



# the Binnacle

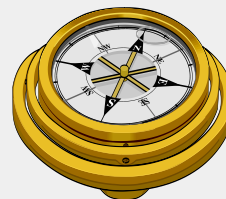
*Newsletter of the Lake Champlain Yacht Club, Inc.*

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May 2016

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



*UPCOMING AT LCYC...*

**LCYC OPENING COCKTAIL PARTY-June 6-6:00 pm**


See page 2 for details

**VESSEL SAFETY CHECK June 18**

See page 14

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***Kickoff the 2016 Boating Season  
at the  
LCYC Opening Cocktail Party***

***Date: Saturday, June 4***

***Time: 1800 Hours (6:00 pm)***

***Place: Lake Champlain Yacht Club***

***Attire: Festive***

***Hosts: Steven and Charlotte Adams***

***Reservations: Not required***

***Questions: (518) 371-2275***

***Please Bring: A Hors d'oeuvre to share. Please  
identify any allergens that may be in  
your Hors d'oeuvre.***

***BYOB: Bring your choice of Beverage including  
any Mixer. Ice will be provided.***

**See Index on Page 2**



## **Commodores Corner**

Hello friends,

The new Club year is rapidly springing into gear. Each day, more boats fill the anchorage, and we had a strong showing of stalwarts for the first Wednesday night race of the year. Last evening we had a really tremendous time getting to know our terrific group of new members. What a fantastic addition they will make to the Club, and I know all will enjoy meeting and getting to know them over the year ahead. The first cruising pot luck kicked off tonight -- a fun event at which all are welcome. We have had a couple of early season challenges with the Milo deciding to need repairs while we continue to finalize fitting out the newly-electric Nautilus. Stewards have turned to the auxiliary club boats to drive members to their boats. Many thanks to Bob Schumacher and others for jumping on our boat repair and shuffling needs.

So, spring is springing, the breeze is blowing, and the lake is crystal blue. You better get out there!

See you around the Club.

Tris

## Harbor Soundings

Mooring Pennants are the Harbor topic for this Binnacle. The visible link in each boat's mooring tackle, the mooring pennant is critical to keeping your boat firmly anchored. A few things to be aware of:

1. Chafe is the most frequent cause of mooring failure. Make sure chafe sleeve covers your mooring line where it leads through the chocks and over the chainplate on the stem of your sailboat. Observe anywhere else your line might wear against metal – anchor hardware, pulpit, stanchion, etc, and lead the line fair, so it doesn't contact any cause of chafe. If you have any questions, don't hesitate to ask Pierre, me or anyone else.
2. While many motorboats have a single line clipped to a ring bolted to the bow, sailboats and larger powerboats usually have a mooring bridle – two lines leading through chocks on both sides of the bow. Often both lines have eye splices which are secured to the deck cleat. Be sure they are lashed to the cleat with a light line or they can be led through the eye of the cleat and back over both horns. But just hanging the eye(s) over the cleat is disaster waiting to happen. Again – any questions are welcome
3. Some bridles have an eye splice in one line and a much longer line with no eye splice. In such cases, the eye can be secured to the deck cleat and the long line tied around the mast with a bowline, half hitches, or equally secure knot. This offers an added measure of safety in case the eye comes loose from the cleat, or the cleat fails or breaks loose from the deck (it has happened)
4. Every time you pick up or let go your mooring lines, inspect them for signs of chafe or cut. If they appear compromised in any way, fix the problem right away. Occasionally the chafe sleeve might have moved or not be placed correctly to prevent wear and tear. If so, it needs to be re-positioned correctly, either by you or professionally
5. Finally, thank you for constantly checking your mooring pennant – making sure the lines lead fair, that their chafe gear is positioned properly, and that they are lashed securely to your boat.

Best regards,  
Bob Finn

LCYC 2016 Spring Work Day



## **Cruising 2016**

### **By Doug Purdy**

There is nothing quite like the anticipation of a new sailing season. Whether it is the thought of seeing your sailing friends again, the promise of a cup of coffee in the cockpit on a perfect morning, or the zen-like feeling you get the first time you're underway, sailing is cathartic in a way that no other activity is.

