

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

# RUNNER TRACKS

FEBRUARY 2019



**TIE BREAKING THE DN WAY BY WARREN NETHERCOTE**

**THE "BART SYSTEM" BY LORETTA SHERRY REHE AND PAUL GOODWIN**

**PHOTOS FROM THE EUROPEAN CHAMPIONSHIP**

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Photos from the 2019 European Championship by Gwidon Libera

RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

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# COMMODORE'S MUSINGS

WARREN NETHERCOTE KC3786, NOVA SCOTIA, CANADA

I would like to take this opportunity to cover a couple of bases.

First, I must thank the many people who helped when I had a heart attack at the GWC in December. It turned into an adventure of considerable magnitude, not to forget the four-day train-ride home. If I can add to Kent Baker's timely description of his cardiac experience in the last Runner Tracks it would be to reinforce the need to avoid denial if you have symptoms that could be a heart attack: quick treatment means quicker and more complete recovery. The second lesson is to ensure that you are adequately insured if travelling out-of-country. I was, otherwise the \$75,000 US hospital bill might have had serious effects on my future iceboating budget.

Second, I don't expect to travel to the 2019 Gold Cup so this is my chance to offer a report to members. Early in the IDNIYRA fiscal year (1 July - June 30th) we struggled with the turn-over between out-going and incoming Treasurers. There were two issues. The IDNIYRA is an incorporated non-profit in Michigan, but our IRS 'tax number' identified us as a 'for-profit corporation.' The IRS hadn't bothered us about this anomalous situation but it was unwise to assume that we would remain hidden under a rock. Additionally, over the years we had adopted the practice of maintaining IDNIYRA funds in 'personal' rather than 'business' bank accounts. Both issues gave the incoming Treasurer, Ray Gauthier reason for concern and he resigned as Treasurer and Director. Ray did agree to carry on as membership and sail number volunteer, roles which he has executed with efficiency and enthusiasm. His efforts there have been much appreciated.

Deb Whitehorse agreed to take on the core financial management role of the Treasurer, as allowed by the IDNIYRA constitution. I commend her willingness and effectiveness. We now have conventional business banking facilities through Wells Fargo and are nearing completion of consolidation of various cash holdings

into two financial vehicles, our Wells Fargo and PayPal accounts. PayPal handles most of our financial transactions, but there is still a significant demand for conventional banking from members and suppliers.

We had our first on-line voting experience this year. It was to seek approval for an unexpected constitutional change and it fulfilled our expectations of electronic voting. We had a 53 percent voter response rate, a higher number than we have ever had from a postal election. And the costs proved to be less than 10 per cent of a postal ballot, which requires both printing and postage costs.

The IDNIYRA constitutional change introduced a standard clause for disposition of the assets of a non-profit upon dissolution. This was required to allow an application for non-profit status to the IRS. With approval of our constitutional amendment an accountant filed application for 501(c)(3) status on our behalf. On February 1, 2019 the IRS informed us that our application had been approved, effective November 21, 2018: we are now a 'public charity' in IRS parlance. We need to determine the procedural requirements, but we will, in time, be able to receive tax deductible bequests, devises, transfers or gifts under Sections 2055, 2106 or 2522 of the Internal Revenue Code.

Continued next page.



Photo: Gretchen Dorian

We need other constitutional or by-laws changes, but most can wait. In particular, the roles and responsibilities of officers still reflect the world when IDNIYRA was incorporated in 1962. We either do not, or can not follow some of our constitutional requirements, so we should update the constitution to reflect modern-day needs and practices. A more pressing constitutional or by-law issue concerns rejection of entries at regattas. The 'soft-water' rules allow organizing authorities or race committees to reject a competitor's entry before the first race of a series. The IDNIYRA has no such explicit provision. What do we do if we are faced with an entrant known to be reckless or unsafe? A straw-man proposal will be offered at the Annual meeting for member input. It could be embedded in by-laws or in the longer term included in the proposed EPIC agreement with IDNIYRA EU.

