



# the Binnacle

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

Commodore: Bob Schumacker

October 2016

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



*UPCOMING AT LCYC....*

**Work Day October 15**

**8 a.m. till the work is done!**

**LCYC Annual Meeting**

**Immediately following at 11 am approximately.**

**LCYC Regatta Event**

**October 28 at Burlington Country Club**

**6 to 8 pm**

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## **Commodores Corner**

The season is rapidly coming to a close with workday just around the corner. Much activity is still happening at the club this fall.

In the next few weeks a tree company will be doing some maintenance work at the club. It will include removing dead wood from the trees, very selective limb trimming, and fertilization of all trees to improve their health.

Also the “Butler Building” is being removed starting soon and construction will start on the new building immediately after workday. This will include some driveway realignment which will make access to the ramp more difficult.

For workday please help out by having all your dinghies removed from the dock by workday and home for the winter as soon as you are done using them for the year. Also all trailers, with or without boats must be gone from the property by workday. Parking at workday will be tighter than normal.

Another unwanted building project is the beaver lodge that is being built under the ramp to the main dock. Unfortunately they have already put a hole in the water line to the dock so there will be no water on the docks for the rest of the year. We are hoping that they do not chew through the new electrical cable before we get the lodge destroyed and have the beavers go elsewhere. I have contacted Fish and Games to see what help they can offer.

Hope to see all of you at workday and the annual meeting.

Bob Schumacher



**LAKE CHAMPLAIN YACHT CLUB  
ANNUAL MEETING NOTICE  
October 15, 2016**

The Annual Meeting of the membership of the Lake Champlain Yacht Club will be held upon completion of Fall Workday chores (approximately 11:30 a.m.) on Saturday, October 15, 2016, at the Clubhouse, 2790 Harbor Road, Shelburne, Vermont.

**1. Fall Workday Report**

**2. Elections**

- a. Nominated to serve as Commodore for a term of two years commencing with the Change of Watch in 2017:
  - i. Joss Besse
- b. Each nominated to serve on the Board of Governors for a term of three years commencing with Change of Watch in 2017:
  - i. Michael Clapp
  - ii. Ann Clark
  - iii. Kevin Hawko
  - iv. Lynnea Rosner
- c. Nominated to serve as Auditor for a term of three years commencing with Change of Watch in 2017:
  - i. Ed Colomb

**3. Proposed Change to Bylaws**

From: The Board of Governors

Date: October 2, 2016

The LCYC Board of Governors is recommending a change to our club bylaws which will increase the dues late fee from \$50 to \$100.

**Regatta Awards Event**  
**All LCYC Members are cordially invited to:**  
**Regatta Awards Event**  
**Date: Friday, October 28, 2016**  
**Location: Burlington Country Club**  
**Time: 6 pm - 8 pm**

LCYC Regatta Awards Event celebrates the racing season and is a great opportunity for all LCYC members and racers to enjoy a fun evening and to relive the highlights on the racecourse. Come join racers and their crews for hors d'oeuvres and drinks (cash bar), great photos of our racing season, and a chance to cheer on the winners!. We are excited to hold the event this year at Burlington Country Club, where their chefs will offer a delicious assortment of both hot and cold hors d'oeuvres to please all palates. A cash bar will be available. Commemorative participation awards will be given to all boats that placed in any race, and of course, the awarding of the perpetual trophies will be one of the highlights of the evening! **Please RSVP:** Cost is \$20 per person to be paid at the event. Cash bar available. Reservations must be made by Wednesday, 10/19. Reservations not kept will be billed.

To reserve your place, please reply by email to: [reservations@lcyg.info](mailto:reservations@lcyg.info)  
**IMPORTANT:** When placing a reservation, please provide your BOAT name, SKIPPER'S name, and the names of ALL THE PEOPLE you are reserving places for. This needs to be coordinated with your crew so that multiple reservations are not made. We appreciate your cooperation with this.

## **Nominees for the Board of Governors**

### **Joss Besse – Commodore (two-year term)**

Joss grew up in a sailing family in Skaneateles NY, (where the first Lightning was built). They spent summers living in a slightly rehabilitated boathouse and racing around central NY with friends and family in Rhodes Bantams, Lightnings, and a variety of other small boats. After teaching sailing for 5 years he moved away to study forestry at UVM in the 70's. Sailing was in Joss' blood, and working in the woods all day only highlighted his need to be back on the water, so in the 80's he jumped at the chance to crew for Bill and Rick Stevens, and later Chuck Bowen, at LCYC. He moved on to sail and skipper Gardner Lane's J-24, *Snowbird*, while owning a Marshall 18' catboat which was ideal the young Besse family. Ultimately, Joss became hooked on the Etchells class, and now co-owns US 466 with Steve Booth. He most recently served on the LCYC Board of Governors from 2013-2016 as Harbormaster and is a member of the Harbor advisory committee.

Joss recently retired from a career that at various times included forestry, community development, land use planning, economic development, and downtown revitalization, along with some consulting in forest products development and biomass heat. He and Hilary live in West Bolton and are now empty nesters, with one son studying marine biology, and the other working as a chemical engineer in Hanover NH.

