

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

DECEMBER 2019



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GREAT WESTERN CHALLENGE REPORT BY SHAWNEE KAY SPILLSON

ANSWERS ABOUT PROPOSALS BY PETER HAMRAK M53

SAIL VLADIVOSTOK BY JÖRG BOHN G737

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Cover: IDNIYRA Commodore Warren Nethercote KC3786 at the Great Western Challenge on Lake Puckaway
Photo: John Hayashi



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Contact Ray Gauthier US5576
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Contact IDNIYRA Secretary
Deb Whitehorse
1200 East Broadway
Monona, WI 53716
Phone: 608-347-3513
Email: debwhitehorse@gmail.com

RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

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COMMODORE'S MESSAGE

WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

I started writing this en route to the 2019 Great Western Challenge, a little jealous because I think the Westerners got the best of the black ice before the recent snowstorms. But such is our sport! I am finishing it on the way home, recognizing that even second-string Western ice is worth a long drive.

I join many others in mourning the loss of Mark 'Doctor' Christensen, who contributed so much to our sport. It was sad news that tempered the excitement of a new ice boating season.

We recently voted on the EPIC and Regatta Management agreements and I am very pleased that both North American and European members were overwhelmingly in their support. These agreements reinforce the DN class as a multi-continent organization without the administrative challenge of establishing new organizations.

A practical benefit of adoption of the EPIC and Regatta Management Agreements is that we will now be able to conduct ALL member ballots electronically. For those few members without computer access our electronic voter validation processes will allow them to vote from a friend's computer.

We have a tiny bit of tidying up to do after the EPIC/RMA vote. Some of the EPIC and Regatta Management Agreement details were extracted from the IDNIYRA bylaws. To avoid having to ensure that any future changes to the EPIC/RMA are duplicated in the IDNIYRA bylaws, we will need an electronic ballot to allow us to delete these now-redundant items from our bylaws. This will be done in conjunction with our election of officers for the 2021 season.

Our first electronic ballot under the new EPIC/RMA regime will seek members' support, or otherwise, for potential changes to specifications. Peter Hamrak's proposals have already been discussed at length in

Runner Tracks and online. The European Governing Committee supported his proposals eliminating mast minimum weight and centre of gravity requirements and loosening core requirements for bodies of insert, T or angle runners. The Technical Committee has prepared a voting package. Bob Gray submitted a proposal to the Technical Committee proposing a slight reduction in the minimum thickness of insert runner blades to allow use of readily available 7-gauge sheet steel rather than 3/16 plate. This will be presented to Annual meeting for discussion. Combining these mast and runner specification questions in a single ballot is a practical way to make best use of members' time. Electronic voting allows frequent, inexpensive votes, but too frequent voting could lead to member backlash.

I am into my second year as Commodore. Aside from being a low-profile Commodore due to health issues, I realize that much of my focus has been administrative. A lot of effort went into things like implementing the EPIC and RM Agreements. Eric Anderson and Attila Pataki put too much effort into them to allow them to die on the vine. Additionally, we regularized IDNIYRA's relationship with the IRS and were given 50(c)(3) status. There are spin-off requirements, like filing annual returns and registering as a charity in Michigan, our state of incorporation.

Continued next page.



Photo: Gretchen Dorian

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For all of these we have relied upon our officers and volunteers, and particularly our Executive Secretary, Deb Whitehorse, to ensure that nothing slips through the cracks.

I am pleased to report that IDNIYRA is in 'good shape' as an organization. We are en route to being better organized. We are on the right side of the IRS, which is reassuring. And our financial situation is sound, so we can deliver services to members with confidence. All of this is courtesy of volunteers. I would like particularly acknowledge Ray Gauthier who has put considerable effort into improving membership records and accelerating turn-around of sail number applications.

I wish you a successful season on the ice. Sail fast, sail safely and have fun!

