



# the Binnacle

Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Fritz Horton Vice Commodore: Steve Walkerman

April, 2002

Binnacle Editor: Muddy Bilges

<http://www.lcyc-vt.org/>



## LCYC's Cruisers At Large!

**Jacksonville — Dave Schaefer on *Dreamweaver*:** "It is cocktail time at an anchorage five miles north of Jacksonville, and the boat is being washed by a gentle rain while thunder rumbles in the distance.

I am buddy boating with a boat whose hull was an Irwin 32, the mold from which the Endeavour 32 was created. They are great folks with a gray parrot, one of those little black boat dogs and many interesting tattoos. The guy rowed a 17 foot dory from New Bern NC to FT. Myers, FL. I don't arm wrestle with him. They live on the boat and are voyaging north to find a new life and some work. He is a stone mason, and she is a nurse.

This has been the month of dinghy dread. My old inflatable became an uninflatable in Miami where I was working on a piece for *Cruising World* on South African expat cruisers. Patched it up in Ft. Lauderdale, then continued on with cruising pals Gordon and Enid on *Whim*, whose new inflatable was stuffed under his stern by a power boat wake at a bridge in Jupiter Inlet. His self-steering gear smacked down on it and tore a 3 inch hole in it, so it began to sink.

By Vero Beach, my inflatable was leaking a little air and quite a bit of water. More patching, but not totally successful.

Pushed hard to St. Augustine and anchored out off the city marina for two days of rest and being a tourist. The wind picked up and we spent two days bow into the current and starboard quarter into winds from 17 to 31, with whitecaps breaking over the stern and some prayers being offered about the holding power of the two anchors down.

I went out on my 3:30 am walkabout to find my dinghy gone, despite being tied by two lines. In the a.m., I called the cops and the insurance company. It had been swiped, I am sure, by the boat trash that lives on derelict boats in these southern anchorages. They make trailer trash look like Rotarians!

So on shore I chatted up some of these guys who spend their days trying to round up enough money for beer. They led me to my inflatable and outboard, way hard aground, with a lot of stuff missing, and a new oar on board that didn't belong to me.. The lead thief speculated that I didn't know how to cleat off a line and the boat drifted (upwind) to this place on the shore and that it was worth a 6-pack of *Mike's Hard Lemonade* for the miraculous discovery. It was worth it.

Back at the boat in the howling wind I made a plan to go over to the trashboat at one a.m. to toss three or four flares on board, but since they had swiped my oars I couldn't row over to burn it to the waterline!

But you know me. I wouldn't do that! Not I..."

## All Hands on Deck for Workday May 11th!

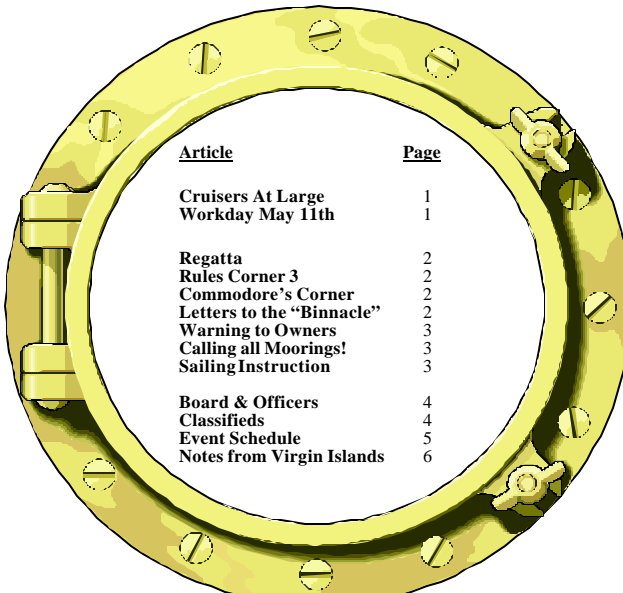
Saturday morning, May 11th should be marked on your "To Do" list to go to the Club, grab a cup of coffee and a pastry, talk with many friends you haven't seen in six months and, oh yes, pitch in to ready the Club for another season.

