



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Doug Merrill

Binnacle Editor: Tony Lamb

<http://www.lcyc.info>

October 2015



LCYC ANNOUNCEMENTS:

Regatta Awards, Friday, Oct 16

6pm to 8 pm

(See Website for reservation details.)

Workday, Saturday, October 17

7:30 am to 3:00 pm

In this issue:

Commodore's Corner	page 2
Work Day Special Projects	page 3
Butler Building Planning	page 4
Board of Governor Nominee Bios	page 10
Viper Regatta Round up	page 13
The McDonough Race	page 16
Etchell's Fleet News	page 18
A view of the Hot Ruddered Bum	page 20



Commodores Corner

It's hard to remember a previous September with such beautiful fall weather. We did not get the strong winds on Wednesday nights that are typical of the month, but there was plenty of wind on other days. The air and water temperatures remained overly warm for the season, and I noticed a lot of waterskiing and dinghy sailing very late into the month. We ended with a bang, literally unfortunately, as a windy fall evening caused two boats to break loose in the mooring field, eventually damaging four members' boats. That is a lousy way to end the season. To those of you who are still on your moorings, enjoy the fall sailing, but please take some extra time to secure loose canvas and check your mooring pendants.

I had the pleasure of sailing with Parker Hoblin in the Viper Regatta last month. I had not sailed with him before, and had only met him a few times, but we had a wonderful weekend. LCYC outdid itself with warm hospitality and terrific race management.

We hosted 13 visiting Vipers, and all seemed to thoroughly enjoy themselves. Mother Nature made up for the light air we experienced in 2014 with beautiful weather this year, complete with very strong winds on Sunday. It was great fun to sail, and I understand fun to watch as well.

Fall workday is coming up on October 17. Please remember to show up, and bring you button if you can still find it. Immediately after workday we will hold our annual meeting, during which we will have a minor bylaw change to propose, we will review the club finances, and I will have the pleasure of introducing our new Board of Governor Candidates. A separate notice of meeting will follow.

To those of you still in the water, enjoy! I look forward to seeing you all at the Awards Dinner on the 16th and at Fall workday on the 17th.

.
Doug

Fall Work Day is Saturday October 17th.

Besides the regular workday tasks, we have three specific projects we need to accomplish. If these interest you or you have expertise or tools that will help in these efforts please volunteer for them.

Grass Overflow Parking Area Depressions

We are filling in certain wet spots in our grass parking area. Depression identified with stakes and flagging need to be excavated then lined with geodetic fabric and filled to the surrounding grass elevation with clean gravel. A thin layer of topsoil, grass seed and straw mulch would finish it off. Project to be directed by Al Lewis

Installation of New Driveway Post

Clean Out and Organize Right Side of Shed

The first step to this project is to clean out and organize everything in this part of the shed. The second step is to take stuff away. Specifically:

We will need someone to haul chemical waste to CSWD (near BTV airport). Preferably we need someone with a pickup truck. If anyone is interested in using their pickup to haul chemical waste to CSWD, please contact David Main at dwmain@comcast.net.

We will need someone to take extra materials to (Pine Street) as needed - **Need dedicated vehicle**

LCYC Facilities Survey and the Butler Building Plan

By John Harris, Finance Committee Co-Chair

First of all: Thank you, Thank you, Thank you !!

We had an amazing number of respondents (115) to our survey on the Butler Building and LCYC facilities. Beyond the pure number of respondents, we got 235 unique write in comments which provided as much, if not more, constructive input and insight as the multiple choice survey results. And the good news is that the survey pretty much validated the initial direction in which we were heading.

So what did you tell us? (Detailed Survey responses at the end)

- 70% felt that the Butler Building appearance was of at least moderate importance and should be replaced by a new modest, functional structure.
- Slightly more than 70% supported spending at least a little extra money to provide a place for the Junior Sailors to store their stuff during the day.
- 51% felt we should spend no money for classroom space
- 70% felt we should spend no money or only a little extra for classroom space
- 75% felt we should build a replacement building of some type
- Of that 75%, a majority (58%) felt we should build a nice, simple but possibly larger building while the balance of the support was split between something similar to the existing Butler Building (22%) and something that resembles the clubhouse (20%)

What were some of the major or important themes that came out of the write ins?

