



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Christopher Leopold

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



Upcoming events

August 24

Illustrated Talk On Sailing a Tartan 34 to Portugal and Back ,7 p.m. at LCYC

Details page 12

Diamond Island Regatta, Lake Champlain Champion Series, details page 17

August 28

Wednesday night Pizza Bake

August 31

Labor Day Cruise

Omnium

September 14

Commodore Macdonough, see story page 18

Pied Piper Wins 125th Anniversary Ladies Cup



Details page 8.



Commodore's Corner

The Club put its best foot forward with three consecutive weekends of fabulous LCYC events and hospitality! The Family Day, Boat Tour and Ladies Cup weekend events were spectacular events hosted by the Club and were well attended by members and their guests and as well as visiting racers from all shores of Lake Champlain. A special kudos and thank you to each of our members who contributed their time and energy to make each of these events so memorable.

Last year, after more than a fifteen year hiatus, the Board of Governors included a Family Day as one of the special events celebrating the Club's 125th anniversary. The event was so successful with members and guests of all ages that the Board decided to reinstate this event to our annual summer schedule. If this year's event on July was any indication, the membership heartily endorsed the Board's decision. The day began with face painting, the gifts of a balloon artist, followed by parent/child FJ races. The sailboat races gave way to a variety of lawn games for young and old, volleyball, and a craft table for all naval architects to design and build their own watercraft. An expert crew served a traditional LCYC burger burn with all the fixings'. Immediately after dinner and dessert, everyone gathered at the boat ramp as our Family Day naval architects "launched" their craft for fun and races. A special thank you to Scott and Kendra Bowen who served as the primary architects and hosts for this special LCYC intergenerational day.

On July 26 our annual Boat Tour was held on a beautiful summer evening that brought scores of members to visit our docks and board some of the newest additions to the LCYC as well as the venerable stalwarts of our fleet. This year's Tour featured a diverse and inviting array of LCYC boats.

Muskoka Sea Ray 35.5
Peter & Carol Bulla
Spearmint Frers 39
Jeff & Sharon Bourdeau
Starwagon Tartan 31
Chris & Jenny Leopold
Sundance Pearson 37
Tom & Arlene Glynn
Tromso Sweden 34
Chris Hathaway
Sabrina Classic Powerboat
Al & Sandy Lewis
Maru Hunter 35
Lou Chiriatti & Randee Bloomberg
Kinsale J 27
Bob & Kathleen Finn
Gecko Catalina 34
Jean & John White
Malaga Catalina 30
Bob & Deb Gurwicz
Eleonora Lyman Classic
Div & Julie Parsons
Cat's Paw C&C 101
Jeff Hill

In addition to our member boats, the Shelburne Fire Department's *Marine 1* joined us on the docks. Members of the Fire Department's marine team were on board to talk about their new mission on the water and their focus on distress calls, water rescue and assistance to the Lake Champlain boating community and the Coast Guard.

The Tour is one of the most relaxing and enjoyable of our summer events. It provides a wonderful opportunity to visit boats you have admired, talk with owners on their boats, and just sit back and relax with one of the most beautiful views in Vermont as the backdrop. Many members tell me it is their favorite LCYC event! Thank you to each of the boat owners for their wonderful hospitality and participation in the Tour! Once again, Robin Jeffers served as our onshore host with su-

perb liquid refreshments and the perfect combination of light food. Thank you! Doug Merrill organized both the tag sale and the exciting array of boats for the Tour. Thank you!

How do you celebrate the 125th anniversary of one of North America's oldest sporting trophies? You let a dynamic team of LCYC members plan and pull off two days of fabulous hospitality, beautiful weather (yes, we planned it) and great racing competition capped an outstanding post race celebration. Our anniversary weekend began with a welcoming party on Friday night, which was well attended by racers and non-racers, and members and guests. Thank you to our host, Vivien Allan, for her work with this Friday night event which is greatly appreciated by visiting boats, crew and a broad cross section of our membership. The event has grown since its humble beginnings two years ago.