Gene Cloutier, our 2002 Workday Coordinator, will be there to greet you at the end of the driveway to take your name and let you know who might need your help.

The Committee Chairs will have everything ready to do quickly, and we'll serve lunch and have a brief meeting as soon after noon as possible.

Fortunately, not all the effort needed to maintain the Club is on the two Workdays. We have burgers to broil all summer long. We have the lawn to mow and various projects and odd jobs that need doing as well. Members will do them, and if you miss Workday, you can bet you'll be called to do your part.

**If you cannot attend, let us know beforehand.** Call Gene Cloutier at 802-985-8985 and tell him when you can help. He will either tell you or let one of the Committee Chairs know when you'll be available to do your part.



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## Regatta Committee

By Dave Powlison — Regatta Chair

### Etchells Crewing Clinic!

Do you want to know what you have to do to make an Etchells (and many other one designs as well) go fast? Attend the Etchells Crewing Clinic on April 21 to find out! The clinic is open to skippers as well as crews. The seminar will include a Powerpoint demonstration plus some high-tech handouts. The Clinic will be given by Greg Geiger.

- ◆ **When:** Sunday, April 21, 3pm-5pm
- ◆ **Where:** Lake Champlain Chocolates (thanks, Jim Lampman for hosting this!)
- ◆ **Cost:** \$10/person (\$5 of this goes to our local fleet)
- ◆ **RSVP:** to Dave Powlison (985-9484) by April 18 so Greg will have a good idea about how many will be there.

### Jib&Main Racing 2002 - A new Class!

It's time to start recruiting your crew for an exciting season of Jib & Main racing. This year we will continue to have a JAM A/B class that will race straight PHRF without any special adjustments, unlike in the past. All JAM A/B class boats must submit a PHRF form.

In addition, we are trying a new approach. An "Open Class" will be added to the JAM Division for Wednesday Series racing. This class is set up to encourage sailors to join our racing fleet, especially those who might be coming from a cruising background. The idea is to give everyone an opportunity to win, despite any issues with boat design/sails etc. Handicaps will be developed based on actual finish times as the series progresses. Handicaps will then be adjusted throughout the summer.

The Open Class will start with JAM class B, sail the same course, but will be scored using a time adjustment system not based on PHRF. Any boat--large or small--can join without needing a PHRF rating. If participation and interest warrants, the program may be expanded next year to other races and series.

The Regatta Committee hopes this class will attract more boats to our program as it should be fun to race knowing you have the opportunity to win despite any issues with boat design/sails etc. Boats may register to join this class for any part of the Wednesday series and return to other class by re-registering with the race coordinator.

For further information about JAM racing contact Steve Landau.

**For information about the Open Class, contact Ted Lattrell.**

## Rules Corner--3

By Dave Perry

Rule 10, On Opposite Tacks: When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

*"I'm on starboard tack, sailing upwind, converging with a port-tack boat. I think the port-tack boat has fouled me, but there is no contact. Whom is the 'onus of proof' on?"*

S does NOT have to hit P to prove that P failed to keep clear. **S should avoid the collision and protest** . . . the rule itself contains no specific "onus" . . . [It says that] "S must establish either that contact would have occurred if she had held her course, or that there was enough doubt that P could safely cross ahead to create a reasonable apprehension of contact on S's part and that it was unlikely that S would have 'no need to take avoiding action' . . . In her own defense, P must present adequate evidence to establish either that S did not change course or that P would have safely crossed ahead of S and that S had no need to take avoiding action . . . **Keep clear' means something more than 'avoid contact'**; otherwise the rule would contain those or similar words. Therefore, the fact that the boats did not collide does not necessarily establish that P kept clear.

