

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name North Shrewsbury Ice Boat and Yacht Club *(revised nomination)*
other names/site number _____

2. Location

street & number 9 Union Street ☐ not for publication
city or town Red Bank Borough ☐ vicinity
state New Jersey code NJ County Monmouth zip code 07701

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☒ locally. ☐ See continuation sheet for additional comments.

Signature of certifying official/Title

Date

Deputy SHPO Assistant Commissioner for Natural & Historic Resources

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet for additional comments.

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

☒ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the
National Register.
☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain:) _____

Signature of the Keeper

Date of Action

[Signature]

10/31/19

5. Classification**Ownership of Property**

(Check as many boxes as apply)

☒ private☐ public-local☐ public-State☐ public-Federal**Category of Property**

(Check only one box)

☒ building(s)☐ district☐ site☐ structure☐ object**Number of Resources within Property**

(Do not include previously listed resources in the count.)

Contributing

Noncontributing

1

0

buildings

sites

structures

objects

1

0

Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use**Historic Functions**

(Enter categories from instructions)

RECREATION and CULTURE / sports facility

Current Functions

(Enter categories from instructions)

RECREATION and CULTURE / sports facility

7. Description**Architectural Classification**

(Enter categories from instructions)

Shingle Style

Materials

(Enter categories from instructions)

foundation

CONCRETE

walls

WOOD - shingle

roof

ASPHALT

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8 Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on continuation sheets.)

9. Major Bibliographical References**Bibliography**

(cite the books, articles, and other sources used in preparing this form on continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Areas of Significance

(Enter categories from instructions)

ENTERTAINMENT and RECREATION

Period of Significance

1883-1969

Significant Dates

1883

1922

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

NSIB&YC, Red Bank, NJ; Monmouth County Historical Association, Freehold, NJ.

North Shrewsbury**Ice Boat & Yacht****Club**

Name of Property

Monmouth County, NJ

County and State

10. Geographical Data

Acreage of Less than One Acre
property

Latitude / Longitude Coordinates

(Note to Preparers: NJ HPO will complete this portion of the Registration Form for all Preparers, based on the coordinates derived from the Site Map or District Map that HPO produces.)

1. Lat. 40.352765 Long. -74.066633
2. Lat. 40.353302 Long. -74.067038
3. Lat. 40.353507 Long. -74.066806
4. Lat. 40.352846 Long. -74.066379

(NJ HPO will place additional coordinates, if needed, on a continuation sheet for Section 10.)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet for Section 10.)

Boundary Justification Statement

(Explain, on the same sheet following the Verbal Boundary Description, how the chosen boundaries meet the requirements for boundary selection and are the most appropriate boundaries for the nominated property or district.)

11. Form Prepared By

name/tit William G. Comella (former Commodore) (revised by Douglas C. McVarish [NJ HPO], and others)

le

organization North Shrewsbury Ice Boat & Yacht Club

date (Revised September 2019)

street & number 9 Union Street

telephon (609) 984-0541

e

city or town Red Bank state

NJ zip code 07732

Additional Documentation

(Submit the additional items with the completed form that are outlined in the "Standard Order of Presentation" that NJ HPO provides. Each page must contain the name of the nominated property or district, and the State and the county in which the property or district is located. Consult with NJ HPO if you have questions.)

Property Owner

(Either provide the name and address of the property owner here or provide the information separately to NJ HPO. Check with NJ HPO for other requirements. All owners' names and addresses must be provided, including public and non-profit owners, but their presence on the form, itself, is not required).

name North Shrewsbury Ice Boat and Yacht Club

street & number 9 Union Street telephone

(732) 747-9845

city or town Red Bank state NJ

zip code 07732

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. The proper completion of this form and the related requirements is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

Direct questions regarding the proper completion of this form or questions about related matters to the Registration Section, New Jersey Historic Preservation Office, Mail code 501-04B, PO Box 420, Trenton, NJ 08625-0420.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 7 Page 1

Description Narrative

Summary Paragraph

The North Shrewsbury Ice Boat and Yacht Club clubhouse is a two-story, side-gabled, wood-framed and wood-shingled building built in 1883, situated on the south shore of the Navesink River and on the north side of Union Street in Red Bank Borough, Monmouth County (photo 1). The nominated property is Block 9, Lots 1, 1.01 & 1.02 as shown on the Red Bank tax map. It is flanked by the National Register-listed Monmouth Boat Club on the east, and by Irwin's Marina, Yard 2, on the west. The building stands on a stuccoed, concrete block foundation within the original shoreline, built when the clubhouse was moved in 1923 to its current site. The adjacent land to the north has been filled behind a bulkhead (see site plan). The clubhouse's structural system is a wood frame, clad with cedar shingles. The building is 20 feet by 54 feet in plan. Its roof is covered with composition shingles. The building faces northeastward, toward the Monmouth Boat Club. A secondary facade on the northwest gable end faces the water and has a second-story deck used for viewing ice boat action on the river (photo 4). The doors, most of the windows, and other exterior features, including the shingling, have been replaced since the end of the period of significance. Most of the remaining original fabric is in the interior.

Exterior Description

The façade is irregularly fenestrated (photo 1). The front door, three-light over three-panel, occupies the center of the wall and is sheltered by a gabled, wood-framed stoop (photo 5) with a slightly raised wooden floor. Its roof is supported by posts at the outer corners to which are attached aluminum downspouts connecting with the gutters hung from the eaves. Two wood steps access the wood stoop from either side. The first-story fenestration consists of a pair of six-over-six, wood, double-hung, sash windows in the southern portion of the wall, a single six-over-six, double-hung, sash window placed slightly lower on the wall immediately south of the door, a pair of six-over-six windows north of the door, and a single six-over-six, placed near the north end of the first story wall. Four eight-light, fixed windows are spread irregularly across the second story immediately beneath the eave of the roof. A dimensioned lumber second story viewing platform adjoins the northwest gable end of the building and may be reached from ground level by a long flight of dimensioned steps anchored to the north end of the façade wall. An ornamental wood runner mounted to the southern portion of the façade identifies the building as the North Shrewsbury Ice Boat and Yacht Club and indicates its founding date of 1880.

The southeast gable end includes a ground-floor entry at the east end of the wall (photo 2). This entry consists of a recent steel door with a nine-light casement over two panels. A dimensioned lumber porch with a railing on the east side and reached by two wood steps. The second story features a casement containing a pair of eight-over-eight, double-hung, vinyl sash windows centered in an otherwise nearly unbroken wall of shingling. These windows are protected by one-over-one, aluminum-framed storm windows. A rectangular, louvered, wood, attic vent is located just below the peak of the gable.

The southwest wall (photo 3) is a largely uninterrupted and unweathered wall of shingling. It contains three, eight-light, 2nd-story windows, oriented horizontally, below the eave. A single, small, first-story window

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 7 Page 2

occupies a space near the north end of the first floor. An exterior brick chimney stands toward the north end of this wall.

In the northwest gable end (the water side), a double-leaf entrance consists of a pair of four-light, three-panel, metal, replacement doors. A wooden ramp from the boatyard provides access to these doors (photo 4). Patches to either side of the double doors have been re-shingled; the shingles have weathered less than those elsewhere on the wall. The doors are sheltered by a second-floor viewing platform supported by 6-by-6-inch timber posts and wood shoulder braces. The second-floor porch railing consists of prefabricated panels of matchstick railing with end posts. Access to the viewing platform from the second floor of the building is by means of a four-light-over-three-panel, wood door. Paired eight-over-eight, double hung, sash windows are placed to the east of the door. A rectangular, louvered wood vent is placed in the gable peak. A flagpole is located in middle of the wall and extends upward through the roof ridge.

Original Appearance, and the Move

The clubhouse was originally located behind the Monmouth Boat Club. Watson Kern, past Commodore, said it was likely that the Ice Boat Club moved the remains of a Red Bank building which had partly burned and built the clubhouse from these remains. Some beams with minor charring can be found today inside the walls of the northern section of the clubhouse. The local newspaper, the Red Bank Register, reported a fire in September 1883, about 50 yards from the river, which burned a barn of the Union Hotel and partially burned another building near John Stout's canning factory, perhaps providing the material for the original clubhouse.

In 1883, the Ice Boat Club purchased a land segment at the rear of the (National Register-listed) Monmouth Boat Club. The land purchase included a nine-foot right-of-way across the Monmouth Boat Club property between the new Ice Boat Club property and the river. Historic Photo H20 shows the ice boat club in its original location, south of the original Monmouth Boat Club boathouse. The roof of the new Monmouth Boat Club clubhouse built in 1895, and still there today, can be seen in the background. At the time of this photo (circa 1900) the Ice Boat Club house had a two-story section and a one-story section. It was not yet shingled, but rather had vertical, flush boarding without battens. These vertical boards evidently cover narrow diagonal sheathing boards that can still be seen in the downstairs work room (see below and photo 8). A door in the corner of the southeasterly elevation occupied the same opening of the present door. The fenestration shown in this photo demonstrates that the windows and door in the facade today match the size and placement of their counterparts in the original building. Two of the four horizontally-oriented second-story windows, under the eave, are present. When the second story was afterward extended toward the water, two more such windows were added (see below). On December 26, 1883 the Red Bank Register reported: "The club house on the river bank will shortly be fitted up. It now contains racks for the storing of the boats and many other conveniences. A pool table for the use of the members is the latest acquisition of the club."

In 1922, the Ice Boat Club purchased a lot adjoining the Monmouth Boat Club lot on the west formerly used as Worthley's Coal Yard. In 1923 the Ice Boat Club clubhouse was relocated to the western portion of the recently-acquired parcel and placed on a concrete block foundation. This remains the club's location. The Ice

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 7 Page 3

Boat Club then sold back to Monmouth Boat Club their original back yard and the nine-foot right-of-way, plus half of the property acquired in 1922.

When the clubhouse was relocated, the second story was extended to the northwesterly end of the building. This created a large meeting room upstairs, over the workshop and boat storage area downstairs. The first floor of the north part of the building had a door in the northeast corner used for bringing ice boats in and out of the clubhouse. This door can be seen in older pictures of the clubhouse (Historic photo H21). Later, the northeast corner was squared off and the door moved to the northwest side of the building bringing the clubhouse to its present configuration (photo 4). The shingling of the exterior gave the building a less barn-like appearance, one more fitting alongside its already-shingled neighbor, the Monmouth Boat Club clubhouse.

Interior Description

(For a fuller appreciation of the interior, see the floor plans in the accompanying documentation.) The ground floor features a large workspace that is entered either through the facade door or by the double doors in the northwest end. Workbenches occupy the east wall to the right and left of the entry. These benches consist of flat boards with corner posts and hanging drawers (photos 6 and 7). There are several vises on the workbenches – one large vise dates from the 1920s (Historic photo H21 on the left). These workbenches are illuminated from ceiling-mounted, fluorescent light fixtures. The ceiling is beaded board, also from the 1920s or before. Several wood columns support a north-south beam in the center of the building – support posts in the southern part of the building are iron columns. The floors are constructed of diagonally-laid wood floorboards (photo 6) with sheet vinyl floor covering used to protect it in several places. On the northwest wall, double doors (see above) open to an outside ramp are used for bringing boats and spars in and out of the workshop (photo 5). To the south of the double doors are lockers used by members for storage of boat parts (photo 8). These numbered lockers have doors constructed of beadboard. Lockers extend to the northwest corner and then part way down the west wall (Photo 6). Names of historic ice boats, some dating to the late nineteenth century, can still be seen on the old locker doors: Rocket, Blizzard, Phantom, Get There, Pet, Ingenue, Pirate, Princess, Gull, Ours, TNT, Tyro, Breeze, Imp, Now Then, Say When, Elisabeth R. In the center of the west wall, a furnace room with a gas furnace is an improvement added in the 1960s. Prior to the furnace installation, heat was provided by coal-fired potbelly stoves: one on the first floor and one on the second floor. These stoves vented through the chimney noted above. (The first-floor potbelly stove deteriorated and was removed for safety in the 1990s.) Next to the furnace room, sail racks and jigs used for making runner planks and masts line the southwest wall. The toilet room at the south end of the first floor is an improvement added in the 1960s. To the left of the restrooms a hallway leads to a back door on the southeast corner of the south wall. Also from here, stairs lead up to the second floor.

In the stairwell, the wall is filled with burgees¹ from other yacht clubs displayed on the left side and pictures of ice yachts from the 1880s and early 1890s (photo 12). The second floor, itself, contains two meeting rooms. The south wall is a galley, featuring range, sink, refrigerator and countertop, with storage for pots and dishes beneath (photo 9). The centerpiece of the south meeting room is a large dining table with glass top displaying the restored cockpit of the Rocket ice yacht (photo 11). The ceilings and walls, finished with the same type of

¹ A burgee is defined as the usually triangular, identifying flag of a yacht club.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 7 Page 4

beaded board, are hung with plaques, historical photographs, pennants and burgees. Large pennants from old races hang from the ceiling. The room is decorated throughout with ice boating memorabilia.

The floors of both rooms are carpeted, while the ceilings are formed from narrow wood strips and are coved along the east and west sides. In the larger south room, the coves are covered with images of historic ice boats. The partition wall in the second floor is sheathed in narrow vertical boards. Shelves above the openings on both the north and south sides display trophies won by the club and its members over the years.

The north room contains a fireplace along its west wall, a table with formal chairs at the north end of the room from which club officers preside during meetings, and a sofa and coffee table along the east wall. In the northwest corner of the south room is a trophy cabinet with paired wood and glass doors.

To the north of the building is an asphalt paved area (photo 13) that extends to an asphalt ramp extending downward into the Navesink River. The area to the northeast and east of the building is also asphalt-paved and is used for storage of ice boats during the winter and for vehicular parking in the warmer months.

Integrity

As noted, the clubhouse was moved a short distance from its original location. Because the move took place during the period of significance, the building retains integrity of location. Much of the property's significance in ice boating is associated with the current location, and the move, itself, is a reflection of the importance and success of the ice boat club. The new site differs little in character from the previous site. It was built in a riverfront setting with a variety of nearby maritime uses, and retains this historic setting, still flanked by the Monmouth Boat Club and a marina. The clubhouse has undergone incremental exterior change, but its integrity of design has been relatively well retained since its placement at this location. The architecture of the clubhouse is largely utilitarian, and it still reflects its original balloon frame construction, when seen from within. The principal historic materials of the building remain intact and still convey the workmanship displayed in its 1880s construction and 1920s enlargement. Because the building is still used by the same ice boating club for which it was built, it possesses integrity of association in an extraordinary way. As a result, it also possesses integrity of feeling in a manner seldom experienced in historic buildings. This can best be felt in winter, when ice is thick on the Navesink.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 1

Statement of Significance

Summary Paragraph

For nearly 140 years, the North Shrewsbury Ice Boat and Yacht Club has been a premier site in the United States for the winter sport of ice boating. Established in 1880, it is located in one of the two earliest sites in the country for ice boat racing, the other being the Hudson River in New York. It is one of the oldest ice boat clubs in the United States and the only club devoted exclusively to ice boating that has had its own clubhouse for nearly its entire existence.¹ United States ice boat clubs were first established a generation earlier on New York's Hudson River, but none of those early clubs retain their nineteenth-century clubhouse. The property meets National Register Criterion A with statewide and local significance in the history and development of ice boat racing. From its inception, the Ice Boat Club played important roles—in the recreational and social life of Red Bank and in the development and practice of the sport of ice boating statewide, in the lower Hudson River Valley, through the greater New York, and even through the northern United States and internationally. The period of significance extends from 1883, when the club acquired its clubhouse, through 1922, when the clubhouse was moved across a small parking lot to its current location, and to 1969 (fifty years ago).

Ice Boating in the United States and Abroad

Ice boating is poetry.

--Henry Noble MacCracken²

Ice boating requires large expanses of thick, snow-free ice, which only occurs in certain regions. Far to the north, frozen lakes are plentiful each winter, but snowfalls tend to bury the ice and prevent use by ice boats. To the south, winters do not remain cold enough for lakes to stay frozen long enough. The sport flourishes in that narrow band of the country known as the "ice belt." This belt runs roughly above the 40th parallel from the East Coast to the Plains in the United States, and in Europe roughly along the 50th parallel. Wind velocity also contributes to the suitability of locations for ice boating. The minimum wind velocity needed to propel the boats is about three miles per hour, while winds of over 30 miles-per-hour endanger the structures of these lightly-constructed craft. In the United States prime sites for ice boating are found in the Mid-Atlantic region in New Jersey, New York, and Pennsylvania; in New England in Connecticut, Rhode Island, Massachusetts, New Hampshire, and Maine; in the Midwest in Wisconsin, Michigan, Ohio, Illinois, Indiana; and further west in Minnesota, Missouri and Montana. Red Bank, on the Navesink River in Monmouth County, New Jersey, has long been considered one of the best sites in the East for ice boating. Its principal competitor in the New York metropolitan region has long been the stretch of the lower Hudson River centered at Poughkeepsie, New York.

¹ Some clubs that are devoted to ice boating in the winter also support sailboats (soft water sailing) in the summer, such as boat and fishing clubs. The few other extant late nineteenth-century or early twentieth-century ice boat clubhouses are no longer used by ice boat clubs.

² President of Vassar College, 1915-46.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 2

Ice boating never has been nor will it ever be as popular as “softwater” sailing, sailing on water during the warmer months.³ Nonetheless it has attracted a small, but intensely devoted group of sailors, not only in the United States and Canada but throughout northern Europe from western Europe to the Baltic.⁴

Approximately 25,000 people participate in ice boating at 2,000 venues⁵. Currently active ice boat clubs in the United States include the Chickawaukee Ice Boat Club (Maine), the Connecticut Ice Yacht Club, the Green Lake (Wisconsin) Ice Yacht Club, Grand Traverse Ice Yacht Club (Michigan), Gull Lake (Michigan) Ice Yacht Club, Hudson River Ice Yachting, Lake Ronkonkoma Ice Boat and Yacht Club (New York), Long Branch Ice Boat Club (New Jersey), Menekaunee Ice Yacht Club (Michigan), the North Shrewsbury club, South Bay Scooter Club (New York), Toledo Ice Yacht Club (Ohio), and West Michigan Ice Yacht Club. The major umbrella group for European iceboating is the International DN Ice Yacht Racing Association. It has members in, Austria, Belarus, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Hungary, Italy, Latvia, Lithuania, the Netherlands, Norway, Poland, Russia, Sweden, Switzerland, and the United Kingdom.⁶

The frequency of iceboat competitions has decreased in recent years due, in part, to the infrequent occurrence of suitable conditions for ice boating. While in the heyday of iceboat racing nearby clubs would frequently challenge each other, such as North Shrewsbury and Long Branch, or different sections of a region would face each other (such as races featuring entrants from both New Jersey and Hudson River clubs), now official competition takes place in a limited number of formal regattas each year including the Eastern, Western, North American, and World DN Championships; the Renegade Championship, the International Skeeter Association Championship, and the Nite Nationals. DNs⁷, Skeeters⁸, Renegades⁹, and Nites¹⁰ are differing types of iceboats. Members of the North Shrewsbury Club have competed in the U.S. and International DN championships, while one member won multiple world Skeeter championships.¹¹

The Design of Ice Boats

In its early years, when most ice boats were large stern-steerers and constructing an ice boat was an expensive and time-consuming proposition, most of the members of ice boat clubs were members of the professional class in their communities, able to absorb the cost of an expensive leisure-time sport.

³ A 1982 *New York Times* article indicated that estimates of active ice boat sailors ranged from 1,200 to 1,500 (See P.S. Wood, “Ice boating,” *The New York Times*, December 19, 1982).

⁴ “Hard-water sailing: poetry,” *Herald and Review* (Decatur, Illinois), February 11, 1981.

⁵ Greg Strand, “History,” North Shrewsbury Ice Boat and Yacht Club. <https://nsibyc.com/about/history>.

⁶ “IDNIYRA Bylaws,” IDNIYRA Europe website: <https://idnyra.eu/ideniyra>.

⁷ The standard dimensions of a DN [Detroit News] ice boat are: sail area: 60 square feet; length: 12 feet; hull width: 21 inches, mast length: 16 feet; runner plank length: 8 feet; number of runners: 3 (1 front steering, 2 side runners); hull material: wood; typical weight: 100-150 pounds (“Specifications, DN North America,” website: <http://www.idnyra.org/about/specifications>).

⁸ The only limitation concerning skeeters is a maximum of 75 square feet of sail; boats may use aerodynamic canopies, may employ a front or rear cockpit and be of wood or fiberglass and composite construction (<https://nsibyc.com/about/history>).

⁹ The Renegade carries 67 square feet of sail.

¹⁰ A Nite is a side-by-side, two-seater ice boat with an enclosed cockpit, spring board suspension, and a dual wheel and foot pedal steering system. www.niteiceboat.com.

¹¹ Strand, op cit.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 3

Ice boats were divided into classes. These classes were defined by sail size. Until the 1930s, ice boats were all “stern steerers,” technology adapted from “soft water” sailing. The largest of these stern steerers were the Class 1 boats, the ice yachts, with up to 900 square feet of sail. Today, the most famous of these vessels are the *Rocket*, the Red Bank club’s historic ice yacht, and its 19th-century counterpart, the *Jack Frost*, owned by the Hudson River club.

Other, smaller, stern steerer classes continued to be built through the early decades of the 20th century.

- Class A (up to 350 square feet) Gaff-Rigged¹² and Marconi-Rigged¹³ Main
- Class B (up to 250 square feet) Gaff-Rigged and Marconi-Rigged Main
- Class C (up to 175 square feet) Gaff-Rigged and Marconi-Rigged Main
- Class D (up to 125 square feet) Gaff-Rigged and Marconi-Rigged Main
- Class E (up to 75 square feet) Gaff-Rigged and Marconi-Rigged Main.

[An ice boat consists of three principal parts: the hull or backbone, sometimes referred to as the “center-timber” in stern-steered boats, the runner-plank upon which the hull rests with runners attached to each end of the plank and the rudder. In stern-steered boats, the rudder was the only movable part of the boat, able to be moved horizontally or vertically.]

Ice boating’s popularity began to broaden further with the introduction of small, *bow*-steered ice boats, beginning in the 1930s. During that decade, Starke Meyer¹⁴ of Milwaukee, Wisconsin became interested in reversing the positions of the main elements, placing the rudder at the bow and the transverse runner plank near the stern. These changes were made to prevent a boat from “ground looping,” a frequent occurrence with stern-steered ice boats. To lessen the hazards of ice boating, other designers began development of smaller vessels. The Joy brothers of Milwaukee¹⁵ began development of a Class E bow-steering craft. It was built professionally by Walter Beauvais¹⁶, who dubbed the new design, the “Beau Skeeter.” These boats were less expensive to build than the traditional larger boats, were easier to transport and assemble, and could be sailed single-handedly. Class E Skeeters soon outnumbered all other classes combined. By 1945, Skeeters began to

¹² A gaff is a spar or a strong pole. A gaff rig used a spar on the top of the sails. Typically, other sails can be set in conjunction with the mainsail with the gaff. Often, on smaller, non-tall ships, a small triangular sail was provided that fit between the main and the mast: the topsail (American Sailing Association website: <https://asa.com/news/2015/09/29/whats-in-a-rig-the-gaff/>).

¹³ A Marconi rig, also sometimes known as a Bermuda rig, consists of a triangular sail set aft of the mast with its head raised to the top of the mast, its luff [the edge of a fore-and-aft sail next to the mast] runs down the mast and is normally attached to it for its entire length and, its tack [a tack is a corner of the sail on the lower leading edge] is attached to the base.

¹⁴ Meyer spent his career working at a family business, Milwaukee Tug Boat Line, becoming a vice-president before the company closed in 1942. Meyer was a member of the Pewaukee Yacht Club, was an avid ice boater, owning and piloting the *Caprice*, and developing a series of improvements to ice boating equipment from his ramshackle shop on the bank of the Milwaukee River (“Starke Meyer Funeral Held,” *Milwaukee Journal*, November 30, 1951).

¹⁵ The Joy Brothers were sailmakers based in Milwaukee (Arago, “14-cent Ice boat”, https://arago.si.edu/category_2038108.html).

¹⁶ Water Beauvais of Williams Bay, Wisconsin, was best known as a designer of motor-powered vessels. He designed a boat hull for the Marcheses, one of the leading boat racing families of the 1930s, as well as the *Miss Houston*, a world motorboat racing champion, and the \$250,000 *Miss Francis*, a mahogany powerboat, built for the wife of automobile magnate John Francis Dodge (Oliver E. Kuechle, “Marcheses Now Seeking Speed Marks on Water,” *Milwaukee Journal-Sentinel*, August 12, 1934.)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 4

defeat the larger boats. Other varieties of bow-steered craft were soon developed including Class A and Class C Skeeters, Yankees, Arrows, Knights, Gambits, the very popular DN, and the recently developed Optimist.

The *DN*, the most popular single ice boat design, was first built in 1936-1937 in the *Detroit News* newspaper's hobby shop, hence its name. It features a narrow 21-inch wide cockpit, three steel blades, and an 8-foot wide runner plank. This structure supports a 16-foot mast that carries 60 square feet of sail.¹⁷ While in a stern-steerer, a sailor lies on his or her stomach, in a bow-steerer the ice sailor lies on his or her back, often in a cockpit behind the mast providing a good view of the direction of sail. A small steering wheel is attached to the front runner but is employed only in tight maneuvers or while starting. The front runner is controlled primarily by foot pedals, freeing hands to adjust the sail. Early skeeters were built with dried Sitka spruce wood but as boat technology advanced, other materials were used such as fiberglass or fiberglass with a vinyl resin. Some modern boats, such as the Melges 80, employ technology transferred from the America's Cup races.¹⁸ In advanced modern boats today, the traditional wood mast has been replaced by one of carbon fiber.

Ice boat Races

The configuration of ice boat race courses depends on the location. Races today are generally sailed three times around a mile-long axis defined by windward and leeward markers. Because of the high speed of ice boats, the lead boat often laps the laggards. A typical race may be completed in 15 minutes or less.¹⁹ An ice boat's typical course takes the form of a zig-zag, as indicated in a 1981 syndicated article that originated with the *New York Times*:

...unlike nearly all soft-water sailboats, the ice boat attains its greatest speed cutting across the wind. No craft sailing directly downwind can attain even the wind's speed. The ice boat's crosswind speed involves—in addition to ...low friction over the ice—a phenomenon known as “apparent wind.” In its crosswind passage over the ice or water a boat generates a “false wind”, which “comes” from the precise direction to which the boat is headed. The combination of the false wind and the true wind results in air striking the sail at a new angle, the angle of apparent wind. As the boat's speed increases, the apparent wind's direction moves close to that of the false wind, and as the velocity of the air striking the sail increases more speed is attained. Also involved is a lowering of air pressure on the sail's leeward side as speed picks up. This creates a partial vacuum that tends to pull the craft forward.²⁰

In the eastern United States, standard race distances were established as follows: Class A: 10 miles; Class N: 10 miles; Class B: 7 miles; Class C: 7 miles; Class D: 3 miles; and Class E: 3 miles. In its races, the North Shrewsbury employs what is termed an “inline course”.²¹ Elements of this and other courses are intended to reduce the possibility of collisions. Included within the course are a leeward and a windward Darling Mark. The mark is named in honor of John Darling, a

¹⁷“Williams Bay—Ice Boat Capital of the World”, http://wmsbayhistory.ipage.com/uploads/3/4/6/8/34688241/williams_bay_-_ice_boat_capital_of_the_world.pdf; William Recktemwald, “A chill wind that warms ‘hardwater’ sailors’ hearts,” *The Chicago Tribune*, February 26, 1995: Section 17:1.

¹⁸ This statement was made by Club member Bill Carton.

¹⁹ P.S. Wood 1982.

²⁰ “Hard-water sailing: ‘poetry,’” *Herald and Review* (Decatur, Illinois), February 11, 1981.

²¹ See Historic Document 8.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 5

member of the North Shrewsbury Club who was the resident race committee and race starter in the New Jersey area throughout the 1970s and 1980s. He was first to use the Darling Mark at the leeward end of the course.²²

Ice boat races were historically confined to either the waters of the host club or waters less than a day's drive distant because of the cost and challenges of long-distance boat transportation and the vagaries of the weather. Current club members remember one recent attempt to travel to Michigan to compete in small boat classes. By the time they arrived at the venue the ice conditions were no longer satisfactory. Minutes and correspondence of the North Shrewsbury club indicate that occasional overtures were made to and from the Oshkosh (Wisconsin) club and to and from the Four Lakes Ice Club (Madison, Wisconsin).²³ The first such overture was made in 1902 when the *Scud* and the *Dreadnaught* were entered into the competition for the Stuart²⁴ Trophy held by the Kalamazoo Ice Yacht. Although the Red Bank yachts eventually reached Michigan and remained there for an extended period of time, because of weather and ice conditions, they never participated in a major race.²⁵ When these overtures were made transportation posed a greater challenge. Interstate highways had yet been constructed and the largest boats (e.g. the *Scud*) would have had to be transported by rail. Ultimately, none of the cup challenges between members of the Northwestern Ice Yacht Association and the Eastern Ice Yacht Association came to pass.

Despite this lack of interregional competition, the North Shrewsbury possesses significance in the history of ice boating in the United States. Although several Hudson River clubs boast an earlier date of establishment, both the New Hamburg and the Poughkeepsie Club have not operated continually from their date of establishment.²⁶ All of the other clubs in the United States were established later, most in the twentieth century. In addition, the Red Bank clubhouse is the only older clubhouse that has always been exclusively used for ice boating.

Ice Boat Club Houses

The North Shrewsbury Ice Boat and Yacht Clubhouse is significant for several reasons. First, the club has been in continuous operation since its founding in the late nineteenth century. Second, the core of its clubhouse dates from the late nineteenth century. Third, the club was founded and remains an ice boat club rather than both a "hard water" and "soft water" club. Fourth, though expanded, the club retains its original architectural character and space usage.

²² For more information on the Darling Mark, please see the appendix.

²³ See Historic Documents 3 and 4.

²⁴ This trophy was donated by F.A. Stuart of Marshall, Michigan, president of one of the most successful patent medicine companies in the United States. For more information, see Theresa Lou Tropiano, "Patent Medicine Town: a Social History of Patent Medicines in Marshall, Michigan," Master's thesis, Western Michigan University, 1985.

²⁵ "Eastern Boats to Compete," *Cleveland Leader*, December 30, 1902; "Yacht Races Postponed," *Kalamazoo Gazette*, January 20, 1903.

²⁶ According to historian Brian Reid, "aging members, years of no ice, and efforts to keep the Hudson River open for navigation" severely affected the Hudson River clubs. The Hudson River Ice Yacht Club nearly folded. Both Hudson River clubs were saved by the development of smaller, lighter and less expensive Boats (Brian Reid, "Two Centuries of Ice Yachting on the Hudson," *Hudson River Maritime Museum Pilot Log 2007*. "Although, as noted, the same transition from larger to smaller boats occurred at North Shrewsbury, based upon board minutes, the Red Bank club did not appear to have been in a precarious position in the period between the wars.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 6

The first United States ice boat clubs were located on the Hudson River at Poughkeepsie, Hyde Park, and New Hamburg, New York. The Hyde Park building no longer stands. The original Poughkeepsie building no longer stands, and a subsequent clubhouse, located south of Poughkeepsie, is no longer used by an ice boat club but rather by a yacht club. The New Hamburg clubhouse, has been substantially enlarged by the addition of a second story. In addition, the club, which was founded in 1869, is now solely a warm weather yacht club. Several Hudson River clubs became moribund for periods between the First and Second World Wars. None can claim continuous operation since the 19th century.

As mentioned, although the North Shrewsbury clubhouse was altered with changes including addition of a portion of the second floor, the construction of an observation deck on the riverside, and installation of bathrooms, the original space division and interior fabric remains little changed. The ground floor is still used for boat maintenance and construction, as it was originally. Workbenches and vises are remnants of an earlier period, as is the narrow beadboard wall and ceiling paneling. The second story lounge/galley/meeting room area, divided into two large spaces, retains early wall and ceiling materials. The historic character of the space is enhanced by the plethora of historic ice boating images, by pennants and burgees, and by a variety of trophies.

Hudson River Ice Boating

Ice boats were initially developed in Holland during the early seventeenth century as a means to transport goods during periods when waterways were frozen. They represented a logical evolution in which a wooden framework was mounted to the bottom of small sailing craft.²⁷ These vessels were supported on a cross beam of wood amidships and a rudder extended to the ice. The cross beam and rudder had metal blades on the bottom, which enabled the boats to glide on the ice. In 1768, the first known ice boat plan was drawn up and published in Chapman's *Architectura Navalis Mercatoria*.²⁸ The illustration depicts a typical, sloop-rigged Dutch sailboat. A transverse runner plank with a runner on each end is mounted to the hull.²⁹

Ice boating came to the Hudson River Valley before the end of the eighteenth century. The first authentic ice boat in the United States was built by Oliver Booth at Poughkeepsie, New York, in 1790. It was a square box mounted on three runners, shod with rough iron, with a rudder post and a tiller of wood. The sailor sat inside the box with his crew. A mast fitted with a sail boom and a gaff rig was placed in the box.

The first ice boat club in the United States, the Poughkeepsie Ice Boat Club, was established in 1861 with some of the city's most prominent citizens as charter members. The first recorded race of the club was held in January 1864.³⁰ Its original clubhouse no longer exists. The New Hamburg Club was established in Wappingers Falls in 1869. Its original clubhouse was a story in height, on stilts, with ice boats stored beneath the building. In 1924, the first floor of the building was added, making the club a two-story building. It was

²⁷ John Summers, "'The Coldest Sport in the World': Ice boating in Toronto Harbour, 1824-1941" (*Material Culture Review* 35 (Spring 1992), 36.

²⁸ Fredrik Henrik af Chapman, *Architectura Navalis Mercatoria*, (1768. Reprint 2006, Dover Publications, Inc.); connection is referenced in Charles R. Meyer, "Hot Rods on Ice," *Motor Boating*, December 1969:12.

²⁹ Charles H. Jenrich, "The Front-Runners," *Boating* (January 1963), 33.

³⁰ George W. Davids, "Ice Yachting on the Hudson – The Season of 1878-79," *Brentano's Aquatic Monthly and Sporting Gazetteer* 1 (Approx. 1879): 66.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 7

significantly renovated in 2002 with the original portion converted to the club's bar.³¹ The Carthage Landing Ice Yacht Club was organized in January 1881 with Benjamin Merritt, regarded as among the country's most skilled ice yachtsmen, as its first Commodore. The club subsequently changed its name to the Chelsea Ice Yacht Club and is presently known as the Chelsea Yacht Club. The club is now exclusively a warm weather club. Its clubhouse, which dates to its founding, is located at 22 Front Street, Chelsea, New York. The clubhouse has been significantly enlarged since the nineteenth century, replacement siding applied, and windows replaced.

Ice Boating in Red Bank

From the Hudson River, ice boating spread to Red Bank in the early 1850s. In an 1899 article in the *New York Sun*, the pioneer ice boater on the Navesink, George D. Allaire, "builder of the first ice yacht ever sailed on the Shrewsbury River," recalled his beginnings in the sport.³² The article quoted Allaire, that "When I was a boy I went to school in a town on the Hudson River. A few small ice boats were owned in the village, but they were unlike the speedy craft that skim over the ice in these days. The sport so interested me that I was determined to have a boat of my own." He stated that he completed his first boat there in 1839. "The body of the boat was similar to a batteau of the present day. The boat was rigged with a jib and mainsail and had three runners, the two in front being under the bow and flush with its sides." After describing the construction of the boat, which he named "*Flash*," he mentioned that it could hold six persons and that its fastest time for a mile was a bit under thirty miles per hour.³³

The story went on to quote Allaire's claim that "For ten years I had a monopoly of ice boating here. Then Nathan B. Cook placed his skiff on runners and made an ice boat of it." Cook, himself, remembered in an 1886 article that Allaire had, indeed, been the first, and that by the winter of 1853/4 Allaire already had the first ice boat there. "It was ... rudely put together, and without any attempt at the style and finish of the modern flyer."³⁴ This boat consisted of a box made of rough boards, seven feet long and about four feet wide. It has three runners and a low peaked sail. The runners were barely a foot long and were shod with three-quarter-inch square iron, turn up in front with a corner to the ice. This crude boat was neither speedy nor otherwise satisfactory.³⁵ Cook claimed that he built the second ice boat, in 1854/55. This iceboat consisted of a flat-bottomed ducking boat to which runners were attached. These runners were about three feet long with the iron smoothed and sharpened. Cook's boat has a more sharply peaked sail than Allaire's craft and offered better performance than the first boat.³⁶ Allaire then built a second boat for himself, "a better one in all respects than the first." This craft had better runners than Allaire's original design and also boasted a jib sail.³⁷ and a year later another boat was built by a George Whiting. Cook noted, "there may have been others about this time."

³¹ New Hamburg Yacht Club website (<https://nhyc869.com>), accessed March 7, 2019.

³² *New York Sun*, Jan. 22, 1899.

³³ *Ibid.*

³⁴ *Red Bank Register*, Feb. 3, 1886.

³⁵ "Shrewsbury Ice Yachts: Over Forty Years Since George Allaire Built the First Boat," *Sun and New York Press*, January 6, 1895.