As planned and promised by the architects and publicists for the 125th celebration, Saturday morning brought great sailing weather and a new Ladies Cup breakfast. Our hosts, Doug White and Martha Turek, welcomed all comers with an inviting cup of coffee, fresh fruit, quiche and the best bagels on the West Coast of New England! I am hopeful that this new addition to our Ladies Cup weekend becomes a new LCYC tradition hosted by future Vice Commodores. A big thank you to Doug and Martha who immediately left the kitchen to head out to Burlington Bay to perform dual duty as the mark boat and "official photographer" for the main event...the running of the Ladies Cup in its 125th anniversary!

Two weeks of planning the weather, race registrations, starting lines, and courses, all came to fruition as the impressive fleet of 53 competitors circled the starting line. The Race Committee, lead by PROs Bern Collins and

Keith Kennedy set a perfect line in the south-westerly breeze. As the starting horn sounded, all 53 boats headed south to Saxon's Reef to be followed by a leg across to the Four Brother's and finish at the Burlington breakwater. It was an impressive fleet ranging from the latest designs in sport-boats to the venerable *Mashnee*, a beautiful Buzzard's Bay 30. Jenny and I had the pleasure of helping out on the *Dinse* during the start and watching as *Odinn*, a J 111 was the first boat to finish. Hats off to everyone on the Race Committee for a perfectly run race!

Immediately following the race, our 125th anniversary weekend was highlighted by an excellent barbeque and a wonderful awards ceremony. It was a rewarding and enjoyable ceremony as awards were given to members and nonmembers alike. The joy in so many faces of both winners and participants captures why these events are important to our Club and vital to the future of sailing. One of the true rewards leading LCYC is the pleasure of serving as the steward of the Ladies Cup for two years. In my last year of stewardship, it was an honor on the 125th anniversary of the Ladies Cup to present it to three of LCYC's most respected sailors – Dave Powlison, John Harris and Ernie Pomerleau sailing on the Etchells *Pied Piper*. Congratulations on an excellent race!

Throughout the weekend members and guests expressed their appreciation for our warm and welcoming hospitality and the seamless ease of the weekend's events: "LCYC knows how to do it right". Behind the scenes, an outstanding team of planners, volunteers and last minute "extra hands" contributed to every aspect of the anniversary weekend. Some of these members were very visible and thanked during the events; others worked quietly behind the scenes. Dale Hyerstay, Dave Powlison, Chris Hathaway, Gerry Davis, Jim Spencer, Sherm White, and Jenny Leopold,

thank you for all of your “backstage” planning and work. Finally, to our entire membership: thank you and job well done for your outstanding hospitality and support in running a premier sailing event!

-Commodore Chris



Shelburne Fire Department's Marine 1

Shelburne Marine 1, a 23-foot Boston Whale is the Fire Department's lead presence on Lake Champlain. Members of the Department's marine team displayed the 1990 vessel, which the Department acquired in 2012, at our annual Boat Tour. The vessel includes a 6-inch wide removable drive door, a stainless steel keel protector and transom guards. It is powered with a 225-horsepower 4-stroke Honda ultra-low emission outboard motor. During the boating season the department will be an active presence on Shelburne Bay and the broad lake for water rescue, responding to distress calls and other tasks assigned by the Coast Guard.

Look for a suggestion on how to support this valuable presence in the next Binnacle.

Family Day









From the Ladies Cup Winning Boat

Dave Powlison, John Harris and Ernie Pomerleau sailed the Etchells Pied Piper and provided this account of their race.

Going into the day, we had read the NOAA forecast that showed the winds starting to clock around to the west about noon. From there, it was supposed to continue clocking and build until it was out of the northwest. As a result, our plan was to stay to the right (west) of the fleet so that when the shift came through, we would be on the inside.

For the start, our main goal was clear air. We especially wanted to stay away from bigger, faster boats. As a result, we chose to start toward the middle of the line so that we would have some options about who we started around. It turned out we did have some bigger boats around us, such as *Odinn* and *Souvenir*, but we were just ahead of them, so that was ok, since we knew that we could point at least as high as most of them, which would force them to leeward of us. Shortly after the start, a number of boats tacked over to port, and a lane opened for us to tack to port, and we headed toward Juniper Island with another Etchells, *Senior Moment*, just above us. The two of us stayed locked in position for a while. We finally tacked, they tacked to cover us, and to avoid their bad air, we tacked back. We went for another 100 yards or so before tacking again. That was a key moment in the race, as we had a bit more wind than the boats to leeward and a better angle, which meant the shift was starting to come through. As we headed south, we wanted to dig in even deeper to the west, but the wind was still light, and the waves were mak-



ing for difficult going on port tack, so we kept bouncing back to starboard.

