



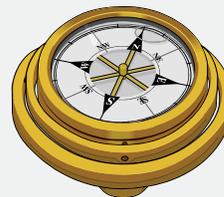
the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Jill Burley August 2010

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



UPCOMING AT LCYC....

Full Moon Cruise August 28

Labor Day Cruise Sept. 3-5

McDonough Breakfast and Race Sept.11

Hot Ruddered Bum Race Sept. 25.

A M E R I C A N
FLATBREAD

All Natural Pizza Baked in a Wood Fired Oven

BAKES AT LCYC!



Wed, Sept 1

6PM

ENJOY PIZZA,
SALAD, DESSERT

AND

FREE BEER
AND SODA

PLEASE JOIN US AS WE RECOGNIZE

Tom & Arlene Glynn

(REGATTA CHAIR)

Steve & Charlotte Adams

(SOCIAL CHAIR)

Hosted by the Board of Governors

\$8 PER GUEST, NON-RACERS WELCOME!

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LCYC Binnacle - August 2010 Commodores Corner

The summer is more than half past, but we are not ready to start winding down. There is so much more to do. The Club has been extremely active this year. People tell me mid week is slow, but I have witnessed a nice steady quiet activity. There is almost always a Board member past and / or present roaming around doing something and I have rarely seen the stewards idle. Maybe this will change as the Jr. sailors have finished their sessions and the air cools a bit more each night.

Ladies Cup was a perfect event. A shifty wind from the north, "cheating to the east," was a challenge to 50 boats crossing the line. The finishers crossed the line in an unexpected order and Sly, with three generations of Beaudins sailing, took the honor of the Cup. The afternoon atmosphere was casual but excited for the fine weather, the company and for all the winners. The race, the BBQ, the Opti dedication and memory to Don and Mary Rathbone and the awards made it all in all a very fine day.



With the excitement of the two new Optis I had the idea last Friday to sail with the Jr. sailors on their last day. Luckily, my first time in an Opti, I was too late for the race. With a quick lesson from Sarah I set out across the Bay by myself while the Jr. 'Olympians' finished their shore events. Ah, to be scrunched into a little sailing dinghy, out in Shelburne bay. I was back to shore for the Awards, to see each sailor receive a paper

plate trophy for their accomplishments and unique talents. Feeling a sense of goodness, I went out for a sail on my "big" boat. It

was one of those solid 8-10 knot wind afternoons that made me want tack around the bay foreve, but sailing back to the mooring as the wind went calm - another nice day.

And last night the Etchells Fleet celebrated their 10th year! They planned, prepared and cooked up an old fashion burger burn for all. A special and fun time for everyone. Congratulations!

Looking to the business side of things - the BOG is hard at work with the 2011 Budget, we are reviewing the two bids received for the south retaining wall project, ideas are springing up for next years social events, particularly more member made BB's, we have thoughts for helping everyone enjoy the Club within the rules, ... working on ways to increase member participation in tasks and projects, as a "working club".

Enjoying summer too,
Jill Burley

New Steward Hours

8/28 and 8/29	9am to 9pm
8/30 to 9/3	12 to 8pm
9/4 to 9/6	9 am to 9 pm

Brett Lewis

Scuttlebutt-Editor's notes.

I am still experimenting with format. The online version has more photos than the print version and the cruising article has been shortened.

I welcome more articles and feed back. Tony Lamb
alamb@alamblaw.com

An August Cruise To Fort Ti.



After Ladies Cup, the cruising group, Antares, Cool Change, Mighty Quinn, Secrets, and Wind Seeker, headed toward the southern part of the lake for a visit to Ft. Ticonderoga. The first stop was at Converse Bay

Although the wind was almost non-existent, we left the moorings at Converse Monday morning with a planned lunch stop at West-



Drinks and snacks.

port and a walk around town. Lunch at the marina took a lot longer than anticipated, and we arrived at "Girls", a local eatery and bakery in town, just as they were closing for the day and picked up a few treats for breakfast. (Another time I'd vote for lunch at Girls rather than the marina.)