³⁶ *Ibid.*

³⁷ *Ibid.*

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 8

In 1855, Nathan B. Cook built a three-cornered platform boat, having sharpened runners, and he added a jib to the sprit sails previously carried. Cook's design was improved upon a year later, as a desire for speed made the sailors experiment. One of these experiments was to change the main hull from a box to a skeleton type with a cockpit in the rear. This made the boat resemble a cross bow or kite frame. In addition, the ice yacht had four runners in pairs.³⁸ The design produced a boat lighter and with less wind resistance than those in use at the time. By the late 1850s, ice boats had become more sophisticated, employing a triangular frame, jib and mainsail. The sport of ice boat racing was the direct result of this improvement.

The racing soon followed. According to *Asbury Park Press* editor James S. Brown, the first formal ice boat races on the Navesink River were sponsored in the 1860s by John Van Tine, a Fair Haven hotel owner. He later had an ice boat built, the *Kitty*, based upon a Hudson River boat, the *Whiff*, that he saw at the Centennial Exposition in Philadelphia in 1876.³⁹ By 1866, members of the Poughkeepsie Ice-boat Club had begun to compete against each other in an eight-mile race on the Hudson River from Newburgh to New Hamburg. At the same time the Poughkeepsie club issued a challenge to any boat on the Hudson River for a race of ten or twenty miles and return. Club members contributed funds for a prize of \$400 for the shorter race or \$1,000 for the longer race.⁴⁰ The challenge was answered in January 1872 with a fifteen-boat race pitting eight ice boats of the Poughkeepsie Club against seven from the recently organized New Hamburg Ice Yacht Club. A prize of \$100 for the winner was offered by Poughkeepsie club member John Roosevelt who presented the award to the winning captain of the *Haze*.⁴¹ Races between members of the two clubs continued to be regularly held during ice boat season.

Nathan Cook's recollections of the early ice boats on the Navesink River generally agree with those of Captain Henry Chadwick, who also later described to a reporter a boat he built and sailed on the Navesink as a teenager about 1871:

At the age of 15 he built his first ice boat out of a door. He used four wooden skates as runners, a raisin box as a mast step, a rolling pin as a rudder post, a clothes-pole as a mast and striped bed ticking for a sail. The craft was capable of about 30 miles an hour. One day the boat broke up down at Oceanic [i.e. Rumson, NJ]. He walked home to Red Bank for a hammer and nails, repaired it and then sailed back to his home port.⁴²

From this very modest start Captain Chadwick developed into one of the best ice yacht skippers in the Red Bank area. His expert handling of the larger ice boats and his knowledge of ice and wind conditions soon became recognized by owners of racing craft, and he was engaged by George Gillig,⁴³ to sail his *Wizard*, which was built by Robert Chandler of Fair Haven, New Jersey. Like most ice boats in those days, the *Wizard* was lateen-rigged,

³⁸ Ibid.

³⁹ James S. Brown, "After 195-year history in U.S., ice boating still popular at Shore," *Asbury Park Press*, January 16, 1985.

⁴⁰ "Ice-Boat Race on the Hudson," *The New York Times*, January 23, 1866.

⁴¹ "Ice-Boat Race," *The New York Times*, January 28, 1872.

⁴² "Capt. Chadwick, Octogenarian, is Veteran Sailor," *Red Bank Register*, October 15, 1936:6. (This Henry Chadwick was *not* the well-known 19th-century sportsman and writer.)

⁴³ George Gillig was the owner of a brewery in New York City. Gillig, and George Ruppert of New York, were the owners of the champion Class A ice yachts *Pirate* and *Eskimo*.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 9

meaning that it carried only one large triangular sail supported by sheer-poles. Lateen-rigged boats were hard to handle, especially at high speed. With Edward Wolcott as sheet tender, Captain Chadwick sailed the *Wizard* in fourteen championship races in 1903, 1904, and 1905 and was beaten only twice, finishing second on those occasions.⁴⁴ Captain Chadwick's picture still hangs on the wall of the clubhouse (see Photo H22).

The Emergence and Evolution of "Ice Yachts"

After the organization of the Hudson River clubs, the development and evolution of ice boats accelerated and as the size of these craft grew, they quickly came to be called "ice yachts." These were large wooden ice boats, fitted out with hundreds of square feet of sail. In 1870 Jacob E. Buckhout of Poughkeepsie built the *Icicle* for John A. Roosevelt. Buckhout, an ice boat experimenter and innovator, was also the pioneer designer of a type of ice boat known as the side-rail which came into use about 1871, and at the Philadelphia Centennial Exhibition (1876), he exhibited the side-rail yacht *Whiff*, built for Irving Grinnell of the New Hamburg club. She carried 347 square feet of canvas and measured 40 feet from the tip of the bowsprit to the end of the main boom.⁴⁵

A further revolution in ice yachting began in 1879, when Hiram Relyea⁴⁶ of Poughkeepsie built the *Robert Scott*, with a single backbone and an elliptical steering box. This boat carried 499 square feet of canvas and easily out-sailed boats of twice her size. In 1883 the *Jack Frost* was built by Archibald Rogers⁴⁷ of Hyde Park-on-the-Hudson and the famous racing yacht *Haze* was built the same year. "Archy" and John Roosevelt were neighbors in Hyde Park. The *Jack Frost* won a prize called the World's Champion Pennant in 1883 and the competitor known as *Haze*⁴⁸ won the same pennant in 1884 and 1885. About this time members of the Red Bank club built a large lateen-rigged boat, the *Scud*, carrying over 600 square feet of duck in a single sail. The Orange Lake, New York Club built the catboat *Shadow*, at about the same time. She carried 800 square feet of sail and was said to be the strongest ice yacht ever constructed.⁴⁹

Roosevelt's *Icicle* originally carried 1,070 square feet of canvas and was at first 68 feet, 11 inches in overall length.⁵⁰ This was probably the largest ice boat ever sailed on the Hudson River. After the *Icicle* was soundly defeated by Relyea's *Scott*, a yacht that replaced the heavy framework of earlier boats with lighter members, Roosevelt ordered a new *Icicle* from Poughkeepsie builder Jacob Buckhout. This boat measured 49 feet 6 inches long and had 735 square feet of sail⁵¹ which made it smaller than the *Jack Frost*, at 52 feet in overall

⁴⁴ Ibid.

⁴⁵ Hudson River Maritime Museum, *Hudson River Maritime Museum Pilot Log 2007* (Kingston, New York: Hudson River Maritime Museum, 2007), 5-8.

⁴⁶ Relyea, a driver for a log company, developed and built ice boats as an avocation.

⁴⁷ Archibald Rogers spent his early adult years following graduation from Yale Scientific School as an engineer for his family company, the Rogers Locomotive Works retiring to his Hyde Park home, Cromwold Hall to take up life as a sportsman interested in hunting fishing, yachting, and running hounds ("Archibald Rogers, Sportsman, is Dead," *The New York Times*, May 10, 1928.)

⁴⁸ The *Haze* was a Poughkeepsie-based ice boat owned by prominent local businessman Aaron who owned a fleet of sailing ships that ran between Poughkeepsie and New York (Angela Schultz, Locust Grove Archives, Finding Aid, 2000; revised 2009), 2.

⁴⁹ Archibald Rogers, "Development of the Ice-Yacht on the Hudson," in George W. Melville, editor, *Proceedings of the International Engineering Congress*, Volume II, Paper XXIX (New York: John Wiley & Sons, 1894).

⁵⁰ Hebert Reed. "Cold Water Sailing," *Harper's Weekly* 62 (January 8, 1916), 41.

⁵¹ John J. Marshall, *A History of the Chelsea Yacht Club* (Chelsea, New York: Chelsea Yacht Club, 2006), 8.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 10

length with 911 square feet of canvas. The new *Ice* took the Challenge Pennant of America offered by the Hudson River Ice Yacht Club four times between 1888 and 1899.⁵² The *Jack Frost* won the Challenge Pennant four times between 1883 and 1902.⁵³ Hudson River ice boaters considered these two boats the "Kings of the Ice."⁵⁴

During the last two decades of the nineteenth century, the three-runner iceboat became dominant with the runners from center to center form almost an exact triangle. By 1895, the largest boats had been largely replaced by boats built on the cockpit plan allowing only two people to ride with any comfort. These boats could be easily taken apart for storage or transport consisting of a keel, the cockpit, the runner plank and spars. The largest yachts, designated first class were substantially more unwieldy. The heart of the first class boats was the runners, "kept as clean and bright as a bit of silverware." The top was made of oak and the shoe of cast steel. A set of runners weighed from 200 to 500 pounds and cost from \$50 to \$200.

The Red Bank Waterfront 1870–1900

In his book *Steamboats to the Shore*, George H. Moss Jr. wrote:

Since the time of the earliest settlers, the picturesque Navesink and Shrewsbury Rivers have been a vital connecting link between the northeastern section of Monmouth County and the city of New York. The introduction of the steamboat did much to increase the prosperity of the sleepy country villages as fruit, vegetables, lumber, oysters and fish flowed in abundance from the Garden State. With this new-found prosperity combined with the ease and dependability of steamboat transportation a great change took place along the Navesink as small villages grew into large towns and great tracts of land finally gave way to large estates and palatial homes of national prominence. Red Bank, Fair Haven and Rumson are witness to this change. Steamboat landings on the Navesink River were at Red Bank (Wharf Avenue), Fair Haven (Van Tine Avenue), Browns Dock, Locust Point, Rumson (Washington Street) and Highlands. Steamboats such as the *Albertina* (1882-1932) made the Red Bank-New York run with stops at Fair Haven, Oceanic, Brown's Dock, Mounts Dock, Highlands from 1882-1925.⁵⁵

An 1873 map of the Red Bank waterfront (Map 1) shows docks that served lumber yards, coal yards, freight, and passengers, brought by steamship. At the foot of Maple Avenue stood J.T. Allen's Dock and Lumber Yard, to the east were properties of J. Applegate, W. Applegate, Dr. Charles Hubbard, J. Hubbard, J.A. Throckmorton's Dock and Lumber Yard, then J.A. Worthley's dock, wood & coal yard, and then Parker & Chadwick's dock. Wharf Avenue led down the hill past the Union Hotel to E. Allaire's Dock, Minton's Freight Dock, and Minton's Steamboat Landing. On West Front Street opposite Broad Street were businesses of T.J. Hubbard, Parker & Chadwick, C.G. Allen and J. Weaver near the corner of Wharf Avenue. Names of many of these businessmen are found in the history of the club. As their businesses prospered in Red Bank, these men

⁵² Roosevelt's boat took the pennant on races held on March 8, 1888; February 25, 1889; February 5, 1892; and January 21, 1899, from *White Wings and Black Ice* website (<http://hudsonrivericeyachting.blogspot.com/2015/11/icicle-iyca-medals.html>), accessed March 8, 2019.

⁵³ Challenge pennant races won by the *Jack Frost* were held on February 23, 1883, February 14, 1887, February 9, 1893 and February 7 and 13, 1902 (Hudson River Ice Yacht Club, *Member Book 1908* (part 2).

⁵⁴ *Ibid.*, 4-9.

⁵⁵ George H. Moss, Jr., *Steamboats to the Shore* (Sea Bright, NJ: Ploughshare Press, 1991): 51.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 11

gained the time and the means to engage in sporting activity and take part in clubs organized to promote rowing, sailing, ice boating, skating and other forms of enjoyment of the river.

1880: The Ice boat Club Organized

As mentioned earlier, the first ice boat on the waters of North Shrewsbury River was a three-runner affair, “rudely put together” designed by George D. Allaire. It was followed a few years later by boats constructed by Nathan Cook. A series of boats followed and with the increased interest in ice boating in the Red Bank area, initial steps were taken to establish an organized club.

June Methot, in *Up and Down The River*, wrote that newspaper articles from the winter of 1878-1879 described winter activity and ice boat racing and showed a growing need for a club dedicated to ice boating and winter sport generally.⁵⁶ A January 9, 1879 article added that “Ice-boating is a very popular pastime with a number of our young men. Captain Coley, Mr. James Weaver and Mr. E. Williams each owns a fast boat.”⁵⁷

In spring 1879 the Monmouth Boat Club was established in Red Bank. This club initially supported both summer sailing and winter ice boating. It was soon apparent to many, however, that a separate club was needed to focus on winter activities. With the initial success of the Monmouth Boat Club assured, some of its leaders began to discuss formation of a club strictly for ice boating. A group of local residents formed the new club at a meeting held at the tailor shop of veteran ice boater James Weaver on Monday December 19, 1880. Four days later, the *Register* reported: “The owners of ice-boats in Red Bank and those interested in the sport met at Mr. Weaver’s store on Monday night and formed a club to be known as ‘The Shrewsbury Ice boat Club.’ Mr. William Applegate was elected president and Mr. Thomas Hubbard, secretary and treasurer.”⁵⁸ Charter members were: Dr. Edwin Field, Chas. B. Hendrickson, a partner in the Red Bank furniture store of Hendrickson & Applegate⁵⁹; Thomas S. Hubbard, who worked for the First National Bank of Red Bank and served for a time as Commodore of the Monmouth Boat Club⁶⁰; Capt. George Coley, a professional yacht captain⁶¹; William Applegate, Jr., a partner with Hendrickson in the furniture store of Hendrickson and Applegate⁶²; Samuel S. Sague, a Red Bank newspaper dealer and stationer, and manager of the Red Bank Opera House⁶³; James B. Weaver, a Red Bank merchant tailor⁶⁴; and Chas. E. Throckmorton, who later succeeded his father as a local steamboat captain.⁶⁵ The “Dr. Field” was Edwin Field, a respected local physician and surgeon.⁶⁶

⁵⁶ June Methot, *Up and Down the River* (Navesink, NJ: Whip Publishers, 1980), 101.

⁵⁷ Ibid.

⁵⁸ “From Red Bank,” *The Red Bank Register*, December 23, 1880:1.

⁵⁹ “To Furnish a Home,” *The Daily Register*, November 1, 1893.

⁶⁰ “Thomas S. Hubbard Died Last Saturday,” *The Daily Register*, March 15, 1933.

⁶¹ “Captain George Coley” [obituary], *The Monmouth Inquirer*, January 25, 1906.

⁶² “Wm. Applegate’s Funeral,” *The Red Bank Register*, July 5, 1905.

⁶³ “S.S. Sagues in Town,” *The Daily Register*, May 30, 1906.

⁶⁴ “James B. Weaver, Merchant Tailor” [advertisement], *The Daily Register*, July 27, 1881.

⁶⁵ “Red Bank Ship Owner Dies at 81; Pilot 60 Yrs.,” *The Courier-News* (Bridgewater, New Jersey), April 20, 1931: 23. The *Albertina* offered scheduled passenger service between Red Bank and New York City.

⁶⁶ Paul Sniffen, “Red Bank’s ice boating history is deep and rich,” *The Monmouth Journal*, January 28, 2011 (web version: <http://themonmouthjournal.com/red-banks-ice-boating-history-is-deep-and-rich-p1684-73.htm>), accessed March 7, 2019).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 12

The club encouraged the recreational use of the Navesink River in the winter for ice boat sailing and ice skating. The Ice boat Club helped organize a popular series of winter carnivals. The centerpieces of the winter carnivals were ice boat races and skating races sponsored and officiated by the Club. The carnivals became a Red Bank tradition and grew to include bonfires on the ice, bands, trotting races and masquerade balls. Racing for challenge pennants, trophies and money prizes became an impetus for the development of racing ice yachts that were much improved from the crude affairs sailed in the 1870s. Development of ice boat technology in the New York clubs and all over the country was influenced by innovations conceived by Red Bank boat owners and builders. Improvements in boats, the construction of new boats, and their performance in the races were covered by the Red Bank newspapers and were of great interest to the public who followed these sporting activities. Club events including regattas, races for challenge pennants, and ice skating races, were attended by crowds of people from throughout the town and region. Members of the Ice boat Club included businessmen, merchants, doctors, lawyers, tailors, carpenters, oystermen and sea captains.

Local writer and historian T.J. McMahon has described the role the Ice Boat Club played in development of the sport and technology of the ice boats in an article in the Red Bank *Independent*:

Ice boating on the Navesink played a large part in the development of the sport nationally. Several ice boating clubs developed the sport in the last decades of the 19th century, but much of the credit for modern local ice boating belongs to the North Shrewsbury Ice boat and Yacht Club. The club provided an incentive for the perfection of racing ice boats. Five years after its inception the club could boast of notable achievements, including two of the largest and fastest ice boats at the time.⁶⁷

1881 Interest in Ice Yacht Racing Grew

The Ice boat Club increased interest and activity in ice sailing and racing. James Weaver's shop, conveniently located near the waterfront, continued to serve as a gathering place for ice-boat enthusiasts after the founding of the club. Races were held for prizes which included gold medals, championship pennants and, occasionally, money. These competitions attracted ice boaters from North and South Shrewsbury, local towns including Fair Haven, Oceanport, and Middletown, and from New York State, including Poughkeepsie, New Hamburg, Newburgh and Orange Lake. Pennants and trophies included the Championship Pennant of the Shrewsbury Rivers, Challenge Pennant of New Jersey, Ice Yacht Challenge Pennant of America, Third Class Championship Pennant of America and the Ice Yacht Challenge Cup of America also known as the Van Nostrand Trophy.

A clearer idea of the club's ice boat racing in the winter of 1881 can be gleaned from some of the local newspaper coverage. In late January, the *Red Bank Register* reported that:

An ice-boat regatta for a handsome pennant was sailed on the river on Monday of last week on a course of 20 miles. It was won by *Shadow* from Oceanport. Also competing were *Zero*, *Meda*, *Snowflake*, and the boats owned by Mr. Jas. Weaver and Mr. Charles Allen of Middletown. Another race was sailed on the South Shrewsbury for a pennant to be known as the "Championship Pennant of the Shrewsbury Rivers" which was won by Jas. Weaver's boat and brought to the North Shrewsbury. Any boat winning it three times will get permanent possession. During the race on Tuesday, *Zero* owned by Mr. Thomas Hubbard

⁶⁷ T.J. McMahon, [title unknown], "The Independent, January 28, 1987.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 13

and sailed by Mr. Geo. Coley, was on the last course and was far in advance of all competitors when the jib was torn by the wind. The new ice-boat *Meda* recently built for Dr. Field is the fastest boat on the river at present. The boat was not entered in the race on Tuesday owing to the repairs necessary to her boom. Mr. Geo. Coley has procured a handsome pennant which is to be sailed for by all ice-boats owned in the North Shrewsbury River.⁶⁸

Five weeks later, the *Register* reported another contest.

‘Fastest Ice-Boat Time on Record’

An ice-boat race, in which the fastest time on record was made, came off on the river last Thursday. Preparations were being made for a race for money prizes when the *Shadow*, of Oceanport, was brought over to Red Bank, and her owners, Price & Co, challenged any boat in the North Shrewsbury fleet to sail a race of twenty miles for \$100 a side. The North Shrewsbury club accepted the challenge and the *Breeze* was entered as the contesting boat. The *Shadow* was sailed by Capt. Winfield Price, and the *Breeze* by its regular sailing master, Capt. George Coley. The ice was in excellent condition and the wind very brisk, the *Breeze* rounding the home stake five seconds in advance of the *Shadow*. The *Breeze* now forged ahead steadily and gained rapidly on its opponent, making the twenty miles and winning the race in the extraordinary time of 30 minutes and 12 seconds. The *Shadow* came in 3 minutes and 16 seconds later.

A race was then held in which the *Shadow*, *Breeze*, *Scud*, *Snowflake* and *Meda* entered. The owners of the *Shadow* claimed that their boat was handicapped as the *Breeze* carried extra sail. Mr. Thomas Hubbard the owner of the *Breeze* then changed the sail of his boat, putting on a sail smaller than that of any of the other boats and much smaller than that of the *Shadow*. The time made in this race was the fastest on record, the *Scud* winning in 29 minutes and six seconds. The *Breeze* was second in 29 minutes and 30 seconds. *Shadow* third, in 30 minutes and 13 seconds, and the *Meda* last in 30 minutes and 56 seconds. The *Snowflake* broke her jib in turning the home stake on the second course and withdrew.⁶⁹

The *Scud* was built in 1885 by Captain James Weaver. The *Scud* was a keel and cockpit yacht of 25 feet spread and carried a lateen sail of 725 square feet, It was later decided that the lateen rig was too heavy and a jib and mainsail rig were substituted. The worth of this substitution was demonstrated when the yacht beat an iceboat from the Orange Lake Club to capture the Gordon Van Nostrand Trophy, a legendary prize that the Club still holds.⁷⁰

Building the Clubhouse

The Monmouth Boat Club bought its first property in 1882. In the spring of 1883, the boat club then sold a portion of the rear of its property to the ice boat club, along with a nine-foot-wide right-of-way extending to the riverfront. The ice boat club promptly erected its first clubhouse upon it. (The land bought by the club was only 30 feet wide, of which nine feet was dedicated to the right-of-way). The 1889 Wolverton atlas of Monmouth County, NJ shows the waterfront and is the first map to show the site of the Monmouth Boat Club and the two clubhouses (see Map 2).⁷¹

⁶⁸ *Red Bank Register*, January 27, 1881.

⁶⁹ *Ibid.*, March 3, 1881.

⁷⁰ “Shrewsbury Ice Yachts,” *Sun and New York Press*, January 6, 1895.

⁷¹ Chester Wolverton and Forsey Breou, *Wolverton’s Atlas of Monmouth County* (New York: Chester Wolverton, 1889), Plate 24.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 14

Having this clubhouse enabled the Ice boat Club to expand its recreational activities and invite participation from other clubs. November 1883 club minutes mention that the secretary was instructed to write to Commodore J.A. Roosevelt of the Hudson River Club and inform him of the Ice Boat Club's capacity to store as many boats as the Hudson River Club would like to send down before the river closed. And, if they sent boats, a special prize would be offered to the winners of a sailing competition.

Races were held among the clubs of the local rivers as well as among the clubs of New York State, including the New Hamburg, Poughkeepsie, Orange Lake and the Hudson River clubs. Local Red Bank ice boat builders R.D. Chandler and Augustus Haviland of Red Bank; Tabor Parker of Little Silver; as well as Jacob Buckout of Poughkeepsie, earned acclaim for the speed of their boats. Minutes of NSIB&YC meetings in January and February 1883 show that the club, presented challenges to the New Hamburg Club and the Poughkeepsie clubs to sail for the "Champion Pennant of the World, and the Champion Pennant of America." A committee was appointed to call on the citizens of Red Bank to raise money to help defray the costs for New Hamburg to attend its ice boat regatta.

The *Red Bank Register* regularly reported on the improvements in the boats and their performance on the ice. In 1883, an anonymous writer noted that "Messrs. Hubbard and Weaver will alter their boats to more spread. This enables the boats to carry more sail in a heavy wind and it is believed that this is why Poughkeepsie boats won last winter."⁷² The Hudson River competition pushed Red Bankers to improve their new boats:

Lightness and strength are the requisites, and each year sees some new appliance or contrivance to increase the speed of the boats. While there is but little opportunity for ornamentation, many of them are finished in fancy woods, and in the construction of the cock-pit the skill of the joiner is taxed to the utmost to enhance the beauty of the finish. The runners are special objects of the boatman's care and are [highly] polished.⁷³

Ice boat racing captured the imagination of the public and increasingly large crowds came to see the races. *The Register* regularly noted the presence of crowds of spectators as it provided accounts of the ice boat races. For the first ice boat race of the 1884 winter season, "a large crowd was in attendance, for this was the trial trip of the new yachts and many were anxious to see how they would sail."⁷⁴ "Each boat has its crowd of admirers and they vie with each other in giving their favorite a good push when the order to start is given."⁷⁵

Ice boat designs were continually improved with four-runner designs supplanted by three-runner, stern-steer boats. Additional improvements in rigs, sails and runners also increased the competitiveness of races. New and larger boats were being built every few years. In 1884 boat-builder Robert D. "Chum" Chandler developed a new design for ice boats, the Lateen Rig, adapted from the *dhow* sail developed for craft on the Red Sea or

⁷² "Ice Boat," *Red Bank Register*, November 14, 1883.

⁷³ Ibid.

⁷⁴ "Flying over the Ice," *Red Bank Register*, January 9, 1884.

⁷⁵ *Red Bank Register*, January 16, 1884.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 15

Indian Ocean.⁷⁶ He built the *Scud* for James Weaver of the North Shrewsbury club employing this design, and it was the fastest boat in the country for many years.⁷⁷ *Scud* is noteworthy for winning the trophy in the 1891 *Ice Yacht Challenge Cup of America* (see below).⁷⁸

Local writer and historian T. J. McMahon described the influence and effect of the Lateen Rig.

Robert D. Chandler⁷⁹, a Fair Haven architect and boat-builder ...[long] interested in ice boating, [planned for a] craft unlike any seen on the North Shrewsbury [River]. Chandler's plans for the new model drew skepticism and ridicule from ice boatmen who scoffed at the idea of lateen-rigged sails. In February 1884, the persistent inventor made a model of his new ice boat, with its large triangular sail, a boom on the longest side, a yard or gaff on the shortest side, and the other side being the leach. Two masts on each side of the craft were tied at the tops, and when the sail was raised between them, it was said to be the fastest sailing gear possible for a small boat." Late in February, Chandler arranged for a race of model ice yachts on Kemp's Pond, (now McCarter's Pond), Fair Haven. The lateen-rigged model easily won the race.⁸⁰

Ice boat Innovation, Speed, and a Growing Public Interest

Much of the thrill of ice boating lay in the speeds that the craft could achieve, and as the recreation developed into a sport, the search for greater speeds remained the driver of ice boat innovation. In 1895, the New York *Sun* observed about Red Bank that "many of the most prominent men living in this town and along the river have not only given their support to the North Shrewsbury Ice Yacht Club, but have built new yachts and spent money in testing many new designs which might lead to greater speed."⁸¹

As late as 1916 *Harper's Weekly* rhetorically asked, "Is it true that an ice boat one goes faster than the wind?" "The answer must be in the affirmative, although it hardly follows that an ice-boat will beat a gale. It is seldom that conditions are ideal even for short distances, albeit it is over these short stretches that the ice boat has made its reputation."⁸² It has long been an evident truth among experienced ice boaters that their craft sail faster than the wind that propels them, "faster than the fierce, tearing wind."⁸³ Kimball, in *The Physics of Sailing*, admits that ice boats can sail at four times the wind speed and he does not argue that even five times the wind speed could not happen. He explains the lift forces that operate on the ice boat as it advances, and limit the drag forces, making this paradoxical result possible.⁸⁴

⁷⁶ Arthur Young in his *Nautical Dictionary*, published in London in 1863, defined a lateen sail as "a large triangular sail bent at its foremost leach to a yard called a *lanteen yard*, which hoists obliquely to the mast. The yard is attached to the mast by means of halyards, and in working the boat or vessel, is shifted from side to side by means of a tack" (227).

⁷⁷ For instance, the speed of the *Scud* with citations of particular examples is discussed in Tommy Clark's article, "Ice Yachting A Thrilling Winter Sport," published in the January 27, 1912 issue of the *News-Journal* (Mansfield, Ohio).

⁷⁸ Randall Gabrielan, "Robert D. Chandler: Architect and Boat Builder," in *New Jersey in Focus: Inventors and Innovators in Monmouth County*, Gary D. Saretzky, Editor.

⁷⁹ Chandler was also a member of the North Shrewsbury Ice Boat and Yacht Club.

⁸⁰ *Red Bank Independent*, January 28, 1897.

⁸¹ New York *Sun*, Jan. 6, 1895.

⁸² Herbert Reed, "Cold Water Sailing," *Harper's Weekly*, Jan. 8, 1916, p.41.

⁸³ *Pearson's Magazine*, 12 (1901): 260.

⁸⁴ John Kimball, *The Physics of Sailing* (Boca Raton, Florida: CRC Press, 2010), 43.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 16

The search for speed in ice boats paralleled the search for speed in railroad trains, and until locomotive technology matured, ice boats surprisingly retained a higher top speed. Even as early as January 1871, an express "lightning train" raced two of the fastest ice yachts, the *Zephyr* and the *Iceicle*, for several miles down the Hudson near Poughkeepsie. The ice boats outpaced the train.⁸⁵ Apparently it was not uncommon for the fastest ice boats to win in such races on rail lines beside the Hudson River.⁸⁶ According to Kimball,

Until the 20th century, ice boating was the fastest known mode of human transportation. In 1888, the first automobile speed record was established at 17.5 meters per second [about 39 miles per hour]. For trains, the speed record in 1890 was 40 meters per second [about 90 miles per hour]. At essentially the same time, an ice boat on the Hudson River was reported to travel ... at nearly 48 meters per second [about 107 miles per hour].⁸⁷

Trains have a decided advantage where the measuring of speed is concerned. They proceed in a direct course that has been highly engineered for them and carefully measured. Their tracks are lined with mileposts and their train crews carry highly accurate watches. It is a small matter to clock the time to the second between one milepost and another, and report the most favorable result. Ice boat speeds are not so easily measured. Official times are ordinarily averages, clocked over closed courses, where ice boats must tack when facing the wind, so both their speeds are slowed and the actual distances they travel increase. Winds also vary and the seemingly slow average speeds conceal sprinting speeds that are sometimes quite high. Yet even as late as 1900, a leading writer on American locomotives could not find a confirmed instance in which a train had bested the mark set by an ice boat a decade before. The best he could find was that in 1893 the New York Central's fastest train, for a five-mile stretch, achieved 102.8 miles per hour, aided by a course that ran downhill at twenty feet to the mile.⁸⁸

Further Development of the Club

In August 1884, with the clubhouse built, the Ice boat Club's attention turned to securing right-of-way access to their lot and the river. Ice Boat Club minutes recorded appointment of a committee to confer with the Monmouth Boat Club to secure a right-of-way to the lot and to consider a proposal that Ice boat Club bear half of any legal expenses. The Ice Boat Club president reported at the November meeting an agreement that a roadway would run from the west line of its lot to the road running from Worthley dock to Front Street. The property's owner, J.A. Worthley agreed to give the Ice Boat Club 18 feet of his property for the right-of-way. With the increasing changes in boat design a committee was appointed to classify the boats into racing classes. During these years, boats were classified according to the distance from runner plank to tiller post. The categories it accepted were: First Class, 18 feet; Second Class, 18 to 12 feet; and Third Class (now known as A-Boats) under 12 feet.

In 1887 the club incorporated itself as the North Shrewsbury Yacht Club. In 1889 the club re-incorporated as the North Shrewsbury Ice Yacht Association and raised funds by selling capital stock to its members. A framed

⁸⁵ *New York Times*, Jan. 22, 1871.

⁸⁶ See also, for example, *Frank Leslie's Illustrated Newspaper*, February 11, 1871.

⁸⁷ Kimball, 43.

⁸⁸ Charles McShane, *The Locomotive Up to Date* (Chicago: Griffin and Winters, 1900), 504.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 17

stock certificate issued to Oscar Hesse in 1891 hangs on the wall of the clubhouse. The club continued to grow and prosper through the end of the nineteenth century. Sailing activity continued at a brisk pace, boats were improved, new boats were built, and traveling to challenge other clubs for prizes continued. A fall 1889 article described preparations for that winter's racing season:

New Sails and New Runner Put on Most of the Crafts – The ice boatmen are all busy getting their yachts ready for the ice as soon as it arrives. All the club boats are being overhauled and varnished or painted, and many of them have had new sets of sails made, and new runners put on. There is only one new boat being built this year. This is owned by Augustus Haviland. The boat is nearly done, and when finished will be 27 feet over all, with a spread of thirteen feet and six inches. She will be a third-class boat and a little larger than Charles Irwin's *Georgie*. James Weaver, the owner of the *Scud* and *Kitty*, has had a new set of spars and a new set of sails made for the latter boat. The *Scud* is now up the Hudson river, and will enter the races there as soon as the ice permits. She has had her runners improved in the hope of increasing her speed.⁸⁹

1891 - The Ice Yacht Challenge Cup of America - The Gardner Van Nostrand Trophy

The Gardner Van Nostrand⁹⁰ Trophy,⁹¹ is a magnificent silver trophy cup produced for Gardner Van Nostrand by the Tiffany Company in 1886. Van Nostrand, of the Orange Lake, New York Ice boat club, offered it to become the symbol of a championship among the very largest ice yachts. The cup features two scenes in bas-relief: the Orange Lake, New York Ice boat Club on one side, and a 1st Class ice boat on the other. The cup was first raced for in 1886, the prize of the Ice Yacht Championship of America. This magnificent trophy was won by James Weaver's *Scud* in 1891.

The *Red Bank Register* noted the *Scud*'s victory:

A Silver Trophy Won by the Red Bank Boat - The Race Sailed on Orange Lake Last Friday, The Shrewsbury Yachtsmen Receive Royal Treatment at the Hands of the Orange Lake Club - Capt. James B. Weaver's ice-yacht *Scud* is the champion of America. The title was gained last Friday, when the big yacht from the Shrewsbury captured the silver cup given as a championship trophy by Gardner Van Nostrand of the Orange Lake club. The Red Bank yachtsmen and a number of enthusiastic friends went to Newburgh last Tuesday. Commodore H.C. Higginson, of the Orange Lake club, and other members of the club had taken the *Scud* to Orange Lake from Newburgh, and when the Shrewsbury yachtsmen reached there, they found their yacht on the ice with her sails up. This spirit of kindness characterized every action of the Orange Lake club while the Shrewsbury yachtsmen were there, and the Red Bankers speak in the highest terms of their treatment at the hands of that club.⁹²

The cup has been in the continuous possession of the North Shrewsbury Ice Boat and Yacht Club ever since. This cup, also known as the Challenge Cup, may be the finest prize in ice boat racing. The cup has been won by the Ice boat Club three times, including challenge races in Red Bank in 1978 and again in 2004 (see below).

⁸⁹ "Preparing for Ice-Boating," *Red Bank Register*, November 27, 1889.

⁹⁰ Gardner Van Nostrand, a Newburgh resident, lived off his inherited investments. He committed suicide in 1894 after suffering major financial reverses ("Van Nostrand's Losses," *Middletown Daily Times*, January 22, 1894).

⁹¹ The trophy is depicted in historical photos H17, H18 and H19.

⁹² "The Scud Wins the Cup," *Red Bank Register*, January 21, 1891:1.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 18

The Club, 1890-1920

North Shrewsbury Ice Yacht Club member Del Fisher was a renowned ice skater who competed in and won many races. The Ice Boat Club held a number of skating races which were attended by skaters from Red Bank and the region. The Ice boat Club sponsored a Championship Meeting of the National Amateur Skating Association of America in Red Bank and assisted with organizing as well as officiating. The ice-yacht and ice-skating races were popular attractions, drawing large crowds to Red Bank. A town tradition of the winter carnival was born. In a year with good ice, electric lights were set up and entrepreneurs placed heated grandstand seats on the ice and rented them by the hour. In addition to the ice- yacht and skating races there were fancy skating exhibitions, trotting races, bonfires on the ice, bands and masquerade dances. The Ice boat Club played an important role in helping to organize and run these winter sporting events.⁹³

The *Register* noted in an editorial that the 1892-1893 ice-boating season “has opened with enthusiasm. It is a noble sport... bracing, exhilarating and enjoyable.”⁹⁴ The writer opined, “Red Bank is the best town to live in this side of the Pearly Gates, in spite of its bad streets, and [its] people should congratulate themselves that they are fortunate enough to live here.” The reason: “Never was the ice in finer condition. It was six inches thick and nearly as hard as flint.” The editorial also noted the presence of a “mosquito” fleet of miniature ice yachts, small boats that “darted over the ice like so many birds.”⁹⁵ This reference to a “mosquito fleet” referred to the smallest classes of stern-steerer ice boats.

Minutes of the Ice boat Club show that in 1893 the club made plans and expanded their initial building with an addition. The north part of the ice boat clubhouse was a single story in height at that time. Immediately to the west of the Ice boat Club was the Worthley Coal Yard. (See Red Bank maps 1 and 2).

In the club’s 1895 season, racing began in February when two yachts of the club sailed an eight-mile race for the challenge pennant. The competitors were Robert D. Chandler’s *Get There* and Charles Allen’s *Edna M.* The former boat beat the latter by 15 seconds over the 28 minute race.⁹⁶ The racing continued later in the month with races for the second and third class pennants. The winners were the *Edna M.* in the Second Class and the *Georgie M.* in the Third Class Race. A triangular course was sailed four times, and at the end of the fourth lap, the *Get There* was first, *Edna M.* second, and *Kitty*, third. Among the third class boats participating, *Daisy* placed first and *The Flaw*, second.⁹⁷

In December 1900, the North Shrewsbury club was planning its first defense of the Van Nostrand Challenge Cup, the trophy it had won from the Orange Lake Club. The Cup was to be defended by North Shrewsbury’s *Scud*, owned by Captain Weaver.⁹⁸ In February 1901, the headline read, “Ice Yachts Wrecked.” A strong wind threatened to tear the participating boats to pieces, de-masting the *Rocket* and the *Zero*, breaking off *Daisy*’s sheerpole and capsizing the *Zip*. Another wild race, sailed for the Commodore’s Cup over a distance of 12.5

⁹³ See Historical Photos H03-H16: Carnivals, Skating Races, Ice boat Races.

⁹⁴ “Editorial,” *Red Bank Register*, December 28, 1892.

⁹⁵ Ibid.

⁹⁶ “Ice Yachts Race on the Shrewsbury,” *The New York Tribune*, February 12, 1895.

⁹⁷ “Ice Yachting on the Shrewsbury,” *The New York Times*, January 16, 1900.