When the shift to the west came full on, it came with a nice increase in velocity. Two other Etchells, *Lady Falcon* and *Indecision*, along with the super-sized Etchells, *Rosina*, were looking really good for a while just above us, but they ended up overstanding the Saxton Reef mark. We drove through to leeward of the two Etchells and rounded Saxton's just behind *Rosina*. By that time, the wind had increased to over 15. We rounded right behind *Rosina* and had to foot off to leeward to stay out of their windshadow. From there to Four Brothers was mostly on port tack, although we did discover that there was even more velocity to the west, especially by the Four Brothers islands, so we dug into the west a few times to stay into that wind.

It was a close reach back to Burlington. Anticipating a port-tack set (which we never do in course racing on the Etchells), we had put the pole on the port side and rigged the chute to be set from the starboard side. We had a great ride back to Burlington, occasionally surfing some waves. The wind lightened a bit the further east we got, but we still had plenty to keep us moving well. We knew we were the first Etchells to finish, which in itself was quite satisfying, and really had little sense for how we did on the boats in front of us. We knew *Surreal Escape* was in that group, and figured it was going to be close with them. It was a great pleasure to discover at the awards ceremony that we had won the race on corrected time, and the Ladies Cup.

2013 Junior Sailing Review



Champ Chase Start

It is hard to believe that the 2013 Junior Sailing Season has come to a close! We enjoyed a terrific eight weeks of sailing, thanks to our staff of experienced instructors. The season opened with cold water and lots of rain. The instructors demonstrated their abilities to keep the kids engaged in late June as heavy rains kept us off the water for 2-3 days for weeks 2 and 3 of the season.

In weeks 3 and 4, we started a racing clinic and asked several of the clubs experienced racing sailors to spend a half a day with our junior racers to help them learn and practice the rules and tactics of racing. Thanks to Andy Horton, John Harris, Walt Marti, and Dave Powlison for spending time in the classroom and on the water with our racing classes.

The preparation proved well worth it when we hosted the Champ Chase regatta on July 17 & 18. This was the biggest Champ Chase yet, with 22 Optimists and 22 FJ's battling it out on Shelburne Bay. Mallets Bay Boat Club, the Lake Champlain Community Sailing Center, Northern Lake George Club, the Lake George Club, and Saratoga Lake Yacht Club all sent teams to compete. The LCYC FJ team of Charlie Maitland and Avery Marti dominated the FJ fleet, winning all 6 races. The racing was tough, and four Northern Lake George Boats took places 2 through 4. Maddie Turnau and Willam Hodgson Walker cracked the top 10 with a 7th

place finish.

Julia Grillo of MBBC, won each race in the Optimist to take first place. But our Optimist sailors were really paying attention during the clinics! LCYC's Parker Main, in his first junior sailing regatta (but with hundreds of miles of sailing under his belt), finished 2nd. LCYC boats took 5 of the top ten places, with Jack Merrill coming in 4th, Matthew Kuenne finishing 7th, and Thomas Wright and Cole Boffa placing 9th and 10th.



Parker Main in Champ Chase

The action off the water was terrific. La Villa Bistro provided lunches both days, and the Olde Time Burger Burn Crew worked an extra shift to feed 72 sailors and coaches after the racing was done, but before the normal Wednesday night feeding began. Ted Castle provided Rhino Foods Chessters for the awards lunch dessert. A big thanks goes out to Walt and Aimee Marti, George Langdon, David Main, Bill and Susan Bresee, Noah Allen, Linda Maitland, Jill Spell, Jill Diemer, Diane Benoit, and many others who helped make this event happen. Several visiting coaches and parents commented on what a beautiful club we had, and what a well-run regatta we put together.

