



# the Binnacle

Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Fritz Horton Vice Commodore: Steve Walkerman

June, 2002

Binnacle Editor: Muddy Bilges

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



## Welcome to LCYC's Stewards

By Linda Livingstone—Stewards

Please introduce yourselves to LCYC's Stewards for 2002. We are lucky to have four experienced stewards at the Club this year, two familiar faces and two new ones.

Justin Hadley, Managing Steward - Justin is a Montpelier native, attends UVM and is active with the crew team. He has attained the rank of Eagle Scout and has his Ltd. Launch Coast Guard license. He was highly recommended by the Falmouth Yacht Club of Falmouth, MA, for his work as a steward.

David Leopold, Steward - We are happy to have David returning for his third year. He finished school at Kimball Union in May and will attend Elmira College in the fall. David enjoys playing hockey and soccer and racing with his family.

Ryan Heaslip, Steward - We are happy to have Ryan returning for his second year. He will graduate in June and plans to attend UVM in the fall. Ryan plays on the golf team and enjoys racing with his family.

Ben Ewell, Steward—Is helping part time after serving LCYC full time for the last three years. Ben will be entering his senior year in college this fall.

## Membership Notes

By George Faris—Membership

By now, I hope that you have all received the spoof copy of the *Log* that was distributed at the Opening Cocktail Party. In the tradition of the *Harvard Lampoon*, we enlisted the aid of the Essex Technical Center Print and Graphics Department and put together a copy of the *Log* as it might look if a group of sullen high school students (there's redundancy for you...) had done it. The kids really outdid themselves, what with the omissions of entire sections of the alphabet, upside down and mis-collated pages and generally unreadable print quality. I hope you had the same good laugh as the Board of Governors did with this hilarious prank.

Seriously, the 2002 *Log* is being reprinted and should be ready for distribution by the long 4<sup>th</sup> of July weekend.

Last winter, Dave Powlison, the newly appointed Regatta Chair, and I thought it would make sense to include the Regatta information in the *Log*, and have it printed by the Tech Center to save money. This proved to be too ambitious a project, for the Tech Center with the result that the *Log* just distributed is a disaster. The reprinted *Log* will have the same look and feel as last year's edition, and will **not** include the Regatta information, and you should use the version of this year's *Log* in your hands now for that material.

No decision has been made concerning combining the *Log* and Regatta information in the future, and we would really appreciate your thoughts on this topic. In the meantime, I hope you will accept my sincere apologies for what has turned out to be a miserably failed experiment.

Part of the reason for this year's fiasco is that it involved coordinating input from three different sources, Membership, Regatta and the Treasurer. In addition to everything else he does, Steve Walkerman has been preparing, distributing and compiling the annual membership renewal forms, and maintaining the membership database. Since revising the Club's by laws last year, these responsibilities are no longer in the treasurer's job description. Membership is in need of a member with excellent database and mail merge skills (Microsoft Word and Access) to help me with the database management job. Please see the classified ad later in the *Binnacle*.

### Binnacle articles wanted!

News, observations, book reviews, sailing tips, humor welcome! Send your articles, photos, letters to the editor, etc., to Muddy c/o hortonfw@adelphia.net.

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## Regatta Committee

by Dave Powlison — Regatta Chair

Keeping track scores for four fleets in five different divisions is no small task. Fortunately, Bette Reuter has volunteered to manage the scoring on the website and on the club display board. It's a formidable task, and she's already spent many hours on this project. You can make her job a lot easier by making sure your Registration and Release Form is completely filled out. A number of forms have been turned in with no sail numbers or no PHRF numbers, or sometimes neither. Bette does not have time to research your boat's numbers for you.

We have also had boats start the racing season with no 2002 racing forms on file. The deadline for submitting your form is Wednesday, June 12, prior to leaving the dock. You may leave your form on the Steward's desk.

If you race after June 12 and don't have a form on file, you will not be scored. Once you do submit a form, you'll be scored from then on

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## Grounds

by Charlie Van Winkle

Boy did I have an interesting first race of the Wednesday night season. The wind was up my crew was psyched and moving about the boat with eager anticipation of a fun night on the water but Mother Nature had other plans. Just before the start the wind kicked up to around 30+ knots, and one of the stays holding the mast up let go, folding the extruded aluminum in half at the spreaders. Fortunately nobody was hurt. Soooo, seeing as I am now a power boater until I get the new stick, (yep that's my boat in the North Harbor) I'll have plenty of extra time to organize all of those "after workday" odd jobs around the club.

