



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Jill Burley October 2011

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



UPCOMING AT LCYC....

Awards Banquet October 14, 2011

Workday Saturday October 15, 2011

Annual Meeting Saturday, October 15, 2011

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LCYA 147-IRENE 3.



Club members gathered in the LCYC Club house to root for the home team during the height of Hurricane Irene. The photo above catches a particularly tense moment as a heavy gust of wind blew through the harbor. We wanted to show the intensity of the crowd when a bit of flotsam drifted past the anchorage, but our photographer was as transfixed as the folks above. I have dibs on the pop corn concession next hurricane. For more on the Storm go to page 4

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Commodores Corner

October 2011

Workday is upon us once again. While it was a short season, squeezed between the Spring high water and Hurricane Irene in the Fall, we stuck together as a club and took full advantage of the Summer.

As the water level allowed, boats were launched and the Club suddenly came alive. I look back at all that went on. With a little re-scheduling, we got it all in! Jr. Sailing started on time and ran full capacity into August – including a kick-off party, the Champ Chase Regatta and Andy Horton Day. Regatta, with the exception of the first couple Wednesdays, sailed all their scheduled races, Ladies Cup had record 50+ participants, Wednesday nights went till dusk ... and I even sailed the Viper in the Ladies Skipper Race. Social was very full including the Old Fashion BB and Etchells Fleet BB. The Pizza Bake was again a hit. Ulie added the Oktoberfest in September and the Pig roast wrapped up the season. The Cruisers were out and about just about everywhere, communicating by the “cruisers list” email and gathering according to the wind, weather and whim. Special thanks to the boats and members who participated in the Annual Boat Tour and Tag Sale “dock party”.

Recent Committee and Board discussion and activity has included laying the groundwork for the Landau Scholarship, storage of our records and valuables, the mooring fee liability, feasibility of a regional Opti Regatta, various house and grounds projects, dock and harbor policies and a Board Retreat! The Board has worked on the immediate issues of managing the club and the long term issues of member expectations, our culture and sustainability. And, using Denny’s phrasing - ‘rigorous attention to financial management by the BOG has put LCYC on course for a sound year-end result, ... finishing on budget.’

Ahead, the Board has started working on LCYC’s 125th Anniversary! forming an ad hoc committee to generate ideas, enthusiasm and plans for the coming year. We expect the 125th to be the theme for the entire year with a focus on our history and some of our past traditions.

Reminiscing in my mind, I am constantly reminded of how well we come together as a club, in good times and not such good times. 2011 definitely put us all to the test! See you at workday – bring tools, skills and good spirit.

Many thanks to you all,
Jill Burley

Irene's Damages at LCYC

Thanks to good preparation by the membership, storm damage to boats and docks was kept to minimum, but not eliminated. These preparations included hauling all club boats except for the Dinse and Nautilus, adding extra anchors to the docks, members removing many dinghies from the docks, removing sails and biminis, and some members even removing their boats when possible.



Three sailboats broke their pennants (each had 2 pennants) and another broke one of its two pennants. Two sailboats received extensive damage as they went aground and have been hauled out at Shelburne Shipyard. The third was found drifting in the bay with unknown damage. Three other boats received damage after apparently being hit by other boats.



All broken pennants failed at deck level from stress and/or chafe.

All members should check their pennants carefully as soon as possible for damage and repair, replace, and add chafe guard where needed.



Winds tend to blow harder in the fall so just because our boats survived Irene, we should not become complacent.

Bob Schumacher
Harbormaster

From the LCYC Archives

1955: When the Famed Ladies Cup Was LCYC's Only Asset

By Bern Collins, LCYC Historian



When LCYC members and friends gathered on the lawn on August 6, at the annual Ladies Cup Regatta to toast Luis Gonzalez, this year's winner, it is unlikely that anyone knew or recalled that this unique trophy was the Club's only asset during its dormant years, from 1939 until reactivation in 1962. After abandoning the waterfront clubhouse at the foot of College Street in 1936, and only three years after the Club's 1937 Golden Jubilee, it was decided to continue the organization without a clubhouse. Commodore George Hagar, pictured above, appointed a committee to dispose of all the furniture and other remaining personal property belonging to the club with the exception of the famed sterling silver Ladies Cup.