The following week we packed up 5 Opti's and 6 FJ's and headed to the Lake George Club to sail in the annual Cheeseburger Regatta. LGC did a terrific job of housing and feeding our sailors, and managed to get in two full days of great racing in a variety of wind conditions. Brothers Ben and Sam Langdon battled their way to a 4th place finish among a competitive fleet of 27 FJ's. Maddie Turnau and William Kuenne placed 9th. In the Opti class, Jack Merrill finished 2nd and Matthew Kuenne followed him in 3rd out of 31 boats, very impressive finishes.

Thanks to the parents for shuttling boats and kids to and from Lake George, and thanks to Pierre LaRoque and Doug White for ensuring our trailers and hook-ups were up to the trip. The last two weeks of camps found us with large classes of beginner optimist sailors, and parents calling to ask if we could fit more in. I'm really encouraged at the strong interest in the area for new, beginning sailors. Many of these parents are hearing the positive reports from our enrolled sailors, and want to get their kids in on the action too. We don't advertise our program at all, so strong word of mouth is critical to our success.



Our instructors are on their way to their various colleges this fall (UVM, Johns Hopkins, and St. Andrews), and our head instructor returns to her winter job as a para educator in Burlington. If you are interested in private lessons over the next month, email me at jrsailing.lcyc@gmail.com and I'll connect you with our instructors in the area to arrange a time.

Illustrated Talk On Sailing a Tartan 34 to Portugal and Back ,August 24 7 p.m. at LCYC

Tartan 34 Gathering at LCYC. Lake Champlain's classic Tartan 34's will hold a small gathering at LCYC the afternoon and evening of August 24th. On Saturday, August 24 at 7:00 pm in the club house Richard Larivier will present an illustrated talk on his adventures sailing his 1970 Tartan 34 C from Lake Champlain to Portugal and back. His boat "Indian Summer" will be available for inspection on the LCYC dock. His one year cruise took him to the Azores, Portugal, Spain, the Canaries, and finally up the Caribbean chain. All LCYC members are invited to attend to Richard's talk about this exciting trip across the Atlantic.

Boat Art

Bob Gurwicz sent us the following remarkable painting below which are the two instrument cover plaques that were painted on his boat, Malaga, by Brienne Purdy, Doug and Merri Purdy's daughter. He writes that: She is very talented. Deb and I commissioned Brienne to paint the plaques, which had been white for a number of years. The one below, on the starboard side, was painted on a plaque I used to cover the holes from old instruments I removed. The next one I will send is painted on a box used to cover the electrical connections for the compass and the knot meter/depth gauge. I know that Brienne has also painted the USCG documentation numbers with background scenery for a couple of boats.



From the Weather Mark

By the time you read this, we'll have only a handful of races left, but they're some of the best of the season. First, let's take a moment to look back. We've been fortunate that we've not had to cancel a single race. By this point, we've usually lost some Wednesday nights to thunderstorms or lack of wind. Not so this year. Keep our fingers crossed for the remainder of the season.

Weekend race turnout has been good, as have the winds for those events. The Lady Skipper Race had superb breeze, which was a big change from the past two year's driftathons. Our premiere event, the Ladies Cup Race, was very successful, with 53 boats participating, including a lot of our friends from north of the boarder. Records of past attendance are incomplete, but if that didn't set a record, it's close to it. It was a great event with some challenging winds. Etchells and Sportboats have had some good Monday night races with solid turnouts in both fleets, and our Wednesday night races continue to draw near record numbers. Who says racing is on the decline? Not here.

Beyond that, there's the McDonough Race in early September and the finale, the Hot Ruddered Bum at the end of the month. Don't forget that Wednesday night start times are earlier for the D series. The sequence begins at 1725. Check the NORs on the LCYC website for your fleet's specific start times. See you on the water!

--Dave Powlison

Electrical Safety on the LCYC Dock

Availability of electricity on a dock is a major convenience but also a significant threat to boaters, their children, and pets. This is true for all marinas and LCYC is no exception. Docks in fresh water are more dangerous than in salt water because fresh water has lower electrical conductance.

