US 500

LAKE RONKONKOMA Iceboat and Yacht Club

January http://www.iceboatlongisland.com 2019

Commodore's Corner

Hello everybody!!

Commodore's comments

Here we are coming to February and quite a few club members have been sailing!! Recently at Bantam Lake in Connecticut, 13 boats were on the ice. Six of them were club members. I hope to see many people at the meeting on Tuesday. We are planning on showing how to align your runners, and how to stone your runners. The DN Worlds and DN North Americans are just around the corner!! Let me know if anyone is interested in going!! The more the merrier, the more great stories. As always, if anyone needs anything, help, advice, or parts, feel free to contact me.

See you on the ice!!

Scott

dnus4925@yahoo.com

Next Club Meeting- February 8th, Weeks Shipyard

Scott Valentine, Pete Truesdell, Rosemary Barnitz, John Ziermann, Fred Greis
January Club Meeting - Weeks Shipyard - January 8th

Started 7:35 ended 9:30. 20 sailors attended.

- Special commodore Admiral hats were worn by Scott Valentine and Pete Truesdell.
- Ice reports ... no local ice anywhere for this weekend.
- Talked about the LI Championships. DN and J14 classes. Bring 3 boats of any kind and we will put them in a race.
- 2 new members attended the meeting, Don Winston and Fred Reaver. They were both accepted unanimously as usual.
- 10 ga. blank shot gun shells for the signal cannon was discussed. I cannot get them from anyone that will send them to my house. I found a box of 25 for sale from rbgcannons.com $54.99 No Shipping to Alaska, Washington, D.C., Berkeley, Carson, Los Angeles, Marin County, Napa County, Oakland, Sacramento, San Francisco, Santa Clara, Ventura County, or Yolo County, CA, Hawaii, Chicago, IL, Massachusetts, **New York**, Canada or Puerto Rico. Something about NY state law. I thought we could send them to George Neyssen in CT. Fred Reaver (new member) said there might be a problem even in CT. Fred also said that he could repack the used shells if I have any. Warren Darress said he still has a few shells left that he could give us.
- New regatta in honor of Rich Crucet where the trophy would be a "keeper" like the "Doc Fellows" sponsored by NEIYA.
- Discussion of runner sharpening and alignment. Belt sanders, sharpening jig, dial indicator, alignment jig, method of loose chock on the ice (a practice that Warren Darress who has a large skeeter uses each and every time he sets up on the ice for the day).
- Doug Adams sold 31 ratchet straps each for $1 and donated the proceeds to the club.
- 50/50 was $100 and all of it was donated to reducing the cost of the dinner.

John Ziermann

DN Gold Cup & North American Championship

- February 16 – 23, 2019
- DN North America
- **Baikal Ice Sailing Week**, Siberia
- March 16 – 23, 2019

Daniel Hearn and Pete Orlebeke line up to race their DNs on Lake Pepin at the 2019 Northwest.

Pat Heppert photos - 2019 Northwest regatta on Lake Pepin

Bantam Lake - CIYC photos, Dave Danielson & Mike Acebo

Chickawaukie Ice Boat Club

Runner Alignment

Posted on March 3, 2013 by Lloyd Roberts

I strongly believe that definitive runner alignment should be done in the shop ONCE. Epoxy the chocks and chock bolts onto the plank forever. The business of alignment on the ice is frustrating and only good until the next heavy air when the chocks move again. The only use for on ice alignment checking is just that, checking, and is a waste of time if you did it right in the shop and glued them on. For checking unknown chocks some kind of rifle telescope on an aluminum plate grooved on a table saw is fine. Ice needs to be smooth. Make the plate long enough so that the mounted scope is far enough forward or aft and high enough to clear the plank. Sight on a distant building estimating an 8 foot distance between features on the building. In the shop I use a stick with 1/2 inch or larger aluminum rods 2-3 inches long at the ends, one fixed and the other sliding. Both rods are drilled end to end, the sliding one off center, 3/16 is fine, one is threaded and fastened to threaded rod screwed into the wood stick. The other end of the stick has smooth 3/16 rod glued or threaded into it, long enough to leave room for a dial indicator to be mounted on the stick or on the rod and measure to the 1/2 inch aluminum rod that is to slide on the 3/16 rod. The stick is of such length that the two 1/2 diameter aluminum pieces, let's call them spuds, ride on the edges pf the runners mounted in the chocks with the plank upside down. Give them each a whack with a hammer to make a groove that will slide along the runner edge (oiled). The runner edges need to be parallel and the plank ideally should be squished flat, but that is not necessary. The moveable spud should have a square smooth end where the dial indicator will ride to measure movement of the spud. Two people move the spuds back and forth, just the length of the chock is enough, and the excursion of the spud is measured.

