

BLACK ICE



NEIYA 24 hour Iceline 508-481-1011

2009 dues are due!

Mail \$10. (what a bargain!) to NEIYA treasurer Henry Capostosto, 78 Winchell Rd, Warwick RI 02889.

NEIYA schedule of events for '08-'09

- DEC 6th Tune Up Clinic at Steve Lamb's 11am to 3pm
- JAN 3rd Opening Day
- 10th Doc Fellows Regatta
- 17th Alt Date for Doc Fellows
- 24th Big Boat Rally and Open Class Race
- 31st Eastern States Championship
- and Alternate Date for Big Boats regatta
- FEB 7th to 14th DN World Championships Regatta
- and 2nd Alt Dates for Big Boats
- 21st New England States Championship Regatta
- 22nd Alt Date for Eastern's Regatta
- 27th Check Hot line for possible Spring Frolic and/or make up dates for missed races
- MAR ?nd Spring Frolic on Winnepesaukee!



Steve Lamb and Jeff Kent at the NEIYA annual meeting

NEIYA meeting at Westborough

The annual business meeting, awards ceremony and swap meet brought out a good crowd of sailors with 6 new members joining. Welcome!

Racing awards were Doc Fellows 1st, Jeff Kent (17th time!) Greg Cornelius 2nd, Eric Anderson 3rd. New England Championships 1st, Eric Anderson 2nd, Dave Clapp, 3rd, Steve Madden. The Kenyon trophy went to Steve Madden. Warner St. Claire's trophy went to Doug McFarland.

Appreciation jackets were given to Stu Nelson (best ice checker), Jeff Soderholm (hotline manager), Bill Converse (race official), Henry Capotosto (treasurer), Ed Atkeson (secretary), Jeff Kent (vice commodore), and Steve Lamb (commodore) for their special contributions to the club. The officers will stay the same as last year.

We talked about ice checking safety and climate change, insurance, youth sailing (two Sea Scout leaders are new members), what to do about our hijacked website, Jeff Brown's ice reporting webpage, kick-sleds, Henry's interestingly illustrated treasurers report, it was a good lunch. See you on the ice. —Ed



James Lamb holds the Doc Fellows circulating trophy. Thanks to Stu Nelson and Doug Sharp for bringing it up to date.

Ed Atkeson
15 Francis Ave
Albany NY 12203

Directions to tune-up

To get to the December 6 off-ice tune-up clinic at Steve lamb's shop, go Mass Rt. 95 (north or south)

Take exit 11A Neponset St., Canton MA 02021 (exit 11A is one exit south of Rt 128)

Go less than 1 mile and take a left at the first light on Chapman St.

Go 1/4 mile take the 2nd right 180 deg. turn onto Jackson St.

Look for a tan colored block building on the left (Lamb Co. 85 Jackson st)

For more info e-mail sl22ma@aol.com or call Steve Lamb 781-389-4681

November 08
BLACK ICE
The newsletter of the New England Ice Yacht Association

Submissions can be sent to NEIYA secretary Ed Atkeson at edatkeson@earthlink.net

There is an online version of this newsletter with more content. Go to The NEIYA page for a link.

See you on the ice!
Keep safe, Ed A



FLYING HULL STICKER \$3.00



DN PROFILE STICKER \$3.00



SEW ON PATCH \$3.00



NEIYA PENNANT \$1.50



"THE HARD WAY" \$5.00



THINK ICE \$15.00

Club stuff for sale

Early Scooter Racing Memories

By Hervey G. Smith

The scooter amphibious? Hell, it’s triphibious!

The winter of 1904-05 my father, the late Fred D. Smith of Bayport, built his first scooter, the Scud. Her hull was 17 feet long, planked with ¾ inch oak, and from the tip of her jib boom to the end of the main boom she measured 30 feet overall.

We lived at the head of Fairview Ave., a mile and a half from the bay, and Father planned to take her to the shore by truck, or if there was snow, to haul her down by hand. The memorable Saturday arrived, clear and bitterly cold, with the wind howling out of the nor’west. Over a foot of wet snow had fallen the day before, and during the night it had frozen with a hard icy crust. When I came outdoors, I was surprised to see that Father had the scooter fully rigged, the sails snapping like gunfire in the high wind. “Hop in!” he said, “We’ll sail her down!” And with that, we took off on a broad reach down Fairview Avenue in a cloud of snow!

