



the Binnacle

Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: John Harris Vice Commodore: Steve Walkerman

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Binnacle Editor: Muddy Bilges

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



The End of An Era: Golden Dazy Leaves Lake Champlain for Massachusetts WatersPart 1 in a multi series

by Bern Collins and sources !

At the Shelburne Shipyard, on September 10, 2003, **Golden Dazy** was loaded onto a truck headed for Massachusetts, leaving for the last time her homeport on Lake Champlain. The Hill family, who had owned Dazy for almost a quarter of a century, were not at the Shipyard to take pictures or say goodbye. In a way, however, they had spent the summer saying goodbye, as they watched the new owners work on Dazy from their offices, which are adjacent to the Shipyard.

As Bruce and Carol Hill reminisced later that day at the Lake Champlain Yacht Club, where Golden Dazy had graced the anchorage for so many years, they expressed surprise that she had sold soon after being listed on the Web. It is an unusual boat, with a distinctive history; they thought it might take several months. Fortunately, it was just the type of wooden boat that a young couple from Ipswich, Massachusetts were looking for.

Dazy's Fame

In 1978, when Bruce decided to sell his Pearson 28, Synergy, he at first thought of buying a one-ton. It was Steele Griswold, owner of the Shelburne Shipyard, who suggested that he take a look at *Golden Dazy*, a two-ton. Steele recalls seeing *Dazy* right after a Bermuda Race "powering by us, with blue smoke pouring out of the exhaust." At the time, he was racing his second *Mame*, a Hinckley 38, and had become friends with Dennis Connors' business manager, who also owned a Hinckley 38.

Golden Dazy was built by Gougeon Brothers of Bay City, Michigan. Designed by Ron Holland, she had won Canada's Cup in 1975. A few years later, when Steele saw her "power by," her name had been changed to *Tern* by her new owner. While Bruce was looking for a new boat, Steele got a call from Connors' business manager (who managed all of his America's Cup challenges) telling him that *Tern* was for sale. The owner had given the boat to a maritime academy in New York. Due to the "revolutionary" wood plus epoxy hull construction, Steele believes he may have had trouble selling her, which is how she ended up at the academy.

Continued Page 3

Calling All Moorings

By Steve Landau - Harbormaster

The ice is going out fast and our club diver is getting organized to start on our mooring field. As suggested last fall many took their mooring floats and pennants home for the winter. Well - its time to cart them back. **Please be sure your name and mooring # are permanently painted on the float.**

When placing gear back on the lawn try to spot your relative position in the line up. It is organized by mooring field row for sequential installation. The sooner you get your gear back the better the diver can service our needs. **All gear must be back by April 20 to avoid incurring extra cost to the club or yourself..**

Any gear requiring repairs will be corrected and billed to the owner.. Members will be notified if anything significant is required. Our diver Pierre LaRocque is expert on LCYC mooring standards and he will supply first quality Chicago (US made) hardware and handmade pennants at better than competitive prices. You may contact him at 233-1479 or pierre@champlaindivers.com

We are looking forward to a great 2004 sailing season and hope our efforts to have safe moorings will pay off as the season unfolds.

Attention Junior Sailing

Interested families should sign up now on the website...Space is filling up fast....don't get left out.....

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Commodore's Corner

by John Harris

This being the first Commodore's Corner of my tenure, I thought I might wax philosophical for a bit...

Looking out at the frozen expanse of Shelburne Bay, covered in almost 2 feet thick ice at the moment, it is hard to believe that Club Opening is just around the corner. Well, maybe not right around the corner, but close enough that some of us are starting to make lists of boat repairs or upgrades and thinking about putting the skis away for the season. The good news is that the lake level has dropped considerably after reaching almost 100 feet back in December, so barring any spring monsoons we should not have to worry about the water level being too high to put the docks in on workday. Ah, but I digress...

First, I would like to say that I am very lucky to be taking over a Club that is in great shape (Thanks, Fritz!!). We have an active club with strong racing, cruising, social and instructional programs. We have a full membership roster, including a good number of new members whom I am excited to welcome and introduce to the club this spring. We have an outstanding Board of Governors, all of whom are energetic and passionate about the club and their respective roles on the Board. We have numerous dedicated volunteers supporting many different aspects of the Club, from maintaining our database to designing and building the ramp to the docks to helping out publishing the Binnacle and myriad other tasks. Our financial situation is very solid, allowing us to make a number of capital investments in the Club without, as Fritz pointed out at the Change of Watch, having to raise dues for quite a number of years now. With a report card like this, it would be pretty easy for the new Commodore to take a "don't fix what ain't broke" attitude and lapse into a caretaker role. For those of you who know me well, that's not exactly my style. On the other hand, I am not a "change for the sake of change" person either. I do think it is important for the long term health of any organization to periodically take a step back and look at itself, and at the broader environment in which it exists, and examine where it wants and/or needs to go in the future and what is required to get there. Given that the club is in such good shape, I would not necessarily expect any earth shattering changes to come out of such a process. However, the world is always changing and no organization is perfect, so there are always changes that can be made, however incremental, to adapt and improve. Over the coming months, the Board will be taking some time to discuss the club, present and future, with an eye to where the club should be headed and how to get there. We will be looking at the club from the perspective of 5 major missions that make up the club's operation: Club Facilities and (continued page 3)

