



# the Binnacle

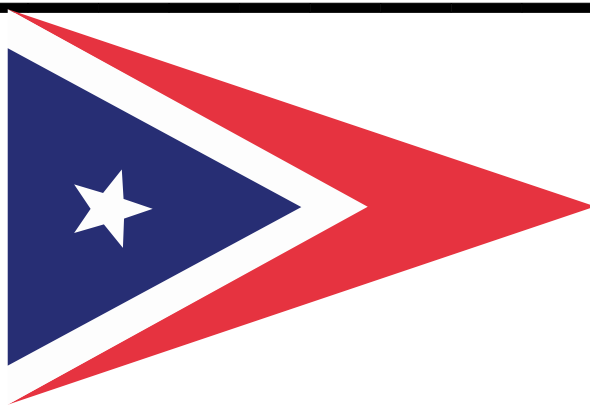
*Newsletter of the Lake Champlain Yacht Club, Inc.*

Commodore: Doug Merrill

Binnacle Editor: Tony Lamb

<http://www.lcyc.info>

July 2014



## LCYC 2014 Ladies Cup

Join us in celebrating a Ladies Cup tradition that dates back to 1888! All are invited—sailors, spectators, racers and cruisers.

### **Schedule of 2014 Ladies Cup Events**

**August 2-3**

**See Page 8 for details**

### **MARK YOUR CALENDAR - WEEKEND OF FUN AT LCYC:**

**Friday, July 18 Annual BOAT SHOW and Junior Sailing TAG SALE (5-8 pm)**

come down to the docks to tour a great selection of boats, spend time with fellow members & enjoy refreshments. The Junior Sailing Tag Sale will be going on the same evening. Pick up some bargains on gently used boating items. All proceeds help the Junior Sailing Program.

**Sunday, July 20 FAMILY DAY (1-7pm)** - bring your whole family...kids, grand children, parents, nieces, nephews etc. and a guest for a day of games, face painting, balloon creations, flying junior and dinghy races, boat crafting and much more with a burger burn at 5 pm (\$8 adults, \$4 age 12 and under).

Make sure you check the LCYC website calendar to make sure you don't miss out on any of our many events and for additional information.



## Commodore's Corner

Most members will agree that we have had a phenomenal season so far. It seems hard to believe that in April many of us were worried that the late ice cover may substantially delay our summer. This past month has provided the typical variety of Vermont of boating weather. We've had nights below 50 degrees, and days in the high 80s, with high humidity. These conditions have been less than 48 hours apart! While our Wednesday night racing series has been threatened by thunderstorms, the weather has cleared by 6:00 and we have been blessed with fair winds and mostly fair skies.

June was a busy month and went by in a blur. Our junior sailing program is off to a great start. We have more students signed up than anyone can remember. The kids and the in-

structors seem to be having a great time. I've had the pleasure of joining our cruising contingent on two weekends, the Wildflower Cruise to Valcour, and the Southern Lake Cruise, where MOOvin' was able to join the fleet as far South as Westport. Each weekend almost 20 club member's participated. There is no application or test to become a 'cruiser'. Just follow the LCYC burgees to the smell of the BBQ in the designated anchorage. The cruisers are as diverse as our members, and include young families with 10 month old kids, senior members pushing 90, single-handers, sailboaters, and powerboaters. Watch the club calendar for more events, including the cruiser's pot luck dinners on some Friday evenings. They are open to all, and they are a lot of fun!

As busy as June was, July promises even



more activities. The LCYC junior sailing tag sale and member boat show will be on Friday, July 18. This is personally my favorite event of the summer. I really enjoy seeing members' boats and hearing about how and why they came to acquire that particular yacht. It's a great way to learn more about our fellow members and often here some great (and often amusing) sea stories. The morning after the boat show is the Regatta for Lake Champlain. LCYC will once again field a team of junior sailors aboard one of our club members J/29s. The junior sailors won the junior class last year, so they will be looking to defend their title! On Sunday of that weekend (July 20), Scott and Kendra Bowen will once again be hosting the LCYC

family day. All of the popular activities will return, and some new ones are planned too. This is a weekend to make sure you are at the club!

August seems like a long way off, but it will be chock full of activities as well, including a talk at the club by round-the- Americas sailor and noted author Herb McCormick on August 22. Summer in New England is very sweet, but very short. Get as much time in on the lake as you can! I hope to see you out there.

