



the Binnacle



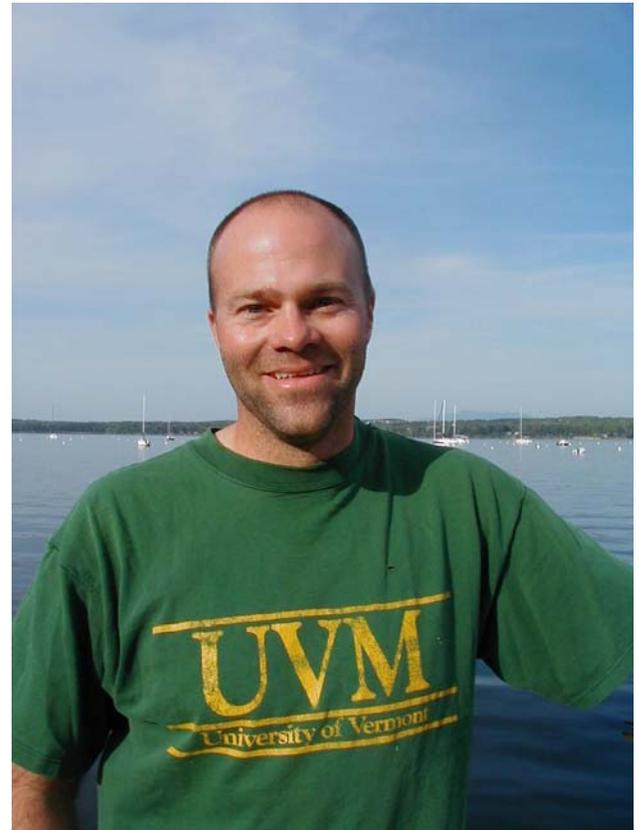
Newsletter of the Lake Champlain Yacht Club, Inc.
Commodore: Doug Viehmann Vice Commodore: Steve Walkerman
July 2009
Binnacle Editor: Jim Turvey
<http://www.lcyc.info>

Upcoming ... Etchells Guest Night 7/6 ... Champagne Race 7/18 ... Regatta for Lake Champlain 7/25

Andy Horton Etchells Clinic Jim Turvey/Dave Powlison

On May 20, LCYC's Andy Horton ran a clinic that took the Etchells fleet through the specifics of setting up an Etchells rig for various conditions on the race course. The first thing you notice is how soft spoken and humble he is. He started off saying "I have to admit I'm not an Etchells expert". But when Andy talks, people listen—especially Etchells sailors looking to eek every tenth of a knot of speed out of their boats. The clinic was attended by 20 Etchells sailors and guests. And Andy's opening line notwithstanding, he recently finished 2nd in two consecutive races in the Jaguar Cup held in Florida, and attended by about eighty of the best sailors in the world, easily winning the overall weekend regatta. Andy's explanations were clear and understandable, and anyone who has attended an expert sailing lecture knows this is not always the case. He also told a few war stories from the recent Americas Cup races, including one where he was tethered to the mast of a boat pitching back and forth such that he was virtually flying 15 feet in front of the mast at one point

Andy has also offered to help out with the junior sailing program, which he participated in as a youth, and we will be organizing a lunch time event between junior sailing classes in late July. It's a pleasure having this kind of access to a truly world class sailor—one of LCYC's favorite sons. Many thanks to Andy for taking time out of his busy schedule to come talk to our fleet, and to Dave Powlison for coordinating the event.



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Commodore's Corner

Summer has finally arrived! I look forward to swimming in the lake as soon as it hits 65.

Then the Lampreys can grab my toes instead of my rudder. There is nothing quite as invigorating as a plunge into the middle of the lake on an 80 degree day.

The spring projects are winding down. We have red and green lights back in the cupola, the toilets are all working again (knock on wood!) and the stairs to the Jr. sailing dock are complete. There are a few remaining projects for anyone who feels guilty about missing work-day. See the short message from Wes Daum, House Chair. Also note that a handrail is in the works for the cart ramp to the main dock to add a level of safety to that steep slope.

