



# the Binnacle

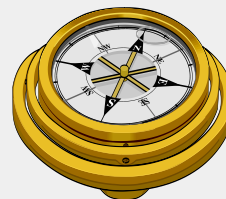
*Newsletter of the Lake Champlain Yacht Club, Inc.*

Commodore: Tris Coffin

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Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



## Happy 100th Birthday Pat Brown

See page 2.

*UPCOMING AT LCYC...*

**The LCYC Annual Boat Show and Junior Sailing Tag Sale  
Friday, July 15, from 1700 to 2100 hours**

**Family Day and Burger Burn Sunday July 17—1 TO 5:30  
(DETAILS ON WEBSITE)**

**Lake Champlain Race Week  
Sunday-Friday July 31 through August 5.  
(Details page 19)**

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## Happy 100th Birthday to Pat Brown.

We would be remiss if we did not celebrate the 100th Birthday of Pat Brown. She with her husband Bill were a fixture at the Club. Using their boat *Unicorn* they could be counted on to serve as committee boat for the important races of the Club. They brought a sense of old school style, wearing blazers and white ducks.

They held open house at the club on the dock where all were welcome to stop and pass the time.

While Bill served as Commodore 1974-75 she was clearly first lady. She also served on the Centennial Gala Committee and the Centennial Book Committee. Their son Bill Brown II has also been Club Commodore.

She has always been a gracious presence at any Club events, helping at too many to list. She and Bill remind us of why their generation is known as the greatest generation.-they met at Fort Ethan Allen before the war and he served at Kasserine Pass.

In 1986, Pat & Bill Brown were the first couple selected by the Board of Governors for the Yachtsman of the Year Award.

## Butler Building replacement update

By John Harris and Bob Schumacher – Finance Committee co-chairs

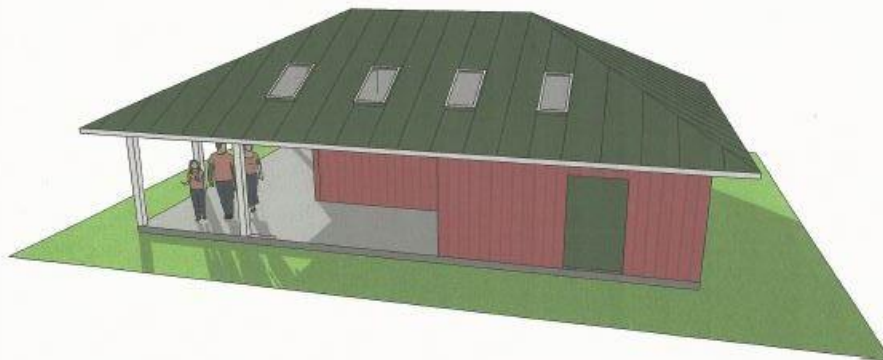


The project continues to move forward toward our goal of having the new building completed prior to the 2017 sailing season. The preliminary design and siting was approved by the BOG in early June. Our permit application has been submitted to the town and we are on the agenda for the July 20<sup>th</sup> DRB meeting. The Finance Committee (serving as the Building Committee) and architect team will be bringing the final design and not to exceed cost recommendation to the BOG at their July 12<sup>th</sup> meeting. As soon as we have BOG approval we will be putting the project out to bid with the goal of picking a contractor shortly after we get our building permit. Our plan is to get the slab poured this fall and the building erected either this fall or winter depending on contractor availability.

The building design is very similar in size, floor plan and appearance to what was displayed at Spring workday. From a cost standpoint, pending bids from contractors, we believe our design is aligned with our \$50 – 60K cost objective. As soon as we have final construction drawings we will post them on the LCYC web site for all to view.

While a bit of nostalgia surrounds the Butler Building (which actually predates the club in its current location), it has clearly gone beyond its intended life span and we are excited about this new building with the enhanced aesthetics and functionality it will bring to the club.

Last, but certainly not least, a BIG THANKS to our team of volunteer architects Jill Burley, Doug Viehmann and especially Marcel Beaudin who has done most of the heavy lifting. When you see them around the club, make sure to say Thanks.



## “Are we having fun yet? “

By John Harris, LCYC Race Management Group / Club Certified Race Officer

Given the light winds we often experience here on Lake Champlain, this is a question that gets asked more often each season than any of us would like.

Running a race that is FAIR and FUN is sometimes easier said than done, especially the wide range of opinions regarding what constitutes FUN. There is also a question regarding what role the RC should play in trying to make it FUN vs. just making it FAIR.