It was a wild, rough ride, and once started there was no way to stop her. What our speed was I cannot say, but in the eyes of a small boy, it was considerably more than lickedy-split! Halfway to the bay we would have to cross busy Main St, and with visions of possible disaster, I panicked. “Pop . . .” I quavered. “Shut up and hang on!” he yelled over his shoulder.

At that moment, Capt. Ike Snedecor was east-bound on Main Street in his shiny red sleigh behind his fast racing mare, Polly. We shot across their bow with a scant boat-length to spare. At the sight of this apparition Polly reared up, leaped sideways over the shaft, and took off hell-bent through Eddie Gillette’s split rail fence! I was afraid to look back, but when I stole a glance over my shoulder all I could see was Capt Ike’s buffalo robe flying across the cornfield.

A minute or two later it was over. At the foot of the street we were momentarily air-borne as the scooter shot off the three-foot embankment onto the snow-covered ice of the Great South Bay. Father rounded up into the wind, and with a sheepish grin said, “Son, we’ve got a right fast boat!” And that was my introduction to the sport of scootering.

The first organized scooter race of which there is any record was held at Blue Point, Feb. 12, 1904. It was sponsored by “Rider and Driver,” a well known sporting weekly of that era. The race committee was headed by Capt. “Hank” Haff, of Islip, famous America’s Cup skipper. Fourteen scooters were entered, and the course was triangular, three times around. Will Still’s Leader won the Rider and Driver Cup, Clarence Ruland’s Vamoose was second and Will Overton’s Daisy third.

This race received wide publicity, and the new sport was given great impetus. Blue Point immediately became the center of racing activity, the meeting place for scooter enthusiasts from Bayshore up west, to Bellport down east. The Blue Point Scooter Club was organized the following year, and racing became a serious business. Average attendance was 30 boats each weekend, and competition was keen, to say the least. For the “hot” entries were backed by cold cash ... betting was heavy, and many local horse-racing sports turned to the scooter races for some out-of-season action.

Hot competition caused changes in scooter design. The early scooters were heavy, moderately rigged, and more or less seaworthy. Racing led to lighter boats, more sail area, wider spacing of the runners, and less concern with ability to perform in open water.

Ostensibly to encourage more wholesome design (but not without an eye to publicity for Ye Olde Anchorage Inn, a refreshment emporium in Blue Point where the sporting gentry were wont to gather) the late Capt. Bill Grahame donated a large trophy, The Log Cup, to be raced for on the ice and in the water. The first race, in the winter of 1905-06, had over 30 entries. Father’s Scud was first, with Charlie Breckenridge’s Hot Stuff second. In August, the “water” race was held over a nine-mile triangular course off Blue Point, and only two scooters showed up—Charlie’s and Father’s, both fitted with temporary lee-boards. Father won again and took home the trophy. I might add that Father and Charlie were keen rivals in love, in business, and in scootering. They had the fastest boats in the Bay, year after year.

I want to emphasize that all claims regarding the speed of a scooter are pure conjecture, since courses were never measured, and their length only guessed at—with one exception. I believe it was around 1912 that a wild and hairy race was staged off Patchogue, sponsored by the Chamber of Commerce. A triangular course was laid out, exactly three miles each leg, by the late Emmett Smith, a surveyor and civil engineer.

That day it blew nearly a full gale out of the nor’west, the temperature was down to 8 degrees, and the ice was covered with patches of drifted snow. Eighteen scooters showed up but only six started. Each boat had a six-man crew, and at the first mark four boats became hors de combat trying to jibe, and two men were severely injured when they were thrown out on the ice. The remaining two boats (Father and Charlie, naturally), completed the course, three times around, in a somewhat spectacular fashion. Father’s new racing scooter, the Surprise, finished half a mile ahead of Charlie’s Hot Stuff, and his time for the 27 miles was 22½ minutes. Considering that nine miles were a beat to windward, this was really travelling!

By 1908, news of these strange craft and their races had reached the outside world, and the sportswriters of the New York dailies began to give it a big play. They raised the question “which is faster—the scooter or the iceboat?” The iceboaters up at Orange Lake. near Newburgh, N.Y., issued a challenge, “Bring up your two fastest boats and we’ll have it out.” So in the winter of 1909, Father’s Surprise and Charlie Breckenridge’s Hot Stuff were loaded aboard a freight car and shipped up, amply supplied, of course, with play-money. I remember threatening to run away from home because Father wouldn’t take me along.