- Avoid a dues increase
- Do not make this building a "Junior Clubhouse"
- Maintain the interaction between Juniors and the rest of the club...it's good for both parties and it's important to our future membership
 - This point was reinforced in a recent editorial by the President of US Sailing titled "Ingredients for a Vibrant Sailing Hub" in Issue 4426 of Scuttlebutt.
- Any porch or other amenities should be accessible to all members
- Keep it simple, functional, attractive and, especially, keep it low maintenance !!
- Doesn't need to be some architectural masterpiece
- Need to address the storage shed, the area around the storage shed, the dinghy storage area along the launch ramp and the Sportboat parking area (i.e. the south side of our property needs some attention too).
 - A future Binnacle article regarding the Long Range Capital Plan will address some of these concerns.
- The diver having an onsite workshop as part of the new building is important to maintaining the good service we enjoy.
- Consider including some storage space and/or gear lockers for members to store gear that they routinely use at the club for kayaks, paddleboards, sailing dinghies or other needs.

Based on all of this the Finance Committee (which is serving as the Building Committee) came up with the following design parameters:

- A simple barn/garage style building with separate workspace on the south side and permanently covered patio on the north side with roughly 50% more square footage than the current Butler Building.
 - The larger size is to provide a slightly larger space for Junior Sailing equipment storage, but mostly to accommodate other potential storage needs for the club.
- Metal roof and low maintenance siding
- Built on concrete slab
- Keep roof line as low as possible to avoid impinging on neighbors' view to the lake
- Workshop of similar size to current space with separate entrance, for use by diver and other club groups as needed
- Limited storage space for other club needs (e.g. regatta)
- Permanently covered patio off north side (~10-12 ft wide, length of building). Patio for use by members as well as Junior Sailing.
- Garage door on East side to provide easy access and movement of boats in and out of the Junior Sailing storage space
- Door(s) opening onto the patio on the North side
- A limited number of storage lockers for members
- Electrical service (already exists in current building)
- No plumbing
- Consider locations including but not limited to the current location

All of these design parameters are now in the capable hands of Doug Viehmann who, in consultation with Jill Burley and Marcel Beaudin, is working on a site plan, rough building design and cost estimate. The goal is to have some information available by Fall workday to share with the membership. Our current goal is to get this building project completed sometime in 2016, but until we have a final design and cost estimate in hand and approved by the Board of Governors this is just a tentative plan.

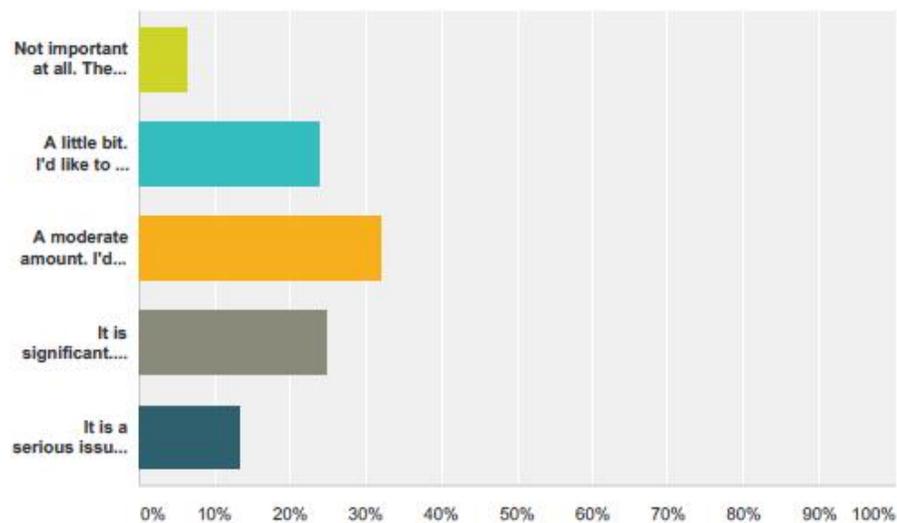
Finally, based on the current cost objective of <\$50,000 (pending verification from the design team), the Finance Committee does not anticipate a need to raise dues or take out a mortgage for this project. A number of members wrote in on the survey about the benefits of taking out a mortgage for a large, long term project like this one, but at

this time we don't see the need to do that. This topic of taking on debt vs. using funds from our capital reserve will be addressed in more detail in the upcoming Binnacle article on the club's Long Range Capital Plan. If you have questions or concerns and don't want to wait until workday, feel free to contact me or, if you are interested in details of the design, Jill Burly

LCYC Facilities Survey Results

Q1 How important is the appearance of the Butler Building to you?

