE	BOUDRY
Z140	IHNE ALAIN	LES CHARBONNIÈRES
Z141	KOCH PHILIPP	ZUG



*2024 World Championship  
Photo: Gilles Morelle*

## 2023-2024 MEMBERS OF NATIONAL FLEET

**United Kingdom: Sail Identifier: K (4 Members )***British Ice Yacht Racing*

Secretary David Howlett K13

Email: [greatbritain@idniyra.eu](mailto:greatbritain@idniyra.eu)Website: [icesailing.co.uk](http://icesailing.co.uk)

SAIL	NAME	CITY
K1	WILLIAMS CHRIS	BISHOP'S WALTHAM
K11	ROWLAND GARETH	MABLETHORPE
K13	HOWLETT DAVID	TITCHFIELD
K14	LINDSAY DAVID	SANDHURST



2024 North American Championship: Guy Lovejoy US4638 and Brian Jones US1576

Photo: Kim Jones

## North American Ice Yacht Clubs

### CONNECTICUT

Bantam Lake Yacht Club  
Bill Cady 203-573-1560

Belly Up Yacht Club  
(Lake Pocotopaung)  
Bob Kilpatrick 203-267-8173 (eve.)

Connecticut Ice Yacht Club  
(Bantam Lake)  
Bob Johnson 203-274-3652

Westchester Ice Sailing Club  
Warren Dartess 516-883-9004 (eves.)

Eastern Connecticut  
Paul O'Niell 203-599-3607

### ILLINOIS

Decatur Ice Sailing Club  
Peter Johns 217-429-3401

Lake Springfield Ice Yacht Club  
Tim Dixon 217-529-7417

Illiana Yacht Club  
John Whelan  
219-989-0452

### INDIANA

Indianapolis Sailing Club  
Mike Rian 317-549-1817 (days)

Wawasee Ice Boat Squadron  
Rick Lemberg  
260-856-4563

### MAINE

Chickawauke Ice Boaters Club  
Bill Bucholz  
207-975-6980

### MARYLAND

Maryland Ice Yacht Club  
Jim Holechek 310-433-7187

### MASSACHUSETTS

Steve Madden 508-954-9243

### MICHIGAN

DN Ice Yacht Club of Detroit  
Chris Clark 248-988-0851

Grand Traverse Ice Yacht Club  
John L. Russell 231-947-2737

Gull Lake Ice Yacht Club  
Doug Bottomly 734-552-2258

Jackson Michigan Ice Boat Fleet  
Mel Nichols 517-522-8107

Saginaw Bay Sailors  
Bob Struble 989-686-9899

West Michigan Ice Yacht Club  
Stan Jones 231-893-3319

### MINNESOTA

Minnesota Ice Sailing Association  
John Dennis 612-840-9855  
<http://iceboating.net>

### MISSOURI

St. Louis Ice Yacht Club  
Bill Cornell 314-639-8825

### MONTANA

Canyon Ferry  
Dale Livezey 406-442-8922

Teton Ice Boaters  
Phil Vorhees 404-466-2477

## North American Ice Yacht Clubs

### NEW ENGLAND ICE YACHT ASSOCIATION AREA

Managers

Maine-1

Bill Bucholz 207-975-6980

Maine-2

Dave Fortier 207-400-9709

Vermont

Paul Gervais 802 343 7899

Connecticut

John Stanton john@neiya.org

Rhode Island

James "T" Theiler 401-258-6230

Massachusetts

Steve Madden 508-954-9243

### NEW HAMPSHIRE

Kate Marrone k8innh@yahoo.com

Randy Rice sailfast1@myfairpoint.net

### NEW JERSEY

Barnegat Bay Ice Yacht Club

Raymond Albert

Lake Hapatcong Ice Yacht Club

Peter Block 201-663-3051

Long Branch Ice Boat & Yacht Club

235 Renwick Place

Long Branch, NJ 07740

732-222-9887

Musconetcong-Budd Lake

Ice Yacht Club

Jack Squire 201-347-2145

North Shrewsbury Ice Boat Club

Ice Line 732-747-5665

Pleasure Bay Ice Yacht Club

Ron Mehrlander 201-870-9323

### NEW YORK

Irondequoit Bay Ice Boat Club

John Floyd 716-621-4905

Lake Ronkonkoma Ice Boat

& Yacht Club

Ralph Hilbert 631-331-2875

Mecox Bay Ice Yacht Club

David Lee Brown 516-324-0187

Sodus Bay Ice Yacht Club

Bill Van Gee 315-483-6461

### OHIO

Alum Creek Sailing Association

Al Wharton 740-657-1161

Indian Lake Sailing Club

Jim Young

513-232-6727

Sandusky Ice Yacht Club

Don Huntley 419-624-8116

Toledo Ice Yacht Club

George Reis 419-729-2983

### PENNSYLVANIA

Harrisburg, SE Pennsylvania,

& Northern Maryland

John Cheris 717-432-1074

Don Meserole 717-252-3875

dcmeserole@aol.com

Penn Lakes Ice Yacht

Association

John Jombock 724-794-4425

### VERMONT

Lake Champlain

Ice Sailing Club

Jack Milbank 802-985-2197

## North American Ice Yacht Clubs

### WISCONSIN

Fond Du Lac Ice Yachters  
Dave Lallier 620-921-5087

Four Lakes Ice Yacht Club  
Deb Whitehorse 608-347-3513

Green Lake Ice Yacht Club  
Nick Vandervelde 920-290-5522

Lamah Wamah  
Ice Yacht Squadron  
Bill Hitt 920-743-1375 (h), 5092 (w)

Pewaukee Ice Yacht Club  
Paul Good 262-691-2446

Skeeter Ice Boat Club  
Jason Thompson  
jsthompsdds@hotmail.com

South Side Ice Yacht Club  
Ted Bowen 920-231-2705

Windjammer Ice Yacht Club  
Jay Yaeso 920-662-1172

Lake Pepin Ice Yacht Club  
Ed Newcomb 715-442-4400

### CANADA

Calgary Ice Boating Club  
Ken Ross 403-243-5763

Canadian Ice Force  
Lester Druiven 905-730-2970  
dldruiven@gmail.com

Montreal Ice Boat Club  
Claude Morin 514-745-5549

Manitoba Ice Yacht Club  
Norm Burkowski 204-268-1125

Nova Ice Yacht Club  
Warren Nethercote 902-478-2517

Trenton, Ontario  
Red McGillvary 613-392-1712

## NORTH AMERICAN PAST OFFICERS

### Past Commodores

1954 Fred Kagel	1980 Jan Gougeon
1955 J. Robert Greene	1981 Meade Gougeon
1956 Remi Deblaere	1982 - 1984 Tyler Keys
1957 Ralph Templin	1985 - 1986 Meade Gougeon
1958 Harold Kowitz	1987 Pete Johns
1959 William Sporer	1988 Paul Goodwin
1960 William Sarns	1989 - 1991 Evert Vanderberg
1961 Jane Pegel	1992 - 1993 Bob Schumacher
1962 B. Swinderman	1994 - 1995 Bob Cummins
1963 D. Southworth	1996 - 1997 Bill Condon
1964 Charles Grant	1998 - 1999 Dan Bierman
1965 George Williams	2000 - 2001 Mark Kiefer
1966 Tom McRitche	2002 - 2004 Lou Loenneke
1967 Gene Treuter	2005 - 2006 Andre Baby
1968 Reuben Snodgrass	2007 - 2009 John Harper
1969 Ray Pio	2010 - 2011 Dan Connell
1970 John Young	2012 - 2013 Richard Potcova
1971 - 1972 Jim Redding	2014 - 2016 Kent Baker
1973 Arthur Teutsch	2017 - 2018 Eric Anderson
1974 Ted Sprague IV	2019 - 2021 Warren Nethercote
1975 - 1976 Ed Kraft	2022 -2023 Jody Kjoller
1977 Stan Nadler	2023-2025 David Frost
1978 - 1979 Doug Harvey	

## NORTH AMERICAN PAST OFFICERS

### Past Vice Commodores

1954 - 1955 James M. Spencer Jr.	1980 Tyler Keys
1956	1981 John Larson
1957 Ralph Templin	1982 Everett Vanderberg
1958 Harold Kowitz	1983
1959 Bill Sporer	1984
1960 William Sarns	1985
1961 William Bentsen	1986
1962 Doug Southworth	1987
1963 Chuck Grant	1988 - 1989 Doug MacFarland
1964 George Hills	1990 Bob Schumacher
1965 Tom McRitchie	1991 - 1993 Robert Cummins
1966 Gene Treuter	1994 - 1995 Bill Condon
1967 Rueben Snodgrass	1996 Dan Bierman
1968 Ray Pio	1997
1969 Jack Young	1998
1970 Jim Redding	1999
1971 - 1972 Art Teutsch	2000
1973 - 1973 Ted Sprague	2001
1975 Meade Gougeon	2002
1976 Stan Nadler	2003
1977 Horst Rademacher	2004 Andre Baby
1978 Jan C. Gougeon	2005 - 2006 John Harper
1979	2007 Greg Cornelius

## NORTH AMERICAN PAST OFFICERS

### Past Vice Commodores

2008 - 2009 Danny Connell	2019 - David Elsmo
2010 - 2011 Rick Kaiser	2020 - 2021 Jody Kjoller
2012 - 2013 Kent Baker	2022-2023 David Frost
2014 - 2016 Eric Anderson	2024 - 2025 Robert Holman
2017 - 2018 Warren Nethercote	

### Past Secretaries

1953 - 1958 William Sarns	1988 - 1991 Bob Dill
1959 - 1960 Ralph Templin	1992 - Rich Cobb
1961 William Bentsen	1993-1995 Lee Ann & Eric Armstrong
1961 - 1969 Jack F. Young	1996 - 2000 Ron & Jane Sherry
1970 - 1971 Tom McRitchie	2001 - 2004 Ted Bowen
1972 - 1974 Bill Connell	2005 - 2006 Greg Cornelius
1975 - 1978 Doug Harvey	2007 - 2013 Jim McDonagh
1979 - 1984 Pete Johns	2014 - 2017 Geoff Sobering
1985 - 1987 Evert Vanderberg	2018 - present Deb Whitehorse



## NORTH AMERICAN PAST OFFICERS

### Past Treasurers

1953 - 1958 William Sarns	1993 - 1997 Ken Van Wagnen
1959 - 1960 Ralph Templin	1998 - 1999 Aaron Stange
1961 - William Bentsen	2000 - 2002 Debbie Goodwin
1961 - 1969 Jack F. Young	2003 - 2004 Paul Goodwin
1970 - 1971 Tom McRitchie	2005 - Rob Holman
1972 - 1974 Bill Connell	2006 - John Davenport
1975 - 1978 Doug Harvey	2007 - 2009 Rob Holman
1979 - 1984 Pete Johns	2010 - 2013 Geoff Sobering
1985 - 1987 Evert Vanderberg	2014 - 2018 Wes Wilcox
1988 - 1989 Bob Dill	2019 - present Deb Whitehorse
1990 - 1992 Mike Smith	



2024 World Championship: Stefan Eriksson S881  
Photo: Deb Whitehorse

## EUROPEAN PAST OFFICERS

### Past Commodores

1965 - 1970 Kees Kortenoever	2006 - 2010 Niklas Müller-Hartburg
1971 - 1975 Gerhard Jettmar	2011 - 2016 Jörg Bohn
1976 - 1991 Wim van Acker	2017-2022 Attila Pataky
1992 - 1993 Peter Schellhorn	2023 -2024 Mihkel Kosk
1994 - 2000 Bart Reedijk	2025 John Winqvist
2001 - 2004 Hans Adolfsson	
2005 - Rob Schutte	



2024 World Championship  
Photo: Gilles Morelle

## EUROPEAN PAST OFFICERS

### Past Vice Commodores

1990 - 1991 Peter Schellhorn	2011 - 2016 Attila Pataky
1992 - 1993 Bart Reedijk	2017 - 2018 Maciej Brosz
1994 - 1997 Andreas Müller-Hartburg	2019 - 2020 Timoleon Caravitis
1998 - 2000 Hans Adolfsson	2020 - 2022 Mihkel Kosk
2001 - 2004 Rob Schutte	2023 - 2024 John Winqvist
2005 - 2009 Christian Seegers	2025 Maciej Brosz
2010 - Jörg Bohn	

### Past Secretaries

1992 - 2019 Chris Williams	2020 - present Attila Pataki Jr.
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### Past Treasurers

1976 - 1991 Wim van Acker	2006 - 2016 Christian Seegers
1992 - 1993 Peter Schellhorn	2017 - 2023 Jerzy Henke
1994 - 2001 Bart Reedijk	2024 - present Artis Berzins
2002 - 2005 Rob Schutte	

## EUROPEAN PAST OFFICERS

### Past Webmaster

2005 - 2020 Dietmar Gottke	2020 - present Attila Pataki Jr.
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### Past Insurance Manager

2010 - 2020 Niklas Müller-Hartburg	2020 - present Attila Pataky
------------------------------------	------------------------------

### Past Junior Programme Manager

2001 - 2014 Stan Macur	2019 -2024 Stan Macur
2015 - 2018 Jerzy Sukow	2025 Darius Gerasimavicius



2024 Junior Ice Optimist World Champions  
Photo: Soraijaphotography

## GOLD CUP WORLD DN CHAMPIONSHIP

*The Gold Cup World DN Championship, sailed alternate years in North America and Europe, has become the most prestigious regatta in iceboat racing. This race was formulated at a meeting held in Sweden at the time of the 1972 Europameisterschaft. The IDNIYRA was represented at these first planning meetings by Vice Commodore Art Teutsch and Secretary/Treasurer Bill Connell. The details were worked out later by Art Teutsch, representing North America, and Willi Schmidl, representing Europe.*

**1973:** The first Gold Cup DN World Championship was organized by Commodore Art Teutsch with the help of Bill Connell, the DNIYC of Detroit, and the Cass Lake Yacht Club. John Bush was race chairman. Everyone had hoped the first Gold Cup would be sailed on Lake Saint Clair, the birthplace of the DN. However, as luck would have it, the regatta had to be moved to Gull Lake for better ice conditions.