Doug Merrill  
Commodore



**Purdy Cocktail Suite**

## Junior Sailing

By Walt Marti

Believe it or not we are halfway through the 2014 Jr. Sailing season - we have experienced perfect weather, not so perfect weather, no wind and excessive wind - all with enthusiasm and big smiles. With the conclusion of our two Race Clinics – we are ready to head to MBBC for the Champ Chase Regatta and to NLGYC for the Cheeseburger Regatta.

We hope everyone will join us on July 18<sup>th</sup> for our annual Tag Sale and Boat Show. We will fill the docks with interesting boats that evening - so please

come and join us from 5:00PM – 8:00PM for a night of camaraderie. If you have nautical items you would like to include in the Tag Sale - please email me at [jrsailing.lcyc@gmail.com](mailto:jrsailing.lcyc@gmail.com) to make arrangements.

We had a fantastic turnout for our first Parent/Child Sail-Along on June 26<sup>th</sup> - our second similar event is scheduled for Thursday, July 31st.

Important upcoming dates include:

July 18 – Jr. Sailing Tag Sale and Boat Show (5:00 PM)

July 31 – Parent/Child Sail Along & Family BBQ (5:30 PM)

August 8 – Jr. Sailing Year End Banquet (6:00 PM)



**Big Boat Day**



**BOVE'S LASAGNA NIGHT on 7/9:** Unfortunately, a few sailor's went away hungry! While there is never a way to guarantee food for everyone and numbers vary greatly, I want you to know that we learned a lot from this night and will work on ways to prevent running out in the future.

Jean White, Social Chair

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**Hot Ruddered Bum Correction**

**The log book date for the Hot Ruddered Bum is incorrect.**

**The correct date for this event is Saturday, October 4,  
as listed in the on-line LCYC calendar.**



Early this season some of you might have noticed a 28 foot O'Day sailboat being worked on at the LCYC docks. Contrary to some speculation the boat, now named Jubilee does not belong to an LCYC member. She belongs to a new non profit organization called HealingWindsVermont and her mission in life is to take cancer patients and their caregivers and families sailing on Lake Champlain.



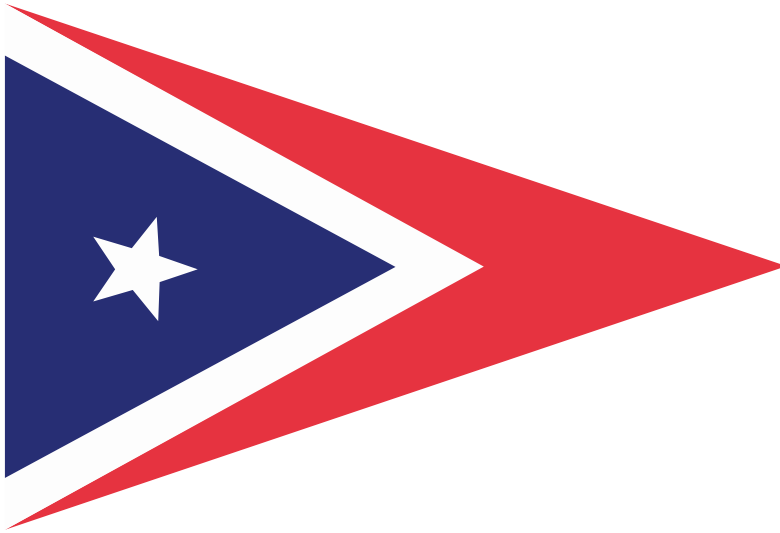
Three current LCYC members comprise almost half of the HealingWindsVermont board of directors. They are Suzanne Johnson, who had the inspiration to found the organization, Doug White and Glen Findholt. Many of you know Karen Claxton from the Shelburne Shipyard who is also a board member.

Suzanne, a breast cancer survivor felt a strong need to give back after her experience and as a lifelong sailor knew the value of time spent on a sailboat for relaxation and respite from the pressures of daily life. When Jubilee was donated by a friend from Delaware as he was dying of cancer she had her flagship and it was clear what she had to do. Doug and Glen brought much needed boat repair and maintenance skills to the organization whose board is rounded out by a local attorney, a banker and an Information Technology specialist. Thanks to volunteers and the generosity of individual and business donors, HealingWindsVermont has begun conducting sails from a location at Perkins Pier in Burlington at no charge to participants. The or-

ganization has close ties to the Community Sailing Center, Hope Lodge, Cancer Patient Support at Fletcher Allen Hospital and Dragonheart Vermont. Other alliances will develop in the near future.