Any electrical leak around the dock has lethal potential. If a boater accidentally or deliberately enters the water around a dock and an electrical leak is present, this could lead to a nasty shock at a minimum but has significant risk for cardiac arrest and immediate death. In between these extremes, electrically charged water causes muscle paralysis and even the best swimmer may drown, a situation referred to as "electric shock drowning" or ESD. Common causes of ESD are improperly wired boats connected to shore power and damaged insulation on ship to shore connections.

All members with ship to shore connections should periodically have their boats checked for current leaks by a qualified individual or electrician. Some common sense precautions reduce the risks for electric shock or ESD. These include checking all ship to shore connection cables for wear or insulation damage. Damaged cords cannot be repaired and should be replaced.

Always plug your cord INTO THE BOAT FIRST and then into the dock receptacle. Reverse this order when disconnecting.

Remember, there is no swimming from the main dock; the ladders are present for emergency use only if someone falls into the water. Parents should keep a watchful eye on children. The smaller the person or pet, the higher the risk of ESD, so consider a life jacket for the smallest members of your family while they are on the main dock. Swimming is permitted from the junior sailing dock, which has no electrical power. For really detailed information on electrical risk and ESD see the data posted by the US Coast Guard at: http://www.electricschockdrowning.org/USCG_Grant_2008.226165406.pdf

Thanks to Thea Platt for recommending this safety topic. Have a safe summer!



Odds and Ends

Help wanted

House needs help with painting doors and trim. Contact Ann Vivian av@gvarchitects.com

Batten looking for good home

I have a batten that is available for any member who will give it a good home. The batten is fiberglass, 1 9/16" wide, and around 135" long. It was used on the bottom of the main sail of a Catalina 310. We lost it and replaced it a number of years ago, and when Pierre was doing some work on our moorings this spring, he found it.

So, does anyone want it?

George Gibson

The Youngstown Level Regatta

By Eric Herbert

For the last 2 years a good friend from Buffalo, NY and Youngstown Yacht Club has traveled east to sail on J hawk in the Regatta for Lake Champlain. This is reciprocity for the numerous years I traveled west to Youngstown for the Level Regatta, one of the largest regattas in North America.

Each year for the past 40 between 100 and 420 boats converge on the tiny town of Youngstown, NY, which houses a yacht club, a bar, a few galleries and restaurants. The population literally doubles and the festivities begin Thursday and last through Sunday. Boats arrived from all over Lake Ontario and Erie and smaller boats were trailered in from all over the US and Canada. This year there were 17 J70's in the race, which was really exciting. Various international magazines (Rolling Stone, Playboy) have named it one of the top 10 parties in the US. During the peak years boats were rafted 10-15 deep and the masts stretched for over half a mile. Each night there are live bands, and a lot of fun being had by all. Sadly the 40th was to be the last for the regatta. I am sure it is nearly a full time job to manage and the founder, Don Finkle, has done a fantastic job over the last 40 years.

The wind was blowing 10-20 over all 5 courses and the 2 days of racing. A strong squall came through our course on Saturday shredding the sails of a Farr 30 and nearly causing our Beneteau First 40.7 to collide with another 40.7 which was to our windward. We had our largest sails up and had no warning of the storm. Boats on each of the other courses were still flying their spinnakers and did not seem to be affected at all. Our crew of 10 held on tight, did their jobs and we ended up taking a first in that race only to find out it was not counted due to the weather. We took a 5th, not bad for a crew which has not sailed together in 10 years.

The Levels were a reunion where you saw people that you grew up or grew older with, year after year. The fleets were highly competitive and a lot of fun.

Link to a Sail-World.com article about the regatta and its founder: <http://www.sail-world.com/USA/Don-Finkle-named-Sailor-of-the-Week/112153>

*Invitation to the Royal Savage Yacht Club and Point Bay Marina
Diamond Island Regatta
Sat August 24, 2013*

The Diamond Island Regatta is RSYC's designated day-race for the LCCS Cannon Series and one of the optional races for the LCCS Champlain Series.