**1974:** The second Gold Cup was scheduled for Lake Steinhude, West Germany in January. Again the primary site had no ice. The race was moved to Warsaw, Poland and sailed in very good conditions.

**1975:** This Gold Cup, scheduled for Geneva Lake, Wisconsin on February 7, 8 and 9 was cancelled because of a snowfall on February 5. The race was sailed the following week on the shifting and treacherous ice of Saginaw Bay.

**1976:** The Gold Cup World DN Championship was planned for Neusiedler See, Austria, January 12 - 16. However, it was a warm January in Europe and the only ice was in Sweden. The regatta was sailed January 19 at Stora Värtan, Stockholm, Sweden.

**1977:** The North American winter was one of the coldest on record. Because of heavy snow cover on all northern ice, the race was moved from New Jersey to Saint Michaels, Maryland on Chesapeake Bay. Near perfect ice with very light wind and a fleet of 55 DNs made up all the elements for a really great race.

**1978:** The regatta was sailed at Krynica Morska, Poland. The regatta was very well organized with hot soup being served on the ice at noon. The wind stayed away until the last day when 3 Gold Cup races were sailed in the morning followed by 3 European Championship races in the afternoon. This was done with three race courses, one for each fleet!

**1979:** The regatta, after a snowed-out start in Sandusky, Ohio, was completed on great ice at Lake Champlain, Vermont. Approximately seventy boats made the second long trip to Vermont.

## **GOLD CUP WORLD DN CHAMPIONSHIP**

**1980:** The regatta was held on Lake Mälaren in Vastersas, Sweden.

**1981:** The Gold Cup was held at Hamilton Bay, Ontario, Canada on the time scheduled and every one had a great ten days of ice boating.

**1982:** The Gold Cup's primary site was Steinhude, Germany but at the last moment switched to Wittensee, Germany. Perfect ice conditions aided the German committee in getting off a fine regatta.

**1983:** The Gold Cup was scheduled for Jan.31 - Feb.5 at Sodus Bay, New York but moved to Trenton, Ontario. After considerable rain the regatta was completed. Many dampened spirits were brightened by the "auction" at the regatta conclusion.

**1984:** The Gold Cup was sailed at Krynica Morska, Poland. The race was extremely well organized. Hot soup was served on the ice at noon. The ice was good quality salt ice. The winds were moderate.

**1985:** The Gold Cup was scheduled for Green Lake, Wisconsin. Snow dictated a move to Traverse City, Michigan. Light wind, cold weather and ultimately more snow sent the regatta to Barnegat Bay, New Jersey. The first two days at Barnegat saw 40 mph winds. FINALLY on Sunday the regatta was sailed in near perfect conditions. The course was huge; the wind was 12- 18mph; the ice was hard flat salt ice with a pebbly surface. Five races in each fleet were sailed without problems. A perfect ending to a difficult regatta.

**1986:** The Gold Cup was scheduled for Neusiedler See, Austria. Warm weather led to a move to Germany. Warm weather again caught up with the regatta. This time the race had to be abandoned.

**1987:** The regatta was scheduled for and sailed on Lake St Clair, Michigan. Two races were sailed in diminishing winds on Jan 27. The following day the remaining three races were sailed in 15-20 mph winds. Ice conditions were good, lumpy areas with black ice around them. 1987 marked the 50th year since the DN was originally designed.

**1988:** The Gold Cup was sailed in Leningrad, USSR on March 28. Conditions were wet with soft ice and moderate wind. Six races were sailed in the Gold Fleet over two days. It was a perfectly organized and exciting regatta. The outcome was not determined until the last 100 yards of the last race.

## **GOLD CUP WORLD DN CHAMPIONSHIP**

**1989:** The Gold Cup was sailed on Lake Champlain at Sandbar State Park, near Burlington, Vermont on January 23 and 24. 148 racers sailed in three fleets. Ice conditions were bumpy hard ice with about 30% coverage of thin snow drifts. The wind was moderate to light. The race was sailed in single digit conditions with high winds. Five races were sailed.

**1990:** The regatta was sailed as the European Gold Cup World Championship as a result of a dispute over what specifications would be followed at the regatta. It had been planned for Poland but was moved for lack of ice. It was sailed in difficult conditions (very rough ice and very high wind) in Arsunda, Sweden on March 6th to the 8th.

**1991:** The regatta was sailed on Saginaw Bay at Bay City Michigan. It was sailed over two days in medium wind on rapidly thawing ice.

**1992:** The regatta was again held near Arsunda, as a result of a warm winter in Germany.

**1993:** The Gold Cup was sailed at Lake Geneva, Wisconsin on Geneva Lake at Buttons Bay. The surface of the ice was slightly bumpy, but firm snow ice. The first day was characterized by very puffy wind conditions with large shifts, and by the end of the day everyone's mast was either broken, or well tested. (Twenty-three change of equipment forms on the first day were to change broken masts.) The second day the wind got very light the Gold Fleet coasted quietly around the course before the wind stopped for the day. The third scheduled race day the wind was howling again, and only a few people with small sails braved to try to sail. At 1500 hours the race committee cancelled racing and Jeff Kent was our new World Champion!

**1994:** Originally scheduled for Gizycko, Poland this regatta was moved 120 kilometers south at Nieporet near Warsaw because of too much snow on the original race site. The new race site offered good ice, but very little wind for almost a full week while the frustrated sailors waited on the starting line. Each day there was some racing in each fleet in light and shifty winds. After completing five races, Andreas Bock had won the Gold Cup and the North German Fleet had a strong showing in all fleets.

**1995:** The Gold Cup was sailed on Lac St. Louis in Montreal, Canada, due to poor ice conditions at the original location of Lake Canandaigua in New York. The ice was almost fifty percent snow covered which made the port side of the race course heavily favored. Early racing was dominated by the Swedish team, but Karol Jabłoński persisted and won his second World Championship.

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## GOLD CUP WORLD DN CHAMPIONSHIP

**1996:** Monday, January 22nd, 173 entries started the World's in light ESE winds. Tuesday, moderate to strong wind and an overcast sky spelled a weather change. In the afternoon on the next day, it started to snow. By evening, it became clear that Neusiedler See, Austria, was unfit for ice-boating. This enabled prize awarding at a planned dinner party as 4 races in both Gold and Silver, and 3 races in the Bronze fleet had been sailed.

**1997:** The 1997 Gold Cup regatta was held on Lake St. Clair in Michigan January 14 through 17. The event was originally scheduled to be sailed on Green Lake in Wisconsin. Snow accumulation throughout the country made it difficult to select a new site. Due to extremely cold temperatures in the area, a new piece of ice formed on Anchor Bay in Michigan and it became the only sailable site in North America. There was an unfortunate start to racing when the all-terrain vehicle and trailer carrying the race committee went through the ice. Quick response from the people in the area resulted in a safe rescue with no injuries. Five races were held for Gold fleet with four races each held for Silver and Bronze, With 147 sailors participating, Karol Jabłoński won his fourth Gold Cup!

**1998:** The Gold Cup was held on Lake Pyhäjärvi in Lomasakyla, Finland. The first day of racing was on soft ice with 20 knots of wind. The mini-qualifiers and first race were held that day. The remainder of racing was on very cold, hard ice with 22 knots of wind. The course was 3 km long with the emphasis on top-end speed. The regatta was well organized with race headquarters located on the ice where the boats were.

**1999:** The regatta was held on Lac St. Louis, Québec, Canada after the primary site on Lake Champlain was snowed out. The ice was thick and clear of snow, and a large course allowed for good competitive racing.

**2000:** The Gold Cup was sailed on Lake Hjälmaren, 110 km south-south-west of Stockholm, Sweden. More than 190 sailors showed up to race on the long courses. The first day the ice was wet and fast with 18 mph wind speed, and 7 races were sailed. The second day had too much wind to sail. On the third day the ice was dry and hard, but there was a delay waiting for the wind to build and only two races were sailed.

**2001:** The regatta was scheduled for Lake St. Clair in Michigan but unseasonably warm and wet weather combined to shrink and perforate a large sheet of clear ice and the event was moved north to Bay City on Saginaw Bay. The area was enormous, but the surface was pebbly snow and ice melt and the warm and calm weather resulted in a truncated series. Fog, light air and the sticky surface put a premium on boat speed management which gave the European contingent chance to show their familiarity with adverse conditions.



## **GOLD CUP WORLD DN CHAMPIONSHIP**

**2002:** The regatta was sailed at Haapsalu, Estonia, as a combined regatta for the World Championship and the European Championship.

**2003:** The regatta was sailed at Valcour, just south of Plattsburgh, New York on Lake Champlain. The usual shifty winds made things very difficult for the race committee but tenacity won out and the regatta saw a full complement of races in a gorgeous setting.

**2004:** The regatta was sailed in Hungary on Lake Balaton. The race committee found ice near Gyenesdias.

**2005:** The regatta was sailed at Lake Mendota, Madison, Wisconsin, after attempting and moving from Lake Winnebago, Oshkosh, Wisconsin. Weather made things very difficult for the race committee, but tenacity won out and the regatta completed just before snow made the new site unsailable.

**2006:** Race #1 for all fleets was completed on Lake Muertz near Berlin, Germany. The fleet sailed their way home in a blizzard Sunday night and woke up to heavy snow cover on the ice. The regatta was completed in Sweden on Thursday at Lake Vaettern on 3-4 inch thick ice. Conditions were slow with some snow coverage and Michal Bruczynski became the first "second generation" champion. His father Piotr was declared "best coach". The Polish sailors in general showed there skills in these conditions.

**2007:** The regatta was held on the near perfect ice of Green Bay at Menominee, Michigan. Matt Struble prevailed over Tomas Lindgren in the last race to win the see-saw battle between the two. Conditions were fast and temperatures were mid twenties. Everyone sailed home into the sunset after a perfect event.

**2008:** As a result of warm weather in Poland the regatta was held on Lake Lipno in the Czech Republic. Upon arrival sailors found a smooth sheet of ice on a mountain lake. The regatta was characterized by greatly varying wind conditions and competitive racing.

**2009:** The ice on Torch Lake in Michigan went from 4" of crusty snow, to 2" of standing water, to perfect conditions for the Gold Cup. The first day was sunny with moderate wind on fast ice and the second day was overcast. Matt Struble won the 2009 World Championship.

## GOLD CUP WORLD DN CHAMPIONSHIP

**2010:** Snow-fall after opening ceremonies at the original site of Lake Balaton in Hungary resulted in the regatta moving to Neusiedler See, a lake on the Austrian/Hungarian border. The starts were in Hungary and the weather mark north in Austria. Seven races were completed and Michał Burczyński won his second Gold Cup.

**2011:** Competitors gathered at the original site in Menominee, Michigan but snow fall on registration day forced a relocation eight hours south to Senachwine Lake near Putnam, Illinois. The first day's light air only allowed for qualifiers but better winds the on the next day enabled five Gold, four Silver, and four Bronze fleet races to be completed. Going into the fifth and final Gold race Ron Sherry was one point behind Michał Burczyński. Ron Sherry won his fifth Gold Cup with five second place finishes. Michael Rehe won the Silver fleet, and Tim Dixon won the Bronze fleet.

**2012:** The start of the Gold Cup was postponed for a few days until the best site was found on Lake Hjälmaren near Orebro, Sweden. The first races were sailed on February 1 on sticky snow over hard ice in light air. The cold temperatures and humidity made for uncomfortable conditions. The regatta was called complete on February 2 after three races were sailed in the Gold fleet that same day. Tomasz Zakrzewski P55 of Poland won his first Gold Cup, Poul Jorgensen D156 of Denmark placed first in B fleet, Wolfgang Boettger G597 of Germany placed first in C fleet, and Evgeny Chernov R98 of Russia placed first in D fleet.

**2013:** Lack of conditions in the host Central region caused the Worlds to be relocated to Lake Pepin, the largest lake on the Mississippi, in Lake City, Minnesota. The first two races were sailed on Sunday, January 27, in tough conditions including snow, sleet, and rain. After a one day postponement due to no wind, the regatta concluded after four races on Tuesday, January 29 with Tomasz Zakrzewski P55 of Poland repeating as Gold Cup champion, his second title.

**2014:** Warm conditions in the host country, Poland, forced the regatta to be moved to the Baltic Sea in Haapsalu, Estonia. Conditions in Estonia were on the warm side with below freezing temperatures at night and above freezing during the day. The Bronze fleet qualifier race was sailed in very low visibility and eventually was thrown out and resailed the next day but that didn't stop competitors from sailing an entertaining match race series on a small bay in front of the hotel. The Gold Cup was sailed in warm, light air conditions and was dominated by Karol Jabłoński P36 who won his 8th world championship.

## **GOLD CUP WORLD DN CHAMPIONSHIP**

**2015:** The historic Kingston Yacht Club on Lake Ontario in Canada hosted the Gold Cup. There were miles and miles of black, hard, ice. The first day, the Silver qualifier was completed but the Gold was black flagged because the wind shifted and then died. On day two, racers experienced very cold temperatures in windy conditions and two races were sailed in both Gold and Silver fleets. Brutally cold temperatures forced a postponement on the third day but temperatures warmed the next day and the regatta was completed. Poland's Karol Jabłoński P36 repeated as Gold Cup champion for the 9th time and relative newcomer Chris Burger US5166 won the Silver fleet title.