It has generally been the practice for the Governing committee to appoint the IDNIYRA Nominating Committee. Many organizations do this, but the practice neglects the concept that the Nominating Committee reports to the members, NOT the direc-

tors. So, we will be offering an opportunity at the Annual meeting for members who might be interested in serving on the Nominating Committee for 2020 to make themselves known. The Governing Committee will still undertake to assemble the committee but would welcome new contributors to the nominations process.

Finally, we have been using Paul Goodwin's scoring program for many years. It has served us well under Loretta Rehe's able hands, but continued reliance on a DOS-based code represents a risk. We have been conducting trials with Sailwave, a more modern freeware product supported by a wide user group. Sailwave has also been used by the ISA and by some European National DN associations. Sailwave's principal shortcoming has been its limitation to soft-water tie-breaking rules, so ties have to date been broken manually. The sailwave developers are testing an IDNIYRA-compliant tie break version.

Best wishes to all at the Gold Cup and North American Championships. Sail fast, sail safely.  
Warren Nethercote KC3786



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An unofficial regatta. Sailed, December 1-2, 2018, Battle Lake, MN  
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# ALL TIED UP

BREAKING SERIES TIES THE DN WAY  
BY COMMODORE WARREN NETHERCOTE KC3786

In the 2019 Western Region Championships John Dennis had a great first day, with four bullets across the board. He was not so dominant on day two and ended up tied for first with Ron Sherry. John had more firsts than Ron, but lost the tie break, much to some people's surprise.

John: 1,1,1,(3),3,3,3 13 pts net  
Ron: 2,2,3,(7),2,2,1 13 pts net

Had this been a Laser regatta in July, John would have won, because the soft-water Racing Rules of Sailing start their tie-break procedure by giving the win to the boat with the most firsts, or barring firsts, the most seconds, and so on. But we sail under the NIA rules and the DN Race System, with a different tie-break methodology:

"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 still not broken after all races are compared, it will be declared a tie. Note: All races will be considered in breaking ties (including any throwouts)."

Applying the DN system to John and Ron, we see that they each beat the other four times, so the first part of the DN tie-break fails. We then look to the last race, where Ron beat John, to break the tie and win the series.

Is one way of breaking a tie better than another? Not necessarily. The DN and soft-water tie breaks value different things. The Racing Rules of Sailing give greater weight to best finishes whereas the DN

Race System compares the relative performance of the tied boats. The DN Race System may well be the fairer of the two if we consider a special example, shown below. Rick and Bill are tied on points, and Rick beat Bill every race except one, where Bill got a much better result than his norm.

Rick: 18,(19),16,17,16 67 pts net  
Bill: 19,(22),20,18,10 67 pts net

The *Racing Rules of Sailing* would break the tie in favour of Bill on the basis of his 10th, but is that result reflective of their relative performance over the regatta? It is hard to accept that it is, when Rick beat Bill four races out of five. Given the long history of the DN Race System, there would seem to be no need to change what we do.

So why do we care? Because of scoring.

IDNIYRA scores regattas with a DOS-based program developed years ago by Paul Goodwin and IDNIYRA EU uses an old, unsupported version of JavaScore, both of which include the DN tie-break system. There are many other, more modern scoring applications on the market, but most, if not all, only include soft-water tie-breaks. Many are also fee-for-service applications that have ongoing costs on a per-regatta basis.

One popular modern scoring program is Sailwave, a versatile free-to-use application with a large user community. Sailwave has also been used to score ISA and Nite events for over 15 years. But Sailwave uses soft-water tie-breaks, so hard-water users must break ties manually for DN or other hard-water events. This is what we did when we used the 2019 Western Region Championship as a test case for Sailwave.

Continued next page.



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In 2018 we asked the Sailwave developers if they would be prepared to develop a DN Race System tie-break option. They were open to the idea and are currently testing a beta version with DN tie-breaks. It has not been an easy process for them but should they succeed, Sailwave could offer the opportunity of a more modern, fully supported scoring application for the DN Class. A hard-water friendly tie-break would also be appreciated by other players in the hard-water world.

## ICE SCORE

So what do other hard-water clubs and classes do?