Because of Suzanne's personal cancer experience she identifies closely with guests on the boat who are in a current battle with the disease. Glen brings the caregivers' perspective, having cared for his late wife, Marie during her almost 6 month long battle in 2013. Virtually all involved have been touched by cancer in some way. Operating under the slogan: "A sailing reprieve for those affected by cancer and all who love them" HealingWindsVermont (yes we spell it like one very long word) is off to a great start. We thank the LCYC membership and Board of Governors for allowing the use of Club facilities while we prepared the boat and welcome your feedback. Of course we also welcome your participation and support. You can find more information at the website: **HealingWindsVT.org** .





# **LCYC 2014 Ladies Cup**

Join us in celebrating a Ladies Cup tradition that dates back to 1888! All are invited—sailors, spectators, racers and cruisers.

## **Schedule of 2014 Ladies Cup Events** **All shore-side activities at LCYC**

### **Friday Evening, August 2**

1500-2100: Guest boats arrive. Arrange for a mooring by emailing your request at: [LCYCHeadsteward@gmail.com](mailto:LCYCHeadsteward@gmail.com) . Arrange early as space is limited.  
1750-2000: Welcome party. Hors d'oeuvres by La Villa. No charge.  
Ladies Cup Trophies on display.

### **Saturday Morning, August 3**

0800-0900: Bagels and Fruit, coffee and juice. Donations accepted for the LCYC Junior Sailing Program.



0800-0900: Late Registration  
0900: Skippers' Meeting  
1105: Scheduled Ladies Cup Race Start

### **Saturday Afternoon, August 3**

Awards Presentation—as soon as possible after racing. Champagne toast for all. Ladies Cup BBQ asap after racing concludes. Food by Little Garden Market: slow roasted pulled pork, BBQ chicken bochettes, potato salad with fresh herbs, veggies and olive oil, house coleslaw, green salad with red wine vinaigrette, fudge brownies and of course, the usual beverages. \$14.00/person.

### **Official Race Documents**

**Race Registration:** <http://lcyg.info/racing/registration>

**Notice of Race:** [http://lcyg.info/files/2014%20Notices%20of%20Race\\_0.pdf](http://lcyg.info/files/2014%20Notices%20of%20Race_0.pdf)

**Sailing Instructions:** <http://lcyg.info/files/2014%20Sailing%20Instructions.pdf>

**Courses and Race Marks:** <http://lcyg.info/files/2014%20Courses%20%26%20Race%20Marks.pdf>

To learn about the history of the Ladies Cup,  
go to: [http://lcyg.info/racing/trophies/ladies\\_cup/history](http://lcyg.info/racing/trophies/ladies_cup/history)

## A view from the afterdeck of the Dinse.

By John Harris

Being on the disabled list this spring, I had the opportunity to spend a lot of time on the Dinse helping to run our races, both as an RC member as well as PRO (Principal Race Officer). And while I wouldn't give up sailing to make doing RC a full time job, it has been a rewarding experience from which I learned something new almost every race.

Running good races shares most of the same challenges of sailing a good race, along with a few more that are unique to RC. Doing a good job on the RC requires strategy, tactics, good teamwork and communications, thorough knowledge of the racing rules, complete understanding of wind and weather conditions (both current and potential future), awareness of what is happening on the race course and the ability to think 2 or 3 steps ahead, developing contingency plans as necessary. The biggest difference, and challenge, between sailing and doing RC is that you are working to integrate all these factors into creating a successful race for all the competitors on the race course, not just a single boat.

With the often unstable and light winds we face here on Lake Champlain, just getting a good start line and fair course set can be quite the challenge. Even when the winds are stronger, there are often significant oscillations that need to be observed and accounted for. More than once, with just minutes to go, the line has been strongly biased one way or the other, only to be square ...or biased in the opposite direction...at the gun. It is all about trying to hit the averages and getting it as good as you can. Similarly, picking the right courses, trying to balance the widely divergent speeds of the

various boats such that you don't have too short a race for one fleet and way too long a race for another, can be a real challenge. And trying to figure out if, when and where to shorten course, particularly on Wednesday nights with all the different fleets, can make your head hurt. To make life interesting there are also the occasional "what do you do when?" situations that precipitate a mad scramble for the rule book. However, when it all comes together and you get off a good race it generates a real sense of satisfaction and accomplishment.