Back aboard, we headed for Cole Bay under sail since a breeze finally made an appearance. Fortunately, the clouds that had been threatening rain off and on, held off until we were anchored the night. The little thunderstorm that passed through was interesting in that there was no wind accompanying the lightening and rain, a plus, as there were more boats scattered around the island than I've ever seen, and things could have gotten interesting if the wind had kicked up.



In the morning we made stop at Port Henry before heading down to Ft. Ticonderoga. It's possible to drop a hook either side of Canal Pier and land a dinghy either on the south side of the pier or just past the fishing access to the north. We opted for north side where the water's a bit deeper and less weedy.

It's a bit of a hike up hill to town, but the view is worth the effort, especially up by the church overlooking the lake. Chuck mentioned wanting stop at the Miner's Museum, down by the town offices, so in spite of the heat, we hiked about half way down the hill to the south to the museum next to the town offices.

Since it was a Tuesday, we weren't surprised to find the museum

closed, but as we stood reading the signage out front, one of the staff from City Hall drove up and offered to get the key and let us in. Chuck, who'd gone into City Hall, called us over to check out an old photograph of town and the interior of the building. The staff member opened up the museum and chatted with us as we explored the museum. One room houses a mine mock-up, including the underground shafts. Very impressive! The area around Fort Henry provided magnetite and iron ore beginning with the Revolutionary War. Port Henry is one of the few towns on the lake that offers opportunity to re-provision. There is a nice super-market on the main street in town, as well as a Stewart's where we stopped for ice cream before heading back to our boats.



Passing the bridge construction at Crown Point was straight forward. Buoys had been placed along the construction zone restricting speeds to 5 knots and posting a no wake zone. If you transit the area, remember ferries have the right of way and have restricted maneuverability, so keep clear of them. I suspect the male contingent of our group would have been happy to hangout being "sidewalk engineers" for a bit to watch the construction.



The Fort Ti cable ferry (operating since Mozart was 3 years old)

is a short way north of the anchorage below Ft Ticonderoga. It is a cable ferry, so keep well clear to avoid snagging the cable after it passes. It was after 1700 by the time we were anchored beneath Ft. Ticonderoga, too late to head ashore to visit the fort. There were a number of other boats in the anchorage, including one from the UK who also were taking advantage of the anchorage to visit the fort.

In the morning we made our way through the weeds along shore and landed our dinghies. The staff at the Fort mow a swath down to the shore, making it convenient to get to the Fort. We caught the tail end of one guided tour as we entered the fort and followed a fife and drum corps as they raised battalion flags on the ramparts.

We listened to a talk on the history of the Fort. It was started by



the French and faces south to protect the northern part of the lake from the British and their colonies. It changed sides several times, generally without a shot being fired during the French and Indian Wars and the American Revolution. The Americans abandoned it and Mount Independence across the lake in July 1777 when the British

occupied the high ground on Mount Defiance overlooking both sites. Since the early 1900's, it has been developed as a tourist site.

The timing of the events made it easy to transition from one tour



to another, and we headed for the King's Garden tour and a look at the Pell Homestead. The gardens were beautiful and well worth seeing. The various building in the fort house a variety of exhibits spanning the history of the



Scare crows at Kings Garden

fort. By early afternoon we were hungry and museum-ed out, so we headed back to our boats for lunch.

We took a dinghy trip up the La Chute River after lunch rather than walking into town along the road. It's an interesting trip, a couple of miles long, ending up just short of the water falls by the old Ticonderoga pencil factory. Unfortunately most of the town suffers from Mall development outside of town, with many more empty store fronts than businesses. The hardware store was still open, and we saw a small independent meat market, but not much else. It's a shame since the town has made an effort to spruce up the waterfront area which includes a walk along the La Chute above the first set of falls with signs depicting various points of interest. We did find the local Stewart's up the hill before heading back to our dinghies.



The LaChute River

Wednesday evening we gathered on the Mighty Quinn for the Eye in the Sky Persis meteor shower show on VPR. Unfortunately the sky had enough haze to make for less than perfect viewing, but our phone call into the show (thanks Fran) was the first they've ever received from folks on a boat. We could easily locate the Summer Triangle and saw a few meteors overhead. It was a fun evening.