**2016:** The last season under Commodore Jörg Bohn was a tricky one; continuous Atlantic depressions over Europe left the southern mainland iceless and the Scandinavian countries covered in snow. Just in time, the right ice conditions were found on Lake Glan, south of Stockholm, Sweden. Even more weather systems came through all week which made for changing conditions and a warm week, while the ice held surprisingly well. Nobody came close to preventing a tenth world title for Karol Jabłoński.

**2017:** Lake Kegonsa in Madison, WI was the only sailable ice in North America. 50F temperatures, light air, and soft ice made for tough conditions on the first day of sailing. All 3 fleets were able to sail 3 races until conditions deteriorated. A wet and heavy snow fell overnight which ended the sailing on Kegonsa. Scouts searched desperately for another site but didn't find anything suitable in time to relocate the World championship. The Gold Cup was called complete and Karol Jabłoński continued his ice sailing dominance. He won the 3 Gold fleet races on the first day and carried the Gold Cup back to Poland for the 11th time.

**2018:** Estonia, the organizing country, had hoped to host the regatta to celebrate 100 years of ice sailing in Estonia but a suitable site could not be found. Ice was found in Poland at Gizyczko with a spare site at Jezioro Wielimie near Szczecinek. The night before the opening ceremonies, snow fell and ended any hopes of racing at Gizyczko. The opening ceremony was held in the Port of Gizyczko and on the following day the regatta moved to the spare site on Lake Wielimie. There were 21 races held for the WC in very cold conditions on hard, black ice. Karol Jabłoński showed once again why he has so many Gold Cup championships and won it for the 12th time.

## **GOLD CUP WORLD DN CHAMPIONSHIP**

**2019:** Organizers had to look in the southern-most ice-range of the United States for regatta ice. All sites above Indiana and central Ohio were covered in snow. The Gold Cup was sailed on Indian Lake in Indian Lake, OH. After 17 total races in two days, Poland's Michal Burczynski P114 took home the Gold Cup for the third time in his career. The 9 member Polish team were forced to scramble to find boats to use because their equipment was stranded in France. Daniel Hearn US5352 loaned his best equipment to Michal so that he could compete. There 5 women competitors. Germany's Anja Fiedler G390 finished 9th in the Gold fleet.

**2020:** Orsasjön, Sweden was the only area on the continent with sufficient ice conditions to host a regatta for 150 competitors. The event was postponed 1 day because of accomodation problems. Moderate winds on the first 2 days allowed for 7 races. Then the wind shut down for 2 days and the World Championship was called complete on the 4th day.

**2021:** The Gold Cup was scheduled for North America but cancelled due to the COVID-19 pandemic which caused a ban on international travel. The IDNIYRA held a non-ranking regatta in Michigan on Black Lake.

**2022:** The first race was sailed in Hjälmaren, Sweden, but snow forced the regatta to relocate to Storsjo, Norway where four more races were held. Robert Graczyk P31 won his first World Championship. It was the first time a World Championship was sailed in Norway.

**2023:**  
The 50th-anniversary celebration of the DN World Championship saw one hundred and five competitors travel to Lake Kegonsa in Madison, Wisconsin. The first day of the competition was quite challenging as the competitors had to face shifty light air; however, the breeze filled in on the remaining days, allowing six races to take place. Matt Struble US183 narrowly beat Karol Jablonski P31 by one point to win the World Championship. Two long-time class members who raced on the first World Championship, Pete Johns US2360 and Hal Bowman US1277, participated in the 2023 50th Anniversary regatta.

**2024:** Sailed at Parnu, Estonia in excellent conditions and won by Michal Burczynski P114. The Junior World and European DN and Ice Optimist Championships were held in conjunction with the regatta. The DN juniors raced with the adults while the Ice Optimists raced on their own course.

## PERPETUAL TROPHIES

### GOLD CUP FIRST PLACE WORLD CHAMPIONSHIP

*Donated by Jim Redding, USA*

Year	Skipper	Home	Regatta Site
1973	Ain Vilde	Estonia, USSR	Gull Lake, Michigan
1974	Tim Woodhouse	Michigan, USA	Zegrze, Poland
1975	Jan Gougeon	Michigan, USA	Saginaw Bay, Michigan
1976	Romuald Knasiecki	Poland	Stora Värtan, Sweden
1977	Henry Bossett	New Jersey, USA	St. Michaels, Maryland
1978	Bogdan Kramer	Poland	Krynica Morska, Poland
1979	Piotr Burczyński	Poland	Lake Champlain, Vermont
1980	Matti Kuulmann	Estonia, USSR	Lake Mälaren Västerås, Sweden
1981	Henry Bossett	New Jersey, USA	Hamilton Bay, Ontario
1982	Jan Gougeon	Michigan, USA	Wittensee, Germany
1983	Henry Bossett	New Jersey, USA	Trenton, Ontario
1984	Tiit Haagma	Estonia, USSR	Krynica Morska, Poland
1985	Jan Gougeon	Michigan, USA	Barneget Bay, New Jersey
1986	No Regatta		
1987	Mike O'Brien	New Jersey, USA	Lake St Clair, Michigan
1988	Mike O'Brien	New Jersey, USA	Leningrad, USSR
1989	Mike O'Brien	New Jersey, USA	Lake Champlain, Vermont
1990	Wladyslaw Stefanowicz	Poland	Arsunda, Sweden
1991	Jan Gougeon	Michigan, USA	Saginaw Bay, Michigan
1992	Karol Jabłoński	Germany	Arsunda, Sweden
1993	Jeff Kent	Massachusetts, USA	Geneva Lake, WI
1994	Andreas Bock	Germany	Nieporet, Poland

## PERPETUAL TROPHIES

### GOLD CUP FIRST PLACE WORLD CHAMPIONSHIP

*Donated by Jim Redding, USA*

Year	Skipper	Home	Regatta Site
1995	Karol Jabłoński	Poland	Montreal, Québec, Canada
1996	Karol Jabłoński	Poland	Podersdorf, Austria
1997	Karol Jabłoński	Poland	Lake St. Clair, Michigan
1998	Ron Sherry	Michigan, USA	Lake Pyhäjärvi, Lomasakyla, Finland
1999	Ron Sherry	Michigan, USA	Lac St. Louis, Québec Canada
2000	Karol Jabłoński	Poland	Lake Hjälmaren, Sweden
2001	Karol Jabłoński	Poland	Saginaw Bay, Michigan
2002	Ron Sherry	Michigan, USA	Haapsalu, Estonia
2003	Karol Jabłoński	Poland	Lake Champlain, New York
2004	Thomas Karlsson	Sweden	Lake Balaton, Hungary
2005	Ron Sherry	Michigan, USA	Lake Mendota, WI
2006	Michał Burczyński	Poland	Mueritz, Germany & Lake Vaettern, Sweden
2007	Matt Struble	Michigan, USA	Green Bay, Menominee, Michigan
2008	Matt Struble	Michigan, USA	Lake Lipno, Czech Republic
2009	Matt Struble	Michigan, USA	Torch Lake, Michigan
2010	Michał Burczyński	Poland	Neusiedler See, Austria
2011	Ron Sherry	Michigan, USA	Senachwine Lake, Putnam, Illinois
2012	Tomasz Zakrzewski	Poland	Lake Hjälmaren, Orebro, Sweden
2013	Tomasz Zakrzewski	Poland	Lake Pepin, Lake City, Minnesota
2014	Karol Jabłoński	Poland	Haapsalu, Estonia
2015	Karol Jabłoński	Poland	Kingston, Ontario, Canada
2016	Karol Jabłoński	Poland	Lake Glan, Norrköping, Sweden

## PERPETUAL TROPHIES

### GOLD CUP FIRST PLACE WORLD CHAMPIONSHIP

*Donated by Jim Redding, USA*

Year	Skipper	Home	Regatta Site
2017	Karol Jabłoński	Poland	Lake Kegonsa, Madison, WI
2018	Karol Jabłoński	Poland	Lake Wielimie, Szczecinek, Poland
2019	Michał Burczyński	Poland	Indian Lake, Ohio
2020	Łukasz Zakrzewski	Poland	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Robert Graczyk	Poland	Hjälmarén, Sweden R1, Storsjoen, Norway R2-5
2023	Matt Struble	California, USA	Lake Kegonsa, Madison, WI
2024	Michał Burczyński	Poland	Pärnu, Estonia



2024 World Champion Michał Burczyński P114  
Photo: Gille Morelle

## PERPETUAL TROPHIES

### GOLD CUP SECOND PLACE— COMMODORE JIM REDDING MEMORIAL TROPHY

*Donated by Art Teutsch and Bill Connell*

Year	Skipper	Home	Regatta Site
1973	Randy Johnson	Michigan, USA	Gull Lake, Michigan
1974	Endel Vooremaa	Estonia, USSR	Zegrze, Poland
1975	J. R. Watson	Michigan, USA	Saginaw Bay, Michigan
1976	Ed Kraft	Michigan, USA	Stora Värtan, Sweden
1977	Zbignew Stanislawski	Poland	St. Michaels, Maryland
1978	Vello Kuusk	Estonia, USSR	Krynica Morska, Poland
1979	Harald Stuertz	West Germany	Lake Champlain, Vermont
1980	Kunno Kalk	Estonia, USSR	Lake Mälaren, Västerås, Sweden
1981	Jan Gougeon	Michigan, USA	Hamilton Bay, Ontario
1982	Ron Sherry	Michigan, USA	Wittensee, Germany
1983	Piotr Burczyński	Poland	Trenton, Ontario
1984	Vaiko Vooremaa	Estonia, USSR	Krynica Morska, Poland
1985	Mike O'Brien	New Jersey, USA	Barnegat Bay, New Jersey
1986	No Regatta	.	
1987	Henry Bossett	New Jersey, USA	Lake St Clair, Michigan
1988	Piotr Burczyński	Poland	Leningrad, USSR
1989	Tiit Haagma	Estonia, USSR	Lake Champlain, Vermont
1990	Vaiko Vooremaa	Estonia, USSR	Arsunda, Sweden
1991	Ron Sherry	Michigan USA	Saginaw Bay, Michigan
1992	Peter Hill	Vermont, USA	Arsunda, Sweden
1993	Karol Jabłoński	Poland	Geneva Lake, WI
1994	Karol Jabłoński	Poland	Nieporet, Poland



## PERPETUAL TROPHIES

### GOLD CUP SECOND PLACE— COMMODORE JIM REDDING MEMORIAL TROPHY

*Donated by Art Teutsch and Bill Connell*

Year	Skipper	Home	Regatta Site
1995	Piotr Burczyński	Poland	Montreal, Québec, Canada
1996	Thomas Karlsson	Sweden	Podersdorf, Austria
1997	Ron Sherry	Michigan, USA	Lake St. Clair, Michigan
1998	Daan Schutte	Holland	Lake Pyhäjärvi, Lomasakyla, Finland
1999	Bernd Zeiger	Germany	Lac St. Louis, Québec Canada
2000	Ron Sherry	Michigan, USA	Lake Hjälmaren, Sweden
2001	Bernd Zeiger	Germany	Saginaw Bay, Michigan
2002	Karol Jabłoński	Poland	Haapsalu, Estonia
2003	Thomas Karlsson	Sweden	Lake Champlain, New York
2004	Karol Joblonski	Poland Lake	Balaton, Hungary
2005	Tomas Lindgren	Sweden	Lake Mendota, WI
2006	Łukasz Zakrzewski	Poland	Mueritz, Germany & Lake Vaettern, Sweden
2007	Tomas Lindgren	Sweden	Green Bay, Menominee, Michigan
2008	Łukasz Zakrzewski	Poland	Lake Lipno, Czech Republic
2009	Bernd Zeiger	Germany	Torch Lake, Michigan
2010	Adam Baranowski	Poland	Neusiedler See, Austria
2011	Michał Burczyński	Poland	Senachwine Lake, Putnam, Illinois
2012	Karl-Hannes Tagu	Estonia	Lake Hjälmaren, Orebro, Sweden
2013	Robert Graczyk	Poland	Lake Pepin, Lake City, Minnesota
2014	Michał Burczyński	Poland	Haapsalu, Estonia
2015	Robert Graczyk	Poland	Kingston, Ontario, Canada

## PERPETUAL TROPHIES

### GOLD CUP SECOND PLACE— COMMODORE JIM REDDING MEMORIAL TROPHY

*Donated by Art Teutsch and Bill Connell*

Year	Skipper	Home	Regatta Site
2016	Michał Burczyński	Poland	Lake Glan, Norrköping, Sweden
2017	Matt Struble	California, USA	Lake Kegonsa, Madison, WI
2018	Robert Graczyk	Poland	Lake Wielimie, Szczecinek, Poland
2019	Jarek Radzki	Poland	Indian Lake, Ohio
2020	Karol Jabłoński	Poland	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Peter Hamrak	Hungary	Hjälmarén, Sweden R1, Storsjoen, Norway R2-5
2023	Karol Jabłoński	Poland	Lake Kegonsa, Madison, WI
2024	Łukasz Zakrzewski	Poland	Pärnu, Estonia