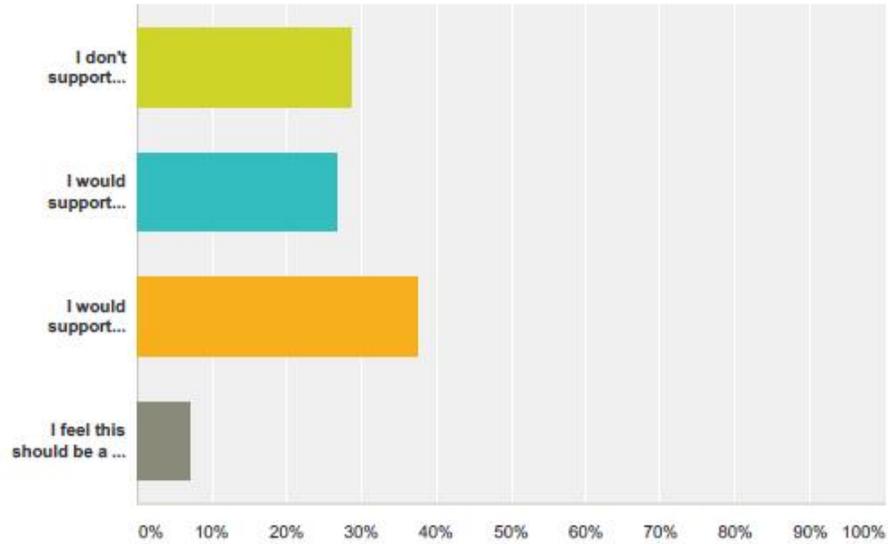
Answered: 113 Skipped: 1



Answer Choices	Responses
Not important at all. The existing building is fine in its current state	6.19% 7
A little bit. I'd like to see the existing building spruced up.	23.89% 27
A moderate amount. I'd like to see the existing building replaced by a modest functional structure that does not detract from the overall appearance of the club.	31.86% 36
It is significant. Our club grounds are small and the current building detracts from the club's image. It should be replaced by a modest, more attractive structure.	24.78% 28
It is a serious issue. The clubhouse and grounds are beautiful and the current building is an eyesore. It should be removed and replaced with something that complements the clubhouse and enhances the overall appearance of the club.	13.27% 15
Total	113

Q2 Should a new building design provide space for the Junior Sailors to store their stuff during the day?

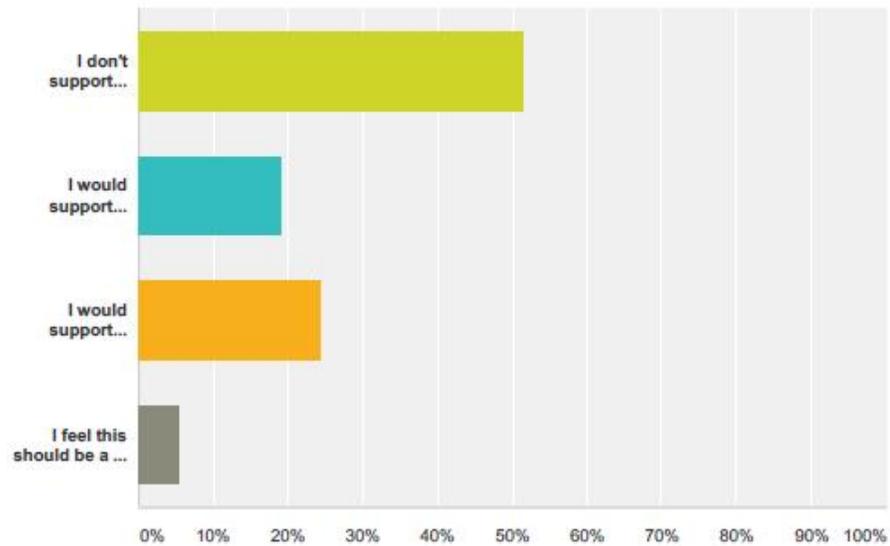
Answered: 112 Skipped: 2



Answer Choices	Responses
I don't support spending more money on the new building for this. Having backpacks and lunch boxes in the clubhouse is not a big deal. I like having the Juniors mingle with members in the clubhouse and they are only there during the weekdays when the clubhouse is lightly used anyway.	28.57% 32
I would support spending a little bit extra on the new building to do this. It would be nice to have backpacks and lunch boxes out of the clubhouse but I don't feel it is worth spending much money on.	26.79% 30
I would support spending moderately more on the new building to provide the Juniors with their own storage space outside of the clubhouse. I think this is important for both Junior sailors and club members.	37.50% 42
I feel this should be a key part of the new design, regardless of cost adder.	7.14% 8
Total	112

Q3 Should a new building design provide classroom space for the Junior Sailors?

