



the Binnacle

Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Fritz Horton Vice Commodore: Steve Walkerman

October-November, 2002

Binnacle Editor: Muddy Bilges

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



Fall Workday a Big Success



Ernie Reuter and his assistants remove the porch awning for winter storage.



Judy Bond and her fellow "green thumbs" work to restore LCYC's legendary bed of poison ivy...

Lisa Rovner takes "dusting the walls" to its highest level.



The chile was hot and the cornbread delicious, thanks to Roy of St. Pierre Catering. Thanks again, Roy!



2002 Change of Watch January 18, 2003!

The Annual Change of Watch Banquet will be held on Saturday, January 18th, from 6:00 - 10:00 pm, at the Raddisson Hotel Burlington. Skippers are asked to invite their crews. Mark your calendar now to join LCYC in celebrating another successful season on the Bay.



Even in grey weather, old friends and laughter greeted everyone on this Fall Workday.

Jr. sailing fleet and the *Milo* are cleaned and prepared for winter by a seasoned crew.



Article	Page
Fall Workday photos	1
Regatta Notes	2
Rules Corner 8	2
Cannon to Shipyard	2
Commodore's Corner	2
Jed Dupee	3
Storm Report	3
Awards Banquet Photos	4
Board & Officers	4

Regatta Committee Notes

By Dave Powlison, Regatta Chairman

With the season over, it's important to recognize the volunteers who made our racing possible. First, there's Bibs Francis, who organized all of the Wednesday night race committees, worked with Jesse Kuehn on courses and had to make some challenging decisions in a season with more unusual weather than we've probably ever seen. It's one of the most thankless of Regatta Committee tasks, and Bibs did an outstanding job. Bib's weekend counterpart was Charlie Lord, who ended up being the race committee for more than half of our races. Always there, always ready, Charlie epitomizes the spirit of volunteerism we strive for at LCYC.

If you liked the photo trophies given out at the end-of-the-year awards dinner, thank Rand Stretton. He made all of the arrangements with photographer Randy Kruger, and pulled everything together, including the perpetual trophies, to make that evening memorable.

Ernie and Better Reuter worked as a great team, with Ernie providing regular racing updates on our revitalized website and Bette running the scoring. Results were often available on the website within 24 hours of the completion of an event. Their efforts resulted in a major step forward in club communication.

Other club members had roles on the Regatta Committee that did not require a summer-long effort but were still vital to the success of our program. Steve Landau worked hard to keep the JAM fleet going and was instrumental in getting the Open Fleet on its feet. Gene Cloutier, along with Bibs Francis, took on the tough task of dealing with PHRF ratings. It's said that, once you serve on this committee, you'll never complain about ratings again. Tris Coffin worked hard to point us in the right direction for revitalizing PHRF racing lake-wide and headed up our protest committee. Steve Booth was in charge of our permanent marks, and in this eventful summer, even that job was not immune from extra work, as "A" mark disappeared, only to be recovered by the Coast Guard a week or so later.

A big thanks to those people and all who, in any way, helped make our racing possible this summer.

Cannon Returned to Shipyard

Bruce Hill and Fritz Horton returned the celebrated Cannon Trophy to its donors, the Griswold family on Fall Workday.

The Cannon is the year-end trophy for first place overall in Classes A and B. Steele and Terry Griswold discovered, refurbished and donated to Lake Champlain Racing Conference for that purpose. It is a beautiful scale model of a ship's cannon in a glass case, and it has the names of Conference winners on brass tags around its base.

Until LCRC returns to prominence or until Mary determines otherwise, the Cannon will reside in a prominent place at Shelburne Shipyard for all to enjoy.



Rules Corner--8

By Dave Perry

Rule 13—While Tacking: After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course.

Rule 15—Acquiring Right of Way: When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.

"If I'm tacking from port to starboard, at what point am I actually on "starboard" tack and therefore have right-of-way over anyone on port tack?"

At some point during her tack, P will pass head to wind. At the moment she passes head to wind, her starboard side becomes her windward side; therefore she is instantly on starboard tack. However, rule 13 (When Tacking) requires her to keep clear of other boats until she is on a close-hauled course; and rule 15 (Acquiring Right of Way) requires her to initially give other boats room to keep clear once she gets the right of way.

"How much room do I need to give a port-tack boat, once I become a starboard-tack boat?"

When a boat takes action that gives her the right of way over you, she must give you the chance to respond and keep clear of her . . . the boat with the newly acquired right of way must give the other boat space and time for response and a fair opportunity to keep clear . . . The room to respond to a newly acquired obligation to keep clear is a "shield" for the new give-way boat. It is very strong initially, but fades in strength as the seconds go by.