In a moment I will go over some of the plans for this year, but first I want to mention the rules for cruisers on the docks. Sometimes, before large trips or special events, a group of cruisers will be at the docks. Perhaps we are prepping for a long trip, or maybe we are topping off the batteries for the evening before turning on the fridge for a week of cruising. Whatever the reason, please remember that the primary purpose for the docks is to let members load and unload and perform maintenance on their vessels. If someone needs to use a slip for these purposes, that person needs to be accommodated. Vessels not there for the purpose of loading and unloading and maintenance are obligated to make room for people who are coming in. The docks are first come first serve only until they are full and then, people loading and unloading and maintaining their boats have priority. This is seldom an issue as members of the cruising fleet much prefer spending time on their moorings, but as the fleet grows, we need to be thoughtful of our impact on the club's resources.



### **Wild Flower Cruise June 18<sup>th</sup>-19<sup>th</sup>**

Our first trip has traditionally been the Wildflower Cruise where we meet up with members of MBBC at Valcour. Though the size of Mallets Bay's fleet has varied, ours has grown very large as we celebrate the beginning of the new season together. Last year 13 boats made it to Spoon Bay. Weather permitting, we will make the same trip this year. We will have our first cruiser potluck on Friday evening June 17<sup>th</sup> and will plan to

sail the following morning for Valcour. Email regarding the event will be sent via the cruiser listserv. To receive emails about cruising events open <http://lists.lcyc.info/listinfo.cgi/cruisers-lcyc.info> for instructions.



### **Southbound Cruise July 2<sup>nd</sup>-9<sup>th</sup>**

The fireworks in Burlington this year are on Sunday the 3<sup>rd</sup> at 9:30pm. Cruisers will likely be sailing within reach of the club on Saturday and return on Sunday for the potluck before anchoring in Burlington for the show. The day after the fireworks, we will sail southward for the remainder of the week and return the following weekend. Given the Monday departure, we will not be able to go further south than the Crown Point Bridge this year. Westport will have its fireworks on July 2<sup>nd</sup> making both displays difficult to see under sail. More info coming as we get closer to August.



### **Northbound Cruise July 30<sup>th</sup>-August 6<sup>th</sup>**

Last year's northbound cruise was very memorable. We had a wine tasting at Snow Farm Vineyard and Winery and an incredible cookout at Burton Island, and we had fantastic weather in general. I hope to plan some great activities and destinations around the weather conditions this year. One event during the northbound cruise will be our first "Caribbean Pirate Night" which is tentatively planned during a stop at North Hero Marina in Pelots Bay. So start planning your pirate costume and/or develop your entry into the Pirate's Grog drink contest as well. There will be prizes for the best cos-



tumes and the best grog shared with the fleet. Small cups will be provided to sample the grog entries. More info coming as we get closer to August. <http://www.wikihow.com/Make-a-Pirate-Costume>

## **Cruising Kitty**

After organizing trips last year with 20 to 30 participants I realized that I would be able to arrange activities more easily if I had a budget to work with. I asked the board for a budget to help fund activities during our cruises. We have been given a budget of \$1000 to help fund parties, buy supplies, and pay entrance fees to parks and museums while cruising.





## Election Season: Choosing a Club Cocktail

A strong and vibrant culture requires clarity of values and preferences. For a yacht club, this often includes consensus on a Club Cocktail. Now, it is an indisputable fact that sailors are generally thought of as being spirited people. This can be expressed in many forms, although for the sake of this discussion let us focus in on the presumption that sailors are inclined to imbibe in their fair share of beverages containing ethanol as an active ingredient. Now, we are not talking about the use of ethanol that makes your gas bad to put in marine engines. To get right down to it, we are talking about the enjoyment of rum, beer, wine, whisk(e)y, gin, and their many infamous cousins.



The Negroni, Mount Gay & Tonic, and Dark & Stormy, Left-to-Right in that order, prior to consumption

Now, we have all sorts of ancestors to blame for this perception. The British Navy, arguably some of the most skilled sailors of the late 1700's through the Napoleonic wars, laid down the requisite daily consumption of their tot of grog. That most professional and even many amateur sailing races are proudly sponsored by imbibe-able brand names in the modern era evidences a continuation of that tradition. We even have one of our own LCYC Club races, the last of the season, spelled in a manner that questions the sobriety of the original contestants. Maybe we don't need to place blame at all, and instead just embrace the association, responsibly, and manage it with proactive planning and endorsement.

This is all a premise to suggest that it's about time that LCYC identify its official cocktail. Now, you might consider this an effluent exercise, a usage of effort and consciousness that could be better spent understanding what the weather will be like tomorrow. However, you should know that despite the Club's long and valuable history, other Clubs of similar or even lesser stature and prestige have already secured their convivial place in history by adopting a favor-

ite libation. The New York Yacht Club on this coast, and Newport Harbor Yacht Club on the other, both have pedestaled the Mount Gay and Tonic with lime as their house favorite. Los Angeles Yacht Club, with a way-too-similar an acronym for a Club, and founded 15 years after LCYC, got around to naming the "Friendly Henry" as their secret handshake in a glass, with the recipe known only by sworn members.