There has been a large object missing from our docks so far this year. With any luck, by the time you read this, the Dinse will once again be full of racing gear and dressed as the committee boat that she is meant to be. Thanks to Chris Morgan who has spent many hours purging her of rotten cores and adding soundproofing to the engine compartment. Great waves of thanks also to the many volunteers whose efforts were headed up by Dale Hyerstay and Tom Glynn; these stalwarts transported and outfitted her with the gear needed to serve the racing program of LCYC and the Regatta for Lake Champlain. With care and an eye to keeping her dry we should be on the way to another 20 years of service from this 20 year old Albin.

If you have not looked into the Clubhouse lately you will find that the quantity of burgees has increased. Yes, there are some duplicates and a few national flags thrown in just to keep us on our toes. At some point we will need to have a contest to see who can name the most ports of call hanging there, or maybe who can find all of those hung backwards! If you see Wes Daum or Thea Platt please thank them for their efforts hanging and organizing the database for this effort. Keep the trading active and the donations coming, we have another row to fill.

The Junior sailing program is up and running, we have a few spare slots if you know of any youngsters who need to get into a boat. If you are around during the weekdays, take a moment to greet these young folks. I hope many of you participate in the "Hop on Board" program by sharing your sailing experience with these future sailors. As Jim so eloquently states, this is a sport for life. Get on the water and enjoy all that boating can offer in relaxation, fun, excitement and pleasure.

Smooth sailing, - Doug Viehmann

The Passing of Hal Greig by Dale Hyerstay

For those of you who might have known him, this is to let you know that Hal Greig died on Wednesday, June 17. Hal and his wife Carole Ann became members of LCYC in 1970. Hal was an active racer, first in a Coronado 25, then a Santana 25, each named *Chinook*, reflecting Hal's Canadian roots. He was member of the Board of Governors for 1972-75: he was Regatta Co-Chair in 1972, Harbor & Docks Chair in 1973, Vice-Commodore & Social Chairman in 1974, and Vice-Commodore & Junior Sailing Chair in 1975. The Greigs left the club in 1980. Following the advent of the Etchells fleet at LCYC, Hal partnered with Bob Goodwin in *Senior Moment*, and the Greigs rejoined the club from 2002 to 2005.

When the Lake Champlain Community Sailing Center was created in 1995 Hal was recruited as one of the first group of board members. At the time he was on the Physical Education faculty at UVM and did all the formal work to get sailing instruction at the Center on UVM's roster of credit-bearing Phys Ed options for both Fall and Summer semesters - one of those classes was the Center's very first training session, using its brand new Hobie 1-14s. Shortly after that Hal led the effort to set up the Center as the first permanent home of the UVM intercollegiate sail racing program. Also, in those beginning years Hal was the board member in charge of developing the youth and adult sailing classes, both in structure and in staffing. Later, Hal was the board leader in establishing the Center's very successful high school racing program, of which many young LCYC sailors have been key participants.

In recent years Hal has battled with some sort of brain disorder, an offshoot of dementia that is not fully understood. Researchers will be studying his case to try to learn more about what might have been the cause of his specific disease.

The LCYC Regatta Committee has announced that, in recognition of Hal's love of sailing and high quality racing and his life-long commitment to providing access and training opportunities to new generations of youth who might not otherwise have access, a new trophy will be created this year in Hal's name to be awarded to the first Etchells to finish in the annual Ladies Cup Race.

Hal's wife and first mate, Carole Ann, has specified that donations in his honor may be made to the Lake Champlain Community Sailing Center, PO Box 64818, Burlington VT 05406. Those who might like to contact Carole Ann may do so by writing to her at PO Box 353, Schroon Lake NY 12870.

From the House by Wes Daum

There are so many people to thank for the way the house looks. From those who cleaned on opening day or those who spent either a Sunday or Monday painting or cleaning the great room to the ones that hung the new burgee moldings and burgees back up. Thanks to all that helped the great room looks GREAT.

