

International Renegade Ice Yacht Association

Organized 1947



Constitution and By-Laws

October 2011

Dedicated to Elmer & Cora Lee Millenbach

10/27/2011

Renegade Reflections by Elmer Millenbach

I was born during a blizzard and had my first iceboat ride at the age of 9 months. Sounds crazy doesn't it? You'll have to take my mother's word for that, because the first iceboat ride I remember was at age 3. The boat was named "Bouillon" and was owned by Russ Poouliot who later won fame as a naval architect and sailor. Russ kept the boat in front of the boathouse in which we lived - on the shore of the Detroit River. My father was like a sort of big brother to Russ and after my father died when I was age 7, Russ became a sort of "big brother" to me. (although sometimes years would elapse without keeping in touch) Another figure in my early iceboating exposure was Captain Ed Rooney. One day, Cap was going to race an "R Boat" - 250 sq. ft. - gaff rigged. There were more than a dozen of the class on Lake St. Clair and the owner the R10 named "North Wind" was getting married that day and wanted Cap Rooney to race the boat to keep his points up for their season's championship. I was about 10 at that time. Cap invited me to go along. They used to sail a triangular course in those days and could almost sail the course without tacking. We did poorly in the race. The "North Wind" was a heavy weather boat and we had light winds.

I made a model of the "R Boat" soon after. It was about 18" long and without having any measurements to go by, I proportioned it from memory. I wasn't supposed to use my mother's sewing machine, but I would sneak the use of it when she wasn't at home. About two years later, we moved from the riverfront, and I was stuck with making the drapes for our new home because my mother said I could sew straighter than she could. Anyway, my model iceboat wouldn't sail. The resistance on the lee runner made the rear runner pick up off the ice. I found an old cable clamp and put it on the backbone ahead of the rear runner and the model sailed like crazy. Incidentally, all stern steerers have the same problem as my model.

After my first racing experience, I went out to Lake St. Clair by myself whenever I had the opportunity or the fare for the interurban railway. I tried to be inconspicuous and keep out of the way, but in time I guess "that kid out there alone" was noticed and one of the sailors named Frankie Senter, who owned the R Boat "Senter Rush", asked my name. It turned out he had known my father. Frankie lived only a few blocks from me (I found out later) and somehow felt some responsibility for me and although I didn't want to be a bother to anyone, Frankie insisted I go back to town with him and his crewman. Frankie kept the iceboat at Joy's boathouse which is now Crescent Sailing Club and is two miles down the shore from where they raced. (which is now at the present site of the Grosse Pointe Yacht Club) We had to sail far out onto the lake because of open water and to this day, I can still feel that icy cold wind biting my flesh. I was in the forward basket and when I thought I couldn't stand it any longer, I rolled over the backbone to the lee side whenever we came about. I must have been partially obstructing Frankie's view because he motioned to me to stay on the starboard side. He couldn't have known how cold I was. I was surely glad when that ride ended.

We moved away from the riverfront in 1924 and although I kept in touch with old friends and acquaintances, much personal involvement suffered. I still managed to get out to Lake St. Clair occasionally and the racing site gradually changed from 8 Mile Road to 9 Mile Road to Masonic Blvd. and eventually Mt. Clemens. After dropping out of High School, I got a job on the Railroad. I guess being steadily employed all through the great depression had its compensations, but I always seemed to get the 365 days a year jobs with 12 hr days. This left very little time for recreational endeavors, although I could afford a car to get around in. I happened to be at Mt. Clemens when the group from the Detroit News workshop brought out the original DN iceboats they had just finished building. Only a few of the fellows were sailors, and very few iceboat sailors. The wind was blowing a good 25 mph with gusts over 30 mph. The inexperienced sailors wanted to see their boats sail and asked some of the experienced sailors to sail them. The boats were, of course, not designed for this condition and as soon as they were seriously sheeted, many broke in two. The plans were soon changed to allow deeper side panels which took care of the problem. The same group originated the Detroit Ice Yacht Club. Many of the original DN group gradually switched over to the Class E, and while there were no plans available, talent and ingenuity was prolific among the group. They had Machinists, Pattern makers, Welders (some owning their own shops) and the rest were exceptionally gifted handy men. Everyone took pride in doing their own work and sharing ideas.