This excerpt is from Dave Perry's Understanding the Racing Rules of Sailing, available from US SAILING by calling 1-800-



Commodore's Corner

by Fritz Horton

At the Fall Workday meeting, the membership elected three new members to the Board of Governors as recommended by the nominating committee, led by Steve Unsworth, Immediate Past Commodore. They and their committee chair positions are as follows:

Beth Thorpe—Membership

Barbara Robitaille—Instructional Programs

Tris Coffin—Regatta

Dave Kelton, a new member of the Board earlier this year, will take on the Communications Committee, in charge of Club publications.

Leaving the Board at the expiration of their three-year terms are George Faris, Bob Goodwin. Dave Powlison leaves after filling the last year of Dick Lednický's term.

Jed Dupee to be Honorary Member

by John Dupee, Ex-Commodore

John Eric ("Jed") Dupee's contribution to LCYC began in 1996 when LCYC's Board of Governors led by his dad, Commodore John Dupee, first began to contemplate a new clubhouse.

Jed was stationed on the *USS Savannah*, which was being decommissioned and joining the mothball fleet. The *Savannah* is an amphibious vessel and was equipped with large wheel chocks to stabilize heavy equipment when transported. For some reason, Jed scraped a bit of the yellow paint off of a wheel chock and discovered mahogany underneath the paint. (Only our government would use mahogany to chock the wheels of heavy equipment.) Jed asked for and got permission to remove a small quantity of the chocks from the decommissioned *Savannah*. He then had them ripped to a manageable size by a local woodworking shop. Having done that, he contacted me and let me know that he had acquired the mahogany from a mothballed ship and could we use it in our plans for a new clubhouse?

To make a long story short, the counter top trim, fireplace mantle and carved keystone at the top of the vaulted ceiling are all fabricated of mahogany from the *USS Savannah* and donated to the club by Jed..

Subsequently, Jed purchased old postcards on e-Bay auctions that depict the LCYC clubhouse in the early 1900's as it existed on the Burlington waterfront. I have made copies of these for the club, and samples soon will be available for download on LCYC's website. He also found and purchased an old (1939) LCYC envelope addressed to Milo C. Reynolds.

Jed was also responsible for acquiring the 1887 LCYC *Log* purchased earlier this year from a gentleman in Saco, Maine. Jed alerted me to the fact the log was being auctioned on e-Bay. He is a much cagier bidder than I, so I let him bid on it. The club acquired the old LCYC *Log* for \$153.00 with Jed's assistance.

Storm Report- and other matters

by Steve Landau - Harbormaster

Many thanks to the valiant crews - and there were many - stewards, racers, guests and others with who helped save boats during the storm of Sept 11th. NNW winds gusting to 35+ knots turned our mooring field into a rolling, pitching turmoil. One boat was pulled off the beach, one caught drifting free and many found to have worn pennants. We checked most boats and were able to adjust or add pennants to those we found to be in trouble.

During Storm Floyd in '99 a dozen LCYC boats went on the rocks due to some type of pennant failure. Chafe gear is not a cure all but it sure helps. Many are still without - this is really unfair to your neighbors, as they will get damaged when you break loose. Some boats with outboard cleats do not need chafe gear but all others with chocks need this cheap, easy, safety precaution.

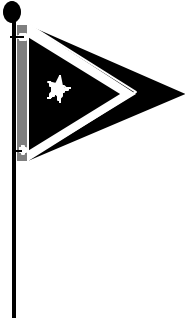
Despite diver inspections, we are experiencing occasional underwater gear failure. Bottom chain wears rapidly from dragging across shale and rocks and from constant wearing due to wave action in the mooring field. Inspections help but obviously dim light and zebra/weed growth prevent our diver's finding every worn link. If you have not replaced your chains in the last 4-5 years - I highly recommend you do so now or in the Spring.

"A word to the wise is sufficient."

The new club inflatable proved to be the perfect rescue boat for these tough conditions - we were able to get up against pitching boats, jump aboard, make fixes to pennants, sails, booms, canvas etc. and get safely off. - an invaluable asset. This boat needs a name - send Fritz your suggestions .

Decommissioning of the harbor will begin Nov 11. Boats need to be off diver serviced moorings by that date. As the grid is tied together any mooring that must be skipped causes significant extra work. Floats and pennants will be laid out on the lawn for a few weeks so that you can take them home over winter for safe keeping. (Recommended). Those not picked up will go behind the shed.

Inspection of the North Harbor is complete and South is underway. Repairs will be made to any worn gear found. Call our diver Pierre on 233-1479 to arrange for any mooring gear, chain, pennants etc at reasonable prices. Special winter rates are available.



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Lake Champlain Yacht Club, Inc.

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2002 Awards Banquet Photos



Dave Powlison doles out year-end awards



Our Harbormaster Steve Landau and Webmaster Ernie Reuter confer on the seriousness of the night's proceedings.

2002 Board of Governors

Commodore Fritz Horton
Vice Commodore & Treasurer Steve Walkerman
Grounds Charlie Van Winkle
Secretary, Membership & Log George Faris
Boats Bill Aldrich
Communications Dave Kelton
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 Bown
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