

BLACK ICE

2009–2010 A Spectacular Season

This was a great season. Your secretary and newsletter editor wasn't able to take advantage of it very much because of work, but there was beautiful ice, ice for miles, ice for weeks. Hard black ice was all over New England. The online iceboat list is full of adventures on lakes in every state.

Winnepesaukee was an iceboat paradise, Sebago, Lake Champlain above Burlington... lakes too numerous to list had favorable conditions. If you have any doubts, look up Jeff Brown's video, "Iceboating Lake Winnepesaukee," just about the best iceboating video you'll ever see.

About the season Jeff says, "The highlight of the season had to be the two consecutive weekends in February sailing out of Ames Farm to the big black ice plate of "The Broads" on Lake Winnepesaukee! That was a rare treat and so many people came to take advantage of it, in particular the weekend of Feb 13-15th. It was truly an "iceboat show".

So... good times. There's some articles in here to remind everybody of the season past and to help with looking forward to the season to come.





Above: Eric, Eben, "T," and Chad at Thunder Bay Ontario.

Right: The opening ceremonies at the North American DN Championships.



Photos by T. Thieler

The North Americans by "T" Thieler

The logistics of an iceboat regatta are always tough; those of the 2010 DN North American Champs were formidable. Sailable ice was non-existent due to the "snow-i-cane" that had swept the continent. It wasted just about all the sailable ice in North America, including some primo plates here in New England and also trapped many sailors (and the race committee) at home. As a result, the regatta attendance was kind of thin, with the only representatives from New England being myself, Chad Atkins, Eben Whitcomb, and Eric Anderson. Ben Shaevitz was also there but he's from Pennsylvania and I'm not sure whether that is part of New England. But what the heck, he's a nice guy and PA is east of Detroit so we'll claim him as one of ours. Ditto for Hal Bowman, who drove up from North Carolina. That's right, North Carolina.

But first, the big question was where the heck were we going? Scouts were out all over and the feedback wasn't good—bad news as the end of the season was looming on the horizon.

For a while it was looking like we might be headed to Torch Lake in northern MI. In fact two New England sailors left CT and made it all the way to Albany before that venue was declared unsuitable and the regatta postponed. This turned them around but they did scout Bantam on the way home. I was busy lounging around the house waiting for the word...

Lo and behold the call came that we were headed to Thunder Bay, Ontario. What!?! Where the hell?... Turns out it's ONLY about 28hrs each way. Ouch. My travelling partner was Chad Atkins, who also happens to be my neighbor. Thank God he was enthusiastic about the drive because I was beginning to feel lukewarm about the whole thing. In any case we left the following morning.

I slept through my alarm clock. He was standing in the driveway when I skulked out the door, looking less ticked off than I would have been. The moon was high in the sky. It was cold. It was 5 am. We were outta there!

The road trip was good. You have to resign yourself to the

time you're going to be in the car and do your best to enjoy the ride. And resist the temptation to drive to Key West instead, which is about 2hrs closer to Newport than Thunder Bay. And warmer. No sailable ice there though, so West we went!

The ride had it's highlights. We made it into Canada with no trouble and around dinnertime stopped at a restaurant to get a bite and more important, to catch the end of the US vs Canada Gold-Medal hockey game. Glad we did, it was a nail-biter. Funny, the few people (Canadians all) in the place didn't seem too wound up over it, but we did our best to whip them into an appropriate frenzy. When I tried to get them all to stand up from the bar during the national anthem and flag-raising one of them escaped to the men's room. Said he had to refill the soap dispenser. So much for national pride!

But the burgers were good and the people were nice. Then it was back to the road—we kept the train rollin' up and over Lake Superior, the scenery was unreal in the full moon. That's a big lake alright, and a lot of it was frozen... This was going to be interesting. After a roadside nap of about 3 hrs we found the launch site a little after sunrise. There were a few boats already there so we rigged up and went scrub racing.

It was good to get out and about after being crammed in the car so long, and the breeze was light but enough to sail and the ice was a 9 out of 10. Easily 2ft thick in places and had a little texture on it that looked like ripples on a pond. Cool. The locals said the lake had frozen and thawed three separate times that winter—this was plate number three. Had some good scrub racing, then back to the hotel for showers, dinner, beers, registration, and collapsed in the heat of the hotel.

Then the waiting game... Groundhog day, Twilight Zone, deja vu all over again, whatever you want to call it... After all this the breeze was absent. Day after day... Day one we got the opening ceremonies done, including a moment of remembrance for Don Kent who had passed on the night before. No racing though.



Day two saw the Gold qualifier race sailed early in the day in light air—Chad Atkins started the regatta with a bang by winning the race by a decent margin—Eric Anderson also qualified up into the Gold. Eben Whitcomb didn't quite make the cut but look out, he is fired up for next year.