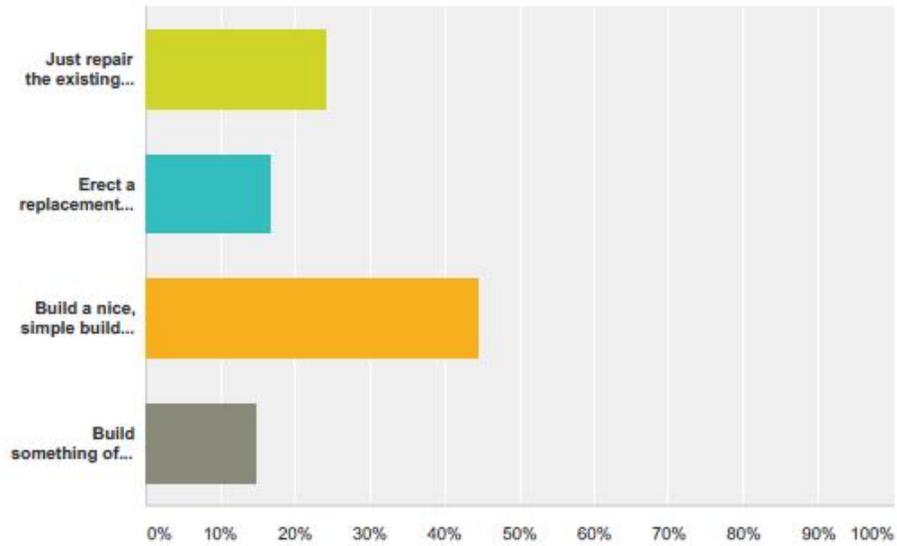
Answered: 111 Skipped: 3



Answer Choices	Responses
I don't support spending more money on the new building for this. I am OK with using the clubhouse for instructional space, as needed.	51.35% 57
I would support spending a little bit extra on the new building to do this. It would be nice to get instructional activity out of the clubhouse but I don't feel it is worth spending much money on.	18.92% 21
I would support spending moderately more on the new building to provide the Juniors with their own classroom space outside of the clubhouse. I think this is important for both Junior sailors and club members.	24.32% 27
I feel this should be a key part of the new design, regardless of cost adder.	5.41% 6
Total	111

Q4 What should our scope of work be?

Answered: 108 Skipped: 6



Answer Choices	Responses
Just repair the existing Butler Building (estimated cost of \$2500 to \$4000; no dues increase)	24.07% 26
Erect a replacement metal shed type building on a slab with similar size and function as the existing building (estimated cost of \$25,000; possible dues increase)	16.67% 18
Build a nice, simple building (possibly slightly larger than the existing building) to accommodate the sailing programs (estimated cost of \$50,000; possible dues increase)	44.44% 48
Build something of similar size to the option above but architecturally similar to our clubhouse (estimated cost \$75,000 to \$125,000; possible dues increase)	14.81% 16
Total	108

Biographies of the 2016 Nominees **for the** **LCYC Board of Governors.**

Tris Coffin – Commodore – 2 year term

I grew up sailing out of the Malletts Bay Boat Club and on the coast of Maine. I started sailing in FJs in the MBBC junior program, and progressed to racing Lasers, Lightnings, J24s and a series of PHRF boats – anything we could get our hands on. Along the way, I was head instructor at MBBC and also taught sailing at the International Sailing School and the Boston Sailing Center. I've done a fair amount of cruising as well in boats ranging from a 22-foot catboat to a Hans Christian 33 to an Atkins-designed power trawler. For the last 15 years, we've raced and sailed our J29, Shockwave, and Lisa and I have raised three kids who've been through the LCYC junior program. I am really excited at the opportunity to serve as Commodore. I look forward to great times and much camaraderie in the Corinthian tradition with all those who, like me, love boats of all types and just being out on our great lake.

Bob Schumacher – Board of Governors – 3 year term

If you don't know Bob you should. Aside from being one of the longer tenure members of LCYC (since 1973), Bob has served on the BOG multiple times (including a one year term this past year), done a million other things for the club and knows more about boats, and more importantly how to fix boats, than just about anyone I know. Among his more esoteric but notable achievements, Bob was the holder of the world land sailing speed record for 10 years (1999-2009). Bob is an avid DN iceboat sailor and land sailor, traipsing all over creation each winter looking for good ice and land sailing on the Ivanpah dry lake in Nevada most springs. On softer waters, Bob is co-owner, with Don Brush, of the Etchells "Senior Moment".

When not roaming the western US in their RV, hiking, attending land sailing events and visiting their daughter in Oregon, Bob and his wife Barb reside in Hinesburg where he has the most awesome workshop/garage/barn imaginable, in which he can usually be found working on boats of his own or those belonging to friends or the Community Sailing Center.

(Bio provided by John Harris as Bob and Barb were roaming the West again when we went to press.)

Robert Finn – Board of Governors – 3 year term

Bob lives in Shelburne with his wife Kathleen. Children: Rob (28) and Molly (24), both work in Boston; and Annie (22) recently graduated from Denison in Ohio. He joined LCYC in 2007 with their Eastern 19, and 3 years ago commissioned a 30 year old J-27, Kinsale, to formalize his return to active sailing and racing.