⁹⁸ “Ice Yachts to Race,” *Jersey City News*, December 26, 1900.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 19

miles was won by Charles P. Irwin's *Georgie*. Placing second was *Flaw*.⁹⁹ Unusual events continued later the same month. On February 15, the club had two races. The first pit the club's two largest yachts against one another: Weaver's *Scud* and George Coley's *Rocket*. *Scud* led in the 20-mile race from start to finish. This challenge race was followed by a race of nine third-class boats. The race was won by *Georgie*, perhaps the club's most consistent smaller boat, while *Zero* placed second. Between the two races, the *Scud* got away and slightly injured three spectators.¹⁰⁰

A race at Long Branch during February 1902 pointed to the hazards of racing in a high wind. The featured race was for a prize called the I.E. Rice loving cup. Of the nine yachts entered, including several from the North Shrewsbury club, only one, Charles Gibbons' *Red Rover*, finished, sailing the fifteen-mile course in 41 minutes. The other yachts entered were E.W Price's *Shrewsbury*, E.W. Reid's *Florence A.*, W.A. Patten's *Sweetheart*, G.P. Joline's *Gypsy Girl*, Charles Wooley's *The Peg*, Jesse Potter's *Ghost*, J.E. Green's *Eagle*, and C.L. Edward's *Ray*. The *Shrewsbury* burst her jib and was forced to withdraw. The *Florence A.* collided with *The Ray*, disabling the latter. *The Sweetheart*, which was leading, went airborne, and Frank Newman, riding on the rear runner, had his hand beneath the runner when it struck the ice and his middle finger was severed. The *Sweetheart* then withdrew. *The Gypsy Girl* and the *Ghost* withdrew due to conditions and *The Peg* and *Eagle* were scratched leaving the *Red Rover* to finish alone. In a second race, for a prize called a 24-hour pennant, E.W. Price's *Shrewsbury* was victorious over *The Peg*, covering the ten-mile course in 38 minutes.¹⁰¹

During February 1902, the two largest ice yachts of the Red Bank club, the *Scud* and the *Dreadnaught* and their crews, traveled to Poughkeepsie to accept the challenge of the Hudson River Club to race the *Jack Frost* and *Iceicle* for possession of the world's challenge pennant. The margin was not close. The *Jack Frost*, on home ice, beat the best time of the North Shrewsbury boat, the *Dreadnaught*, by nine minutes.¹⁰²

At the end of 1902 rumors began to swirl in the iceboating community about the possibility of an inter-regional iceboat competition. North Shrewsbury's *Scud* and *Dreadnaught* were entered to compete against Midwestern ice yachts for the Stuart Trophy, valued at \$500 and scheduled to be awarded during a regatta to be held at Gull Lake, Michigan from January 20th to 25th, 1903, under the auspices of the Kalamazoo Ice Yacht Club.¹⁰³ When the day arrived for the race, the sailing ground was too uneven and the two eastern yachts had yet to arrive, being still aboard a Cincinnati Northern Railroad freight train.¹⁰⁴ The boats eventually arrived and they scrimmaged against the *Wolverine*, the top-ranked boat of the Kalamazoo club but did not participate in a formal race on Kalamazoo ice. The idea of an inter-regional competition was so compelling, however, that the two boats remained in Michigan into the next winter in hopes that conditions would be favorable for competition.¹⁰⁵ When they finally departed, they stated to Commodore Olin, the head of the Kalamazoo club "that their boats received a far worse drubbing at the hands of the Kalamazoo club than at the hands of the

⁹⁹ "Ice Yachts Wrecked," *The New York Times*, February 13, 1901.

¹⁰⁰ "Runaway Ice Yacht," *The New York Times*, February 16, 1901.

¹⁰¹ "Accidents Marred Race of Shrewsbury Ice Yachts," *Philadelphia Inquirer*, February 6, 1902.

¹⁰² "Jack Frost Wins Challenge Pennant". *Evening World* (New York), February 13, 1901.

¹⁰³ "Yachting: Eastern Boats to Compete," *Cleveland Leader*, December, 30, 1902.

¹⁰⁴ "Yacht Races Postponed," *Kalamazoo Gazette*, January 20, 1903.

¹⁰⁵ "More Entries are Received: Three Ice Boats Entered Yesterday for Regatta," *Kalamazoo Gazette*, January 8, 1904.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 20

Hudson River clubs.” This encouraged the Kalamazoo club, holders of the Hearst and Stuart trophies, to consider participating in East Coast cup challenges.¹⁰⁶

Racing continued on the Navesink in the 1903 season as eight third-class boats competed for prizes offered by Commodore Samuel W. Morford in a fifteen mile race that took place under nearly ideal conditions. The race was won by the *Daisy*, owned by Edward Asay¹⁰⁷ and sailed by James C. Doughty. *Wizard*, owned by George Gillig¹⁰⁸ and sailed by Henry Chadwick, finished second.¹⁰⁹ Racing began early the following winter with the first races taking place on the Shrewsbury before Christmas. The reporter indicated that the ice was like glass and the wind was light and variable but because of the meager winds only four boats raced: the *Atlanta*, the *Zero*, the *Tyro* and the *Daisy*. The reporter noted that the *Zero* had once ruled the Red Bank ice but had become no match for more modern boats. The *Atlanta*, owned by Newton Doremus,¹¹⁰ won the ten-mile race in a time of 26 minutes.¹¹¹

In January 1904, the defending North Shrewsbury Ice Yacht Club faced the South Shrewsbury Ice Yacht Club for the third-class challenge ice yacht pennant of America. Defending the pennant were the *Wizard* and Charles P. Irwin’s¹¹² *Georgie*. They were challenged by Walter Patten’s *Sweetheart* and J. Elwyn Green’s *Eagle*. An accident led the *Georgie* to withdraw from this 20-mile race, but the *Wizard* continued on, defeating the *Sweetheart* by over 12 minutes. During the afternoon, two North Shrewsbury boats faced off for the club’s first-class pennant. In that contest of the largest ice yachts, Andrew Freeman’s¹¹³ *Haze* beat George Coley’s¹¹⁴ *Rocket* by a minute.¹¹⁵

On the last day of 1904, the North Shrewsbury club had a challenging third-class race in a puffy, uncertain wind that died during one leg of the triangular course. Seven yachts competed with the *Atlanta* beating the *Daisy* by a minute.¹¹⁶ Racing resumed in January 1905 with the North and South Shrewsbury River Ice Yacht Clubs competed over a fifteen-mile course for the Wentz Cup. The *Hazel L.*, the *Mildred*, and *Leroy* of the South Shrewsbury Club competed against the *Red Rover* and the *Eagle* of North Shrewsbury. The race was won by the *Hazel*. During the same month, in-house races were held for points in the house club cup. A 12.5-mile race was won by *Georgie* in a time of 46 minutes and 2 seconds, one minute and 15 seconds ahead of *Drub*.¹¹⁷ On

¹⁰⁶ “May Go After World Honors Yacht Club is

¹⁰⁷ Asay was a Red Bank contractor and bricklayer “Edward F. Asay,” *The Daily Record* (Long Branch), October 1, 1937.

¹⁰⁸ George Gillig was a member of a New York beer brewing dynasty.

¹⁰⁹ “Ice Yacht Racing Begins,” *The New York Times*, January 15, 1903.

¹¹⁰ Newton Doremus, trained as an attorney, was a partner in a Red Bank furniture business and active in the community’s financial affairs (William Nelson, *Nelson’s Biographical Cyclopedic of New Jersey*, volume (New York: Eastern Historical Publishing Company, 1913), 149/

¹¹¹ “Ice Yacht Race,” *The New York Times*, December 20, 1903.

¹¹² Charles P. Irwin was the nineteenth century founder of the Red Bank company now known as Irwin Marine, the oldest family owned and operated marina in the United States. “About,” <https://www.irwinmarinenj.com/about/>.

¹¹³ Paul Reusille was a Red Bank attorney and supporter of the Ice Boat Club.

¹¹⁴ Coley was the sailing master of the steam yacht *Tarantula* (“Capt. George Coley Dies,” *Forest and Stream*, January 29, 1906.

¹¹⁵ “Wizard Wins Pennant: Captures Ice Yachting Championship Trophy,” *New York Daily Tribune*, January 27, 1904.

¹¹⁶ “Ice Yachting: Exciting Winter Sport at Redbank,” *Stark County Democrat* (Canton, Ohio), January 5, 1904.

¹¹⁷ “Ice Yachts Sail in Light Breeze,” *The New York Times*, January 12, 1905.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 21

February 16, 1905, a special race was held at North Shrewsbury with an eight-mile course from Red Bank east to Oceanic and return. Participants in the race included the *Edna M.*, *Wizard*, *Atlanta*, *Tyro*, *Daisy*, *Vixen* and *Zero*. Charles Allen, Jr.'s¹¹⁸ *Edna M.* finished first with *Wizard* the runner-up.¹¹⁹

The publicity of such races enhanced the North Shrewsbury club's reputation. The "entrancing sight" of the winter sporting scene in Red Bank also attracted several movie companies, including Thomas A. Edison, who for several years came to Red Bank, making movies of ice boats sailing on the North Shrewsbury in the early 1900s.¹²⁰ The Ice boat Club has a video copy of these movies made from paper film prints archived at the Library of Congress.

The North Shrewsbury club gained a measure of national publicity in 1905 through a syndicated article entitled, "Women Sail Ice Yachts." The article's subtitles include "daring maidens of the east excel in a dangerous sport," and "when the fearless girl takes the tiller of her tiny craft she spins it at the rate of a mile a minute." Later in the article, a women's iceboating outfit was described:

The most serviceable outfit consists of a heavy short skirt worn over bloomers, a short pilot jacket, a hood to protect the head, mittens for the wrists and hands and arctics. Thus equipped, a girl can face the keenest nor'wester without undue discomfort, and the thickness of the heavy clothing often proves serviceable in another direction, by breaking the fall on the ice in the event of a spill.¹²¹

Despite the publicity generated by this article, it was not until ten years later that the press specifically mentioned a woman by name as the pilot of a North Shrewsbury ice yacht: "With Miss Alberta Bennett tending sheet on Daniel Asay's third-class yacht, *Gull*, the craft finished second in the *Commodore's* 10-mile race of the North Shrewsbury Ice Yacht Club on the river yesterday."¹²²

The long stretch of winter weather favorable to iceboat racing broke in January 1908. After the first leg of the third-class challenge pennant of America with *Imp* ahead in a race against the *Drub* of North Shrewsbury and the *Isabelle* of Pleasure Bay was stopped when a thaw set in. Suitable conditions did not return until 1910 when the last two legs of the race over the fifteen-mile course were rescheduled. The first race of the 1909-1910 season took place at Red Bank on January 8, 1910. With a strong wind blowing from the northwest, the Power Cup slated *Daisy*, *Silver Heels*, and *Wizard*. The winner, with a consistent performance, was *Daisy*.¹²³

A 1912 *Philadelphia Inquirer* article noted the North Shrewsbury club's dominance of iceboat racing, indicating that they held the national and New Jersey championships, as well as "all the blue ribbons and cups

¹¹⁸ Charles Allen, Jr. was a long-time director of the Second National Bank of Red Bank ("Red Bank Director Dies," *Asbury Park Press*, November 10, 1938.

¹¹⁹ "Ice Yachting and Trotting," *The New York Times*, February 17, 1905.

¹²⁰ Ibid.

¹²¹ "Women Sail Ice Yachts," *Kansas City Star*, February 13, 1905.

¹²² "Women Pilots Yacht Successfully," *Evening Public Ledger*, January 2, 1915. Bennett, a native of Red Bank, was a graduate of Syracuse University who worked as the public relations manager of the Biltmore Hotel in Manhattan ("Miss Alberta Bennett" [obituary], *Red Bank Register*, April 1, 1948).

¹²³ "Daisy Wins Iceboat Race," *The New York Times*, January 9, 1910.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 22

that have been offered upon the North and South Shrewsbury.” The most popular were the third-class boats, of which North Shrewsbury members owned ten. These boats measured fifteen feet overall. This size enabled them to be handled by a crew of one or two. The article mentioned that several of the Club’s boats were often piloted by women and “several of the belles of Red Bank have gained distinction by their clever handling of the boats.”¹²⁴

Elsewhere in the article the author wrote of the popularity of ice boating in the borough on the Shrewsbury:

Nearly everyone in Red Bank, men and women alike, from 70-year-old Jeems Sickles to 8-year-old Thomas Cline, is master of an ice boat and rejoices in ability to handle the main-sheet and jib and maneuver dead against the wind, so that the area of canvas will catch every gust of wind and force the cast iron runners to swiftly slip over the smooth ice.

In fact, ice-yachting is the peer of all sports of nearby residents of the Shrewsbury River and batting averages of Cobb and Wagner and the superiority of Matthewson and Bender as pitchers is forgotten when such momentous questions as the speed of certain boats and their history are recalled.¹²⁵

In February 1914, the North Shrewsbury Ice Yacht Club successfully retained the Championship of North America when the *Imp*, owned by member Robert Heitemeyer of Hoboken¹²⁶, sailed a 20-mile course in 52 minutes and 50 seconds finishing five minutes six seconds ahead of South Shrewsbury’s *Hazel L*.

In 1915, a novelty was seen on the North Shrewsbury River. A steel ice yacht was constructed by club member Fred J. Smock, a machinist in a Hoboken business. A keel-and-cockpit craft, it was sloop-rigged. The runner plank and keel were of lattice work to lessen weight. Its total weight, about 200 pounds, was lighter than a typical wood ice boat. This material, however, never caught on for iceboat construction.¹²⁷ In February 1916, the *Imp* swept three races to capture the North Shrewsbury ice yacht club pennant. Due to poor conditions, each race was reduced from ten miles to 7.5 miles.¹²⁸

The North Shrewsbury club had a successful 1917 season sweeping all the races in which they participated for championship pennants. The ice yacht *Gull* proved outstanding in club races and was awarded the club’s daily pennant in March.¹²⁹ Beginning the 1917-1918 season T. Irving Brown’s *Say When* won the Commodore’s race of the Club in the fast time of 23 minutes, 15 seconds over 10 miles. The second place yacht, the *Gull*, finished 2 minutes and 45 seconds behind.¹³⁰

The *Register* reported on the ice boating races of the Club. A January 1918 article read in part:

¹²⁴ “Jerseyman Have Speed Fad on Frozen River Surface Dashing over Ice in Swift Yachts,” *Philadelphia Inquirer*, January 21, 1912.

¹²⁵ Ibid.

¹²⁶ Robert Heitemeyer was head of the R. Neumann Leather Company of Hoboken.

<http://www.maggieblanck.com/Hoboken/HobokenMfg.html>

¹²⁷ [A steel ice yacht], *Asbury Park Press*, January 12, 1915.

¹²⁸ “Imp Wins Pennant,” *The Register* (Red Bank), February 23, 1916

¹²⁹ “The Gull Gets Daily Pennant,” *Red Bank Register*, March 14, 1918

¹³⁰ “Say When First in Commodore’s Race,” *The Sun*, December 29, 1917.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 23

The first official race of the season of the North Shrewsbury Club was held Friday afternoon, when the Commodore's race was pulled off. This officially opened the season for the club. Showing her championship form of last season Thomas Irving Brown's *Say When* won the event over the ten-mile course in the fast time of 23 minutes and 15 seconds, there being quite some windward work in the stiff west-northwest breeze. Robert S Johnson's *Gull* was second, finishing 2 minutes and 45 seconds later. Daniel Assay's *Zero II* finished third, then seconds ahead of Andrew White's *Brownie*. Mart P. Haviland sailed the *Say When* to victory and Jack Applegate tended sheet. Pierre A. Proal has been out several times this season in his aero-sled and he, together with several ice yachtsmen, have performed for moving picture men and photographers associated with the sporting departments of the city newspapers.¹³¹

Later the same month, the *Register* wrote of additional Club races:

North Shrewsbury Ice Yacht Club Retains State Championship - John Bates's *Ingenue* Won Two Straight Victories Over the Long Branch Boats Last Week - Arrangements Being Made for an Ice Carnival on Lincoln's Birthday - Other Doings on the Ice. The past week has been a lively one in ice boating circles. The main event of the week was the contest for the state championship pennant which was successfully defended by John Bate's *Ingenue*, flying the colors of the North Shrewsbury yacht club. The *Ingenue* won two straight victories over Frank Johnson's *Princeton*, the first boat of the Long Branch club. The *Ingenue* was handled by Ruben and Ensley White and won the first race Wednesday afternoon by one minute in a twenty-mile race. The boat won the second and final race of the series Saturday afternoon by trimming the *Princeton* one minute and fifteen seconds. On *Silver Heels*, sailed by Ralph Sickels and flying the colors of the Long Branch club, withdrew before the race was finished. The *Say When*, the sailing mate of the *Ingenue*, did not show up to her usual form and came in third in each event.

A series of events for the I. T. Strauss cup for the fifth-class championship of the North Shrewsbury river was begun Sunday morning. The first race was won by the *OU* owned by C H Page of Newark and sailed by Chester A Minton, who is stationed on the submarine chaser *Pattina* and who was home on a two-day furlough. The *Let's Go*, owned and sailed by R G McDermott of Orange, finished second. Five boats started but only two boats finished. An extra high wind was blowing and the sail of the *Little Imp*, owned by Mrs. I.T. Strauss and sailed by Ralph Sickles, was badly torn and she was forced to withdraw. The *Invincible* and *Wasp*, boats of the Fair Haven club, started out but were unable to finish. The second race of the series will be held next Sunday afternoon. The silver cups for this event are on display in the window of The Register office.¹³²

The 1918 club carnival included several ice boat races including a five-mile race for fifth class boats, and a ten-mile race for third class boats. Additional third and fifth class races were held in the afternoon.

In December 1919, the *Register* reported on the opening of the 1919-1920 racing season:

Ice boat Season Opens - First Craft Put on the Ice Sunday - Reuben White Enjoyed a Sail in His Boat - Many Championship Races Planned for the Present Season - Lateen Rigs Return. - The ice boat season opened Sunday afternoon, when Captain Reuben White put his craft *Moonlight* on the ice and enjoyed a sail during a strong northeast snowfall. The season promises to be a busy one for the owners of third-class craft. The North Shrewsbury club of Red Bank now holds the Third Class Championship Pennant

¹³¹ "Struck by Cold Wave," *Red Bank Register*, January 2, 1918.

¹³² "The Pennant Stays Here," *Red Bank Register*, January 16, 1918.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 24

of America the Championship Pennant of New Jersey and the Championship Pennant of the North and South Shrewsbury Rivers. The club will defend these pennants this year against the South Shrewsbury river clubs and the Independent Ice Yacht Club of Red Bank.

The first big race of the season will be the final event of the 1917 series for the Championship Pennant of America, of which John C Gibbons' fast *Ingenue* has one leg of the series. The pennant was last won by Thomas Irving Brown's *Say When* and will be retained by her until the contest is decided between the North Shrewsbury and Independent Club fliers. The *Ingenue* also has one leg on the W. Harold Powers Cup.¹³³

If the ice gets strong enough Commodore James B. Weaver will put the famous *Scud* on the ice. The *Scud* is the largest ice yacht in the world. In order to safely launch her the ice must be at least eight to ten inches thick. Captain Weaver also owns the *Kittie*, which has won several championship events. A Newark man has bought a First Class yacht called the *Blizzard* and has shipped it to Irwin's Boat Works. The boat is of the jib and mainsail type and is very strongly built. It is put together for rough sailing. This boat may be started against Captain Weaver's lateen rigged *Scud*. Edward Fiedler of Little Silver Point will bring his *Drub* to Red Bank. The boat which is sailed by the owner is one of the two craft defending the North Shrewsbury club pennant.¹³⁴

In the spring of 1920, the *Register* reported on the donation of some of the ice yacht pictures that still grace the walls of the clubhouse. The pictures covered activity in ice yachting circles in this vicinity during the previous twenty years. There are also pictures of ice yachting at Gull Lake, Michigan, showing members of the Red Bank club with the club's challengers in the West.¹³⁵

The 1920s - The Ice boat Club House Moved to Present Location and Enlarged

After the end of the Great War, the world changed, and the old commercial waterfront of the town changed, too. In the early 1920s, discussion turned to building a new clubhouse or enlarging the existing building. At a March 1921 meeting, the Club appointed a committee consisting of Thomas Hance, William Pintard, and Thomas Irving Brown to investigate sites for a new clubhouse to accommodate its rapidly growing membership.¹³⁶ The committee eventually decided to recommend an addition to the existing building, as reported in a December 1921 *Register* article:

This committee reported that in their judgment it would be advisable to remain in their present quarters for the present and to enlarge the building if it were found necessary. The club decided to build a ten-foot addition to the north end of the clubhouse and to carry the building up another story. This will give the club a building 20x70 feet. Additional locker room will be provided on the ground floor. The second floor will contain a large meeting room and social hall, kitchen, toilet and locker seats.

¹³³ The Powers Cup was a trophy awarded to the fastest 3rd-class ice boat. See *The Suburbanite* (March 1910), 10.

¹³⁴ "Ice boat Season Opens," *Red Bank Register*, December 24, 1919.

¹³⁵ "Painted Iceboating," *Red Bank Register*, March 31, 1920. Digital and hard copies of these images have been made for preservation purposes, and are archived in the club's collections.. Some of these images are reproduced and attached with this nomination.

¹³⁶ "Clubhouse Too Small," *Red Bank Register*, March 9, 1921.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 25

Plans for the enlargement were to be drawn by Edgar A. Terhune, a Newark architect. To help fund the cost of the enlargement of the building, the club decided to launch an "Every Member Get a Member" program.¹³⁷ The regular activities of the club continued in the winter of 1921-1922. With the Navesink covered with a six-inch sheet of ice, the first race of the season, the Commodore's Race, was scheduled for January 1922.

Worthley's Coal Yard had gone out of business, and in March 1922, the club purchased its former site then owned by George and Forman Matthews.¹³⁸ Ice boat Club Minutes of March 1922 recorded correspondence from the Eastern Skating Association commending the ice boat club for their recent carnival and a report from the New Site Committee that the Matthews¹³⁹ property was available at a price of \$6,000. A committee was then appointed to negotiate with the Matthews brothers for the property and secure the property at \$6,000 by an agreement of sale. Within the month, Thomas Irving Brown, chairman of the committee, reported that the Matthews property had been secured by an agreement of sale for \$6000.00 - title to be passed April 3rd, 1922. The secretary was instructed to write the Monmouth Boat Club to see if they wish to purchase a proportionate part. A motion made and carried to change the name of the North Shrewsbury Ice Yacht Club to North Shrewsbury Ice boat and Yacht Club, the official name that have been used ever since.

Agreement was reached with the Monmouth Boat Club to divide the Matthews property equally, one half of which to be sold to the MBC for \$3,000.00 and the proportionate share of the carrying charges to date of transfer to be borne by the MBC. The NSIB&YC retained the western half of the property, the division being made by a line running approximately north and south at a point midway between the two extreme points in the north and south boundary lines. The NSIB&YC agreed to move the club house from the present site to the portion of the Matthews property retained by the NSIB&YC at their expense. The MBC agreed to allow the NSIB&YC a reasonable length of time, not to exceed one year from date of transfer, for relocation of the clubhouse. The ice boat club agreed to sell its original property to MBC for \$500.00 with the proviso that the MBC transfer to the NSIB&YC and the NSIB&YC transfer to the MBC a mutual right-of-way along the southern line of said property.

In September 1922 an offer by Schunk S. Thomson Co. to move the clubhouse from its present site to the new property was accepted. A vote of the membership was taken to determine a new location for the clubhouse. Club members volunteered material, time and labor to the clubhouse relocation. The club decided to build the foundation themselves. A committee was appointed to arrange for bulkheading the property, constructing a foundation on the new site and shingling the building. Charles Burd donated sand and cement for concrete used to build the foundation. In January 1923 a \$598.000 estimate from Edmond and Sickles contractors to build the proposed addition to the second story of the club house was accepted and the contract signed. An offer of Mr. John White to put a slate roof on the new addition for cost was introduced and it was moved and carried that the exterior of the building be shingled. A building and improvement committee was appointed, flood lights were purchased, Clinton Elliott donated a flag, William H.R. White donated a flag pole, and Burd offered to deliver it to the grounds of the club. Several members donated shingles. Historic Photo H23 shows the

¹³⁷ "Enlarging a Clubhouse," *Red Bank Register*, December 7, 1921.

¹³⁸ "Home for Ice boat Men," *Red Bank Register*, March 15, 1922.

¹³⁹ The Mathews Property was the old Worthley Coal Yard.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 26

clubhouse several years after this work was completed. Because of this move, the club today still retains the clubhouse that it acquired in 1883.

Ice boating continued during the winter of 1922-1923 despite the on-going construction. During that season a total of 31 ice boats were registered at the club including two first-class (sail area 600 to 850 square feet), the *Rocket* and the *Scud*; 14 third-class (sail area 250 to 350 square feet), three fourth-class (sail area 150 to 250 square feet), and four fifth-class (sail area under 150 square feet).¹⁴⁰

The 1923-1924 ice boating season began in February 1924 with the Commodore's Race. Due to the snow-covered course, only two of five boats completed the 15-mile course. The race was won by Henry Applegate's *Whim*.¹⁴¹ Two additional races were held later the same month, one with six competitors, the second with four.¹⁴²

During the winter of 1925-1926, the Red Bank club sought to recapture the third-class championship ice yacht pennant of America which had been won by their rivals from Long Branch several seasons earlier. Club minutes reported a January 8, 1925 challenge to Long Branch. The challenge race never occurred and on March 5th was officially withdrawn due to weather conditions. The same meeting witnessed a changing of the guard at the club as long-time Commodore James B. Weaver retired due to his advanced age.¹⁴³ Club minutes reported that the club frequently received challenges from other ice boat clubs in the region. In November 1926, the secretary reported that the South Bay Scooter Club of Bayport, Long Island had issued a challenge, while the Red Bank club issued a challenge to Long Branch to renew the competition for the Third Class pennant.¹⁴⁴

During the 1927-1928 winter, the club introduced the Commodore Weaver Cup, a trophy named to honor the "father of ice." The following year, in February 1929, a failing breeze caused the cancellation of the Weaver Cup race with Henry Applegate's *Whim* leading Delford Fisher's *Pirate II* and several other boats.¹⁴⁵ Conditions improved the following year with the first race of the season, in January 1930, a third-class race, won by Reuben White's *Elizabeth R.* by nearly half a lap. The fickle wind proved a problem later in the season when the 10-mile race for Paul Reussille's ¹⁴⁶ Cup had to be cancelled when the wind died out. At the time of the cancellation, Rupert and Gillig's *Pirate II* was leading six other boats.¹⁴⁷

The Club in the 1930s

The anticlimactic race was followed by several years of mild winter weather that precluded ice boat sailing in the Navesink River.¹⁴⁸ In 1933, the first races in four years on the Navesink River featured nine Class B ice

¹⁴⁰ "Ice Yacht Owners Ready for Season," *The New York Times*, December 17, 1922.

¹⁴¹ "Whim Home First in Ice boat Race," *The New York Times*, February 19, 1924.

¹⁴² "Daisy and Get Their Win," *The New York Times*, February 23, 1924.

¹⁴³ North Shrewsbury Ice Boat and Yacht Club, Minutes, January 8 and March 5, 1925.

¹⁴⁴ North Shrewsbury Ice boat and Yacht Club Minute, November 4, 1926.

¹⁴⁵ "Ice Yacht Cup Race Off as Wind Fails," *The New York Times*, February 5, 1919.

¹⁴⁶ Paul Reussille was a Red Bank attorney and supporter of the iceboat club.

¹⁴⁷ Will Pick Ice boats for Pennant Series," *The New York Times*, February 7, 1930.

¹⁴⁸ James Robbins, "Ice-Boat Devotees Hope to Race Soon," *The New York Times*, January 1, 1933.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 27

boats competing in two races: a one-and-one-half-mile first race won by Henry Applegate aboard the *Iris*, and a second race won by James Stokes, who captained *Hardy High*.¹⁴⁹ A series of additional races followed. The first official Class A race on the Navesink in four years was held on February 7th. Ten miles in distance, it was won by 40 seconds by the North Shrewsbury's *Phantom*, owned by Thomas Irving Brown and captained by Harry Clay. Placing second was George Rupert and George Gillig's *Pirate II*.¹⁵⁰ Later in the same month, the crew of the *Pirate II* returned the favor by defeating the *Phantom* and five other boats in the Vice-President Benjamin L. Atwater's prize 10-mile race.¹⁵¹ Toward the end of February, North Shrewsbury's *Pirate II* battled the Rumson Country Club's *Drub* in a series of three race for the North American challenge pennant held by the North Shrewsbury Club that symbolized Class A boat supremacy of the continent.¹⁵²

At first, the inclusion of the new skeeters and other bow-steered boats in ice boat fleets in these years was not universally accepted. A controversy emerged at the North Shrewsbury Club as members debated whether to permit owners of these smaller ice boats to store supplies in first-floor lockers. A related controversy, outlined in a letter from the Secretary-Treasurer of the Eastern Ice Yachting Association to John Darling of the North Shrewsbury club¹⁵³ was whether stern-steered and bow-steered ice boats should compete in the same races. This controversy soon became moot, as a more economically diverse group of ice boaters came to the sport, and smaller bow-steered boats soon came to dominate the regattas and races.

Beginning with the skeeters, several major bow-steering ice boat types emerged during the generation after 1930, and all remain in current use. The *Skeeter*, developed on Wisconsin's Geneva Lake, are limited to a maximum sail size of 75 square feet.¹⁵⁴ The *Yankee* is a Class B variation of the Skeeter 18 feet long and 12 feet wide, with two side-by-side seats and with a mast 23 to 25 feet in height. The *Arrow*, a fiberglass ice boat, was designed and first built by the Boston Sail Company of Mount Clements, Michigan in 1960 and was commercially manufactured with a 16-foot hull, an aluminum spar, and 80 square feet of sail.¹⁵⁵ The *Knight*, developed by Carl Harper of Townsend, Montana in about 1960, has a sail of less than 75 feet.¹⁵⁶ The *Gambit*. Developed by long-time ice boater Lloyd Roberts, is a two-seat design using standard DN hardware but with a larger sail area, a longer running plank, and an added spring board to provide a smoother ride and larger capacity than the DN.¹⁵⁷ The *DN* is 12 feet long with 60 square feet of sail and a 16-foot mast. It is by far the most popular ice boat today; about 5,000 of them sail worldwide.¹⁵⁸ Lastly, the *Ice Optimist* is a recently-developed ice boat for novice ice sailors.¹⁵⁹

¹⁴⁹ "Applegate, Stokes Win First Ice Boat Tests on North Shrewsbury River in Four Years," *The New York Times*, January 5, 1934.

¹⁵⁰ "Phantom Wins 10-Mile Ice Boat Race on North Shrewsbury River." *Asbury Park Press*, February 8, 1934.

¹⁵¹ "Pirate II Captures Ice-Boat Contest," *The New York Times*, February 20, 1934.

¹⁵² "Series Evened by Victory of *Drub*," *Asbury Park Press*, February 12, 1934.

¹⁵³ See Historic Document 5.

¹⁵⁴ Ice boat.org, "International Skeeter Association Regatta." <https://www.iceboat.org/regattas/internationalskeeterassociation>, accessed January 10, 2019.

¹⁵⁵ Erie Yacht Club, "Ice boating", <http://www.erieyachtclub.org/fleets/iceboat-fleet>, accessed January 10, 2019

¹⁵⁶ Laura Tode, Jr., "Ice boat pioneer," *Independent Record*, February 6, 2001.

¹⁵⁷ Jeffsod, 11-13-2002 listserv post in Ice yacht questions... *WoodenBoat Forum* listserv: <http://forum.woodenboat.com/archive/index.php/t-13611.html>, accessed March 7, 2019.

¹⁵⁸ For more information on the DN ice boat, see the DN North America website (<https://www.idniyra.org>), accessed March 7, 2019.

¹⁵⁹ "About the Ice Optimist," <https://www.iceboat.org/regattas/iceoptimist/>.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 28

Area ice boat clubs continued to challenge one another during the years of uncertain weather in the 1930s. In 1933 the Lake Hopatcong club invited the Red Bank boaters to northwestern New Jersey. The North Shrewsbury club reciprocated, inviting the Hopatcong sailors to Monmouth County. As so often happens with ice boating, adverse weather caused the cancellation of both challenges. Later in the decade, North Shrewsbury challenged Long Branch for a prize called the Patten Cup and, four years later for the Class B North American Championship.¹⁶⁰

1937 – The Club Helps Form the Eastern Ice Yacht Association

In 1937 the North Shrewsbury Ice Boat & Yacht Club joined with eight other ice boat clubs to form the Eastern Ice Yacht Association (EIYA). The EIYA by-laws stated the object or the organization as: “to encourage ice yachting, to promote the social interest and good fellowship of all persons and clubs interested in ice yachting and to stimulate trials of speed under reasonable and prudent rules.” Through participation in the EIYA and its sponsored events the North Shrewsbury Ice Boat & Yacht Club expanded the scope of social and recreational opportunities for its members. A 1971 EIYA handbook provides a history written by Raymond Ruge, an EIYA past president:

By 1935, Ice Yachting in the East had undergone major changes from pre-World War I days of big lateen or gaff rigged stern steerers. In the late 1920's the Marconi rig outmoded by out-sailing the former, only to be suddenly pushed aside in 1934 by the radical breakthrough of the bow steerer. By 1940, when a bow steering skeeter won the first Open Championship of the E.I.Y.A., there was no longer any doubt that speed supremacy had passed to the small swift skeeter.

At the same time, better roads kept open in winter, and dependable automobiles and trailers opened up numerous good race courses to sailors previously forced to stay home even though good ice beckoned only 20 to 60 miles away. So it was that representatives of 8 clubs answered a call by Dick Moeller of the Rumson [NJ] Country Club.

These organizing clubs were: Greenwood lake, Hudson Highlands, Lake Hopatcong, Long Branch, Monmouth, Musconetcong, North Shrewsbury, and Rumson. Their first meeting occurred at Larchmont Yacht Club in November 1937. Quick agreement was reached to form an Eastern Ice Yachting Association and to follow the organization classes, by-laws and racing rules of the 25-year-old Northwest Ice Yachting Association. Dick Moeller was duly elected President and Bill Crosby, editor of *Rudder*, secretary. Poor ice and organizing allowed the 1938 season to lapse without a regatta. In 1939 Frank Blaisdell of the Monmouth club and Ray Ruge of Hudson Highlands became President and Secretary and they ran off the first E.I.Y.A. Regatta at Lake Hopatcong in January 1939. Several boats and skippers who sailed in the first Regatta are still going strong, and they include the writer, Homer Sieder and Bill Schmitz. All have served as President of the Association in addition to winning their share of the prizes over the years.¹⁶¹

The North Shrewsbury club continued ice boat racing on the Navesink when weather permitted. The next extensive press coverage of races occurred during the 1939-1940 season. In January 1940, the club's boat,

¹⁶⁰ North Shrewsbury Ice boat and Yacht Club Minutes, 11/2/1933, 4/2/1936 and 2/11/1940.

¹⁶¹ Eastern Ice Yachting Association By-Laws, Regatta & Sailing Rules revised Nov 1., 1971 with history by Raymond A. Ruge.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 29

Breeze, crewed by Donald Hubbard and Harry Pitcher, won the Class A race over the 7.5-mile course, beating the same club's *Pirate* crewed by Oscar Brand and Bud Blaisdell, in the Eastern Association races held on the Navesink. The umbrella organization brought boats to the Navesink from outside of Monmouth County, including those representing Lake Hopatcong (New Jersey), Highland Falls (New York), and Greenwood Lake (New Jersey).¹⁶² Later the same season, the finish of the previous race was reversed with *Pirate* beating *Breeze* by eight seconds over a 10-mile course to claim the Commodore James B. Weaver Memorial Cup for Class A boats. The 7.5-mile Class C race was won by *Teal II*, who beat *Sleet II* by eight seconds to take the Clayton and Magee Trophy.¹⁶³ Several days later, Frank Blaisdell's *Lucky II* of North Shrewsbury won the second of three Class C races for the Long Branch Exchange Club Intercity Cup, as well as the Benjamin L. Atwater¹⁶⁴ Trophy in a second race, both held on the Navesink.¹⁶⁵

A sheet slipped into a minute book volume reported the standings as of February 9, 1940. The top four boats in points awarded were *Pirate* (57 points), *Breeze* (56), *Elizabeth R.* (47 points), and *Pet* (22 points). During that season, *Elizabeth R.* had won the Commodore Race, *Pirate* the Vice-Commodore, Dolliver's¹⁶⁶ Trophy, William H.R. White¹⁶⁷ Memorial Race, the Weaver Memorial Trophy, and the Schneider Trophy, while *Breeze* won the Vice-President's Cup, the Commodore Feidler Trophy, and the Herbert Edward Trophy.¹⁶⁸ Each of these prizes was awarded by the North Shrewsbury club or had a Red Bank connection.

Postwar Racing on the Navesink

During the war years, ice boat racing largely ceased, but returned in the post-war period. Ruge, in his history of the Eastern Ice Yacht Association, recalled that "Regattas were held every year since 1939, except thru the war years of 1943-1944-1945 and also 1950 when we had no ice but no ice." In December 1947, members of the North Shrewsbury and Long Branch clubs began discussions on the organization of a National Ice-Boating Sweepstakes. Later that winter, in February 1948, the North Shrewsbury Class A boat, the *Georgie*, beat four boats from the rival Long Branch club to win the Eastern Association title.¹⁶⁹

A profile of ice boating on the Navesink River in a 1956 issue of *The New York Times* referenced the sport's uncertainties. "Some hardy sailors in this town have waited sixteen years for a good chance to take part in their favorite sport." Racers taking part in Class A practice races included the Irwin brothers, owners of the adjacent

¹⁶² "Breeze Takes Class A Title for Ice Boats," *Asbury Park Press*, January 21, 1940.