Days three, four, and five saw four races completed for the Gold and Silver Fleets, all in light wind that came and went. The committee did a great job squeezing 8 races out of that breeze, and the competitors did a great job of being patient. The daily routine was get up, eat breakfast, head to the launch, rig up, push out, stone blades on the ice, shoot the breeze with your friends, eat some food, stand around, scope out everyone's gear, take a nap in the cockpit, eat some more food, talk to some more people, look at some more gear, try to translate filthy jokes for the French-speakers, and then either race or push back to the launch. I enjoyed it! Was fun to catch up with all the gang. And a siesta in the sun is always good.

The award ceremony was held by headlights in the parking lot at the launch site. Regatta chair Rich Potcova did a great job as emcee and the regatta was won by Ron Sherry, with Matt Struble hot on his heels. Yours truly was 6th, Chad 8th, and Eric 9th. Eben and Ben had some good races in the Silver Fleet and finished 12th and 14th. A kid named Sam Meyers was top junior in 21st. Nice kid, but I wonder if James Lamb is ever going to step up and show him a thing or two?.. Come on James, we all know you can reach, time to learn how to sail up and down!

The party that night was a good one, and the first leg of the trip home a little painful, but the trip east over the top of Lake Superior was even more amazing in the daylight—the lake only had a few open areas between Thunder Bay and Sault St. Marie. No kidding, it looked like about 400 miles of sailable ice. WOW.

Rolled through the night, made it home about 10am the next day, and zonked out. Next morning I went to get the mail and who do I see walking by but Chad, as though I hadn't seen enough of him over the past several days... I was just in time to keep him from letting his dogs fertilize my lawn. What a pal.

And that is about it! Great time, great event, great people, the organizers and competitors. Thanks to all of them. Don't miss the next one! It really is worth the ride, wherever it happens to be... —Jim "T" Thielier *DN US 5224*

Treasurer's report

The flag officers and members of the NEIYA extend a warm welcome to the 23 new and returning members:

Andre Baby, Pointe Claire, QC
Fedor vonBalluseck, Winchester, MA
Tommy Barbe, Montreal, QC, CA
Stephone Blanchard, Lasalle, QC
Don Brush, Leicester, VT
Bob Crinion, Stillwater Lake, NB
Leslie Doherty, Newburyport, MA
Peter Forbes, Maynard, MA
Paul Gervais, Colchester, VT
John Heffernan, Rye, NY
John Hughes, Barrington, RI
David Koshiol, Marion, MA
William Little, Charlotte, VT
Nicholas Mabboux, Montreal, QC
Kate Marrone, Bow, NH
Jacek Mazenski, Dollard-des-Ormeaux, QC
Stephen McCarty, Boxford, MA
John McEldowney, Landing, NJ
Daniel O'Hara, Lyme, NH
David Rossi, North Kingstown, RI
Art Samson, Williamswood, NS
Whip Seaman, Portsmouth, RI
Charles Welch, Cambridge, MA
George Whitman, Wayne, PA

We look forward to the cruising, racing, and friendly camaraderie when the fun begins anew late this year.



Please recheck the date on the mailing label on this newsletter. This date indicates the most recent year for which you have paid your dues. Your dues make the Iceline, Black Ice Newsletter, annual awards, and refreshments for our annual tune up clinic available to all members.

If you are not paid up through 2010, please send you \$10 annual dues check to:

Henry Capotosto
78 Winchell Rd.
Warwick, RI 02889

—Henry Capotosto

Iceboat building in the Northeast.

New boats, better boats, boats built for the fun of it, for the hell of it, for comfort, for speed—there is a lot of boat building going on in the NEIYA area. Brian Langley and Doug Sharp, Steve and James Lamb, Roger Livingston, Dick Saltonstall and Jory Squibb are some of the designer/builders that I know about, and there are probably many more.

Mostly these guys are building bigger boats, bigger than the DN. From Maine, Dick Saltonstall's "Icywood" is a stitch-and-glue plywood creation, Bill Bucholtz has also built the design, "Indigo." Saltonstall's "Black Fly" is to me the most intriguing of the new boats. It's a small boat with a wide stance and a high aspect ratio powerplant... that you sit in front of.

Jory's innovation was to convert his DN to a sit up boat with a cozy cockpit.

Brian Langley and Doug Sharp have been experimenting for years with sit-up pocket skeeters. Their beautifully finished BDX "pipe boats" usually draw a crowd. Built from EMT tubing, they remind you of slingshot dragsters. Brian's boat had some stress problems and is now in the dumpster, but Doug's is still sailing. Now they're working with wood again, stick trusses glued to ply, drawing from a Swedish design called the S-300. The "Icecats" are conventional boom-over-the-head iceboats, fast and comfortable, economical to build.

And then there's the Whizz design that Roger Livingston and Steve and James Lamb have built. Based on a design from the 40s, the boats look like small Renegades. Both are finished beautifully and performed well this season.