I got back into the iceboat activity when a friend bought an old Palmer Skeeter. He was unable to sharpen runners, so he called on me for the job. In return, I got to sail the boat part of the time. That's all it took to get me really "fired up" and a couple of the group wanted to build DN's and didn't know how to get started. They asked me to join them and guide the operation. I was less than impressed with the DN, but it was a way to get into competition. The problem at the time was the Detroit Ice Yacht Club couldn't make up their minds what a DN really was. Almost anything you could do to a DN would make it a better boat and certain changes were tolerated. I didn't belong to the club, but I was invited to attend meetings. I wanted to know if I was building into a one-design or an open class. A friend owned DN #38 and when building it put considerable crown in the front and rear deck. This made it look so much better, and at the time was allowed. The sail material and batten arrangement was a "farce" and the club agreed to allow heavier sail cloth and five horizontal battens. This was my signal to go ahead with our plans. We bought material for 3 boats and I ordered 3 sails of 8 oz. Wamsutta with 5 horizontal batten pockets. This was in October of 1940. We were held up about 2 weeks awaiting a contract closing on the house in whose basement our project was to take place. We no sooner got comfortably started when the Detroit Ice Yacht Club rescinded the allowable changes and reverted to the originally modified plans. That was it, as far as I was concerned! The three of us were stuck with sails and material for 3 boats, but I just couldn't bring myself to build to the original plans. I told my two companions in the project that I was going to design my own boat and left it to their choice to do as they chose. They elected to do whatever I did, so I got out the breadboard, some shelf paper, and a yardstick, sat down on the floor and took measurements. I was the biggest of our trio - 6'1" - 190#, so they could fit into anything I could. I first laid out the mast and sail plan and drew the boat under it. The fuselage was 17' 6" long, 20" wide, and 16" deep. I had always thought foot steering should be used although there were stories about it had been tried, but did not work. Due to limited space, I couldn't make the fuselage blend with the DN's 60 sq. ft. sail plan. I designed the steering geometry so that the foot pedals were unequal in operation. The one you pushed on traveled farther than the opposing pedal returned. I felt the sail plan could stand a 12' runner plank without sliding out, so that became the width. I knew the 12# DN mast that was already completed wouldn't stand the extra strain the larger platform made available, so I put diamond stays on it, hoping it would last until I had time to design and build a proper mast.

A lot of corners were cut to get the boats on the ice before the season ended, but at long last, the day arrived. After knocking off work a 3 am Sunday, February 23. I was back at 9 am for the finishing touches and loaded the boat on a makeshift rack atop the car - and off to the lake. We had quite an audience while setting up the boat because the wind was so light no one could sail. But my boat didn't seem to know this and took off like a bird. I can't explain the feeling of pride and exhilaration. All the hours of labor, the 16 hr. day weekends with no power tools except a 1/4 HP motor and small belt driven arbor, the wearing out of two breast drills - seemed worthwhile that late Sunday afternoon.

The season only lasted long enough for me to find out my brilliant idea for runners didn't work. I still can't figure out why. I had the outside edge of the runner perpendicular with a 45 deg. inside angle. The theory came from how the angle on my ice skates performed, but it didn't work on an iceboat.

The next season, I had my new mast which was thinner and wider, much like the Renegade mast of today, but was only 1 7/8" thick and 6" wide. It seemed to add about 25% more power to the sail plan.

In the meantime, I changed jobs - had more time and less money. Money, of course, was always a problem. At this juncture, I had about \$70 invested. The sail portion of that was \$32. I joined the Detroit Ice Yacht Club and because my boat out classed the DN's, I had to race against the very formidable Class E fleet. My boat was very impressive in competition, but it seemed Saturdays were the only days we had anywhere near racing condition and if you won a Saturday race, it wasn't given much credence because due to W. W. II, many of the group had to work Saturdays.

Finally, in late Feb., the conditions for our first Sunday regatta of the season arrived, and everyone was "champing at the bit". We had good wind (about 20 mph) and a good course. I finished a close second in the first race and also in the second race, but the fellow that won the first did poorly in the second and the fellow that won the second race did poorly in the first. At this point, I was leading the regatta. This was almost unbelievable and must have been a big boost for my morale, because I won the third and last race

very convincingly. After the race, the competing skippers surrounded me on the ice, got down on their hands and knees, and "salaamed". Words can't describe how I felt.

Uncle Sam took care of my life for the next 3 years.....

Discharged from Uncle Sam's service in October of 1945 left little time to make changes in my boat. The principal change was the addition of the springboard. Gordon Reid of Toronto was the originator of the idea, but his version was to install it under the boat. I don't know whether it was Bob Miller or Nub Sarns who thought of projecting it out in front 3 feet. It not only increased the "wheelbase", but increased the hiking angle, making the boats more stable and fast. Gordon claimed only Hickory would take the beating. Bob and Nubs used Ash. I used Sitka Spruce and extended it to 50". Gone were the days of sailing all winter with a sore tail bone.

To this day, I still think, in that configuration, it was the best ice boat ever put on the ice - fast, maneuverable, controllable and only 185 pounds - ready to sail. What we have gained since in speed - which is only relative - hasn't, in my opinion, been worth the cost and effort. However, all the ideas I had been storing in my head, were straining to get out and this boat was just to get me through the first post-war season.

The bonanza of material available after W.W.II was a gadgeteer's dream...turnbuckles, sheaves, cable, aluminum at 25c/lb, aircraft shackles, bolts and nuts at 20c/lb... However, Sitka Spruce was not available for building my dream boat from scratch -- so again I had to draw on my talent for improvising, this time to get me through one more season a little more competitive with our "hot" E Fleet. My 17.5' fuselage and 50" springboard were all I could use to start with. I designed a new mast, boom, runner plank, and webbed runners for the so called "dream boat". The allowable 75 sq. ft. sail I thought was a bit much for the platform, and to keep a certain esthetic value and proportion, I settled for less. The fuselage was originally designed without chines. The side panels were sufficiently strong for the original design, but the larger platform required greater strength. Marine plywood was still unavailable so I added 5/8" side panels over the originals and tapered the thickness to zero at each end. Sailcloth was no longer existent at that time, but Nylon was being introduced as a substitute. Nylon rope wasn't invented yet, so the old standby, Italian hemp, had to be used. The two materials were not compatible because of the extreme difference in stretch, however, it was better than nothing. Despite the shortcomings, the boat performed even beyond my expectations.