He began sailing at Plymouth YC in Massachusetts on a Beetle Cat and Bullseye, spent 2 summers on the waters of Penobscot Bay with Outward Bound, and later on his father's Newport 29 on LI Sound and Buzzards Bay. Starting in the late '70s he crewed on IOR boats in 5 Bermuda Races, Marblehead Halifax (2), SORC/St Pete-Ft Lauderdale, many Block Island and Vineyard Races, NYYC Cruises and one long cruise to Newfoundland. Before moving to Shelburne in 1995 he lived in New York where he was a member of NY and Sewanhaka YCs.

While starting a career in the paper and printing businesses in NYC, Bob earned his MBA at night at New York University (1980). Now, member of a global paper distribution firm based in New York, Bob represents paper manufacturers in NA and Europe, marketing their products to clients in the US and Canada. Having had the good fortune to sail the east coast of North America, and the western Mediterranean, motor canals of France, and work his way to and from Australia on a merchant ship, he is delighted to say that nothing beats our sweet and spectacular home waters of Lake Champlain.

Bob served this past year as an LCYC Auditor.

Jeff Bourdeau – Board of Governors – 3 year term

Jeff spent his summers growing up at his family's camp on Colchester Point. He self proclaims to hold the record of putting more miles on a 6 hp 14' rowboat than any other person on the lake. As a child, his trips would include week long adventures discovering the shorelines and rivers from the Canadian border down to the bridge in Addison. He started sailing in the 70's on a sunfish and quickly focused on sailboarding. He sailed the lake, New England coast and made the yearly pilgrimage to North Carolina to catch the consistent winds of Pamlico Sound. Jeff was introduced to the club in 2004 crewing on S/V Moody Blue . Jeff joined the club in 2007 with a Beneteau 351. In 2012 he sold the Beneteau and currently owns Spearmint, a Frers 38. He cruises and races Spearmint.

Jeff graduated from the University of Vermont. He works for Vermont Agency of Natural Resources in the Waste Management & Pollution Prevention Division. His primary focus is overseeing the construction and operation of the Waste USA landfill in Coventry VT. Jeff is also an off-road driving instructor at the Michelin/BFGoodrich Driving School in Bolton. Jeff skis and races in the winter. He has several Volkswagen buses in dry storage and Enjoys traveling in his VW Westphalia. Jeff and his wife, Sharon, live in South Burlington.

Bill Bresee – Board of Governors – 3 year term

Bill's boating career is a combination of racing, cruising, and power. He has been boating since he spent summers as a kid fixing and sailing the F+W camp Sunfishes and Sailfishes. As a young man he restored a true oddity, the 1957 Old Town 14' motorboat, and spent many happy afternoons motoring the Connecticut River near Norwich, VT.

College summers were spent as the steward of the summerhouse and powerboat for a hotel family in Martha's Vineyard (A job he will never surpass). Long days were had cruising from Montauk, Edgartown, Boston, to Boothbay Harbor, in search of the perfect clam chowder. In San Francisco, he enjoyed perfecting the job of rail meat on Walt Marti's J105 Invictus. Almost 20 years later he still is working as ballast on Avena.

With Susan and their young children, he enjoyed Malletts Bay on a 1977 Penn Yan 30' Fly Bridge Cruiser. A short stint with an 18' Whaler Dauntless punctuated his transition back to sailing, with the acquisition of Sophie, a 2010 Sabre 386. Susan and Bill's family have cruised from LCYC on Sophie since 2010, including a stint on the rocks at Allen Point during Irene and many happy trips to Converse and beyond. Bill, Susan, Willy, Charlotte, and Julia enjoy cruising, including the BVIs occasionally.

Bill's next big thing is either buying an old laser for the lake or taking Sophie to the sea.

Don Holly – Board of Governors – 3 year term

Don Holly and his wife Catherine and their family live in South Hero. Don has sailed and raced since he was 12. Sailing counselor at the Sea Scout Base in Newport Beach in 1972, worked for Taylor and Hood Sailmakers in Costa Mesa 1973-75, was Cove Steward at Howland's Landing on Catalina Island for LAYC 1977-78, and was paid hand and crew for Jack Bailey on Newsboy, the 12 meter, 1979-80. Then he got serious in life and became a businessman.

Don moved with his family to Vermont from California in 2001, bringing along their 1936 36' Alden Yawl, that only survived the fresh water of Lake Champlain for 5 years. Then his more intelligent wife suggested they should get something plastic, so they bought Etchells #676 and joined LCYC. Don raced Etchells out of Newport Harbor in the 1980's and has always loved the boat, and thoroughly enjoys being a member of Fleet #25.

Don is currently Vice President of Operations for Vermont Smoke & Cure, having been VP of Quality for GMCR for a dozen years during their growth phase. He looks forward to serving on the Board of LCYC.