Hagar remained as a "caretaker commodore" until 1948, but it was Secretary-Treasurer (1911-1961) Milo Reynolds who maintained the yacht club's corporate charter and held the (irregular) "annual meetings" of the Board of Governors at his office on Church Street. Although there are apocryphal stories that Milo served drinks from the Ladies Cup, this has never been corroborated. It is certain, however, that the Ladies Cup "adorned the center of [Milo's office] table" when the above picture was taken at the February 8, 1955 meeting. This was LCYC's first Board of Governors meeting since 1947, and was significant as its main purpose, other than continue to "preserve the club organization," was to name "a nucleus for any suitable group who might wish to

organize another lakefront yacht club.”

1955 was also significant as being the first year since 1939 that the Ladies Cup Regatta was held as part of the “first annual Marina Center Regatta of the Burlington-Lake Champlain Chamber of Commerce” (later known as the Waterama). As reported in the *Burlington Free Press*, “it was by the courtesy of the Lake Champlain Yacht Club that the trophy was offered as its competition is limited to members of the Club.”

And it was, indeed, a member of LCYC who won the Ladies Cup that year: Paul Raine, who was also a Malletts Bay Boat Club charter member and a 1923 LCYC commodore, whose membership had been maintained thanks to the abatement of dues since 1939. Milo Reynolds presented the trophy to Raine during the sports hour on WCAX, as recorded in the *Suburban List* (a newspaper edited and published by Milo). Some have speculated that Milo was not really a “sailor,” although he maintained LCYC during its long dormancy and was determined that the club would someday have a “new start with its old corporate name under which to operate.” In his presentation, however, he exhibits a knowledge and appreciation of Raine’s sailing prowess:

“Paul, it is a pleasure and honor to present to you this ladies’ sailing cup which has made sailing history on Lake Champlain. It is the sailing classic of all this northern region and its luster is just as bright now as it was 67 years ago when it was put up for the first race.

“Recognizing that sailing was the supreme sport on Lake Champlain, the ladies of Burlington in 1888 presented this cup to the Lake Champlain Yacht Club as a perpetual challenge cup to be raced for at the annual regatta by the members of the club.

“Until now there have been 20 races for this cup and the condition is that the winner shall have possession of it until the next regatta. According to the deed of gift, the cup cost \$500, and it must have been specially made at the time. Today such a beautiful trophy would cost several thousand dollars.

“No trophy ever offered on Lake Champlain has been more sought after or more keenly contested for than this cup. It is truly the sailing classic.

“Paul, you have won this cup by seamanship and sailing ability way above that usually shown. For a large part of the race you were not in the lead. Then, near the finish you gave your Royal Savage full swing, took a tack for advantage of the wind and passed ahead to cross the winning line. It was a remarkable example of sailing ability.

“In the name of the Club, as secretary for 44 years, and in memory of the ladies who made it possible, it is an honor and a privilege for me to present to you this magnificent challenge cup. May it be an inspiration for even

more interest in sailing events on this, the most beautiful lake of all the country.”

1955 could be regarded as a turning point for the Lake Champlain Yacht Club for several reasons: There was a renewed interest and enthusiasm for sailing that received a boost from the Burlington business establishment when the “Marina Center” was built on the waterfront; the first LCYC board meeting since 1947 was held at Milo’s office where the decision to form a group to give the LCYC a “new start” was made; and the Ladies Cup Regatta was held for the first time since 1939, courtesy of LCYC. Although the decision to reactivate the Club was taken in 1958, the impetus to do so began in 1955.

Much has changed, of course, since Milo’s time. The winner of the Ladies Cup may no longer “keep possession until the next regatta” (although the LCYC winning skipper was allowed to have “limited possession” for several years after reactivation). The Ladies Cup is now kept in a vault and taken out only once or twice a year. LCYC members now enjoy a spacious clubhouse on beautiful Shelburne Bay, and look forward in 2012 to the 125th Anniversary of its founding in 1887. And it will be 124 years since the “ladies of Burlington” presented the Ladies Cup to the Regatta Committee of the Lake Champlain Yacht Club.

One can only speculate what Milo (or George Hagar or Robert Adsit or Paul Raine) would say in presenting the Ladies Cup to the 2011 winner—a single guy in a multi-hull who sailed the course in about two and a half hours....

VIVA! Ladies Cup! And, Congratulations, Luis!

Etchells Fleet Season Wrap up

By John Harris Fleet 25 Director of Communications

As was the case for most Lake Champlain sailors this summer, “what a strange, strange trip it’s been” probably best sums up this past season. However, despite the late start and abbreviated schedule, the racing in the 10 boat Etchells fleet was as intense and competitive as ever. Evidence of this is the fact that 7 boats won at least 1 race, only 2 boats (Pied Piper and 1300) won more than 3 races and our new Kelemen Cup winners only won a single race (showing once again that consistency is king!!!).