Light winds provide a special set of challenges and decisions to be made by the PRO. In the interest of insuring more consistency, relieving some of the decision making pressure on PRO's and striking the right balance regarding FUN racing, we have recently provided our PRO's with guidelines for Wednesday and Weekend races. The guidelines for weekends are slightly different because of the time window, the level of competition and attendance of visiting boats from other clubs (delivering their boats 3-4 hrs each way). For weekends we want to get in a race of reasonable duration (minimum 1.5 to 2 hrs) and our guidelines reflect that.

Below is a synopsis of the guidelines the PRO's will be working to:

1. **Is there enough wind to start?** *If the sustained wind speed across the majority of the racing area is less than 3 knots, the RC should not start a race. Note that a 3 knot minimum is fairly common for many regattas and various one design fleets. This minimum has been in place for the E Series for many years.*
2. **How long should the start be postponed waiting for wind?** *For Wednesday nights, the guidance is to postpone for a minimum of 20 and maximum of 30 minutes waiting for wind to fill. If there are clear signs the wind is starting to fill, the postponement should be extended as appropriate. However, if there is still absolutely no sign of wind within the 20-30 minute window, the race should be should Abandoned. For weekend races the guidance is 45 to 75 minutes, typically at least 60 minutes.*
3. **What course should be set ?** *If the wind is light at the start, the PRO should set an appropriate length course to try to get in at least 2 legs (we will try to avoid one leg races unless there is no alternative). One seemingly contradictory thing you will often see on a light air day is a # of legs or broad lake course posted which seems too long for the wind conditions. We try to anticipate the possibility of the wind unexpectedly filling such that we don't end up with a 20 minute race if it*

does. *All the PRO's have been reminded "You can always Shorten Course but you can't lengthen it !!"*

4. **When and where should the RC shorten course?** *If the race has started and the wind across the race course has dropped below the 3 kt minimum for 15 minutes, with no sign of filling back in, but is still greater than 2 kts, the RC should Shorten Course at the next possible mark rounding. For weekend races, the 15 minutes is extended to 30 minutes.*
5. **Should a race which has started be abandoned and when?** *In many ways, this is the most difficult and often controversial decision to be made by the PRO. I go into this topic in more detail below, but the initial guidelines are as follows: if the wind across the race course has dropped below the 3 kt minimum for 15 minutes (30-45 minutes for weekend races), with no sign of filling back in, and is less than 2 kts, the race should be abandoned.*

A critical thing to understand about Abandonment after a race is started is that, per RRS 32.1 and the US Sailing Race Management Handbook (RMH), once the first boat finishes the RC should not subsequently abandon the race unless for reasons of safety.

With regard to insufficient wind, the RMH also takes a pretty hard line, stating that insufficient wind is not necessarily grounds for abandonment and that, if the SI's include a time limit (which our weekend race SI's do), the race should not be shortened or abandoned unless boats cannot finish within the time limit.

However, the RMH is focused primarily on FAIR racing, not necessarily FUN racing and tries to cover everything from beer can racing to World Championships. As such the RMH section on Abandonment concludes with:

*Some race officers are inclined to allow the racing to continue in almost any conditions, claiming this is "part of boat racing." Some timid souls abandon without sufficient reason. Use common sense. The decision depends on the kind of race, type(s) of boats, the experience and capability of the competitors.*

*Put yourself in the shoes of competitors in the middle of the fleet when reaching a decision that is prudent and equitable. The leaders probably want to continue, almost at all costs. The tail-end of the fleet may be ready to quit for almost any excuse.*

This brings me back to "Are we having fun yet?" and what the role of the RC should play in providing for FUN as well as FAIR races

The way I look at this Abandonment issue is the RMH is taking the Libertarian view: the RC sets up the framework within which boats can race and each skipper can exercise “free choice” with regard to whether they are having fun and may retire from racing as they so choose. Or you can take a more Liberal view in which the RC makes a decision as to whether the racing is still FUN for the bulk of the fleet, abandoning the race as they deem appropriate. The reality is that most boats will “stick it out”, even if they are well past the point of having fun, unless the RC abandons the race. I won’t try to get into the psychology of why this is true, but decades of experience tells me it is.