Steve and Mary Jane Schalk of Fontana, WI have been using Sailwave since 2000 to score ISA, Nite and Skeeter Iceboat Club events. Those three groups use tie-breaks that are different again from the DN race System:

- The ISA uses a two-level tie-breaker. Stage 1 is like the DN class, as 'who beat the other most often.' If that fails, they go to Stage 2, which is the *Racing Rules of Sailing* rule A8.1: most firsts, most seconds, etc. If that fails, the tie stands.
- The Nites use the Racing Rules of Sailing rule A8.1 (most firsts, or barring that most second, etc.) without any Stage 2 tie-break.
- The Skeeter Iceboat Club uses the same approach as the Nites for club races for Skeeters, Nites and DNs for season long series.



Photo: Peter Johanson

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# SCORING WITH THE IDNIYRA "BART" SYSTEM

BY LORETTA SHERRY REHE US333 AND PAUL GOODWIN US46 FROM THE IDNIYRA RUNNER TRACK ARCHIVES

*In 2019, the Sherry sisters celebrate 30 years as IDNIYRA regatta scorers. The late Debbie Sherry Goodwin began the tradition with sister Jane Sherry. Loretta Sherry Rehe has been scoring since 1997 and took over as lead scorer after her sister passed away in 2002.*

The scoring volunteers (usually 4, sometimes 6) are split into groups of pairs, a strategy which helps to eliminate errors. In each group, one person calls out sail numbers and the other writes them down. At the beginning of each race, the lead scorer writes down information that the PRO announces to the competitors so there is no question. (Number of laps, race number, lap time limit, and distance to weather mark). The scorers then count the number of starters on the line and the lead scorer notes the number on the score sheet. The start time is written down according to the lead scorer's watch. As soon as the race begins, the scorers move to set a finish line and get ready to take down numbers.

The scorers wait for the competitors to sail downwind to the leeward mark. The lead scorer notes the lap time of the first boat next to the leader's sail number. If the leader has not made the lap within the lap time limit (as announced by the PRO at the beginning of the race), the race is "black flagged" (abandoned).

The scorers record all of the sail numbers in a list in column one of their lap sheet as best as possible. If too many numbers are coming at once, it's possible the writer may skip a line for each missing number, and then go back to check the list with the other group of scorers. After it appears the whole fleet has rounded, the number of those who rounded the leeward mark on the first lap are compared to the number of starters and the scorers look upwind to see if there are any stragglers.

Scorers then watch for the first few boats to come down again for lap two. Hopefully it is the same as the number of boats that came around the first time (same as the number of starters). Starting at the top of the second column, we write all sail numbers beginning with the leader. It's important not to forget to write down the lap time of the first boat and check against the lap time limit.

On lap three, as the lead boat approaches the finish line (assuming a three lap race), the checkered flag is raised. Once the checkered flag is up, the boats finish, no matter what lap they are on. In some races the leaders are capable of lapping the slowest boats. The lap time is written down for the lead boat and lap time checked against the lap time limit. All boats are recorded in the order they cross the line. We watch for sailors that mistakenly start another lap after the leader has finished and make sure not to count them again as they come around the course again.

If there are empty spaces on the lap sheet where writers weren't able to record a sail number (or any other known errors), results are compared between the groups of scorers to correct the errors. If there is time during the racing, we try to compare results and correct errors right away.

It is important to have a complete list of sail numbers for each lap for the Bart system to work properly. If there are missing sail numbers, and the crosschecking between scoring groups can't correct the error, it may be possible to compare the different laps to find out which boat is missing within a group of sailors.

Continued next page.

Now comes the task of checking to see how many laps each boat completed – the heart of the Bart system. Beginning with the column for the first lap, start with the first sail number and check to see if it is listed in all three columns. I put a little one, two, and three by the sail number each time they are listed (see Figure 1). I do this for each sail number as they are listed in the first column.

Then look for any sail numbers in the second column that may not have a number by it and score it as the first time around – this happens when the leader has lapped a boat (see Figure 4). Do the same for all boats listed on the sheet.

Now the final finish positions can be written down. All the sail numbers that completed three laps are written down in the order they finished. Next write down the sail numbers that only went around twice. Finally the sail numbers that only went around once are written down. Any other boat that should have

been in that start will be scored DNS, and boats that started but did not make it once around will be scored DNF. You may see the last two circumstances scored DNS or DNF. In the big scheme of things it doesn't matter because it is the same number of points.