Warren Nethercote KC3786



MARK CHRISTENSEN US4824 1960-2019

Mark "Doctor" Christensen US4824, Mike Bloom US322, and Ron Sherry US44 at the 2016 Gold Cup at Lake Glan, Norrköping, Sweden



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NORTH AMERICAN COMMODORE

Warren Nethercote KC3786
Nova Scotia, Canada
Phone: 902-478-2517
Email: wnethercote@eastlink.ca

NORTH AMERICAN VICE COMMODORE

Jody Kjoller US5435
Temperance, MI 48182
Phone: 419-265-6779
Email: dn5435@yahoo.com

NORTH AMERICAN SECRETARY

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

NORTH AMERICAN TREASURER

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

NORTH AMERICAN PAST COMMODORE

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

EUROPEAN COMMODORE

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

EUROPEAN VICE COMMODORE

Timoleon Caravitis L37
Helsinki, Finland
caratimo@gmail.com

EUROPEAN SECRETARY

Attila Pataki Jr. M101
Balatonfüred
Hungary
Email: hungary@idniyra.eu

EUROPEAN TREASURER

Jerzy Henke P58
Poland
Email: jh@abplanalp.pl

EUROPEAN JUNIOR PROGRAM MANAGER

Stan Macur P111
Poland
Email: juniorprogram@icesailing.org

EUROPEAN WEBMASTER

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

EUROPEAN INSURANCE MANAGER

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

NORTH AMERICAN REGIONAL COMMODORES

CANADA

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

EASTERN LAKES

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

CENTRAL LAKES

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

MOUNTAIN LAKES

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

WESTERN LAKES

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

NORTH AMERICAN JUNIOR PROGRAM MANAGER

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

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SPECIFICATIONS PROPOSAL

PROPOSAL TO CHANGE SPECIFICATION E. 2. h.
BOB GRAY US65
(Change in red).

Existing Specification E. 2. h:

	English		Metric	
	Max	Min	Max	Min
Thickness	0.270	0.1875	6.8	4.8

Change E. 2. h. to:

	English		Metric	
	Max	Min	Max	Min
Thickness	0.270	0.1870	6.8	4.75

Explanation:

Runners are getting too expensive for many sailors. The 36 inch, 3/16 inch thick, 440C stainless runner is the gold standard but a used set typically sells for \$800 to \$1000. There are other used inserts available, but many are in questionable condition.

One of the best options are runners made from non-heat treatable stainless steels such as 304 and 316. These steels are arguably as fast as 440 but being softer, require more attention to keep them sharp. Their big advantage is that these steels are inexpensive and are readily available in 3-inch-wide bar stock. All the materials necessary for a pair of these runners would cost between \$100 and \$150. They are easy to build or have built. The one drawback of these steels is the thickness variations of the of the steel stock.

Continued page 10



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Continued from page 8

The steel required for a 3/16 inch thick insert runner is 7 gauge which is supposedly 0.1875 inch thick. Unfortunately, the sheets that the bar stock comes from vary in thickness from 0.1870 inches to 0.1875 inches. Unless you can hand pick the steel, you might be getting 0.1870 inch thick steel which would be illegal since the specification calls for steel at least 0.1875 inches thick.

I propose that the specification for the minimum thickness of insert steel be changed to 0.1870 inches from 0.1875 inches. This wouldn't make any difference in performance but would make less expensive runners more readily available.

Bob Gray, US65

Addendum from the IDNIYRA Technical Committee:

"With acceptance of proposal, elimination the following active Specification Interpretation as to not contradict specifications:"

3/18/89, amended 10/1/2010 : The thickness of the steel plate in insert runners may not be reduced below the minimum thickness of .1875" except as permitted in specification E.12.



