



# LAKE RONKONKOMA Iceboat and Yacht Club

SWAP MEET - BUY, SELL, TRADE & EAT.  
IN THE SPIRIT, "THINK, TALK ICE"  
December 12th,



Message from the Commodore  
I am pleased to report that our annual Swap Meet on 12/7/15 was a huge success. Some 50 to 70 people that attended enjoyed not only the buying and selling of iceboat items but also the great BBQ cooking of Doug Adams and the soup made by our "Queen of the Ice" Rosemary.

I want to thank Steve Duhammel for making the long trip down from MA to display his fine hardware. As always I thank Kevin Weeks for the availability of his BBQ equipment and facilities.

In addition to enjoying the camaraderie of all the attending members, mast bending tests were performed by Scott Valentine, Pete Truesdell and Lucinda Hurley. Results are being evaluated and will be presented at a future meeting.

**IMPORTANT:** The Officers of the club have implemented the following new rule: "In order for a member to be eligible to receive a club award (trophy etc), membership dues must be paid by the first meeting of January." This plus other changes/additions to the By-Laws will be discussed and voted upon at our January 5th meeting (Weeks at 7pm).

Rules of the Road with use of Darling marks on the "Straight Line" racing course will be presented. US500 and Club Burgee stickers along with club caps will be available for sale.

A very important and informative meeting is planned. Hope to see many of you there. Happy Holidays and a healthy and safe New Year.  
Ralph



[steve@northwindiceboats.com](mailto:steve@northwindiceboats.com)

HISTORY OF THE "DARLING MARK"

I know the Darling Mark will be on this January's LRIBYC meeting agenda. I witnessed firsthand the event and subsequent reason for its inception.

In February and March of 1963, we had 4 fabulous weekends of salt water ice on Manhasset Bay in Port Washington, NY. The Westchester Ice Sailing Club (WISC) had club races on a 3/4 mile east-west course. At that time not too many DN's were in our club. The club mixed DN's and Skeeters one day in the same race.

A crash occurred at the leeward mark between a DN and small Skeeter. Since both boats were going downwind, they had already yielded to any boats going to windward. Unfortunately, on the final lap the Skeeter on a downwind starboard tack had the right of way finishing against a downwind port tack DN. C R A S H!!! Fortunately no one was killed, but the DN skipper had multiple leg and hip fractures. After the hospital stay the DN skipper stayed at our house for a few days.

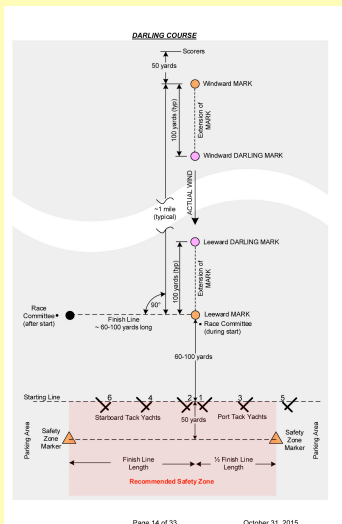
The first factor of mixed size boats with their different speeds and maneuverability immediately changed our policy to not mix them again. Speed and space were the more important factors. On the first and second laps of a three lap race, very few if any skippers would come to the leeward mark on the starboard tack because of the immediate need to round the mark and head back upwind. The lack of boat control with runner side slip and loss of boat inertia is something I have never liked, especially in a skeeter.

Jay (John) Darling a great iceboater and past Commodore of the WISC was our race committee chairman. He designed and presented the Darling Mark concept to our WISC club. The Darling Mark created a safe zone just windward to the leeward mark that requires boat to come about and finish on a port tack. The WISC tested it and used it successfully for years. It was adopted by some other clubs and associations.

The Darling Mark has a green mark set 100 yards windward of the leeward mark and 100 feet left of an imaginary line between the windward leeward marks.

At LRIBYC we have some small lakes and can use the Darling Mark but we can shorten the 100 yard windward dimension to 100 feet.

Also on another note, I have always preferred the third finishing lap to round up, as if to start a fourth lap, then peel off loosing speed and go to the race staging area. Especially with Skeeters, on small lakes like Ronkonkoma and Mecox, a few years ago, finishing downwind and blowing straight through at high speed, did not give me much space to safely slow down and turn around in the staging area. I would suggest on final lap a round up procedure.

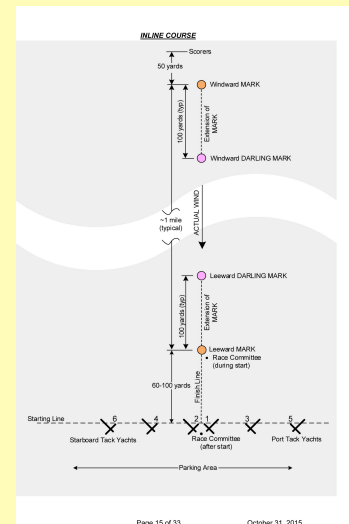


Warren R Darress Jr., LRIBYC

Cell 516-864-9662

More Information Here

<http://iceboat.org/animation.html>





Send your dues (made out to LRIBYC) and a copy of a signed waiver to  
John Ziermann  
58 Bellecrest Ave  
East Northport NY 11731

Waiver form can be found on our Web site under "Membership".

<http://www.iceboatlongisland.com/uploads/LRIBYC-Membership-ApplicationUpdate.pdf>

Thanks, Ralph



First day of Winter, Tuesday, Dec. 22, 2015 and Old Man Winter will awaken. Don't you think he should wake up in a good mood!

Photos, Courtesy of  
Scott Valentine  
US4925

## "The Icing Of The Lake"

LRIBYC 2015 FINACIAL REPORT

Treasurers Report - John Ziermann

As Of	12/11/2014	12/31/2015
Checking Account Balance	\$1808.88	\$1773.87
Petty Cash Balance	<u>\$ 307.38</u>	<u>\$ 548.43</u>
Total Monetary Club Value	\$2116.26	\$2322.30
Donations/Stickers	<u>\$ 330.00</u>	<u>\$ 675.00</u>
Total Club Real Assets	\$1786.26	\$1647.30

Total Club Members as of 12/11/15 - 75



Club Officers Meeting - Ralph presiding



## TIP OF THE DAY - SINGLE HOLE BATTEN TIE

“Run the 2 ends of the tie in strings trough the hole in the batten, bottom to top, and return the ends through the top eyelet.

Separate the ends on either side and apply a half hitch around the tie in string.

Push the batten inwards with both thumbs, whilst keeping an end of the tie string in either hand. The half hitch will prevent the batten from coming loose again. When sufficient pressure has been applied, secure the tie in string with a reef knot on top of the half hitch. Feed the remaining ends back into the pocket.”

<http://www.goodalldesign.com.au>