*This excerpt is from Dave Perry's Understanding the Racing Rules of Sailing, available from US SAILING by calling 1-800-US-SAIL-1 or ordering on-line from [www.ussailing.org](http://www.ussailing.org)*

## Letters to the Binnacle

From Nancy Boldt: "I saw the geese at the club. They're not Canadian Geese, but rather White-Fronted Geese. They're rare for the area, and must have wintered here because of the mild winter. They did make quite a mess at the club. I figure it's good for the grass and really remarkable that they were even there!"



## Commodore's Corner

by Fritz Horton

In the last issue, I neglected to mention the status of the mooring issue. As you may know, LCYC lost an appeal to the Shelburne Zoning Board of Adjustment (ZBA) to add the capacity for 60 moorings to our current—. This number would more closely match moorings to LCYC members. LCYC is now appealing that decision to the Environmental Court primarily because the ZBA emphasized classifying LCYC as a "Marina" use instead of a non-complying use, which is, oddly enough, more favorable to us.

In February, prior to filing the appeal, I met with Past Commodores Dupee, Collins and Unsworth to fully discuss our position, and LCYC member Bob Manchester stepped up to the plate to help us in this matter. In addition to the legal effort, we are also meeting with our neighbors in an attempt to understand their concerns and the role we might play to resolve them.

Stay tuned!

## Warning to Vermont Boat Owners

Some of you may have noticed an article in the media in March which reported that the Vermont Supreme Court elected to hear the issues in a case brought by Carol Martin against the Vermont Department of Motor Vehicles (DMV) regulations which denied her application for a vanity plate bearing the word IRISH1. Ms. Martin had previously appealed to the Washington Superior Court which upheld the DMV's denial of a vanity plate bearing the letters IRISH1 to Ms. Martin.

Ms. Martin had previously secured "IRISH1" from the DMV but had let it lapse. It was only when she applied to have the plate renewed that she was denied. Apparently, previously issued offensive vanity plates are "grandfathered".

The DMV's regulations prohibit any reference to ". . . race, religion, color, deity, ethnic heritage, gender, disability status, or political affiliation." As members of the boating community, you should be aware that any vessel with an engine operated in the waters of the State of Vermont must be registered with the same Department of Motor Vehicle unless it is documented with the U.S. Coast Guard.

It seems only a matter of time before the DMV begins identifying boats with names that violate any reference to race. How long will they tolerate *Boheme*, which is doubtless a reference to ethnic heritage? Bill Ryan's *Irish Rover* is clearly in jeopardy. And what about the J30 in Mallets Bay dubbed *Leprechaun*? Could the venerable J boat *Shamrock V* be allowed to sail on Vermont's waters?

Then there is the classic SV *Arawak*, which refers to a now-extinct Central American native tribe. And, in that vein, what of the *Royal Savage*? But these examples are in danger only because of the reference to race.

What about gender? The LCYC fleet invites the heavy hand of DMV with names like *Queen Mary*, *Grande Dame*, *Lady Ann*, *Lady Jane* and other ladies. And what about the Federal Judge who chose the name of *Geraldine H.*?

Religion presents some dilemmas as in *Joan of Ark* and remember *Amazing Grace*? While *Odziozo*, an Iroquois deity presents further complications.

Remember, apparently only new names will be scrutinized by the DMV, should they opt to extend their jurisdiction to boats. So, be very careful in naming your new vessel!

*Big Brother* is watching...

~ Anonymous ~

## Sailing Instruction Programs for 2002

By Bob Goodwin — Sailing Instruction

### Junior Sailing:

Eligibility: Any youth age 9 - 17 who can swim and wants to learn to sail or to improve their ability in the sport

Dates: Eight week program -- June 17th to August 9<sup>th</sup>

First Four Week Program -- June 17 to July 12

Second Four Week Program -- July 15 to Aug 9

Groups: Students will be placed into one of three groups based on their perceived level of competence and somewhat by age. These groups are not cut in stone and people may be moved from one section to another if they, the instructors, and the parents feel it wise to do so. This doesn't happen very frequently.

Meeting Times: Each group meets three times a week for three hours either mornings 9-12 or afternoons 1-4. Specific times for each group will be assigned later.