In the interest of FUN racing, when should the RC act to “put them out of their misery” if things get really bad? I think most everyone agrees our Wednesday nights should have a strong focus on FUN and our guidelines reflect that. For our weekend races (which have time limits specified in the SI’s) the RMH says we should not abandon a race for lack of wind prior to the time limit. In the interest of trying to keep a reasonable level of FUN in our weekend races, we have set some guidelines that are less libertarian than what the RMH recommends. We will see how it goes and will encourage our PRO’s to still exercise prudent judgment as the particular situation dictates.

Feel free to contact me with comments or suggestions...now or in the future. The Race Management Group will continue to refine our light air guidelines, as appropriate, with a focus on providing the most FUN and FAIR racing possible on Lake Champlain.

## Wildflower Cruise 2016

by Doug Purdy

Our first potluck was Friday, June 17th at the club and it was a lot of fun. We had a good crowd and an assortment of mouthwatering foods to share. We met at 5pm and started with drinks and snacks and got the grills going around 6. I will continue to work on a system to let people request grillables but please pick up everything you ordered early on to be sure to get what you requested. We are always happy to throw on another burger if you let us know. We will have another potluck before the fireworks on the 4th of July.



Without an opportunity to meet the MBBC at Valcour, I decided to change our destination to Kingsland Bay due to the lack of any wind in the forecast. In the end, as always, Lake Champlain didn't listen to NOAA and decided herself if there would be wind. We had a nice southerly breeze on Saturday morning before noon. Most sailors who left early sailed close hauled to within a stones throw of Sloop Island before being becalmed. We fired up the engines and motored the rest of the way with a few boats stopping in Converse Bay and 7 making it to Kingsland Bay by the evening. Vivianne Farmer aboard Carina, and Barb and Bob Schumacher aboard Tranquility, were our newcomers for the trip and we hope they join us on future cruises as we had a great time.

Early in the afternoon, once we dropped anchor, a group went ashore for a hike around the grounds of Kingsland Bay State Park to look for this spring's wild flowers. In the past it had been hard to locate many on the heavily wooded portions of Valcour, but the fields and wooded trails of Kingsland Bay were replete with many kinds of flowers.



Some boats motored and some boats sailed early on but we all made it by the evening to get together for snacks and drinks. The Mains were last to arrive, but brought the most interesting snack with coconut cashews from Trader Joe's which they shared with the entire fleet. As the sun sank in the west it began to get quite warm and we split up for dinner. A special thanks to Pierre who arrived to install our moorings in the nick of time for our first night. A couple of members were able to pick up a club buoy for the night near shore.

That evening the sky was on fire with an awesome sunset. The next morning the forecast had changed and we had a 10-15 knot southerly to push us straight home with only a few diversions around the numerous fishing boats. Though our location was different, our results are always the same, a great cruise and lots of fun and camaraderie. Our southbound cruise will leave the day after the fireworks in Burlington. Please consider joining us for all or part of the trip. We will turn around at the bridge due to the shorter than normal time period for the trip.







Merri and I are attempting to plan a special event at the southern end of our trip this year as we will miss the usual Westport fireworks which are the day before the Burlington Fireworks. Until then, Fair Winds and Following Seas.

Merri, Doug, and Skipper on Purdy Suite.

## LCYC 2016 Stewards Introduction

The 2016 Stewards have been off to a busy start. We are now settling with the new Nautilus and the not so new Milo. It's been great to work with Bob's Gurwicz's new hire Randy on the operation of the house. We are still introducing some new blood into the mix. Early season has really been marked by long fruitful days put in by Colby, Maddie, and Lucas. As the season warms up Lucas will leave us for warmer climes of Connecticut, and we will be joined by Bridgette, Dave, Teddy, Nathan, and Charlotte. So please stop by and get to know the old and new stewards and offer your support as they learn the club and the boats.

If you know someone who enjoys the club, boats, meeting people and may be a good fit as a Steward for next summer, have them check in with me or any of the Stewards to find out about the process. Starting early is the way to make the process easier. Email to [wbresee@gmail.com](mailto:wbresee@gmail.com).

Bill

Colby Jordan, Head Steward

My name is Colby Jordan, and this is my second year stewarding for LCYC. This past year I took a year off of school to ski race all over the U.S. In the fall I will be attending St. Michaels College for my freshman year where I will continue to ski race. In my free time, I enjoy spending time on the lake, and hiking.





Maddie Turnau, 3<sup>rd</sup> Year

My name is Maddie Turnau and I am a sophomore in college. I plan on studying biology with plans to pursue a career in the medical field. This will be my third summer working at LCYC, although my family has been a part of the club for a long time and owns the boat Buffalo Theory. In my free time I enjoy sailing and hiking.