On the subject of the Kelemen Cup, a big shout out to USA 466, the newly formed Booth/Besse syndicate, for winning their first K-Cup by a 2 point margin over Hot Chocolate. Whether there is any causality between this accomplishment and OB leaving the syndicate I will leave up to the reader. Further demonstrating fleet parity, they are the 4th boat to win the Cup in the past 5 years.

In terms of season highlights, if 50 is the new 40, then it looks like Monday is the new Sunday...at least for the Etchells fleet. Having struggled with weekend E Series participation for several years we tried a couple of Monday nights this year and had outstanding turnouts (even if not always outstanding wind), along with great post race pizza, beer and Rhino Foods treats. It is looking like Monday E Series will be a keeper for next season. In terms of off the lake racing, both 1300 and Senior Moment participated in the Etchells NA’s sailed in Marblehead in early September, with Chris Morgan (skipping 1300) finishing a respectable 10th in a 38 boat fleet despite some last minute crew issues. Speaking of 1300, I also should point out they finished 5th in last winter’s Jaguar Cup in Miami. The Jaguar Cup is a series of 4 weekend regattas from December to March which attracts 50+ of the top Etchells from North America and Europe. Beyond being an awesome accomplishment by Ernie, Chris and crew, it’s a real benchmark for our local fleet and to know we compete every week against one of the best in the business, elevating all of our games.

On a final note, if all this sounds like a lot of fun (and it is) you should start thinking about getting a boat of your own (there just happens to be a good one available locally...contact Joss Besse if you are interested). If you’re not quite ready to take the plunge but do want to get out and see what Etchells racing is all about, give one of the fleet members a call next season and hitch a ride!!

[Editor’s note: 1. After an unbelievably frustrating PHRF race I took these folks up on taking a ride. John and Dave were great hosts-lunch and beer afterwards. I was impressed by the fellowship and willingness of the group to help each other improve. And the good sense to leave the water when a thunder storm blew through. Thanks for the great morning.

2. This version of the article shows the original results before John and Dave told me it was wrong, but after they told me it was really right. If it is wrong then they were right the second time but not the first or the third. If it is right, then they were right the first and third times, but not the second.

3. -Tony Lamb]



2011 Gratuity

Dear LCYC Members:

Before the memory of all the great things that the stewards did this summer fades away I thought that I would get this letter out to you. It has been an LCYC custom, at the end of the season, to reward the Stewards with a gratuity for the work that they have done during the season and for any special services that they performed for you.

As you know, in addition to providing timely Launch Service, the Stewards are responsible for overseeing the safety of all the boats in the mooring area, keeping the docks in working condition, facilitating the appropriate utilization of the docks, maintaining the grounds, cutting the lawns, cleaning the clubhouse and assuring a comfortable clubhouse appearance. These activities contribute substantially to the pleasant ambience of LCYC. The Stewards also assist with Wednesday night and Etchell Class races, Burger Burns and other social events. The stewards stuck with us through the time of no hours during the early season flood and then did quite a bit of cleaning around the grounds.

Members have the option of sending a gratuity (one check) to the Steward’s Fund to be divided based on the number of hours worked or by designated amounts of your choice. The other option is sending gratuities directly to each Steward. They are now each fully engaged in this year’s school/work activities. Your contributions will definitely be appreciated.

We have added two fall stewards Chris Paganelli, former steward helping us out, and Alec Johnson Race steward. These two will be included in the pool distribution.

For the STEWARD’S FUND, please make your check to: payable to LCYC Steward fund and mail to Dennis Bowen, 69 Birch Rd., Shelburne, VT 05482.

For individuals, use the addresses below.

Amy Boerman (Managing Steward)	Nick Bryan
371 Olde Orchard Lane	395 Simmons Road
Shelburne, VT 05482	Shelburne, VT 05482

Rick Turvey	Kyle Paganelli
25 Greenfield Road	197 Olde Orchard Lane
Essex Junction, VT 05452	Shelburne, VT 05673

Tommy Cochrane	Will Dowling
394 South Pasture Rd.	255 Boulder Hill Dr.
Shelburne, VT 05482	Shelburne, VT 05482

Thank you! Brett Lewis, Stewards Committee Chair



LAKE CHAMPLAIN YACHT CLUB

ANNUAL MEETING NOTICE

October 15, 2011

The Annual Meeting of the members of the Lake Champlain Yacht Club will be held upon completion of Fall Workday chores (approximately 11:00am) on Saturday, October 15, 2011, at the Clubhouse, 2790 Harbor Road, Shelburne, Vermont.