I am looking for volunteers to help in a couple of areas. If anyone has a creative landscape mind and would like to lend their talents to doing some plantings near the oval sign at the foot of the driveway give me a ring (802) 899-3890 or drop me an e-mail. Hopefully threats of frost and snow are gone so (I'm thinking) it would be safe to put some things in the ground. Also we are strategically rebuilding the picnic tables, we've replaced two new sets of legs, built a new one, and replaced most of the rotting table top's. If you have some time, and some minor carpentry skills, there is still some work to be done.

Reminders, please don't store your boat trailer in the parking lot, aside from being against club rules, with summer getting into full swing it puts parking at a premium, and forces cars on the grass. If you have a dinghy, we would like to make sure every dinghy on the south property line has an owner. A name and current mooring number would be most helpful in the identification process.

See you on the water, er... grounds

Evening - 802-899-3890; vanwinkle@compuserve.com

## Rules Corner--4

by Dave Perry

Rule 11—On the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

*"I realize that, when I'm the windward boat, I have to keep clear of the leeward boat, but how far away do I need to stay?"*

Far enough away so that while the leeward boat (L) is sailing on a straight line, you do not hit L or force L to take any avoiding action to miss you, e.g. have to change her course, ease her spinnaker pole forward or require any of her crew to duck or move to avoid being hit.

Furthermore, you need to be far enough away so that the leeward boat can change course in both directions without immediately making contact with you. If you allow yourself to get so close to L that she is physically unable to change her course without immediately hitting you, you are not keeping clear under the definition Keep Clear and are breaking rule 11. Note the second "if" in the definition suggests that L does not need to actually hit you to prove she couldn't change course without hitting you.

*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*



## Commodore's Corner

by Fritz Horton, Commodore



**Kudos to Don and Betty Ann Lockhart, Bob and Jean Henshaw and Bruce and Carol Hill** for hosting the Opening Cocktail Party, held each year to introduce new members to the Club members, stewards and board of governors. Our hosts posted photos of the Board around the clubhouse and urged those attending to make notes about each during the party. Steve Landau thanked our diver for his work and handed me the Commodore's Burgee—a nautical toilet plunger with flag attached for use appropriate to the office...

**Bill O'Brien** will be interred in the Shelburne Cemetery on June 19 at 10 a.m.. LCYC members are welcome to attend.

**Need to change the information shown in the Log?** (e-mail and/or home address, phone number, boat type or name, etc.) Send the updated info to George Faris, gfaris@farislaw.com.

**Rear Commodore selected.** Steve Landau has accepted the appointment to Rear Commodore in addition to his responsibilities associated with being Harbormaster.

**Board Position Open:** Please let me know if you wish to join the Board of Governors in charge of Communications. Skills needed are those associated with public relations, marketing, newsletter writing. Contact me, and to discuss the possibilities at 802-985-8387.

## Interclub PHRF Racing Returns

By Tris Coffin

In an effort to revive a lake-wide PHRF racing series this summer, the race committees of LCYC, MBBC and the Valcour Sailing Club have created a new lake-wide PHRF series to be known as the "Lake Champlain Challenge."

Each club has designated a race that it sponsors as also going toward the Lake Champlain Challenge series championship. MBBC will sponsor the first race in the series, the Royal Savage Race at Malletts Bay Boat Club on June 15 beginning at 10:00. The next event in the Challenge series will be the Mayor's Cup sponsored by the Valcour Sailing Club in Plattsburgh on July 13. The final race in the series will be the Commodore MacDonough Race, sponsored by LCYC on September 9.

The best set of combined finishes will earn the recipient the championship of the Lake Champlain Challenge. Please mark these dates on your summer sailing calendar as particularly good opportunities to enjoy competitive racing, great fun and spirited camaraderie with our many friends at clubs around the lake. Hope to see you there! Call Tris Coffin--(802) 482-449--or e-mail him for further information at [tristramjc@aol.com](mailto:tristramjc@aol.com).