# BART'S SYSTEM

The "Bart System" is named for Netherland's sailor Bart Reedijk, who suggested using a Grand Prix finish scoring system in order to save valuable time during DN racing events. Bart Reedijk served as IDNRYA European Commodore from 1994 - 2000.



Peter Hamrak  
icewise.hu  
m53@icewise.hu



<p><b>Figure 1 – 1st pass –</b> Starting with the 1st boat in column 1, put a lap number for each appearance of the sail number</p>	<table border="1"> <thead> <tr> <th>Lap 1</th> <th>Lap 2</th> <th>Lap 3</th> </tr> </thead> <tbody> <tr> <td><b>1</b><sub>46</sub></td> <td>183</td> <td><b>3</b><sub>46</sub></td> </tr> <tr> <td>44</td> <td>1234</td> <td>1234</td> </tr> <tr> <td>183</td> <td><b>2</b><sub>46</sub></td> <td>44</td> </tr> <tr> <td>4061</td> <td>44</td> <td>183</td> </tr> <tr> <td></td> <td>4061</td> <td>4061</td> </tr> </tbody> </table>	Lap 1	Lap 2	Lap 3	<b>1</b> <sub>46</sub>	183	<b>3</b> <sub>46</sub>	44	1234	1234	183	<b>2</b> <sub>46</sub>	44	4061	44	183		4061	4061
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<p><b>Figure 2 – 2nd pass –</b> Starting with the 2nd boat in column 1, put a lap number for each appearance of the sail number, continue for all boats</p>	<table border="1"> <thead> <tr> <th>Lap 1</th> <th>Lap 2</th> <th>Lap 3</th> </tr> </thead> <tbody> <tr> <td><b>1</b><sub>46</sub></td> <td>183</td> <td><b>3</b><sub>46</sub></td> </tr> <tr> <td><b>1</b><sub>44</sub></td> <td>1234</td> <td>1234</td> </tr> <tr> <td>183</td> <td><b>2</b><sub>46</sub></td> <td><b>3</b><sub>44</sub></td> </tr> <tr> <td>4061</td> <td><b>2</b><sub>44</sub></td> <td>183</td> </tr> <tr> <td></td> <td>4061</td> <td>4061</td> </tr> </tbody> </table>	Lap 1	Lap 2	Lap 3	<b>1</b> <sub>46</sub>	183	<b>3</b> <sub>46</sub>	<b>1</b> <sub>44</sub>	1234	1234	183	<b>2</b> <sub>46</sub>	<b>3</b> <sub>44</sub>	4061	<b>2</b> <sub>44</sub>	183		4061	4061
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<p><b>Figure 3 – 3rd pass</b></p>	<table border="1"> <thead> <tr> <th>Lap 1</th> <th>Lap 2</th> <th>Lap 3</th> </tr> </thead> <tbody> <tr> <td><b>1</b><sub>46</sub></td> <td><b>2</b><sub>183</sub></td> <td><b>3</b><sub>46</sub></td> </tr> <tr> <td><b>1</b><sub>44</sub></td> <td>1234</td> <td>1234</td> </tr> <tr> <td><b>1</b><sub>183</sub></td> <td><b>2</b><sub>46</sub></td> <td><b>3</b><sub>44</sub></td> </tr> <tr> <td>4061</td> <td><b>2</b><sub>44</sub></td> <td><b>3</b><sub>183</sub></td> </tr> <tr> <td></td> <td>4061</td> <td>4061</td> </tr> </tbody> </table>	Lap 1	Lap 2	Lap 3	<b>1</b> <sub>46</sub>	<b>2</b> <sub>183</sub>	<b>3</b> <sub>46</sub>	<b>1</b> <sub>44</sub>	1234	1234	<b>1</b> <sub>183</sub>	<b>2</b> <sub>46</sub>	<b>3</b> <sub>44</sub>	4061	<b>2</b> <sub>44</sub>	<b>3</b> <sub>183</sub>		4061	4061