- For the LCCS Notice of Series, see <http://lcchampionshipseries.org>.
- For the Diamond Island Regatta Notice of Race, Sailing Instructions, & Courses, see <http://rsyc.org/fast-sail/25>

The Diamond Island Regatta is a one race event held in the waters of Lake Champlain near the Point Bay Marina and Diamond Island. This is the inaugural year for the race. The event will be run on the same day as the ever popular RSYC Lobster Fest. Racers are invited to join us and may purchase tickets for the Lobster Fest at RSYC member prices. Registration for the race will be at the RSYC tent at Point Bay Marina from 8:30 AM to 9:30 AM. The skippers meeting will take place at 9:30 at the tent. The race will start at 11:00 AM. Trophies will be presented to the winner of each class at an awards ceremony at the club tent following the race, just prior to the Lobster Fest dinner.

An official photographer will be present on the course to take photos of all participating boats.

Complimentary guest moorings/dock spaces are available for visiting racers on a first come first served basis courtesy of Point Bay Marina. Please contact Todd Smith at skipper@gmavt.net or call Point Bay at 802-425-2431 if you would like more information. There are good anchorages close to the venue in Kingsland and Converse Bays, or you can anchor off the marina opposite the mooring field. RSYC members will provide launch service from the Point Bay mooring field and anchorage to/from the skipper's meeting, the awards ceremony and the Lobster Fest dinner.

If you are unfamiliar with this part of the lake be aware you will want to give great respect to the red mark south of the Point Bay Marina in Town Farm Bay. The waters east of the mark are quite shallow.

While in this end of the lake we invite you to experience beautiful cruising and wonderful anchorages in Kingsland Bay, Converse Bay, Hawkins Bay, Barn Rock, Westport and Basin Harbor, home of the Lake Champlain Maritime Museum. Please visit this gem of a museum. You can go by boat and enjoy both the museum and the restaurants of the Basin Harbor Club. Moorings are available in the north harbor.

The Diamond Island Regatta is held to benefit the Lake Champlain Maritime Museum. While there is no fee to enter the race, you can make a difference by purchasing special regatta themed items, and discounts on racing photos of your boat. Proceeds will support the Maritime Museum and full details and pricing will be available soon.

For further information contact Wendy Friant, RSYC Fast Sail Captain and Rear Commodore at wjfraint@earthlink.net

Useful links: <http://www.pointbaymarina.com/> <http://www.lcmm.org/> <http://>

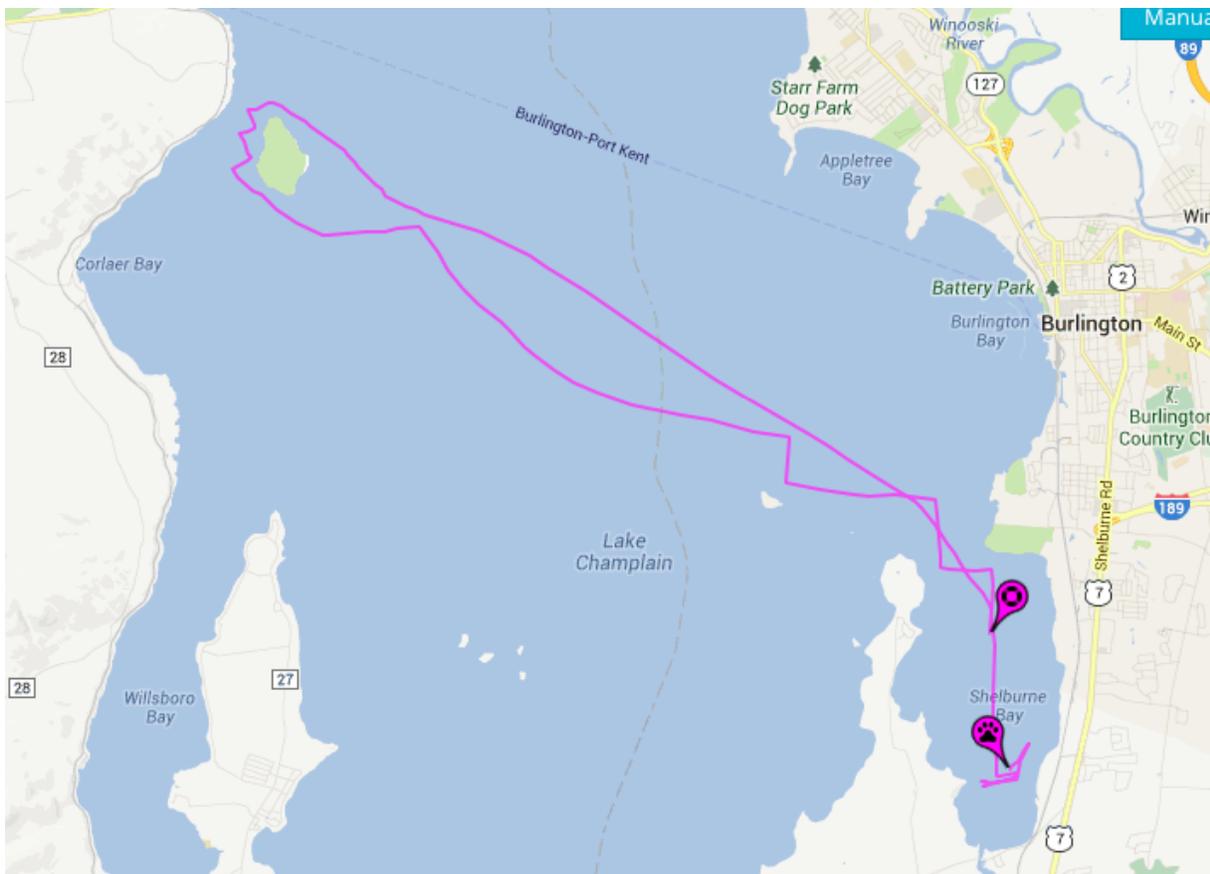
The Binnacle Plans for the Macdonough Race