At this point you will have drilled out the chock mounting bolts from 5/16 to at least 3/8 so the chocks can be rotated a bit into alignment, but no glue has been applied because if you need to drill out the bolt holes more to get aligned you will have fun drilling the epoxy filled holes.

The actual moving of the spuds back and forth and getting a reproducible reading of near or less than .001 inch on the indicator for alignment requires some patience, a definite learning curve is created by; the helper, the flexibility of the stick, looseness of the spud on its rod etc., if you believe in Zen, use it.

When alignment can be achieved take the chocks off, mix and thicken epoxy, apply to previously roughened chock surface that faces the roughened plank, fill bolt holes in the plank (put masking tape across bottome of holes so epoxy doesn't run out until you are ready to quickly put in a bolt from underneath) and get it started up into the chock. Wear rubber gloves, this gets messy, the goal of the exercise is to get the oversize holes full of epoxy around the bolts and form epoxy bushings so they CAN'T MOVE EVER AGAIN. Gently tighten the bolts on the chock that won't be moved, glue and apply the movable chock that will be adjusted, tighten bolts just finger tight. Get the measuring gear and fiddle with the moveable chock to make sure you have adjustment swing enough in each direction. If not loosen the "fixed" chock, adjust it, and proceed.

As you get to within a few thousandths of perfection tighten the bolts somewhat. When you get to the point that rotating or twisting the chock is chasing your tail, get close and then try differential tightening of the bolts, just a little at a time will get you to plus or minus .001 inch over the distance of travel of the length of the runner chock, the principal bearing area of the runners in light air, where the alignment means the most. Now you are done, pick up your gluey tools, lay the stick, spuds, etc aside, turn out the lights and walk away until tomorrow. The last thing you want to do is bump into a runner while the epoxy is half cured, LEAVE THE ROOM.

The bolts should not be cranked really tight, that just squeezes epoxy out of the joint, it needs to be there. Clean up the epoxy drools very carefully and gently before you leave the room, better you have some congealed drools the next day than knocking a chock out of alignment after all that work.

Obviously you are using your best runners, carefully profiled and sharp ready for the season to come. The real fuss pots make sure all their sets of runners have edges parallel to each other, another story.

This is not a job for coffee break, think 2-3 hours when you know what you are doing, plus the time to make the parts, set aside a day. Tools needed are a drill press, hack saw, files and square for making a flat end of the measuring spud, and lastly a dial indicator.

How to stone your runners,

The purpose of stoning your runners is to polish the surface, so the edge of your runner will glide smoother over the ice. In other words, you will be a little fast by reducing friction. The stones, that we use, as does Ron Sherry, are available from Boride Abrasives. You can look them up online. The size is 1/2x1/4x6" long see the picture it shows the grits and the particular stone. If people want to contact me we can make a bulk order and get the cost down to $25 per set. (2015 prices)

The "juice" is just windshield washer fluid with 2-3 drops of dishwashing liquid added. I keep the stones in the juice. Clamp your runner securely and clean off the edge.

Put the stone on the edge of the runner, and go back and forth. One pass is back and forth on the runner 1 time. I usually do 12 passes per grit. Do each grit the same number of passes per side. Then, switch sides and repeat the process. It takes about 5 minutes per runner to complete. This little process will speed you up quite a bit. When you are done, I WD40 the runners. Always put your runners with the **EDGE SIDE UP**. This will keep the moisture off your edge, and easier to inspect your runners. Scott Valentine

Another sharpening set up

A recent episode of poorly secured boats left overnight, high wind warnings not heeded, chaos guaranteed. Many of us who race/cruise leave boats on the ice overnight. Check the weather, **use an Ice Screw.**

No Ice Is Safe, Even At Night