Bridgette Charlebois – First Year

My name is Bridgette Charlebois and I am a member of Malletts Bay Boat Club, in Colchester. I have been sailing on Lake Champlain since I was 3 years old. I just finished my freshman year of college at University of Massachusetts Amherst, where I am studying environmental engineering.



### Charlotte Bresee – First Year

Hi! My name is Charlotte. My family has been a member of LCYC since 2010 and I have spent my summers on all sorts of boats since I was very little. I just completed my first year at Clark University in Worcester, Massachusetts. I have enjoyed learning to sail on my family's boat as well as getting to know the Clark University Sailing Club. In addition to sailing, I spend my time drawing, running, hanging out with friends and family, and traveling. I am excited to be a steward at LCYC this summer, getting to know more members, and spending lots of time on the waterfront.



### Teddy Turnau – First Year

My name is Teddy Turnau, I'm going to be a senior at CVU next year. I have been a member of the club since before I can remember. I'm an avid sailor and raced with Northern Vermont Sailing team last fall. I love to hike and fish at my summer home in New Hampshire. I hope to go into the business field when I'm older.



Dave Boerman – First Year

My name is Dave Boerman and this is my first year at the club as a steward. My family has been club members for over 20 years and we own the blue Mastercraft "Life is Good." This fall I will be a freshman at College of the Holy Cross in Worcester, Mass. and I plan to major in Biology with a focus on the Pre-Dental track. I love hockey, lacrosse, hiking, fly fishing and creemees. Cheers to a great summer

Nathan Gamble – First Year

My name is Nathan Gamble and I will be a senior at Concord Academy in Concord, Massachusetts, where I'm a boarding student. I run cross country and track and I'm active in the outdoor club. I have been sailing and boating all my life on Lake Champlain and Frenchman Bay in Maine. My family has been part of LCYC since 2007, with our sailboat Sagitta. This summer will be my first working at the club.



## Blind Sailing By Tony Lamb

On May 28, Walter Raineri a member of the San Francisco Bay Area Blind Sailors Association conducted a clinic on Blind Match Racing on the grounds of LCYC. The clinic was a companion to one he had done the day before at the Community Sailing Center.

The clinic was held at our club because Steve Unsworth, Ted Marcy, Gerry Davis and Dale Hyerstay had volunteered their time and their boats for the demonstration. I learned about it from Ted Marcy while he was making arrangements on the dock on Wednesday night. I have a friend Ron who has been blind for about ten years. I had invited him sailing but he had been reluctant to go (my reputation?).



Blind sailing programs have existed in several metropolitan areas for many years. They conduct fleet racing and matching racing between crews of blind sailors. Those who are legally blind but have some sight are required to be blind folded. There is usually a sighted sailor on each boat.

A relatively recent development is expanded match racing with no sighted person on board. They are aided by race marks that have an audible sound. One sounds like a police siren in Europe, one like a fog horn and a third like a fire alarm. They sound every three seconds or so. They are not timed together so that more often than not they do not overlap.

They are remotely activated and deactivated. At the beginning of the race only two marks on the starting line are activated. Once the start gun goes off the third, to weather is activated.

In addition each boat is has a device mounted to the boom to announce they are on port or starboard. The start countdown is announced over the radio with a count down of the last 15 seconds.

The demonstration involved having the race



marks set out on the club lawn with towels over the horns to muffle them. Walt, who is blind, gave a lecture on the fine points of match racing prerace strategy. It was detailed and it is clear that he knows his stuff. He will be competing in the World Championship on Lake Michigan in September against teams from all over the world.

Crews, consisting of a sighted sailor, joined by a white cane with a blind sailor and one other volunteer then did practice starts, moving around the buoys as they sounded.

Then it was off to the water. We had three blind sailors so two took the helm on the two boats and the third, my friend Ron ran the Jib.



At first we practiced starts, each staying next to our own end of the line (remember that in match racing each boat enters the starting area from opposite ends of the line. Then we practice going in circles around the marks. It became apparent that the experienced blind sailors used the muffling and unmuffling of the sound by the jib as an aid in figuring out how to fine tune the course to the mark. The change in bearing

of the sound was also a very useful aid.