The plans for the next day called for a short move - all of half a mile - across the lake to Mount Independence and an anchorage by East Creek. A couple of boats went down to Buoy 39 Marina for ice and a pump out. They reported depths of 6 feet for the approach to the dock, friendly folks, but no water available. Once



East Creek dinghy ride

back, they joined us at anchor and after a quick lunch we headed ashore. Leonard and I chanced on the park a number of years ago when we went exploring in the area. There are a series of trails that lead to the museum at the south end of the park. The park won a state award for its signage a few years ago, and the displays (talking heads) inside are novel way to learn more of the region's history.

After hiking back to the dinghies, we took a short ride up East Creek. It's possible to navigate past the marshes and up to a boat launch, but it was getting late, so we headed back after going about a mile. This creek offers a very different experience from the La Chute River with open marshes and wild life rather than tree shaded terrain.

Friday the group headed for Pot Ash Bay where the Latrells have a friend with a home overlooking the lake. We'd been granted permission to use the picnic tables and gas grill, so once anchored we headed ashore for a cook out. It was a beautiful evening and it was nice to have space to get together for a meal. Four boats headed to Basin Harbor on Saturday for lunch at the Red Mill and a walk around the grounds to admire the flowers. After a very brief tour through the Maritime Museum we headed to Converse Bay for a posted rendezvous on Saturday evening where Edleweisse joined us. Sunday morning brought more than enough wind for a fast trip back to the club. The only part of the cruise that could have been improved, would have been if we could have spread a bit of the excess wind out over the week.

Lynnea aboard Antares



At the Ticonderoga boat launch

Junior Sailing 2010 Hitting the High Notes

On August 13th the curtain closed on the 2010 Junior Sailing season. What a wonderful season it was - we really hit the high notes in 2010, with many great moments and with the kids having a ton of fun and learning a lot about sailing in the process. Our



lineup of instructors, from the head instructors Laura Dunphy and Sarah Chickanosky, to our full roster of Catherine Hill, Margaret Wallace, Stephanie Benoit, Matt Chickanosky, and Silas Hill, was truly spectacular. I can't tell you how many people gave me feedback along.. the lines of "Sally is having a great time in camp this week, is there any chance there is more room in the class for next week?"

For me, no moment was more significant or poignant than the dedication of the Don and Mary Rathbone Memorial Optimists at the awards ceremony of the Ladies Cup race. With Don and Mary's daughter Mary Ellen Ford and grandson Tyson Ford having come all the way from Oregon for the event, we dedicated the Opti's to their parents'/grandparents' memory, and thus continued on Don and Mary's legacy of support for the young people of Chittenden County. What a fitting way to remember them, and I was very proud to be a member of our club, especially after talking to Mary Ellen after the ceremony and hearing how much it

meant to their family. Thank you all who donated the funds to make the purchase of the Optis possible, and to John Dupee and Brett Lewis for organizing the overall effort - the effect will last long beyond the moment as more kids are able to discover the magic of sailing in the coming years due to your generosity.



Another high note from the second half of the season was our participation in the Cheeseburger in Paradise Regatta at Northern Lake George. We sent fourteen sailors, six Optimists, four Flying Juniors, three instructors, and a partridge in a pear tree down to the regatta. Many thanks to Brett Lewis, who rushed through the order of new t-shirts to get them to the kids in time for the regatta, so they arrived with plenty of swagger. The shirts were designed by Stephanie Benoit and Brett Lewis, and received rave reviews at the regatta, which is the high social event for the Junior Sailing summer in addition to being the most competitive sailing. Thank you also to the many parents who helped transport the kids and boats down to the regatta and back, and Bob Schumacher for making sure the boats were transported in tact. Here is a short recap of the regatta from Laura Dunphy:

Cheeseburger was quite a success! Charlie Maitland placed 1st in the opti fleet and David Johnson placed 6th. In the FJ's, Reed Belisle and Jenn Dunn placed 7th. Our other boats also did well and had a lot of fun. Thursday was quite breezy but our sailors handled the weather incredibly well. I was the most proud of Chicken Hawk (a.k.a. Jack Merrill) who, despite weighing about 50 pounds soaking wet, never capsized. Friday there was so little wind that the race committee was unable to get off a single race.