The big iceboats of that era were, of course, faster, but the scooters showed them a few tricks that would mean death to an iceboat. They sailed right through a miniature Maginot Line—an old crack in the lake where jagged chunks of ice were frozen into hummocks, and across an open lead. Father put on an unplanned performance that had them hanging on the ropes. He was headed for the shore directly before the wind, and got “in irons.” Completely out of control, and traveling at wind speed, he shot up the snow-covered bank, across a road, over a stone wall and finally came to a stop in an apple orchard. The scooter suffered a broken boom, four broken frames and a stove plank, and the crew was considerably shook up.

With World War I came the end of “old style” scootering as I knew it, and The Blue Point Scooter Club quietly died. After the war, nothing was ever the same again, including scootering!

Jeff Soderholm provided this article. He thinks it may be from *Yachting* '61 or '62. The photo is from *Wings on the Ice*.



No reason for this shot of JT except to remind us why it is we’re doing all this.



Steve Duhamel's display of wonderful stuff is always the centerpiece of the swap meet. This is the NEIYA swap, the article below is about how they do it in Maine.

Chickawaukee Ice Boat Club Fall Meeting

Twenty five or more enthusiastic ice boaters met at Dave Fortier’s place in Biddeford ME for the annual CIBC fall meeting. When my son James and I arrived we found Dave on the back porch in a cloud of smoke. He was running two grills, slow cooking a batch of pork ribs. Later, we would find out just how Dave managed to combine the right combination of hot and sweet in his secret sauce. The place was loaded with every kind of homemade goodies. Many times in the past I have read about the famous Bunting apple pie and on a few occasions I have attended Chickawaukee events only to find an empty, oversized pie dish. This was my lucky day. I was standing next to Lloyd as he was going in for the kill at the desert table. There it was, the Bunting pie, it was a work of art. I resisted being the first to cut into this masterpiece, but was happy to be third in line behind Lloyd and Jory. It was worth all the hype.

The formal CIBC meeting itself was rather brief. Lloyd talked about the budget and that they will not have a Maine ice hot line this year. Instead, they will use the NEIYA service line. Lloyd did offer to make a donation to help pay for our service line. I did not take him up on his offer because some of his members are already NEIYA members, but did solicit some more of his members to join our association. They also decided not to hold any formal races but just to continue to put out some traffic cones and do some pickup racing. Although the meeting did not take very long, the eating went on for hours. I have skipped the fall meeting in the past because of the two hour drive, but I won’t make that mistake again. After the trip up North and a day of chatting it up with ice boaters, it gets your head in the right place. James and I went home and started to commission our fleet for the up coming chill.

—Steve Lamb

Treasurers report

NEIYA 2008 FINANCIAL REPORT

ASSETS	as of 12/1/07	10/31/08
Verizon Account		
Credit Balance	\$277.41	\$0.00
Checking Account		
Checking Balance	\$2,980.27	\$3,480.64

INCOME

Checking Account Interest	\$96.24
Association Dues	\$870.00
"Think Ice" Sales	\$15.00
"Black Ice" Ad Revenue	\$10.00
Decal Sales	\$60.00
Annual Meeting Revenue	\$20.00
YTD Total Income	\$1,071.24

EXPENSES

Verizon Account	
Credit Balance	\$277.41
Checking Account	
Verizon	\$286.64
Postage	\$148.01
Printing	\$136.22
YTD Checking Acc. Expenses	\$570.87
YTD Total Expenses	\$848.28
YTD Net Cash Flow	\$222.96

NEIYA MEMBERSHIP REPORT

	as of 10/31/08
21	2007 Paid/Awaiting 08 Payment
127	2008 Dues Paid to Date
12	2009 Dues Paid to Date
1	2010 Dues Paid to Date
1	2012 Dues Paid to Date
162	Total Active Membership

MEMBERSHIP BY STATE

CT	18	NJ	8
FL	1	NY	20
MA	65	RI	12
ME	10	VT	2
NH	26	total	162

NEW MEMBERS as of the annual meeting

The NEIYA welcomes the following new members to our association! We hope to see everyone out on the ice in the near future.

John Blanchard, Exeter, RI

Bob Boyle, Oakdale, NY

John Carlson, Russell, MA

Tim Garrand, Londonderry, NH

Tim Millar, South Harwich, MA

David Palmer, Andover, MA

Ardene Parker, Belfast, ME

Bob Schumacher, Hinesburg, VT

—Henry Capotosto