Regatta....Tris Coffin

Even though as I write this, snow falling, I know that Spring will come at last and that a new racing season is just around the corner. With that in mind, here are a few items for upcoming season.

Lakewide PHRF Championship This racing season will see the return of a lakewide PHRF series with the traditional Griswold Cannon Trophy going to the winner. The format of the new Lake Champlain PHRF Championship will consist of Mallett's Bay Boat Club's Royal Savage Regatta (June 12), Valcour Sailing Club's Mayor's Cup (July 10), our Ladies Cup (August 7) and a boat's finish in one of the two overnight races, the Lake Champlain Race (July 30) or the Commodore MacDonough Race. (September 11-12). The winner gets the Cannon. This should be a great series for PHRF racers all around the lake, and provide a real test for all those boats yearning for a conference type race format. Mark these days on your calendar for some of the best PHRF racing of the summer, and follow the website for additional details.

Etchells 22 New England Championships

The Lake Champlain Etchells Fleet will be hosting the Etchells 22 New England Championships this June 19-20. With a high concentration of the best Etchells 22 sailors in the world sailing in the New England District, this regatta will be among the premier sailing events ever held on our wonderful lake. While the regatta will be based at the Lake Champlain Community Sailing Center, many of our club members have worked very hard in organizing this event and will work hard at winning it! LCYC is happy to assist in some of the enormous race management, funding and siting challenges an event of this size and prestige presents. Great job Etchells fleet! Anyone who is interested in assisting the Etchells fleet in pulling off this event should contact either Dave Powlison or Ernie Reuter.

Ladies Cup 50th Anniversary This year is the 50th anniversary of the consecutive running of the Ladies Cup in the modern era. We are planning some extra special events so, whether you are a racer or not, make sure to mark the weekend of August 6-7 for a unique and memorable club event..

Regatta for the Lake On June 24, a new charity regatta benefiting Lake Champlain environmental conservation will be inaugurated. The Regatta for the Lake will be based at the Burlington Boathouse and will have participatory events for racers and cruisers. This should be a great event for a great cause, and one particularly dear to the hearts of all of us lucky enough to sail on this great lake. Look to the LCYC website for additional details.

Flotsam and Jetsam The Sailing Instructions will have a few changes for this year. Be sure to review them when they come out. For example, the course notice boards will be simplified, we will be using radio course announcements, the club's lifejacket policy is set forth in the instructions with amendments (continued page 4)

Golden Dazy....from page 1

"Well, it's plywood," Steele notes, "and people were concerned—no large boats were built like that—they were small. And, of course, the small ones were dry sail, they didn't sit in water all the time."

In 1975, when *Golden Dazy* raced in the Canada's Cup, she had the stiffest hull of any of the contenders; at 41'6" it is a combination of strips of Western Red Cedar, okoume plywood, and teak, for a 1 1/8-inch total. Using these woods, Gougeon Brothers pioneered the Wood Epoxy Saturation Technique (W.E.S.T System). When she won, it was said that "the prettiest was the fastest."

When Steele and Bruce became co-owners, Steele says, "Bruce didn't have to be talked into getting *Golden Dazy*. Primarily, we got her to do just what we did—go to the Bermuda Race." They changed her name from *Tern* back to *Golden Dazy* and prepared to enter the Bermuda Race in 1980.

The Bermuda Race.....

Of Bruce and Carol's three children, Jeff has been the one most identified as *Dazy's* skipper when Bruce was not at the helm. He had to work his way up the "ladder," however, beginning as chief cook and bottle washer on the Bermuda Race.

In preparation for this race, Jeff recalls, "There was a whole series of *Mame/Dazy* sea trials that were done on Lake Champlain, where we'd go out and sail the boats for a day race—match racing—do 'crew drills' and then come back to the Shelburne Shipyard. At that time, both boats were tied up on a special dock just north of the work dock. Then, in preparation for the regatta, the boat was worked on diligently and new sails put on."