(The optis did have a kinetics race in which Natalie Benoit placed 2nd).

In the final week of the program Walt Marti hosted our annual “Big Boat Day”. The kids and instructors had a great time on “Avena”, taking turns at the wheel and generally enjoying a beautiful day on Shelburne Bay. Thank you Walt!



So the program is closed for 2010, but there are a couple of FJs and one Optimist left out for member use until the docks are removed at work day. It’s indicative of the confidence in their sailing ability that the kids are gaining in the classes and the fun



that they are having sailing that the boats have had so much use this summer.

I'm looking forward to another great year next year. If your kids aren't in the program, and will be between 8 and 17 next year, do

them and yourselves a favor and have them talk to one of the instructors or better yet one of the participants to see if they'd like to join next year. Ok, so that was a shameless plug for the program, but it's justified by all the positive feedback I've been getting for the program. From the first time sailors in the Optis to the advanced sailors vying for trophies at interclub regattas, the program is hitting all the high notes. It's time you and your children joined our band!



Jim Turvey

Ladies Cup 2010: A record of 5 is broken after 116 years An onboard perspective.



In 1889, Horatio Hickok, sailing his Burgess 53 'Nautilus' won the second running of a new trophy for a new club on Lake Champlain. He would win 4 more of the next 5 runnings of the Ladies Cup. He set a tall order in which only a few over the last 120 years have come close. The list of four time winners are Rogers, Brooks, Davis and Griswold.

My Dad, Marcel Beaudin's family Ladies Cup run started on our C&C 35 'Fireball' back in the 70s. Our first win came much later sailing 'Adrenalin' in 1990. Adrenalin was the first, ever, cruiser-racer to have an asymmetrical spinnaker on a retractable bowsprit. Marcel then won the cup 3 more times when the scoring changed to best on handicap, sailing with my youngest brother Jeb on the 'Sonar' in 92,93 & 95.

This set Marcel on the great quest, the family affectionately called it "the Ladies Cup Curse". Even though my Dad would never ever insist, there was an unspoken rule to make every effort to be on hand for Ladies Cup. A few races we got close, sometimes very

close and sometimes, being one of the smallest boats in the fleet, were very far. Painfully far at times. No fifth win seemed to be in the cards. Still every August we would return to Lake Champlain to sail with our Dad, who had introduced us all to sailing at young age. I even owe my career in sailmaking to my father's passion for sailing. Still, no 5th win.

The new boat 'Sly' named after our run of successful J-24's in the 80's and 90's was the cruising version of the Sonar, called a Blazer 23. Both of these boats seem to run well with the wind dead astern. So, last year, my Dad, 80 years old, usually with a crew the same age, finally allowed us to convinced him to give up the spinnaker. Mainly, none of us could stand see him running around the foredeck anymore. 2009 was also a special year for Marcel with all three sailing sons and 2 grandsons in Vermont for the race. Dad insisted the all of us cram on to the little boat. Maybe it was lucky. We had a little breeze and the extra weight did not slow us down. We won our class. A big improvement over the previous several seasons.

This 2010 Ladies Cup had the entire crew back in attendance, no small feat with 3 living in Switzerland. The forecast was, as usual, for very light winds. 6 on the 23 footer did not sound very fast. The only thing I brought with me, was the extra large cooler, fill with food, drinks, including an ample supply of adult beverages. I anticipated a very long slow day on the water. But at least we have the opportunity to sail with dad and all three generations of Beaudin boys onboard.