The acid test was the 1947 ISA regatta at Lake Geneva, WI. The boat had been sailed but, not raced up to this time, and taking time off from work to go sailing was unthinkable. However, my friend, who had been updating his boat, along with me, planned to go too. After work on Thursday, we went out to the lake and loaded the two boats complete, on his 1941 Pontiac. We finally arrived in Lake Geneva after 29 1/2 hours on the road. (Car troubles slowed us down, but Cora Lee was the "Eternal Optimist" and kept us going) Since there were high winds on Friday, there was no racing. I had lots of help unloading and rigging my boat. There had been a lot of talk about the influx of the "Big Detroit Boats" - some of which had 22 ft. hulls with springboards, 20' runner planks and 22' masts. Here was the smallest boat in the fleet. After rigging, I set out for a test sail. The wind was averaging around 36mph and the temperature was 3 deg. above zero F. I barely got out of Williams Bay when the first blast hit me and I immediately came back in to await the time when I had to go out.

As the first race got under way, everybody was practically flying and one spot on the course was particularly hazardous due to the way the wind came out of Williams Bay. Several boats broke up in this area and although I was prepared for the blast, it was even more severe than I had anticipated. On the second time around, the blast hit so hard there was a loud bang and the mast came down. You can imagine my consternation sitting in the boat - all those hours on the road - all the grief -- and all for naught. The compression came off the boat, the mast was down and as I coasted and eased the sheet, the rig started shaking and went up. I couldn't believe what was happening. I quickly surveyed what had happened. The port diamond stay on the mast had come detached from the spreader allowing the mast to bend to excess. It must have bent like a fish pole to have gone so far as to relieve the pressure from the boat and the lower third of the mast to be horizontal from the ball mast step. As I grasped the

situation, it appeared there was only one boat ahead of me so I thought I might finish the race by being extra careful on starboard tack. This was easier said than done. As a blast of wind hit, the mast popped out about 3' before I could ease the sheet an inch. On the next lap, as I was catching the only boat ahead of me, his mast came down, leaving me with only the problem of survival for the balance of the race. The irony of it all is that I was disqualified for touching a mark on the course. At home, we did this regularly. It was a sacrilege to knock down a mark, but sloppy sailing to miss it completely. This was a costly lesson: abide by the rules.

For the next race, the diamond became detached again and I withdrew since I no longer had a chance of winning the regatta. It seemed more important to keep the boat in one piece. In the last race, I felt I had all the problems sorted out and had a chance to sail the boat to it's full potential which proved to be more than adequate for a very convincing win.

This was only the beginning of many races to come. However, I still had ideas for another boat. One day Nubs Sarns and Hank Burkhard approached me and asked, "We hear you have ideas about building another boat". When I answered "yes", Nubs asked "Would it be bigger?" The answer was still "yes" and Nubs said, "Good, we don't want a these bigger boats. (skeeters) We're tired of hauling around these big clunkers (skeeters). We want what you'll have. Wouldn't you give up your ideas for another boat and make a lot of people happy by making plans of your boat available, so we could form a one-design association?" After very little deliberation, I agreed. Up to this point, I had very little on paper. Almost everything was made without drawings. This project had to be different. I bought the drawing material I needed and was invited to use Boston sail loft for my full size layout. We lived in one room apartment at the time, so I bought a 4x8 piece of plywood and after dinner, my "drawing board" was supported by the dining room table and the ironing board. This worked out well for detailing and after finishing the plans, I turned them over to a Naval Architect for a real professional job.

The non-profit association formed was to not sell plans, but to include them with first years membership dues. The first year, besides scattered memberships all over the sailing area, fleets were building in Toronto, Toledo, and Detroit. At a Detroit regatta, of 42 boats on the starting line, 22 were Renegades. My boat still did most of the winning and in our fleet we tried switching boats in "scrub races". Whomever sailed my boat won. This seemed to impart some sort of message to some people even though I was handicapped trying to sail someone else's boat that was set up for someone 6" sorter than I. Less than subtle suggestions were made that I should build a new boat (according to the plans drawn up) to eliminate any "magic" inherent in Renegade II. This was of course a challenge I couldn't refuse. I sold Renegade II at the end of the 1949 season.

I was late getting Renegade III on the ice for the 1950 season. We were snowed out at the Northwestern Regatta, and I couldn't make it when it was run later. We did, however, get in the Gar Wood Regatta and all 5 races in the International Skeeter Assoc. (ISA) Regatta. Despite the usual new boat problems, the record for Renegade III that first season was: 19 races -- 17 firsts, 2 seconds.