Cocktails used to be important before Prohibition, and bartenders with their proprietary recipes were celebrities and artists. The "grand experiment" failed not only in its original intent, but on its impact to the craft of making refreshing and engaging ethanol-laced beverages. Now, the rebirth of craft cocktails and the imagination and skill of bartenders has become another expression of our culture's focus on quality, with appreciation for creativity, relevance and hedonistic enjoyment.

Anyway, this here Binnacle article is an open invitation for nomination of what we, in this late hour, should identify as that what we think makes ice float best. In other words, if Lake Champlain Yacht Club were to adopt a favorite Club Cocktail, what would it be? Now, in making your nomination, consider popularity and favoritism under the most frequent conditions. Given that Vermont has the most unpredictable and variant of conditions, this may be challenging, and may be the reason why we have never heretofore been able to build consensus on such a serious and important topic. If you want your voice to be heard, your voice counted, and most importantly, your thirst quenched, here's how you join the fun:

Send in a postage paid e-mail to donholly1@gmail.com with your recommended Club Cocktail, the recipe, and a story or reasoning as to why you can possibly justify anyone else agreeing with your suggestion. Pictures of how the drink should look after preparation and before consumption can only help consideration for your nominee. Five highly qualified and initially lucid judges shall be assembled to consider all nominations received prior to July 4<sup>th</sup> of 2016, and after much deliberation, they shall figure out how to make a decision. This may require several iterations of trial and debate, and as such, no final date or methodology for reaching a conclusive flight of finalists or winner can be promised at this time. Final determination may have to include the nominator preparing their beverage for the judges at a Burger Burn, or some such other highly significant social event.

Just remember, this could represent not just an important part of your own personal legacy, it could have a major impact upon the course of the Club's future and represent the core of its culture long after global warming makes Vermont a great wine growing region. So, please take this matter seriously!

#### The Criteria

10 Points - Creative Name

50 Points - taste

10 Points presentation

10 Points - Can make it while squatting in the cabin of J70 ( i.e. not too complicated)

10 Points - Connection to Lake Champlain/Vermont - Local alcohol a plus???

S. The author and sponsor of this contest shall recuse himself upon any nominations for the Dark & Stormy, as ought he should, given the obvious bias and potential recrimination thereof.



# LCYC 2016 Spring Work Day

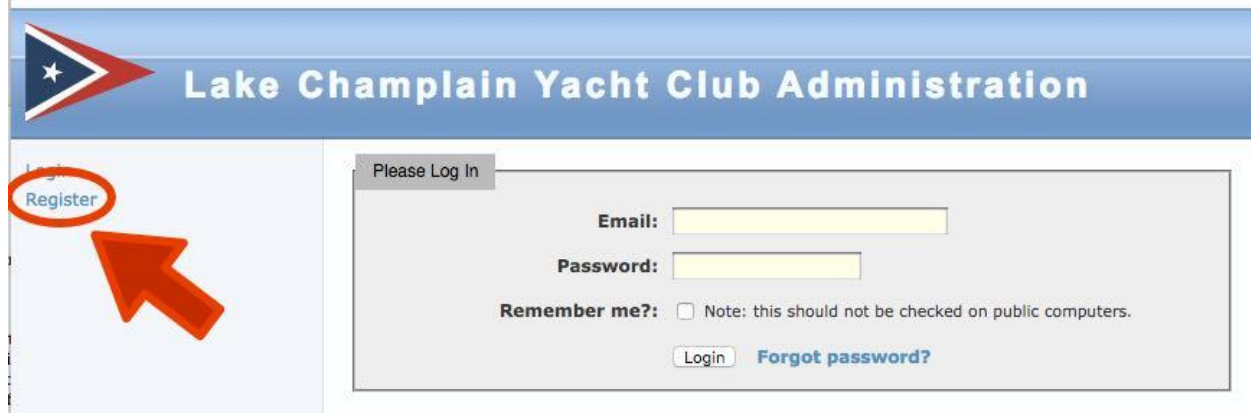


## Attention LCYC Membership Instruction on How To Keep Your Information Current in the LCYC Database

Please know that all LCYC members can update their own personal information in the LCYC database, which is linked to the LCYC website. By keeping your information current it will ensure that your information is accurate in the annual log book, it will ensure that if your boat breaks free of its mooring that your contact information is accurate, and it will ensure that any correspondence from LCYC (ie. billing for moorings and annual dues) gets to you. The key to updating your information and keeping it current is that LCYC members need to register on the LCYC web site using the email address that LCYC has on record, in the LCYC database, for each member.