¹⁶³ "Pirate and Teall II Win Ice Boat Events," *Jersey Journal*, February 1, 1940. The Clayton and Magee Trophy was named for the Red Bank clothing store of that named owned by Harry B. Clayton, Sr. and Eugene M. McGee, Sr. ("Broad St. Merchant Sells Out to Partners—Will Live in Florida," *Red Bank Register*, January 8, 1953.

¹⁶⁴ Atwater was the owner of a local coal and feed business.

¹⁶⁵ "Dottie Easily Takes Long Branch Contest," *The New York Times*, February 5, 1940.

¹⁶⁶ Named for George W. Dolliver, a Red Bank resident and accountant for Standard Oil.

¹⁶⁷ William H.R. White served four terms as Mayor of Red Bank ("William H.R. White and the Marine Park," *Red Bank Register*, August 4, 1938).

¹⁶⁸ "Races: January 6, 1940 -February 9, 1940," North Shrewsbury Ice Boat and Yacht Club Collection, Monmouth County Historical Association.

¹⁶⁹ "Ice boat Regatta Planned in Jersey," *The New York Times*, December 8, 1947; and "Red Bank Boat Takes Class A Ice boat Crown." *Asbury Park Press*, February 23, 1948.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 30

boatyard. Ed Irwin sailed the *Georgie II*, while his brother Joe sailed the legendary *Pirate* built in 1929 for Jacob Ruppert, owner of the New York Yankees major league baseball team.¹⁷⁰

Ice boating has continued to take place on the Navesink River every year in which conditions have been favorable. In December 1960, both the Shrewsbury and Navesink rivers were covered in a 10-inch layer of ice enabling both the Red Bank and Long Branch clubs to lay out triangular 10-mile courses. Planned races included those for Class A boats, the largest ice boats, as well as those for classes DN, E, and D.¹⁷¹

In the early 1960s, NSIB&YC member Cal Smith built his first DN from plans published in *Popular Mechanics*. He also wrote a book, *Ice Boating*, published by the Van Nostrand Company in 1962.¹⁷² Member George Fournier owned the Coast Yacht Works and the Coast Inn, a famous watering hole on the Navesink River in Red Bank. Several ice boaters kept their summer boats at the Coast Yacht Works and spent spare time there. In addition to the normal boat building work, George Fournier was also involved in ice boat design and construction. The *Vanguard*, a modern sloop rig class A stern steerer, was built there for club member Pete Wingerter.¹⁷³

Cal Smith's DN created enthusiasm for the new design and a group building project was started in 1964 at the Coast Yacht Works in Red Bank. The club's fleet came to include DNs owned by George Fournier, Bill Connell, John Larson, Dave Hadley, Toni Mancini Sr., Dr. Charlie Kiesling, Tom Robinson Sr. and sons Rick Robinson, and Buddy Robinson. John Larson built all the hardware in his machine shop. Teraline material was ordered from England for the sails. Larson's boat was named *WE7*, because there were seven members in his family.

Broadening the Geographic Reach of Ice Boat Competitions

In general, through much of its history, the difficulty of winter travel, the vagaries of weather prediction, and the unfortunate fact that only short notice could be given of any competitive event, forced ice boating to remain a regional sport without a true national competition. Boat clubs were active in Monmouth County, New Jersey; the Hudson River, Orange Lake, Lake Champlain, the Finger Lakes, and Lake Chautauqua, New York; Gull Lake at Kalamazoo, Michigan; the Wisconsin and Minnesota lakes; and along the American shore of the Great Lakes; and fresh water in the Boston area.

Although, during the late nineteenth and early twentieth centuries, ice boat clubs were found in communities along the northern tier of eastern and central states from Boston to Minnesota, ice boat competitions were localized, usually involving boats from the home community and nearby parts of the state. For example, in the

¹⁷⁰ Gordon S. White, Jr. "Ice Boating in New Jersey Requires Patience and Fortitude," *The New York Times*, January 2, 1956.

¹⁷¹ "Ice boaters Slate Weekend Racing," *Asbury Park Press*, December 30, 1960.

¹⁷² G. Calhoun Smith, *Ice Boating: A Complete Guide to Ice Boat Development, Design, Construction and Sailing* (Princeton, NJ: Van Nostrand Co., 1962).

¹⁷³ Peter A. Wingerter was a member of the iceboat club who served as commodore in 1960 and 1961. He was employed as a mechanical engineer by the Charles J. Hesse Construction Company. He died in 1975, at age 45, and the Club established a racing trophy in his memory ("Peter A. Wingerter, designer of ice boat," *The Daily Register*, January 29, 1975)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 31

1920s, the Hearst Cup, described as an “International trophy” was awarded based upon races on Lake Winnebago with boats from the home Oshkosh Ice Yacht Club, and boats from Madison, Wisconsin. Ice boat races were held throughout Minnesota, Wisconsin, Illinois and Michigan during the winter months with the Kalamazoo club the only club that regularly traveled to other regional venues.¹⁷⁴

The first documented invitation from a midwestern ice boat club to the North Shrewsbury Club occurred in December 1902 when the Kalamazoo Ice Yacht Club invited the owners of the *Scud* and the *Dreadnaught* to send their boats to compete at the International Ice Yachting Regatta scheduled for late January 1903 at Gull Lake, Michigan. Despite delays, the boats eventually arrived at the lake and remained there for a considerable amount of time.¹⁷⁵ Unfortunately, due to the weather, the two boats were unable to compete in a major race at the venue. The next attempt at interregional competition did not occur until November 1936 when H.H. Beck, Commodore of the Four Lakes Ice Yacht Club (Minnesota) invited the Red Bank club to challenge to race for either the Hearst¹⁷⁶ or Stuart¹⁷⁷ International trophy or both. Boats competing could carry between 450 to 850 square feet of sail. North Shrewsbury declined this invitation.

Another attempt to have eastern and western boats compete together occurred in 1946 when the Neenah (Wisconsin) Ice Yacht Club challenged the North Shrewsbury Ice Boat and Yacht Club to compete for the “Class A Championship Pennant of America.” As the writer noted, “If accepted, the challenge will mark the first time a crew from outside New Jersey has endeavored to win the pennant.”¹⁷⁸ The challenge was initially postponed because of the uncertainty of ice conditions and was ultimately withdrawn by Commodore James H. Kimberly of Neenah in 1947 after he sold his ice yacht.¹⁷⁹ Subsequent challenges were considered by the Battle Creek, Minnesota Ice Boat Club in 1948 and the Four Lakes Ice Yacht Club of Madison, Wisconsin. Both challenges fell through.¹⁸⁰

In March 1956, the Long Branch club issued a challenge for a Class A Ice Boat Challenge of America. Those invited to participate included the Four Lakes Ice Club in Madison, Wisconsin, as well as North Shrewsbury. Later that same year, the Four Lakes Club withdrew from the challenge due to the difficulty in transporting ice boats to New Jersey. The following year, North Shrewsbury and Long Branch collaborated on an approach to the EIYAS to designate the Navesink and Shrewsbury rivers as permanent home of the Class A Ice Boat Championship, because 95 percent of all the class A ice yachts in the eastern United States plied the ice near Red Bank or Long Branch.¹⁸¹

¹⁷⁴ “Deuce II, New Holder of Hearst Cup will Race with Buckstaff Debutante,” *The Oshkosh Northwestern*, January 16, 1928.

¹⁷⁵ Because of the large size of the hulls of Class A boats such as the *Scud* and the *Dreadnaught*, the only practical method of long distance transport of the craft was by rail.

¹⁷⁶ The Hearst Cup was presented in 1904 by newspaperman William Randolph Hearst for what was then called the 450-square foot class. It was last awarded in 1972 (Ellen Bentsen), “Wisconsin Ice Monsters,” *Yachting* (January 1981), 61.

¹⁷⁷

¹⁷⁸ “Neenah Will Seek National Ice Yacht Title,” *Wisconsin State Journal*, July 30, 1946.

¹⁷⁹ North Shrewsbury Ice boat and Yacht Club minutes, July 25, 1946; December 4, 1947.

¹⁸⁰ North Shrewsbury Ice boat and Yacht Club minutes, March 4, 1948; March 1, 1956; and September 4, 1956. Kimberly was heir to the Kimberly-Clark Company fortune. Kimberly-Clark, a paper company, was best known as the manufacturer of Kleenex facial tissues.

¹⁸¹ North Shrewsbury Ice boat and Yacht Club minutes, March 1, 1956. September 6, 1956.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 32

The first known midwestern boat to participate in an Eastern ice boat race was the *Tinker's Itch*, a front-steering DN ice yacht that arrived in Red Bank from Detroit, Michigan to compete in the Class E race in 1958.¹⁸²

In 1964 the NSIB&YC changed its by-laws and the position of President was changed to Commodore. About 1967, during George Fournier's tenure as Vice Commodore, a major change was made to the clubhouse. It had been the practice to store A-boats in the clubhouse on the first floor. Some that were no longer sailed were taking up needed space. Fournier announced that all A-boats had to be removed, causing substantial controversy among club members. Among the boats removed was Fournier's own A-boat, the *Ours*.

Because the iceboat club is significant for its role in the continued development of iceboat racing, the period of significance for the club extends to 1969, fifty years before the present.

The Ice Boat Club after the Period of Significance

Preservation and restoration of stern steerers dating from before the middle of the 20th century is an on-going effort of many members of the club. The excitement of challenge races for pennants and trophies continues as in the old days. Races for the Ice Yacht Challenge Cup of America (Van Nostrand Trophy) were held in 1978 and 2004. Club members are heavily involved in all classes and competitions from the DN Worlds (the most popular ice boat world-wide) to the Skeeter Championships (the fastest & most technologically advanced ice boats in the world) to the antique Class "A" stern-steerers with 350 sq. ft. of sail.

The Ice Boat Club also supported the Development of DN National and International Regattas. In Europe, the ice boating organization EEU (*Europaischen Eissengel* Union) began at the first European championship Ice Yacht Regatta in Latvia, on the ice of Lake Kisezers, at Riga, Latvia, in 1926. By 1938 the EEU included representation in nearly every northern European country, for the "purpose of furthering the sport of ice yacht racing by developing classes, running championships regattas."

The IDNIYRA (International DN Ice Yacht Racing Association) was incorporated as a Non-Profit Corporation in the State of Michigan in 1962 for the following purpose: "To promote, protect and perpetuate DN one design ice boating, to advance the art and skill of the DN ice yacht construction and sailing as well as the future development of the DN class ice yacht and the sport of ice yachting on all the hard waters of the world." Soon after building his own DN, NSIB&YC member Bill Connell became active in the IDNIYRA, serving as an officer and developing contacts and friendships with sailors in Europe. In the winter of 1966 Bill Connell, NSIB&YC and Frank Kreuzer, of the Bellport Scooter Club (now South Bay Scooter Club) located on Long Island, New York) traveled to the Netherlands with their boats to sail in European regattas. In 1973, IDNIYRA officer Bill Connell helped organize the first Gold Cup or Worlds DN Championship as described in the IDNYRA yearbook:

The Gold Cup World DN Championship, sailed alternate years in North America and Europe, has become the most prestigious regatta in ice boat racing. This race was formulated at a meeting held in Sweden at the time of the 1972 *Europameisterschaft*. The IDNIYRA was represented at these first

¹⁸² "Breezes Too Fickle for Top Ice Boating," *Asbury Park Press*, December 29, 1956.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 33

planning meetings by Vice Commodore Art Teutsch and Secretary Treasurer Bill Connell. The details were worked out later by Art Teutsch, representing North America, and Willi Schmidl, representing Europe.

In 1973, the first Gold Cup DN World Championship was organized by Commodore Art Teutsch (honorary member NSIB&YC) with the help of Bill Connell (member NSIBYC), the DNIYC of Detroit, and the Cass Lake Yacht Club. John Bush was race chairman. Everyone had hoped the first Gold Cup would be sailed on Lake Saint Clair (near Detroit), the birthplace of the DN. However, as luck would have it, the regatta had to be moved to Gull Lake (near Kalamazoo, in western Michigan) for better ice conditions.

Despite the North Shrewsbury club's occasional previous unsuccessful attempts to offer challengers a chance to race their biggest ice boats for its coveted Von Nostrand Ice Yacht Challenge Cup--at that time valued at approximately \$20,000--February 1978 marked only the second time--the first since 1891--that the cup was put up for grabs and a challenge competition was held. Fourteen ice boats competed, some of which dated back to the 1880s. After two days of racing, the North Shrewsbury club retained the silver Tiffany trophy, when *Little Georgia*, skippered by club member Bob Ayers, finished with the lowest combined total, thereby winning. Among the competitors were members of the North Shrewsbury and Long Branch clubs, and the Hudson River and Lake Ronkonkoma, New York clubs.¹⁸³

NSIB&YC continues to contribute to the development of ice boat technology, the preservation of antique ice boats, and the development and running of the associations which govern ice boating. The NSIB&YC has participated in organizing and running many of the associations which govern ice boating and has consistently sent skippers to successfully compete in nearly every class of ice boat. Innovation in technology of Stern-Steerers, Skeeters, Yankees, DNs, and design of new boats such as light-weight B-Skeeters and C-Skeeters and front-cockpit carbon-fiber A-Skeeters have been contributed by present day club members George Fournier, Doug MacFarland, Les Shibla, Dan Clapp, Mark Peterson and others.

Fournier changed from sailing A-boats to sailing DNs. Later, Fournier and Doug MacFarland built the first Yankee class ice boats¹⁸⁴ at the NSIB&YC and sailed these for many years. Charlie Hancik was a very active Yankee sailor with the *Rebel* which his son Mark currently sails. John Larson was very successful racing the *WE7* winning many regattas and sought ways to increase its speed. He developed the first extruded aluminum DN chocks, built the extrusion die in his shop and arranged for their production. Larson was the first to use 440C surgical steel stainless for runner material. Member Dan Clapp revolutionized skeeter design by designing the front seat bubble boat skeeter, now the standard for class A skeeters. As of 2018, he had won eight International Skeeter Association (ISA) titles. Clapp noted: "Arguably, the single greatest contribution to the sport of ice boating is the material used by nearly every ice boater world-wide for his/her runner blade material." NSIB&YC members Henry Bossett and Mike O'Brien have each won the DN World Championship three times. As a sailmaker, Bossett is the sailmaker of choice for nearly all ice boat sails used today from

¹⁸³ Joanne A. Fishman, "Little Georgie Wins Cup," *The New York Times*, February 6, 1978.

¹⁸⁴ A *Yankee* class iceboat measures 18 feet long and 12 feet wide and was designed to accommodate two sailors sitting side-by-side. Sail area was a minimum of 75 square feet (Greg Strand, "History: North Shrewsbury Yacht Club," 2009).

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 34

small "Icebirds" to the unlimited class A-skeeters, to the enormous *Rocket*. O'Brien's victories in the DN World Championships came in Russia.

Ice boating and the Ice boat Club have made a lasting impression upon Red Bank. Upon its incorporation in 1906, Red Bank adopted an ice boat as the town logo. Today, this logo can be seen on the borough's official seal, on all municipal stationery, on all the borough's vehicles--police, fire, and public works. The ice boat logo is stamped on a bronze medallion in the middle of downtown at the intersection of Broad and Monmouth streets. It has been carved in granite and placed over the entrance of the new Municipal Building. Even the cast steel manhole covers of the town's sewer system depict an ice boat. Each year a local Red Bank brew-pub, Basil T's, brings forth a special winter brew: "Ice boat Ale". And the town park is decorated at Christmas time with an ice boat on display, festively lit to call attention to the approaching ice boat season.

Among the world's ice boaters, Red Bank remains a famous venue. Today, when there is sailable ice, television camera crews always arrive to shoot evocative footage for local news broadcasts. Newspapers have historically provided frequent coverage of ice sailing and regattas. A survey of the *New York Times* archives from 1866 to 1987 found 73 articles on ice boating. Thirty-six of them mention Red Bank, the Navesink or NSIBYC; more than twice the number mentioning the next most frequent group—Poughkeepsie, New York, the Hudson River, or the ice boat clubs there.

Ice boating was considered an important aspect of Hudson Valley history by Franklin Delano Roosevelt who preserved his uncle's boat, the *Icicle*, in the collection at his Hyde Park home. An ice boat is depicted in one of Olin Dow's mural panels for the Hyde Park Post Office and is described on the website of the Franklin D. Roosevelt Library.¹⁸⁵ In 1985, ice boats were included in the US Postal Service's "Transportation" series. A 14-cent Ice boat Transportation coil stamp was released on March 23, 1985, at ROPEX, the annual philatelic show in Rochester, New York. The stamp depicts an 1880s-era ice boat.¹⁸⁶ Ice Boating history is still fondly remembered on the Hudson River. In 2008 the National Park Service's FDR Presidential Library and Museum and the Hudson River Maritime Museum sponsored a display of Ice boats on the library lawn in Hyde Park, New York, in which nine boats, including the Class 1 boat *Jack Frost*, were on display. Inside the library a large picture of an old ice boat was displayed, and a slide show played, featuring many skeeter photos. The National Park Service installed lights to illuminate the outside display at night.¹⁸⁷

The Red Bank club's most notable achievement in recent years has been to complete a restoration of the *Rocket*, its only Class 1 ice yacht. For more than a decade, club members worked on this project, including a significant

¹⁸⁵ One panel of the mural in the Hyde Park Post Office depicts ice boating on the Hudson and is described by the FDR Library and Museum: "1886 – Jacob Buckhout discussed the *Icicle* with its owner John Roosevelt while Archibald Rogers joins them. In the middle ground the lateen-rigged *Hawk* built for FDR by George Buckhout is just starting out – while the Rogers' *Jack Frost* takes a hard tack on one runner. In the left background the *Icicle* and the *Jack Frost* have just beaten the New York Central Express on a two mile course. In the right background and over the window is the "Bessie" built by Samuel Rogers (1897) and a group of modern ice boats – one, the *Arrow* owned by the present Commodore of the Hudson River Ice boat Club, Kunze Todd. The Poughkeepsie Bridge (built 1888) and the Mid-Hudson Bridge (dedicated in 1930 by Governor Roosevelt) can be seen in the distance.

¹⁸⁶ Thomas Myers, "14-cent Iceboat," (2006). *Arago* (https://arago.si.edu/category_2038108.html).

¹⁸⁷ Michael Woyton, "Exhibit explores lure of slick sailing," *Poughkeepsie Journal*, December 28, 2008.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 35

amount of fundraising. The work was finally finished in 2014, and although there was no race for the Van Nostrand cup that year, there was a day that winter when the *Rocket* and the *Jack Frost* were placed side-by-side on the ice of the Hudson River. In 2015, both boats briefly shared the ice at Red Bank, but weather conditions worsened before they could race. The winter ended. They have not raced since.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 9 Page 1

Major Bibliographical References

Published works

- Beers, F[rederick] W. *Atlas of Monmouth County, From Recent Actual Surveys and Records Under the Superintendence of F. W. Beers*. New York: Beers, Comstock & Cline, 1873.
- Chadwick, Henry. *Handbook of Winter Sports, Embracing: Skating (on the ice and on rollers), rink-ball, Curling, Iceboating, and American Football. Together with the Special Code of Rules for Prize Skating of the Skating Congress, and Records of Matches at Base-ball and Cricket on the Ice...* New York: Beadle & Adams, ca.1879.
- Chapman, Fredrik Henrik af, *Architectura Navalis Mercatoria*, (1768). Reprint 2006, Dover Publications, Inc.
- "Newton Doremus." In *Nelson's Biographical Cyclopedia of New Jersey*, edited by William Nelson. New York: Eastern Historical Publishing Company, 1913.
- Gabrielan, Randall. *Red Bank*. in the Images of America series. Arcadia Publications, 1995.
- _____. "Robert D. Chandler: Architect and Boat Builder," in *New Jersey in Focus: Inventors and Innovators in Monmouth County*, edited by Gary D. Saretzky. Manalapan: Monmouth County Archives, 2016.
- Gardiner, Frederic Merick. *Wings on the Ice: A Comprehensive View of the Sport of Ice boating*. New York: Yachting Pub. Co., 1938.
- Hudson River Ice Yacht Club. *Constitution. By-Laws, Sailing Regulations, &c*. Poughkeepsie, New York: A.V. Haight Company.
- Kemp, Dixon. *A Manual of Yacht and Boat Sailing* (ninth edition). London: Horace Cox, 1900.
- Kimball, John. *The Physics of Sailing*. Boca Raton Florida: CRC Press, 2010. Contains a good discussion of the speed obtainable by iceboats relative to the wind that powers them.
- Levy, Natalie. *Iceboating: Your Guide to the Fundamentals and Fine Points of Buying, Sailing, Racing, and Maintaining your Craft*. New York: McKay, 1978.
- Marshall, John J. *A History of the Chelsea Yacht Club*. Chelsea, New York; Chelsea Yacht Club, 2006.
- McShane, Charles. *The Locomotive Up-to-Date*. Chicago: Griffin & Winters, 1900. Reprinted as *Classic American Locomotives: The 1909 [sic] Classic on Steam Locomotive Technology*. Documents the record speeds of locomotives, and when and where obtained.
- Methot, June. *Up and Down the River*. Navesink, NJ: Whip Publishers, 1980. June Methot was a member of Monmouth Boat Club, a championship sailor, and served as historian of Monmouth Boat Club for many years. Her book is a useful source of historical information about the river. Methot says, "The written material[,] ... the great bulk of it[,] comes from a century of superb small town newspaper coverage by the old weekly 'Red Bank Register', the town's paper founded in 1872."
- Moss, George H., Jr. *Steamboat to the Shore*. Sea Bright, NJ: Ploughshare Press, 1991.
- Reid, Brian. "Two Centuries of Ice Yachting on the Hudson." *Pilot Log*. Kingston, New York: Hudson River Maritime Museum, 2007.
- Roberts, Lloyd; and Warner St.Clair. *Think Ice: The DN Iceboating book*. [Decatur, IL]: International DN Ice Yacht Racing Association, 1997.
- Rogers, Archibald. "Development of the Ice-Yacht on the Hudson." In George W. Melville, editor, *Proceedings of the International Engineering Congress, Volume II, #XXIX* (New York: John Wiley & Sons, 1894).
- Smith, G.Calhoun. *Ice Boating: A Complete Guide to Ice Boat Development, Design, Construction and Sailing*. Princeton, NJ: Van Nostrand Co., 1962.
- Stone, Herbert Lawrence. *Ice-boating: The Latest Opinions of the Foremost Authorities in America*. Madison, WI: Outing Publishing Co., 1922.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 9 Page 2

Wolverton, Chester and Forsey Breou *Atlas of Monmouth County, New Jersey*,
Compiled from Actual Surveys, State and County Official Records and Private
Plans. New York, G. Wolverton, 1889.

Newspapers and Periodicals

Asbury Park Press

- 1915 [A steel ice yacht]. January 12.
1934 "Phantom Wins 10-mile Ice Boat Race on the North Shrewsbury River." February 8.
1934 "Series Evened by Victory of Drub." February 12.
1940 "Breeze Takes Class A Title for Ice Boats." January 21.
1948 "Red Bank Boat Takes Class A Iceboat Crown." February 23.
1956 "Breezes Too Fickle for Top Ice Boating," December 29.
1958 "Breezes Too Fickle for Top Ice Boating." December 28
1960 "Iceboaters Slate Weekend Racing." December 30.

Bentsen, Ellen. "Wisconsin Ice Monsters." *Yachting*. January 1981.

Briggs, Harry T., "Ice Yachting on the Hudson River: The Poughkeepsie Ice Boat Association—Part I." *Dutchess County Historical Society Year Book* 36 (1951): 58-80.

Brown, James S. "After 195-year history in the U.S., iceboating still popular at Shore." *Asbury Park Press*, January 16, 1985.

Cleveland Leader. "Eastern Boats to Compete." December 30, 1902.

Courier-News (Bridgewater, NJ). "Red Bank Ship Owner Dies at 81; Pilot 60 Yrs." April 20, 1931.

Davids, George W. "Ice Yachting on the Hudson – The Season of 1878-79." *Brentano's Aquatic Monthly and Sporting Gazetteer*. August 1879.

Doyle, Joan. "New Hamburg Club Centenary Recalls Ice Yacht's Golden Age." *Poughkeepsie Journal*, May 18, 1969.

Evening Public Ledger (Philadelphia). "Women Pilot Yacht Successfully." January 2, 1915.

Fishman, Joanne A. "Little Georgie Wins Cup." *The New York Times*. February 6, 1978.

Forest and Stream. "Capt. George Coley Dies." January 29, 1906.

Frank Leslie's Illustrated Newspaper. February 11, 1871.

"Hard-water sailing: poetry." *Herald and Review* (Decatur, Illinois), February 11, 1981.

Jenrich, Charles H. "The Front-Runners." *Popular Boating* 13:1 (January 1963).

Jersey City News. "Ice Yachts to Race." December 26, 1900.

Jersey Journal. "Pirate and Teal II Win Ice Boat Events." February 1, 1940.

Kalamazoo Gazette.

1903 "Yacht Races Postponed." January 20.

1904 "More Entries are Received: Three Ice Boats Entered Yesterday for Regatta." January 8.

Kansas City Star. "Women Sail Ice Yachts." February 13, 1905.

Klose, Woody N. "An Antique Sport Makes Comeback." *The New York Times*, March 8, 1970.

Knaak, Bob. "Buckstaff's record speed run in 'Debutante III' is recalled. *Neenah Menasha Northwestern* (Oshkosh, WI), April 3, 1976.

Kuechle, Oliver E. "Marcheses Now Seeking Speed Marks on Water." *Milwaukee Journal-Sentinel*. August 12, 1934.

Meyer, Charles R. "Hot Rods on Ice." *Motor Boating*. December 1969.

Middletown Daily Times. "Van Nostrand's Losses." January 22, 1894.

Milwaukee Journal. "Starke Meyer Funeral Held." November 30, 1951.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 9 Page 3

Monmouth Inquirer. [Freehold, NJ] "Captain George Coley [obituary]. January 25, 1906.

New York Daily Tribune. "Wizard Wins Pennant: Captures Ice Yachting Championship Trophy." January 27, 1904.

New York Sun. January 6, 1895, January 22, 1899, December 29, 1917.

The New York Times

1866 "Ice Boat Race on the Hudson," January 23.

1871 January 22.

1872 "Ice-Boat Race." January 28.

1901 "Ice Yachts Wrecked." February 13.

1901 "Runaway Ice Yachts." February 16.

1903 "Ice Yacht Racing Begins." January 15.

1905 "Ice Yachts Sail in Light Breeze." January 12.

1905 "Yachting and Trotting." February 17.

1910 "Daisy Wins Ice Boat Race." January 9.

1919 "Ice Yacht Race Off as Wind Fails," February 5.

1922 "Ice Yacht Owners Ready for Season," December 17.

1924 "Whim Home First in Iceboat Race," February 19.

1924 "Daisy and Get There Win," February 23

1925 January 18.

1928 "Archibald Rogers, Sportsman, is Dead." May 10.

1930 "Will Pick Iceboats for Pennant Series," February 7.

1934 "Applegate, Stokes Win First Iceboat Tests on North Shrewsbury River in Four Years," January 5.

1934 "Pirate II Captures Ice-Boat Context." February 20.

1940 "Dottie Easily Takes Long Branch Contest." February 5.

1947 "Iceboat Regatta Planned in Jersey." December 8.

1978 "Little Georgia Wins Cup." February 6.

New York Tribune. "Ice Yachts Race on the Shrewsbury." February 12, 1895.

The Oshkosh Northwestern. "Deuce II, New Holder of Hearst Cup will Race with Buckstaff Debutante," January 16, 1928.

Pearson's Magazine. 12 (1901), 260.

Philadelphia Inquirer.

1902 "Accidents Marred Race of Shrewsbury Ice Yachts." February 6.

1912 "Jerseymen Have Speed Fad on Frozen River Surface Dashing Over Ice in Swift Yachts." January 21.

Recktemwald, William. "A chill wind that warms 'hardwater' sailors' hearts," *The Chicago Tribune*. February 26, 1995.

Red Bank Register, [weekly newspaper] 1872--. Microfilm copy at the Red Bank Library, Red Bank, New Jersey.

Reed, Herbert. "Cold Weather Sailing." *Harper's Weekly*, January 8, 1916. p.41.

Reid, Brian. "Two Centuries of Ice Yachting on the Hudson." *Hudson River Maritime Museum Pilot Log 2007*. n.p.: 5-11.

Revkin, Andrew C. "Freeing the Icicle." *New York Times*. June 6, 1995.

Robbins, James. "Ice-Boat Devotees Hope to Race Soon." *The New York Times*, January 1, 1933.

Sniffen, Paul. "Red Bank's ice boat history is deep and rich." *The Monmouth Journal*. January 28, 2011.

Stark County Democrat. "Ice Yachting: Exciting Winter Sport at Red Bank." January 5, 1904.

Summers, John. "'The Coldest Sport in the World': Iceboating in Toronto Harbor, 1824-1941", *Material History Review* 35 (Spring 1992), 35-46.

Sun and New York Press. "Shrewsbury Ice Yachts: Forty Years Since George Allaire Built the First Boat."

Sweeney, William A. "It's Good to Live in Red Bank." *The Suburbanite*. vol.8, no.1 (March 1910): 1-10. Copy at New York Public Library (also digitized by Google, available online through Google Books).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 9 Page 4

"The Iceboat Question." *The [New York] Evening Post*, Oct. 24, 1879, p.1.
Tode, Laura, Jr. "Iceboat pioneer." *Independent Record*, February 6, 2001.
Wisconsin State Journal. "Neenah Will Seek National Ice Yacht Title." July 30, 1946.
Wood, P.S. "Iceboating on a Winter's Day, The Exhilaration of Flying on Ice." *The New York Times*, December 9, 1982.
Woodward, Marcus. "Ice-Sailing." *Pearson's Magazine* [London, UK]. vol.12 (July-December 1901): 260-261.
Woyton, Michael. "Exhibit explores lure of slick sailing." *Poughkeepsie Journal*, December 28, 2008/

Websites

American Sailing Association. "What's in a Rig? The Gaff Rig." <https://asa.com/2015/09/29/whats-in-a-rig-the-gaff/>.
Arago. "14-cent Ice boat." https://arago.si.edu/category_203811108.html.
DN North America. <https://www.idniyra.org>.
Erie Yacht Club. "Iceboating." <http://www.erieyachtclub.org/fleets/iceboat-fleet>.
Four Lake Ice Yacht Club. "iceboat.org." <https://www.iceboat.org>.
Iceboat.org. "International Skeeter Association Regatta." <https://www.iceboat.org/regattas/internationalskeeterasscoation>
International DN Ice Yacht Racing Association. "Specifications, DN North America."
<http://www.idnyra.org/about/specifications>.
International DN Ice Yacht Racing Association Europe.. "IDNIYRA Bylaws." <https://idnyra.eu/ideniyra>.
Irwin Marine. <https://www.irwinmarinenj.com/about>.
McCormick, Tim. "2015 National Iceboat Authority Rules Change Summary." <https://www.iceboa.org/wp-content/uploads/2017/03/2015-NIA-Racing-Rules-Change-Summary.pdf>.
New Hamburg Yacht Club. <http://httpss://nhyc869.com>.
Nite Ice Boats. <http://www.niteiceboat.com>.
North Shrewsbury Ice Boat and Yacht Club. "History." <https://nsibyc.com/about/history>
Franklin Delano Roosevelt Library and Museum. <https://fdrlibrary.org/artifact-xcollwxrion>.
ThoughtCo. "The Various Types of Sailboats and Rigs." <https://www.thoughtco.com/types-of-sailboats-and-rigs=22015593/>.
White Wings and Black Ice. "Icicle." <http://hudsonrivericeyachting.blogspot.com/2015/11/icicle-iycpa-medals.html>.
"Williams Bay—Ice Boat Capital of the World."
http://wmsbayhistory.ipage.com/uploads/3/4/6/8/34688241/williams_bay_-_ice_boat_capital_of_the_world.pdf.

Unpublished Material

Monmouth Boat Club Records

"Monmouth Boat Club". Nomination for the New Jersey and National Registers of Historic Places, 1994, Copy at Monmouth Boat Club.
Constitution and By-Laws of the North Shrewsbury Ice Boat and Yacht Club, revised 1987 (note: dates of incorporation on cover sheet are incorrect.)
Minutes of the North Shrewsbury Ice Boat & Yacht Club 1882-1960 (On loan to Monmouth County Historical Association Main Museum & Library, 70 Court ST, Freehold, NJ).
Information assembled by Watson Kern, Past Commodore:

Other Records

Certificates of incorporation Filed at the Monmouth County Clerk's Office as follows:

9/24/1887 "The North Shrewsbury Yacht Club" - Corporation Book B, page 92, Recorded 2/25/1888

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 9 Page 5

2/4/1889 "The North Shrewsbury Ice Yacht Association" - Corporation Book B, page 156, Recorded 2/22/1889
3/24/1922 "The North Shrewsbury Ice Boat and Yacht Club" - Corporation Book K, page 108, Recorded
3/25/1922

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 10 Page 1

Geographic Data

Verbal Boundary Statement

The nominated property consists of all of Block 9, Lot 1, 1.01 & 1.02 as shown on the Red Bank Borough tax map and shown on the accompanying site map.

Boundary Justification

The nominated property constitutes all of the property associated with the present location of the North Shrewsbury Ice Boat and Yacht Club.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number photos Page 1

Current Photographs

Basic information

The following information is the same for each photograph:

1. North Shrewsbury Ice Boat and Yacht Club
2. Monmouth, New Jersey
3. Name of Photographer: Douglas C. McVarish
4. Date of Photographs: January 8, 2019
5. Location of digital files: New Jersey Historic Preservation Office

Photographs, by number

1. Northeast façade toward southwest.
2. Northeast façade and southeast side toward north.
3. Southeast and southwest sides toward north.
4. Northwest gable end toward southeast.
5. Main entry, northeast façade, toward southwest.
6. Interior. General view, first floor work area, toward northwest.
7. Interior. First floor work area, workbench, toward southeast.
8. Interior. First floor work area, lockers, toward southwest.
9. Interior. Kitchen, south end, second floor, toward southeast.
10. Interior. Northwest end, second floor, toward northwest.
11. Interior, central section, second floor, toward southeast. Table made from cockpit of the *Rpcket*.
12. Interior, central section, second floor, toward southwest. Plaques, pennants, and top landing of stairs.
13. Launch area from second floor balcony, northwest end, toward northwest.