IRIYA Officers – 2011-2012

Commodore	Doug Kolner – 4LIYC
Vice Commodore	John Lamont - MKIYC
Secretary/Treasurer	Ron Rosten - 4LIYC
Past Commodore	Glenn Betzoldt - TIYC
Director - 2nd year	Greg Simon 4LIYC
Director - 1 st year	Greg McCormick 4LIYC

IRIYA Technical Committee – 2008-2009

Chairman	Jim Nordhaus – 4LIYC	thru 12/31/15
Member	Andy McCormick - 4LIYC	thru 12/31/11
Member	Archie Call – TIYC	thru 12/31/13

Past Commodores

1947	Norman Sarns	Detroit I.Y.C.
1952	Doug Prevost	Anchor Bay I.Y.C.
1958	Frank Wing	Toledo I.Y.C.
1964	Arthur "Bud" Nelson	Toledo I.Y.C.
1965	Tom Wing	Toledo I.Y.C.
1967	Roger H. Derusha	M&M I. Y. C.
1972	Jack Ripp	4LIYC
1977	Jim Davis	Toledo I.Y.C.
1978	Chris Froland	Detroit I.Y.C.
1981	Lorne Sherry	Detroit I.Y.C.
1982	Harley Disbrow	Gull Harbor I.Y.C.
1985	Mike McCormick	4LIYC
1988	Jerry Simon	4LIYC
1992	Archie Call	Toledo I.Y.C.
1993	Arlyn LaFortune	M&M I.Y.C.
1994	Mike Derusha	MK I.Y.C.
1996	Robert E. Pegel	Skeeter I.B.C.
1998	Gary Sternberg	4LIYC
2001	Ron Sherry	Detroit I.Y.C.
2002	Mike Ripp	4LIYC
2005	Andy McCormick	4LIYC.
2006	Tim McCormick	4LIYC.
2007	Don Anderson	4LIYC
2008	Jim LaFortune	MKIYC
2010	Glenn Betzoldt	Toledo I.Y.C.

Renegade Numbers Retired

1	Elmer Millenbach	Detroit, MI
6	Norman "Nubs" Sarns	St. Clair Shores, MI
8	Dan/Robert Snyder	Toledo, OH
9	Robert E. Pegel	Williams Bay, WI
10	Lorne Sherry	Mt. Clemens, MI
11	Jack Ripp	Madison, WI
13	Doug Prevost	Mt. Clemens, MI
14	Tom Wing	Toledo, OH
25	Harvey J. Bongard	Toronto, Canada
46	Ted Lacourse	Toledo, OH
76	Edward Fromme	Toledo, OH
95	Frank Wing	Toledo, OH
99	Robert Bjorklund	Menominee, MI
111	Cora Lee Millenbach	Detroit, MI
114	William Bliss	Grand Rapids, MI

129	Roger H. Derusha	Menominee, MI
133	Tim Coffee	Menominee, MI
135	Harold Derusha	Menominee, MI
136	Donald Payer	St. Clair Shores, MI
144	Arthur "Bud" Nelson	Toledo, OH
157	Frank Shaeffer	West Bend, WI
171	Roger W. Haven	Fryeburg, ME
176	Robert Dock	Southfield, MI
177	Robert E. Scott	Southfield, MI
183	Chris Frolund	Grosse Pt., MI
187	Dale Camphous	Mt. Clemens, MI
188	Mike Derusha	Menominee, MI
206	Jim Davis	Toledo, OH
207	Chip Sawyer	Whitehall, MI
208	Edgar Nelson	Menominee, MI
210	Arlyn LaFortune	Menominee, MI
211	John "Bub" Rose	Grand Rapids, MI
212	Ed. J. Plesniarski	St. Clair Shores, MI
213	Greg Simon	Waunakee, WI
214	Paul Miskus	Whiting, IN
222	Joe M. Holman	Toledo, OH
231	Archie Call	Sylvania, OH
256	Wilbur Collins	Kalamazoo, MI
266	Harley Disbrow	Augusta, MI
267	Mike Disbrow	Augusta, MI
276	Harry Savile	Burlington, Ont.
277	Bob Intini	Hamilton, Ont.
278	Renate Intini	Greenville, Ont.
309	Mike McCormick	Madison, WI
310	Bill McCormick	Madison, WI
342	Eric Sawyer	Whitehall, MI
373	Jim Hopkins	Green Bay, WI
378	Lloyd Angwall	Marinette, WI
385	Tim McCormick	Madison, WI
400	Jim Nordhaus	Madison, WI
413	Greg Simon	Waunakee, WI
501	Don Intini	Greenville, Ont.

Past Renegade Champions

<u>Year</u>	<u>IRIYA Champion</u>	<u>Boat Name</u>
1950	Elmer A. Millenbach	Renegade III
1951	Elmer A. Millenbach	Renegade III
1952	Elmer A. Millenbach	Renegade III
1953	Elmer A. Millenbach	Renegade III

Year	IRIYA Champion	Boat Name
1954	Elmer A. Millenbach	Renegade III
1955	Elmer A. Millenbach	Renegade III
1956	Maury Declercq	IT
1957	Elmer A. Millenbach	Renegade III
1958	Elmer A. Millenbach	Renegade III
1959	No Regatta	
1960	Regatta not completed	
1961	Regatta not completed	
1962	William Bliss	R-114
1963	Edward Fromme	Carol Ann
1964	Regatta not completed	
1965	Elmer A. Millenbach	Renegade III
1966	Elmer A. Millenbach	Renegade III
1967	Elmer A. Millenbach	Renegade III
1968	Elmer A. Millenbach	Renegade III
1969	Elmer A. Millenbach	Renegade III
1970	John Woodhouse	Cold Shoulder
1971	Elmer A. Millenbach	Renegade III
1972	Lorne Sherry	Stardust
1973	Lorne Sherry	Stardust
1974	William Bliss	R-114
1975	Regatta not completed	
1976	Jerry Simon	Simonized 2
1977	Elmer A. Millenbach	Renegade III
1978	No Regatta	
1979	Elmer A. Millenbach	Renegade III
1980	Elmer A. Millenbach	Renegade III
1981	Elmer A. Millenbach	Renegade III
1982	No Regatta	
1983	Regatta not completed	
1984	Lorne Sherry	Stardust
1985	Regatta not completed	
1986	Mike Derusha	Top Banana
1987	Jack Ripp	Jack's Frost III
1988	Jack Ripp	Jack's Frost III
1989	No Regatta	
1990	No Regatta	
1991	Jack Ripp	Jack's Frost III
1992	Mike Derusha	Top Banana
1993	Regatta not completed	
1994	No Regatta	
1995	Roger Derusha	8-Ball
1996	Jack Ripp	Jack's Frost III
1997	Ron Sherry	Starfire
1998	Greg Simon*	Simonized Jr.
1999	Tim McCormick	Aim
2000	No Regatta	
2001	Mike Derusha	Top Banana