Special Edition

This year we plan to publish a special edition of the Binnacle with the stories from as many boats who submit. I recommend that you plan to tell your story before others do it for you. After the race, submit your story to stolat36@gmail.com.

Live tracking of the race on Yacht-Bot

A group of young crew members have been sharing the app Yacht-Bot. A free app for smart phones it enables you to track your boats course during a race. Below is the track for Sto Lat in the Schyler Island race. I was surprised to see how consistent the lift was for us from Juniper Island to the reef.



The tracks of all of the boats can be overlaid to show how everyone is doing in real time and can be saved to play back at later events. While this does not display all of the data shown on the Kattack display I saw at a large regatta, it has the advantage of being free.

The steps are:

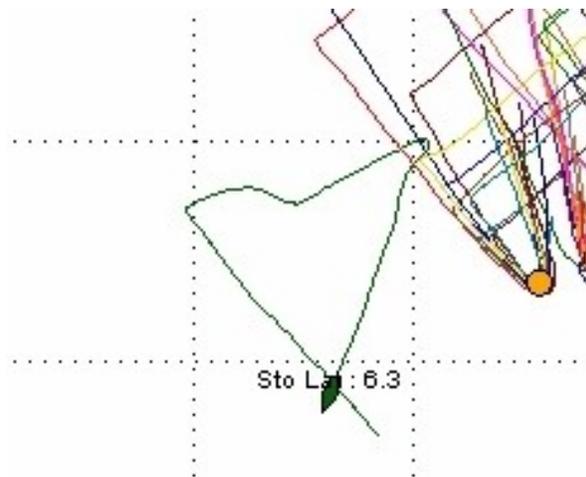
1. Download Yacht Bot from App store
2. Create an account on the device and register
3. Press the start button to start tracking
4. Google Search Yacht Bot and log in
5. View the race

As we work out the details we will publish further details for following the race.

One thing we have noticed. This uses a lot of power. Our track above ended before the race finished in Shelburne Bay because the I-phone had run out of battery power. A charging cord for the long McDonough will be essential.

Of course this tacker has other uses. During the Benneteau 36.7 North Americans we were over early in one race and not allowed to restart (long story) so we made a heart in the water as shown in this screen shot.

The heart was inspired by the response to my question on Anarchy.com, “52 boats on the line, first time big regatta, any suggestions?” One writer responded “make a heart in the water” a reference to a performance artist who was sailing for 1000 days out of the sight of land and who had made a heart in the southern ocean.



Scuttlebutt * (another word for Editor's Notes)



The Chosen One?