



LAKE RONKONKOMA Iceboat and Yacht Club

December chuary<http://www.iceboatlongisland.com> 2021



Photo by Gretchen Dorian



Message from the Commodore

Hello! Happy Holidays!! We just had a very successful swap meet with about 35 people in attendance. It was fantastic seeing everyone in person.

We plan on having our meetings in person. Please have some common sense, and be prepared to wear a mask to make people feel comfortable. If things change, we might have to switch to a zoom meeting. Everyone will be notified if we switch to a zoom meeting. Pay attention to your ICE ALERTS!! If you are not sure put a message out on the ICE ALERT and someone will respond.

We are looking to hold a Bob Reeves Memorial Regatta for Lockley Skimmers only. This event will be open to anyone with a Lockley Skimmer, no matter where you live, or a member of a club or not. We are also hoping to run a Rich Crucet Memorial Regatta with the same criteria as the Skimmer Regatta except for DN's.

We might have to travel a bit for some sailing. If you have never been off the island to sail, ask someone or ask your club officers for some tips on traveling. There are several lakes that can be a day trip. I have done it many times.

For those who like to plan ahead, we are having our 100th anniversary in 2023. If you are looking for parts and gear, don't be afraid to contact me. If you need runners sharpened, plank aligned or small repairs, contact me, or put an ice alert message out. As always, if anyone needs anything, please feel free to contact me at: dnus4925@yahoo.com. Your Commodore, Scott



We had a great day at Weeks Yacht Yard for our yearly swap meet. Considering the weather we had, it was certainly NOT a swap meet day. All 35 of us got together indoor/outdoor for lots of conversation and good eats.

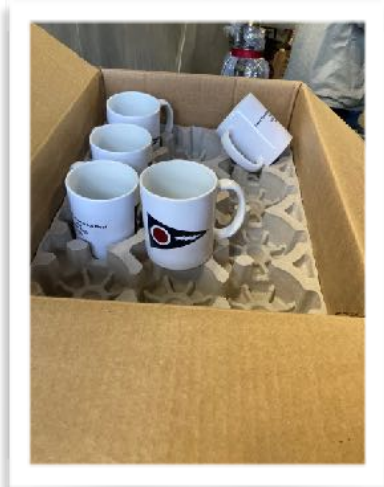
We were graced by a visit from the NEIYA Commodore, John Stanton, coming all the way from Connecticut on a day that was not the best for driving. He had some interesting stories from his recent adventure at the Western Challenge DN regatta. We even have a new member: Peter B Roy, DN 2257

At this time it is really important to keep in touch. Meetings and social events might be very rare in our future.

For knowledge, we need to call each other to find the ice conditions.

For safety, we need to sail with friends and never alone.

John Ziermann



And the SWAP Meet even had door prizes, "chowda", hot chocolate and pizza.

Joseph Cangelieri was one of many happy door prize winners.



"Great seeing you all today, and lucky enough to win a great prize. Will definitely put it to good use.
Thanks!"

Remember to check your "Ice Alert" emails. John Z. will post the Club Roster for us, it includes names, phone numbers, boat info and emails. You will be able to print a copy or save the PDF to your phone for future reference. Events and important info will also be sent out on that email platform.

LRIBYC Ice Report Report <icealertlribyc@googlegroups.com>

**Member Boat FOR SALE:
Holiday Special!**



Martin Cawley, martinjcauley@gmail.com

FOR SALE Nite Style Ice Boat (single seater). Very nice condition Sarns Bullnose runners, crisp sail, newer plank. Includes cockpit cover,, sail bag, plank bag and mast bag. Well aligned and tuned, ready for your own personal sail number.

Email me for details and pix Asking \$3,500 NO trailer. Located Suffolk County,. Long Island

Complete set of pictures at this link: <https://theneiya.org/classifieds/>

ICE-BOATING

Edited by Herbert L. Stone

1913

Materials from "Rudder Magazine, Mr Thomas Fleming Day

Mr. Archibald Rogers

Mr. H Percy Ashley

Dr. William M. Stanbrough

I have come across this book published in 1913 by "Outing Publishing Company". This book is considered the first book written on the sport of Ice-Boating.

I would like to offer some parts of this book as published to our members so we get a true feel of what was going on in the mid-years of iceboating in America. The book obviously deals with Stern Steerer iceboats as those were the ice-boats of that day. But the lessons learned by 1913 are as important to understand today in the design, building and sailing of our more modern boats.