2024 World Championship: Łukasz Zakrzewski P155 second place,  
Tomasz Zakrzewski P55 fifth place

## PERPETUAL TROPHIES

### GOLD CUP THIRD PLACE

*Donated by Wim Van Acker, Holland*

Year	Skipper	Home	Regatta Site
1973	Jan Gougeon	Michigan, USA	Gull Lake, Michigan
1974	Vello Kuusik	Estonia, USSR	Zegrze, Poland
1975	Tim Woodhouse	Michigan, USA	Saginaw Bay, Michigan
1976	Ed Kraft	Michigan, USA	Stora Värtan, Sweden
1977	Jan Gougeon	Michigan, USA	St. Michaels, Maryland
1978	Vello Kuusk	Estonia, USSR	Krynica Morska, Poland
1979	Stanislaw Macur	Poland	Lake Champlain, Vermont
1980	Kunno Kalk	Estonia, USSR	Lake Mälaren, Västerås, Sweden
1981	Piotr Burczyński	Poland	Hamilton Bay, Ontario
1982	Vaiko Vooramaa	Estonia, USSR	Wittensee, Germany
1983	Stanislaw Macur	Poland	Trenton, Ontario
1984	Matti Kuulmann	Estonia, USSR	Krynica Morska, Poland
1985	Bogdan Kramer	Poland	Barnagat Bay, New Jersey
1986	No Regatta		
1987	Stan Macur	Poland	Lake St Clair, Michigan
1988	Andreas Bock	West Germany	Leningrad, USSR
1989	Jan Gougeon	Michigan, USA	Lake Champlain, Vermont
1990*	Rene Kuulmann	Estonia, USSR	Arsunda Sweden
1991	Henry Bossett	New Jersey	Saginaw Bay, Michigan
1992	Ron Sherry	Michigan, USA	Arsunda, Sweden
1993	Ron Sherry	Michigan, USA	Geneva Lake, WI
1994	Bernd Zeiger	Germany	Nieporet, Poland
1995	Mike O'Brien	New Jersey, USA	Montreal, Québec, Canada
1996	Stefan Jarudd	Sweden	Podersdorf, Austria
1997	Bernd Zeiger	Germany	Lake St. Clair, Michigan

## PERPETUAL TROPHIES

### GOLD CUP THIRD PLACE

*Donated by Wim Van Acker, Holland*

Year	Skipper	Home	Regatta Site
1998	Piotr Burczyński	Poland	Lake Pyhäjärvi, Lomasakyla, Finland
1999	Michał Burczyński	Poland	Lac St. Louis, Québec Canada
2000	Åke Luks	Sweden	Lake Hjälmaren, Sweden
2001	Tomas Gross	Sweden	Saginaw Bay, Michigan
2002	Michał Burczyński	Poland	Haapsalu, Estonia
2003	Ron Sherry	Michigan, USA	Lake Champlain, New York
2004	Ron Sherry	Michigan, USA	Lake Balaton, Hungary
2005	Matt Struble	Michigan, USA	Lake Mendota, WI
2006	Matt Struble	Michigan, USA	Mueritz, Germany & Lake Vaettern, Sweden
2007	Bernd Zeiger	Germany	Green Bay, Menominee, Michigan
2008	Andreas Bock	Germany	Lake Lipno, Czech Republic
2009	Bernd Zieger	Germany	Torch Lake, Michigan
2010	Łukasz Zakrzewski	Poland	Neusiedler See, Austria
2011	Łukasz Zakrzewski	Poland	Senachwine Lake, Putnam, Illinois
2012	Hans Ebler-Hansen	Denmark	Lake Hjälmaren, Orebro, Sweden
2013	John Dennis	Minnesota, USA	Lake Pepin, Lake City, Minnesota
2014	Tomas Zakrzewski	Poland	Haapsalu, Estonia
2015	Michał Burczyński	Poland	Kingston, Ontario, Canada
2016	Vaiko Vooremaa	Estonia	Lake Glan, Norrköping, Sweden

## PERPETUAL TROPHIES

### GOLD CUP THIRD PLACE

*Donated by Wim Van Acker, Holland*

Year	Skipper	Home	Regatta Site
2017	Michał Burczyński	Poland	Lake Kegonsa, Madison, WI
2018	Łukasz Zakrzewski	Poland	Lake Wielimie, Szczecinek, Poland
2019	Tomas Zakrzewski	Poland	Indian Lake, Ohio
2020	Anton Didenko	Russia	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Oskar Svensson	Sweden	Hjälmarén, Sweden R1, Storsjoen, Norway R2-5
2023	Łukasz Zakrzewski	Poland	Lake Kegonsa, Madison, WI
2024	Joonas Kiisler	Estonia	Pärnu, Estonia

## PERPETUAL TROPHIES

### GOLD CUP FOURTH PLACE

*Donated by Evert Vanderberg US4 of Michigan*

*in Memory of Wim Van Acker H31 and Jan Eindhoven H55*

Year	Skipper	Home	Regatta Site
1973	Russ Johnson	Michigan, USA	Gull Lake, Michigan
1974	Ain Vilde	Estonia, USSR	Zegrze, Poland
1975	Ain Vilde	Estonia, USSR	Saginaw Bay, Michigan
1976	Rolf Andersson	Sweden	Stora Värtan, Sweden
1977	Wim Van Acker	Holland	St. Michaels, Maryland
1978	Jiri Saraskin	Estonia, USSR	Krynica Morska, Poland
1979	Bogdan Kramer	Poland	Lake Champlain, Vermont
1980	Endel Vooremaa	Estonia, USSR	Mälaren Lake, Vastersas Sweden
1981	Tim Woodhouse	Michigan, USA	Hamilton Bay, Ontario, Canada
1982	Goran Tell	Sweden	Wittensee, Germany
1983	Leon LeBeau	Michigan, USA	Trenton, Ontario, Canada
1984	Henry Bossett	New Jersey, USA	Krynica Morska, Poland
1985	John Larson	New Jersey, USA	Barnagat Bay, New Jersey
1986	No Regatta		
1987	Greg Smith	Michigan, USA	Lake St Clair, Michigan
1988	Wieslaw Marcinczyk	Poland	Leningrad, USSR
1989	<i>Tie:</i> Wladyslaw Stefanowicz, Ron Sherry	Poland Michigan, USA	Lake Champlain Vermont
1990*	Tarmo Tuisk	Estonia, USSR	Arsunda, Sweden
1991	Mike O'Brien	New Jersey, USA	Saginaw Bay, Michigan
1992	Gunars Rozenbergs	Latvia	Arsunda, Sweden
1993	Henry Bossett	New Jersey, USA	Geneva Lake, WI

## PERPETUAL TROPHIES

### GOLD CUP FOURTH PLACE

*Donated by Evert Vanderberg US4 of Michigan*

*in Memory of Wim Van Acker H31 and Jan Eindhoven H55*

Year	Skipper	Home	Regatta Site
1994	Jeff Kent	Massachusetts, USA	Nieporet, Poland
1995	Stefan Jarudd	Sweden	Montreal, Québec, Canada
1996	Andreas Bock	Germany	Podersdorf, Austria
1997	Thomas Karlsson	Sweden	Lake St. Clair, Michigan
1998	Thomas Karlsson	Sweden	Lake Pyhäjärvi, Lomasakyla, Finland
1999	Thomas Karlsson	Sweden	Lac St. Louis, Québec, Canada
2000	Thomas Karlsson	Sweden	Lake Hjälmaren, Sweden
2001	John Harper	Michigan, USA	Saginaw Bay, Michigan
2002	Tomas Lindgren	Sweden	Haapsalu, Estonia
2003	Bernd Zeiger	Germany	Lake Champlain, New York
2004	Joerg Bohn	Germany	Lake Balaton, Hungary
2005	Thomas Karlsson	Sweden	Lake Mendota, WI
2006	Jacob Schneider	Poland	Mueritz, Germany & Lake Vaettern, Sweden
2007	Ron Sherry	Michigan, USA	Green Bay, Menominee, Michigan
2008	Tomas Lindgren	Sweden	Lake Lipno, Czech Republic
2009	Michal Burcynski	Poland	Torch Lake, Michigan
2010	Bernd Zieger	Germany	Neusiedler See, Austria
2011	John Dennis	Minnesota, USA	Senachwine Lake, Putnam, Illinois
2012	Vaiko Voorema	Estonia	Lake Hjälmaren, Orebro, Sweden
2013	Ron Sherry	Michigan, USA	Lake Pepin, Lake City, Minnesota
2014	Vaiko Voorenaa	Estonia	Haapsalu, Estonia
2015	Ron Sherry	Michigan, USA	Kingston, Ontario, Canada

## PERPETUAL TROPHIES

### GOLD CUP FOURTH PLACE

*Donated by Evert Vanderberg US4 of Michigan in Memory of Wim Van Acker H31 and Jan Eindhoven H55*

Year	Skipper	Home	Regatta Site
2016	Łukasz Zakrzewski	Poland	Lake Glan, Norrköping, Sweden
2017	Robert Graczyk	Poland	Lake Kegonsa, Madison, WI
2018	Tomasz Zakrzewski	Poland	Lake Wielimie, Szczecinek, Poland
2019	Holger Petzke	Germany	Indian Lake, Ohio
2020	Madars Alvikis	Latvia	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Łukasz Zakrzewski	Poland	Hjälmarén, Sweden R1, Storsjoen, Norway R2-5
2023	Robert Graczyk	Poland	Lake Kegonsa, Madison, WI
2024	Hardi Laurits	Estonia	Pärnu, Estonia



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## PERPETUAL TROPHIES

### GOLD CUP FIFTH PLACE

*Donated by Stan Whorwood, Canada*

Year	Skipper	Home	Regatta Site
1973	Helmut Leppik	Estonia, USSR	Gull Lake, Michigan
1974	Hans Molter	West Germany	Zegrze, Poland
1975	Endel Vooremaa	Estonia, USSR	Saginaw Bay, Michigan
1976	Piotr Burczyński	Poland	Stora Värtan, Sweden
1977	Ed Kraft	Michigan, USA	St. Michaels, Maryland
1978	Helmut Leppik	Estonia, USSR	Krynica Morska, Poland
1979	Henry P. Bossett	New Jersey, USA	Lake Champlain, Vermont
1980	Vaiko Vooremaa	Estonia, USSR	Lake Mälaren, Vastersas, Sweden
1981	Matti Kuulmann	Estonia, USSR	Hamilton Bay, Ontario
1982	Harald Stuertz	West Germany	Wittensee, Germany
1983	Jan Gougeon	Michigan, USA	Trenton, Ontario
1984	Bogdan Kramer	Poland	Krynica Morska, Poland
1985	Karol Jabłoński	Poland	Barnagat Bay, New Jersey
1986	No Regatta		
1987	Wladyslaw Stefanowicz	Poland	Lake St Clair, Michigan
1988	Stanislaw Macur	Poland	Leningrad, USSR
1989	Tie for fourth place (See fourth place)		Lake Champlain, Vermont
1990*	Matti Kuulmann	Estonia, USSR	Arsunda Sweden
1991	Meade Gougeon	Michigan, USA	Saginaw Bay, Michigan
1992	Rene Kuulmann	Estonia	Arsunda, Sweden
1993	Bernd Zeiger	Germany	Geneva Lake, WI
1994	Ake Luks	Sweden	Nieporet, Poland
1995	Tomas Lindgren	Sweden	Montreal, Québec, Canada
1996	Aare Kööp	Estonia	Podersdorf, Austria
1997	Ken VanWagnen	Ohio, USA	Lake St. Clair, Michigan

## PERPETUAL TROPHIES

### GOLD CUP FIFTH PLACE

*Donated by Stan Whorwood, Canada*

Year	Skipper	Home	Regatta Site
1998	Tomas Lindgren	Sweden	Lake Pyhäjärvi, Lomasakyla, Finland
1999	Tomas Lindgren	Sweden	Lac St. Louis, Québec Canada
2000	Mati Hool	Estonia	Lake Hjälmaren, Sweden
2001	Fredrik Lönegren	Sweden	Saginaw Bay, Michigan
2002	Thomas Karlsson	Sweden	Haapsalu, Estonia
2003	Tomas Lindgren	Sweden	Lake Champlain, New York
2004	Tomas Lindgren	Sweden	Lake Balaton, Hungary
2005	Jakob Schneider	Poland	Lake Mendota, WI
2006	Andreas Bock	Germany	Mueritz, Germany & Lake Vaettern, Sweden
2007	John Dennis	Minnesota, USA	Green Bay, Menominee, Michigan
2008	Ron Sherry	Michigan, USA	Lake Lipno, Czech Republic
2009	Łukasz Zakrzewski	Poland	Torch Lake, Michigan
2010	Vaiko Vooremaa	Estonia	Neusiedler See, Austria
2011	Dariusz Kardas	Poland	Senachwine Lake, Putnam, Illinois
2012	Ron Sherry	Michigan, USA	Lake Hjälmaren, Orebro, Sweden
2013	James "T" Thieler	Rhode Island, USA	Lake Pepin, Lake City, Minnesota
2014	Martin Schneider	Germany	Haapsalu, Estonia
2015	Tomasz Zakrzewski	Poland	Kingston, Ontario, Canada
2016	Ron Sherry	Michigan, USA	Lake Glan, Norrköping, Sweden

## PERPETUAL TROPHIES

### GOLD CUP FIFTH PLACE

*Donated by Stan Whorwood, Canada*

Year	Skipper	Home	Regatta Site
2017	James "T" Thieler	Rhode Island, USA	Lake Kegonsa, Madison, WI
2018	Michał Burczyński	Poland	Lake Wielimie, Szczecinek, Poland
2019	Robert Gracyk	Poland	Indian Lake, Ohio
2020	Wojciech Baranowski	Poland	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Artis Berzins	Latvia	Hjälmarén, Sweden R1, Storsjoen, Norway R2-5
2023	Adam Szczesny	Poland	Lake Kegonsa, Madison, WI
2024	Tomasz Zakrzewski	Poland	Pärnu, Estonia



2024 World Championship: Rasmuss Maalinn C20 and Karol Jabolonski P36  
Photo: Gille Morelle

## PERPETUAL TROPHIES

### GOLD CUP SENIOR TROPHY

*Donated by Skeeter Ice Boat Club, Williams Bay, Wisconsin, USA*

Year	Skipper	Home	Regatta Site
1973	Wim Van Acker	Holland	Gull Lake, Michigan
1974	Wim Van Acker	Holland	Zegrze, Poland
1975	Doug Harvey	Michigan, USA	Saginaw Bay, Michigan
1976	Wim Van Acker	Holland	Stora Värtan, Sweden
1977	Wim Van Acker	Holland	St. Michaels, Maryland
1978	Wim Van Acker	Holland	Krynica Morska, Poland
1979	Ed Kraft	Michigan, USA	Lake Champlain, Vermont
1980	Wim Van Acker	Holland	Lake Mälaren, Västerås, Sweden
1981	Ed Kraft	Michigan, USA	Hamilton Bay, Ontario
1982	Jan Eindhoven	Holland	Wittensee, Germany
1983	John Larson	New Jersey, USA	Trenton, Ontario
1984	Missing Results		Krynica Morska, Poland
1985	John Larson	New Jersey, USA	Bamegat Bay, New Jersey
1986	No Regatta		
1987	John Larson	New Jersey, USA	Lake St Clair, Michigan
1988	Visvaldis Briedis	Latvia, USSR	Leningrad, USSR