Here's how to do it:

1. Go to [members.lcyc.info](http://members.lcyc.info)
2. Click on "Register" (left hand side)



3. This will send a confirmation email with a link to click
4. Once the email is confirmed, LCYC members can login and update their info. LCYC members can only update their own info.

[marcbgamble@me.com]  
Logout  
Home  
Account  
Account Info  
Change Password  
My Club Info  
Reservations  
Membership  
New membership  
Memberships  
Committees  
Labels  
Spreadsheets  
Harbor  
Boats  
Moorings  
Waiting List  
Unassigned Moorings  
Mailing Lists  
General  
Binnacle

## Welcome

Please use the links on the left to navigate.

If you have questions or problems with this process please contact Jay Heaslip at [jheaslip@comcast.net](mailto:jheaslip@comcast.net)  
Thanks, and keep your information current!

## Coast Guard Courtesy Check Day At LCYC

On June 18<sup>th</sup> folks providing Coast Guard Courtesy checks will be at LCYC. This is a free and confidential review of your vessel safety equipment and registration as prescribed by Federal and State laws. This review also can include kayaks, small sailboats and PWC's, not just larger vessels.

Successful completion of the required portion of the review results in the awarding of a decal for display on your boat.

There will be two examiners present that day.

A signup sheet is posted on the BB outside the stewards office.

Please feel free to sign up. See you on the 16<sup>th</sup>

Jim Spencer  
Encore

### **Scuttlebutt** (Editor's notes)

I have had occasion to reflect on the younger generation in the last few weeks.

Recently someone asked if I had a problem with my daughter and her husband buying a power boat. The answer is of course not. After all, all you can do is raise them the best that you can and hope for the best.

The other was a complaint I received over last months Scuttlebutt. It seems I did not mention who I saw racing at the Coast Guard Academy or how he did. Now it is unusual for folks to complain about what I write. Not because there is nothing to complain about but rather for what I could have written. I used to write an alternative newsletter called "From the Bilge." It had a somewhat different slant on life at LCYC. My favorite article was "LCYC Commodore Admits to Club Love Child." Not only was every word true but I even had a picture of the Commodore and his wife "in happier times" (It was in fact the story of the birth of Mallets Bay Boat Club-an offspring of LCYC.)

So it no longer seems appropriate to write critical pieces about folks in the Binnacle. On the other hand, so many former crew members of my boat are at the Academy that no one will no who I am talking about, so here goes.

First what his mother would have seen: He looked so handsome in the back of the boat, he inspired his crew to generate great boat speed. The first few races he prevailed to finish high in the standings. Once when he had to do a spin before the start he recovered brilliantly and was visibly leading at the first mark where the evil current carried him into the mark. Later, with the race on the line he pulled his best imitation of Dennis Connors and fought his way to finish third in the regatta out of 9 boats. What a success!! Kudos Kudos-hugs kisses.

### **Scuttlebutt** (continued)

Then there is what I saw: he clearly had good boat speed for most of the races. He struggled during the first few as only one or two boats seemed really competitive. He struggled with the starts in the closely packed fleet. His best start came when he fouled someone before the start. When he finished his spins he had no time to think and plan and simply needed to go for it relying on instinct-sort of a do not overthink it lesson. Unfortunately, even though he was well in front he got greedy and tried to oouch up a full boat length in light air in a light boat to make the mark. The resulting turns, he did an extra one for good measure, cost him the race. In another race he was out front and made a gutsy port run to the line with second place boat closing quickly on starboard. Good win. In the last race, with only one boat to beat for the regatta win, he pulled a Dennis Connors– he failed to cover. Third place is not bad considering his minimal experience in one design and mulita race regattas.

The Coast Guard venue is amazing to watch races. They have a building out in the middle of the river. The start line is maybe 50 yards away. The racers are never very far away. And you can go inside if it I cold and rainy

The good news is that Will finished first in the next Regatta, the first time in almost four years that the Coast Guard Academy had one a one design regatta. Now that we can be proud of. (Although we kind of enjoyed the races we watched. Isn't it easier to see what a boat should do when you are not one it.)

Peace,

Tony Lamb