North Shrewsbury Ice Boat and Yacht Club

New Jersey and National Registers Nomination
Red Bank Borough
Monmouth County, New Jersey

Boundary and Tax Map

Scale: 1:600

0 15 30 60 Feet

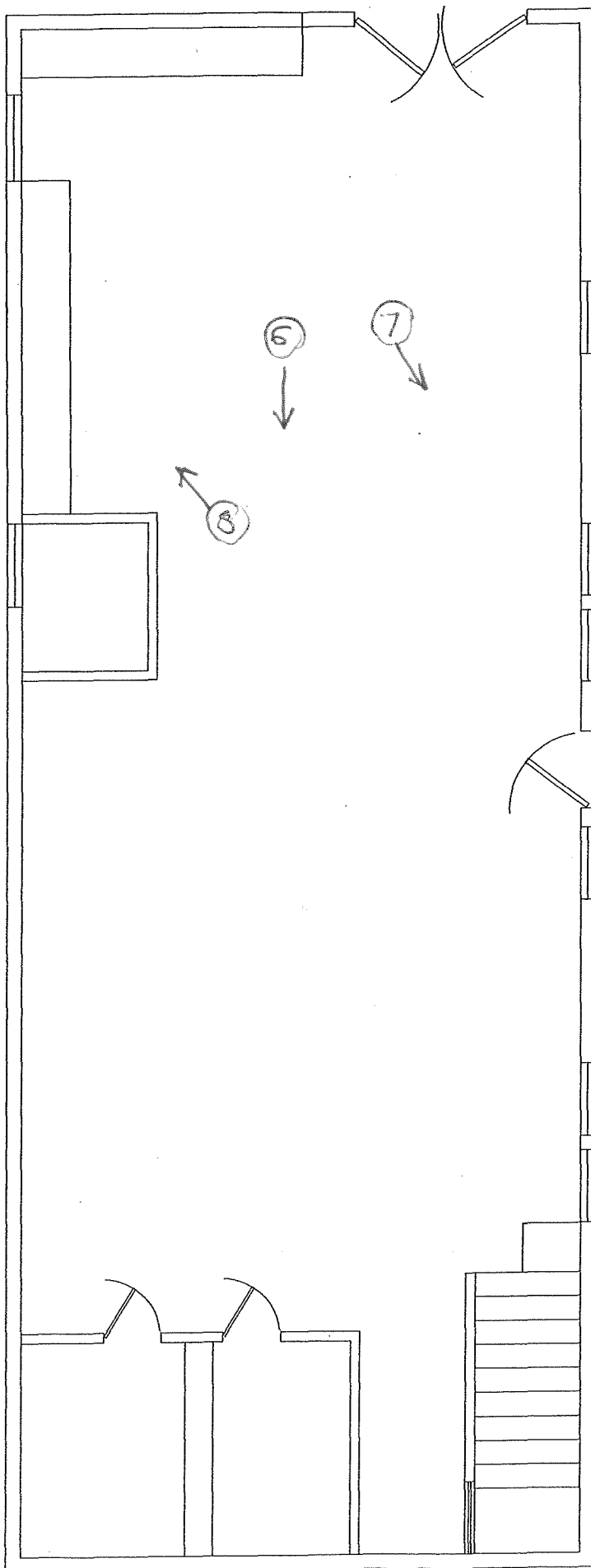
Legend

- ▬ Property boundaries
- Tax Parcels
- ▲ Coordinates
- ▲ Photo points

0.51 Acres



NJDEP,
Historic Preservation Office
September 2019



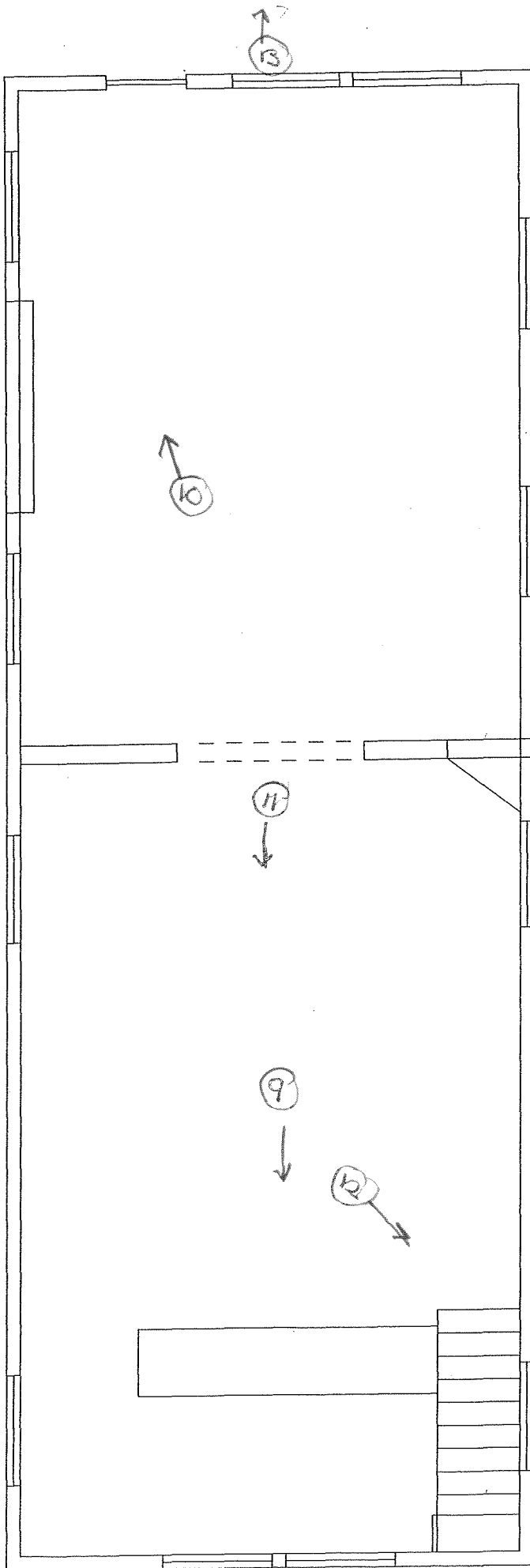
NJ & National Registers
of Historic Places

North Shrewsbury
Ice Boat
& Yacht Club

Red Bank Borough
Monmouth Co., NJ

First Floor Plan





NJ & National Registers
of Historic Places

North Shrewsbury
Ice Boat
& Yacht Club

Red Bank Borough
Monmouth Co., NJ

Second Floor Plan

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club
Name of Property
Monmouth, New Jersey
County and State
Name of multiple listing (if applicable)

Section number historic maps Page 1



Historic Map 1/ Detail, Red Bank, New Jersey (Beers 1873).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number historic maps Page 2



Historic Map #2. Detail, Red Bank, New Jersey, showing approximate location of the iceboat house (Woolverton 1889).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number Historic Photographs Page 1

Historic Photographs

- H01 Iceboating circa 1882—from Monmouth Boat Club Archives
- H02 North Shrewsbury Ice Yacht Association Stock Certificate—1891
- H03 1914 Winter Carnival—from Monmouth Boat Club Archives
- H04 1922 Winter Carnival Skate Races
- H05 A Few Champions, ca.1904
- H06 Class D Ice Yacht, ca.1904
- H07 A Winter Carnival Nip, ca.1904
- H08 1904 Ice Yachts
- H09 1904 Ice Yacht Race View from hill.
- H10 1904 Ice Yacht Race
- H11 Winter Carnival—[Note Seat Concession with sign "Put on your skates, check your clothing 15c," ca.1912. (Digitally copied by Jeff Smith from a print owned by Greg Strand. Note: This picture appears in June Methot's book, *Up and Down the River.*)]
- H12 Winter Carnival—Crowd, Dressed Ladies on Runner Plank, in cars; Steamboat Albertina, ca.1912. [Digitally copied by Jeff Smith from a print owned by Greg Strand.]
- H13 Winter Carnival—Boy with toy Ice Yacht, ca.1918
- H14 Detail from Winter Carnival—Boy with toy Ice Yacht, ca.1918
- H15 Winter Carnival—Boys with sleds, ca.1918
- H16 Winter Carnival—Ice Yachts, ca.1918
- H17 Van Nostrand 1—Jeff Smith Photo 2004
- H18 Van Nostrand 2—Jeff Smith Photo 2004
- H19 Van Nostrand 3—Jeff Smith Photo 2004
- H20 NSIB&YC Clubhouse—Circa 1900—Two Monmouth Boat Club buildings can be seen in the background: the original, and the (Register-listed) 3-story building built in 1895, which still stands.
- H21 NSIB&YC Clubhouse Picture 2—Interior, circa 1920. [Note: James B. Weaver was commodore 1918-22, which would place this picture around 1920.
- H22 Capt. Henry Chadwick, ca.1940
- H23 NSIB&YC Clubhouse—Exterior January 1, 1926

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

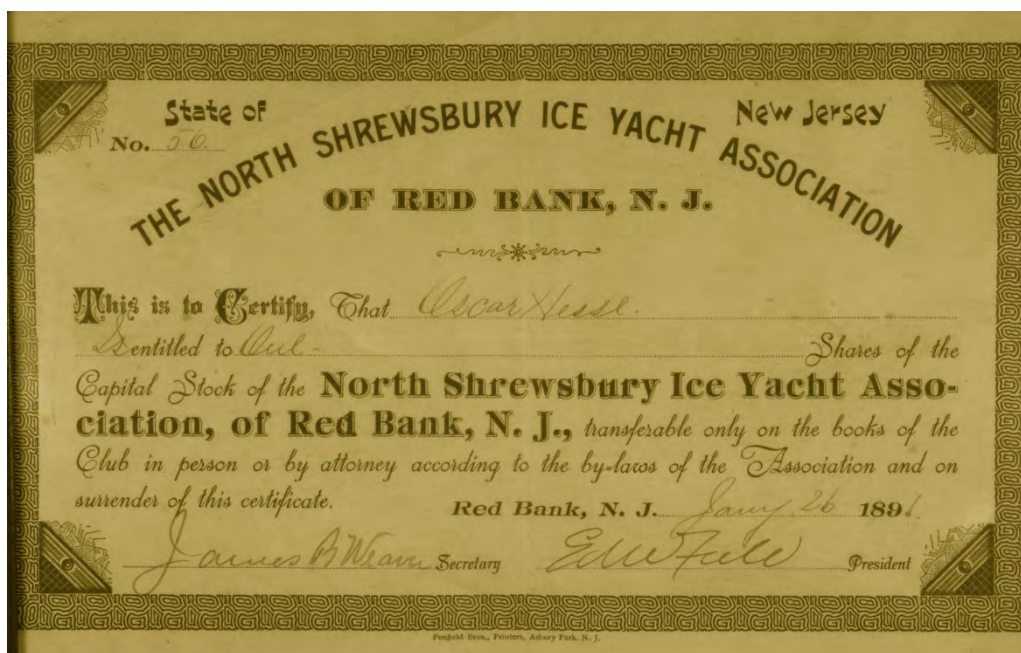
North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 2

Historic Photograph H01



Historic Photograph H02



United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 3

Historic Photograph H03



Historic Photograph H04



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 4

Historic Photograph H05



Historic Photograph H06



United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 5

Historic Photograph H07



Historic Photograph H08



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

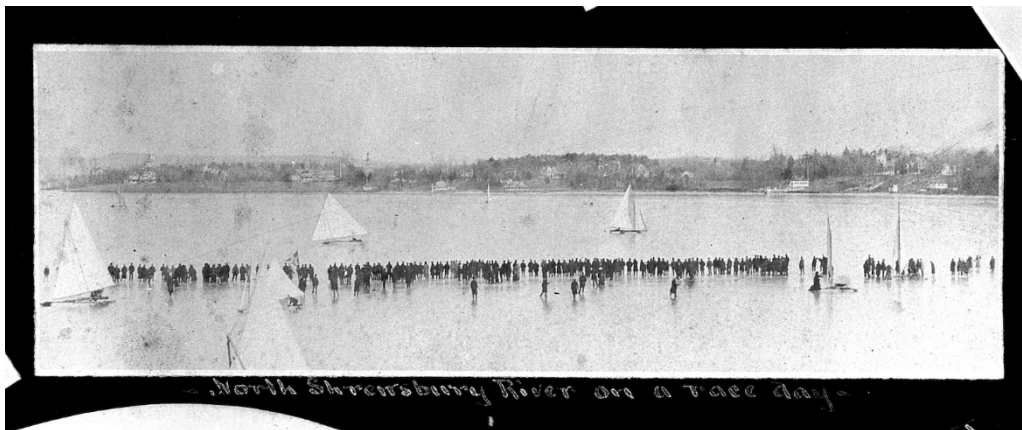
North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 6

Historic Photograph H09



Historic Photograph H10



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 7

Historic Photograph H11



Historic Photograph H12



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 8

Historic Photograph H13



Historic Photograph H14



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 9

Historic Photograph H15



Historic Photograph H16



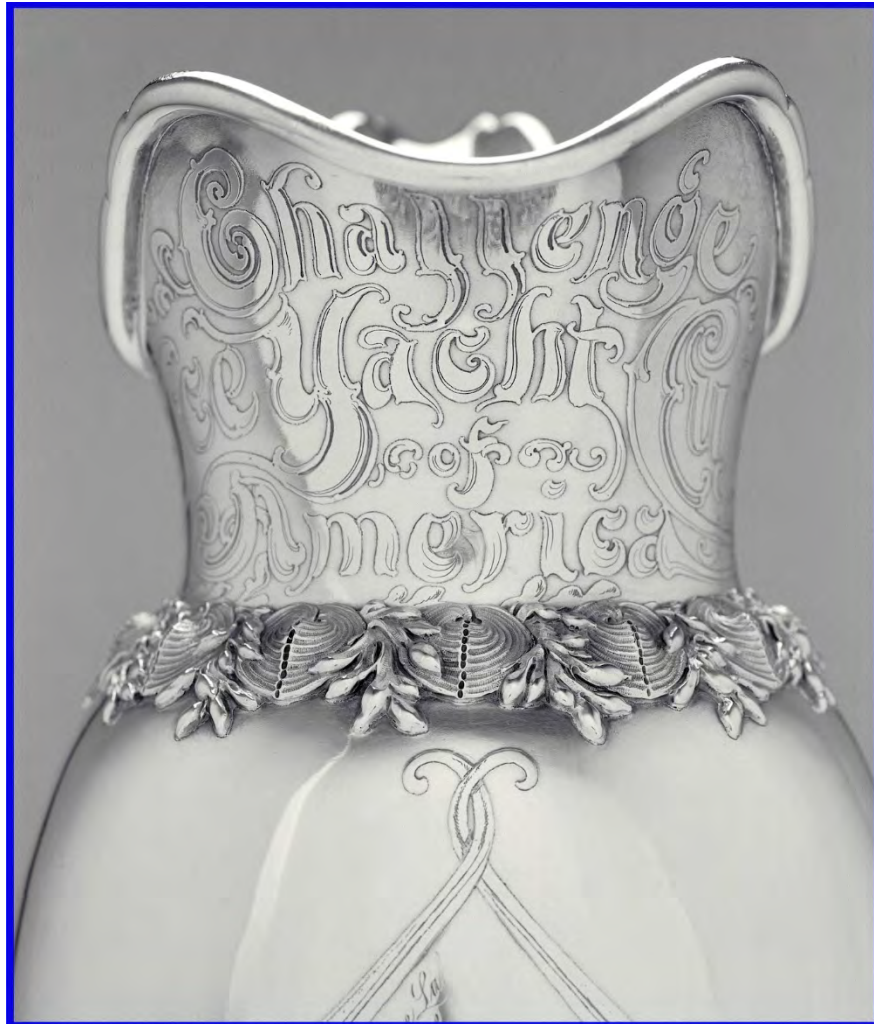
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 10

Historic Photograph H17



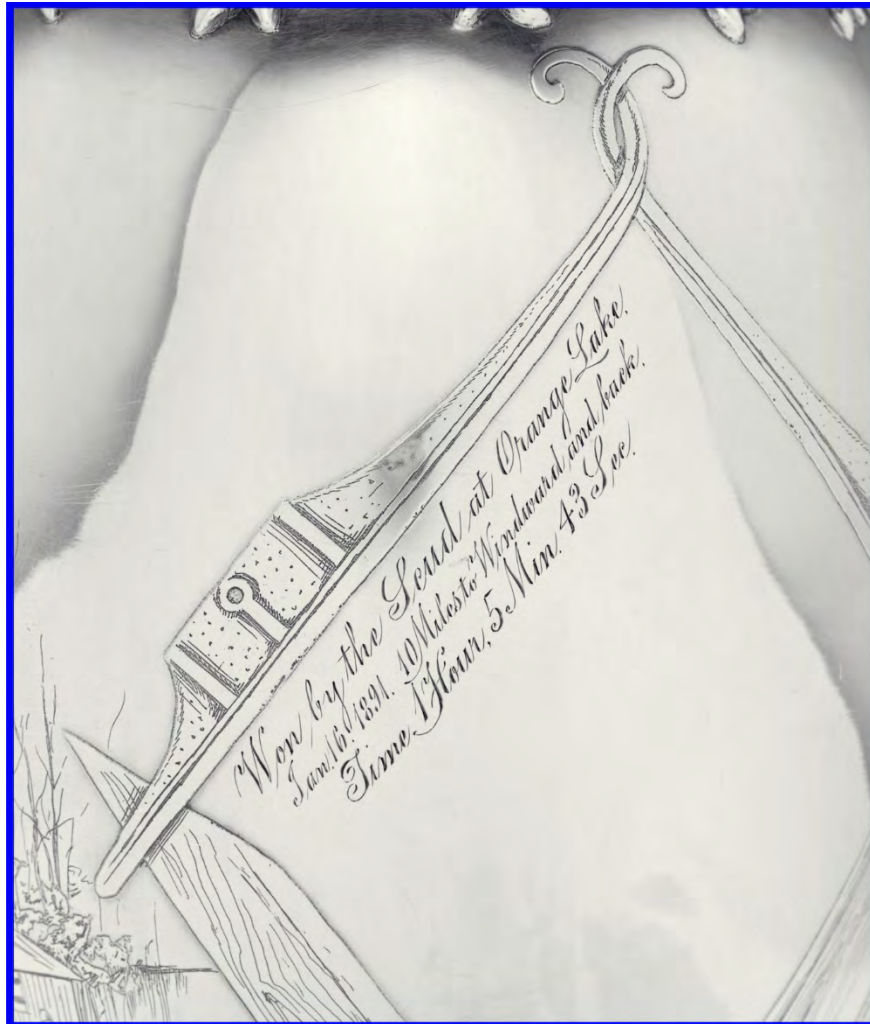
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 11

Historic Photograph H18



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 12

Historic Photograph H19



United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 13

Historic Photograph H20



Historic Photograph H21



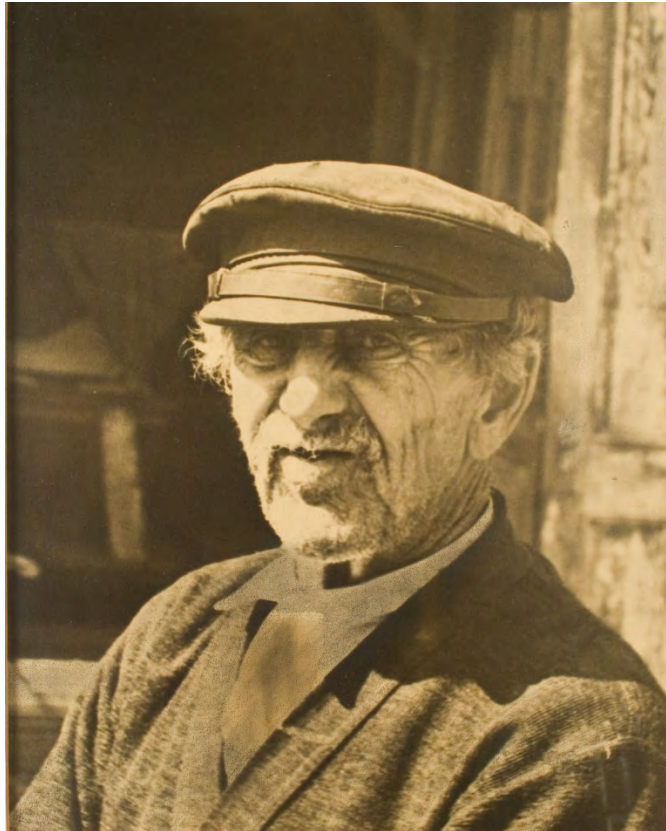
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth County, New Jersey

Section number Historic Photographs Page 14

Historic Photograph H22



Historic Photograph H23



January 1st 1926

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number historic documents Page 1

Historic Documents

The following documents are included in the records of the North Shrewsbury Ice Yacht and Boat Club presently in the custody of William Carton:

1. Letter of transmittal of deed of gift for the Class B Pennant by Byron G. Briggs, fleet captain, Long Branch Ice Boat and Yacht Club. February 19, 1934.
2. Deed of gift for the Class B Ice Boat Championship of America offered by the Long Branch Ice Boat and Yacht Club. February 19, 1934.
3. Letter to Thomas I. Braun, President, North Shrewsbury Ice Boat & Yacht Club from H.H. Beck, Commodore, Four Lakes Ice Yacht inviting a challenge for the Hearst or Stuart trophies. November 27, 1936.
4. Letter to Walter Cullington, Secretary, North Shrewsbury Ice Boat & Yacht Club, from H.H. Beck, Four Lakes Ice Yacht Club, expressing regret for the inability of any members of the North Shrewsbury Club to challenge for the Hearst or Stuart trophy. December 17, 1936.
5. Letter from the Secretary-Treasurer of the Eastern Ice Yacht Association to John N. Darling, Recording Secretary of the North Shrewsbury Ice Boat and Yacht Club concerning his suggestion to have separate races for stern- and bow-steered iceboats. November 16, 1942.
6. Deed of Gift of the City of Long Branch Trophy. February 3, 1947.
7. Letter from Howard J. Parker, Commodore, Northwestern Ice Yacht Association, inviting participation in the Northwestern Ice Yachting Association Annual Regatta. November 14, 1949.
8. Inline course, the Darling Mark.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

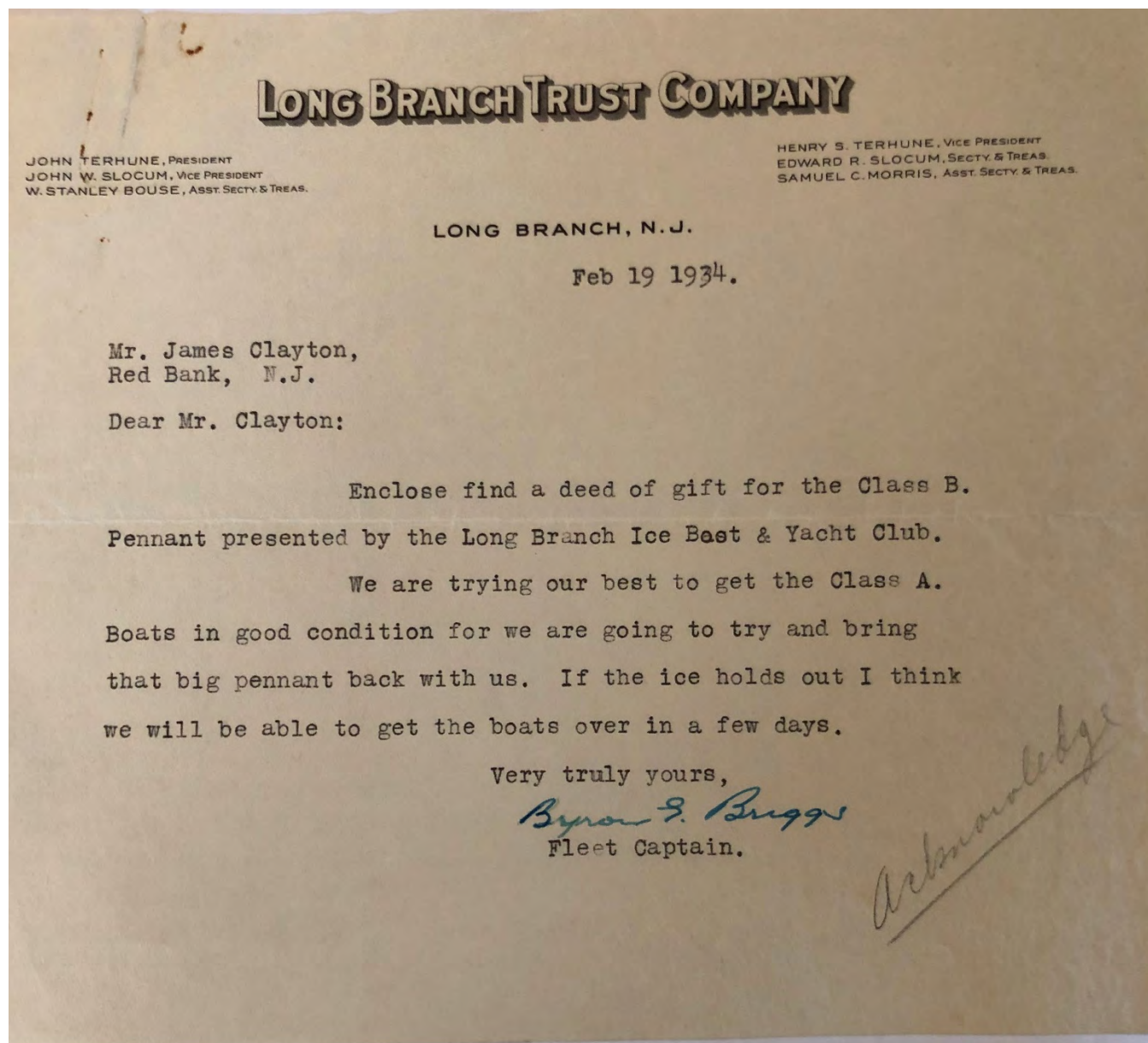
County and State

Name of multiple listing (if applicable)

Section number historic documents

Page 2

Historic Document 1



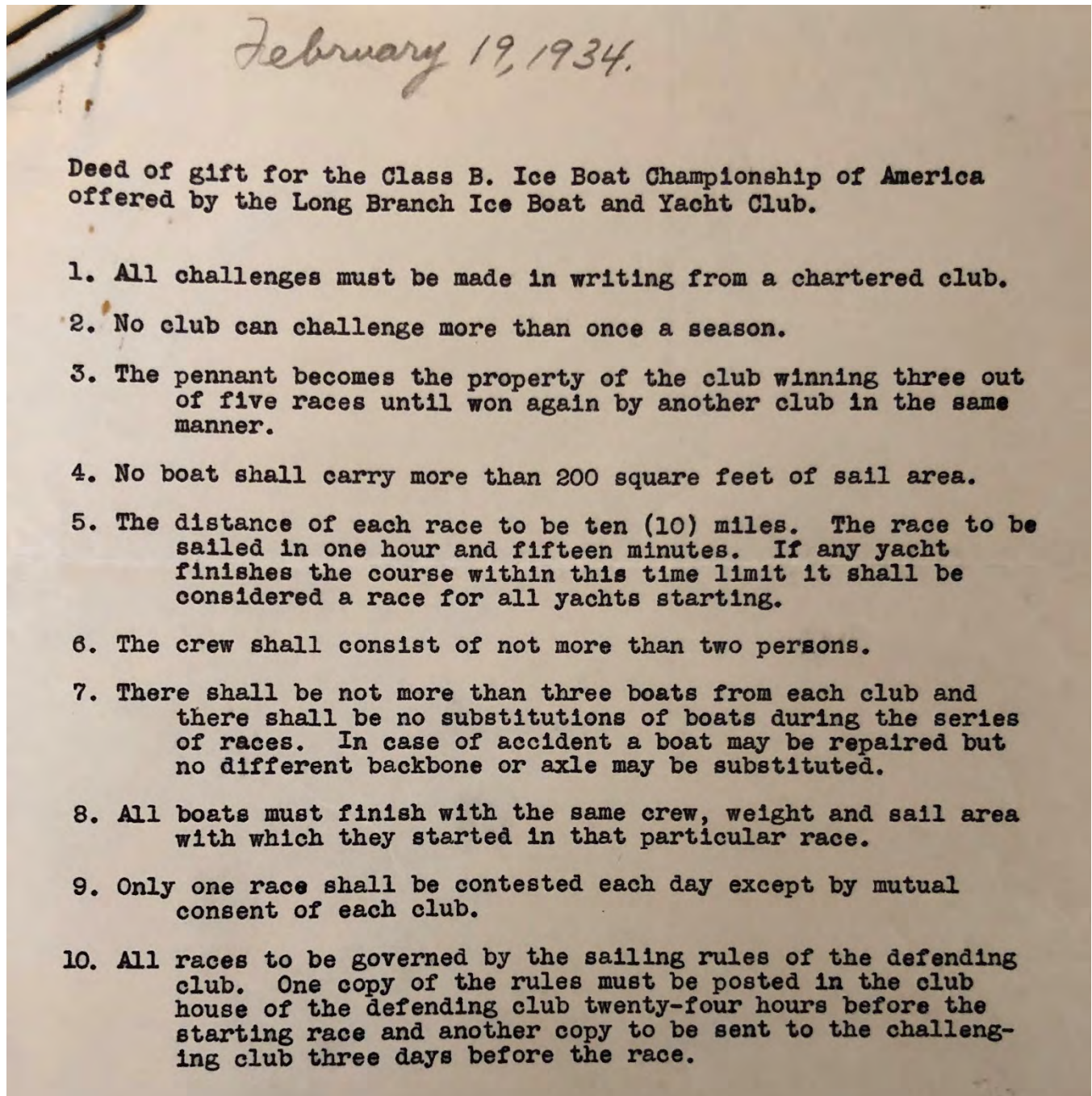
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club
Name of Property
Monmouth, New Jersey
County and State
Name of multiple listing (if applicable)

Section number historic documentsPage 3

Historic Document 2



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club
Name of Property
Monmouth, New Jersey
County and State
Name of multiple listing (if applicable)

Section number historic documentsPage 4

Historic Document 3

FOUR LAKES ICE YACHT CLUB

OFFICERS
COMMODORE . . . ~~CLIFF CALKINS~~ H. H. Beck
VICE-COMMODORE . . . CARL FAUERBACH
REAR COMMODORE . . . WM. FAUERBACH
SECRETARY . . . FRANK COLLESTER
TREASURER . . . ALF PETERSON
FLEET CAPTAIN . . . H. E. TETZLOFF

33 Cambridge Rd.,
~~518 DIXIE ST.~~
MADISON WISCONSIN
November 27, 1936.

Mr. Thomas I. Braun, President,
North Shrewsbury Ice Boat & Yacht Club,
Red Bank, N. J.

Dear Mr. Braun:

With another ice-boat season in the offing, the Four Lakes Ice Yacht Club of Madison, Wisconsin again extends an invitation to your club, The North Shrewsbury Ice-Boat & Yacht Club to challenge to race for either the Hearst or Stuart International trophy or both. Boats competing for these trophies should carry from 450 to 850 sq. ft. of sail.

A race of this type has been the "talk" of the different yacht clubs in Wisconsin and Michigan for years past. In the "Fritz" and "Miss Alice" the Four Lakes Ice Yacht Club feels that it has the two outstanding ice yachts in the world.

We suppose that your club has the same feeling toward your champion, which we understand is the "Pirate 11".

We hope that your club will give this matter your early consideration and that we will receive an affirmative answer, due to the fact that the Lake St. Claire Ice Yacht Club of Detroit, Michigan is desirous of challenging for the Stuart Trophy.

Since it is necessary to have a written challenge, we hope that we might receive from your club, after your meeting, one or both challenges for the trophies.

We are inclosing a copy of the Deed of Gift for the Hearst trophy so that you will have a general idea as to the procedure followed in the sailing of the races.

Trusting that your club will find it possible to accept this invitation, we are,

Very truly yours,
FOUR LAKES ICE YACHT CLUB
H. H. Beck
H. H. Beck, Commodore

HHB/J

Inc. 1

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number historic documents

Page 5

Historic Document 4

Four Lakes Ice Yacht Club
Madison, Wisconsin
December 17, 1936

Mr. Walter Cullington, Secretary
North Shrewsbury Ice Boat & Yacht Club
Red Bank, New Jersey

Dear Sir:

We received your letter of December 7, 1936
and presented it at our recent meeting.

We regret that you find it impossible for any
of your club to challenge for the Hearst or Stuart trophy
this year, but we understand exactly the situation which
confronts you. However, we are very anxious to sail with
your club and trust that we may see you here in Madison
or that we may even come to Red Bank in the near future.

Best wishes for a pleasant season.

Very truly yours

FOUR LAKES ICE YACHT CLUB

By

A. H. Beck
Commodore

HHB MG

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number historic documents

Page 6

Historic Document 5a



EASTERN ICE YACHTING ASSOCIATION

Piermont, N.Y.
 Nov. 16, 1946

John N. Darling, Recording Sec'y.
 North Shrewsbury Ice Boat & Yacht Club
 Red Bank, New Jersey

Dear Sir:

This will acknowledge receipt of your letter of Nov. 12, relative to the suggestion passed at your November meeting with regard to separate races for bow and stern-steering ice yachts.

This matter has been up before the Association before, but I will see to it that your letter is read and the question is acted upon. The iceboat design field was in a very unsettled condition at the time this matter first came up. Since then the situation has rather cleared up, with bow-steerers being the sole representatives in Classes E and D, stern-steerers the only yachts in existence in Class A, and mixed fleets occurring only in the "middle group" - yachts from 175 to 250 sq. ft. in area, represented by Classes C, B and X.

In the writer's opinion, this situation is the direct result of experience with designing and racing the two types of boats. In small sail-area classes, the bow-steering type seems greatly superior. In large classes, like Class A, the danger of capsizing, difficulty of constructing the backbone, and high speed and efficiency of the stern-steering boats already in existence has eliminated the bow-steering type entirely. There are none, and I venture to say there will be none built. I will even go further and predict that if one should be built, she would be unable to consistently defeat the stern-steering yachts now in the class.

This narrows the discussion down to the middle group, where both types are giving good service. In Classes X (250) and B (200) the EIYA Championships have been exactly evenly divided between the bow and stern-steerers in the class. To my knowledge no one in either class wants to split them up - there would not be enough boats left to have a decent race.

This brings us directly to the only remaining class - Class C. In this class, there are no bow-steerers except my own boat and that of another man in my club. (Commodore Fiedler's LINGWES used to race in Class C but has recently been reduced to Class D, I believe.)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number historic documents

Page 7

Historic Document 5b



EASTERN ICE YACHTING ASSOCIATION

2

After the first two EIYA regattas had convinced me that the existing (1940) crop of stern-steering Class C boats simply did not have the power to stay with the bow-steerers in the class, and in line with the request that they be sailed separately, (which was defeated by the EIYA Executive Committee), my club, the Hudson Highlands Iceboat Club, donated a special Trophy, called the "HHIC Trophy" for the highest scoring Class C stern-steerer in the annual EIYA regatta. This, in effect, gave the stern-steering Class C's their own private championship trophy. The first winner of the trophy, by the way, was Ad Howland's MUR-AD.

By 1942 there were several new Class C stern-steerers, carrying cat rigs, and definitely built to beat the bow-steerers. In their very first race, one of these, FUN INC., from Musconetcong, defeated my CHARETTE II handily. She broke a hullid when leading me again in the second heat. It is my honest opinion that on good ice and in average weather she is every bit as fast as CHARETTE II. BUT WE WILL NEVER FIND OUT UNLESS WE RACE! The owners of this yacht don't want to be confined to facing other stern-steerers. They are after the bow-steerers, and I say, more power to them.

I would greatly appreciate your reading this letter to your members at your next meeting, in the hope that it will prompt a second and more detailed consideration of your suggestion. The facts herein can be borne out by any amount of records. The basic point I wish to call to your attention is that the only three classes in which we have mixed fleets DO NOT, in my opinion, want to be split up. Classes X and B would have practically no racing left, and Class C has already got its own private stern-steering championship.

The prestige and racing history of the North Shrewsbury Ice Boat & Yacht Club entitle it to a position in the fore-front of this fine sport. It would be a very fine thing for iceboating if the facts outlined above were to in some measure reassure your members that the bow-vs.-stern-steering question has pretty well worked itself out already, as such things will when settled on the ice, in competition. I cannot by any stretch of the imagination see any more bow-steerers built larger than Class D, and I can safely say that within ten years there will be not one but several stern-steering boats in Class C that are every bit as fast as the bow-steerers now racing.

With best regards, I remain

Sincerely yours

Raymond C. Page

Sec'y.-Treas.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number historic documents

Page 8

Historic Document 6

Deed of Gift
of the
CITY OF LONG BRANCH TROPHY

On behalf of the City of Long Branch and through that community's interest in the promotion of Ice Yachting as a sport the Long Branch Ice Boat and Yacht Club presents a trophy to be sailed for in competition by ice yachts representing the member clubs of the EASTERN ICE YACHTING ASSOCIATION.

This trophy shall be known as the CITY OF LONG BRANCH, NEW JERSEY, TROPHY.

This trophy is a mahogany plaque bearing one large and ten small brass shields with suitbale engraving and it shall be preserved as a perpetual trophy.

Following are the conditions which shall govern competition:

ARTICLE I

Any organized ice yacht club which is a member in good standing of the EASTERN ICE YACHTING ASSOCIATION is automatically in competition for this this trophy.

ARTICLE II

Accumulation of points for the winning of this trophy shall be made at the annual regatta of the EASTERN ICE YACHTING ASSOCIATION and the trophy shall be awarded annually to the winning club by the ASSOCIATION OFFICERS.

This trophy shall not be subject to competition by challenge.

ARTICLE III

The intent of this trophy is to stimulate and encourage the entry and racing of as many yachts as possible by each club and the winning of it need not be dependent upon the club's yachts being winners in their classes.

In conformity with the by-laws of the EASTERN ICE YACHTING ASSOCIATION there shall be awarded for a championship 5 points, for runner-up 3 points and for third place 1 point. To these points there shall be added a bonus as follows: For each yacht entered and sailing in each heat of each class there shall be awarded to it's owner-club 1 point. Thus, a yacht by sailing in all three heats in it's class event shall earn for it's club 3 points. No points will be scored for the Open Championship. These bonus points shall be added to the Championship points earned for first, second and third positions and the club amassing the greatest number of points at any regatta shall hold the trophy as the champion club for that year.

ARTICLE IV

The club holding this trophy for any one year shall return it to the Secretary of the Association not less than 10 days before the next annual trophy dinner.

Should a club holding this trophy relinquish it's membership in the EASTERN ICE YACHTING ASSOCIATION by or for any cause whatsoever this trophy shall immediately revert to the custody of the EASTERN ICE YACHTING ASSOCIATION, to be retained by them until it is awarded at the next annual regatta.

ARTICLE V

After this trophy shall have been in competition for ten consecutive racing seasons, it shall be returned to the City of Long Branch, which community will donate a new trophy for similar competition.

*For the City of Long Branch, New Jersey,
by the Long Branch Ice Boat and Yacht Club.*

BYRON G. BRIGGS, *Chairman*
WARREN S. AYRES
JAMES W. WOOD
Committee

Dated February 3, 1947.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number historic documents

Page 9

Historic Document 7

NORTHWESTERN ICE YACHTING ASSOCIATION

Battle Creek, Mich.
Nov. 14, 1949

Yachting Publishing Corp.
205 East 42nd St.
New York 17, N. Y.

Dear Sirs:-

The Annual Regatta of the Northwestern Ice Yachting Association will be held on Gull Lake which lies equidistant between Kalamazoo and Battle Creek, Michigan. This regatta is being sponsored by the co-host selected at the annual meeting at Menominee last February, the Gull Lake Ice Yacht Club with the Battle Creek Ice Yacht Club being happy to accept that privilege.

I would like to see a revival of the old rivalry of the East and West and under the reciprocal agreement between the Eastern and Western Associations any skipper may sail in the regatta of the other with the proviso that he would not be given the Association Trophy, but in its place would receive a suitable trophy to denote his win.