We then had several races. Short windward leewards. It was interesting to watch Gerry Davis as his boat was helmed by a blind sailor. Calm and brave, but a little nervous would be my assessment. The racing was not very aggressive, but it was apparent that Marc, helming our boat, really wanted to beat Walt, the master. We did not use the port/starboard sounds while we raced, but given the noise of the



three race buoys I would think it would be a lot to keep track of if we did.



I had given some thought about blind sailing, looking for reasons Ron should go with me. One realization I had was that when we race at night we are using some of the same techniques, the feel of the boat through the helm and the feel on the wind on our faces. I also began to understand that they learn to rig the boat by themselves and actually control it with minimal outside input. As Walt said, once you can do that you are no longer disabled.

At one point in the presentation, as Walt was talking about “dialing up” in the prestart, he tried to reassure the sighted owners, by saying don’t worry, “we don’t aim at boats”. Some time later, Marc, the other blind sailor, confided that yes in fact they do aim at each other. I realized then that these guys are as competitive as they come. They even have the swagger of the real sailors that they are. On the other hand it is apparent that they enjoy the social nature of what we-including the telling of sea stories-they have one about a blind Japanese sailor who had several boats sink underneath him.

I had a great time and learned a lot. And now my friend Ron can’t wait to sail. As I asked one fellow racer, so as my boat approaches on port tack, who would you rather see at the helm, a blind sailor, or me, he had no ready answer.

There is a WCAX report on it at [wcax.com/story/32084284/blind-sailors-take-to-lake-champlain-for-lessons](http://wcax.com/story/32084284/blind-sailors-take-to-lake-champlain-for-lessons)

## Blind Sailing

By Steve Unsworth

I got a call from our regatta chairman, Gerry Davis with a strange request: would I mind having my sailboat used in a regatta with blind sailors. My first reaction was to check on my insurance and my second reaction was, do I really want to do this. However, I threw caution to the wind and said yes.



First, I was very impressed by the blind sailor who was on my boat. He was a lawyer but also clearly knew very advance strategies, tactics and sail trim shape. In blind sailing the markers each have a different sound so the blind sailor guides the boat to the mark by sound. I've been told that among college sailors one of the training exercises is to blindfold the skipper and have him sail. This keeps you in tune with where the wind is coming from, how the sails should act and how the tiller should act. All of these are more "feel" things than "sight" things and it is considered good training for skippers to experience sailing without seeing.

I was very impressed with how this blind sailor, who was not used to my boat, could raise the sails, attach the sheets and even check the position of the jib track for the best configuration for the wind. He clearly understood the wind speed and how it reacted to the boat and he was able to steer a very good course to each mark. It is a good reminder that we are born with a variety of senses and far too often we count on our vision more than our other senses, such as hearing, feeling and just being observant as to how the boat is handling which would provide us with good input to become better sailors.

## Let's go Sailboat Racing!

Ron Zelany

I have been blind for about the past 10 years. In my teenage years I had experience with small boats like canoes and boats with outboard motors, but never sailboats. I had been invited to go sailboat racing, but with a fear of being swept by the boom into the water, I always declined. Seeing the enthusiasm and love of sailing of my friend Tony Lamb, I finally accepted the invitation for a sailboat race.

On the morning of the sailing on Lake Champlain most of the instruction to the blind sailors was tactical, explaining the racing rules. The instruction was by a a blind sailor. Sailing has its own terminology so I was expecting a definition of the terms. I was approaching the whole race with some trepidation because of stories I had heard from sailor friends. We did not stop for lunch, but began the first sailboat race right away.

There were two sailboats, each with a blind sailors. One person was sighted to judge horizontal distances. A third boat contained the race judges. Each racing boat was about 29 feet long. My job on the crew was to pull on a line and let out the line as we circled around the bouy which emitted sounds. Even our helmsman was blind so I was nervous that we might hit something. As it turned out our sailboat won all four of the races!



## In Memoriam Frederick W. Allen

Fred Allen died recently, April 9, 2016.

For those of you who may not have known Fred well, or at all, here is a brief summary of his time on Lake Champlain and at LCYC.

He grew up in Burlington, and after military service and law school he settled here. He and John Dinse were law partners for more than 30 years. In 1984 he was appointed Chief Justice of the Vermont Supreme Court.

He was a long time member of Mallets Bay Boat Club and became a Reciprocal Member of LCYC when it was formed, becoming a full member in 1972. He raced a Yankee when those were popular on the lake, and in the late 60s he, John Dinse, Steele Griswold (and others) each bought a Pearson 36 and engaged in fierce but friendly competition. Fred's was named Snowgoose, and all Lake Champlain racers knew it well. He also crewed on a number of ocean races, including the Newport to Bermuda race and the SORC.