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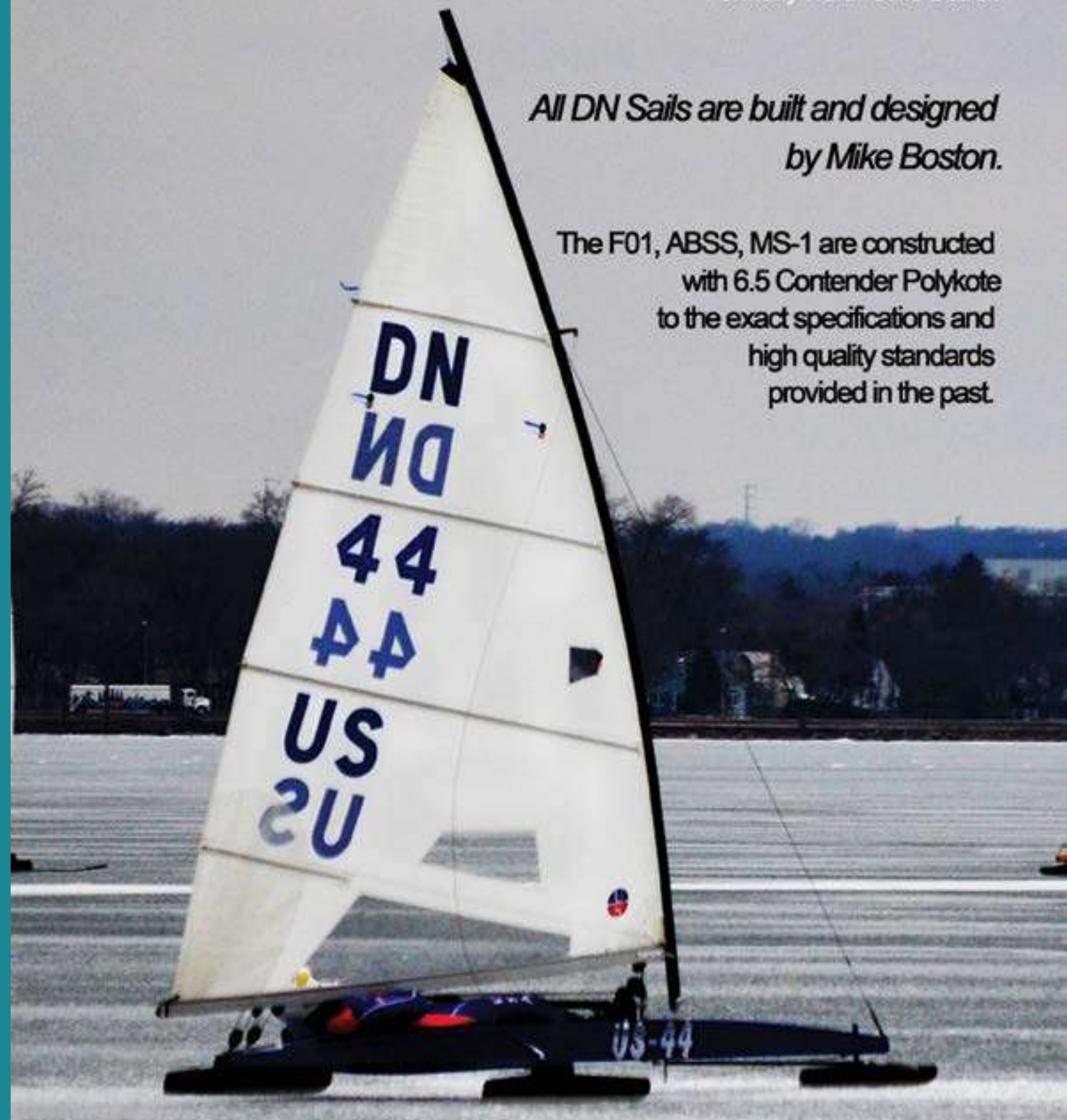
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ANSWERS TO QUESTIONS AND CONCERNS ABOUT MAST AND RUNNER PROPOSALS

By Peter Hamrak M53

I'd like to have a chance to answer the questions and recent opinions about my proposals going to ballot soon.

I read Chad Atkins and Warren Nethercots articles [September 2019 Runner Tracks] about the proposed changes and I think despite my very detailed explanation there is still some mix-up in theories about summer sailing and hard water sailing.

We have huge differences in physics on ice and on water during sailing.

Lots of sailors believe that what is lighter goes faster. It is not entirely true for ice boating, but the opposite in most of the cases.

On the website and in my previous articles I tried to explain why. You can check it out on dn-tc.boards.net site.