Jeff, Steele, and Bill Freeman took *Dazy* down the Hudson. "I remember sailing the boat down with them, and anchoring off New York Harbor, amidst the current. It was really something with those two. We went up into Long Island Sound, and did the Onion Patch Series, which is like a 'feeder' race series where you end up in Newport. The rest of the crew came down for those, and then we set off for the Bermuda Race."

This was just after Jeff's graduation from the University of Vermont. Terry Griswold remembers that he was denied entrance into one of the Long Island yacht clubs until they found a jacket for him. "The sleeves were much too short."

"Those were the old days," Steele recalls, "some of them are still like that—jackets required for dinner."

Those were also the days before GPS. Plus, racers were not allowed to use their radios except in emergencies. Terry remembers, "We had to have enough food for two weeks in case you missed the island."

"That's right, because the next stop was the Amazon River," and Steele knows of one racer from Lake Champlain who did miss Bermuda and had to "come in the back side, from the south." (Although he's no longer with us, he'll remain anonymous—except to those who remember that race.)

As Steele notes, "Now you can take anything. You get

the weather maps constantly, you have computers to tell you where you are, what's going on, and right where you want to go. You can get all the readouts of currents, current strengths, direction—all that. [When we did the Bermuda Race] we used a sextant—that was all. We figured out we were in the Gulf Stream by the temperature and we really didn't know how fast we were going. I don't think I would have gotten *Dazy* if Bruce hadn't been the other partner. He was willing to be the navigator. He liked navigation."

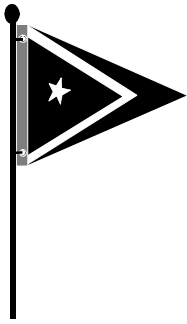
The 1980 Bermuda Race featured a lot of wind, rather rough conditions, with little need to fly a spinnaker. Bruce recalls that they "averaged 7.2 knots—a reach," and thought they might win it. At the finish, however, an older boat, *Holger Danske*, won. For everyone, though, the highlight was meeting the wives and girlfriends in Bermuda after the race was over and sailing back.

Jeff's future wife, Dorothy, was among those who flew to Bermuda. They had known each other since high school days at Champlain Valley Union, and had started dating at UVM. Dorothy had just started her summer job at Bostwick Estate as a gardener and after working only a week, asked for a month off so she could go to Bermuda and sail back.

Continued next month.....

Commodore (continued from 2)

Marina" services (including grounds, buildings, docks, launches, moorings), Racing, Cruising, Instructional programs and Club vitality. I would like to make a few comments regarding this last item. With the varied interests and demographics of the membership, combined with the growing and changing demands of modern society on our time outside of LCYC, it is important we do the right things to insure that LCYC remains a strong and vital club and not just a place where we keep our boats. If you have thoughts, opinions or ideas about any aspect of the current state and future of the club, feel free to share them with me or other members of the board. After all, it's your yacht (club)...I'm just the helmsman.



the Binnacle

Lake Champlain Yacht Club, Inc.

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Regatta (continued from 2)

to deal with situations where the wind drops, and tie-breakers have been modified. Look for which LCYC boat will make this year's cover....We are happy to welcome Jesse Kuehn back for another summer as LCYC's primary race officer....Congratulations to Luis Gonzalez and the crew of K2 for a fantastic first in class showing at Key West Race Week....Remember to use the web-site to register to race ...and to be race committee!



Workday is coming !

2004 Board of Governors

- Commodore..... John Harris
- Vice Commodore & TreasurerSteve Walkerman
- Rear Commodore.....Steve Landau
- Secretary, Membership & Log..... Beth Thorpe
- GroundsCharlie Van Winkle
- Boats Bill Aldrich
- Communications Ernie Reuter
- Docks Mike Barker
- HarbormasterSteve Landau
- HouseBob Platt
- Regatta Tris Coffin
- Sailing Programs Barbara Robitaille
- Social CommitteeSteve Adams
- Stewards & PersonnelKate Heath
- Cruising /RendezvousTed/Joanne Lattrell

Appointed Officers

- Fleet ChaplainChuck Bowen
- One-Design CoordinatorRick Stevens
- Club HistorianBern Collins
- Fleet SurgeonsDrs. Larry & Roberta Coffin
- Club LiaisonBruce Hill
- Auditors O'Brien, Doremus & Phillips
- PHRF Handicappers Gene Cloutier

Stewards

- Managing Steward:Chris Leopold
- Stewards: Ryan Heaslip, David Loepold, Alec Antell,
Kate Rabideau, Patrick Haley, Andy Dunn