

# the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.  
Commodore: Charlie Lord Vice Commodore: Steve Walkerman  
August 2007  
Binnacle Editor: Jim Turvey  
<http://www.lcyc.info>



UPCOMING EVENTS ...Boat Tour/Tag Sale/Auction 8/17 .... Converse Bay Rendezvous 8/25

## Regatta for Lake Champlain

The 4th annual Regatta for Lake Champlain was held Saturday July 21. Thirty-four boats sailed this pursuit race which began at the LCYC race mark just outside the Burlington Breakwater.

The weather was in complete cooperation and support of this benefit race. Bright sunny skies with an occasional cloud, northerly winds ranging from 10-18 knots, and temperatures in the mid 70's made for a picture perfect sailing day on the Lake.

Trophies and lots of door prizes were handed out at a party on the Burlington waterfront next to the Lake Champlain Community Sailing Center.

A new award, the Jim Finch award was presented to Geoff Halsted of *Escapade*, the venerable 1971 Morgan 42. This award was given to the boat that upholds the tradition of sportsmanship, cooperation, courtesy and respect for competitors.

Top five places overall were as follows:

- K2, Luis Gonzales
- Joyride, Bob & Robin Turnau
- Imagine, Carr/Fardelman
- Moosetaken Identity, Marty Olsen
- Troll, Tim Britton

Bob Desorbo, sailing O2 First, finished first in the non-spinnaker division.

The Regatta organizers will announce the total amount of money raised from the event as soon as this information becomes available. A couple of photos from the regatta are shown here, and more are available on the Regatta website ([RegattaForLakeChamplain.org](http://RegattaForLakeChamplain.org)).



## Binnacle SAT (BSAT) Question

Q: What is the hardest thing to do in sports?

A: Hitting a 95 mph fastball?

B: Blocking a 100 mph slap shot?

C: Executing a clean leeward mark rounding (e.g. spinnaker down, jib up, no crashes, no boats from behind sneaking in to windward, and all relationships on board remain healthy—marriages, parent-child, sibling-sibling, friendships and business partnerships, etc)



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## Commodore's Corner

Since our last issue of the *Binnacle*, our boating and racing season has been in full swing. We had our share of challenges, but also our share of fine boating events and experiences.

### Social events of note:

- Our annual "Old Fashioned Burger Burn", held on July 25<sup>th</sup>, continues to be the best deal in town. We served 231 paid dinners and put a profit of \$454.00 into the Club's coffers. In addition, it was a grand sailing night which in addition to the usual fun Wednesday night race, featured the Junior Sailing Program's Regatta and the appearance of the 2 Sandbaggers organized by Past Commodore Horton — a real event. Thanks to all who contributed.
- The annual *Ladies' Cup Dinner* had to be cancelled due to the lack of a committed caterer for the event. However, all is not lost. We intend to schedule an *Old Fashioned Clam Bake* in late August or early September, if we can schedule a suitable caterer. Watch for an announcement!!
- The annual Boat Show, Tag Sale and Auction on August 17<sup>th</sup> are coming up. Get your unused or excess boating equipment ready. It benefits our Junior Sailing Program.
- An extra Burger Burn has been scheduled for Wednesday, September 5<sup>th</sup>.

### Notes and Concerns:

- Our Principal Race Officer Program has seen a decline in participation. The program, organized by Ernie Reuter and featuring the "*J Dinse*", has elevated the quality of our race program, but needs more "PROS" as we go forward. Interested? Contact Ernie Reuter for 2008 details.
- Three of our members, Denny Bowen, Tina McCaffrey, and Michael Dunphy are engaged in a large and time consuming project to reformat our data base. Thanks to them for their efforts!
- Spring Work Day. As I reported to you last fall, our volunteer membership performed admirably well. You did again this spring, thanks, I'm sure, in part to scheduling a number of alternative work venues. Our coordinator, Jill Gagne, reports that 157 members, **plus** their friends and relatives, worked at making our club ready for the season. Our participation is really impressive!
- Event/News Notification. Please keep in mind that we no longer use US Mail. Watch our website at [www.lcyc.info](http://www.lcyc.info) and your e-mail for club news, and events schedules **and** changes.
- Financially, we are doing well in 1007/2008 with increased dues and membership revenues.

Enjoy the balance of our Summer Season at LCYC.