Cost: Four Weeks Eight Weeks

Member: \$300 \$175

Non-Member: \$400 \$225

### Adult Sailing:

Anyone who wishes to learn to sail, improve their sailing, or learn to crew on a larger racing boat is invited to join us on Tuesday and/or Thursday evenings at 5:30 for fun on the water. This is a free program that we're trying out. We have no idea as to how many will show up so don't know how many evenings we will have to set aside to handle the "crowd". Stay tuned on this one.

### Contact Person:

If you have questions, want more information, or wish to have an application and medical forms sent to you, contact: Bob Goodwin: 425-4005 legacy65vt@aol.com



## Calling All Moorings!!!

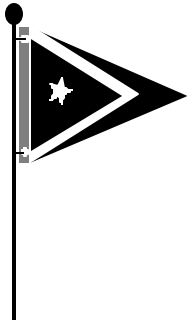
By Steve Landau - Harbormaster



Our club diver is ready to start setting up our 2002 mooring field. As requested last fall, many took their mooring floats and pennants home for the winter. Well - its time to cart them back. We will be laying all gear out on the lawn for inspection, renewal of lettering, repair etc. The sooner you get your gear back the better the diver can service our needs.

**FIVE DAYS LEFT!** All gear must be back by April 20 to be installed without extra charge.

Any gear requiring repair/ replacement will be corrected and billed. Members will be notified if anything significant is required. Our diver, Pierre LaRochgue, works through the Waterfront Diving Center and is thoroughly familiar with LCYC mooring standards. This year he will be able to supply all mooring needs -chain, floats, pennants, etc at competitive prices to our members. You may contact him at 233-1479. We are looking forward to a great 2002 sailing season and hope our efforts to have safe moorings will pay off as the season unfolds.



***the Binnacle***

*Lake Champlain Yacht Club, Inc.*

*P.O. Box 411*

*Shelburne, VT 05482*

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*fold here*  
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**CLASSIFIEDS**

(Rhode Island) **Tanzer 22**, 1982. Solidly built boat. Large cockpit, sleeps four, feels bigger on the water, smaller during spring chores! Main, 3 jibs, interior cushions, pop-up hatch, porta-potti, VHF, depth meter, compass, flares, extinguisher, anchors, lifelines, pulpit, sternrail. **New:** wiring; switch panel; battery monitor; anchor, motoring and running lights; tinted Plexiglas ports; adjustable outboard bracket. **\$4,250.** (401-295-5270) Can arrange for transport to you.

(Shelburne) Project Boat: **Century 2000**, 1985. Fiberglass 18 ft. I.O Bowrider; Mercruiser 200 V-8 (Marine Version of Chevy 305); Sound hull but interior needs to be replaced and outdrive repaired; covers & top in fair condition. E-Z Loader single-axle trailer.

Also: **New Lightning** Class sailboat fully fitted for racing, trailer, covers, 5th in 2001 NA's (985-8387)

(Shelburne) Aluminum "**Shorestation**" (capacity: 3500lb) boat hoist with wheels. (985-8387)

**2002 Board of Governors**

Commodore Fritz Horton  
Vice Commodore & Treasurer Steve Walkerman  
Grounds Charlie Van Winkle  
Secretary, Membership & Log George Faris  
Boats Dave Legrow  
Communications Muddy Bilges  
Docks John Harris  
Harbormaster Steve Landau  
House Bob Platt  
Regatta Dave Powlison  
Sailing Programs Bob Goodwin  
Social Committee Steve Adams  
Stewards & Personnel Linda Livingstone

**Appointed Officers**

Rendezvous Dave & Pat Kelton  
Fleet Chaplain Chuck Bown  
One-Design Coordinator Rick Stevens  
Club Historian Da le Hyerstay  
Fleet Surgeons Drs. Larry & Roberta Coffin  
Auditors O'Brien, Doremus & Phillips  
PHRF Handicappers Barbara Francis, Gene Cloutier