I must take a moment here to give a tremendous amount of credit to Dale Hyerstay and Keith Kennedy, as well as the Regatta and Boats chairs and the many PRO's, both past and present, who collectively have outfitted the Dinse and developed a comprehensive set of procedures and guidelines for running our races over the past 10 years or so. This work has been essential to elevating the quality of our race management by providing a great RC platform, optimizing the equipment side of things, establishing standard procedures, documenting "best practices" and making the integration of each week's RC volunteers as seamless as possible. If you get a chance you should say thanks to this core of folks who really make our Regatta program happen.

Lastly, for those racers who haven't served on the RC or cruisers or powerboaters who don't race, I would strongly encourage you to volunteer to do RC some time. I think you will find it an interesting and rewarding experience and will give you a much better appreciation for what is involved in both race management and racing at LCYC. And, if nothing else, it will just be a nice day on the water with other friendly LCYC members !!!

## **Etchells Fleet 25 News – July 2014**

It has been a great start to the 2014 season, getting in all 6 Wednesday races as well as two of a scheduled three, Monday E Series events with 8-9 boats regularly on the line. *Pied Piper* took the A Series with 5 points, *Senior Moment* took E3 with 2 bullets and a 4th and *Pied Piper* is currently leading in the Kelemen Cup (overall season championship) although with USA466 (Booth/Besse) only 1 point behind. This season, as typical, the competition has been incredibly close. In the A3 race, 2<sup>nd</sup> through 8<sup>th</sup> place finished within a 34 second time window!!! We are also happy to have USA478 back on the line with new LCYC member Kevin Hawko at the helm. Welcome Kevin!!!

The big news comes from Newport, RI where the Etchells Worlds were held at the last week of June. Among the 95 entrants were two Fleet 25 boats (USA1300 and USA1309) and five LCYC sailors (Ernie Pomerleau, Chris Morgan, Don Brush, Ken Felis and Kevin Hawko). While both teams struggled a bit, finishing 60<sup>th</sup> and 58<sup>th</sup> in a fleet which looked like a roster for the Sailing Hall of Fame, a great time was had by all. It was “a lot better than being in the office !!” as Ernie put it to me.

You might be wondering, just how long was the start line for a 95 boat fleet? About 7/10 of a mile, according to Don Brush. That is slightly less than the distance from the eastern edge of our mooring field to the eastern shore of the bay with the RC boat positioned mid line and a mark boat at each end. There were a few recalls and “black flag” starts and, needless to say, if you didn’t get off the line in the top 5 or 10 boats it was kind of like sailing in the middle of the Santa Monica Freeway at rush hour. The regatta consisted of nine races sailed over five days, with some long days given an hour plus sail to and from the race course.

The regatta was won rather decisively by 2 (now 3) time Etchells World champ Bill Hardesty of San Diego, sailing with an all star crew that included 3 former collegiate All Americans, one of whom (Taylor Canfield) is the current world match racing champion, another (Stephanie Roble) is ranked 3<sup>rd</sup> on the women’s world match race circuit and a 3<sup>rd</sup> (Marcus Eagan) is the current Melges 20 Corinthian world champion. Some other notable names in the top of the fleet included John Bertrand of 1983 *America’s Cup* fame, sailing for the first time in Newport since that historic event, and Hank Lammens, a Canadian noted for both playing in the NHL and sailing the Finn in the 1992 Olympics. To give you a feeling for the depth of the fleet, some noteworthy skippers finishing well outside the top 10 included Steve Benjamin (US Olympic Silver medalist in the 470 among many other sailing accomplishments) in 26<sup>th</sup> and Tito Gonzales from Chile ( 2005 Etchells and five time Lightning World champ) in 33<sup>rd</sup>. Crews included Brad Butterworth, Mark Mendelblatt, Chris Larson, Andrew Campbell, Jud Smith, Moose McClintock, Ched Proctor and Gavin Brady, just to name a handful of names many folks will recognize.