The Officers of this Association are agreed that this should be construed as an invitation to any skipper of the Eastern Association (and Canadian, if any) to participate in the coming regatta. However, the starting line of the Class "E" is now so elongated and the time element does not permit the starting of multiple flites in that class, we put emphasis on classes larger than Class "E". The International Skeeter Association determines the supremacy of that class.

You may be assured of my cooperation with any group who may have intersectional racing as their program.

The regatta date is Jan. 27-28-29 1950.

Respectfully

(Signed Howard J. Parker
37 South 22nd).

Howard J. Parker
Commodore

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

North Shrewsbury Ice Boat and Yacht Club

Name of Property

Monmouth, New Jersey

County and State

Name of multiple listing (if applicable)

Section number historic documents

Page 10

Historic Document 8







NO
PARKING
FIRE
LANE

NOTICE

PERMITTED ONLY

24 HOURS

VIOLATIONS

PROSECUTED



NO
PARKING
FIRE
LANE









Private
Property



NEW-
THEN

2











National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 10/11/2019 Date of Pending List: Date of 16th Day: Date of 45th Day: 11/25/2019 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

☒ Accept ☐ Return ☐ Reject 10/31/2019 Date

Abstract/Summary Comments:

Recommendation/ Criteria:

Reviewer Lisa Deline Discipline Historian

Telephone (202)354-2239 Date 10/31/19

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

THE BOARD OF CHOSEN FREEHOLDERS
OF THE
COUNTY OF MONMOUTH



WILLIAM C. BARHAM
DIRECTOR
LILLIAN G. BURRY
DEPUTY DIRECTOR
ROBERT D. CLIFTON
ANNA C. LITTLE, ESQ.
BARBARA J. MC MORROW

JAMES S. GRAY
CLERK OF THE BOARD

HALL OF RECORDS
1 EAST MAIN STREET
FREEHOLD, NEW JERSEY 07728
TELEPHONE 732-431-7387
FAX 732-431-6519
EMAIL jgray@co.monmouth.nj.us

TRANSMITTAL LETTER

January 31, 2007

TO: National Register of
Historic Places
National Park Service
8th Floor
1201 Eye St., NW
Washington, DC 20005

Enclosed please find the following: Certified copy of Resolution
07-73 adopted by The Monmouth County Board of Chosen Freeholders at
its Public Meeting held on January 25, 2007.

These are transmitted as checked below:

<input checked="" type="checkbox"/> For Your Files	<input type="checkbox"/> For Approval
<input type="checkbox"/> For Your Action	<input type="checkbox"/> For Your Information
<input type="checkbox"/> As Requested	<input type="checkbox"/> Other Remarks

Sincerely Yours,

James S. Gray
Clerk of the Board

JSG:da
Enclosure(s)

"SEPTEMBER 2d, 1609 THIS IS A VERY GOOD LAND TO FALL IN WITH AND A PLEASANT LAND TO SEE."

Entry in the log of Hendrik Hudson's Ship Half Moon made after the Dutch Explorer became
the first European to come ashore in what was later known as Monmouth County

RESOLUTION SUPPORTING NOMINATION OF THE
NORTH SHREWSBURY ICE BOAT AND YACHT CLUB
TO THE NATIONAL AND STATE REGISTERS OF HISTORIC PLACES

Freeholder BURRY offered the following resolution
and moved its adoption:

WHEREAS, the Monmouth County Planning Board has advised the Board of Freeholders of the nomination of the North Shrewsbury Ice Boat and Yacht Club's building to both the National and State Registers of Historic Places; and

WHEREAS, this site is adjacent to the historically significant Monmouth Boat Club; both are located within the Broad Street Historic District as delineated in the Monmouth County Historic Sites Inventory; and

WHEREAS, the North Shrewsbury Ice Boat and Yacht Club was formed by eight local ice yachtsmen on December 20, 1880, and is considered the oldest club dedicated solely to ice boating that continues to meet in its own club house; and

WHEREAS, a specific goal of the Growth Management Guide as adopted by the Monmouth County Planning Board is to preserve the valuable historic, cultural, natural, and scenic resources of Monmouth County; and

WHEREAS, the North Shrewsbury Ice Boat and Yacht Club clearly meets that goal; and

WHEREAS, the Monmouth County Planning Board has reviewed the proposal and finds that it is consistent with the policies set forth in the Monmouth County Growth Management Guide.

NOW, THEREFORE, BE IT RESOLVED that the Board of Chosen Freeholders of the County of Monmouth strongly supports the nomination of the North Shrewsbury Ice Boat and Yacht Club's building to both the National and State Registers of Historic Places.

BE IT FURTHER RESOLVED that the Clerk forward a certified true copy of this resolution to the Monmouth County Planning Board, the National Register of Historic Places, the State Register of Historic Places, and the Mayor and Council of Red Bank.

Seconded by Freeholder LITTLE and adopted on roll call by the following vote:

	YES	NO	ABSTAIN	ABSENT
Mrs. McMorrow	X			
Mrs. Little	X			
Mr. Clifton	X			
Mrs. Burry	X			
Mr. Barham	X			

CERTIFICATION

I HEREBY CERTIFY THE ABOVE TO BE A TRUE COPY
OF A RESOLUTION ADOPTED BY THE BOARD OF CHOSEN
FREEHOLDERS OF THE COUNTY OF MONMOUTH AT A
MEETING HELD Jan 25 2007

James H. Hargis
CLERK



JON S. CORZINE
Governor

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL AND HISTORIC RESOURCES
Office of the Assistant Commissioner
P.O. Box 404
Trenton, New Jersey 08625
Tel: (609) 292-3541
Fax: (609) 984-0836

HPO A2008-102

LISA P. JACKSON
Commissioner

Paul Loether, Chief
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240



Dear Mr. Loether:

I am pleased to the North Shrewsbury Ice Boat and Yacht Club, Monmouth County, New Jersey for National Register consideration.

This application has received majority approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register. The Club is being nominated at National level significance.

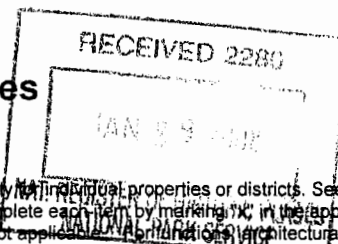
Should you want any further information concerning this application, please feel free to contact Dorothy P. Guzzo, Administrator, New Jersey Historic Preservation Office, P.O. Box 404, Trenton, New Jersey 08625 or call her at (609) 984-0176.

Sincerely,

Amy Cradic
Deputy State Historic
Preservation Officer

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



RECEIVED

DEC 31 2007

HISTORIC PRESERVATION OFFICE

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For multiple properties, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name North Shrewsbury Ice Boat and Yacht Club

other names/site number _____

2. Location

street & number 9 Union Street

☐ not for publication

city or town Red Bank Borough

☐ vicinity

state New Jersey

code NJ

county Monmouth

code 025

zip code 07701

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this

☒ nomination

☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property

☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant

☒ nationally ☐ statewide ☐ locally. ☐ See continuation sheet for additional comments.

Signature of certifying official/Title

Date

Amy Cradic, Assistant Commissioner Natural & Historic Resources/DSHPO
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet for additional comments.

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

Signature of the Keeper

Date of Action

☐ entered in the National Register.
☐ See continuation sheet.

☐ determined eligible for the
National Register.
☐ See continuation sheet.

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain:)

North Shrewsbury Ice Boat & Yacht Club
Name of Property

Monmouth Co., NJ
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
		sites
		structure s
		objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources

previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Social/Clubhouse

Current Functions

(Enter categories from instructions)

Social/Clubhouse

Returned

7. Description

Architectural Classification

(Enter categories from instructions)

Shingle Style

Materials

(Enter categories from instructions)

foundation Block
walls Cedar Shake Shingles
roof Composition Shingle
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

North Shrewsbury Ice Boat & Yacht Club
Name of Property

Monmouth Co., NJ
County and State

8 Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering
Record # _____

Areas of Significance

(Enter categories from instructions)

Entertainment/Recreation _____

Period of Significance

1883-1957 _____

Significant Dates

1883 _____

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A _____

Architect/Builder

Unknown _____

Returned

North Shrewsbury Ice Boat & Yacht Club

Monmouth Co., NJ

Name of Property

County and State

10. Geographical Data

Acreage of property Less than 1 acre. _____

UTM References

(Place additional UTM references on a continuation sheet.)

1 18 579232E 4467140N
Zone Easting Northing

2

3
Zone Easting Northing

4

☒ See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title William K. Comella _____

organization North Shrewsbury Ice Boat and Yacht Club _____ date 12/31/07

street & number H8 Twin Lights Terrace _____ telephone 732-291-9259

city or town Highlands _____ state NJ _____ zip code 07732

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **Sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional items**

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name North Shrewsbury Ice Boat and Yacht Club _____

street & number 9 Union Street _____ telephone 732-747-9845

city or town Red Bank _____ state NJ _____ zip code 07732

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 7 Page 1

Description narrative

The North Shrewsbury Ice Boat and Yacht Club is a two-story frame building situated on the south shore of the Navesink River and on the north side of Union street in Red Bank Borough, Monmouth County. The nominated property is Block 9, Lots 1, 1.01 & 1.02 as shown on the Red Bank tax map. It is flanked by the Monmouth Boat Club on the east, and by Irwin's Marina, Yard 2 on the west.

The building stands on a block foundation within the original shoreline, and the adjacent land to the north has been filled behind a bulkhead (see site plan). The Clubhouse's structural system is a wood frame, clad with cedar shingles. The building is 20 feet by 54 feet in plan. The roof is covered with composition shingles. The building faces eastward, toward the Monmouth Boat Club. A secondary facade on the north faces the water and has a 2nd story deck useful for viewing iceboat activity on the river.

The Clubhouse was originally located behind the Monmouth Boat Club to the South. Watson Kern, Past Commodore, said it is likely that the Ice Boat Club moved the remains of a Red Bank building which had partly burned and built the clubhouse from these remains. Some beams with minor charring can be found today inside the walls of the northern section of the clubhouse. The local newspaper, the *Red Bank Register*, reported a fire in September 1883, about 50 yards from the river, which burned a barn of the Union Hotel and partially burned another building near John Stout's canning factory, perhaps providing the material for the original clubhouse.

In 1883 the Ice Boat Club purchased a land segment at the rear of the (Register-listed) Monmouth Boat Club. The land purchase included a nine-foot right-of-way across the Monmouth Boat Club Property between the new Ice Boat Club property and the river. Historic Photo H20 shows the ice boat club in its original location, south of the original Monmouth Boat Club boathouse. The roof of the new Monmouth Boat Club clubhouse built in 1895, and still there today, can be seen in the background. At the time of this photo (circa 1900) the Ice Boat Club house had a two-story section and a one-story section, as can be seen in the picture. On December 26, 1883 the *Red Bank Register* reported: *The club house on the river bank will shortly be fitted up. It now contains racks for the storing of the boats and many other conveniences. A pool table for the use of the members is the latest acquisition of the club.*

In 1922, the Ice Boat Club purchased adjacent property to the West which was formerly Worthley's Coal Yard. In 1923 the Ice Boat Club clubhouse was relocated to the west side of the new land and placed on a block foundation. It is on this property that the clubhouse still stands. The Ice Boat Club then sold back to M.B.C. their original back yard and the nine foot right-of-way, plus half of their new property just acquired.

When the clubhouse was relocated, a second story was added to the North part of the building creating a large meeting room upstairs and a workshop and boat storage area downstairs. The first floor of the North part of the building had a diagonal door on the Northeast corner which was used for bringing ice boats in and out of the clubhouse. This original diagonal door can be seen in older pictures of the clubhouse. (Historic Photo H21) Later the Northeast corner was squared off and the door moved to the North side of the building bringing the clubhouse to its present configuration.

The North Shrewsbury Ice Boat and Yacht Club exhibits a Shingle Style influence (Current Photo C01, C02) as shown by the shingled exterior.

On the East side of the building are two short sets of stairs leading to a covered entry stoop (Current Photo C02), and the main entrance. Entering the building from this East door there are work benches on the East wall to the right and left of the entry. There are several vises on the workbenches – one large vise is historic, dating to the time the building was built. (Historic Photo H21 on the left) The ceiling is wood wainscoting. Several columns support a North-South beam in the center of the building – columns in the Southern part of the building are fancy turned columns, those in the North part of the building are unfinished lumber – a visible indication of the differing history of the two parts of the building. (Current Photo C03) At the North wall in the Northeast corner are double doors and a ramp are used for bringing boats and spars in

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 7 Page 2

and out of the workshop. (Current Photo C01) To the left of the double doors are lockers used by members for storage of boat parts. The lockers continue to the West corner and then part way down the West wall. (Current Photo C04, C05) Names of historic ice boats, some dating to the time the building was originally built, can still be seen on the old locker doors: Rocket., Blizzard, Phantom, Get There, Pet, Ingenue, Pirate, Princess, Gull, Ours, TNT, Tyro, Breeze, Imp, Now Then, Say When, Elisabeth R. To the left of the lockers in the center of the West wall is a furnace room with a gas furnace, an improvement added in the 1960s. Prior to this heat was from coal fired pot belly stoves one on the first floor and one on the second floor. The first floor pot belly stove deteriorated and was removed for safety in the 1990s. To the left of the furnace room are sail racks and jigs used for making runner planks and masts. (Current Photo C03) On the South side of the first floor are restrooms - men's and lady's, an improvement added in the 1960s. To the left of the restrooms a hallway leads to a back door on the Southeast corner of the South wall. From here stairs lead up to the second floor.

Going up the stairs we find burgees from other yacht clubs displayed on the left and pictures of ice yachts from the 1880s and early 1890s. At the top of the stairs on the second floor we enter one of two meeting rooms. (Current Photos C06, C07, C08, C09, C10, C11) On the South Wall is a Galley with range, sink, refrigerator and a countertop with storage for pots and dishes beneath. The centerpiece of the South meeting room is a large dining table with glass top displaying the restored cockpit of the Rocket ice yacht. (Current Photo C10) The ceilings and walls are of wood wainscoting. Large pennants from old races hang from the ceiling. The room is decorated throughout with iceboating memorabilia.

Returned

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 1

Summary

For practitioners of the winter sport of ice-boating, the North Shrewsbury¹ Ice Boat and Yacht Club is a premier historic landmark. As far as its members are aware, the Ice Boat Club, established in 1880, is both the oldest continuously operating ice boat club in the United States and the only ice boat club in the nation that has owned its own clubhouse for nearly its entire history. It is also among the oldest operating boat clubs in New Jersey, having been formed only one year after its next door neighbor, the Monmouth Boat Club, founded in 1879. From its inception, the Ice Boat Club has played a major role in the winter recreational and social life of Red Bank. The club encouraged recreational use of the Navesink River in the winter both for ice boat sailing and for ice skating. The Ice Boat Club helped organize winter carnivals, which became quite popular. The centerpiece of these carnivals were ice boat races and skating races sponsored and officiated by the club. The carnivals became a Red Bank tradition and grew to include bonfires on the ice, bands, trotting races and masquerade balls. Racing for challenge pennants, trophies and money prizes created an incentive for the development of racing ice yachts that became much improved from the crude affairs sailed in the 1870s. Development of Ice boat technology in the New York clubs and all over the country was influenced by innovations conceived by Red Bank-area boat owners and builders who were members of the club. Improvements in the design and construction of new boats and their performance in the races were well covered by the local newspaper, and they were of great interest to a large public who followed these sporting activities. Events of the club—regattas, races for challenge pennants, and ice skating races—were attended by crowds of people throughout the town and region. Members of the Ice Boat Club included businessmen, merchants, doctors, lawyers, tailors, carpenters, oystermen and sea captains. The annual, national ice-boating championships have often been held at Red Bank—as early as the 1880s and as recently as February 2007. The Property possesses national significance under Criterion A for its association with recreational history, and under Criterion C, it is also a good example of a 19th-century boat house.

Ice Boating and the Ice-Boat Club

Just to the east of the North Shrewsbury Ice Boat & Yacht Club property stands the Monmouth Boat Club, which was placed on the New Jersey and National Historic Registers of Historic Places in 1994. Although the clubs are separate organizations, their histories are interrelated, as they organized, acquired land and buildings, and pursued their various sports. Dr. Edwin Field, a respected physician and surgeon, who organized the Monmouth Boat Club, was also instrumental in the formation of the North Shrewsbury Ice Boat and Yacht Club. Ever since, they have shared many members, and the organizations have enjoyed a highly cooperative—even symbiotic—relationship. For more than 125 years, both clubs have provided sport, recreation, entertainment and social interaction for Monmouth County and surrounding areas through regattas, ice boat races, ice skating, winter carnivals, summer races of canoes, rowing shells and sailboats and recreational rowing and sailing. The clubs cooperated as they evolved to become the organizations that they are today. These two clubs comprise the last surviving 19th Century buildings on the waterfront in Red Bank.

Local writer and historian T. J. McMahon has described the role the Ice Boat Club played in development of the sport and technology of the iceboats in an article in the Independent January 28, 1987: *Ice boating on the Navesink played a large part in the development of the sport nationally. Several ice boating clubs developed the sport in the last decades of the 19th century, but much of the credit for modern local ice boating belongs to the North Shrewsbury Ice Boat and Yacht Club. The club provided an incentive for the perfection of racing ice boats. Five years after it's inception the club could boast of notable achievements, including two of the largest and fastest ice boats at the time.*

¹ The North Shrewsbury, otherwise known as the Navesink River, runs west to east toward the Atlantic barrier island that blocks its direct access to the ocean. It lies to the north of the town of Rumson, while the South Shrewsbury, or Shrewsbury River, lies to the south of Rumson. Both are connected to one another by a channel lying just inside the barrier island. The Borough of Red Bank occupies the head of navigation on the North Shrewsbury.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 2

The Ice Boat Club was organized in December 1880 as "The Shrewsbury Ice Boat Club" and changed its name several times when it incorporated and re-incorporated. In 1887 they voted to incorporate as "The North Shrewsbury Yacht Club," in 1889 the club voted to re-incorporate as "The North Shrewsbury Ice Yacht Association," and in 1922 the club re-incorporated as "The North Shrewsbury Ice Boat and Yacht Club." In the following the organization will sometimes be called simply "The Ice Boat Club."

The Red Bank Waterfront 1870 - 1900

In his book "Steamboat to the Shore," George H Moss Jr. writes:² *"Old charts show that the Navesink has been called Naversink, Neversink, Navisink, Shrewsbury, North, North Shrewsbury, Since the time of the earliest settlers, the picturesque Navesink and Shrewsbury Rivers have been a vital connecting link between the northeastern section of Monmouth County and the city of New York. The introduction of the steamboat did much to increase the prosperity of the sleepy country villages as fruit, vegetables, lumber, oysters and fish flowed in abundance from the Garden State. With this new found prosperity combined with the ease and dependability of steamboat transportation a great change took place along the Navesink as small villages grew into large towns and great tracts of land finally gave way to large estates and palatial homes of national prominence. Red Bank, Fair Haven and Rumson are witness to this change. Steamboat landings on the Navesink River were at Red Bank (Wharf Avenue), Fair Haven (Van Tine Avenue), Browns Dock, Locust Point, Rumson (Washington Street) and Highlands. Steamboats such as the Albertina (1882-1932) made the Red Bank - New York run with stops at Fair Haven, Oceanic, Brown's Dock, Mounts Dock, Highlands from 1882-1925."*

A 1873 map (Attachment 7 - Map 1 Red Bank 1873) of the Red Bank waterfront shows docks which were active serving lumber yards, coal yards, freight and passengers brought by steamship. In Red Bank, at the foot of Maple Avenue was J. T. Allen's Dock and Lumber Yard, to the east were properties of J. Applegate, W. Applegate, Dr. Charles Hubbard, J. Hubbard, J. A. Throckmorton's Dock and Lumber Yard, then J. A. Worthley's dock, wood & coal yard, then Parker & Chadwicks dock. Wharf Avenue led down the hill past the Union Hotel to E. Allaire's Dock, Minton's Freight Dock, and Minton's Steamboat Landing. On West Front Street opposite Broad Street were businesses of T J Hubbard, Parker & Chadwick, C. G. Allen and J. Weaver near the corner of Wharf Avenue. Names of many of these successful business men are found in the history of the club. As business prospered in Red Bank, these men had the time and means to engage in sporting activity and clubs were organized to promote rowing, sailing, ice boating, skating and enjoyment of the river. In 1879 and 1880 these prominent men of Red Bank organized the Monmouth Boat Club and the North Shrewsbury Ice Boat and Yacht Club. They acquired property and built club houses on the waterfront among the coal and lumber yards and near the steamboat docks.

Early Ice Boating Activity

Ice Boating originated in the mid 1600s in Europe. The earliest ice boats were sailboats with a strong cross plank under the hull near the bow, fitted with runners and were used for moving cargo on frozen canals in the Netherlands. In 1869 Commodore John E. Roosevelt (FDR's uncle) formed the Hudson River Ice Yacht Club at Hyde Park. In the 1870s ice boats were being sailed on the Navesink.

Early ice boats were crude affairs with four runners. In a 1942 article marking the 86th birthday of the oldest NSIBYC member at the time, Captain Henry Chadwick, the Red Bank Register described a boat he built and sailed around 1871: *At the age of 15 he built his first ice boat out of a door. He used four wooden skates as runners, a raisin box as a mast step, a rolling pin as a rudder post, a clothes-pole as a mast and striped bed ticking for a sail. The craft was capable of about 30*

² In this section quotes from books, newspaper articles, club minutes, interviews and first-hand accounts will be referenced and highlighted *with italics*. Passages providing key information on impact of the club, progress on acquiring and improving land and clubhouse and important pennants and prizes are highlighted in **boldface**.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 3

miles an hour. One day the boat broke up down at Oceanic. He walked home to Red Bank for a hammer and nails, repaired it and then sailed back to his home port.

From this start Captain Henry developed into one of the best ice yacht skippers in this section. His expert handling of the larger ice boats and his knowledge of ice and wind conditions soon became recognized by owners of racing craft and he was engaged by Mr. Gillig, who, with George Ruppert of New York, is owner of the champion Class A ice yachts *Pirate* and *Eskimo*, to sail his *Wizard* which was built by the late Robert Chandler of Fairhaven. The lateen-rigged *Wizard*, like most of the boats in those days, carried one large sail supported by sheer-poles. They were hard to handle, especially at high speed. With the late Edward Wolcott as sheet tender, Captain Chadwick sailed the *Wizard* in 14 championship races in 1903, 1904 and 1905 and was beaten only twice, finishing second on those occasions. Captain Chadwick's picture still hangs on the wall of the clubhouse. (RBR: 10/15/42) - (Photo H22)

June Methot in "Up and Down The River," says the winter of 1878-1879 is the first mention she found of ice boating on this river and describes winter activity and ice boat racing that shows a growing need for a club dedicated to ice boating and winter sport JM/RBR.³ On January, 2, 1879 the register reported: "Jack Frost does not drive away the attractiveness of the Shrewsbury River. It has been frozen for nearly two weeks and until the present snow, afforded ample facilities for pleasure. Skating was indulged in by large crowds of people and ice-boating stimulated the desire for fast sailing in those who could endure the cold. A January 9, 1879 article said "Ice-boating is a very popular pastime with a number of our young men. Captain Coley, Mr. James Weaver and Mr. E. Williams each owns a fast boat."

1880 Shrewsbury Ice Boat Club Organized

In the spring of 1879 The Monmouth Boat Club was established. The Red Bank Register announced: "On May 26th (1879), ten gentlemen much interested in forming a new boat club on the river, met at Dr. Field's boathouse to discuss the matter." They met again on the 29th at the office of Dr. Richard F. Borden on Broad Street, and constituted themselves the "Monmouth Boat Club". In the early days before organization of the Ice Boat Club, ice boat regattas were run out of Monmouth Boat Club. The New York Times reported: Red Bank, NJ, Jan 26, 1881 - Fast Time On the Ice - The ice-boat regatta of the Monmouth Boat Club was held on the Shrewsbury River this afternoon. There were six entries but only three boats started, namely: The SCUD, owned by James Weaver; the SNOWFLAKE, owned by Thomas Hubbard, and the ZERO owned by Charles Hendrickson, all of Red Bank. It was apparent to many, however, that a separate club was needed to focus on winter activities. With the success of the Monmouth Boat Club, it became a logical next step to consider forming a club for the purpose of ice boating.

Dr. Field and his ice-boating friends formed the new club at a meeting held at the tailor shop of James Weaver on Monday December 19, 1880. On December 23, 1880 the Register reported: **The owners of ice-boats in Red Bank and those interested in the sport met at Mr. Weaver's store (tailor) on Monday night and formed a club to be known as "The Shrewsbury Ice Boat Club."** Mr. William Applegate was elected president and Mr. Thomas Hubbard, secretary and treasurer. Charter members were: Dr. Field; Charles. B. Hendrickson of the Globe Hotel, Thomas S. Hubbard, Capt. George Coley, William Applegate, Jr., Samuel S. Sague, James B. Weaver, a tailor; and Charles. E. Throckmorton who succeeded his father Captain James S. Throckmorton as Captain of the Albertina steamboat in 1889.

1881 Interest in Ice Yacht Racing and Ice Boat Club Membership Increase

The Ice Boat Club generated increased interest and activity in ice sailing and racing. James Weaver's shop, being conveniently located, continued to serve as a gathering place for ice-boat enthusiasts. Races were held for prizes which included gold medals, championship pennants and, occasionally, money prizes. The competitions attracted local ice

³ Quotes from June Methot's book are noted "JM:". Articles from the Red Bank Register are noted "RBR:". June Methot's edited Red Bank Register articles published in her book are noted "JM/RBR:".

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 4

boaters from both the North and South Shrewsbury, and from other Monmouth County towns such as Oceanport and Middletown; and ice boaters from New York State, including Poughkeepsie, New Hamburg, Newburgh and Orange Lake. Pennants and trophies included the **"Championship Pennant of the Shrewsbury Rivers"**, **Challenge Pennant of New Jersey**, **Ice Yacht Challenge Pennant of America**, **Third Class Championship Pennant of America** and the **Ice Yacht Challenge Cup of America** also known as the **Van Nostrand Trophy**.

The Red Bank Register reported on these activities: RBR: January 27, 1881 - *An ice-boat regatta for a handsome pennant was sailed on the river on Monday of last week on a course of 20 miles. It was won by SHADOW from Oceanport. Also competing were ZERO, MEDA, SNOWFLAKE, and the boats owned by Mr. Jas. Weaver and Mr. Charles Allen of Middletown. Another race was sailed on the South Shrewsbury for a pennant to be known as the "Championship Pennant of the Shrewsbury Rivers" which was won by Jas. Weaver's boat and brought to the North Shrewsbury. Any boat winning it three times will get permanent possession. During the race on Tuesday, ZERO owned by Mr. Thomas Hubbard and sailed by Mr. Geo. Coley, was on the last course and was far in advance of all competitors when the jib was torn by the wind. The new ice-boat MEDA recently built for Dr. Field is the fastest boat On the river at present. The boat was not entered in the race on Tuesday owing to the repairs necessary to her boom. Mr. Geo. Coley has procured a handsome pennant which is to be sailed for by all ice-boats owned in the North Shrewsbury river.*

RBR: March 3, 1881 *Fastest Ice-Boat Time on Record* - *An ice-boat race, in which the fastest time on record was made, came off on the river last Thursday. Preparations were being made for a race for money prizes when the "SHADOW", of Oceanport, was brought over to Red Bank, and her owners, Price & Co, challenged any boat in the North Shrewsbury fleet to sail a race of twenty miles for \$100 a side. The North Shrewsbury club accepted the challenge and the "BREEZE" was entered as the contesting boat. The "SHADOW" was sailed by Capt. Windfield Price, and the "BREEZE" by its regular sailing master, Capt. George Coley. The ice was in excellent condition and the wind very brisk. The "BREEZE" rounding the home stake five seconds in advance of the "SHADOW". The "BREEZE" now forged ahead steadily and gained rapidly on its opponent, making the twenty miles and winning the race in the extraordinary time of 30 minutes and 12 seconds. The "SHADOW" came in 3 minutes and 16 seconds later.*

A race was then held in which the "SHADOW", "BREEZE", "SCUD", "SNOWFLAKE" and "MEDA" entered. The owners of the "SHADOW" claimed that their boat was handicapped as the "Breeze" carried extra sail. Mr. Thomas Hubbard the owner of the "BREEZE" then changed the sail of his boat, putting on a sail smaller than that of any of the other boats and much smaller than that of the SHADOW". The time made in this race was the fastest on record, the "SCUD" winning in 29 minutes and six seconds. The "BREEZE" was second in 29 minutes and 30 seconds. "SHADOW" third, in 30 minutes and 13 seconds, and the "MEDA" last in 30 minutes and 56 seconds. The "SNOWFLAKE" broke her jib in turning the home stake on the second course and withdrew.

1881 - 1883 Property Is Acquired and The Club House is Built

In 1882 Monmouth Boat Club bought their initial property. Monmouth Boat Club historians wrote in their application for New Jersey and National Historic Registers of Historic Places: *In the Spring of 1882 - Monmouth Boat Club purchased the land on which their boat house was built, then Monmouth Boat Club sold a segment of the rear of their property, along with a nine-foot wide right-of-way to the river front to the Ice Boat Club, which promptly erected their first club house thereon. (the land was only 30 feet in width, of which nine feet was dedicated to the Ice Boat Club's right-of-way) The 1889 Wolverton Atlas of Monmouth County (Attachment 8 - Map 2 Red Bank 1889) shows the waterfront and is the first map to show the site of the Monmouth Boat Club and the two clubhouses.*

In the spring of 1883 the Ice Boat Club bought the lot behind Monmouth Boat Club from MBC and had a clubhouse on it by November. Watson Kern, Past Commodore, said it is likely that the Ice Boat Club moved the remains of a Red Bank building which had partly burned and built the clubhouse from these remains. Charred beams can be found today inside the walls of the northern section of the clubhouse. The Register reported a fire in September 1883, about 50

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 5

yards from the river, which burned a barn of the Union Hotel and partially burned another building near John Stout's canning factory, perhaps providing the material for the original clubhouse.

Competition With Other Clubs Drives Iceboat Innovation and Growing Public Interest

The clubhouse enabled the Ice Boat Club to expand their recreational activities and invite participation from other clubs. In November of 1883 the Ice Boat Club minutes mention that a committee was appointed to see about purchasing a pool table for the clubhouse. The secretary was instructed to write Commodore J. A. Roosevelt of the Hudson River Club that we have a house to store as many boats as they would like to send down before the river closes also if they send boats we will offer a special prize to be sailed for.

The Ice boat club raced local clubs and New York clubs for pennants and prizes. Races were held among the clubs of the local rivers as well as clubs of New York state including New Hamburg, Poughkeepsie, Orange Lake and the Hudson River. Numerous championship pennants were sailed for as well as money prizes. Local boat builders R.D. Chandler, Tabor Parker, Augustus Haviland and Capt Buckout of Poughkeepsie earned reputations as a builder of fast boats. The activities of the Ice Boat Club provided incentive for innovation and improvement of racing ice boats. Minutes of Ice Boat Club meetings in January and February of 1883 show that the club sent challenges to the New Hamburg club and the Poughkeepsie clubs to sail for the **Champion Pennant of the World**, and the **Champion Pennant of America**. A committee was appointed to call on the citizens of Red Bank to raise money to help defray expenses to New Hamburg to attend the Ice Boat Regatta.

Ice boats sail at up to 5 times the speed of the wind, typically 50 to 70 mph and faster. Today, with the automobile we are used to riding at 60 or 70 mph and can only imagine what a thrill such speeds must have been in the 1870s. Ice boats aroused the interest of the public because they were the fastest ride around, even faster than speeding express trains. Frank Leslie's Illustrated Newspaper, New York, February 11, 1871 featured a full page drawing of ice boats on the Hudson river racing a train. The January 27, 1883 issue's cover had a full page drawing of ice boats sailing and hiking. The newspapers had an eye for subjects that would sell papers. The Register regularly reported on the improvements in the boats and their performance on the ice.: November 14, 1883 - *Members of the Shrewsbury Ice Boat Club are making arrangements for racing this winter. Two new boats will be built, one by Capt. Thomas Coley and one by Capt. Charles Throckmorton. Capt. Coley's will be 20 feet 6 inches between the runners and that of Capt. Throckmorton 22 feet. Messrs. Hubbard and Weaver will alter their boats to more spread. This enables the boats to carry more sail in heavy wind and it is believed that this is why the Poughkeepsie boats won last winter. Red Bank hopes that they will visit us this winter.*

JM/RBR: - December 26, 1883 - **AMONG THE ICE BOAT MEN - The Evolution of The Modern Ice Yacht - Development of a Winter Sport - Improvements and Changes in the Fleet of the North Shrewsbury Ice Yacht Club - Two Large and Handsome New Boats - During the past four or five years there has been a wonderful improvement in the building of ice-boats along the Shrewsbury.** Half a dozen years ago there were none of the flyers on the river that we have now. At that time, when the ice on the river became strong enough to bear an ice boat, the farmers and others living along the river who took pleasure in ice-boating rigged a temporary set of runners, hunted around the yard for rough hemlock boards to make a box, threw it on the runners, set up any kind of a pole for a mast and were ready for a sail. One or two men had boats built expressly for the sport, but the majority of the boats were little more than impromptu affairs, hastily built to furnish an hour's pleasure.

Now the boats are large, handsome and well built. They are expensive also, some of them costing from \$300. to \$500. They are constructed expressly for speed, and their owners lavish on them the utmost care. Lightness and strength are the requisites, and each year sees some new appliance or contrivance to increase the speed of the boats. While there is but little opportunity for ornamentation, many of them are finished in fancy woods, and in the construction of the cockpit the skill of the joiner is taxed to the utmost to enhance the beauty of the finish. The runners are special objects of the boatman's care and are polished so highly that Beauty could make its toilet before them as before a mirror.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 6

Two new boats have been built for the club, one for Chas. E. Throckmorton and the other for Geo. Coley. The former was built by **R. D. Chandler** of Fair Haven. From bowsprit to stern is 38 feet. The span of the runner-plank is a truss, 20 feet long. The forward runners are 7 feet long and the rear runner 5 feet long. The runners are of solid cast steel, and are probably the most expensive runners ever put on an ice-boat. The cock-pit, or "banjo," as the place where the sailing-master sits is generally called, is 8 feet long and 3 ½ feet wide. This boat is larger than any other now in the fleet and is about the same size as the boat just built for Mr. Coley. Mr. Throckmorton has not yet decided on a name for his boat.

Tabor Parker is the builder of Coley's yacht. This is a very handsome craft, the joiner work on the "banjo" being something extra fine. The boat is constructed of white pine, which is both light and strong, and the boat is finished in California redwood and white wood, and the sides of the cock-pit is a beautifully polished piece of wood, and is surmounted by a brass rail. Along the bow-sprit, on each side, is a carved and gilded figure of a dragon, with a wide-open mouth. The rigging throughout is of the first quality and none but patent blocks are used. This boat is the handsomest in the fleet. Mr. Coley has named his boat **IDLER**. Both Mr. Throckmorton's and Mr. Coley's boats are to be finished in natural colors, the grain of the wood being brought out with oil and varnish.

Besides these boats the **UNCLE BOB** and the **SCUD**, the two fastest boats in the fleet at present have been thoroughly overhauled and refitted. The former has had a new bow-sprit, 3 feet longer than the old one put on. It has also been furnished with new runners and the space between the forward runners has been increased 8 feet. The runners of this boat have been constructed on the same plan and of the same material as those on the North river sail boats. The **SCUD** has been furnished with a new jib, which is 2 feet longer on the boom than the old one, and the spread of the runner plank has been increased to 16 feet.

The "**IDLE HOUR**" has had new runners, the body has been enlarged, and some slight improvements have been made in the sail. The body of the "**ZERO**" has also been enlarged, new runners have been put on the boat, and a set of new sails and spars have replaced the old ones. Nelson Terry's boat has had new runners made for it, also a new runner plank, and the sails have been made larger. The "**SNOW FLAKE**", the only cat rigged boat in the fleet, has been thoroughly overhauled and refitted.

As soon as the ice is good the boats will be put on the river for trial. After thorough tests the three or four boats which sail best under all conditions will be taken up the Hudson river to compete for the **Champion Ice-boat Pennant of America**, which is now held by the **JACK FROST** of Poughkeepsie.

The club house on the river bank will shortly be fitted up. It now contains racks for the storing of the boats and many other conveniences. A pool table for the use of the members is the latest acquisition of the club.

Ice Boat Racing captured the imagination of the public and increasingly large crowds came to see the races. Improvements in rigs and sails as well as new boats were closely watched by many. These early races and interest and involvement of the public would lead to Ice Carnivals in a few years. The Register provided accounts of crowds which turned out to see the ice boat races: *RBR: January 9, 1884 - On Monday, the first ice-boat race of the season took place. . . The boats of the club entered for the race were DREADNAUGHT: Capt. Chas. E. Throckmorton's new boat; the IDLER built recently for Capt. Coley; the SCUD and UNCLE BOB owned by Jas. B. Weaver and Thos. S. Hubbard respectively. A large crowd was in attendance, for this was the trial trip of the new yachts and many were anxious to see how they would sail. The wind was from the west, light, variable. . . The course began at a flag erected about 100 feet from the shore directly off the Monmouth Boat Club, thence to a flag off Guions point, thence to a flag off Dr. Boyd's house east of Red Bank and back home, 3 times around, 8 miles. The SCUD caught the wind first and soon was nearly one mile ahead. She passed the first flag before the others had made half the distance. . . the DREADNAUGHT began to move and lessened her lead by the end of the first round. . . during the second round the DREADNAUGHT overtook SCUD and passed her on the home stretch. The DREADNAUGHT justified the predictions of its friends that it would prove the fastest boat in the*

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 7

fleet. It is made on the model of the most improved North River yachts. A general feeling of disappointment over the performance of the IDLER as considerable money had been expended on the boat and she was handsomely fitted up.