In a nutshell the DN has a different structure and different resistance to the sliding surface. It starts to accelerate and go fast much earlier than a normal sailboat and reaches much higher speeds very soon. The time interval that light crew or equipment has a chance gaining advantage is very limited compared to heavier rig.

Only in very light wind conditions has any chance for a light setup. It is about the 10 % of all racing conditions, what does not make you concern about light equipment.

The rest of the cases, in 90% of wind conditions, when the wind is over 5 knots the balance force is in effect. As soon as the mast starts to bend, you need to balance the hike. In this case the counter force of the skipper or the equipment is needed instantly to get going. In DN class everything counts for balance from the line of the front and aft leewards runners. That means the whole equipment. I don't see where is the advantage for light material.

In Chad's list the easier build of the equipment is on the last position. That is not how it should be. To build half of the mast weight in non-functional material just for the sake of the rules, should be a major concern. He does not mention that, there is no reaction to that reason....

The rules are for us, and not the opposite.

Chad Atkins worried about arms race to develop in mast building what threatens newcomers to the class.

My answer to that, if there was any newcomers they would come for new technical innovation rather than old technology, despite any price.

On the other hand Chad's opinion is not independent, since he works for Moore Brothers who build glass masts. It is not their interest to have the mast building easier for others.

The other concern or threat to those who has older material was the devaluation of the old equipment. First of all if any mast gets over its lifespan, then it is not a question of light or heavy. Every material loses or changes its properties over time. A 10 year old mast will not have the same bend or reaction time than a new one.

The difference between carbon and glass has proved itself so no need to explain that how much more dynamic carbon is, or how much stronger. In my opinion also the lifespan is better of the carbon fibre than the glass.

You can build a mast from less material out of carbon.

These differences already exists. I did not use other material than what was already an allowed technology. I was just using the carbon more efficient than previously others did.

Continued page 14



Photo: John Hayashi

Ken Moyer US5660 and Soren Hughs H148 at the 2019 Great Western Challenge on Lake Puckaway near Princeton, Wisconsin.

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Continued from page 12

There shouldn't be any concerns of arms race as the weight reduction does not allow other materials or to use other ways of being able to produce a different mast.

The fact that I would be able to remove the use-less lead from the masts, wouldn't change nothing in today's differences in performance.

This ballot is NOT about speed or better technology, it is about building the masts EASIER!

About the Runners:

The most important thing is to eliminate dispute and arguments about runners by clarifying the rules. That would help the most for the DN community. Runners rules are a mess. Newcomers mostly get scared of the Specification as it does not make sense in some cases. Like this one.

There are surely other ways to build runners that would make building easier and cheaper, and lasting longer than only carbon fibre reinforced wood bodies.

There is an example that CNC milled aluminium bodies can be a better way to build insert runners, if this was allowed.

Marek Lentsius fellow iceboater in Estonia owns a CNC Machine shop and gave an estimate of the costs for milling a long insert runner body out of Aluminium. The price is 160€ per piece. A carbon runner body is about 300€. So, half the price for the ALU one.

The cost is much cheaper and the process is much easier. The weight is about 4 kg.



There are several much better alternatives for the core material also than wood, that resistant to moisture and wet conditions.

I would highly recommend runners rule change. You can still be honest if the rules were clear.

The DN is still going to be a DN, even if we build it easier, and the rules are clear!

Thanks for your attention!

Peter Hamrak M53

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A THRILL ON ICE

A VIEW OF ICE SAILING FROM A NEW RACE COMMITTEE VOLUNTEER
BY SHAWNEE KAY SPILLSON, TOLEDO ICE YACHT CLUB

When embarking on an unexpected journey, one is hesitant and unsure as to how events will unfold. You jump at the chance anyway, as previous experience has been fun as well as exciting.

The 2019 DN Western Challenge was one such journey. It was a chance to see, learn, and participate in my first major ice boat regatta.