A little closer to home, Team 1300 got some nice press (see the June 29<sup>th</sup> Scuttlebutt.com for story and video) for supporting our next generation of sailors, sailing with an 11 yr old, 70 lb Opti sailor as a 4<sup>th</sup> crew. Ernie tells me he was the best under 15 year old sailor with whom he

has sailed, with an uncanny awareness of everything happening on the race course.



Ernie's 11 yr old Opti "rock star" practicing at the helm

Another highlight included a roast of John Bertrand, during which he disclosed details of that fateful 1983 America's Cup race, which supposedly had never been previously shared. Among these were that there was quite a bit of luck involved in winning that last race and that the winged keel, despite all the hype, didn't have anything to do with the Australian victory. John also stated that he considered Etchells the top amateur racing in the world (although one should note that this "amateur" fleet, as noted above, had more than a handful of boats with pros on board).

What is special about this event and about sailboat racing in general is that true amateurs get to go at it with the best in the world....on the same "field"...head to head. Try to find another sport that does this.

Meanwhile here in VT we are looking for fair winds and more great racing as the summer progresses with 3 more E Series events and a couple more months of Wednesday nights still ahead of us.

John Harris – Fleet Captain

### **Scuttlebutt** \* (another word for Editor's Notes)

A few reflections on the Odziozo Race:

When I got home after the race my five year old grandson had persuaded "Grand Ma" to paddle around our 40 by 80 foot pond in her Kayak, towing an eight foot dingy. Wearing his life jacket he would "spring" back and forth from one boat to the other. He spend a good deal of time observing the minnows and tadpoles and wildlife in the pond. The great thing about a five year old is that they see everything with fresh new eyes and what has become common place to us is new, exciting and interesting when seen through their eyes.

Listening to Ed talk about using his new boat gave me the same feeling. The fun of figuring out where the ice box empties (the bilge-there is an automatic bilge pump there), anchoring for the first time, and the joy of his son overnighting on it. Do we remember how much fun we have sailing?

Before the race, as I was going through the market to get ice and water for the race I saw a watermelon. How great would that taste on a hot afternoon! I bought it and had it stowed I the cooler.

It was not until we were unloading the boat and one of the crew pointed it out that I remembered that we had it. How often in life are we so focused on the "task" at hand that we forget to eat the watermelon?

Peace,  
Tony Lamb



*"Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover." \_J\_ \_ Mark Twain*

With our first week long cruise winding down, I am looking forward with anticipation to the Champagne Race and the rest of the season of cruising. We had our first potluck dinner with a great crowd on a Friday evening and then we motored most of the way to Valcour the next day for the Wildflower Cruise. The Wildflower Cruise was great fun with thirteen LCYC boats turning out for our first event of the year. Dick Vilamill of MBBC gave us a tour of the island, and we had a fun sail home the next day.



Our Southern Lake Cruise has been exciting. We sailed to Hunter Bay the first day and then anchored to see the parade and fireworks the next day in Westport. A hastily organized breakfast at Coco's, just North of the boat launch, turned out to be one of the best events of this special weekend.



Many boats returned to LCYC from Westport but six boats chose to continue on toward Fort Ti. We spent a night anchored under the bridge and hiked the ruins as well as sampled the Bridge Restaurant's ice cream.



Then we motored to the North side of Mount Independence where we anchored for two days. We walked the trails of Mount Independence and enjoyed their museum.





The next day we stormed the Fort's Southern wall from the lake at 10AM taking them totally by surprise! After a tour of the museum, we rode our dinghies up the LaChute river for a walk through town, stopping at the base of the first of a series of falls that block navigation between Lake George and Lake Champlain.



Upon returning to the fleet we saw ominous warnings on the weather radar which predicted a seriously strong line of storms. Proper protection, good anchors and sound seamanship got us through the exciting storm with winds regularly gusting into the forties. We had a fine sail back to the bridge with a following breeze and visited the new Port Henry Marina at the site where the Crown Point bridge was constructed. This state of the art marina is sure to be a regular stop with it's reasonable rates, new bathrooms, laundry facilities and free pump out.



After a walk to visit "Frankenpine" the concealed cellular tower on the hill, we reluctantly bid Dave, the marina manager, goodbye. We motored up to the Lake Champlain Maritime Museum where I am writing you from at this moment.

This is shaping up to be a memorable summer. So whether you sail or motor, consider taking a weekend or more to join us as we cruise the lake.

Doug and Merri Purdy