There is still some work that needs to be done. Tiles and mop board that need to be re-cemented. Holes in the ladies room wall that need to be framed. A vent hole cut and installed in the compressor room door. Clean out the compressor/plumbing/electric closet.

So if you have time to give please email me at wes.daum@daumjr.biz or call 8636063.
Thanks—Wes

MOOvin' North by John Harris

Offered the chance to help new LCYC member Doug Merrill deliver his J/110 MOOvin' from Annapolis to NYC en route to LCYC, it took only a few moments to reply "sign me up". The crew would be Doug and I for the first day's sail up the bay to Chesapeake City, MD where we would be joined by Doug's friend Rob Kyle for the balance of the trip to NYC. The trip started on a sunny mid May afternoon with a short motor down the Severn River to Annapolis harbor in preparation for an early morning departure. The next morning dawned overcast and cool with a moderate southerly blowing... perfect for our 60 mile trip up the bay. We got the main and jib up and were soon cruising along at a steady 6+ knots. The winds continued to build to around 20 knots and we opted to douse the jib and sail under main alone.

Being the first time on the Chesapeake there were a few surprises for me. First, it was far more rural and scenic than I expected. Second was the lack of commercial traffic, likely indicative of the current economy. Typical is supposed to be 20 ships or barges per day but we only saw 3 or 4 barges. Given our early start and favorable winds it was about 2:30 PM when we reached the entrance of the C&D canal and our destination, Chesapeake City.

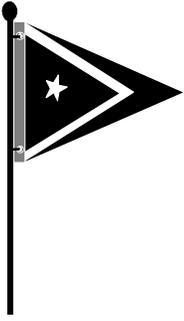
We got going at 5:30 AM the next morning to catch as much of the ebb as possible down Delaware Bay. It was dead calm and the forecast for the day was for more of the same. The word on Delaware Bay was that it could be a miserable place to sail (especially upwind), so flat calm sounded great. The first 2 hrs were spent motoring through 12 miles of the canal and the next 7 traversing the bay down to Cape May. The sun came out as we approached the Cape May Canal and headed to the marina in the Cape May harbor. We spent a pleasant evening walking around Cape May. We were up early again on Saturday with the intention of making the trip to NY in a single shot, weather permitting. Overnight a thick fog had settled in. We got going shortly after 6, even though the visibility was a couple of hundred yards at best. After picking our way from channel marker to channel marker, we cleared Cape May inlet and hoisted the main in a 10-12 kt SE wind. An hour later we got the chute up and were clipping along at 7 to 8 kts. It was a day to appreciate modern technology, specifically the chartplotter GPS. Without it, we would have stayed put in Cape May. Instead we sailed over 100 miles with visibility ranging from 100 yds to 2 miles. We saw nothing of NJ from the time we cleared Cape May inlet until we entered Mannasquan inlet Saturday night. However, there's not much that can beat sailing on a broad reach with the kite up, stereo blasting and hanging with good friends. We kept a sharp lookout for other boats, of which we saw only 2 all day. The big decisions were whose turn it was to drive, what to eat and whose iPod playlist was up next. We decided to forego our plans to sail straight through to NYC, since arriving past midnight in the fog without radar was not a good idea. By 4PM the wind had swung SW and built to 15 and we gybed toward Mannasquan,. The 3 avid Laser sailors finally gave up on "cruise mode" and were soon pumping the main and surfing the 6 ft swells en route to a record speed of 13.1 kts. Life was good.