I spent my first season back in the winter of 2019 getting to know what the sport was like, physically stepping foot in various ice boats, and becoming comfortable walking around on a frozen body of water. Heading to Lake Puckaway near Princeton in Wisconsin felt like leaving the comfort of a small village to travel to the big city. My travelling companions had done this kind of thing many times before, this would be my first.

After arriving in Wisconsin in the early morning hours of Friday, I was able to get a few hours sleep before heading to the ice later that morning.

Pulling up to the launch site at Lake Puckaway, there was already a flurry of activity. Racers were in all different stages of setting up their boats. Some were getting trailers parked, others were walking down spars and planks, some were getting their gear on, and still others were a busy assembling their ice boats. Standing on the banks of the lake in the crisp, but foggy morning watching everyone moving about on the ice attending to their boats, the excitement was there! I could not help myself for wanting to hurry down to the ice and wander among them, to admire and take a gander at what they were doing.

Having layered up with the essential attire, I ventured out on the smoothest, blackest ice, I had ever seen. I now know why the ice boaters call it "black ice". One boater commented it look like the peel of an orange.

"IT WAS A CHANCE TO SEE, LEARN, AND PARTICIPATE IN MY FIRST MAJOR ICE BOAT REGATTA. ...THE JOINT FEELINGS OF EXCITEMENT AND BEING A BIT SCARED WERE ALSO THERE."

I later found out that the orange peel look was due to the rain that had come down on the ice a few days prior.

Standing there and taking it all in was mesmerizing. Plus the joint feelings of excitement and being a bit scared were also there. This was going to be many firsts for me including seeing a major regatta, walking out onto the middle of a frozen lake, interacting with serious, competitive racers, and meeting Deb Whitehorse. I was equally excited to meet her as I was to see all the ice boats race. She comes from a family of ice boaters, so she understands and knows the sport well.

While standing on the ice on Friday, the thought of three whole days of watching ice boats race and learning what it takes to be on a race committee, was a thrill for me.

by: **Shawnee Kay Spillson**



Photo: John Hayashi

CHICKAWAUKEE, MAINE ICE BOAT CLUB'S BILL BUCHOLZ SAILED A DANIEL HEARN DN AND PLACED 2ND IN THE SILVER FLEET.

The Western Challenge did not disappoint. Friday teased the racers with the hope of wind filling in. It didn't. This did not stop the racers who were there to put together their boats and a few of them attempted to go out and sail. Again to no avail. It give the iceboaters time to catch up, swap stories, and make plans to meet up later.

Saturday was going to be fast, but with lower visibility. As I walked out onto the ice with Deb, I could see the fog and the sun was no where to be seen. The wind picked up at times, and it blew little drifts of snow across the ice giving us a clue as to the direction of the wind.

While walking out to the course, Deb departed useful and important knowledge about the ice. Things I needed to be aware of to keep me diligent and safe while crossing the ice. Having reached the course and where the starting line would be placed, we prepared to set up to get the racers out and racing.

Before racing even starts, paperwork has to be written up, racers have to be placed into fleets, starting markers have to be set out, flags have to be secured, the course has to be sailed, and racers need to be made aware of marginal areas that are marked if possible.

The fleet was divided into two groups, the Gold Fleet aka Fleet A and the Silver Fleet aka Fleet B. At the start of each race, the racers lined up at the starting markers and the boats were counted by the person who started the race. The starter instructed the racers to ready themselves, and announced the number of laps. The starter raised and dropped the

flag to start the race and the whirlwind began. Reading off sail numbers and times, taking them down for each lap and for each race, is a hard earned skill. DNs sail around the leeward mark at top speeds and at several different angles. Several boats can round the mark at the same time, with just mere split seconds between them.

Having physically been out in ice boats and going all out with sail sheeted in, it is not only a treat, but a huge thrill to see the boats and their skilled racers fly across the black ice. Man was it ever!

Recording, finishing, scoring, tabulating, sending scores and then getting the next fleet of racers to their marks happens just as fast as they race. It's enough to make your head spin. Not only that, those that are recording scores are standing for long periods of time and not moving very much in the cold weather. Having experienced both, I have an equal respect for both Race Committee and the racers themselves. Both are working hard and giving their all out on the ice.