<u>Year</u>	<u>IRIYA Champion</u>	<u>Boat Name</u>
2002	No Regatta	
2003	No Regatta	
2004	No Regatta	
2005	Don Anderson	Easy Rider
2006	Don Anderson/Greg Simon	Easy Rider
2007	Jerry Simon	Simonized
2008	Greg Simon	Simonized Jr.
2009	Tim McCormick/Don Anderson	Easy Rider
2010	No Regatta	
2011	Tim McCormick	Aim

<u>Year</u>	<u>Northwest Champion</u>	<u>Boat Name</u>
1958	Elmer A. Millenbach	Renegade III
1959	Elmer A. Millenbach	Renegade III
1960	Elmer A. Millenbach	Renegade III
1961	Elmer A. Millenbach	Renegade III
1962	Elmer A. Millenbach	Renegade III
1963	Elmer A. Millenbach	Renegade III
1964	No Regatta	
1965	No Regatta	
1966	Elmer A. Millenbach	Renegade III
1967	Elmer A. Millenbach	Renegade III
1968	No Regatta	
1969	Elmer A. Millenbach	Renegade III
1970	Elmer A. Millenbach	Renegade III
1971	Elmer A. Millenbach	Renegade III
1972	Elmer A. Millenbach	Renegade III
1973	Elmer A. Millenbach	Renegade III
1974	Elmer A. Millenbach	Renegade III
1975	Elmer A. Millenbach	Renegade III
1976	Elmer A. Millenbach	Renegade III
1977	Elmer A. Millenbach	Renegade III
1978	No Regatta	
1979	Elmer A. Millenbach	Renegade III
1980	Elmer A. Millenbach	Renegade III
1981	Elmer A. Millenbach	Renegade III
1982	Bob Bjorkland	Up-N-Atom
1983	Elmer A. Millenbach	Renegade III
1984	Jerry Simon	Simonized 2
1985	No Regatta	
1986	Arlyn LaFortune	Air Conditioned
1987	Lorne Sherry	Stardust
1988	Jack Ripp	Jack's Frost III
1989	Jack Ripp	Jack's Frost III
1990	Tim McCormick	Aim
1991	Roger Derusha	8-Ball
1992	Jack Ripp	Jack's Frost III
1993	Tim McCormick	Aim

<u>Year</u>	<u>Northwest Champion</u>	<u>Boat Name</u>
1994	Tim McCormick	Aim
1995	Roger Derusha	8-Ball
1996	Tim McCormick	Aim
1997	Tim McCormick	Aim
1998	Jack Ripp	Jack's Frost III
1999	Mike Derusha	Top Banana
2000	No Regatta	
2001	Lorne Sherry	Stardust
2002	Don Anderson	Easy Rider
2003	Mike Derusha	8-Ball
2004	Tim McCormick	Aim
2005	Tim McCormick	Aim
2006	No Regatta	
2007	Mike Derusha	8-Ball
2008	Greg Simon	Simonized Jr.
2009	Greg McCormick	Sananchie
2010	Mike Derusha	8-Ball

*Won with mast later held not to be in compliance with the Renegade plans

Past Trophy Winners

IRIYA Regatta

Second Place – Overall (Cora Lee Millenbach Trophy)

1996	Greg Simon	Simonized Jr.
1997	Tim McCormick	Aim
1998	Tim McCormick	Aim
1999	Mike Ripp	Jack's Frost II
2001	Greg Simon	Simonized Jr.
2002-04	No Regatta	
2005	Daniel Hearn	Chaos
2006	Tim McCormick	Aim
2007	Greg Simon	Simonized Jr.
2008	Mike Derusha	8-Ball
2009	Greg Simon	Simonized Jr.
2010	No Regatta	
2011	Don Anderson	Easy Rider

First Race Winner (Nelson C. Frolund Trophy)

1997	Mike Derusha	Top Banana
1998	Lorne Sherry	Aim
1999	Tim McCormick	Jack's Frost II
2001	Mike Derusha	Simonized Jr.
2002-04	No Regatta	
2005	Greg Simon	Chaos
2006	Mike Derusha	Aim
2007	Greg Simon	Simonized Jr.
2008	Mike Derusha	8-Ball
2009	Mike Derusha	8-Ball
2010	No Regatta	
2011	Mike Derusha	8-Ball

