



US 500

LAKE RONKONKOMA Iceboat and Yacht Club

December

<http://www.iceboatlongisland.com>

2024

Commodore's Corner
Hello everybody!!
Commodore's comments

I hope everyone had great holidays! We had a great turnout at our annual swap meet. It was fantastic seeing many of you there. I hope everyone can make the meeting on January 7. We will have a runner sharpener available before the meeting, so you can sharpen your runners. There has been some sailing in Maine and the Midwest. The long term forecast is looking for some sailing in Connecticut and maybe New York state, probably in the Albany area. If and when we sail on LI, we will plan on having the "Bob Reeves Memorial Skimmer Regatta". So, dust off and rust off your skimmers, almost everyone seems to have one hidden somewhere. It will be a very simple skimmer friendly course, so everyone can participate. Along that line, we will run the "Rich Cruet Memorial Regatta" It will be open to all DN's. So, dust off and rust off your DN. Most people seem to have one of those hidden somewhere in storage. It will be for all DN's.

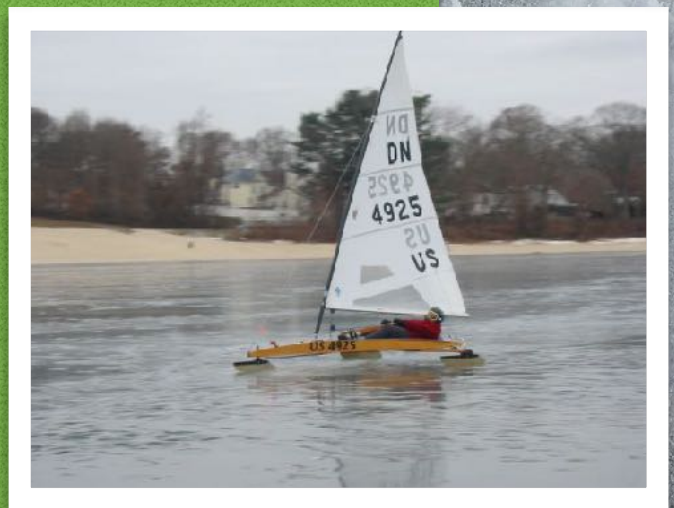
Our first meeting, we plan on setting up a DN and show some basic tuning. This basic tuning will be good for most of the boats we have in our club. This will get you going, if you are having troubles moving.

As always, if you need any parts, advice, repairs please feel free to reach out to me, or one of your fellow officers. We have a lot of knowledge in our club.

We also have a couple of boats available for sail. If you are really ambitious, we might have a boat or two available for restoration.

Your Commodore

Scott





Club Sharpener
Will be available
at monthly
meetings!

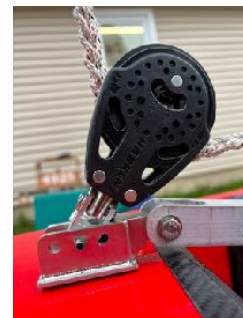


January 7th Club meeting at Weeks Shipyard is the first meeting of the 2025 season. Along with the regular get together, official business stuff, the 8 x 10 glossy & color display with analysis of the budget, collection of past due dues and the ever popular 50/50 raffle their will be an informative display put on by the Club Racing Team members. As Scott stated: "Our first meeting, we plan on setting up a DN and show some basic tuning. This basic tuning will be good for most of the boats we have in our club. This will get you going, if you are having troubles moving." If you want to do your homework to prep for this information I suggest you read Ron Sherry's information on set up and tuning for speed found here for screen viewing and/or PDF printing for your glove box:

