

Lake Winnebago Ice Race 2021



It so happened that my younger cousin's wife is an instructor and head of the ice-boating section at the Yacht Klub of Poland in Warsaw. She repeatedly invited me to try this madness. I preferred, however, when they are crew in my sea voyages.



This week, on February 12, the Seniors International Polish Championships were to take place. Due to heavy snowfall, they were cancelled.

I started training on Monday with theoretical issues. Unfortunately, due to lack of equipment, the practice ended only with a walk over a nearby lake 😊😊😊.



RIGHT OF WAY and SAFETY REQUIREMENTS

DEFINITIONS: NRYA and IONRYA accept the RACING RULES of the NATIONAL ICEBOAT AUTHORITY

ON THE WIND	OFF THE WIND	Windward Yacht	Leeward Yacht
PORT TACK	STARBOARD TACK		

Rule A - FAIR SAILING - Always use common sense, good sportsmanship & SAFETY
 Rule B - RIGHT-OF-WAY - Yachts must KEEP CLEAR as follows:

1 IN MOTION Keep clear of STOPPED YACHT	2 OFF THE WIND Keep clear	3a ON THE WIND Keep clear	3b OFF THE WIND Keep clear
4a ON THE WIND SAME TACK WINDWARD YACHT Keep clear	4b OFF THE WIND SAME TACK LEEWARD YACHT Keep clear	5a RIGHT-OF-WAY YACHT Do not alter course so as to mislead or prevent or pass right-of-way yacht from keeping clear.	5b FASTER YACHT SAME TACK OVERTAKING Keep clear
6 TACK or JIBE DO NOT COLLISION IS PROBABLE	7 OBSTRUCTION Keep clear if signal	8 SOUNDING MARK OUTSIDE YACHT Keep clear	9 AFTER FINISHING THE RACE - KEEP CLEAR OF THE COURSE

Courtesy of NRYA
 REMEMBER: Use your Parking Brakes! Crash Helmet! COMMON SENSE!!

In this situation, I was forced to take off in **Lake Winnebago Ice Race 2021** without proper training and practically no experience in ice sailing. 😊

I checked the weather conditions the day before the race and on Saturday, WX at 0845. The changes were not great. WX at 1445, ie 15 minutes before the start, should give only minimal changes.

The wind direction suggested a straight mark-to-mark sailing between **Stevens Reef** and **Oshkosh** then between **Long Point Reef**, **Found du Lac**, **Pipe** and **High Cliff**.

The first I had to decide how to sail from the start (**Neenach N**) to **Stevens Reef**. After that, it will be approximately 15 minutes to plan the sailing between **Oshkosh** and **Long Point Reef**.

Unfortunately, I missed the information:

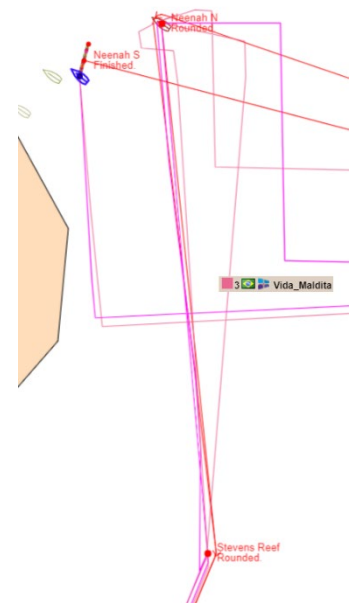
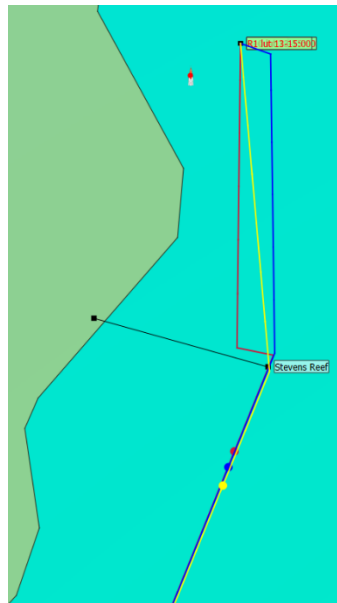
RainbowChaser 02/13 14:33:31

TWENTY-SEVEN MINUTES to ICEBOATS!! (zero perf-loss folks)... Lake Winnebago awaits :-)

Calculations showed that it was better to force bigger TWA and choose a straight course from the start to the first mark. But the lack of "perf-loss" meant that the blue route chosen by **Vida_Maldita** was the fastest.

There were two gibs from **Oshkosh** to **Long Point Reef**. The first one is right behind the **Oshkosh** (in the north conditions were slightly better).

Finally, it remains to finish the first lap. I already knew there was no performance loss and it was simple.



By the way, I have attention to **Kipper1258**. The AGL still took performance loss into account.

This is what confused me at the beginning. But I had a good plan to close the first lap because after passing **Neenah N** I was in the lead. The wind changed direction slightly and simplified the approach to the first mark.

I was very concentrated all the time doing my calculations for the next turn. I took the maximum risk. I didn't even know what was happening behind me. When I was sure to win before the finish line and saw that the server put **Zorba777** in the first place, my heart almost stopped and I stiffened. It was an unbelievable experience.

Thank you all for this unbelievable race for me,

best regards,

Mirek/WRmirekd

February, 2021



Warsaw iceboating championship 2021-02-06