On Tuesday, a fair wind was blowing and though the weather was rainy, a good many people were out to see the race. These sheltered themselves under the lee of the HELEN and the WILLIAM V. WILSON. The race was a most exciting one, not only to the participants but also to the spectators. The little SNOWFLAKE the only four-runnered boat in the fleet, sailed over the course "for fun". The breeze was brisk sometimes amounting to a gale. The yachts "reared" whenever an unusually strong gust struck them, and the windward runner was raised several feet from the ice. The SCUD was particularly favored in this respect, but Capt. James Doughty who was in charge of this yacht, held her to her course and she made almost as good time on two runners as on three. . . the DREADNAUGHT rounded first followed by the SCUD; the UNCLE BOB was third and the IDLER last. The SNOWFLAKE was completely torn to pieces by the wind. The mast was taken bodily off the boat and the body carried off on the runners. The boat contained a pleasure party consisting of Ex-Commodore Chas. B. Hendrickson, Postmaster Wm. Applegate, James A. Hendrickson and Thos. Richardson. The Ex-Commodore and the Postmaster were slightly bruised. The rain had begun to come down pretty heavily and the judges and a few of the spectators took reserved seats on the parquet of the steamer HELEN's deck and from this point announced the movements of the boats. Rounding the home flag for the second time, the SCUD was no further behind the DREADNAUGHT, however after an unusually lengthy run on two runners her jib carried away ... as the IDLER was turning the homing point in her third round her steering apparatus gave way. . . the judges accorded the Shrewsbury pennant to the DREADNAUGHT. Capt. Coley says he is not discouraged with the IDLER. . . It is said that a number of wagers were made on the result of the races and there are some who still believe the SCUD is the fastest boat in the club. The SCUD and the DREADNAUGHT will probably be the boats taken up to the North river to compete for the championship pennant.

JM/RBR: January 16, 1884 - SKELETON SHIPS ON ICE - Fine Sport on the Frozen Surface of the River - Last Saturday was a big day among the iceboat men of this vicinity. It was not alone that the ice was in splendid condition but also because the CYCLONE, owned by R. Chandler of Fair Haven was brought up to take part in the day's races. . . The ice was almost as smooth as a pane of glass, the rain of a few days previous having frozen on the surface. . . the CYCLONE showed unexpected speed. . . the IDLER was doing excellently when the runner plank split disabling the boat. . . The race was won by the DREADNAUGHT with the CYCLONE second and the SCUD third. . . all other boats were distanced. A good wind was blowing when the boats made ready for the afternoon race. Each boat has its crowd of admirers and they vie with each other in giving their favorite a good push when the order to start is given. The SCUD had a little advantage at the start but the CYCLONE and UNCLE BOB were close behind her. The DREADNAUGHT was nearly a hundred feet astern. . . sailed by Capt. Chas. Throckmorton and Capt. Thos. Riddle the latter of whom has the reputation of being the best sailor in Monmouth County. Under the skillful direction of these veterans, she soon overtook the other boats and passed them. It was a very pretty and also a very hotly contested race between the CYCLONE, UNCLE BOB and SCUD ... the other boats trailed along in the rear. Crowds of men and women were on the ice, and they cheered and shouted for their favorites as they turned the home stake. There was the largest number of people on the river that have yet graced a race with their presence.

Ice Boat Club Minutes of January 1884 show that Commodore J. A. Roosevelt of the PIYC and I.H. Grimmell of NJIYC were elected honorary members. A railroad car was booked from the Hudson Railroad to transport boats direct to Poughkeepsie for \$37.40. In January and February of 1884 the Register reported on the installation of a telephone line to the Clubhouse, boats dispatched to Poughkeepsie and race results: RBR: January 16, 1884 - A telephone line has been put up between Jas Weaver's store and the club house of the Shrewsbury Ice Boat Club. The "boys" find it very handy and it does away with the trouble of going down the hill to speak to anyone in the club house. February 6, 1884 - FOUR LOCAL BOATS GOING TO POUGHKEEPSIE TO RACE FOR CHAMPIONSHIP ICE PENNANT - DREADNAUGHT, IDLER, UNCLE BOB and TEMPEST. . . the latter being the new boat of Dr. Field which will be captained by Jas. Doughty with Jas. Weaver and Dr. E. Field as crew. February 13, 1884 - POUGHKEEPSIE RETAINS ICE YACHT

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 8

CHAMPIONSHIP - 1st, HAZE; 2nd, DREADNAUGHT; 3rd, JACK FROST; 4th NORTHERN LIGHT; 5th IDLER. Said Capt. Throckmorton: "We were beaten fairly and well. I am satisfied."

1884: Right-of-Way Obtained; Access to the River, West Front Street and Clubhouse Improved

In August 1884 the Ice Boat Club's attention turned to securing right of way access to their lot and the river. Ice Boat Club minutes recorded appointment of a committee to confer with the MBC in regards to right of way to lot and a proposal that Ice Boat Club bear half of the expenses if a lawsuit was required. At the November meeting, Fields reported agreement that the road runs from the west line of club lot to road running from Worthley dock and thence to Front Street and that J. A. Worthley agrees to give club 18 foot right away. In other business at the meeting, a committee of 12 was appointed by the club to make arrangements for holding a fair during the Holiday Season. The House Committee reported progress on lamps for the clubhouse and that a billiard table was purchased and installed in the clubhouse. With the many design changes in boats a committee was appointed to review the scheme used to classify the boats into racing classes. At this time boats were classified according to the distance from runner plank to tiller post as First Class, 18 feet; Second Class, 18 to 12 feet; and Third Class (now known as A-Boats) under 12 feet.

Ice Boat Technology Evolves – The Lateen Rig

We have already seen how the technology of ice-boats improved from the old 4-runner design to the 3-runner stern-steer type ice yacht and how racing provided the impetus for an arms-race with new and larger boats being built every few years, as well as improvements in rigs, sails and runners to enhance competitiveness with the clubs up north in the races for challenge pennants. In 1884 boat-builder Robert D. "Chum" Chandler developed a new design for ice boats, the Lateen Rig and built the SCUD which turned out to be the fastest boat in the country for many years. James Weaver's "SCUD" is noteworthy for winning a very special silver trophy in 1891 the "Ice Yacht Challenge Cup of America" described later in this section.

Local writer and historian T. J. McMahon has described innovation of the Lateen Rig in an article in the Independent January 28, 1987: *Robert D. Chandler, a Fair Haven architect and boat-builder had long been interested in ice boating. In 1883, he constructed a large ice yacht for Capt. Charles E. Throckmorton of the Merchants' Steamboat Co. This iceboat, the DREADNAUGHT, usually won races. It inspired Chandler to plan for a more different, larger craft unlike any seen on the North Shrewsbury, as the Navesink was known then. Chandler's plans for the new model drew skepticism and ridicule from ice boatmen who scoffed at the idea of lateen-rigged sails. Ironically, the concept of lateen-rigged sails had long been used on canoes in the Fiji Islands, and Chandler's adaptation of this idea further amazed his doubters, who may never have heard of the Fijis. In February 1884, the persistent inventor made a model of his new iceboat, with it's large triangular sail, a boom on the longest side, a yard or gaff on the shortest side, and the other side being the leach. Two masts on each side of the craft were tied at the tops, and when the sail was raised between them, it was said to be the fastest sailing gear possible for a small boat. Late in February, Chandler arranged for a race of model ice yachts on Kemp's Pond, (now McCarter's Pond), Fair Haven. The lateen-rigged model easily won the race.*

The Register reported on this activity and the New York Herald reported that the Poughkeepsie Club had begun construction of a boat with a similar rig.: RBR: December 17, 1884 - *NEW ICE BOAT - Robert D. Chandler of Fair Haven, builder of Charley Throckmorton's DREADNAUGHT has built a new boat for Jas. Weaver. The boat will be named SCUD and will have a lateen rig. This is reported to be the fastest possible rig for a small sailing vessel. The New York Herald has reported the construction of an ice-boat with a rig of this design at Poughkeepsie and since no secret has been kept of it.*

1885 – 1895 The Club Incorporates – Traveling and Challenging for Prizes Continues

In 1887 the club incorporated as the North Shrewsbury Yacht Club. In 1889 the club re-incorporated as the North Shrewsbury Ice Yacht Association and raised funds by selling capital stock to it's members. Today a framed stock

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 9

certificate (Historical Photo H02) still hangs on the wall of the clubhouse showing it was issued to Oscar Hesse, a member, signed by James Weaver, Secretary and E. Field President in 1891. **Minutes of the Ice Boat Club show that in 1893 the club made plans and expanded their initial building with an addition.** In 1895 MBC built their new clubhouse in front of their original one. We have a picture of our clubhouse from sometime after that. (Historical Photo H20 - MBC clubhouse can be seen in the background.) The North part of the ice boat clubhouse was a single story at that time. Immediately to the west of the Ice Boat Club was the Worthley Coal Yard. (See old Red Bank maps in Attachments 7 and 8.) Later, in 1920 after the demise of the Worthley Coal Yard the ice boat club acquired this property and relocated the clubhouse to the west.

From 1885 to 1895 the club continued to grow and prosper. Sailing activity continued at a brisk pace, boats were improved, new boats were built, and traveling to challenge other clubs for prizes continued.

JM/RBR: November 27, 1889 PREPARING FOR ICE-BOATING - New Sails and New Runner Put on Most of the Craft - The ice boatmen are all busy getting their yachts ready for the ice as soon as it arrives. All the club boats are being overhauled and varnished or painted, and many of them have had new sets of sails made, and new runners put on. There is only one new boat being built this year. This is owned by Augustus Haviland. The boat is nearly done, and when finished will be 27 feet over all, with a spread of thirteen feet and six inches. She will be a third-class boat and a little larger than Charles Irwin's GEORGIE. James Weaver, the owner of the SCUD and KITTY, has had a new set of spars and a new set of sails made for the latter boat. The SCUD is now up the Hudson river, and will enter the races there as soon as the ice permits. She has had her runners improved in the hope of increasing her speed.

1891 - The Ice Yacht Challenge Cup of America - The Gardner Van Nostrand Trophy

The **Gardner Van Nostrand Trophy** (Historical Photos H17, H18, H19), emblematic of the **Ice-Yacht Championship of America**, was won by James Weaver's SCUD in 1891. This magnificent trophy has two scenes in bas-relief: the Orange Lake, NY Iceboat Club (Van Nostrand's Club) and a 1st Class Iceboat is on the other. The trophy which used to be in the safe keeping of the commodore, had a close escape in the 1970s when commodore John Runyon's house was robbed. The burglars took the trophy from the top of a TV where it was sitting, tossed it aside on a sofa and stole the TV!

This trophy is a magnificent example of bas-relief – images are formed by carving away all the silver around each line, even in the branches of the trees, for example, and is all but a lost art. The Tiffany craftsman who did the original work had been apprenticed in Germany in the 19th Century. Because of the type of workmanship on the Van Nostrand Trophy, which few men in the world today are trained to do, its appraised value is speculative. Tiffany's who originally made it, has stated that when an item is not replaceable, its value cannot be stated in numbers. For these reasons, the trophy is kept in a bank vault; winners must now content themselves with a photograph of it and an engraved plaque to remind them of what they won.

The Register reported on the victory at Orange Lake, NY: *JM/RBR: January 22, 1891 - THE SCUD WINS THE CUP - A Silver Trophy Won by the Red Bank Boat - The Race Sailed on Orange Lake Last Friday, The Shrewsbury Yachtsmen Receive Royal Treatment at the Hands of the Orange Lake Club - Capt. James B. Weaver's ice-yacht SCUD is the champion of America. The title was gained last Friday, when the big yacht from the Shrewsbury captured the silver cup given as a championship trophy by Gardner VanNostrand of the Orange Lake club. The Red Bank yachtsmen and a number of enthusiastic friends went to Newburg last Tuesday. Commodore H. C. Higginson, of the Orange Lake club, and other members of the club had taken the SCUD to Orange Lake from Newburg, and when the Shrewsbury yachtsmen reached there, they found their yacht on the ice with her sails up. This spirit of kindness characterized every action of the Orange Lake club while the Shrewsbury yachtsmen were there, and the Red Bankers speak in the highest terms of their treatment at the hands of that club.*

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 10

Orange Lake is a handsome sheet of water lying six miles west of Newburg and about a 1000 feet above the Hudson river. It was covered with eighteen-inch ice, clear as crystal and almost as smooth as glass. The course was diamond shaped and was two miles long. It had to be sailed over ten times. The distance was twenty miles but as the wind was north and the course was laid out northward the yachts had to do considerable windward work, and it is estimated that in sailing the ten laps about thirty miles was covered.

When the race was started all of the yachts except the racers were anchored in front of the club-house with their sails down, and no man besides the sailors and their helpers was allowed on the ice.

The entries were: SCUD, sailed by Capt. James C. Doughty and Thomas S. Hubbard; DRAGON, owned by George Townsend of the Carthage club, and sailed by Capt. Merritt; WINDWARD, owned and sailed by Commodore H.C. Higginson; LADY OF THE LAKE, owned by H.C. Higginson and sailed by Capt. Wm. Pinckney of the Carthage club. The SCUD and the DRAGON sailed jib and mainsail, the other two yachts being cat-rigged. The DRAGON is a handsome yacht, being built by Capt. Buckout of Poughkeepsie. She is handsomely trimmed and has a carved serpent with jeweled eyes for a figurehead. The DRAGON's spread is one foot less than the SCUD's which is 25 feet. The spread of the WINDWARD is 26 feet and the LADY OF THE LAKE 28 feet.

The positions on the line were drawn for, the DRAGON getting the windward position, the WINDWARD being next. The SCUD was next and the LADY OF THE LAKE was the leeward yacht. The signal to start was given at 12:17. The Orange Lake club yachts soon got under head way, but the SCUD had a bad start. When she did get started fairly the Orange Lake yachts were a quarter of a mile away. The Shrewsbury yacht then commenced to show what she could do. As soon as her huge sails filled, she shot off like an arrow, and when the DRAGON finished her first round, the SCUD was second. At the beginning of the second round the SCUD gained first place ten laps, the DRAGON had sailed but 8 and then withdrew. The WINDWARD finished 4 min. 45 sec. behind the SCUD and the LADY OF THE LAKE was nearly a minute behind the WINDWARD. The SCUD's time was 1h, 5 m. and 43 seconds.

When the SCUD crossed the line a winner lusty cheers were given by the Orange Lake yachtsmen and they were taken up by the Red Bank contingent who cheered the SCUD and the Orange Lake club.

*The Red Bank people who enjoyed the hospitality of the Orange Lake ice-boatmen were Commodore Samuel W. Morford, Capt. James B. Weaver Capt. Jas. C. Doughty, Capt. Augustus W. Haviland, Robert D. Chandler, builder of the SCUD, Thomas S. Hubbard, Chas. Noble, Millard F. Cornwell, Stephen Allen, Crawford Hendrickson and Walter Sutphen. After the race the SCUD was taken to Newburg and then shipped to Poughkeepsie where she will sail for the **Challenge Pennant of America**.*

1890-1920 - Ice Boat Club Helped Organize and Run Winter Sporting Events.

North Shrewsbury Ice Yacht Club member Del Fisher was a renowned skater who competed in and won many ice skating races. The Ice Boat Club held a number of skating races which were attended by skaters from Red Bank and the region. In February 1893, the Ice Boat Club sponsored in Red Bank a Championship Meeting of the National Amateur Skating Association of America, assisting both with the organizing and the officiating. The ice-yacht races and ice skating were popular attractions which drew large crowds of people to Red Bank and a town tradition of the Winter Carnival was born. In a year with good ice, electric lights were set up on the ice, entrepreneurs placed heated grandstand seats on the ice and rented them by the hour, there were fancy skating exhibitions and in addition to the ice yacht and skating races there were trotting races, bonfires on the ice, bands and masquerade dances. The Ice Boat Club played an important role in helping to organize and run these winter sporting events. (Refer to Historical Photos H03 through H16: Carnivals, Skating Races, Ice Boat Races)

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 11

The Register reported on the winter sport enjoyed by all at Red Bank and attracted additional interest of the public: *JM/RBR: December 28, 1892 - EDITORIAL - The ice-boating season. . .has opened with enthusiasm. It is a noble sport. . .bracing, exhilarating and enjoyable. The flying yachts, the sturdy sailors, the pretty girls, the happy schoolboys, the ice-bound river and the Middletown hills, all make an entrancing sight. Red Bank is the best town to live in this side of the Pearly Gates, in spite of its bad streets, and the people should congratulate themselves that they are fortunate enough to live here. Never was the ice in finer condition. It was six inches thick and nearly as hard as flint. The Christmas holiday gave the boys and girls a chance to skate and hundreds of them were out on the river. The "mosquito" ice-yacht fleet was also out, and these miniature boats darted over the ice like so many birds. The "entrancing sight" of the winter sporting scene in Red Bank also attracted several movie companies, including Thomas. A. Edison, who came to Red Bank to make movies of ice boats sailing on the North Shrewsbury in the early 1900s. The Ice Boat Club has a video copy of these movies made from paper film prints archived at the Library of Congress.*

JM/RBR: January 4, 1893 - This is the longest continued period of ice known on this river for many years. The crowds on the river were immense, and on no day was the number of people less than five hundred. Most everybody had skates.

*JM/RBR: February 8, 1893 - The national amateur championship skating races will take place at Red Bank on Tuesday of next week. **This adds another feather to the cap of the North Shrewsbury ice yacht club, which so successfully arranged and carried off the amateur skating events a few weeks ago.** A bill has been introduced in the legislature by Assemblyman Wm. T. Parker to regulate ice-yachting, curling and skating. It empowers any incorporated ice-yacht club, curling or skating club, to stake and layout a course on the ice of any river or bay in the state for sailing, skating or curling, and also to designate or layout a space for a boat anchorage and for the convenience of spectators. It also provides that if any person other than those participating shall go upon, cut ice from, or in any way interfere with racing upon any space so laid out, the offending person shall be liable to punishment. The bill was drawn up on application of the North Shrewsbury Ice Yacht club and will be passed in time to become a law by next Tuesday when the skating races are held.*

A copy of the February 1893 National Amateur Championship Skating Race Program found in our old minutes shows that Competitors included contestants from the Normanna Club of Minneapolis, Minn.; the AAA Club of Nova Scotia, Canada; entrants from Montreal, Canada, and Storm King, NY, as well as local contestants - Leander Wood of Keyport NJ, Otis Coleman of Tinton Falls, William Lehm of Atlantic Highlands, and Fred Burd, Del Fisher, Joseph Swannell, George Hawkins, Fred Frick, A Haviland, Charles Grover and Fred Burd of Red Bank, NJ. Race Officials included ice boat club members James B Weaver, Charles M Burd, Chas E Throckmorton, and Thomas S Hubbard, as well as members of New York Athletic Club (NYAC), MAC, NY Press Club, Xavier Athletic Club, Curling Club and others.

A handbill found in the minutes shows that in January of 1895 the ice boat club again collaborated with NYAC and managed another Skating Carnival: *Skating Carnival at Red Bank, NJ - On Monday Afternoon, Jan 28th, 1895, Under the management of the North Shrewsbury Ice Yacht Club. - Judges at Finish - Dr Edwin Field, NSIYC, S.J Montgomery, NYAC, Com S. W. Morford, NSIYC* The Register reported on the races: *JM/RBR: January 9, 1895 - The skating races on the river Saturday attracted a big crowd of people, probably fifteen hundred persons being on the ice. The events took place in the cove between Allen's dock and the Southern railroad bridge. A half-mile oval had been mapped out, the turns having been marked with pieces of cordwood. The crowd was so great that it was impossible to preserve order and keep the people off the track, the result being that the majority of the spectators were unable to see the finishes. The first event was a half mile race for boys under sixteen. Del Fisher wanted to start, but the judges wouldn't let him, claiming he was too old. James Hubbard was in the lead near the upper turn when the crowd interfered and he fell. Eddie Hurd skated past him. The Monmouth county championship was next decided. Frank Denise won the race and Del Fisher was a good second, only 2 1/2 seconds behind the winner. Silver cups were presented to the successful contestants.*

JM/RBR: January 28, 1903 - An immense crowd of people witnessed the skating races at Red Bank on Thursday afternoon. The docks were filled with people and so were the schooners moored to the docks. The only advertising of the races was in the Register and judging from the crowd a great many people read the Register. Practically all the events

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 12

were won by the Wood brothers from Long Branch. The ice was not over three inches thick and the rain of the previous day had made it spongy. Whenever a crowd gathered in one place the water came through and formed a big puddle.

January 25, 1905 - (RBR/JM) - THE SKATING CARNIVAL - Red Bank was crowded with people last Saturday afternoon. The trolley car and steam railroads brought them here by the hundreds, and it is said that the sports were witnessed by not less than 3000 people. All of the crack amateur skaters in the country were here, including Morris Wood and Wood Sutphen of Long Branch, Arthur Sarony of the New York Athletic Club, W.L. Smith, Thos. Hayward, Hugh Paliser, E.F. Taylor and Edward Mulligan of Brooklyn. Among the local starters were Del Fisher, Lou Tetley, Ferren Blaisdell, Ollie Brown and John White. The first event was the half mile which was won by Morris Wood with Sarony second. The second race was a half-mile for the championship of Monmouth County was a hot race between the Wood brothers and Fisher, but the Red Bank skater was the first to cross the tape.

January 24, 1912 - (RBR/JM) - ICE CARNIVAL - Skating, Ice boating and Trotting Races On Friday Afternoon and Night -- Arrangements are being made for a skating carnival to be held on the ice Friday afternoon and night of this week. It will be a moonlight night and in addition to the moon, electric lights will be placed at intervals on the ice. A big bonfire will be one of the attractions. . January 27, 1912 - (RBR/JM) - TURKEY TROT BY 100 IN SNOWSTORM - Dance on Deck Winds Up Ice Carnival on North Shrewsbury River - Hundreds of masqueraders dancing the turkey trot, grizzly bear, and bunny hug on the forward deck of the SEA BIRD in a blinding northeast snowstorm, to music by a shivering brass band made a novel scene Friday night at the climax of an ice carnival held at Red Bank, N.J. Part of the river was illuminated with electric lights and during the evening about fifty young men wearing straw hats and many young women in costumes danced to the tune of "The Good Old Summer Time. . . Pitchers of hot coffee were served to the musicians and the merrymaking continued until about 10 o'clock. Gold pieces were awarded to Miss Laura Sherwood of Little Silver and Harry Allen of Red Bank for best carnival masks. The committee is arranging for a second carnival Thursday afternoon and night to be on a larger scale with ice yacht races, skating and trotting. (R.B. Standard)

February 7, 1912 - ANOTHER BIG CARNIVAL - Winter Sports Last Thursday Drew Tremendous Crowds Here - Trotting Races on Broad Street and Skating Races on the River - The Town Decked in Gala Attire for the Occasion - Arc Lights and Bright Moonlight Made the River a beautiful Place at Night When the Masked Skating Carnival was Held - Last Thursday was carnival day at Red Bank and about four thousand persons went to the river during the day and night to enjoy the winter sports and other festivities that had been prepared for their entertainment. It was the second carnival held within a week. The carnival scheduled for the previous Friday, although hampered slightly by a snow storm, was a success, but it was not to be classed with the affair last week. The carnival was well advertised in Red Bank and all the neighboring places. . . It was a beautiful moonlight night . . . Not only has Red Bank benefited but all this section of Monmouth county . . . every newspaper in Monmouth county and every prominent newspaper in New York, Newark, Jersey City and Philadelphia devoted much space . . . many visitors have seen Red Bank and its natural advantages for the first time. One visitor was heard to say, "If I lived here. I would make the river pay the publicity expenses of the town"

Red Bank Register - (Jan 2, 1918) - Struck by Cold Wave - Coldest Weather Within Memory of Old Residents - Much Suffering Due to Shortage of Coal - Plumbers Kept Busy Thawing Water Pipes - Ice Boaters Are Happy Match races have been held almost every day since the ice was fit. The first official race of the season of the North Shrewsbury Club was held Friday afternoon, when the Commodore's race was pulled off. This officially opened the season for the club. Showing her championship form of last season Thomas Irving Brown's Say When won the event over the ten-mile course in the fast time of 23 minutes and 15 seconds, there being quite some windward work in the stiff west northwest breeze. Robert S Johnson's Gull was second, finishing 2 minutes and 45 seconds later. Daniel Assay's Zero II finished third, then seconds ahead of Andrew White's Brownie. Mart P. Haviland sailed the Say When to victory and Jack Applegate tended sheet. Pierre A Proal has been out several times this season in his aero-sled and he, together with several ice yachtsmen, have performed for moving picture men and photographers associated with the sporting departments of the city newspapers.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 13

The cold snap of last week made the ice very thick and for the first time in the history of ice boating on the Shrewsbury river, an ice boat was sailed from Red Bank to the Highlands, draw bridge. This feat was performed by Reuben White in his new boat Moonlight. Mr. White was accompanied on the trip by Herbert Clause of Humesville, PA. In sailing down the river Mr White overturned his boat in order to get under the Oceanic Bridge and before he returned on his homeward trip the tide was so high that he had to dismantle his boat in order to get under the bridge. Last year Mr. White sailed up the creek to Herman Ritzau's place and this trip and his trip to Highlands were the longest straightaway journeys ever made on the Shrewsbury in an ice boat.

Red Bank Register - (Jan 16, 1918) - The Pennant Stays Here - North Shrewsbury Ice Yacht Club Retains State Championship - John Bates's Ingenue Won Two Straight Victories Over the Long Branch Boats Last Week - Arrangements Being Made for an Ice Carnival on Lincoln's Birthday - Other Doings on the Ice. The past week has been a lively one in ice boating circles. The main event of the week was the contest for the state championship pennant which was successfully defended by John Bate's Ingenue, flying the colors of the North Shrewsbury yacht club. The Ingenue won two straight victories over Frank Johnson's Princeton, the first boat of the Long Branch club. The Ingenue was handled by Ruben and Ensley White and won the first race Wednesday afternoon by one minute in a twenty-mile race. The boat won the second and final race of the series Saturday afternoon by trimming the Princeton one minute and fifteen seconds. On Silver Heels, sailed by Ralph Sickles and flying the colors of the Long Branch club, withdrew before the race was finished. The Say When, the sailing mate of the Ingenue, did not show up to her usual form and came in third in each event.

A series of events for the I T Strauss cup for the fifth class championship of the North Shrewsbury river was begun Sunday morning. The first race was won by the "OU" owned by C.H. Page of Newark and sailed by Chester A Minton, who is stationed on the submarine chaser Pattina and who was home on a two-day furlough. The Let's Go, owned and sailed by R G McDermott of Orange, finished second. Five boats started but only two boats finished. An extra high wind was blowing on the sail of the Little Imp., owned by Mrs I T Strauss and sailed by Ralph Sickles, was badly torn and she was forced to withdraw. The Invincible and Wasp, boats of the Fair Haven club, started out but were unable to finish. The second race of the series will be held next Sunday afternoon. The silver cups for this event are on display in the window of The Register office.

One of the interesting sights along the shore these days is Daniel Assay and his third class yacht Zero II. Mr. Asay is in his 72d year, yet he is one of the most enthusiastic as well as one of the ablest ice yachtsmen of the North Shrewsbury club. The boat which Mr. Asay owns and sails was built by him last summer. Mer. Asay's grandson, Lester Pierce, son of Robert Pierce of White street, recently joined the North Shrewsbury club and is receiving sailing instructions from his grand father. Mr. Asay is chairman of the house entertainment committee and is given the honor of hoisting the club flag at the finish stake when official races are held. Sunday afternoon was a severe one for ice yachtsmen, all the larger craft being laid up during the cold afternoon with the exception of Daniel Asay. He braved the high wind to take out a party of visitors who had never been in an iceboat before.

Red Bank Register - (Jan 23, 1918) - Ice Carnival Plans - Program Arranged at Meeting Held Last Night. The Carnival will Take place Lincoln's birthday - Ice Boat and Skating Races Morning and Afternoon - Merchandise Prizes The program for the carnival of ice sports on the river on Lincoln's birthday was arranged last night at a meeting of the committee held in the boy scout office in the Eisner building. Merritt L Oxenham was made chairman of the carnival committee and George M Sandt was made secretary. Beverly W Brown, Frank N Worth, Albert Worden, Jr. and Thomas Irving Brown will look after the publicity. The carnival is to take on a community spirit. A neighborly invitation will be extended to the residents of other towns in Monmouth and Ocean counties to come and spend the day here. Events will be arranged for morning, afternoon and night.

The first event of the morning will be a five-mile ice boat race for fifth class boats. This will start at ten o'clock. A ten-mile race for third class boats will start at half-past ten. There will be a half-mile skating race for school boys under sixteen years; a half-mile race for boys over sixteen years; a quarter-mile race for school girls under sixteen; a quarter-mile race

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 14

for girls over sixteen; a quarter-mile race for members of the boy scouts' a mile open skating race; a mile skate sail race open to all with no limit to sail area' and a mile four-man relay skating race open to high school boys over sixteen. In the afternoon there will be a five-mile ice boat race for fifth class boats, starting at two o'clock; a ten-mile race for third class boats, starting at half-past two o'clock; a five mile ice boat race for fifth class boats, boats to be sailed by women and girls; a two-mile skating race, open event' a half-mile skating race, for solders from Camp Alfred Vail at Little Silver; a mile skate-sail event similar to the morning race' a quarter-mile race for mixed doubles; a relay race for soldiers from Camp Vail, and a broad jump on skates. At night there will be general skating on the river with colored fire, electric lights and music by the Red Bank Italian band. Many of the skaters will take part in a masquerade parade at night. Boy Scouts will do police work on the ice throughout the day and evening.

Merchandise prizes will be awarded in each event, the prizes being donated by Red Bank merchants. Mort V Pach will be the announcer. Commodore James B Weaver of the North Shrewsbury ice yacht club and Commodore Ralph B Sickels of the Independent club will be in charge of the ice boat events and they will be assisted by Reuben White and Anatole Chameroy, R L Wilson will look after the skating events. Mr Oxenham will have charge of the boy scouts and Willard M Elliot will have general oversight of the events in which public school pupils will enter.

Red Bank Register - (Dec 24, 1919) -- Ice Boat Season Opens - First Craft Put on the Ice Sunday - Ruben White Enjoyed a Sail in His Boat - Many Championship Races Planned for the Present Season - Lateen Rigs Return. -- The ice boat season opened Sunday afternoon, when Captain Reuben White put his craft Moonlight on the ice and enjoyed a sail during a strong northeast snowfall. The season promises to be a busy one for the owners of third class craft. The North Shrewsbury club of Red Bank now holds the **Third Class Championship Pennant of America** the **Championship Pennant of New Jersey** and the **Championship Pennant of the North and South Shrewsbury Rivers**. The club will defend these pennants this year against the South Shrewsbury river clubs and the Independent Ice Yacht Club of Red Bank.

The first big race of the season will be the final event of the 1917 series for the **Championship Pennant of America**, of which John C Gibbons's fast Ingenue has one leg of the series. The pennant was last won by Thomas Irving Brown's Say When and will be retained by her until the contest is decided between the North Shrewsbury and Independent Club fliers. The Ingenue also has one leg on the **W. Harold Powers Cup**.

If the ice gets strong enough Commodore James B Weaver will put the famous Scud on the ice. The Scud is the largest ice yacht in the world. In order to safely launch her the ice must be at least eight to ten inches thick. Captain Weaver also owns the Kittie, which has won several championship events. A Newark man has bought a First Class yacht called the Blizzard and has shipped it to Irwin's Boat Works. The boat is of the jib and mainsail type and is very strongly built. It is put together for rough sailing. This boat may be started against Captain Weaver's lateen rigged Scud. Edward Fiedler of Little Silver Point will bring his Drub to Red Bank. The boat which is sailed by the owner is one of the two craft defending the North Shrewsbury club pennant.

Red Bank Register 3/31/1920 - James B Weaver of East Front Street, commodore of the North Shrewsbury ice yacht club, has given to the club twelve large framed pictures of ice yachts. The pictures cover activity in ice yachting circles in this vicinity during the past twenty years. There are also pictures of ice yachting at Gull Lake, Michigan, showing members of the Red Bank club with the club's challengers in the West. The pictures have been given a prominent place in the meeting room of the club. George W. Bray has presented the club with a picture of his yacht Daisy.

These historic pictures are still displayed on the walls of the clubhouse and have been copied to film and/or digital image for preservation in the club safe deposit box. Some of these images are reproduced and attached with this application.

Red Bank Register 11/17/1920 - **Ready for Ice boating - Several New Craft Being Overhauled** - The Season Expected to be a Very Lively One if Ice is on the River -- A Number of Important Races Are Already Scheduled. --- The losing of the **Championship Pennant of America** for Third Class ice boats by the North Shrewsbury Ice Yacht Club of Red Bank to

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 15

*the Long Branch Club last winter, and the Long Branch Club getting the first leg of the series of races between these two clubs for the **State Championship Pennants**, has put the North Shrewsbury club on its mettle. It is getting its boats in condition to defend the State Pennant and to regain the American Championship Pennant the coming season. Although weather sharps have predicted an open winter, the yachtsmen of the North Shrewsbury club are letting no grass grow under their feet. In addition to the championship pennant races the club will have a busy season competing for a silver cup donated by Commodore James B Weaver to be raced for on the point system; for the W Harold Powers cup, which has been contested for several years and which will become the property of the owner of the boat which wins two races for the cup; the club's season pennant, and several prizes donated by Red Bank business men.*

Commodore James B Weaver will put on the ice this winter his yacht Kittie. This boat is wide body boat built for pleasure and it is Mr. Weaver's desire that his boat be used for the entertainment of visitors and especially to take out for a spin those who never have been in an iceboat before. Should weather conditions permit the Commodore will also put on the ice his First Class boat Scud, which is one of the largest iceboats in the world.

1920s - Property is Acquired and the Ice Boat Club House Moved to Present Location

After World War One the Red Bank waterfront changed, with old commercial uses disappearing. Worthley's Coal Yard went out of business. Ice Boat Club Minutes of March 1922 recorded correspondence from the Eastern Skating Association commending the ice boat club for their recent carnival and a report from the New Site Committee that the Mathews⁴ property was available at a price of \$6,000. A committee was then appointed to negotiate with Mathews brothers for the property and secure the property at \$6,000 by an agreement of sale. Within the month, **Thomas Irving Brown, chairman of the committee, reported that the Mathews property had been secured by an agreement of sale for \$6,000 - title to be passed April 3rd, 1922.** The secretary was instructed to write the Monmouth Boat Club (MBC) to see if they wish to purchase a proportionate part. **A motion made and carried to change the name of the North Shrewsbury Ice Yacht Club to North Shrewsbury Ice Boat and Yacht Club.**

Agreement was reached with MBC to divide the **Mathews property equally, one half of which to be sold to the MBC for \$3,000.00** and the proportionate share of the carrying charges to date of transfer to be born by the MBC. NSIB&YC retained the western half of the property, the division being made by a line running approximately north and south at a point midway between the two extreme points in the north and south boundary lines. **NSIB&YC agreed to move the club house from the present site to the portion of the Mathews property retained by the NSIB&YC at their expense.** MBC agreed to allow the NSIB&YC a reasonable length of time, not to exceed one year from the date of transfer to relocate the clubhouse. **The ice boat club agreed to sell its original property to MBC for \$500.00 with the proviso that the MBC deed to the NSIB&YC and the NSIB&YC deed to the MBC a mutual right of way along the southern line of said property.**

In September of 1922 an offer of Schunk S. Thomson Co. to move the clubhouse from its present site to the new property was accepted. A poll vote was taken to determine the new location which the club desired for clubhouse. Club members volunteered material, time and labor to the clubhouse relocation. The club decided to build the foundation themselves. A committee was appointed to arrange for **bulkheading the property, getting a foundation on the new site and shingling the building.** Charles Burd donated sand and cement for building the foundation. In January of 1923 an estimate from Edmond and Sickles contractors to build the proposed addition to the second story of the club house for \$598.00 was accepted and the contract signed. An offer of Mr. John White to put a slate roof on the new addition for cost be accepted and it was moved and carried that the exterior of the building be shingled. A building and improvement committee was appointed, flood lights were purchased, Clinton Elliott donated a flag, William H.R. White donated a flag pole, Charles Burd offered to deliver the flagpole to the grounds of the club. Several members donated shingles. Historic Photo H23 shows the clubhouse several years after this work was completed.