Bill Kallock - Auditor – 3 year term

Bill lives in Charlotte, Vermont with his wife, Emily, and two children, Will (9), and Odie (5). He is an energy consultant building the "smarts" to the smart grid. He currently works remotely for Integral Analytics, a Cincinnati based company.

Bill grew up outside Cleveland, Ohio on a small lake, where he spent his summers sailing the family Sunfish. By the time he was in high school he was racing Lasers with his dad and crewing on Tartan 10s and a C&C 36. Bill joined the sailing team at Cornell where he raced Lasers, 420s, windsurfers and J24s alongside his roommate and long-time friend, Doug Merrill. During the summers Bill would return to Cleveland to crew on the C&C 36 and cruise on the family's Alberg 30 in the Georgian Bay. After college he spent way too much time away from water in Colorado. Fortunately, he moved to San Francisco and a friend from the sailing team hooked him up with a crew spot on a J120. Racing on the SF Bay, confirmed that he needed to always live near sailing. When he and Emily moved to Hinesburg in 2001, he convinced his parents to bring their boat, a Sea Sprite, up to Lake Champlain. He and his family have been enjoying exploring Lake Champlain on My Tern II ever since. Bill regularly crews for Doug on Moovin', where they torture the rest of the crew with old college stories.



Second Annual LCYC Viper 640 Regatta September 26-27, 2015

Over several sailing seasons Jason Hyerstay had crewed in Viper 640 regattas in Charleston, Long Island Sound, Marblehead, and CORK in Kingston. In 2010 he and Mark Engelhardt bought a Viper together, and in 2012 Jason bought his own. In 2013 Jason proposed to the board that LCYC host its own Viper 640 regatta on an open date in late September 2014.

Thirteen boats signed up for that regatta, but we ended up with eleven when two registrants had car problems, including one whose car caught fire on I-89 in NH. He sent photos from his iPhone.

In that first regatta we got off three races in light north wind in the Bay on Saturday. On Sunday there was a good south wind in the outside the Bay, so we set up south of Rock Dunder and got in four races. From verbal and written comments we got from the competitors, they were awestruck with the beauty of racing in the open waters of the broad lake – the winner wrote that he had a hard time focusing on the tell-tales because of the awesome setting. Word soon began to spread among the Viper world that there was good racing at LCYC on Lake Champlain.

This year sixteen boats registered – four others said they wanted to come but couldn't. We had our three club-member 640s and one from Plattsburgh; the other twelve were from Connecticut, Maine, Massachusetts (2), Michigan, New Jersey, New York (2), and Ontario (4). The Great Lakes Viper Fleet designated this regatta as the venue for determining the Great Lakes Viper 640 Champion.

On Saturday we got in five four-leg one-NM races in the bay in light north winds. We had to adjust the top and bottom-end marks every race, and sometimes mid-race, as the wind first backed westward and then veered back to northwest.



Light and variable winds were predicted for Sunday, but we headed out around the corner anyway and found building wind and white-cap seas from the south. We got in five magnificent races in winds topping at 19.5 kts early but dropping back to steady 14.5 to 17.5 kts. One boat hollered in glee as they finished close by the RC boat that they had hit 13.5 knots several times on the downwind legs!



Both days were gloriously sunny as well. Gerry Davis, our official photographer assisted by Ted Marcie, got hundreds of great shots to share with the racers following the close of the regatta. Soon they will be posted for all to view – check the website for more info on where and when.

Prizes for first, second, and third were medium-size coolers embroidered with Jason’s graphical combination of the Viper logo (the head of a viper with its tongue protruding) with the blue triangle and white start of the LCYC burgee emblazoned on the head of the viper. Inside each cooler were two four-packs of Heady Topper.

To stoke up the racers on their long drives home we provided them with a hamburger and hot dog BBQ.

Once again we got laudatory comments from the racer crews, all commenting that they would be back, and many that praised our LCYC regatta and race management and said that they ranked up with the best.

For that last comment we have many people to thank:

Those who helped run the races:

Keith Kennedy, John Harris, Joss Besse, Jill Burley, Gene Cloutier, Gerry Davis, Bob Finn, Tom Glynn, Ted Marcie, Walt Marti, Bob Schumacher, Gunner Seivert, Jean Seivert, Doug Viehmann, Steve & Michelle Walkerman, Sherm White, James Unsworth.

The breakfast, dinner, and BBQ crews:

Alice Hyerstay, Rosanne Engelhardt, Amber Nye, Jean Henshaw, with advice from Jean White, LCYC Social Chair.



Those who housed visiting crews:

Mike and Alison Clapp, Bob and Kathleen Finn, Rachel Kennedy, John Kimura, Doug and Lisa Merrill, Will and Amber Nye, Gunnar and Jean Seivert, Steve and Michelle Walkerman.