48 boats on the starting line and we are just about the slowest. Before the race it seemed like more breeze offshore and not much in towards Burlington. A big problem for Sly is we can win the start but then get run over by all the faster and bigger boats. Jeb decided to approach a pin start on port tack, a risky move in any size fleet. But he timed it perfectly and we snuck around the pin just behind one Etchells. When I say just behind, we tack on his transom with barely an inch to spare and several big boats looking to make kindling out of us. We footed off to leeward to get out of the way of the approaching herd and to keep our air clear for as long as possible. As we ran away, the boats off our hip, even though faster seemed to fall behind as their wind fell away. We carried our breeze almost all the way to the port tack layline and with glassy sheen looming on the water ahead we tack towards the Appletree mark. Jeb spotted new breeze coming off the Burlington shore and we reached across the fleet for the new wind on the other side. The wind was very shifty and we had to tack

several times on our way across. The first boat to reach us was my distant cousin JP from Quebec on Galilee, the Beneteau 44.7 Tall Rig and fastest boat in the fleet. Next, coming up the shore fast was the J109 'Luna Sea'. They only crossed by 5 lengths. These are the 2 fastest boats in the race and we are still with them. We are working hard to contain our excitement, but we know we are having a special race. We tacked to the mark high on the starboard layline with the rest of the fleet hot on our tails. In a bit of shock, we were the third boat around the mark. We set the wind-surf mast converted to a whisker pole for the long broad reach back to the Proctor mark. The boat sailed pretty well on the broad reach downwind and the biggest spinnaker boats were only slowly passing us. The prospect of the second lap was not encouraging, but we saw Galilee finish and drop her sails, we knew the course had been shortened to this mark. To help us along it got better with the breeze freshening from behind. Perfect for us to keep the gap from growing on the larger boats finishing ahead. We have a good idea we have had or best finish in the last 15 years.

You still never can be sure, trying to remember the scoring handicaps, did we see everyone else that could have gotten us? We headed back to the dock, no matter what, very pleased with the way the race had turned out.



After a few hours of post racing festivities and catching up with old friends it was time for the awards. Still not sure if we had

won, until the very end, when the announcement of the Samuel D Champlain Trophy, best corrected time by any boat, any club, "goes to 'Sly'". Then we knew we also had the Ladies Cup for the fifth time. It still brings strong emotions for me just writing about it. My Dad with 3 generations sailing together is one of the highlights of my sailing life.

I spoke to my Dad just a few days ago and he was still ecstatic. We could not have had a better race. And, we thank the race committee and all the other competitors. See you all next year.

The crew of the 2010 ladies Cup Winner 'Sly'; Marcel, Paul, Adam, Jeb, Jonah and Aaron Beaudin

Paul Beaudin
Sailmaker
NYC

Editor's note: I passed Sly going down wind about half way on the down wind leg. Overcrowded in light air, no spinnaker and wing on wing. At first I thought they had simply turned around halfway, and then I realized what they had done. Well done, quite a feat.

Etchells Fleet 25 Celebrates 10th Anniversary in Style



It sure doesn't seem like it could be 10 years since the Etchells fleet was established Shelburne Bay, but this August 23 marks the anniversary of the day a group of five boats received their official "fleet charter" from the International Etchells Class. That group included Dave Powlison, Ernie and Bette Reuter, Rick Stevens, Don O'Brien/Steve Booth, and Jack Milbank. And, of course, this would not have been possible without the considerable support of LCYC.

To celebrate our 10th anniversary and express our gratitude to LCYC for its continued support of Etchells racing on Lake Champlain, the fleet hosted a burger burn on Wednesday, August 19 and not only cooked the food but provided free dinners to all. In



addition to the usual summer cook-out fare, burgers, salads, chips, dinner also included Chesters, compliments of Ted Castle of Rhino Foods, and a birthday cake, complete with Etchells' logo, decorated by Lauren Harris. Most importantly,

John Harris deserves a big shout-out for organizing the event.

After the burger burn, 130 pounds of remaining food was donated to the Chittenden County Emergency Food Shelf on behalf of the Lake Champlain Etchells Fleet.



Today, the Fleet 25 has grown to 12 boats and maintains an active racing schedule that also includes activities such as the rules seminar the fleet hosted earlier this season and on-the-water guest coaching. If you're interested in finding out why we're so enthused about the boat, the racing, and all that accompanies it, contact any of the fleet members.

--Dave Powlison

Editor's Note: I know that the members of the Club appreciate being able to participate in the Celebration. I know that they also appreciate the efforts of the Etchells Fleet to share the knowledge and skills as racers. Congratulations on 10 years and well done.