Second Race Winner (Commodore Chas. W. Beck, Jr. Trophy)

1997	Tim McCormick	Aim
1998	Greg Simon	Simonized
1999	Tim McCormick	Aim
2001	Mike Derusha	Top Banana
2002-04	No Regatta	
2005	Daniel Hearn	Chaos
2006	Don Anderson	Easy Rider
2007	Greg Simon	Simonized Jr.
2008	Greg Simon	Simonized Jr.
2009	Mike Derusha	8-Ball
2010	No Regatta	
2011	Mike Derusha	8-Ball

Over 60 – Masters (Commodore R. Geo. Marsh Trophy)

1997	Jack Ripp	Jack's Frost III
1998	Roger Derusha	8-Ball
1999	Arlyn LaFortune	Air Conditioned
2001	Jack Ripp	Jack's Frost III
2002-04	No Regatta	
2005	Jerry Simon	Simonized
2006	Jerry Simon	Simonized
2006	Jerry Simon	Simonized
2007	Jerry Simon	Simonized
2008	Glenn Betzoldt	Slo-Mo-Shun
2009	Glenn Betzoldt	Slo-Mo-Shun
2010	No Regatta	
2011	Archie Call	Oakfield Express

Northwest Regatta

First Race Winner (DIYC "E" Trophy)

1997	Tim McCormick	Aim
1998	Tim McCormick	Aim
1999	Mike Derusha	Top Banana
2001	Mike Derusha	Top Banana
2002	Jim Nordhaus	Green Eyes
2003	Mike Derusha	8-Ball
2004	Tim McCormick	Aim
2005	Tim McCormick	Aim
2007	Mike Derusha	8-Ball
2008	Greg Simon	Simonized Jr.
2009	Greg Simon	Simonized Jr.
2010	Mike Derusha	8-Ball

Second Race Winner (Stuart J. Rackham Trophy)

1997	Jack Ripp	Jack's Frost III
1998	Jack Ripp	Jack's Frost III
1999	Mike Derusha	Top Banana
2001	Jack Ripp	Jack's Frost III

2002	Tim McCormick	Aim
2003	Mike Derusha	8-Ball
2004	Tim McCormick	Aim
2005	Mike Derusha	8-Ball
2007	Mike Derusha	8-Ball
2008	Mike Derusha	8-Ball
2009	Greg McCormick	Sanarchie
2010	Mike Derusha	8-Ball

Combined Regattas

Elmer A. Millenbach Memorial Trophy

(IRIYA and NIYA Races Combined, No Throw-outs)

1997	Tim McCormick	Aim
1998	Tim McCormick	Aim
1999	Tim McCormick	Aim
2001	Mike Derusha	Top Banana
2002	Don Anderson	Easy Rider
2003	Mike Derusha	8-Ball
2004	Tim McCormick	Aim
2005	Don Anderson	Easy Rider
2006	Don Anderson	Easy Rider
2007	Ken Norton	Cosmic Debris
2008	Greg Simon	Simonized Jr.
2009	Greg Simon	Simonized Jr.
2010	Mike Derusha	8-Ball
2011	Tim McCormick	Aim

By-Laws

International Renegade Ice Yacht Association

Article I – Name

International Renegade Ice Yacht Association (IRIYA)

Article II – Emblem

Morse Code “R” (-.-) in one-design circle as per sail plan.

Article III – Object and Policy

Section 3.1. To promote Renegade Class racing governed by this association, and to maintain the one design features of Renegade Ice Yachts, as designed by Elmer A. Millenbach.

Section 3.2. To keep the Renegade Class within the financial reach of the man or woman of moderate means without handicapping ability or encouraging neglect in conditioning yachts.

Article IV – Organization

Section 4.1. The individual shall join through a fleet on whose ice he/she normally sails or by individual membership.

Section 4.2. The fleet, a territorial branch or unit, is open to all eligible persons within it's territory, elects its own officers, which must include a fleet secretary, and is self governing in local matters.

Section 4.3. Membership & Sail Numbers:

- a. One year's membership dues are included upon the purchase of plans of the Renegade, through the Association Secretary. Plans shall cost \$20.
- b. Sail number assignment shall cost \$10 and requests shall be made in writing to the Association Secretary.
- c. Sail numbers may be transferred to another person if the person receiving the number receives written permission from the current number holder or the current number holder's family. A copy of this release must be filed with the Association Secretary.
- d. Sail numbers shall be “retired” after a member pays dues on that number for 10 consecutive years. Sail numbers shall also be retired for Past Commodores. Retired sail numbers may be transferred within the Retiree's family if a written release from the Retiree's family is filed with the Association Secretary.

Section 4.4. Sail number resignations shall be turned over in writing to the Association Secretary.

Article V – Jurisdiction

Section 5.1. The Association has jurisdiction over all Renegade activities. It's class rules govern all sanctioned Renegade races, regardless of by whom held. It's Constitution, By-Laws, and Rules are binding upon all members and fleets, and all registered Renegade Yachts must conform to it's official plans and specifications.

Article VI – Fleet Charters

Section 6.1. A new fleet may be granted a charter upon application to the executive committee by three or more owners who must be members to the Association and are not in the locality of an existing organization.

Article VII – Dues

Section 7.1. Association individual dues shall be \$10.00 US per year, payable to the IRIYA and sent to the Association Secretary/Treasurer prior to the date of the International Renegade Regatta.