## PERPETUAL TROPHIES

### GOLD CUP SENIOR TROPHY

*Donated by Skeeter Ice Boat Club, Williams Bay, Wisconsin, USA*

Year	Skipper	Home	Regatta Site
1989	Meade Gougeon	Michigan, USA	Lake Champlain, Vermont
1990	Missing Results		Arsunda Sweden
1991	Meade Gougeon	Michigan USA	Saginaw Bay, Michgian
1992	Missing Results		Arsunda, Sweden
1993	Meade Gougeon	Michigan, USA	Geneva Lake, WI
1994	Missing Results		Nieporet, Poland
1995	Meade Gougeon	Michigan, USA	Montreal, Québec, Canada
1996	Bart Reedijk	Holland	Neusiedler See, Austria
1997	Jan Gougeon	Michigan, USA	Lake St Clair, Michigan
1998	Missing Results		Lake Pyhäjärvi, Lomasakyla, Finland
1999	Piotr Burczyński	Poland	Lac St. Louis, Québec, Canada
2000	Piotr Burczyński	Poland	Lake Hjälmaren, Sweden
2001	Meade Gougeon	Michigan, USA	Saginaw Bay, Michgian
2002	Andre Baby	Canada	Haapsalu, Estonia
2003	Greg Smith	Michigan, USA	Lake Champlain, New York
2004	Andre Baby	Canada	Lake Balaton, Hungary

## PERPETUAL TROPHIES

### GOLD CUP SENIOR TROPHY

*Donated by Skeeter Ice Boat Club, Williams Bay, Wisconsin, USA*

Year	Skipper	Home	Regatta Site
2005	John Harper	Michigan, USA	Lake Mendota, WI
2006	Missing Results		Mueritz, Germany & Lake Vaettern, Sweden
2007	Missing Results		Green Bay, Menominee, Michigan
2008	Missing Results		Lake Lipno, Czech Republic
2009	John Harper	Michigan, USA	Torch Lake, Michigan
2010	Adam Baranowski	Poland	Neusiedler See, Austria
2011	John Dennis	Minnesota, USA	Senachwine Lake, Putnam, Illinois
2012	Hans Ebler	Denmark	Lake Hjälmaren, Orebro, Sweden
2013	John Dennis	Minnesota, USA	Lake Pepin, Lake City, Minnesota
2014	Karol Jabłoński	Poland	Haapsalu, Estonia
2015	Karol Jabłoński	Poland	Kingston, Ontario, Canada
2016	Karol Jabłoński	Poland	Lake Glan, Norrköping, Sweden
2017	Karol Jabłoński	Poland	Lake Kegonsa, Madison, WI
2018	Karol Jabłoński	Poland	Lake Wielimie, Szczecinek, Poland
2019	James "T" Thieler	Rhode Island, USA	Indian Lake, Ohio
2020	Jean-Claude Vuithier	Switzerland	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022			Hjälmaren, Sweden R1, Storsjoen, Norway R2-5
2023	Karol Jabłoński	Poland	Lake Kegonsa, Madison, WI
2024	Jarek Radzki	Poland	Pärnu, Estonia

## PERPETUAL TROPHIES

### GOLD CUP WOMEN'S TROPHY

*Donated by the Hungarian Yachting Association*

Year	Skipper	Home	Regatta Site
2017	Anja Fiedler	Germany	Lake Kegonsa, Madison, WI
2018	Anja Fiedler	Germany	Lake Wielimie, Szczecinek, Poland
2019	Anja Fiedler	Germany	Indian Lake, Ohio
2020	Anja Fiedler	Germany	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Anja Fiedler	Germany	Hjälaren, Sweden R1, Storsjoen, Norway R2-5
2023	Karen Binder	Rhode Island, USA	Lake Kegonsa, Madison, WI
2024	Anja Fiedler	Germany	Pärnu, Estonia

### GOLD CUP WOMEN'S TROPHY SECOND PLACE

*Donated by the Hungarian Yachting Association*

Year	Skipper	Home	Regatta Site
2017	Julie Richards	Michigan, USA	Lake Kegonsa, Madison, WI
2018	Valentina Kozlova	Russia	Lake Wielimie, Szczecinek, Poland
2019	Julie Richards	Michigan, USA	Indian Lake, Ohio
2020	Valentina Kozlova	Russia	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Zuzanna Rybicka	Poland	Hjälaren, Sweden R1, Storsjoen, Norway R2-5
2023	Julie Richards	Michigan, USA	Lake Kegonsa, Madison, WI
2024	Laura Banach	Poland	Pärnu, Estonia

## PERPETUAL TROPHIES

### GOLD CUP WOMEN'S TROPHY THIRD PLACE

*Donated by the Hungarian Yachting Association*

Year	Skipper	Home	Regatta Site
2017	Jori Lenon	Wisconsin, USA	Lake Kegonsa, Madison, WI
2018	Zuzanna Rybicka	Poland	Lake Wielimie, Szczecinek, Poland
2019	Renee Fields	Nevada, USA	Indian Lake, Ohio
2020	Ruta Pampe	Latvia	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Valentina Kozlova	Russia	Hjälmarén, Sweden R1, Storsjoen, Norway R2-5
2023	Erin Bury	Minnesota, USA	Lake Kegonsa, Madison, WI
2024	Lisbeth Taggu	Estonia	Pärnu, Estonia



2024 Womens World Champions: Laura Banach P102 second, Anja Fiedler G390 first, Lisbeth Taggu C77

Photo: Soraijaphotography



## PERPETUAL TROPHIES

### GOLD CUP JUNIOR TROPHY

*Donated by Robert Pegel, USA*

Year	Skipper	Home	Regatta Site
1973	Bob Redner		Gull Lake, Michigan
1974	Missing Results		Zegrze, Poland
1975	Chuck Lamphere		Saginaw Bay, Michigan
1976	No information		Stora Värtan, Sweden
1977	Danny Connell	New Jersey, USA	St. Michaels, Maryland
1978	Vaiko Vooremaa	Estonia, USSR	Krynica Morska, Poland
1979	Ron Sherry	Michigan, USA	Lake Champlain, Vermont
1980	Vaiko Vooremaa	Estonia, USSR	Lake Mälaren, Västerås, Sweden
1981	Harry Melges III	Wisconsin, USA	Hamilton Bay, Ontario
1982	Missing Results		Wittensee, Germany
1983	Scott Button	Wisconsin, USA	Trenton, Ontario
1984	Missing Results		Krynica Morska, Poland
1985	Bruce Hay		Bamegat Bay, New Jersey
1986	No Regatta		
1987	Matt Struble	Michigan, USA	Lake St Clair, Michigan
1988	Rene Kuulmann	Estonia, USSR	Leningrad, USSR
1989	Matt Struble	Michigan, USA	Lake Champlain, Vermont
1990	Missing Results		Arsunda, Sweden
1991	Matt Struble	Michigan, USA	Saginaw Bay, Michigan
1992	Missing Results		Arsunda, Sweden
1993	Aaron Stange	Ohio, USA	Geneva Lake, WI
1994	Aaron Stange	Ohio, USA	Nieporet, Poland
1995	Missing Results		Montreal, Québec, Canada
1996	Kirill Kapustin	Russia	Neusiedler See, Austria
1997	Kirill Kapustin	Russia	Lake St Clair, Michigan

## PERPETUAL TROPHIES

### GOLD CUP JUNIOR TROPHY

*Donated by Robert Pegel, USA*

Year	Skipper	Home	Regatta Site
1998	Michał Burczyński	Poland	Lake Pyhäjärvi, Lomasakyla, Finland
1999	Michał Burczyński	Poland	Lac St. Louis, Québec, Canada
2000	Michał Burczyński	Poland	Lake Hjälmaren, Sweden
2001	Michael Rehe	Michigan, USA	Saginaw Bay, Michigan
2002	Michał Burczyński	Poland	Haapsalu, Estonia
2003	Missing Results		Lake Champlain, New York
2004	Missing Results		Lake Balaton, Hungary
2005	Not Awarded		Lake Mendota, WI
2006	Missing Results		Mueritz, Germany & Lake Vaettern, Sweden
2007	Chester Upham		Green Bay, Menominee, Michigan
2008	Missing Results		Lake Lipno, Czech Republic
2009	Max Minarek	Germany	Torch Lake, Michigan
2010	Piotr Gunther	Poland	Neusiedler See, Austria
2011	Sam Myers	Michigan, USA	Senachwine Lake, Putnam, Illinois
2012	Martin Aljaste	Estonia	Lake Hjälmaren, Orebro, Sweden
2013	Griffin Sherry	Michigan, USA	Lake Pepin, Lake City, Minnesota
2014	Kevin Grass	Estonia	Haapsalu, Estonia
2015	Griffin Sherry	Michigan, USA	Kingston, Ontario, Canada
2016	Eddie Klemets	Sweden	Lake Glan, Norrköping, Sweden

## PERPETUAL TROPHIES

### GOLD CUP JUNIOR TROPHY

*Donated by Robert Pegel, USA*

Year	Skipper	Home	Regatta Site
2016	Eddie Klemets	Sweden	Lake Glan, Norrköping, Sweden
2017	Eddie Klemets	Sweden	Lake Kegonsa, Madison, WI
2018	Kevin Grass	Estonia	Lake Wielimie, Szczecinek, Poland
2019	Rasmus Maalin	Estonia	Indian Lake, Ohio
2020	Anton Didenko	Russia	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	Oskar Svensson	Sweden	Hjälmarén, Sweden R1, Storsjoen, Norway R2-5
2023	Oskar Svennson	Sweden	Lake Kegonsa, Madison, WI
2024	Gustav Linden	Sweden	Pärnu, Estonia



2024 Junior World Champions: Left Angus Aarna Ant C78 third,  
Cezary Sternicki P90 second, Gustav Linden S887 first.

*Photo: Soraijaphotography*

## PERPETUAL TROPHIES

### SILVER CUP WORLD CHAMPIONSHIP

*Donated by Leon LeBeau, USA*

Year	Skipper	Home	Regatta Site
1973	No Silver Fleet		Gull Lake, Michigan
1974	No Silver Fleet		Zegrze, Poland
1975	No Silver Fleet		Saginaw Bay, Michigan
1976	No Silver Fleet		Stora Värtan, Sweden
1977	No Silver Fleet		St. Michaels, Maryland
1978	Missing Results		Krynica Morska, Poland
1979	Mike Harvey	Michigan, USA	Lake Champlain, Vermont
1980	Bertil Rehnfeldt	Sweden	Lake Mälaren, Västerås, Sweden
1981	J Larsen	New Jersey, USA	Hamilton Bay, Ontario
1982	Joachim Pinne	West Germany	Wittensee, Germany
1983	Missing Results		Trenton, Ontario
1984	Tom Sjöman	Finland	Krynica Morska, Poland
1985	Cliff Cartwright	Michigan, USA	Bamegat Bay, New Jersey
1986	No Regatta		
1987	Paul O'Neill	Connecticut, USA	Lake St Clair, Michigan
1988	Dieter Schulz	West Germany	Leningrad, USSR
1989	Dave Terwilliger		Lake Champlain, Vermont
1990	Kjell Andersson	Sweden	Arsunda, Sweden
1991	Thomas Halsey	New York, USA	Saginaw Bay, Michigan
1992	Adam Baranowski	Poland	Arsunda, Sweden
1993	Scott Carlson		Geneva Lake, WI
1994	Manfred Schreiber	Germany	Nieporet, Poland
1995	Todd Gamble	Wisconsin, USA	Montreal, Québec, Canada
1996	Daan Schutte	Holland	Neusiedler See, Austria

## PERPETUAL TROPHIES

### SILVER CUP WORLD CHAMPIONSHIP

*Donated by Leon LeBeau, USA*

Year	Skipper	Home	Regatta Site
1997	J. Bruce Williams	Michigan, USA	Lake St Clair, Michigan
1998	Christian Seegers	Germany	Lake Pyhäjärvi, Lomasakyla, Finland
1999	Frederik Lönegren	Sweden	Lac St. Louis, Québec, Canada
2000	Elmars Smiltēnieks	Latvia	Lake Hjälmaren, Sweden
2001	Johan Tolsma	Holland	Saginaw Bay, Michigan
2002	Mats Rimmö	Sweden	Haapsalu, Estonia
2003	Fredy Rudolf	Switzerland	Lake Champlain, New York
2004	Dan Backlund	Finland	Lake Balaton, Hungary
2005	Randy Johnson	Michigan, USA	Lake Mendota, WI
2006	Pawel Burczyński	Poland	Mueritz, Germany & Lake Vaettern, Sweden
2007	Christian Jensen	Denmark	Green Bay, Menominee, Michigan
2008	Leon LeBeau	Michigan, USA	Lake Lipno, Czech Republic
2009	Jim McDonagh	Minnesota, USA	Torch Lake, Michigan
2010	Piotr Gunther	Poland	Neusiedler See, Austria
2011	Mike Rehe	Michigan, USA	Senachwine Lake, Putnam, Illinois
2012	Poul Jørgensen	Denmark	Lake Hjälmaren, Orebro, Sweden
2013	Richard Gustring	Sweden	Lake Pepin, Lake City, Minnesota
2014	Wolfgang Boettger	Germany	Haapsalu, Estonia
2015	Chris Berger	Illinois, USA	Kingston, Ontario, Canada
2016	Marek Lentsius	Estonia	Lake Glan, Norrköping, Sweden

## PERPETUAL TROPHIES

### SILVER CUP WORLD CHAMPIONSHIP

*Donated by Leon LeBeau, USA*

Year	Skipper	Home	Regatta Site
2017	Tim Sugar	Wisconsin, USA	Lake Kegonsa, Madison, WI
2018	Ryszard Mrózek-Gliszczyński	Poland	Lake Wielimie, Szczecinek, Poland
2019	David Clapp	New Jersey, USA	Indian Lake, Ohio
2020	Dideric van Riemsdijk	Sweden	Lake Orsa, Orsa, Sweden
2021	No Regatta		
2022	David Croner	Sweden	Hjälmarén, Sweden R1, Storsjoen, Norway R2-5
2023	John Curtis	Ontario, Canada	Lake Kegonsa, Madison, WI
2024	Oscar Lindell	Finland	Pärnu, Estonia



2024 World Champions Silver Fleet: Left Reko Suojanen L112 third, Ueli Marti Z78 second, and Oscar Lindell L132 first.

*Photo: Soraijaphotography*

## NORTH AMERICAN CHAMPIONSHIPS

*The North American Championship formerly known as the Annual Regatta has been sailed each year since 1953.*

**1953:** North Star Sail Club on Lake St. Clair in Michigan was the only club that offered to host the first annual regatta. 62 programs were sent out for the regatta scheduled for February 20-21. On February 19 the regatta was moved to Cass Lake, Michigan because of poor ice at the North Star club house on Lake St. Clair where it was originally intended.