For this Newsletter I have included the section discussing the "balance" of an ice-boat and the relationship of the center of effort of the sail in relation to the center of resistance. Many of us have struggled, or are struggling to this day with boats that have been built outside of the norms discovered by 1913 as evidenced in the following:

"Along the Hudson River the sport thrived before the outbreak of the Civil War and it was here that the first ice-yacht club was said to have been formed in 1861 (the Poughkeepsie Ice-Yacht Club). Of the development of ice-boats along this water way, which may really be said to be the center of the sport in the East, Mr Archibald Rogers, one of the foremost ice-yachtsmen of the country has this to say: " The early yachts of the Hudson were constructed a good deal on the lumber-box order. They were heavy, hard riding, and hard-headed, too, generally jib and mainsail in rig, the mast set up over the runner plank, and not some distance ahead, as prevails at present. They had short gaffs, long booms, moderate hoist, and big jibs. This stepping the mast over the runner-plank gave the boats a bad balance — that is, it brought the center of effort (of the sail) too far aft, and also the weights; consequently the tendency in beating to windward was to luff, and this had to be avoided by keeping the boat's head off (turn downwind). The weight of the mast being too far aft also brought additional pressure on the rudder. All this unnecessary friction caused a proportional loss in speed, especially to windward.

*This type of yacht reached its greatest development in the **ICICLE**, the largest ice-yacht ever constructed. She was built in 1869, and was improved and enlarged until*

she measured 68 feet, 11 inches in length, with sail-driving area of 1070 square feet. She was unquestionably the fastest in 1879 of any of the yachts on the river. It was not long, however, before an improved type of rig and construction made its appearance, and this was accomplished by stepping the mast about three and a half feet farther forward, shortening the jib, making it more of a balance sail than before. Main booms, too, were cut off and gaffs lengthened, bringing the sail more inboard, thus placing the center of effort in more proper relation to the center of resistance. Side rails and cockpits gave way to wire guys with adjustable turnbuckles, and small, elliptical boxes for the helmsmen."

*The coming of the first boat of this improved design marked the beginning of the application of scientific principles in ice-yacht design, and had as much influence on the future of these boats as the **GLORIANA** did on yacht design when she came from the board of Herreshoff. This boat the **ROBERT SCOTT**, was designed and built by H. Relyea, the Hudson River ice-boatman, in 1879, and she was very successful — winning many races and proving throughout that she was built and rigged on correct principles. She even defeated **ICICLE** which had twice as much sail as the new boat, the later carrying about 499 square feet. It was the influence of this boat that resulted in the building of **JACK FROST** a few years later. The **JACK FROST** is probably one of the best known and fastest ice-boats ever built and was several times the winner of the ice-yacht challenge pennant of America."*

Reading this information my take is the following when it concerns our boats: To bring this information into our needs to satisfy comfortable safe sailing we would reverse the operation discovered in the late 1800's on the stern steerer and instead of moving a poorly balance mast location forward on our bow steered boats we would move the mast aft on a bow steered boat with understeer, bringing the sail center of effort closer to the center of resistance. This would lead to less loading of the plank runners and more loading of the steering runner. Once the balance point is found minor movement of the sail center of effort can be accomplished by headstay/rake adjustment for various wind conditions.

This discussion seems present in the pits at every modern gathering of ice-boat enthusiasts. Send me your thoughts, I will post them in the next Newsletter. I can post other quotes from the book if there is interest.

Thanks,

Mike

macebo@mac.com

TO ALL:

The Winter solstice of 2021 in the Northern Hemisphere will be on Tuesday December 21 at 10:58 AM.

Let's usher in the WINTER, and encourage the ice gods in giving us some beautiful black ice **BY SEEDING THE LAKE WITH ICE.**

"The Icing Of The Lake" an offering to the "Ice Gods" at Lake Ronkonkoma.

Saturday, Dec. 18, 2021 1 PM @ NYS access ramp off of Victory Dr. (see map attached)

The event you can't afford to miss. **We want ICE!**

Bring your best ice to seed the lake.

A "show" you won't want to miss.

The best hot chocolate ever, will be served with mini marshmallows.

Back in 2019 we had a great turn out including hot chocolate with marshmallows, special fresh baked solstice cookies, chocolate truffles and fresh home made donuts.

We are going to start the season with a BIG BANG!



WISHING YOU
HAPPY HOLIDAYS
AND A WONDERFUL NEW YEAR