Article VIII – Executive Officers

1. Commodore - Chief Executive: Presides at all meetings; Chairman of Executive Committee and Board of Directors; rules on procedures; jurisdiction; summarizes decisions; appoints special committees; authorizes payment of bills.
Term: Per Article IX, Section 1.
2. Vice Commodore: Officiates in the absence of Commodore.
Term: Per Article IX, Section 1.
3. Secretary/Treasurer: Handles all correspondence and details of minutes, records, fleets, membership, and yachts. Awards numbers; collects and disperses all moneys and performs all other duties pertaining to such office.
Term: 6 years.

Article IX – Standing Committees

Section 9.1. Board of Directors: The Board of Directors shall consist of 6 members: the Secretary/Treasurer plus a five person rotation: 1st yr Director, 2nd yr Director, Vice-Commodore, Commodore, and Past-Commodore. Each year, at the annual meeting, the Association will elect one new member to the Board. This new member will become the 1st yr Director. Each existing Board member will move up in rank and the Past Commodore from the previous year will drop off as of May 1st of the year in which the annual meeting was held. Thus, each member (other than Sec/Treas.) will serve a 5 year term. The Association may elect to hold over the previous year's Board of Directors and not elect a new member. New board members must have sailed a Renegade in 3 of the last 5 IRIYA or NIYA annual regattas.

The Board determines policy of the Association; is the last court of appeal on disputes over Constitutional rights. It has the power to enforce it's decision by suspension of fleets or members. Board of Directors rulings shall be binding and final.

Section 9.2. Race Committee: Appointed by the Commodore with approval from Executive Committee. Shall conduct the Championship Series and shall supervise all other officials and committees therewith, using the racing rules of the National Ice Boat Authority.

Section 9.3. Trophy and Prize Committee: Appointed by the Commodore. Shall be responsible for the maintenance of perpetual trophies and shall supply prizes for sanctioned regattas. (Association to cover all costs incurred)

Section 9.4. Special: Officers or committees, for sanctioned events, shall be appointed by the Commodore.

Section 9.5. Nominating Committee: Not less than 30 days prior to the annual election, the Commodore shall appoint (with approval of Executive Committee) a Nominating Committee of not less than three (3) members. All 3 members shall be Past-Commodores. If the nominee from the Nominating Committee is

defeated at the annual meeting, new nominees shall come from the floor and be approved with a simple majority vote.

Section 9.6. Technical Committee: Shall answer all questions regarding yacht construction and allowances. Shall rule on protests regarding the official Renegade plans and specifications on all competing yachts. Committee shall be made up of three (3) people including a Chairman. Each member of the committee shall have one vote regarding decisions of the Technical Committee. Each member shall serve a six (6) year term and these terms will be staggered to ensure continuity. (i.e. one member shall be appointed every two years) Member terms shall be based on the calendar year (i.e. not based on the sailing season) The Board of Directors appoint the Committee members when a member position opens. The Chairman, whom must have served previously on the Technical Committee, is appointed by the Board of Directors.

Article X – Meetings

Section 10.1. The annual meeting shall be held during the period of and in the vicinity of the IRIYA Championship Regatta, if possible.

Section 10.2. All motions shall be submitted to the class Secretary prior to December 1st of the year before the annual meeting. These motions shall be either mailed to the paid members prior to the annual meeting or posted on the official IRIYA website.

Article XI – Quorum & Roll Call

Section 11.1. Five (5) members in good standing constitutes a quorum at meetings. If a quorum exists at roll call, it exists throughout the entire session.

Article XII – Voting

Section 12.1. Each member in good standing, in attendance at the annual meeting, shall be entitled to cast one vote, until such time as the majority of members feel the association has grown large enough to have representation by fleet delegates. There shall be no proxy votes.

Article XIII - Races

Section 13.1. All races shall be conducted in accordance with the IRIYA Class rules and the Constitution and Racing Rules of the National Iceboat Authority. In case of a question as to meanings or interpretations, the rulings of the NIA shall apply.

Section 13.2. A club conducting a regatta (other than the IRIYA Championship) shall be responsible for its proper management and shall appoint a Race Committee of three members, who shall select a sail measurer, starters, scorers, mark watchers, and any other necessary officials, which officials may also be members of the Race Committee. If the club holding the regatta desires assistance in running the races, the Commodore shall provide such assistance upon request. The host club shall provide adequate first aid equipment at the course.

Section 13.3. No races shall be sailed when colder than 10 degrees (F) above zero, but exception to the foregoing may be made by the Race Committee, if necessary, to complete the minimum number of races required.

Section 13.4. The race committee shall set a lap time limit for a windward-leeward mile at seven (7) minutes per mile. Any yacht not finishing within 30 minutes of the first yacht shall be designated Did Not Finish (DNF).

Section 13.5. The Annual Regatta is to be a five (5) race, three (3) day regatta. No more than two (2) races shall be sailed in any one day with one exception: At the discretion of the Race Committee, a 3rd

race may be permissible on Friday or Saturday to complete the regatta if it appears doubtful that racing will be possible Saturday or Sunday. But if subsequent races are held on Friday or Saturday, all races will count for the IRIYA Championship. A minimum of three (3) races must be completed at the annual regatta before a regatta can be counted. Starting positions for a yacht for the first race shall be determined by random drawing conducted by the Race Committee or designee. Starting positions thereafter shall be by the yacht's finishing position in the previous race. The finish position of a yacht being disqualified will not be filled by moving the other yachts up. If on the last day of the regatta the minimum number of races to complete the regatta has been achieved, no race shall start after 1:00 PM, local time.