**1954:** North Star Sail Club again sponsored the regatta and it was held at Cass Lake. The maximum fleet was 30 boats in the fourth race.

**1955** The regatta was sponsored by the West Michigan Ice Yacht Club and held again at Cass Lake. 32 skippers registered.

**1956:** The regatta was sponsored by Anchor Bay Ice Yacht Club and held on Lake St. Clair. 25 sailors registered.

**1957:** 21 skippers competed on Lake St. Clair and the regatta was sponsored by the North Star Sailing Club.

**1958:** The sixth annual regatta was sponsored by the Detroit Ice Yacht Club and held on Lake St. Clair with clear ice and moderate wind. There were 29 sailors registered.

**1959:** 44 sailors registered for the regatta which was sponsored by the North Star Sailing Club and sailed on Lake St. Clair. It was the first year that the first five placing yachts were measured and checked for compliance to the official specifications.

**1960:** The Toledo Ice Yacht Club sponsored the regatta which was a first for a yacht club outside of Michigan. The championship was scheduled for Maumee Bay on January 16-17 but was postponed due to lack of wind. It was completed on Devil's Lake in Michigan on February 6-7 with winds of 25-30 mph. 48 skippers registered.

**1961:** The ninth annual regatta was sailed in Wisconsin for the first time on Geneva Lake and was sponsored by the Skeeter Iceboat Club. 53 competitors were registered.

**1962:** The tenth annual championship went to the eastern United States for the first time with the Kewasa Ice Yacht club as host. The regatta was sailed on Honeoye Lake in New York on January 6-7. with 48 skippers registered.

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## NORTH AMERICAN CHAMPIONSHIPS

**1963:** The regatta was postponed for two weeks and then sailed on January 19-29 at Charles Mill Lake near Mansfield, Ohio with the Mohican Sailing Club as cosponsor with Saginaw Bay. The first day offered nothing but very light air for the 61 competing skippers, split into 2 fleets for the first time. Two heats were held for each fleet on Saturday while Sunday offered fresh to strong wind (gusts to 40 mph were reported) and three more heats were run. The fleets were changed to Championship and Consolation after the first Sunday heat, based on cumulative results. The last two races settled the results.

**1964:** After a week's postponement due to New Year's snow, the regatta was held on January 11 on Maumee Bay, Ohio under the sponsorship of the Toledo Ice Yacht Club. There were 77 entries which necessitated a split fleet system. Saturday brought light air on hard ice with crusty snow patches. Three races in each fleet were sailed. Sunday dawned with a temperature of 5F and a 35 knot northeast wind that drove Lake Erie into Maumee Bay. The fleet was hard pressed to get off the ice because of flooding and breaking ice. The first day results were made final.

**1965:** After 3 postponements, the thirteenth annual regatta was sailed on Cass Lake, Pontiac, Michigan on perfect ice under strong to almost half gale conditions. 54 entries started in split fleets the first day and increasing winds caused a toll in spars and planks. The pile of splintered sitka back of the starting line would have made a great bonfire. Winds continued to build Saturday night which made for tough racing conditions on Sunday through snow drifts.

**1966:** After one disappointing attempt to hold the regatta in late January, the weather improved and 57 skippers returned to Gull Lake, Michigan February 19-20. A full schedule of 5 races were run for each of the split fleets.

**1967:** The regatta was held at Lake Lamoka near Bath, New York on February 11 with 102 entries, a new record. Because of the fleet size and dimensions of the lake, the fleet was split into three flights for the first time. A 2" snow cover presented high drag conditions but the wind which averaged 15 knots gusting to 20, offered sufficient power for good racing. Overall, this presented an excellent all around test for boats, equipment, sailing skill, and endurance. The Race Committee did a great job on the ice and were inundated by the avalanche of scoring work for 3 fleets. One innovation that proved invaluable were the several tape recorders used to record laps and rule infractions as soon as they were observed by the RC.



## NORTH AMERICAN CHAMPIONSHIPS

**1968:** 114 DNs registered for the championship at Sandusky, OH, but rain, sleet and snow drifts caused a two week postponement. The championship was sailed on February 10-11 with 60 boats at Cass Lake MI. After three races and with two races to go, two points separated the top four boats (Gene Treuter, defending champion Roland Redner, Jack Wesenberg, Jane Pegel). The fleet was placed in championship and consolation divisions. Wesenberg won the fourth race to go into the final race in a tie with Redner. Treuter won the final race to end in a tie on points with Redner. Treuter's three firsts won the tie for the championship. Redner was second, Wesenberg was third, Pegel fourth. It was the first time that an IDNIYRA Commodore (Gene Treuter) won the annual regatta.

**1969:** Though originally scheduled for the eastern United States, the regatta was ultimately sailed at Mt. Clemens, Michigan on Lake St. Clair four miles out off Huron Point with 64 entries. It had been previously scheduled for Oyster Bay, New York and Danbury, Connecticut and twice postponed. 1) Jack Wesenberg, Grosse Pointe; 2) Jane Pegel, Chicago; 3) Roy Holden, Metamora, MI; 4) Gene Treuter, Orchard Lake, MI; 5) Stan Woodruff, New Baltimore MI. Tim Woodhouse, Grosse Point placed 10th and was top Junior.

**1970:** 62 racers were registered for the regatta which took place on Lake St. Clair in Michigan. All sailed as a single fleet because conditions indicated a slow fleet. Three races were held in light to moderate winds on Saturday and no races were run on Sunday because of fog and light winds.

**1971:** For the first time in many years, the regatta was actually held on the weekend scheduled on February 16. The regatta was originally slated to be held on Geneva Lake in Wisconsin but 22" of snow prompted the fleet to move to Geist Reservoir in Indianapolis, Indiana. This also marked the first time that it became a truly international event with the arrival of 5 Europeans, Wim Van Acker, (Netherlands) Jan Eindhoven (Netherlands), Romar Rowecki (Poland), Alex Keufer (West Germany), and another West German.

**1972:** The championship was hosted by the North Shrewsbury Ice Boat and Yacht club on Bantam Lake in Connecticut February 5-6. Conditions varied with punishing winds on the first day and light air on the second which was a problem for boats that were not sufficiently tuned. . Winner was Jan Gougeon, the defending champion. 2) Gordy Bowers; 3) Bill Allen. During a January campaign in Europe, Jan had placed second in the European championships. Upon returning home on January 28 he went to work and put together a new boat, with which he then won the class title.

## NORTH AMERICAN CHAMPIONSHIPS

**1973:** Two fleets competed on Sodus Bay in New York February 3-5. 1) Tim Woodhouse; 2) John Larson; 3) Stan Woodruff; 4) Jan Gougeon; 5) John Schuck.

**1974:** 60 boats divided into two fleets of 30 each for qualifiers at Hamilton, Ontario. 1) Tim Woodhouse (defending champion); 2) Jan Gougeon; 3) Gordy Bowers; 4) Jane Pegel; 5) Don Vercruysse.

**1975:** The championship came off right on schedule February 1-2 at Williams Bay on Geneva Lake in Wisconsin. 104 skippers raced in two fleets on snow-free ice with a smooth to slight pebbly texture. The wind was on the light side for both days of the regatta.

**1976:** The regatta was sailed on Hamilton Bay in Ontario, Canada. Jan Gougeon placed first, John Schuck, second; Don Coggen, third; and Chuck Lamphere winning junior.

**1977:** Good ice was found on the Miles River (a part of the Chesapeake Bay) at St. Michaels, Maryland which was the first ice they had in 20 years. Racing was postponed on the first day because of excessive winds. Though the strong winds continued, the regatta was sailed on Sunday and Monday.

**1978:** After a two week postponement, the regatta was held on Lake Canandaigua at Canandaigua, NY on new ice.

**1979:** Polish competitors Piotr Burczynski placed first and Stan Macure second on Lake Champlain in Vermont. Ed Kraft was third and Richard Gibson was the top placing junior.

**1980:** Meade Gougeon placed first on Saginaw Bay, Alpena, Michigan; Henry Bossett, second; Randy Johnson, third; and Harry Melges III was the top junior.

**1981:** Sailed after the worlds on Hamilton Harbor at Hamilton, Ontario. Hard one inch drifts covered 40% of the ice. Medium to light winds allowed 5 races in two fleets to be sailed in one day. The following day brought snow then rain.

**1982:** The NA championship was moved from Lake Champlain, Vermont to Lake Wallenpaupack, Pennsylvania, then to Round Valley Reservoir, New Jersey, and finally to Canandaigua, New York. An excellent regatta was completed here over two days using a single fleet. John Day and Tyler Keys plus three race committees were really dedicated.

## NORTH AMERICAN CHAMPIONSHIPS

**1983:** The North Americans were completed on the last day of a week of warm weather and rain. It was originally scheduled for Sodus Bay and then moved to Trenton, Ontario, Canada. Heavy rain prevented racing the first day there and left the ice like Swiss cheese the next. Cooler weather finally allowed the sailing of the Gold Cup and North American Championship.

**1984:** The race was sailed in light winds and 60 degree temperatures with deteriorating ice conditions near Sandusky, Ohio.

**1985:** The North American Championship didn't get off with the Gold Cup because the entire week was used up getting to and sailing on Barnegat Bay, New Jersey. Two weeks later another attempt was made on Lake Canandaigua in New York. Rain, warm weather and deteriorating ice conditions moved the site to nearby Lake Honyoye. Gas holes destroyed one boat and caused everyone else to decide to abandon the regatta.

**1986:** The regatta was sailed at Muskegon, Michigan. The first day saw light wind, allowing only one race. The second day had 10-15 knots. The ice was slightly bumpy snow ice with a few areas of snow that had not completely melted.

**1987:** This race was sailed on Lake St. Clair, Michigan. a day after the Gold Cup. Ice conditions were good with about 3~4" of new snow on the ice. The wind was moderate.

**1988:** The race was scheduled for January 30 and 31 on Hamilton Harbor, Ontario, Canada. Lack of sailable ice there resulted in a move to the Bay Of Quinte in Trenton Ontario. Three races for three fleets with a total of 104 sailors were sailed on Saturday. Conditions were wet and windy. Puddles on the ice slowed the boats much like snow drifts except you couldn't tell which ones were the deep ones. The wind was about 15 mph. By the following day the puddles had found their way through the ice resulting in some large drain holes on the course. In spite of light wind and fast ice, further racing was canceled for safety reasons.

**1989:** The North Americans were sailed in one very cold afternoon on Lake Champlain at Sandbar State Park, just north of Burlington Vermont. The date was January 25. Three races were sailed in the Gold fleet and two in the Silver and Bronze. The ice was bumpy with about 30% thin snow coverage. The wind was about 10 mph. The regatta was called complete the next day as the wind was a steady 50 mph with a gust of 88 recorded nearby!

## NORTH AMERICAN CHAMPIONSHIPS

**1990:** The 1990 regatta was scheduled for Sodus Bay, New York. It wound up on Elk Lake near Traverse City, Michigan. The accommodations at the Elk Lake Lodge were wonderful. The sailing was on hard, flat frozen slush. The wind for most of the races was 15 to about 22 mph. The second day it was much lighter and variable in direction.

**1991:** The 1991 regatta was to be held in conjunction with Gold Cup but was postponed for several weeks due to warm weather and poor ice conditions. The regatta was held at Lake Lelanau Michigan, northwest of Traverse City. The regatta was completed in one day on a crowded course which resulted in several collisions.

**1992:** Lake Mendota, in Madison Wisconsin provided moderate winds and smooth ice until the regatta was ended by rain on the second day. Three fleets sailed the West end of the lake, under the direction of Robert E. Pegel.

**1993:** Geneva Lake in Wisconsin hosted seven races on hard snow ice. The site was just large enough to hold the regatta at the east end of the lake. The regatta lasted three days and all three fleets sailed seven races.

**1994:** After a false start because of newly formed drain holes at Grand Lake in Ohio, the racing was postponed for six weeks in a snow filled winter. Finally, Elk Lake in Michigan reported raceable ice in mid-March. Many people could not attend after using vacations on the false start, but three races were held on the final day of the regatta to complete the series.