Below is a webcam pic from Moosehead Lake. That's Peter Gordon, Steve Lamb, and James Lamb (that's James' Whizz-based pocket skeeter on the left). Check that date—it's March 27!



Roger Livingston's *Thumbs Up*



Richard Saltonstall's *Black Fly*



Brian Langley and D. Doug Sharp's *BDX 14s*



Brian Langley and D. Doug Sharp's *Ice Cats*

Recap of 2010 New Englands regatta

Black Ice Spring 2010

The 2010 New England Championships were held the Weekend of January 30-31 2010.

The initial site was Sunapee Lake in NH, launching from Dewey beach on the Northwest side of the lake. 13 boats showed up. In the morning Eben Whitcomb and I set the course and waited for the temps to get out of the single digits. After postponing until 1 pm the temps were still in the mid single digits and we abandoned for the day.

We decided to change the venue to Burlington, VT and launch at Sandbar State Park. After several hours of driving we rallied at a restaurant. The inland sea area had awesome hard black ice that went for miles. Temps were still cold but bearable.

We were able to set a course about 1.25 miles long, and had 4 races, one of which turned out to be a 4 lapper because we were having so much fun we lost count. Winds ranged from about 10 mph in the morning to around 15 for the last race. It was a good day for quarter inch inserts and a flat sail.

17 boats showed up from representing every state in New England as well as Quebec province and Nova Scotia. In the end, Jim Theiler "T" bounced back from last week's crushing defeat at the hands of yours truly, unrolled his shiny new MS1 speedsail and proceeded to punish the fleet. In second place was local favorite Don Brush, followed by Andre "Pride of the

North" Baby in third. Fourth and fifth place went to either Greg Cornelius or Bob Schumacher who tied on points and both beat the other sailor twice. In the end we used a cage match to decide the victor, but the sailors emerged too bloody to tell apart. I am going with Greg for 4th place, mostly because I don't want him to get Jack mad at me (although we like Bob better).

Apologies to the Canadians since I probably spelled your names wrong. It was kind of hard to read some of the signatures on the sign in sheet.

Our intrepid treasurer Henry Capotosto braved the cold all day Sunday and ran the races with the help of John from Long Island.
—Eric Anderson US 5193

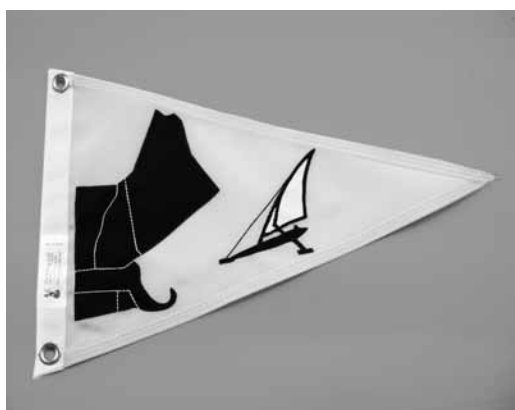
The 2010 NEIYA New England Championship

	Sailor	Sail #	race 1	race 2	race 3	race 4	total	finish
Jan 30-31 at Sandbar State Park, Lake Champlain in Vermont.	James Theiler	US5224	2	1	1	1	5	1
	Don Brush	US4009	1	2	4	2	9	2
	Andre Baby	KC4360	4	5	2	3	14	3
	Greg Cornelius	US1019	5	4	5	6	20	4
	Bob Schumacher	US4032	7	3	6	4	20	5
Race Committee: Eben Whitcomb, Henry Capotosto, John from LI.	Eric Anderson	US5193	3	6	7	5	21	6
	Steve Madden	US4512	6	9	3	7	25	7
	Paul Gervais	US4626	10	8	8	8	34	8
	Stephane Blanchard	KC8	9	10	9	9	37	9
	Bob Crinion	KC4536	8	7	13	10	38	10
Conditions: Sailed in cold conditions on hard black ice in 10-15 mph wind.	Dave Fortier	US4690	11	13	12	11	47	11
	Saceik Marzenski	KC5247	12	12	11	12	47	12
	Eben Whitcomb	US4775	13	11	10	13	47	13
	Nicolas RabBoux	KC5165	15	14	15	14	58	14
	Art Samson	KC4684	14	dnf17	14	dnf17	62	15
	Tommy Barbe	KC1070	17	16	16	15	64	16
	Doug Merrill	US462	16	15	dns17	dns17	65	17



Photo by Bill Converse

Ed Atkeson
15 Francis Ave
Albany NY 12203



The NEIYA burgee is available!
Yellow and blue, 12" x 18"
To order, send a check for \$35.00
made out to Katie Bradford to:

Custom Marine Canvas
Attn: Katie Bradford, NEIYA Burgee
71 Marsh Rd.
Noank, CT 06340

Black Ice thanks
T Thieler
Eric Anderson
Jeff Brown
Henry Capotosto
Brian Langley
Bill Converse
Chad Atkins
Richard Saltonstall

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