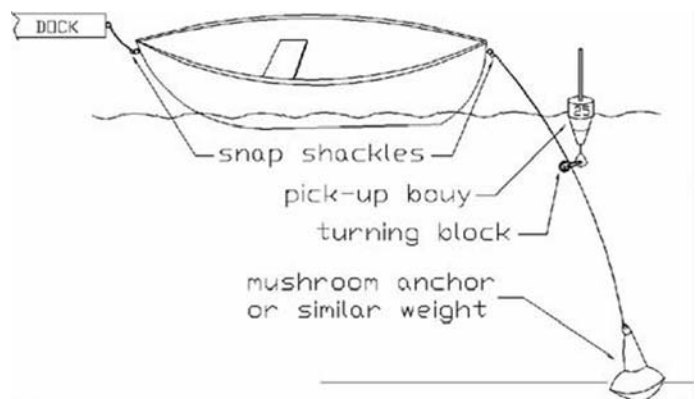


The July 4th Potluck Supper at the club was a nice start to a beautiful night of fireworks in Burlington Harbor —>

## Dinghy Docking 101— Bob DeSorbo

I've been watching the dinghy docking process evolve since the season's start and quite frankly was hoping for better results!! We have had reports of out-board motors chaffing nearby craft, oversize boats, poor tie-ups, etc... With this in mind, I've decided that a primer course is required!!

At our club, as with most others, dinghy finger docks are provided for members. Proper long-term mooring of a dinghy at any dock requires setting up a stern anchoring system which allows a bow into to the dock layout for each dinghy. This setup increases the space available, prevents side to side chaffing of the boats and also serves to mark each member's place by way of a mooring number/name on the stern float. An example of a typical dinghy anchoring system is shown below.



Please remember to remove your anchoring gear at the season's end. It is also very important to be careful when leaving and returning to the dock area. Paddle your dinghy clear of any stern lines before starting your outboard. Also, do not motor all the way in if you might foul any stern lines. Ideally, dinghies left for long periods of time should have covers to avoid water build-up. Dinghies **must** have some form of identification (mooring number/owner's name or yacht's name) to allow us to reach you if there are any problems. Poorly maintained craft can be removed from the docks if deemed necessary. In general, respect for your fellow members should apply.

I am looking forward to hopefully seeing some improvement in the weeks to come.

Any questions/suggestions, etc. should be sent to me at [fire4deck@aol.com](mailto:fire4deck@aol.com).



### Junior Sailing News—Dot Hill

The LCYC Junior Sailing program has been busy since June with weekly instruction classes, Big Boat Day on 7/31 and during July and August several regattas for the racing sailors.

On July 25-26 we hosted 22 sailors for a sleepover on the club grounds and a regatta the next day with 35 competitors from LCYC, MBBC and NLGYC. Prizes were awarded to the top three finishers out of 6 races in Optimist and FJ boats each, with Catherine Hill and Meg Wallace placing third in the FJ from LCYC. Many thanks to the help with this event including Bern Collins and Bruce Hill on the J Dinse committee boat and members and friends on support vessels. Head Instructor James Unsworth set up a great race course, and the weather couldn't have been nicer.

Big Boat Day was another nice day on the water for the junior sailors, and for some the first time on a keel boat. Thanks to Kent Sante and Steve Unsworth for the use of their boats and to Bob Goodwin and Kent for helping take the sailors out on the lake for the day.

The Lake George Club hosted the Cheeseburger Regatta on 8/1-3 with 5 LCYC sailors in attendance. We sent 2 FJ's and one Opti and came back with a regatta 5<sup>th</sup> place for Laura Dunphy and Cat Hill in the FJ out of a fleet of 16. Great job and a lot of fun for all in attendance.



### Coming From Behind—Michael Barker

The 2007 Mayor's Cup sailed in Plattsburgh, New York, on July 7th proved that old saying: Never give-up! WINGDAM, my 1977 Tartan 34C has won the last four Rotary Cups, the award in the Cruising Division of this lake-wide race. This year there were 29 boats entered ranging in rating from a slick 75 to a stately 228. At 174, WINGDAM leans toward the stately category.