Five races, each with three laps raced, were scored for both fleets, which is 10 races total, which made for a long hard, productive day on the ice.

Sunday came with blue skies, fluffy white clouds, clear visibility and sun. The concern was light winds. Luck would have it though, the wind held up, just barely. The Gold fleet got in 3 decent races and the Silver Fleet almost didn't. As the last race was started, the wind started to peter out and the Silver Fleet struggled to get three laps in. But they managed to finish the third race.

Counting all the races and laps over the weekend, when you add it all together - that's 16 races scored, 48 laps raced, by a total of 45 boats. Twenty boats in the Gold fleet and twenty five in the Silver fleet. Holy cow, that's a lot of ice boating! I have been assured it gets even more mind blowing at Nationals, with sometimes fifty boats out on the courses racing. Wow!

It wasn't all mind clustering, craziness. I was able to introduce myself and talk to the racers. I had time to wander among the ice boats and appreciate all the work that went into making them. Many make their own boats or race an iceboat that was handed down from a family member or friend.

Off the ice there were get togethers. We shared many meals at local watering holes while catching up on that day's racing, telling stories, along with plenty of time for tomfoolery and shenanigans.

I also learned valuable tips, insight, and information from Deb Whitehorse, Joe Norton, and all who helped with Race Committee. It was a real treat to spend time with all of them.

Yes, yes, the 2019 DN Western Challenge on Lake Puckaway, Wisconsin did not disappoint. It was definitely a thrill out on the ice!

*Shawnee Kay Spillson
Toledo Ice Yacht Club
2020 North American Race
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SAIL VLADIVOSTOK

2ND ANNUAL DN FAR EAST CHAMPIONSHIP

BY JÖRG BOHN G737

PHOTOS: IGOR BESSARAB



For almost 10 years, Valeriy Dichenko R166 from Vladivostok, Russia has participated in North American and European regattas. Some of us decided it was time to stop by and visit his front yard, the Sea of Japan.

Last year in December 2018, we were the first non-Russians to sail in Vladivostok and so the first International DN Far East Championship was held.

In 2018, we sent our boats from a previous event in Novosibirsk in an iceboat trailer by a car transporter. This year, we did the same, but the truck didn't make it in time for the event. What happened then told us a lot about our Russian colleagues. The top 5 Vladivostok sailors gave us their complete boats, while they sailed in really old boats! Helmets were found and ski clothes too. They even built a plank for me overnight, since they didn't have one handy for a 275 lbs "standard" guy like me. Results would have been different if they had sailed their own boats!

5 races were held on a 1.4 mile course on Saturday with medium winds on hard ice with up to 2 inches of drifted snow. We sailed on a enclosed bay of the Sea of Japan, as we did last year. The Race Committee did an excellent job. Sunday there was not enough wind.

The Prize Giving Ceremony was held at the Seven Feet Yacht Club during the annual party where the "Sailors of the Year" were honored. We were treated to their traditional foods of Kamchatka King Crab (all you can eat) and fresh scallops. During our time off we had the chance to visit a military area and a tiger

reserve. Amur tigers are the biggest in the world and are indigenous to the area around Vladivostok. There are estimated to be 300 wild Amur tigers living around Vladivostok. We also discovered jazz clubs that we all enjoyed.



An Amur tiger.

Photo: JörG-737

The time difference between Chicago, Illinois and Vladivostok is 16 hours. If you plan to attend, the shortest way is to fly from Chicago to Tokyo. It's another 2 hours from there to Vladivostok. Flying west from Vladivostok is twice as expensive than going east (11 hours to Moscow and another domestic flight of 9 hours on a 777). Don't worry, though, it's worth it!

Due to the close proximity to China, Japan, North and South Korea, Vladivostok is doing well and the people are open to all guests. I can say it's a special place and no doubt we will be back to enjoy next year's sailing with our old and new friends. Vladivostok and their people are stunning. See you next year!

JörG-737

FAR EAST DN CHAMPIONSHIP

PHOTOS BY IGOR BESSARAB



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