**1995:** The North American Championship was sailed on Lac St. Louis in Montreal, Québec, Canada due to poor ice conditions at the original location of Lake Canandaigua in New York. The ice was almost fifty percent snow covered which made the port side of the race course heavily favored. Karol Jabłoński's "relative" consistency paid off with a victory as the result.

**1996:** After a false start because of a downpour of rain on Thursday, the North American's were moved from Detroit, Michigan to Burlington, Vermont, on Saturday, February 10th. On Saturday evening, about 1/2 inch of snow fell. To the racers on Sunday, it gave the sensation that you were not moving very fast, when you actually were. Four races were held for both Gold and Silver fleet. Racing on Monday was cancelled due to extremely cold temperatures and winds out of the NW at 15 to 25 mph.

## NORTH AMERICAN CHAMPIONSHIPS

**1997:** The North American's were held after the Gold Cup on Lake St. Clair, Michigan, in extreme cold and sticky ice conditions. After five races in Gold Fleet, there was a three-way tie between Piotr Burczyński, Meade Gougeon, and Karol Jabłoński. After the tie was broken, Meade Gougeon was our new North American Champion. There were also five races held for Silver Fleet which was won by Commodore Bill Condon. In all, there were 118 participants for this event.

**1998:** The North American's were held on very noisy ice in Button's Bay on Lake Champlain, south of Burlington, Vermont. Dr. Greg Smith of Gull Lake, Michigan, was the new North American Champion after seven hard-fought races. Seven races were also held for the Silver Fleet, with a total of 84 participants in the regatta.

**1999:** The North American Championship was held immediately after the World Championship on a large piece of ice on Lac St. Louis, Québec Canada. The wind was not very cooperative on the first day, but the mini-qualifiers were held, as well as the first Gold fleet race. The next day of racing was started in light but fairly steady wind, which built to around 10 knots during the afternoon. This provided excellent racing, with 6 races in Gold and Silver fleets, and 5 races in Bronze Fleet.

**2000:** The regatta was postponed three times due to poor weather forecasts. The regatta was finally sailed at Lake Miliona, Minnesota. The ice was a pebbly snow ice, with a large area free of cracks or other hazards. The ice was hard in the morning, and turned quite soft by the afternoon with temperatures close to 60F. Jan Gougeon let everyone see his mastery of variable conditions by leading the fleet in all four Gold fleet races. The racing concluded after one day of racing due to deteriorating ice and forecast temperatures of 65F.

**2001:** The North American's followed on the heels of the light air, abbreviated Gold Cup on the same piece of ice in Saginaw Bay, Michigan. The trip to the race area on the first morning promised more light conditions, but the wind finally began to come up and the race committee got in 4 races for all in the freshening winds. Conditions held (and the Coast Guard icebreaker stayed away) on Saturday with 3 more races all around. Thirty hours accomplished more in terms of sailing and fun than the previous 5 days. The results were familiar with Jabłoński giving an all-bullet clinic, followed by Ron Sherry, Greg Smith and John Harper in Gold Fleet with the Silver Fleet dominated by Jim Grogan.

## NORTH AMERICAN CHAMPIONSHIPS

**2002:** The regatta was sailed on Lake Mille Lac, Garrison, Minnesota, the only suitable piece of ice in North America east of Montana and south of Alaska. Across the movable ice bridge and into the fish house suburbs went the troops to find 80% clear pebbly ice with low sticky drifts that put a premium on runner selection and energy management. The first day saw only a single Silver race before the wind went away. The next day started light for the Gold fleet but picked up for their second race. During the following Silver race drizzle started falling and visibility was limited. Better conditions greeted the third Gold race but the wind died for good at its end. The wind and temperatures the next day were too extreme and the regatta was called complete with Ron Sherry the leader in Gold and Ken Mitchell the winner in Silver.

**2003:** Deteriorating ice at the Gold Cup site moved the NA regatta north to Plattsburgh, New York onto a fairly restricted piece of glare ice that resulted from rain followed by some serious cold and wind. Dangerous conditions stopped racing after the first qualifier and racing didn't resume for 3 days. With a stroke of luck and termination, the race committee squeezed the third Gold fleet race into the moments just before sunset on the very last day of the regatta which saw Ron Sherry the Gold winner, Eben Whitcomb the Silver winner and Bill Condon the winner in bronze.

**2004:** The site was moved after several days of warm temperatures and rain made the safety of the ice at the primary site questionable. The regatta was relocated to another bay in Sandusky, Ohio where the ice is always thicker and more stable. This new location in front of Cedar Point amusement park was the made famous in the "Welcome to Our Playground!" photo that graced the North American IDNIYRA website for many years. This site only has room for 3/4 mile courses, so the Race Committee divided the sailors into three fleets. The ice was suitable, but little or no wind on Saturday and Sunday and soft ice due to the high temperatures made for a slow start to the regatta. By the end of the day on Monday, the Race Committee had managed four races in Gold, and three races each in Silver and Bronze fleets.

**2005:** The regatta was to be sailed in Wisconsin in January with the Worlds but all sites became snowed out just as the Worlds finished. The regatta was rescheduled to a later February date and Elk Lake, Michigan became the site. This became a wonderful venue with great weather in which to hold and finish the North Americans.

## NORTH AMERICAN CHAMPIONSHIPS

**2006:** The race site at Lake Winnebago in Wisconsin was abandoned because of one foot thick snow drifts. The regatta was moved three hours west to Lake Pepin; a wide spot of the Mississippi River, in Pepin, Wisconsin. The regatta was completed after two days of racing thru semi firm 1-2 inch snow drifts. You could watch eagles flying overhead as you checked your tell tales.

**2007:** The regatta was completed on Friday with Wednesday as a lay day after the Gold Cup, in Menominee, Michigan on Green Bay, Lake Michigan. Conditions were again very favorable with the same results for the first four places in Gold Fleet. What a week of sailing! Everyone drove home tired, happy and satisfied. Truly a fabulous week.

**2008:** The regatta was moved to Lake Pepin, a wide spot on the Mississippi River between Minnesota and Wisconsin after a last minute snow fall covered the perfect ice at the primary venue, Lake Winnebago in Wisconsin. Ninety eight sailors made the trip to the land of bald eagles to participate in a great regatta. Winds ranged from 10 to 20 mph with scattered small drifts. The ice was a bit rough but the five mile ice boat cruise on the Mississippi at the end of the day was truly a pleasure.

**2009:** After the Gold Cup, the ice at Torch Lake in Michigan deteriorated and the regatta moved to Green Bay, Wisconsin. The ice in Green Bay was cobblestone ice with hazards and 1/4" of snow on it. On the first day there was too much wind for ice conditions but on the second day there was the perfect 4-7 knots of ENE wind. On the third day there was no wind and a covering of snow so the regatta was done with one good day of racing. Awards were presented on the ice and Ron Sherry took home his eighth North American Championship trophy.

**2010:** After days of a frustrating search to find suitable ice anywhere in North America, Thunder Bay, Ontario, Canada was scouted and found to have miles of beautiful ice. It was the first time that the regatta has been held on Lake Superior. Fifty eight skippers registered for the regatta which allowed the fleets to be split into Gold and Silver. Then, after waiting days for the wind to make an appearance, the regatta was finally completed and Ron Sherry won his ninth North American Championship trophy.

**2011:** After the Gold Cup was called complete on Senachwine Lake in Putnam, Illinois, the North American championship was canceled to allow competitors time to outrace a powerful blizzard and make it home safely.

## NORTH AMERICAN CHAMPIONSHIPS

**2012:** Though scheduled for the Eastern Lakes Region, the lack of conditions forced the regatta to be held on Green Bay in Green Bay, Wisconsin. Monday morning the wind was blowing hard, but calmed down enough mid afternoon to sail a qualifier and three races in the Gold and Silver fleets. On Tuesday, the only race of the day, a Gold fleet, was black flagged for not making the time limit due to light air. A growing crack in the ice that threatened to send the race course out in Green Bay became a concern and the regatta was called complete. Ron Sherry won his tenth North American Championship and Bob Struble won the Silver fleet.

**2013:** The race course on Lake Pepin, the widest naturally occurring part of the Mississippi River, near Lake City, Minnesota where the Gold Cup was held was too full of ruts to use for the North American championship. The day after the Worlds, gusty winds caused postponement which allowed John Dennis, Ron Sherry, and Tomek Zakrzewski to spend the day scouting Lake Pepin for a better ice sheet. They found a good sheet a little ways north. After waiting a few days, the wind finally came up enough to complete the North American Championship on Saturday, February 2. John Dennis won his second North American championship in three races.

**2014:** A snow storm forced the regatta to be relocated from Lake Senachwine in Peru, Illinois to Lake Champlain, Plattsburgh, New York. Once a permit was secured from the local authorities, the regatta officially began on January 23 with one Silver qualifier race in the afternoon. The next day, temperatures barely made 10F but everyone persevered and the day ended with 3 more races in Silver and 4 in the Gold fleet. Winds were light in the morning, building during the day to the point that snow devils were seen flying down the ice. Ron Sherry US44 won the Gold fleet by one point over Mark Christensen US4824. In the last race, Ron experienced an exciting leeward rounding where he was thrown out of the boat, jumped back in, and completed the race. The winds were too gusty and treacherous the next morning and the regatta was called complete.

**2015:** After the Gold Cup was completed on Lake Ontario in Kingston, Ontario, Canada, a snow storm forced the cancellation of the North American Championship.

**2016:** The 2016 North American Championship was sailed on Lake Monona in Madison, Wisconsin. 10 races were sailed in Gold and Silver Fleets. All-around skills were needed as the wind strength during the event ranged from very light to very heavy. Matt Struble took first in Gold Fleet and David Elsmo won the Silver Fleet.



## NORTH AMERICAN CHAMPIONSHIPS

**2017:** After snow ended the Gold Cup on Lake Kegonsa in Madison, Wisconsin, scouts were sent to find ice. After an extensive search, a regatta quality site was found on Green Bay near Octonto, Wisconsin. Sailors enjoyed two days of sailing for a total of 7 races in each fleet. For the first time in regatta history, a father (Ron Sherry) and son (Griffin Sherry, competing as a junior) won the Gold and Silver fleet respectively.

**2018:** The scheduled start date of the regatta coincided with a massive winter storm system that moved through North America. Competitors and race committee sat tight for a few days waiting to learn the site location. The only regatta quality ice that survived the storm was at Lake Charlevoix in Petoskey, Michigan. Thursday was the first day of sailing and sailors waited for wind that finally arrived late in the day. One qualifier race was sailed. Friday was a perfect day of sailing with steady breeze and sunny skies. 5 Gold and 5 Silver fleet races later, Ron Sherry US44 beat out John Dennis US4691 by one point and won his 13th North American championship. Steve Madden US4512 took top honors in the Silver fleet.

**2019:** After 2 days of Gold Cup racing on Indian Lake in Ohio, a snow storm forced the competitors to move 3 hours west to Lake Wawasee in Syracuse, Indiana for the North American championship. The first day saw 13 races with a big breeze on a relatively small course at .7 mile because of wind direction. On the second day, after waiting for the wind to fill in, the regatta was completed with 5 more races for a total of 17 for the regatta. Ron Sherry won the Gold Fleet and attributed his success to taking time to tune against his son, Griffin. This was Ron's 14th North American championship and 3rd consecutive North American title.

**2020:** A nationwide snow storm ended all hopes of regatta ice in North America except for one place, Ft. Peck Reservoir near Glasgow, Montana. Over 60 competitors ventured to Montana for this historic regatta, the farthest west any sanctioned iceboat regatta has ever been held. The regatta began on Wednesday. Lack of wind on Thursday and Friday necessitated a Saturday race day. Competition in the Gold fleet was tough and the top three were only separated by one point. James "T" Thieler US5224 won his first North American Championship with Ron Sherry US44 in second, and Chad Atkins US4487 in third. Peter Johanson US5633 took top honors in the Silver fleet with Andy Allen US5451 second and Mike Miller US5369 third.

**2021:** A scaled back non-ranking U.S. Nationals was held on Black Lake in northeastern Michigan instead of the North American championship because international travel was hindered during the COVID-19 pandemic. 52 American sailors comprised 2 fleets and each had 9 races. Ron Sherry US44 won the Gold fleet and Andy Allen US5451 took top honors in the Silver fleet.

## NORTH AMERICAN CHAMPIONSHIPS

**2022:** The IDNIYRA Governing Board chose to hold another U.S. Nationals because of lingering pandemic uncertainty. Though scheduled for the Central Region, a lack of conditions moved the regatta to the Western Region. Competitors gathered in Madison, Wisconsin, but snowfall on the eve of the event sent scouts on the road looking for ice. The regatta moved to Lake Senachwine in Putnam, Illinois. Both Gold and Silver fleets completed five races. Ron Sherry US44 won the Gold, and Karen Binder US5630 dominated the Silver fleet with five wins.

**2023:**

Following the World Championship, Lake Kegonsa in Madison, WI, experienced snowfall, which made it necessary to use plate runners for the first day of the North American Championship. Two races were held in both the Gold and Silver fleets, and the day concluded with the wind decreasing and the track becoming sticky and slower.

Competitors persevered through snow squalls to complete the regatta with a Gold and Silver race on Friday. Paul Goodwin (US46) stated that the heavy air and snowy conditions reminded him of the classic iceboat documentary *Black Ice*. Spectators and the Race Committee witnessed some of the most exciting races of the week on Friday. Matt Struble US183 continued his winning streak, securing his fifth North American victory.

**2024:**

The 2024 DN North American Championship on Lake Osakis in Waconia, Minnesota, provided intense competition and varied weather conditions. After a stretch of years without consistent winds, this year's regatta finally offered the opportunity for daily racing.

The regatta opened with unusually warm temperatures, peaking at 61°F, softening the ice and limiting racing opportunities on day one. Nevertheless, defending champion Matt Struble US183 quickly established himself as the man to beat, winning both races in the Gold fleet and adapting quickly to the balmy conditions.