Those of us who were privileged to know him held him in high regard as a man of esteemed personal, legal, and nautical stature.

Dale Hyerstay

[Editor note: I had the honor of working on cases with Fred as an attorney for another party. His obituary states:” His sharp intellect, unpretentious demeanor, and wry humor were legendary. I would suggest that sums it up. He was a great sailor, but he should be remembered most as the one, when the Vermont Judiciary was in crisis, from the Supreme Court down, was asked by Governor Snelling to step in and accept the role of Chief Justice. He quickly reestablished the dignity, credibility and respect that our courts need and deserve.

His full obituary is at :

[legacy.com/obituaries/burlingtonfreepress/obituary.aspx?pid=179592227](http://legacy.com/obituaries/burlingtonfreepress/obituary.aspx?pid=179592227) ]

## **Lake Champlain Race Week Sunday-Friday July 31 through August 5.**

An innovative event, recognizing past and present. This five-day/evening regatta gives us a glimpse into the past days of the PHRF focused, former MBBC Race Week, while emphasizing the variety of present day one-design sailing throughout Lake Champlain.

Lake Champlain Race Week will combine regularly scheduled sailboat racing at the Malletts Bay Boat Club (Colchester), the Lake Champlain Yacht Club (Shelburne), and the Community Sailing Center (Burlington) to provide competitors with the ability to participate in multiple different venues and classes without having to transport boats.

Registration is open to ANYONE and requires NO ENTRY FEE. You do not have to provide your own boat. Simply register (below), provide your contact information, identify races you plan to participate in as well as races you would like crew assignments for, and you will be sent an e-mail confirming your entry.

Once you finish each race and the results are posted, simply click on the link provided in your e-mail and enter the result of the boat you were on into the system. Don't worry, if you forget or don't know where you finished, we will enter your score for you, just please send us an email with the event date and the boat you were sailing on.

A BBQ and awards ceremony will take place following the completion of the final leg of the event (Friday, August 5, 2016) at the City of Burlington Waterfront Pavilion, located directly south of the Community Sailing Center. Awards will be granted to the top three overall, highest placing Junior, and top Master (50+), as well as the highly coveted participation awards for individuals competing in all 6 legs of the event.

Please contact [Bretton Gardner](#) with any questions.

## Scuttlebutt (Editor's notes)

My Daddy always told me "You don't want the man making the wings for your airplane to lose money on the deal. There are corollaries to that: don't make the man making the wings angry; don't tease him; don't give him a hard time. Sort of applies to me and Race Committees. They work too hard and give so much to have to listen to grief from me.

If you have ever been committee and set the line perfectly only to have the pin end favored heavily five minutes later and then the boat end five after that you know how frustrating it can be.

That said, did you see the line last Wednesday night? I heard one boat ask another "where you going?" "To run the line!" "Better pack a lunch!" "Will we need passports?"

I have noticed a trend over the last few years to favor the boat end of the line. I would suggest that is because we have the Dense for a committee boat and the Race Committee likes the excitement." Back when we used our own boats the boat end was almost never favored.

I remember one owner who learned the lesson the hard way. I was in C fleet and had the perfect line to the mark. The owner was very proud of his brand new boat and its' shiny new green paint job.

Ernie was above me as time wound down. First you could see he thought he could out maneuver me, then you could see he thought he had speed on me, finally he decided to bail, his bow came up and he realized he did not have enough room to go around. He seem to feel that the six feet I had left him for his eight foot beam was not enough and called for room. We cleared with room to spare, a foot on my side of his boat and two feet on the committee side.

I had a great time. Ernie gestured in a way that I took to mean that I was truly number one in his book. And as best as I could make out from the incoherent yelling of the owner, he had failed to bring a change of underwear. My mother was on board and she lectured me about something.

Owner's would go to great lengths to protect their boats, but even so some racers never understood that one end of the line might be favored over the other. So as a last resort the owner's would tie the club work boat up to the back of the committee boat. Now in those days the club work boat was not some fancy rib or whaler, it was an old aluminum row boat with an outboard on it They would leave the motor up with the prop beckoning the overly aggressive. Not even Steve Unsworth's dad in his metal boat-the Tin Goose- would dare go near.

I need to recognize John Harris for the many articles he writes for the Club, it is much appreciated.

Peace,

Tony Lamb