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<p><b>Figure 4 – 4th pass</b></p>	<table border="1"> <thead> <tr> <th>Lap 1</th> <th>Lap 2</th> <th>Lap 3</th> </tr> </thead> <tbody> <tr> <td><b>1</b><sub>46</sub></td> <td><b>2</b><sub>183</sub></td> <td><b>3</b><sub>46</sub></td> </tr> <tr> <td><b>1</b><sub>44</sub></td> <td>1234</td> <td>1234</td> </tr> <tr> <td><b>1</b><sub>183</sub></td> <td><b>2</b><sub>46</sub></td> <td><b>3</b><sub>44</sub></td> </tr> <tr> <td><b>1</b><sub>4061</sub></td> <td><b>2</b><sub>44</sub></td> <td><b>3</b><sub>183</sub></td> </tr> <tr> <td></td> <td><b>2</b><sub>4061</sub></td> <td><b>3</b><sub>4061</sub></td> </tr> </tbody> </table>	Lap 1	Lap 2	Lap 3	<b>1</b> <sub>46</sub>	<b>2</b> <sub>183</sub>	<b>3</b> <sub>46</sub>	<b>1</b> <sub>44</sub>	1234	1234	<b>1</b> <sub>183</sub>	<b>2</b> <sub>46</sub>	<b>3</b> <sub>44</sub>	<b>1</b> <sub>4061</sub>	<b>2</b> <sub>44</sub>	<b>3</b> <sub>183</sub>		<b>2</b> <sub>4061</sub>	<b>3</b> <sub>4061</sub>
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<p><b>Figure 5 – 5th pass</b></p>	<table border="1"> <thead> <tr> <th>Lap 1</th> <th>Lap 2</th> <th>Lap 3</th> </tr> </thead> <tbody> <tr> <td><b>1</b><sub>46</sub></td> <td><b>2</b><sub>183</sub></td> <td><b>3</b><sub>46</sub></td> </tr> <tr> <td><b>1</b><sub>44</sub></td> <td><b>1</b><sub>1234</sub></td> <td><b>2</b><sub>1234</sub></td> </tr> <tr> <td><b>1</b><sub>183</sub></td> <td><b>2</b><sub>46</sub></td> <td><b>3</b><sub>44</sub></td> </tr> <tr> <td><b>1</b><sub>4061</sub></td> <td><b>2</b><sub>44</sub></td> <td><b>3</b><sub>183</sub></td> </tr> <tr> <td></td> <td><b>2</b><sub>4061</sub></td> <td><b>3</b><sub>4061</sub></td> </tr> </tbody> </table>	Lap 1	Lap 2	Lap 3	<b>1</b> <sub>46</sub>	<b>2</b> <sub>183</sub>	<b>3</b> <sub>46</sub>	<b>1</b> <sub>44</sub>	<b>1</b> <sub>1234</sub>	<b>2</b> <sub>1234</sub>	<b>1</b> <sub>183</sub>	<b>2</b> <sub>46</sub>	<b>3</b> <sub>44</sub>	<b>1</b> <sub>4061</sub>	<b>2</b> <sub>44</sub>	<b>3</b> <sub>183</sub>		<b>2</b> <sub>4061</sub>	<b>3</b> <sub>4061</sub>
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<p><b>Figure 6 – Finishes</b> Starting at the top of the last lap, write down all numbers that finished 3 laps, then all boats that finished 2 laps, then all boats that finished only 1 lap.</p>	<table border="1"> <thead> <tr> <th>Finish</th> </tr> </thead> <tbody> <tr> <td>46</td> </tr> <tr> <td>44</td> </tr> <tr> <td>183</td> </tr> <tr> <td>4061</td> </tr> <tr> <td>Barted → 1234</td> </tr> </tbody> </table>	Finish	46	44	183	4061	Barted → 1234												
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ABOVE: ARTIS BERZINS O2