Minnesota's winter returned in full force as the week progressed, bringing a significant temperature drop to as low as 3°F, creating a bumpy, challenging ice surface. The sub-zero days featured strong and shifty winds, particularly on day five, when a late start led to intense, close racing in both fleets.

Matt Struble maintained his winning streak by finishing first in the Gold fleet, while Bill Cutting US5430 secured top honors in the Silver fleet. Canadian sailors made a strong showing, claiming four of the top ten spots.

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Email: pgoodwin-dn@cefirmbach.com

## **Suppliers: Miscellaneous Services & Items, Plans**

North Sails New Jersey (battens)  
2422 Rt 34 North  
Manasquan, NJ 08736  
732-528-8899  
Fax: 732-528-6565

Poplar Place Products  
(Videos)  
4985 Poplar Ln.  
Vicksburg, MI 49097  
616-649-1333  
Greg Ward

Precision Swaging  
(Stays, halyards & rigging)  
12 Hickory Point  
Springfield, IL 62707  
Phone: 217-529-7414  
Contact: Tim Dixon

RKR Composites  
(custom runner sharpeners)  
W357 N5895 Meadow Ct  
Oconomowoc, WI 53066  
414-791-3056  
dncompositemast.com  
Bob Rast

### **OTHER ICE BOATS**

Composite Concepts  
35940 Carlisle Drive  
Clinton Twp., MI 48035  
586-790-5557  
Fax: 586-792-3374  
ron@iceboatracing.com  
iceboatracing.com  
Ron Sherry  
Norton Boat Works  
PO Box 464, 535 Commercial  
Green Lake, WI 54941  
920-294-3544  
Joe Norton

Lloyd Roberts  
(Gambit plans)  
140 Porter St.  
Rockport, ME 04856  
207-596-2095  
Lloyd Roberts

Wind Products  
2485 Rosstown Rd.  
Wellsville, PA 17356  
1-866-432-1074  
Fax: 717-432-2074  
windproducts@email.com  
www.sail4joy.com  
windproducts.safeshopper.com  
Manufacturer of  
Lockley Skimmer 45 Iceboat

### **PLANS**

Paul Goodwin  
Full-size templates for building the  
DN or Ice-Opti hull  
39480 Lakeshore Dr.  
Harrison Twp, MI 48045  
248-761-7255  
Email: pgoodwin-dn@cefirmbach.com

IDNIYRA Treasurer  
DN class plans  
Deb Whitehorse  
treasurer.idniyra@gmail.com

Norton Boat Works  
PO Box 464, 535 Commercial  
Green Lake, WI 54941  
920-294-3544  
Joe Norton

Weeks Yacht Yard  
10 Riverview Ct.  
Patchogue, NY 11772  
516-475-1675  
Fax: 516-475-1675  
weeksyachtyard.com  
Brian or Joe Weeks

## Suppliers: Runners

### RUNNERS

Bernd Zeiger G107  
Kurallee 1D  
24159 Kiel  
Phone: +49 431 374152  
Mobile: +491777980919  
Mobile SWE: +46 734352354  
Email: landessekretaer@eissegeIn.org

Ake Luks  
Gustavsvagen 25  
S 633 46 Eskilstuna  
Sweden  
Phone: 46 16 14 83 98  
Fax: 46 16 14 83 98  
Contact: Ake Luks (S-5)

Dan Clapp  
PO Box 182  
Fair Haven, NJ 07704  
732-751-1212  
Fax: 732-751-0383  
Dan Clapp

Composite Concepts  
35940 Carlisle Drive  
Clinton Twp., MI 48035  
586-790-5557  
Fax: 586-792-3374  
ron@iceboatracing.com  
iceboatracing.com  
Ron Sherry

Composite Solutions Inc.  
Moore Brothers Company  
253 Franklin Street  
Bristol, Rhode Island  
02809 USA  
Phone: 781-355-4650  
Phone 1-781-335-4650  
office@moorebro.co  
jeffkent@csi-composites.com

Icewise  
Hungary  
Péter Hamrák  
m53@icewise.hu  
+36 70 336 4000  
www.icewise.hu

North Sails New Jersey (battens)  
2422 Rt 34 North  
Manasquan, NJ 08736  
732-528-8899  
Fax: 732-528-6565

North Wind Ice Boats  
80 Twin Fawn Drive  
Hanover, MA 02339  
781-724-0648 (primary)  
nwind1@aol.com  
northwindiceboats.com  
Steve Duhamel

RKR Composites  
Custom Runner Sharpners  
W357 N5895 Meadow Ct  
Oconomowc, WI 53066  
414-791-3056  
dncompositemast.com  
Bob Rast

Weeks Yacht Yard  
10 Riverview Ct.  
Patchogue, NY 11772  
516-475-1675  
Fax: 516-475-1675  
weeksyachtyard.com  
Brian or Joe Weeks



## Suppliers: Sails

### SAILS & SAILMAKERS

1D-Sails  
Bernd Zeiger G107  
Kurallee 1D  
24159 Kiel  
Phone: +49 431 374152  
Mobile: +491777980919  
Mobile SWE: +46 734352354  
Email: landessekretaer@eissegehn.org

1D Sails - North America  
Chad Atkins US4487  
catkins4487@gmail.com

Icewise  
Hungary  
Péter Hamrák  
m53@icewise.hu  
+36 70 336 4000  
www.icewise.hu

Doyle-Raudaschl-Schultz-Segel  
E-mail: info@schultz-segel.de  
Contact Reinhard Schultz (G145)

Ullman Sails Detroit  
24422 Sorrentino Court  
Clinton Twp, MI 48035  
Phone: 586.792.7212  
Fax: 586.792.7279  
email: mboston@ullmansails.com  
Contact: Mike Boston

North Sails USA  
onedesign.com  
Mike Marshall 401-965-0057  
Sweden: Bjorn Osterberg  
+46 (0)8544-80770  
North Sails New Jersey  
2422 Rt 34 North  
Manasquan, NJ 08736  
732-528-8899  
Fax: 732-528-6565

North Sails Sweden  
Sales & Consultant:  
Designer: Tore Lewander  
Email: tore@se.northsails.com  
Phone: +46 854 480 770

Quantum Sails Zenda  
PO Box 2 N 598 Zenda Road  
Zenda, WI 53195  
262-275-9728  
Fax: 262-275-8012  
jim@melges.com  
Jim Gluek

Remus Sailmakers  
Max Planckstraat 18  
2041 CZ Zandvoort  
The Netherlands  
Phone 00 31 23 5720168  
remus.zeilmakerij@usa.net

Vermont Sailing Partners  
150 West Canal St.  
Winooski, VT 05404  
802-655-SAIL  
info@vtsailing.com  
www.vtsailing.com  
Bill Fastiggi

WB Sails Ltd  
Italahdenkatu 22b C  
00210 Helsinki, Finland  
Phone: +3589 621 5055  
Fax: +3589 621 5066  
john@wb-sails.fi  
www.wb-sails.fi/news/WBlines/DN  
Contact: John Winqvist

Weeks Yacht Yard  
10 Riverview Ct.  
Patchogue, NY 11772  
516-475-1675  
Fax: 516-475-1675  
weeksyachtyard.com  
Brian or Joe Weeks

## Suppliers: Wood

### WOOD

McCormick Lumber  
3156 Milwaukee St.  
Madison, WI 53714  
608-244-4741  
Fax: 608-244-0762  
mccormicklumber.com  
Andy McCormick

Olympic Woods Inc.  
896 57th St.  
Port Townsend, WA 98368  
360-385-3816  
Contact Michael Brady  
tarthur@olympus.net

Rare Earth Hardwoods  
6778 E Traverse Hwy  
Traverse City, MI 49684  
Phone: 616-946-0043

Weeks Yacht Yard  
10 Riverview Ct.  
Patchogue, NY 11772  
516-475-1675  
Fax: 516-475-1675  
weeksyachtyard.com  
Brian or Joe Weeks

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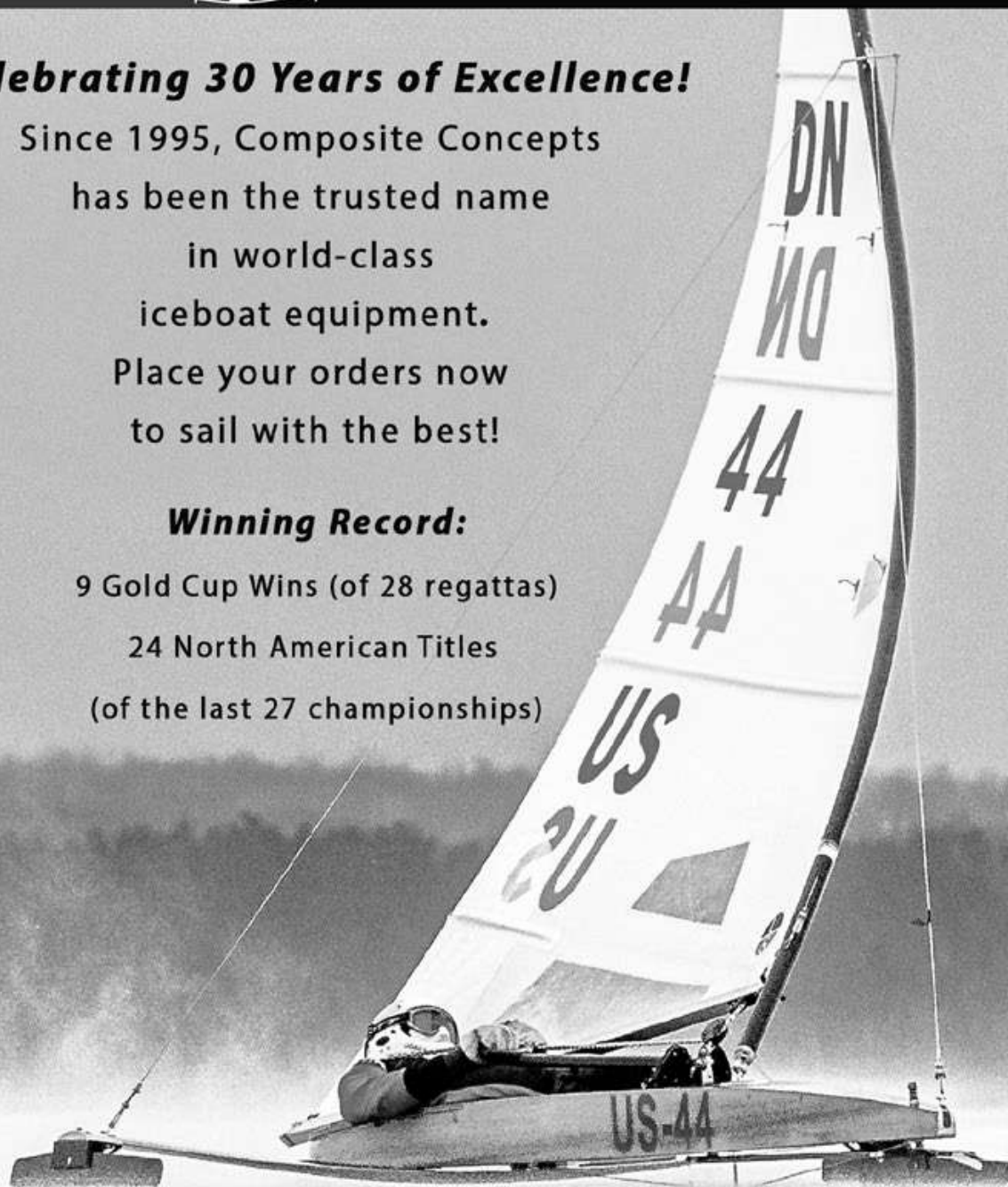
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iceboatracing.com    ron@iceboatracing.com  
Phone: 586-484-5134

**APPENDIX III**  
**NATIONAL ICEBOAT AUTHORITY PROTEST FORM**  
**Page A**

**Regatta or Series** \_\_\_\_\_

**Protesting Yacht: Class**\_\_\_\_\_ **Sail Number**\_\_\_\_\_

**Skipper:**\_\_\_\_\_

**Protested Yacht: Class**\_\_\_\_\_ **Sail Number**\_\_\_\_\_

**Skipper:**\_\_\_\_\_

**Date & Race Number of Incident:**\_\_\_\_\_

**Witnesses Who Saw the Incident:**\_\_\_\_\_

**Statement of Facts:**

**Rules the Protestor Believes Were Violated:**\_\_\_\_\_

\_\_\_\_\_

**Time Protest Was Reported to Committee:**\_\_\_\_\_

**Temperature**\_\_\_\_\_ **Wind Velocity**\_\_\_\_\_ **Visibility**\_\_\_\_\_

**Ice Condition**\_\_\_\_\_

**APPENDIX III**  
**NATIONAL ICEBOAT AUTHORITY PROTEST FORM**  
**Page B**

**Statement of Facts:**

Indicate Wind Direction Position and tracks of all yachts involved. Also, show their positions in relation to the course and the MARKS of the course.

Signature, Skipper of Protesting Yacht:\_\_\_\_\_

FOR RACE & PROTEST COMMITTEE (JUDGES) USE  
Page A

Protest Received (Date, Time): \_\_\_\_\_

By (Official): \_\_\_\_\_

DECISION OF PROTEST COMMITTEE (JUDGES)

Facts Found

Decision & Grounds, including rules(s) infringed and yacht(s)

**FOR RACE & PROTEST COMMITTEE (JUDGES) USE**

**Page B**

Diagram

Yes or No: \_\_\_\_\_ 's Diagram is Endorsed

Yes or No          Diagram constructed by the Judges is attached.

Chief Judge \_\_\_\_\_

Names of Other Judges Hearing Protest: \_\_\_\_\_

Date of Hearing: Date of Decision: \_\_\_\_\_



## NOTES