WINGDAM was off and running in 12 knots of wind after a clean start on a crowded starting line. The committee boat was on the favored end of the relatively short line. Two collisions occurred during the start, unfortunately one involving an intrepid LCYC racer. Ask around the club for particulars. At the weather mark, located in the Valcour Island Channel, WINGDAM was in the middle of the fleet, perhaps 14<sup>th</sup> or 15<sup>th</sup> on corrected time. At this point there were two Beneteaus, a 38 and 47, rating 120 and 87 respectively, at least a mile ahead running briskly mid-channel past Crab Island on the way to the finish line 4 miles away at the north end of the Plattsburgh breakwater. They had a commanding lead that portended an easy victory. But it was not to be. The "fat lady" had barely cleared her throat.

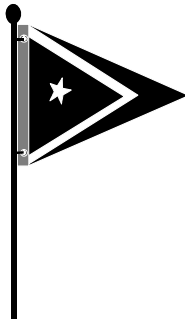
Being behind the leaders gives the slower boats a unique view of where the best wind is for the last leg. The wind was in fact dying. We decided to reach up to Crab Island to maintain boat speed and be in the new wind first when it finally arrived. WINGDAM finished first, forty seconds ahead of the Beneteau 38 and 2 minutes ahead of the Beneteau 47. On corrected time we won by over seven minutes. In fickle, changing winds it is persistence and a bit of luck that wins races, not a few points of rating.

Quite the opposite happened to WINGDAM in the Schuyler Island race on June 16th. In this case WINGDAM was a mile ahead of the next JAM boat at the entrance to Shelburne Bay. Pete and I were already anticipating a victory libation out of the famous W. C. Fields silver cups. However, the wind was going light. We went left to the east side of the bay hoping for a shore breeze. We stopped. The boats behind us saw our predicament and went right, to the west side of Shelburne Bay. The boats that went left like us parked until some of them just motored home. We kept sailing, sort of, and finished about 30 minutes behind skilled sailors Bob De-Sorbo and Skip Hoblin, who wisely used their keen observations of wind conditions to take victories.

The moral to this story – never give-up, watch the forward boats for clues to wind conditions, and enjoy the sail whatever happens.

### **BSAT Answer (Question on page 1)**

With all due respect to Ted Williams, who famously stated that hitting a major league pitch was the hardest thing to do in sports, we all know the obvious answer is C, Executing a clean leeward mark rounding. Congratulate yourself if you got this correct, and give yourself 200 points. (The same 200 points you get on the real SATs for entering your name correctly—this was an easy starter question—expect future ones to be harder!)



***the Binnacle***

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Shelburne, VT 05482*

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**Grab Bag**

**Housing for Etchells NECs Out of Town Entrants**

The Etchells NECs are fast approaching—Sept 14-16 is right around the corner. If you would be willing to offer housing to out of town participants, it would be greatly appreciated (and you might get a sailing tip or too to boot!). Please contact Rick Stevens at 802-253-8873 if interested.

**Burgeses and Tervis Tumblers**

We have ordered 100 more burgeses to insert into Tervis Tumblers—please contact Christina McCaffrey at 862-3133 to place orders for size/styles of tumblers.

**LCYC Decals Available from Membership Chair**

If you would like to have an LCYC decal like the one below, they are available free of charge from Denny Bowen (985-9754). The decals are 3.5" in diameter.



**2007 Board of Governors**

- Commodore.....Charlie Lord
- Vice Commodore & Treasurer .....Steve Walkerman
- Rear Commodore.....Ted Lattrell
- Secretary, Membership & Log.....Denny Bowen
- Grounds .....Ulrie Holzinger
- Boats .....Bill Aldrich
- Communications .....Tina McCaffrey
- Docks ..... Bob DeSorbo
- Harbormaster .....Steve Booth
- House .....Bob Turnau
- Regatta .....John O'Rourke
- Sailing Programs .....Dorothy Hill
- Social Committee .....Bob Manchester
- Stewards & Personnel .....Jill Burley
- Cruising /Rendezvous .....Ted Lattrell

**Appointed Officers**

- Fleet Chaplain .....Chuck Bowen
- One-Design Coordinator .....Rick Stevens
- Club Historian .....Bern Collins
- Fleet Surgeons .....Drs. Larry & Roberta Coffin
- Club Liaison .....Bruce Hill
- Auditors .. O'Brien, Doremus & Phillips
- PHRF Handicappers ..... Gene Cloutier

**Stewards**

Managing Steward: Andrew Boerman