Our LCYC Viper racers, who assisted regatta staff and visiting crew alike, and who provided labor for the barbeque and libations galore to thirsty and grateful racers:

Jason Hyerstay, Mark Engelhardt, Parker Hoblin, Will Nye, Micum Macintyre.

The Third Annual Viper 640 Regatta is scheduled for September 24-25, 2016.

Dale Hyerstay, Regatta Coordinator



A good day for racing

The winner's view of the Commodore McDonough Race.

Corbeau team started to prepare for the MC a few days before the race, the boat got washed in and out and under, sails got check, as well as hardware and gear. The boat was ready and so were we. We left Plattsburgh at 7:00 am Saturday morning and we were focus on the job ahead. We needed to beat the J-111 Odin to finish in first place overall for the Canon series, so it was do or die for us.

We got to LCYC just in time to pick up William and immediately went to the racing area. We checked in with the Committee boat, and first thing we knew we were in the starting sequence! We were very happy with our start which was pretty much spot on. We got out of Shelburne Bay fast and found ourselves with an early lead...however that did not last long, we got on the wrong side of the shift and we could not cross back, so I made a tactical decision and said to the crew: we are staying here (broad lake, NY side) everybody will meet at the bottle neck of Cumberland Head. So we patiently waited for a good header. Checking our heading we got a good lane between Port Kent and Valcour and we decided to cross. At that point of the race we were just 5 minutes ahead of Buffalo Theory and Odin. We played the rest of the upwind well and put another 15 minutes lead at the Pointe au Roche Reef.

We were first in real time, but were not winning at the upwind mark. I think Boomer and Avena were ahead. We rounded the mark and hoisted the spinnaker and started to pull away. The Farr 400 is a very fine downwind boat. The boat was lively and my crew executed our jibes flawlessly. Everybody was in top form. We were looking at our best VMG route and played the downwind leg very well... we must have because we stretched our lead by about 1:30 in the downwind leg. We rounded Diamond Island in 3:10 from La Roche reef!!

We had no idea where all the other boats were and we could not see anybody, until we got back in front of Essex and we saw Buffalo. So with some pep talk from the Captain. I said to everybody: let's sail fast and win this regatta and the Series. We sailed really well Under No 3 jib and were going up at 7.5 knots in a 10 knots breeze, everybody on board was doing their share to keep Corbeau in the lead. At that point of the race we thought we were first!

We sailed up all the way near Saxton reef, and just North of Saxton we saw that the wind was dying, and combined with weird shift. We knew something was going to happen soon, and I just wanted to get to Dunder Rock with some pressure. That is where things got complicated, we lost the Wind, we had barely 2-3 knots of Wind, and the GPS and chart plotter started acting up, the GPS could not show our boat position. We were not fast and we were tired and we were losing precious minutes crawling toward the red mark at the entrance of Shelburne Bay. We got into the stupid mode, questioning the course, not seeing the finish line, arguing

in French and English. Hey I know maybe we could have read the race instruction!! But we did not. The Wind was light and I was afraid that we were loosing the race. Being all tired, we had a hard time finding the finish line, we made several stupid tacks, were confused and loosing sight of the committee boat. It took us forever to make it to the finish line, and with a boat speed of 0 knot at 1 boat length away from the end, it took us 10 minutes just to reach it and finally cross it.

I honestly thought that we had burned our entire lead and that we were no longer winning. It took 2 days of waiting for the news that we corrected first and won the series.... yippee. So I want to say thank you to the LCYC for this great race and want to say thank to all my crew and my love Julie.

Cheers

Jean-Pierre
Corbeau Skipper

Etchells Fleet Report – Season Wrap up

By John Harris - Captain, Etchells Fleet #25

Well, another fantastic LCYC Racing season is in the record books and once again the best word to describe our season is PARITY.

We had great participation and fun, competitive racing for both Wednesday nights and our E Series races, consistently getting 10-11 boats on the line. We even got up to an even dozen on the Wednesday of Lake Champlain Race Week when Bretton Gardner brought Zoraida down from MBBC.

Looking broadly across the season, here are some results and statistics to emphasize my point about parity. Over the course of the season we sailed a total of 23 races (11 Wednesdays, 12 E Series). Looking at the Wednesday night series we had a different winner each month:

June	Rascal	Rick Stevens
July	Senior Moment	Don Brush/Bob Schumacher
August	USA 1300	Ernie Pomerleau
September	USA 466	Joss Besse / Steve Booth

The winner of the 12 race Monday night E Series was USA 1300.