BELOW: MAREK BURNET P65, JERZY SUKOW P345, ROGER ROWECKI P251, TIMO CARAVITIS L37  
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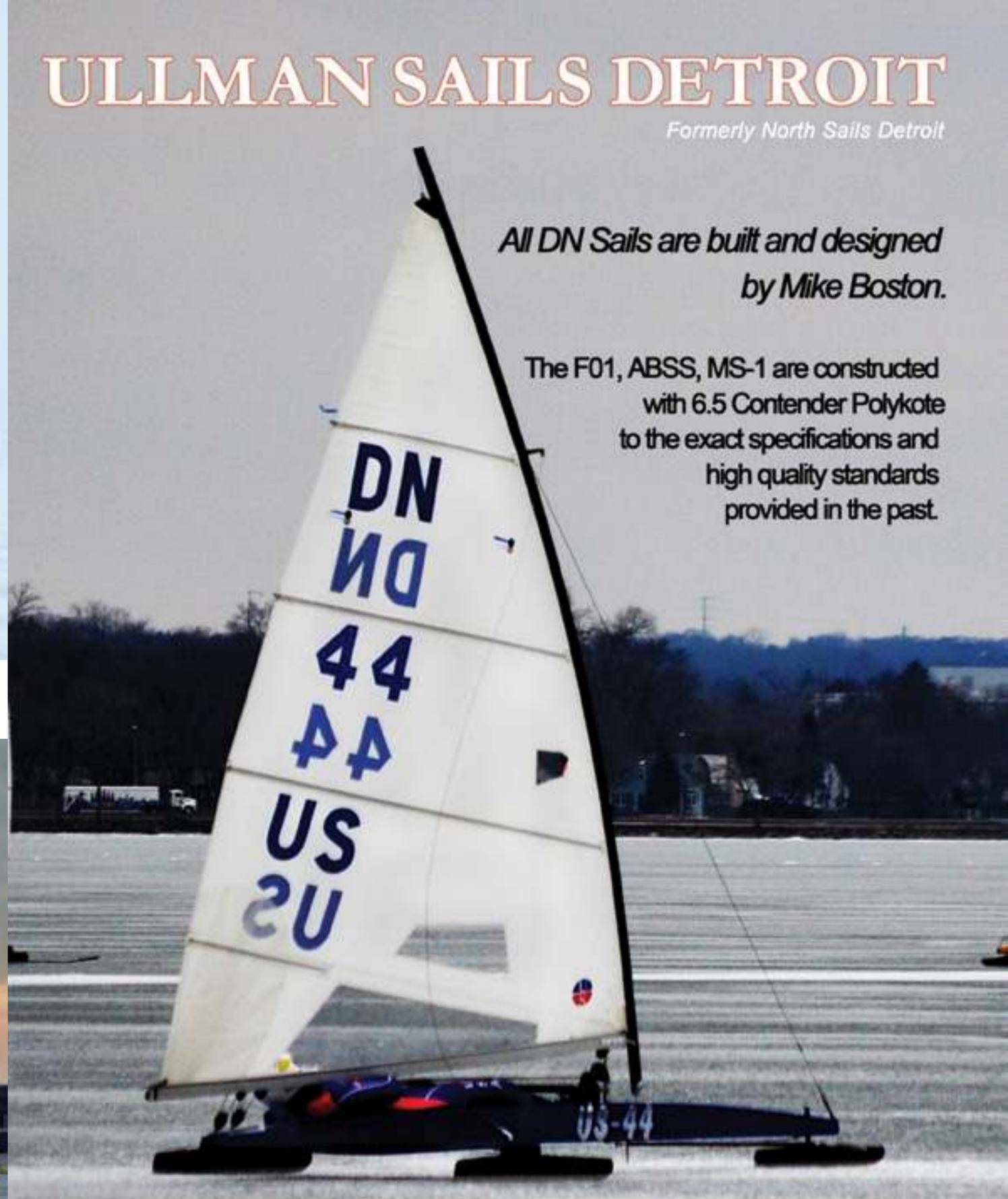


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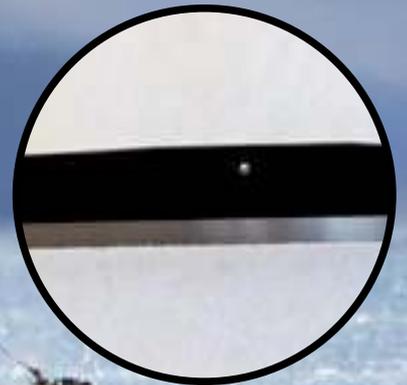
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