<https://www.iceboattracing.com/iceboat-tuning-guides/>

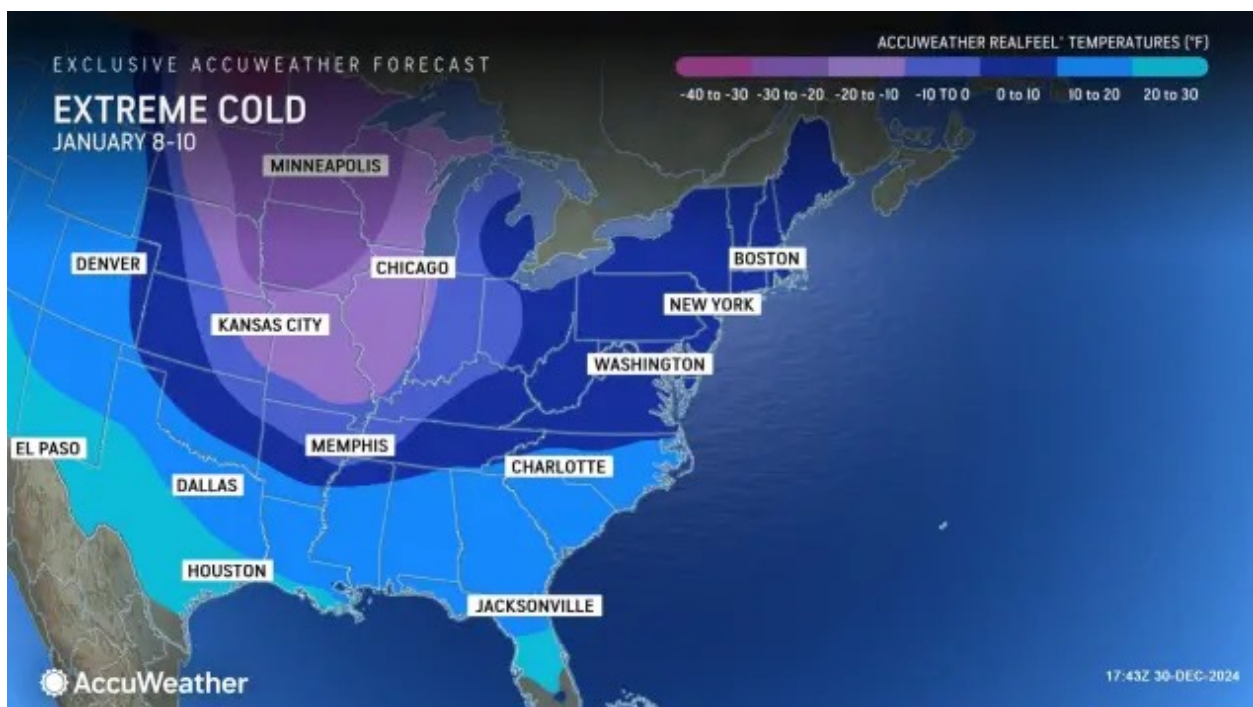
If you have a good set up to start with you will find that you can make adjustments that will improve your sailing for different conditions. If your set up is not right to start it just seems to go from bad too worse. If you set up your boat in your back yard, make all your adjustments, check your fittings, lines, stays, blocks and buy spares for your travel kit. You will be able to set up on the ice quickly to catch that early breeze instead of running to ACE for missing parts.

Pete, lubing his tube and checking his alignment. Scott fitting new boat to old rigging, checking mainsheet control and angle of dangle on sharpener. Mike setting up old and new making sure all parts and pieces are found. It takes a lot more pieces to an Ice Boat make than you would think. If you are missing one nut you may not sail. Big trouble if your missing two.



“Coldest January since 2011 brewing for US to lead to multiple winter storms

Dramatically colder conditions are ahead as an Arctic blast moves into the U.S. starting next week. The bitterly cold pattern could be the coldest January in more than a decade and may be strewn with winter storms for the Midwest, South and East.”



Day	High/Low	Conditions	Precip. %
SAT 1/4	29°/17°	Breezy with low clouds Low clouds	0 24%
SUN 1/5	28°/13°	Breezy with low clouds Low clouds	0 3%
MON 1/6	26°/14°	Mostly cloudy Partly cloudy	0 5%
TUE 1/7	28°/13°	Partly sunny Low clouds	0 2%
WED 1/8	26°/9°	Sun and areas of low clouds Low clouds	0 11%
THU 1/9	22°/7°	Partly sunny and cold Partly cloudy	0 15%

Get ready Iceboaters. Here is some info from the weather forecaster folks. I have attached a screenshot of 6 days at Bantam. Those are the kind of ice making days needed.

Let's keep in touch, use ICE Alert for reports. Use the list of members, with emails, John sent to all of us for general conversation. For some folks text messages work best.

It's travel time soon GET READY NOW!!!

Final thoughts of 2024. When did the beginning of the application of scientific principles in ice-yacht design begin?

Mr. Archibald Rogers, one of the fore most 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 planking not some distance ahead, as prevails at present. They had short gaffs, long booms, moderate hoist, and big jibs. This stepping of the mast over the runner plank gave the boats a bad balance — that is, it brought the center of effort 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. The weight of the mast being too far aft also brought additional pressure on the rudder. All this unnecessary friction caused a proportionate 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 ft. 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, or ahead of the runner-plank. This necessitated 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 the improved design marked the beginning of the application of scientific principles in ice-yacht design.

ICE-BOATING, OUTING HANDBOOKS, Edited by Herbert L Stone, Editor of “Yachting”
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Happy New Year!

A New Year’s Resolution for an Iceboater:

“Placing the center of effort in more proper relation to the center of resistance.” Is the key to a happy and safe boat.