Lastly, for the second year in a row, the battle for the Kelemen Cup (Overall Etchells season championship) came down to the wire with the top 2 boats (USA1300 and Pied Piper) tied going into the final Wednesday night race. Although this season's final moments weren't quite as exhilarating as last year's tacking duel on the final leg of the last race, the margin of victory was just as close (albeit at a much slower boat speed). In the end, Pied Piper drifted across the line only a few boat lengths ahead of USA1300 (who had staged a great comeback from DFL at the windward mark) to take the championship by 1 point. Congratulations to runners up Ernie and regular crew Chris and Monica Morgan (oh...and Oliver too!!) for a great season and a hard fought battle right to the bitter end.

Looking quickly at some statistics, for the season we had 7 of 11 boats in our fleet win at least one race, 6 win at least 2 races and 4 win 4 or more races. On top of the heap were Rascal and USA1300 who each won 6 races. In terms of Top 3 finishes, we had 9 of 11 boats with at least one Top 3 finish and 7 of 11 with 2 or more Top 3 finishes. On top of this heap were Pied Piper and USA1300 with 15 Top 3 finishes each. That is what I mean when I talk about parity. And these simple statistics don't reflect how close much of the racing was. In many of the races a mere 5-10 boat lengths could be the difference between 1st and 5th or mid-fleet and back of the pack.

The point of all this is that we have some really exciting and challenging racing going on right now in the Etchells fleet. Every year for the past several I have summarized our season by calling it the best season yet. And again this year, I have to say it one more time: this was our best season yet!!! Every race is up for grabs. No one

can sit on their laurels. One small mistake can move you from front to back. Or conversely, one good tactical call or favorable windshift can move you from back to front. These are all the things that make sailboat racing the best sport around and make our Etchells racing so exciting and rewarding.

Finally, in some important off the lake action, Don Brush, Ken Felis and Rick Stevens represented the fleet very well at the 2015 Etchells North Americans at American YC on Long Island Sound in mid September. The regatta was won by former Olympic silver medalist Steve Benjamin in a 36 boat fleet that was dominated by boats with pros on board. In this highly competitive fleet, Don and team were able to put up a 6th and, in the final race, a 2nd, finishing 20th overall and 4th in the 17 boat Corinthian Fleet. And, on the weekend of September 26-27, two Fleet 25 boats competed in the Lobster Bowl in Portland, Maine. USA 1300, with Chris and Monica Morgan and Karen Marshall crewing for skipper Jim Lampman finished 1st in the 22 boat fleet with the Brush/Felis/Stevens team on Landed Gentry taking 4th. Congrats to both teams and thanks for carrying the Fleet 25 banner so proudly off the lake.

That's about it for the season here as most of us get ready to put our boats away for the winter, while USA 1300 gets bundled up for the trip back to Miami for the Jaguar Cup series starting in December. In between trips to the ski slopes (or remote patch of ice for iceboating) we'll all be rooting for Ernie and crew to represent us well once again down south.

My Hot Ruddered Bum Story

My Hot Ruddered Bum story is different from the usual stuff because I spent it on my powerboat on the hard at the Shipyard as a spectator.

The boat I usually race on, Sundance, broke her mooring Wednesday night, and was also on the hard, so I decided to go down Sunday, and work on my boat. I stopped at the Club to watch the drifter start, felt good about not being on a boat, and went down to work on my boat, which has a good view of the Broad Lake to the west. A couple hours after the start, I began to see spinnakers heading south, and my work slowed down as I watched the parade go by. It was a nice warm day; I was on my boat; all I needed was rum, which I got when I went back to the Club for the celebration (actually the rum was in my car, but I forced myself not to drink any until I got to the Club.

Sherm White, MV Caritas.

Scuttlebut (Editor's notes)

Reading the report about the Butler Building plans brought two things to mind. The first, the old joke—"how many LCYC members does it take to change a light bulb" "how many?" "three. One to change the bulb and the other two to talk about how great the old one was." no longer seems to apply.

The second is that this a normal progression. I helped build the shed that houses the lawn mowers and such. Their purpose to free up the Butler Building so the Junior Sailors could have a good space for all of the sailing stuff. The problem(?) with having a good program is that you will increase demand. What a great result.

I just returned from a trip that included three days of exploring the Normandy beach heads, a Jimmy Buffet Concert, a hundred Kilometers on the Cameno de Santiago, and a visit to Barcelona Spain to help my daughter celebrate with her friends the completion of a round the world trip by the sailing vessel "Oceans of Hope."

It is a project started by a Danish physician to allow individuals at all stages of MS the opportunity to experience sailing. My daughter sailed the leg from New York to Fort Lauderdale last fall. It was interesting to see how a sail boat could create community among such diverse folks. But then we who sail knew that. It is just good to be reminded of it.

Peace,

Tony Lamb