I Commodore's Report

II Elections

Each nominated to serve on the Board of Governors for a term of three years commencing with Change of Watch in 2012:

1. Dave Powlison
2. Sherm White
3. Jill Gagne
4. Doug Merrill
5. Chuck Finn

Nominated to serve the remaining one year of a three-year term on the Board of Governors commencing with Change of Watch in 2012:

1. Mike Lynch

Nominated to serve a two-year term as Commodore commencing with Change of Watch in 2012:

1. Chris Leopold

Nominated to serve a three-year term as Treasurer commencing with Change of Watch in 2012:

1. Chuck Finn

Nominated to serve the following terms as Auditors commencing with Change of Watch in 2012:

1. Bruce Foust 3 years
2. Christina McCaffrey 2 years
3. Don O'Brien 1 year

III 2012 Member Dues- 2012 Special Assessment

The Board of Governors recommends a \$25.00 special assessment to the 2012 dues for the limited purpose of funding LCYC 125th anniversary events/activities. The special assessment is for the 2012 year only.

IV Other Business

2012 LCYC BOG Nominee Bios

Chris Leopold – Commodore (2 yr term)

Chris was raised in a sailing family starting as a toddler at the Buffalo Canoe Club on Lake Erie. When his family moved to Vermont he raced Lightnings as teenager and college student on Malletts Bay. Chris, and his wife Jenny, have raised their own family of sailors beginning when each of their four children were toddlers. Chris and Jenny joined LCYC in 1990 and since that time the Club has been an integral part of their family life. Each of their children participated and raced in the junior sailing program and their two sons, Chris & David, worked as sailing instructors and stewards for several summers. Chris has been an active racer at LCYC, first with their Etchells *Man A War* and then with their J29 *Rampage*. Chris is presently on the Board of Governors serving as Club Secretary and Chair of Membership. Chris is an attorney and he and Jenny live in Shelburne

Mike Lynch – BOG (1 yr term)

I left the Navy after a tour in Newport, RI and spent a winter in Vermont as a ski bum. When the money ran out I got a job with a local Engineering firm in 1973, the same year I joined LCYC. Later, in 1979, Lois and I married and bought our house in Shelburne and I joined IBM. I am presently retired. I have owned 4 boats since joining LCYC and raced for many years. In 1976 I had the privilege to crew on a Swan 43 from Bermuda to Burlington and my Brothers and I have chartered on the Great Lakes, Chesapeake and Narragansett Bays and in Maine. This will be my third tour on the LCYC BOG.

Dave Powlison – BOG (3 yr term)

Dave has been an active member of LCYC since 1996. He has served on the Regatta Committee in one capacity or another since joining. He was instrumental in starting LCYC's Etchells Fleet 25 and has been fleet captain of that group for nine of its 11-year existence. He was the organizer of the 2008 Finn North Americans, which LCYC hosted, and he has brought a number of guest speakers to LCYC, including Olympic gold medalist Buddy Melges, winning America's Cup skipper Ed Baird, and Andy Horton.

Dave has owned several PHRF boats, including a J-22 and the Soverel 33 Frankly Scarlett, which holds the long-course record for the Commodore MacDonough race. More recently, he can be found aboard the Etchells, Pied Piper, or sailing a Laser. Dave teaches English at Es-

sex High School and is a consulting Editor for Sailing World magazine. He lives in Shelburne, is married to Lisa Powlison and has two grown children, Spencer, who lives in Boulder, CO, and Meredith, who lives in Newport, RI.

Sherm White – BOG (3 yr term)

I was born in Conn., where my parents had grown up sailing and racing on Long Island Sound. We moved to Vermont in 1955, originally to farm, and continued boating, since my grandmother had a house on Martha's Vineyard. After graduating from Middlebury College (where I think my major was skiing), I went to law school and practiced in Morrisville for about 20 years, before moving on to a life as a professional Fun Hog. I've worked on the ski school at Smugglers Notch for 38 years, and currently run the Adult portion of the program. I've also been involved with Umiak Outfitters and Canoe Imports in the canoe, kayak, and now paddle boarding business. My primary summer employment for the last 8 years has been as a part time crew for Glen Findholt at Whistling Man Schooner in Burlington. As a ski instructor, I spent many years actively involved with the Board of Directors of the Professional Ski Instructors of America, including two terms as President of the Eastern Division.