⁴ The Mathews Property was the old Worthley Coal Yard

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetNorth Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJSection number 8 Page 16**1935 - Club Joins the Eastern Ice Yacht Association**

In 1935 the North Shrewsbury Ice Boat & Yacht Club joined with 8 ice-boat clubs to form the Eastern Ice Yacht Association (EIYA). This development reflected the changed circumstances of ice boating between the World Wars. In a 1971 EIYA handbook, EIYA past-president Raymond Ruge wrote: "By 1935, Ice Yachting in the East had undergone major changes from pre-World War I days of big lateen or gaff rigged stern steerers,...[but these older designs were] suddenly pushed aside in 1934 by the radical breakthrough of the bow steerer. By 1940, when a bow steering skeeter won the first Open Championship of the E.I.Y.A., there was no longer any doubt that speed supremacy had passed to the small swift skeeter. Ruge also noted that At the same time, better roads [were] kept open in winter, and dependable automobiles and trailers opened up numerous good race courses to sailors previously forced to stay home, even though good ice beckoned only 20 to 60 miles away. So it was that representatives of 8 clubs answered a call by Dick Moeller of the Rumson Country Club. Ruge further noted that these organizing clubs were: Greenwood Lake, Hudson Highlands, Lake Hopatcong, Long Branch, Monmouth, Musconetcong, North Shrewsbury, [and] Rumson. It actually took two years for the organization to take shape. Representatives met for their organizational meeting at the Larchmont Yacht Club in November 1937. Quick agreement was reached to form an Eastern Ice Yachting Association and to follow the organization classes, by-laws and racing rules of the 25-year-old Northwest Ice Yachting Association.

The EIYA By-laws stated the object or its organization "shall be to encourage ice yachting, to promote the social interest and good fellowship of all persons and clubs interested in ice yachting, and to stimulate trials of speed under reasonable and prudent rules." According to Ruge, Dick Moeller was duly elected President and Bill Crosby, editor of [a sailing magazine called] Rudder, secretary. Poor ice and organizing allowed the 1938 season to lapse without a regatta. In 1939 Frank Blaisdell of the Monmouth club and Ray Ruge of Hudson Highlands became President and Secretary and swore they would hold a regatta in '39 come hell or high water. Conditions favored them, and they ran off the first E.I.Y.A. Regatta at Lake Hopatcong in January 1939. Several boats and skippers who sailed in the first Regatta are still going strong, and they include the writer, Homer Sieder and Bill Schmitz. All have served as President of the Association in addition to winning their share of the prizes over the years.

Regattas were held every year since 1939, except thru the war years of 1943-1944-1945 and also 1950 when we had no ice but no ice. Our recent colder winters [have] made available again a course on the Hudson River at Croton, historic for ice boaters and where a great Regatta was held in 1969." Through participation in the EIYA and its sponsored events the North Shrewsbury Ice Boat & Yacht Club expanded the scope of social and recreational opportunities for its members.

Preservation, Restoration, Design, Innovation, Building, and Racing Continues Today

The ice boat club preserves the spirit and excellence of the boat builders and sailors of the 1880s and early 1900s. Innovation in technology of Stern-Steerers, Skeeters, Yankees, DN's, and design of new boats such as light-weight B-Skeeters and C-Skeeters and front-cockpit carbon-fiber A-Skeeters have been contributed by present day club members George Fournier, Doug MacFarland, Les Shibli, Dan Clapp, Mark Peterson and others. Preservation and restoration of stern steerers dating to the turn of the century is an on-going effort of many members of the club. The excitement of challenge races for pennants and trophies continues as in the old days. Races for the Ice Yacht Challenge Cup of America (Van Nostrand Trophy) were held in 1978 and 2003.

JM notes in 1980: "Back in 1886, when Commodore James Weaver of the North Shrewsbury Iceboat & Yacht Club made his second trip up the Hudson River with his first iceboat named SCUD, in the hope of capturing the **Ice Yacht Challenge Pennant of America**, the winning boat was the JACK FROST. In 1973, the old JACK FROST was restored and put back into competition by the Hudson River Ice Yacht Club. Her keel is 50 feet long, the spread is 28 feet, the sail area is 765 square feet. Today's iceboats are dwarfed by comparison. In the beginning, these huge boats were called "1st Class." There were also boats of the 2nd Class (infrequently raced) and the 3rd Class which was by far the most numerous and most popular size. The old 3rd Class boats are now known as Class A. The later famous ROCKET, a 1st Class boat built

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 8 Page 17

in 1888 for Capt. George Coley is still being stored by the North Shrewsbury Iceboat & Yacht Club; there has been some tentative discussion about the possibility of restoring this boat." Restoration of Capt. Coley's Rocket is now underway.

Restoration of the Rocket Ice Yacht

The Rocket Ice Yacht Foundation (501.C3) was formed by club members in 2004. The mission of the Rocket Ice Yacht Foundation is preservation and restoration of the Rocket, a historic Ice Yacht of the First Class was built in 1888 for Captain George Coley. The Rocket was 55' Length with 900 sq. ft. Sail. The Rocket sailed and raced in Red Bank for 34 Years from 1888 to 1920. We know the Rocket was a fast boat as in 1901 the New York Times reported on a race between the Rocket and the famous Scud: *New York Times 2/23/1901: Ice Yachts under Full Sail - The Rocket Beat the Scud in a Twenty-Mile Race. Red Bank NJ Feb 22. - Two ice yacht races were sailed this afternoon, one for first and second class yachts and the other for third-class boats. A fair breeze blew from the westward, but the boats carried full sail. The entries in the first class were George Coley's Rocket and James B. Weaver's Scud. The Rocket won, sailing the twenty miles in 0:53:55, beating the Scud by over 2 minutes.*

The Rocket was stored underneath the North Shrewsbury Ice Boat and Yacht club for 50 years. In the 70s the surviving parts were removed – the cockpit, plank and runners. Work was initiated on the plank but after several years' progress stopped and the parts were returned to storage under the club. In 1998 a new effort was initiated and restoration work resumed. The cockpit was restored and is now stored under a glass table top for display in the clubhouse.

Plans were scaled from old photographs by Dave Hoder a Rocket Ice Yacht Foundation member who is a licensed professional engineer. Working drawings were then prepared by Bob Pulsch a boat builder who has restored a 1911 Schooner. The Rocket Ice Yacht Foundation now has working drawings, a bill of materials and a work plan for the Rocket Restoration Project. The keel is 55' long and consists of 2 halves which bolt together when the yacht is assembled. Both halves of the 55' keel or backbone have been completed, by members of the Club and Foundation working in the first floor workshop of the North Shrewsbury Ice Boat Club.

On Saturday November 18, 2006 a milestone was marked in the restoration of the Rocket as the 2 halves of the backbone, the runner plank and the cockpit were joined together and set up outside the clubhouse for the first time in more than 85 years. (Current Photo C12) "Rocket Scientists" Bob Pulsch of Port Monmouth, Frank Johnson of Middletown, John Holian of Red Bank, Mark Peterson of Little Silver, Bill Comella of Highlands, John Spur from New Paltz NY, a member of the Hudson River Club, Mike Soldadi of Red Bank, Jeff Morton of Rumson, assisted by several members of MBC made final adjustments and fit up the backbone, runner plank and cockpit. Work continues on chocks for the runner plank, rigging parts and the search is on for a mast.

Red Bank Still Recognizes It's Ice Boat Heritage

The Ice Boat Club made Red Bank world famous as an important center of iceboating. The club is mentioned in an early Encyclopedia Britanica article on iceboating. (Encyclopedia Britanica, 14th edition, 1929-1930.) The Borough of Red Bank, incorporated in 1906, adopted an Ice Boat as the town logo which can be seen on all municipal vehicles including Police, Fire, and Public Works to this day. The Ice Boat logo is on a bronze medallion in the middle of downtown at the intersection of Broad and Monmouth Street. The town had the Ice Boat logo carved in Granite and placed over the entry doors of the new Municipal building. Each year a local Red Bank brew-pub, Basil T's, brews a special winter ale naming it "Ice Boat Ale". The town park is decorated at Christmas time with an Ice Boat on display, festively lit with Christmas Lights.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 9 Page 1

Major Bibliographical References

Moss, George H., Jr. "Steamboat to the Shore". Sea Bright, NJ: Ploughshare Press, 1991.

Map 1 from: "Atlas of Monmouth County - "From recent actual survey and records under the superintendence of F. W. Beers", published by Beers, Comstock & Cline, 36 Vessy Street, New York, 1873."

Map 2 from: Wolverton, Chester and Forsey Breon. "Atlas of Monmouth County, New Jersey, Compiled from Actual Surveys, State and County Official Records and Private Plans" New York, G. Wolverton, c1889.

Methot, June. "Up and Down the River". Navesink, NJ - Whip Publishers, 1980.

June Methot was a member of Monmouth Boat Club, a championship sailor, and served as historian of Monmouth Boat Club for many years. Her book, "Up and Down the River" is a useful source of historical information about the river. Methot says, writing about the book, "The written material has been gathered wherever it could be found, but the great bulk of it comes from a century of superb small town newspaper coverage by the old weekly Red Bank Register, the town's paper founded in 1872."

Microfilm copies of the *Red Bank Register*, the town's weekly paper founded in 1872 - Microfilm located at the Red Bank Library.

Minutes of the North Shrewsbury Ice Boat & Yacht Club 1882-1960 (On loan to Monmouth County Historical Association Main Museum & Library, 70 Court ST, Freehold, NJ).

Eastern Ice Yachting Association By-Laws, Regatta & Sailing Rules revised Nov 1., 1971 with history by Raymond A. Rube.

"Monmouth Boat Club". Nomination for the New Jersey and National Registers of Historic Places, 1994, Copy at Monmouth Boat Club.

Constitution and By-Laws of the North Shrewsbury Ice Boat and Yacht Club, revised 1987 (note: dates of incorporation on cover sheet are incorrect.)

Information assembled by Watson Kern, Past Commodore:

Certificates of incorporation Filed at the Monmouth County Clerk's Office as follows:

- 9/24/1887 "The North Shrewsbury Yacht Club" - Corporation Book B, page 92, Recorded 2/25/1888
- 2/4/1889 "The North Shrewsbury Ice Yacht Association" - Corporation Book B, page 156, Recorded 2/22/1889
- 3/24/1922 "The North Shrewsbury Ice Boat and Yacht Club" - Corporation Book K, page 108, Recorded 3/25/1922

Monmouth County Deed Book references:

- 1179-13 to NSIB&YC (original land from Mathews)
- 1188-12 to MBC (original land divides)
- 423-256 to MBC riparian
- 577-359 to MBC riparian
- 363-85 to MBC
- 1187-48 to MBC
- 2254 - 16 to Boro
- 1673-16 to Boro

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number 10 Page 1

VERBAL BOUNDARY STATEMENT

The nominated property consists of all of Block 9, Lot 1, 1.01 & 1.02 as shown on the Red Bank Borough tax map and shown on the accompanying site map.

BOUNDARY JUSTIFICATION

The nominated property constitutes all of the property historically associated with the North Shrewsbury Ice Boat and Yacht Club.

Returned

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number Photographs Page 1

Note - files of digital images are named: NJ_MonmouthCounty_NSIBYCnnn.tif

The following information same for current photographs C01 - C12 and historic photographs H01 - H23

Name North Shrewsbury Ice Boat & Yacht Club

Location: Red Bank, NJ 07701

Photographer: Jeff Smith

Location of Original Negatives: North Shrewsbury Ice Boat & Yacht Club safe deposit box

Date of Photography: As noted for each picture.

Pictures are of three types - 1. Original photography by Jeff Smith, 2. Digital image copies made by Jeff Smith of old pictures hanging on walls of the North Shrewsbury Ice Boat & Yacht Club, and 3. Digital image copies of old pictures from the Monmouth Boat Club archives made by their historian Eileen Ewing.

List of Current Photographs:

- C01 NSIB&YC Clubhouse - Exterior 2005 - 125 Year Anniversary Open House
- C02 NSIB&YC Clubhouse - Exterior 2005 - East Side with Main Entrance
- C03 NSIB&YC Clubhouse Interior 2005 - First Deck Workshop, Storage Racks, Lockers
- C04 NSIB&YC Clubhouse Interior 2005 - First Deck Lockers Overview
- C05 NSIB&YC Clubhouse Interior 2005 - First Deck Lockers Detail - Note the names of old ice boats mentioned in Red Bank Register.
- C06 NSIB&YC Clubhouse Interior 2005 - Second Deck Overview Meeting Room & Galley
- C07 NSIB&YC Clubhouse Interior 2005 - Second Deck Trophy Case and Historical Photos
- C08 NSIB&YC Clubhouse Interior 2005 - Second Deck Meeting Room - Racing Photos
- C09 NSIB&YC Clubhouse Interior 2005 - Second Deck Overview Meeting Room
- C10 NSIB&YC Clubhouse Interior 2005 - Second Deck - Display Table with Rocket Cockpit and Meeting Room
- C11 NSIB&YC Clubhouse Interior 2005 - Second Deck - Display Table with Rocket Cockpit
- C12 11/18/2006 Rocket Cockpit, Runner Plank & Backbone assembled for the first time in more than 85 years.

List of Historic Photographs:

- H01 Iceboating circa 1882 - from Monmouth Boat Club Archives
- H02 North Shrewsbury Ice Yacht Association Stock Certificate - 1891
- H03 1914 Winter Carnival - from Monmouth Boat Club Archives
- H04 1922 Winter Carnival Skate Races
- H05 A Few Champions - date unknown - circa 1904
- H06 Class D Ice Yacht - date unknown - circa 1904
- H07 A Winter Carnival Nip - date unknown - circa 1904
- H08 1904 Ice Yachts
- H09 1904 Ice Yacht Race View From Hill
- H10 1904 Ice Yacht Race
- H11 Winter Carnival - Note Seat Concession with sign "Put on your skates, check your clothing 15c" - date unknown - circa 1912 - Digitally copied by Jeff Smith from a print owned by Greg Strand. Note: This picture appears in June Methot's Book Up and Down The River
- H12 Winter Carnival - Crowd, Dressed Ladies on Runner Plank, in cars; Steamboat Albertina - date unknown - circa 1912 - Digitally copied by Jeff Smith from a print owned by Greg Strand.
- H13 Winter Carnival - Boy with toy Ice Yacht - date unknown - circa 1918
- H14 Detail from Winter Carnival - Boy with toy Ice Yacht - date unknown - circa 1918

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

North Shrewsbury Ice Boat & Yacht Club
Monmouth Co., NJ

Section number Photographs Page 2

- H15 Winter Carnival - Boys with sleds - date unknown - circa 1918
H16 Winter Carnival - Ice Yachts - date unknown - circa 1918
H17 Van Nostrand 1 - Jeff Smith Photo 2004
H18 Van Nostrand 2- Jeff Smith Photo 2004
H19 Van Nostrand 3- Jeff Smith Photo 2004
H20 NSIB&YC Clubhouse - Circa 1900 - Two Monmouth Boat Club buildings can be seen in the background - the original, and the 3 story structure built in 1895 which still stands today.
H21 NSIB&YC Clubhouse Picture 2 - Interior Circa 1920 Note: James B. Weaver was commodore 1918-1922 which would place this picture around 1920. Delbert Fisher of Fisher Place, has placed the following faces, reading the photo from left to right in roughly three rows:

Front row seated at left is James B. Weaver, Club Commodore, and a merchant tailor; Charley Bird, Charles B. Irwin; next gentleman unknown, and then Sam Morford, was in the coal business.

Seated in the second row, the second man from the left with a handlebar mustache is Charles Grover, next to him is the man who formerly owned William O'Brien's plumbing business but his name escapes Mr. Fisher and the next man is unidentified. Seated in front of the stove is Henry Woods, then another unknown, then James Doughty who owned a pickle factory on Oakland Street. To the right of the gentleman who looks like Santa Claus is Charles Allen a summer oyster man and a farmer. Leaning in the right foreground is Walter Minton. Standing in the back row is Fred Thompson, Sid Earl, Douglas Riddell. Closest to the stove at left is Garrett Morford. Third from the stove to the right is Charles Minton who was a druggist in a shop next to Kridel's, and a man Mr. Fisher believes is named Swannell, an architect. In the derby hat, with stiff collar, tie and mustache is Red Bank Register reporter George Longstreet and Edward Asay stands alongside him. Partially seated in the right foreground is a man named Woolf - first name unknown. The bearded man on the right rear is Gus Haviland, a boat builder whose place is now the Irwin Yacht Works.

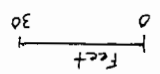
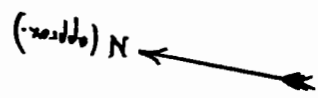
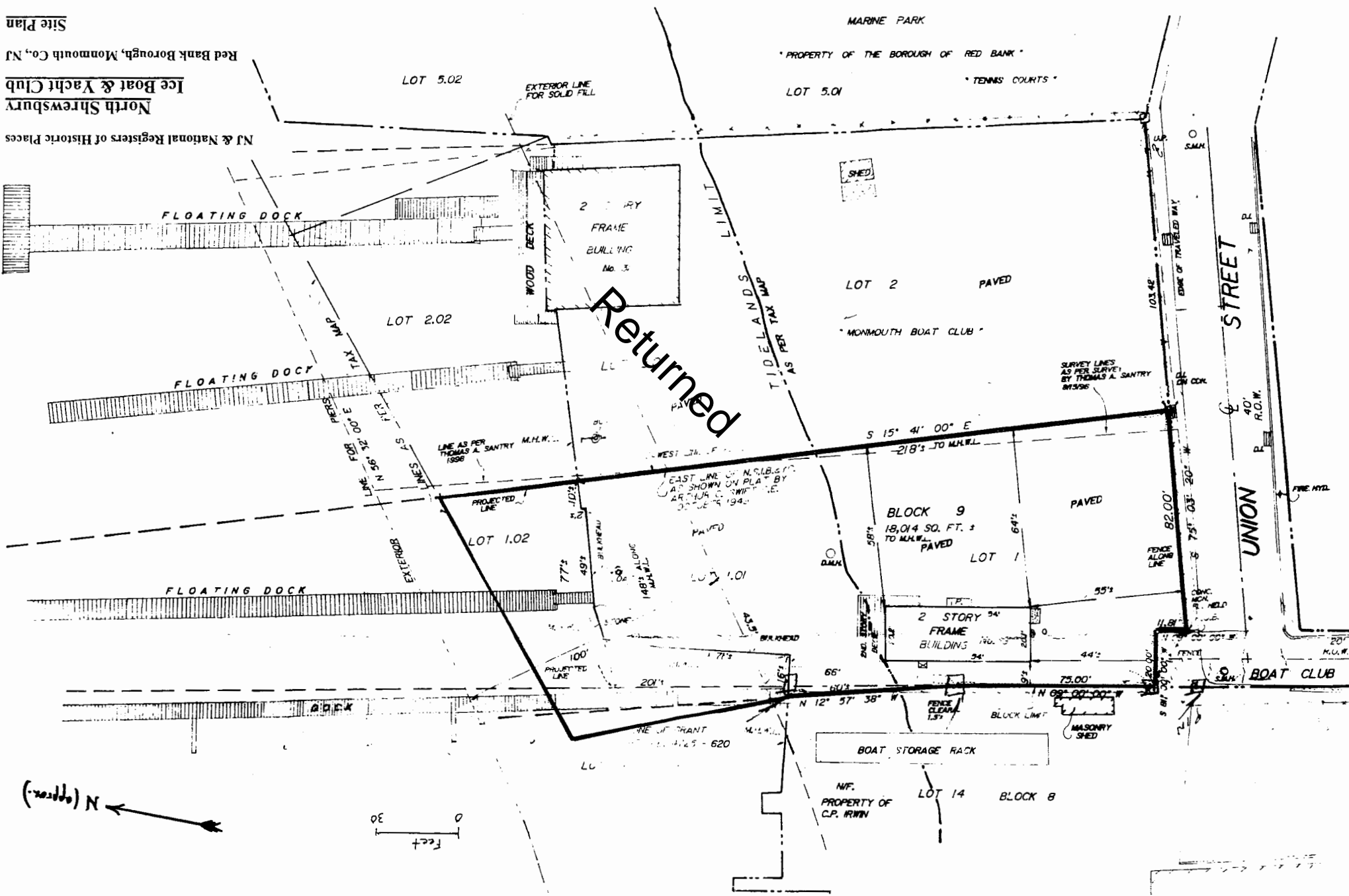
- H22 Capt. Henry Chadwick - date unknown - circa 1940
H23 NSIB&YC Clubhouse - Exterior January 1, 1926

Site Plan

Red Bank Borough, Monmouth Co., NJ

Ice Boat & Yacht Club
North Shrewsbury

NJ & National Registers of Historic Places

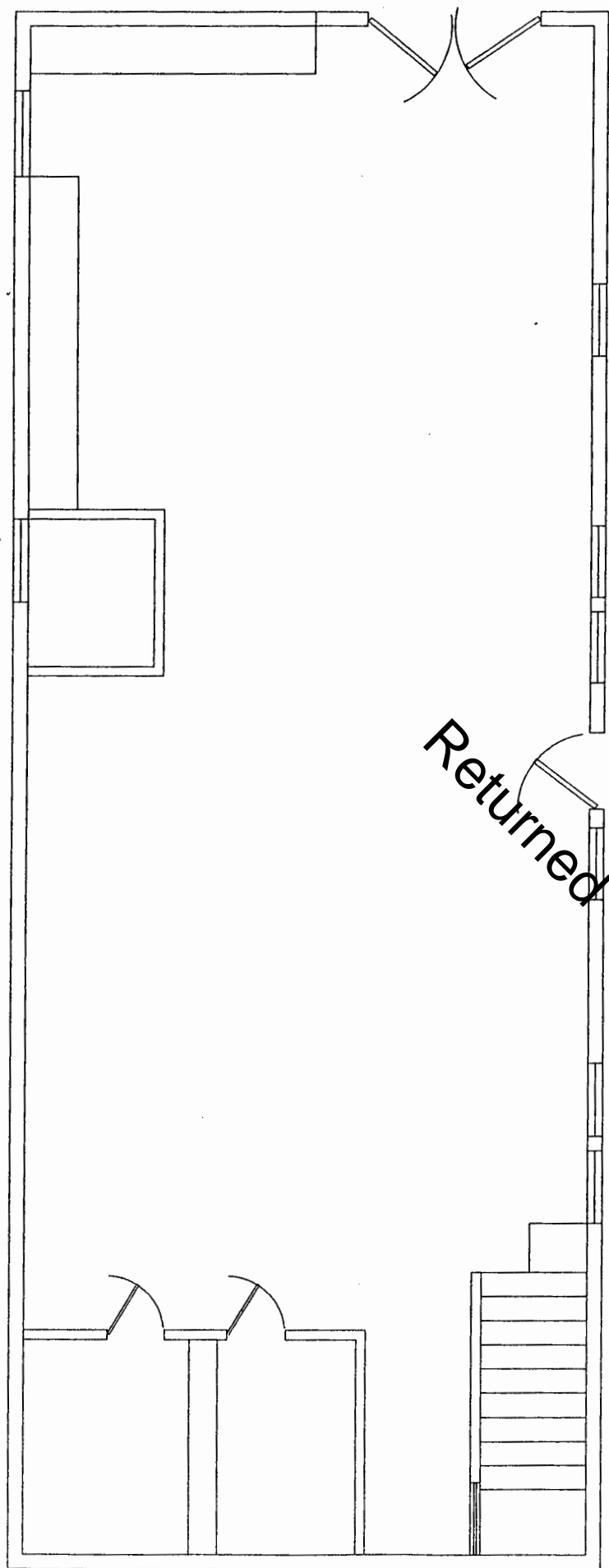


**NJ & National Registers
of Historic Places**

**North Shrewsbury
Ice Boat
& Yacht Club**

**Red Bank Borough
Monmouth Co., NJ**

First Floor Plan

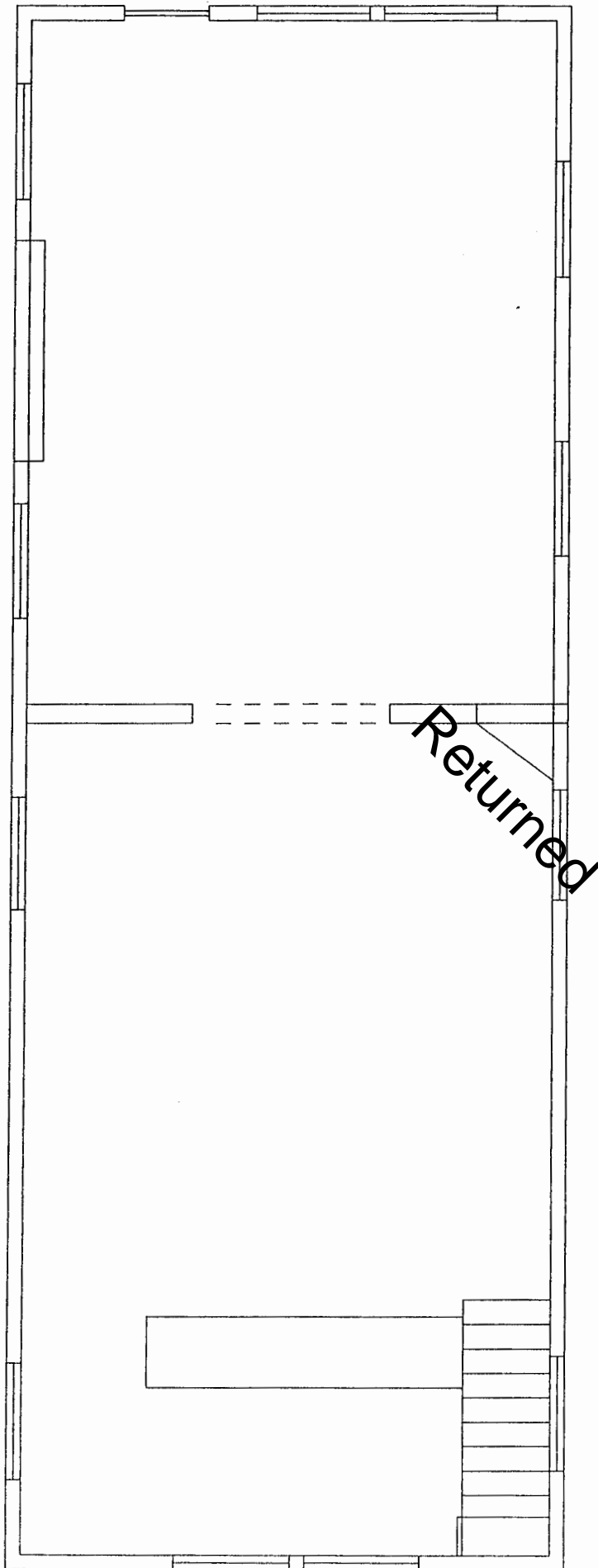


NJ & National Registers
of Historic Places

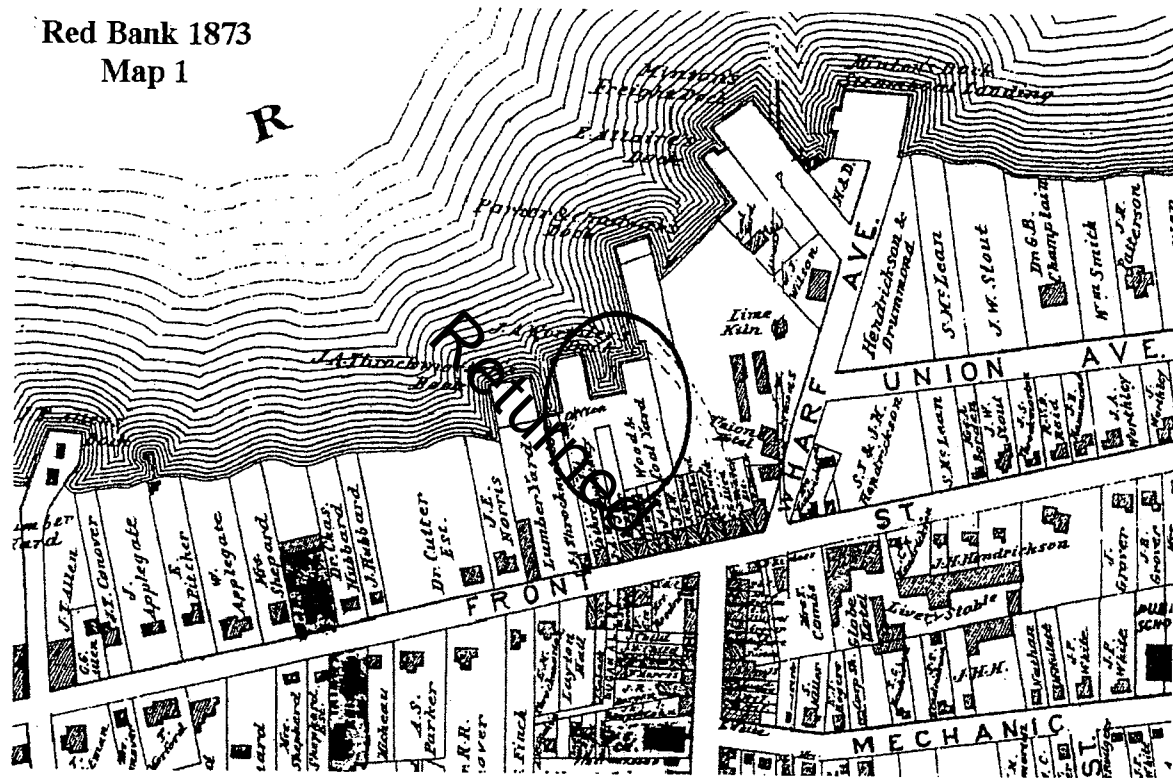
North Shrewsbury
Ice Boat
& Yacht Club

Red Bank Borough
Monmouth Co., NJ

Second Floor Plan



Red Bank 1873
Map 1



[illegible]



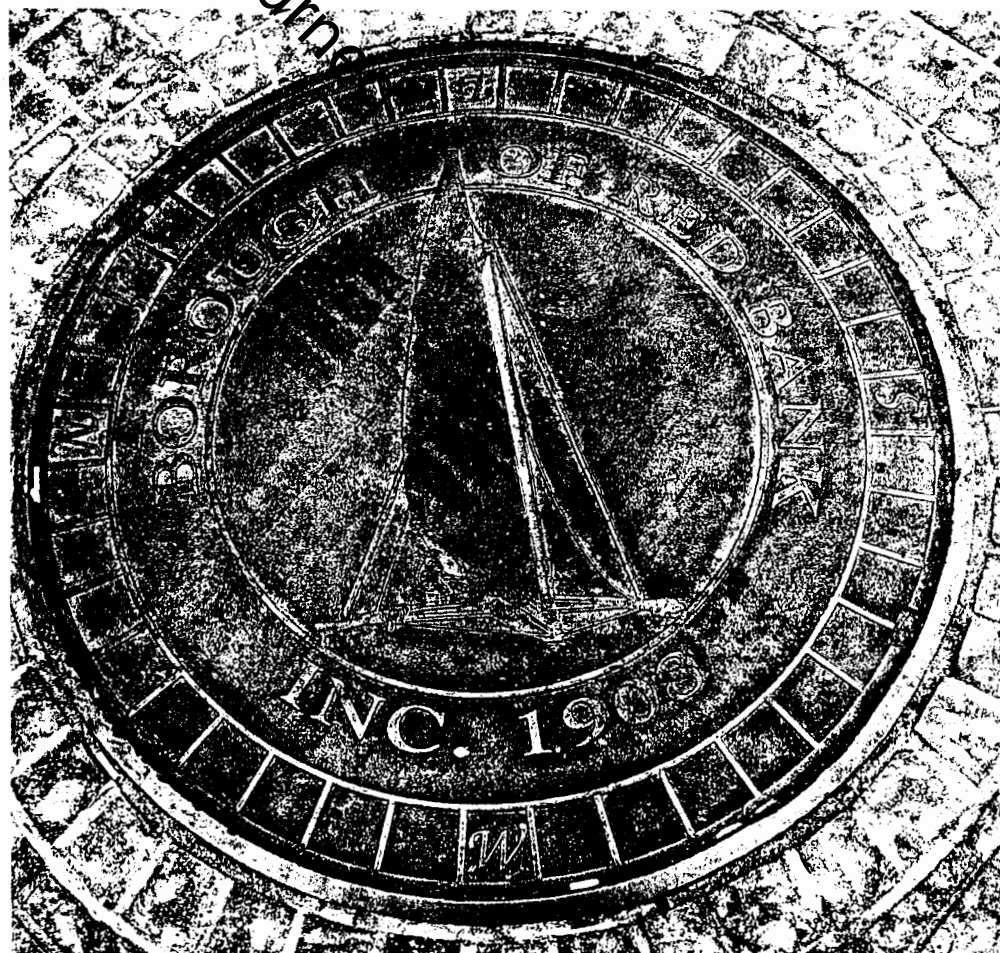
NJ & National Registers
of Historic Places

North Shrewsbury
Ice Boat
& Yacht Club

Red Bank Borough
Monmouth Co., NJ

Supplemental Images

(The Ice Boat as
an official symbol
of Red Bank Borough)



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY North Shrewsbury Ice Boat and Yacht Club
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW JERSEY, Monmouth

DATE RECEIVED: 1/29/08 DATE OF PENDING LIST: 2/19/08
DATE OF 16TH DAY: 3/05/08 DATE OF 45TH DAY: 3/13/08
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 08000179

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

___ACCEPT ___☒RETURN ___REJECT 3/12/2008 DATE

ABSTRACT/SUMMARY COMMENTS:

See attached Return Sheet for detailed comment.

RECOM./CRITERIA Return

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 3/12/2008

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

United States Department of the Interior National Park Service

National Register of Historic Places Evaluation/Return Sheet

Property Name: North Shrewsbury Ice Boat and Yacht Club, Monmouth County, NJ
Reference Number: 08000179

Reason for Return:

The nomination is being returned for additional information. The North Shrewsbury Ice Boat and Yacht Club located in Red Bank, New Jersey, has been nominated at the National level of significance, but the nomination form does not provide sufficient information to evaluate this property's significance within a national context.

The nomination form (Section 8, page 1) claims that the North Shrewsbury Ice Boat and Yacht Club is nationally significant as the "premier historic landmark" associated with the winter sport of ice-boating and that it is the oldest continuously operated ice-boat club in the United States. While the nomination includes detailed information on the events that occurred in association with ice-boating on the Navesink River, there is very little information provided on the development of ice-boating as a sport in America and the impact that the events associated with the North Shrewsbury Ice Boat and Yacht Club had on the development of the sport.

National Register guidance (National Register of Historic Places Bulletin, *How to Apply the National Register Criteria for Evaluation*, p.10) provides that in order to be found to be nationally significant under National Register Criterion A, a property must illustrate the nationwide impact of events associated with the property, and the property must be shown to be of exceptional value in representing that nationally important theme in the history of the nation. In resubmitting this nomination, please address how the sport of ice-boating has had a nationwide impact on American history or culture and why the North Shrewsbury Ice Boat and Yacht Club is of exceptional value in representing this historic theme.



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.

Washington, D.C. 20240

IN REPLY REFER TO:

National Register of Historic Places Evaluation/Return Sheet

Property Name: North Shrewsbury Ice Boat and Yacht Club, Monmouth County, NJ
Reference Number: 08000179

p. 2

Please provide additional contextual information on the development and spread of the sport of ice-boating in America. The nomination contains much information on the practice of ice-boating in the local area, but there is no explanation of how popular the sport was elsewhere, how many events were held in other localities, or how many people participated in the sport historically. Where and when was it first practiced? When and where did the sport expand to other areas of the country? When and by whom were the rules of ice-boat racing developed? When and where were the categories or classes of ice-boats developed? What are the other important ice-boat regattas associated with the sport? Has ice-boating evolved into a professional sport, or does it remain solely an amateur event? Was ice-boating ever practiced as a recognized college sport? Within the broad context of the sport of ice-boating in America, how did the North Shrewsbury Ice Boat and Yacht Club have a national impact on the sport?

The North Shrewsbury Ice Boat and Yacht Club is also nominated under National Register Criterion C "as a good example of a 19th century boat house," (Section 8, page 1), but the nomination form does not describe the characteristics of 19th century boat houses, nor does it explain which features of this building make it a good example of the type. In addition, the building was expanded in the 20th century with a second floor, which dramatically alters it from its 19th century appearance. Please address the issues of defining the characteristics of 19th century boat house construction and why the North Shrewsbury Ice Boat and Yacht Club is a good example of the type. Also, please note that no Area of Significance has been indicated for Criterion C; Architecture should be listed in Section 8 of the form if the building is nominated under Criterion C.

Patrick Andrus, Historian
National Register of Historic Places
3/12/2008



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
OFFICE OF THE ASSISTANT COMMISSIONER
MAIL CODE 501-03A
P.O. BOX 420
TRENTON, NJ 08625-0420
TEL: # 609-292-3541 FAX: # 609-984-0836

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor



September 30, 2019

Ms. Joy Beasley
Keeper, National Register of Historic Places
National Park Service
Department of the Interior
MS 7228
Washington, D.C. 20240

Dear Ms. Beasley:

The New Jersey Historic Preservation Office is re-submitting the National Register nomination for the North Shrewsbury Ice Boat & Yacht Club, at 9 Union Street, in Red Bank Borough, Monmouth County, New Jersey, for National Register consideration. A previous nomination was submitted to the National Park Service in January 2008, but was returned to New Jersey for substantive and technical issues, with comments issued on March 12, 2008.

With the passage of time, additional research into this property and into the subject of ice boating generally has been conducted, and the nomination has been thoroughly re-written, and the arguments for significance both narrowed and strengthened. The enclosed disks contain the true and correct copy of the nomination for this property, and the digital photographs to support the nomination.

Should you want any further information concerning this application, please feel free to contact Katherine J. Marcopul, Administrator, New Jersey Historic Preservation Office, Mail Code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call her at (609) 984-5816.

Sincerely,

Ray Bukowski
Deputy State Historic
Preservation Officer