	<b>LCYC Summer 2002</b>			
<b>DATE</b>	<b>EVENT</b>	<b>TIME</b>	<b>SERIES</b>	<b>LOCATION</b>
<b>MAY</b>				
5/11/02	Opening Workday	0800		LCYC
5/22/02	Wed Practice Race	1810		LCYC
5/29/02	Wed June 1	1810	June	LCYC
<b>JUNE</b>				
6/1/02	Opening Cocktail Party	1830		LCYC
6/5/02	Wed June 2	1810	June	LCYC
6/8/02	Royal Savage			MBBC
6/8/02	Tea Kettle	1300	Billado 1	LCYC
6/12/02	Wed June 3	1810	June	LCYC
6/15/02	Etchells Sat 1	1000	Etchells Sat 1	LCYC
6/15/02	Rendezvous Burlington Harbor	1600		LCYC
6/19/02	Wed June 4	1810	June	LCYC
6/26/02	Wed June 5	1810	June	LCYC
6/29/02	Schuyler Island	1300	Billado 2	LCYC
6/29/02	Rendezvous Sled Runner	1700		LCYC
<b>JULY</b>				
7/3/02	Burlington Fireworks	2100		
7/6/02	Lady Skipper	1000		LCYC
7/10/02	Wed July 1	1810	July	LCYC
7/13/02	Etchells Sat 2	1000	Etchells Sat 2	LCYC
7/13/02	Rendezvous Valcour	1600		LCYC
7/13/02	Mavors Cup-Plattsburgh	1000		VSC
7/17/02	Wed July 2	1810	July	LCYC
7/19/02	Jr Sailing Boat Tour	1700		LCYC
7/24/02	Wed July 3	1810	July	LCYC
7/27/02	Lake Champlain Race	1000		MBBC
7/27/02	Champagne Race & Rendez-	1000		LCYC
7/31/02	Wed July 4	1810	July	LCYC
<b>AUG</b>				
8/3/02	Ladies Cup	1100	Billado 3	LCYC
8/7/02	Wed August 1	1810	August	LCYC
8/10/02	Double Handed	1000		LCYC
8/14/02	Wed August 2	1810	August	LCYC
8/17/02	Etchells Sat 3	1000	Etchells Sat 3	LCYC
8/17/02	Rendezvous Converse Bay	1600		LCYC
8/21/02	Wed August 3	1810	August	LCYC
8/24/02	Odzozo	1030		LCYC
8/28/02	Wed August 4	1810	August	LCYC
<b>SEPT</b>				
9/4/02	Wed September 1	1730	Sept	LCYC
9/7/02	MacDonough Race	1000		LCYC
9/7/02	Omnium Race			
9/11/02	Wed September 2	1730	Sept	LCYC
9/14/02	Etchells Sat 4	1000	Etchells Sat 4	LCYC
9/18/02	Wed September 3	1730	Sept	LCYC
9/21/02	Lake Champlain One Design	1000		LCCSC
9/22/02	Lake Champlain One Design	1000		LCCSC
9/25/02	Wed September 4	1730	Sept	LCYC
9/28/02	Hot Ruddered Bum Race	1300	Billado 4	LCYC
<b>OCT</b>				
10/18/02	LCYC Awards Banquet	1800		LCYC
10/19/02	Closing Workday	0800		LCYC

## **Notes from the British Virgin Islands**

*Steve Unsworth, LCYC Commodore, 2000—2001*

Having sailed a lot of Lake Champlain and been an avid reader of *Cruising World*, I had longed to sail in the Caribbean. In the *Cruising World* pictures, everything looks so pretty and everybody looks happy! Yet, as a lake sailor, I was somewhat reluctant to sail in strange waters on the big ocean.

Finally, I knew it was now or never and poled my crew to see if a bunch of guys wanted to go down and sail in the Caribbean for a week. I figured if I took experienced sailors with me we could brave almost anything and I could test the waters for my family. We did gather such a crew and rounded it out with Skip Echelberger and his brother, Don, a former fighter pilot.