I've been actively involved in boating water sports as long as I can remember, and really don't much care what kind of a boat it is. My wife Pat and I own a powerboat, but between working for Glen and crewing for Tom Glynn on Sundance in LCYC races, I seem to spend more time sailing. Over the years, I have taught canoeing and kayaking for Umiak, and recently have started paddle boarding. I'm involved on the organizing committee for the Regatta for Lake Champlain, Burlington's annual fund raising regatta for organizations that support the Lake.

Jill Gagne – BOG (3 yr term)

[It was in the summer of 1995 that I joined ten friends for what would turn out to be a life-changing vacation. Two of the ten of us were experienced sailors. They had chartered a 50 foot Ketch, The Asia Haymaker, and asked the rest of us to join them on a cruising vacation out of Rockland, Maine.](#) I had never set foot on a sailboat before that vacation, and from the first day on the water I was hooked. I came back to Vermont and decided I was going to learn to sail, and someday own my own boat.

I took sailing lessons in the fall of 1995 and sailed Solings for three years. I raced the Solings on Wednesday nights and found I really enjoyed the competitive aspect of sailing. I was invited to crew on a Jib & Main racer at MBBC and

then through a friend asked if I would help on a Jib & Main racer at LCYC for a Lady Skipper Race. I joined the crew of Morning Star II for that race and was invited back to race on Wednesdays.

In the summer of 2001 I met my husband, John O'Rourke, when Morning Star II rafted up next to the boat he was sailing on in the Champagne Race. I joined on as John's foredeck person in the summer of 2002, and we were married in 2006. John and I continue to race the S2 7.9 at LCYC and a few years ago we also invested in a J24 that we race at MBBC and off the lake. In the past ten years I have been active at LCYC as the race scorer for four years and as the check-in person for the annual opening and closing work days.

Doug Merrill – BOG (3 yr term)

Doug lives in Shelburne with his wife Lisa and sons Alex (12) and Jack (10). The family sails their J/110 MOOvin' out of LCYC, where they have been members since 2009. He grew up in Annapolis, Maryland, cruising extensively with his parents and two sisters aboard their Pearson 35. Growing up he went through Severn Sailing Association's junior program, racing penguins, turtles, and 420s. While in high school, he earned his Dinghy Level One teaching certification and was a certified Windsurfing instructor. He studied engineering physics at Cornell University and found time to race 420s on the team there, earning a varsity letter in his senior year. He remained at Cornell for two years of grad school and helped coach the team during that time.

Doug enjoys both the competitive aspects of racing and the relaxation and exploration of cruising. He has sailed the East Coast from Charleston to Boston and chartered in the Caribbean, the Greek Islands, and the coast of Maine. He believes that sailing is too much fun to end when the weather gets cold, and enjoys some of his best days on the lake during the winter months when he can be found screaming across a frozen bay on his iceboat. Doug and his family moved to Vermont in 2005. He began racing Lasers at MBBC that fall, getting back into the class for the first time in almost 20 years. He continues to be a Tuesday night regular on Malletts Bay. His children have been involved at LCYC longer than he has. Alex and Jack completed their 5th and 3rd years in the junior program here this summer. The family bought MOOvin' in 2008 and sailed her back to Lake Champlain from Charleston, SC. They have enjoyed (most of) the adventures that have come from learning to race, cruise, and maintain her as a family over the past three seasons.

Chuck Finn – BOG (3yr term) and Treasurer (3 yr term)

I have had an interest/passion for the water and sailing over the past 50 years. Started out in 1961 as an expert in capsizing a small O'Day sprite sailing dinghy. Spent my Saturdays in the mid 1960s first as ballast and then racing crew (sails and tactics) on 36' E Scows in Duluth, MN. Co-owner of a Cascade 36 in 1977, which we raced and cruised on Lake Superior. Sail trips to the Bahamas and many visits to Irish/North Seas in the 1980 - 90s. Bought the Mighty Quinn out of Toronto, Ontario in 2001, which I have since cruised the Great Lakes and wandered all through Lake Champlain. Still have a Melges 21 and a cat-rigged dinghy, along with the requisite wind surfers at home to play with. I have just passed the USCG Captain's and 100 ton Master's exams with Towboat, Radio, and Sail certifications for Inland and Great Lakes, with over 800 days afloat. I am currently the Commodore of the Catalina 38 International Association.

Relative to the Treasurer's position, I have owned and operated two small business and consulting firms (S. Corp). Currently Board President of a non-profit with \$500k in operations a year, and am a board member of an international honor society of similar size. Despite this experience... I am still crazy enough to think sailing is affordable!