Sunday it was overcast and cool and still blowing from the S as we exited Mannasquan inlet, about 35 nm from NY Harbor. The forecast was for a front to come through early with winds shifting into the NW at 10-15 kts, gusting to 25. At 7:20 AM the front came through with winds building quickly to 20, gusting to 25. We put a reef in. The winds continued to build to 25 with gusts to 30. We soon dropped the main. The seas quickly built to 6-8 ft, and the winds increased further, gusting to 35. With just the jib up we were sailing comfortably at 5 kts or so. Our world was about to change. At about 9:30 AM, with no warning the mast snapped at the upper spreaders and then again just above the lower spreaders. Like most sailors, we would have preferred to keep dismasting in the vicarious experience category. The next hour was the most unpleasant and scary I have spent on a sailboat. We were wallowing broadside in 6-8 ft swells, the top mast section over the starboard side banging against the hull, the middle section swinging like a giant scythe from the top of the stump, the standing rigging like a birds nest and the headstay (with jib attached) under the boat. The good news was no one was hurt and we weren't going to die. We were only 5 miles offshore and had an EPIRB on board. We all knew what needed to be done and got to work. Job one was to get the top section back onboard before it put a hole in the boat. This was easier said than done. Sparing the details, about 30 minutes later it was back on board. Immediate crisis over, the rest was just cleanup. Doug and I struggled to get the headstay and jib on board and Rob finished up by lashing the middle mast section to the remaining stump. After roughly an hour we had everything out of the water and started the diesel. We were about 20 nm SE of NYC and motoring into 6 ft seas and 25 kts winds. Life was better than it had been, but not so good.



Our entry into New York Harbor at 2:30 PM was a bit anticlimactic, but still awe inspiring. Emotionally and physically drained, we arrived at the marina in Jersey City at 3:30 PM and began to disassemble the carnage. Aside from the dismasting the trip had been all that we had hoped for. We had several days of great sailing, gained some valuable new experience and enjoyed great camaraderie. Life was good.



the Binnacle
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Regatta Report by Tom Glynn

The 2009 Racing season is off to a great start. While we have been burdened by the second year in a row that the Dinse was not ready for the early season races, members have come through as they always do and made their own boats available for committee duty and the result has been a seamless program. With luck the Dinse will be back in its usual slip soon, for which your Regatta Committee and the Race Management Group will be truly thankful. So, a special thank you to those who have helped us out this year in the Dinse's absence: Sherm White, Wes Daum, Peter Philips, Shell Rieley and any others I might have missed.

Thanks also to Martha Turek for taking on the task of putting the Race Manual together, and to Jill Gagne our scorer. Jill's burden this year has been especially great as we implemented the new class configurations. Between shifting boats from one class to another, late registrations and changing handicaps her patience has been amazing.

Now that we're into the meat of the season the numbers of boats sailing on Wednesday nights is really up there. A4 saw 48 boats on the line which leads to a couple of things we need to remember. First, please be courteous and stay out of the "box" prior to your class's start sequence. I've asked the Race Management Group to have committee check-in as many boats as possible at the dock prior to leaving to start the race. If you have to check-in on the water please do so in a manner that does not interfere with boats that are starting.

Second, with a lot of boats and crews getting underway and returning at the same time, remember that standard operating procedure is for two people from each boat to ride in the launch to and from the mooring field. Remaining crew are to be picked up and dropped off at the outboard end of the dock. The Etchells fleet is granted an exemption from this rule since they have no engine and sail with a crew of three.

2009 Board of Governors

Commodore.....	Doug Viehmann
Vice Commodore & Treasurer	Steve Walkerman
Rear Commodore.....	Jill Burley
Secretary, Membership & Log.....	Jay Heaslip
Grounds	Rob Rothman
Boats	Bill Aldrich
Communications	Tina McCaffrey
Docks	Bob DeSorbo
Harbormaster	Bob Schumacher
House	Wes Daum
Regatta	Tom Glynn
Sailing Programs	Jim Turvey
Social Committee	Bob Manchester
Stewards & Personnel	Jill Burley
Cruising /Rendezvous	Skip Hoblin

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, Carpenter & Phillips
PHRF Handicappers	Tony Lamb, John O'Rourke
Webmaster	Jason Hyerstay

Stewards

Managing Steward:Chris Paganelli