## Hangin' out in Reedsville

By Dave Shaefer aboard *Dream Weaver*

We (my buddy boat and I) are half way between Norfolk and Annapolis. After stops in Mobjack Bay and Deltaville, we limped into tiny Reedsville, Va., on Cockrell Creek, on the Western Shore. Yesterday began with a beautiful sail with main and jib up together for the first time since the run from the Keys to Miami. The breeze built and my pals were overpowered, but when they tried to run their engine it would not pump water. They were blown way north of our destination, the Great Wicomico River and Reedsville. They tacked back north but were unable to fix the engine problem. I had 200 feet of half inch poly on a spool and got them in tow at about three knots, but then an unforecast cold front kicked up and the wind shifted to 15 to 20 on the nose. We finally got to Reedsville off a marina in a little basin full of crab traps and ringed with pilings from abandoned docks left over from the 17 menhaden processing plants that once prospered here. We anchored, I dragged twice, my pals got towed into the marina, where I joined them on the dock.

I really love this place. It is 1940 here. The marina owner is a waterman. He and his son loaded up about 100 crab traps and headed out early this morning. His wife runs the marina, which is cheap and has a small bar and restaurant. There is a boat yard next door where you can store your boat for (rumor has it) \$60 a month.

Reedsville is wonderfully remote. The nearest supermarket is 17 miles away. You can buy (rumor again) a waterfront house

## Sailing Instruction Programs for 2002

By Bob Goodwin — Sailing Instruction

### DON'T BE LEFT OUT!

LCYC will begin its classes in sailing for adults on Tuesday evening, June 25th, at 5:30 PM. Anyone wishing to participate should show up at the club by that time. You must be able to swim, have an approved life vest, soft soled non-marking shoes, and whatever else you need to wear depending on the weather of the evening. You might want to bring a towel also--these boats sometimes do capsize. If you have any questions please contact Bob Goodwin at 425-4005 or [legacy65vt@aol.com](mailto:legacy65vt@aol.com).



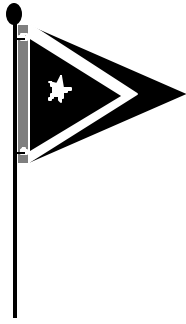
New LCYC members at Club Opening Party with George Faris (far left) and Fritz Horton (far right)

## Hangin' out (continued)

with a dock for \$150,000, but you cannot make a living here unless you are a waterman or retired. However, there is this residual menhaden processing industry. I can see seven big boats (100 feet plus, three times the size of a shrimper) less than a half mile across the bay lying alongside a processing plant that turns tons of fish into cat food and byproducts used in paint, fertilizer and animal feed. It looks like a hybrid paper mill bred with an oil refinery. When the wind changed today I understood why the marina sells (and people here wear) T-shirts and baseball caps designed to build the tourist economy with this snappy marketing slogan: "Bring your girl to Reedsville, VA and kiss her where it stinks".

I am *not* kidding! Let me know how many of these collector shirts you want. This is a limited time offer. Operators are standing by, but will move north if a mechanic ever shows up. You must, however, explain to me where you expect to actually wear this shirt that will clearly make a statement. Imagine, however, if you wore it to Parrothead Night and this beautiful creature sized you up and said: "Love the shirt. Take me to Reedsville and ...."

All my best to you and yours,  
Captain Davey S/V *Dream Weaver*



***the Binnacle***  
*Lake Champlain Yacht Club, Inc.*  
*P.O. Box 411*  
*Shelburne, VT 05482*

*fold here*

## **CLASSIFIEDS**

**HELP WANTED.** Membership Committee needs dynamic member to maintain the Club's membership database. The successful candidate will be adept with Microsoft Word and Access, and will be able to generate membership forms, input the results, and merge the database into a Word document for inclusion in the *Log*. Chances for advancement to Membership Chair are excellent and nearly immediate (my term ends this year). Salary can be measured only in terms of the joy of contributing your time and talent to your club. Credit for missed Workdays—past and future—possible. Respond to Membership Chair, gfaris@farlaw.com.

(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. No reasonable offer refused. (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  
Rear Commodore Steve Landau  
Grounds Charlie Van Winkle  
Secretary, Membership & Log George Faris  
Boats Bill Aldrich  
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  
Cruising /Rendezvous Dave Kelton

### **Appointed Officers**

Fleet Chaplain Chuck Bowen  
One-Design Coordinator Rick Stevens  
Club Historian Dale Hyerstay  
Fleet Surgeons Drs. Larry & Roberta Coffin  
Auditors O'Brien, Doremus & Phillips  
PHRF Handicappers Barbara Francis, Gene Cloutier

### **Stewards**

Managing Steward: Justin Hadley  
Stewards: David Leopold, Ryan Heaslip