On January 11, 2002, we headed to Boston for our flight to San Juan, Puerto Rico. One of the more exciting things was driving quickly through a blinding snow storm on the way to Boston. We got up really early to make the Boston to San Juan flight and then had a wonderful flight from San Juan to Tortola, the Capital of the British Virgin Islands.

Since the British Virgin Islands are British, everyone spoke American.... albeit with a funny accent! We were greeted at the airport by a picture of the smiling Queen, quickly went through customs, then on an open-air jeep ride through the town, past chickens, cows and children on the street and on to the Sun Sail Center. While we were waiting for our boat to be readied, we feasted on calamari, conch fritters and Carib beer with limes ... which is really quite delicious.

We ended up with a 43 foot boat with three double cabins. The next day we provisioned our boat from a store right at the Sailing Center, which was fairly easy but a little pricy. Then we headed out of the harbor for our first day in the wild Caribbean. For those of you who have not (yet!) sailed in the British Virgin Islands, there is a channel between the islands called the Sir Francis Drake Channel. In the channel you are protected from strong ocean winds and so it is relatively calm with steady winds.

Our first mooring spot, on Little Peter Island, was everything you would expect. Crystal clear waters where you can see down 15 or 20 feet, warm and just lovely to jump into. Sleeping accommodations were generally fine. Sun Sail provided sheets, blankets and pillows. It was relatively hot in the boat, and we would open up all the hatches every night and every night a squall would come through for five or ten minutes and we would get up and close all the hatches. Then it would get too hot, we would open up all the hatches and the next squall would come through!

There are plenty of interesting things to do and see. We went by something called the Caves, underwater caves in fairly shallow water, which is a good place to see fish, and we did lots of snorkeling. Then we headed out for the open ocean to feel the real blue water passages. Even though we were on a 43 foot boat, it seemed to be a very windy day and the waves got bigger and bigger. Estimates of the actual wave heights among the crew range from five feet to over 45 feet. Although I have always had a very solid sailing stomach, by the time the third crew member began not feeling well, neither did I.

The next day, on to the Baths which is a wonderful rock formation with trails along the ocean and great skin diving. Then on to Virgin Gorda, home of the Bitter End Yacht Club. While there, we ran into LCYC members Jim and Janette Spencer. From speaking with other people who have sailed in the Caribbean, it is not unusual to run into sailing acquaintances there.

The next day we explored around Leverick Bay and Saba Rock and listened to a wonderful steel band. We spent several days just dropping into different ports and different islands and walking around to get the feel of the Caribbean. We always felt safe and were always in sight of land. All the bays seemed to have stores and provisioning was fairly easy. Catamarans are becoming more and more the thing to sail. They are stable and offer a lot of privacy.

Some general observations about charter sailing in the Caribbean:

1. Costs can be fairly reasonable, especially when you get a group of people joining together.
2. Boats are generally well equipped with sheets, pillows, blankets, towels, all the cooking utensils you need and gas grills. All the boats come with a good, inflatable dinghy with an outboard motor. They come with all charts and navigation equipment.
3. People are friendly.
4. During the high season it is a bit crowded and you must get to the good mooring spots early. (Valcour Island)
5. Supplies are plentiful and, for good or bad, it was often hard to know whether we had actually left the United States.
6. The water is as clean and crystal clear as the pictures show. Skin diving is great!
7. In the British Virgin Islands, you can sail all around and never leave sight of land. Transportation is easy.
8. You can even hook up your own cell phone and tie into the wonderful Caribbean cell phone service. Five short calls back to the United States cost almost \$200!
9. Water on the island is generally made by desalination and has no taste. Most boats stock up with cases of spring water.

For relaxing and getting away from work and the business world, there is nothing like a week-long sail to chill you out, and nothing like the warm Caribbean sun or the blue waters. People should not let fear of the unknown postpone or delay a Caribbean trip. There are many good charter companies that will literally provide everything.