Section 13.6. The IRIYA annual regatta is normally held in conjunction with the ISA (International Skeeter Association) annual regatta. If the ISA championship regatta is held in the "Eastern Region", the IRIYA regatta will be held in the "western region" either independently or in conjunction with the ISA "western region" regatta. If the IRIYA regatta is held **in conjunction** with an ISA regatta, **Section 13.5 applies**. If the IRIYA regatta is held **independently**, a seven (7) race format will be used as follows:

<u>Day</u>	<u>Scheduled Number of Races</u>	<u>Maximum Number of Races</u>
Friday	three	three
Saturday	three	three
Sunday	one	four

A minimum of four (4) races must be completed at the annual regatta before a regatta can be counted. If on the last day of the regatta the minimum number of races to complete the regatta has been achieved, no race shall start after 1:00 PM, local time.

Note: "Western Region" has been defined as west of the Toledo, OH area.

Section 13.7. During any Renegade regatta: After the first race, no components (other than fasteners or sail battens) may be changed for the duration of the regatta. Any changes due to component failure must be approved by the Race Committee.

Section 13.8. No removable ballast is allowed in any Renegade race.

Section 13.9. Crash helmets are to be worn by each participating skipper in the IRIYA annual regatta. The helmet shall have a minimum safety rating of Z90.1.

Section 13.10. The annual regatta registration fee is \$15.00 US.

Section 13.11. In case of a change of ownership of a yacht, all points previously accumulated in the regatta shall be canceled, and shall not remain with the yacht of the benefit of a new owner, nor remain with the owner to the benefit of a new yacht.

Section 13.12. No commercial information shall appear on any part of a Renegade other than the standard sailmaker's or builder's marks. Those marks must comply with the following criterion: One sailmaker mark may appear on each side of the sail. The entire mark must be within 16" of the tack of the sail. One or two builder's marks may be displayed on a part of the yacht made by that builder. These builder's marks must be smaller than 6"x6". This requirement will apply from 7:00am on the first scheduled day of the regatta until after the close of the award ceremony on the final day of the regatta. No graphics or other symbols/signs are allowed on the sail except the Renegade emblem, sail number, and sail makers mark (logo).

Article XIV – Scoring

Section 14.1. Prizes shall be awarded on the basis of the total number of points earned. The yacht having the lowest accumulated total number points shall be proclaimed the winner, with each position thereafter determined accordingly upward in number. In the event of a tie, the tie shall be broken in favor

of the yacht with the greater number of first place finishes, then second place finishes, etc. If a tie still exists, the tie shall be broken in favor of the yacht with the greater number of first places, then second places, etc. If a tie still exists, similar championship prizes shall be awarded to the yachts remaining involved in the tie, and the perpetual trophies shall be awarded on a divided time of retention basis.

Section 14.2. An over 60 Master Competitor shall declare their intent at the time of registration.

Computation of Points

The Low Point Scoring System shall be used. First place = 1pt., second place = 2 pts., etc.. Yachts scoring Did Not Start (DNS), Did Not Finish (DNF), Disqualified (DSQ), and Retired After Finishing (RAF) shall be awarded points equal to the number of competing yachts plus one point. There are no throw-outs.

If two yachts finish in a dead heat, each yacht shall receive one half of the sum of the points for that place and the next lower place. The next yacht after the dead heat yachts shall receive the number of points for the second position below that of the dead heat yachts. When the dead heat is for first place, each yacht shall be considered the winner as far as prizes are concerned, and the trophy so engraved.

Article XVI – Order of Business at the Annual Meeting

1. Call to order.
2. Roll Call
3. Minutes of last meeting.
4. Financial Report.
5. Unfinished Business.
6. New Business
7. Election of Officers for following year.
8. Adjournment.

Note: The following information is for reference only. If any conflict exists between the text printed here and the NIA rules, the NIA shall have precedence.

The Racing Rules of the National Iceboat Authority

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.

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

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

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.

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.

ABANDONMENT – An ABANDONED race is one which is stopped while it is in progress and which can be re-sailed at the discretion of the Race Committee.

Part II, Not Applicable

Part III, Not Applicable

Part IV, Sailing Rules

The purpose of the following rules is to prevent collisions. 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.
 - 1. A yacht in motion shall keep clear of a yacht stopped.
 - 2. A yacht sailing a 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.
 - 5. A right-of-way yacht shall not alter her course so as to mislead or prevent a non-right-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. Each yacht shall be entitled to room to cross the finish line.
 - 9. After finishing a race, a yacht shall keep clear of the course and yachts still racing.
- C. Sailing the Course
 - 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. A yacht fouling a MARK (except when avoiding an accident), not leaving a MARK on the required side, or not rounding all MARKS in proper sequence, shall be disqualified.
- D. Propulsion – A yacht may not employ any means of propulsion other than the 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 leave the starting line or to return the yacht to wind propulsion when necessary. Other pushing shall be cause for disqualification.
- E. 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 Protest.
 - 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 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.