### **Michael Clapp – Board of Governors (three-year term)**

Mike lives in Shelburne with his wife Alison. They sail *Maverick*, a Tartan 31, previously owned by Don Rathbone and his wife Mary, who were long time and much loved club members. Mike grew up in east Texas and had never sailed (or even knew how to spell "sailboat") until moving to the Burlington area in 1970. His love of the New England area emerged while attending Dartmouth College, and after law school at the University of Texas, he moved to Burlington to start his law career. Soon after moving here, he went sailing with a friend on a Pearson 26 and bought the boat a week later. He graduated to a Pearson 30 after a while. Mike particularly enjoys the racing aspect of sailing, even when cruising he is looking to make the boat go faster, and, to Alison's consternation, races every other boat he can see on the lake. Mike and Alison enjoyed the camaraderie of LCYC for many years while crewing with Don Rathbone and became members of the club in 2011. They have four children between them, and seven grandchildren (an 8<sup>th</sup> is due next year). Three of the four children and all of the grandchildren live in Vermont, so Mike and Alison get to enjoy many hours with them.

### **Ann Clark – Board of Governors (three-year term)**

I am a native Vermonter who has lived in Shelburne for the past 40 plus years. I was introduced to sailing by my former husband when I was in my twenties. Those were the "hippie" days and we pooled our money to buy our first sailboat which was a Venture 21. We later owned a Pearson 26 and a Pearson Flyer and I have been a member of LCYC since 1987. I love the beautiful location of LCYC and enjoy the serenity and companionship that it provides for picnics and reading.

I always enjoyed being the first mate and cook on our boats as opposed to captioning it. Our

daughters were raised on the lake and both are competent sailors and attended the LCYC Jr. Sailing Program. We spent many summer days and evenings with boatloads full of family and friends when the girls were at home and then enjoyed much solitary sailing when they were grown. My work life has always been filled with people so I always enjoyed the getting away from it all that sailing offered. Favorite overnight spots have always been Converse Bay, Partridge Harbor, and Westport where I could get the NY Times on a Sunday morning. Fall sailing has always been my most favorite time for sailing. We usually overnighted north after spending time on the rocks at Deep Bay.

I graduated from the University of Vermont and then attended the Smith College School of Social Work where I received a Master's Degree in Social Work. I have worked in the field of adoption for the past 35 years and have an adoption agency called Adoption Advocates. I have also taught social work courses at Champlain College for twenty years.

I have been a member of the Shelburne Recreation Committee for the past 25 years and volunteer for Lane Series. I have three awesome grandchildren who are the loves of my life and they range in age from 1 year to 13 years. One grandchild lives in Wyoming (three flights away), and fortunately, the other two live in Hinesburg. I love to read, cook, travel, love the ballet and Chamber Music and enjoy all that the wonderful things that the four seasons of Vermont brings to us.

### **Kevin Hawko – Board of Governors (three-year term)**

Kevin lives in Shelburne with his wife Nicki and their three children. Nicki works as an Occupational Therapist at UVM Medical Center. Emma (15) is a sophomore at CVU and a member of the high school sailing team and has participated in the LCYC Junior Sailing program for the past four years. Katie (13) is in 8<sup>th</sup> grade, plays field hockey and rides horses. Brendan (10) is in 5<sup>th</sup> grade, and has participated in the Junior Sailing Program for the past two summers. Both Katie and Brendan attend Shelburne Community School.

Kevin grew up sailing on Lake Winnepesaukee in New Hampshire then headed to Annapolis where he attended the Naval Academy, studying mechanical engineering. He spent these four years sailing on the Naval Academy's offshore sailing team, sailing J24's, J44 and several IOR and IMS boats on Chesapeake Bay and along the East Coast. He competed in regattas that included Block Island Race Week, Marblehead-Halifax Race, Newport-Bermuda, Marion-Bermuda, NYYC Cruise and Atlantic City Race Weeks. Kevin graduated in 1990 and went on to flight school in Pensacola, FL where he was able to continue sailing on the Gulf Coast aboard a local Schock 34. After flight school, Kevin relocated to Jacksonville, Florida for 4 years and where he was based for his sea duty tours. He completed two Mediterranean Sea and Persian Gulf deployments (1994 & 1996) aboard the aircraft carrier USS George Washington. Upon completion of his second deployment, Kevin was assigned to a position as a helicopter flight instructor back in Pensacola, which allowed him to return to sailing on the Schock 34. Upon his return to Pensacola, he met his now wife, Nicki.

After getting married in 2000, Kevin left the Navy and he and his wife moved to San Jose, CA for two years to join the civilian workforce in the semiconductor industry as an operations manager for KLA Tencor. While on the west coast, he was able to do a bit of sailing on a J120 on San Francisco Bay and an Olson 30 in Santa Cruz. Kevin and Nicki also started their family, and their first daughter, Emma was born in San Jose. In 2002, Kevin and his family re-

turned to the East Coast, moving to Connecticut where Kevin took a job with UTC as a project engineering manager for Hamilton Sundstrand. Two more children and an MBA program at UMASS filled the next eight years. In 2010, Kevin and his family were presented with the opportunity to relocate to Vermont where Kevin was offered a job at Goodrich in Vergennes, working as a program manager. The move to Vermont brought the family closer to Nicki's extended family in Montreal and Kevin's in New Hampshire. Kevin started sailing Etchells with Fleet 25 in 2011, bought Etchells #478 and joined LCYC in 2014. With what is left of their free time, Kevin and Nicki like to support their children's interests by coaching some Shelburne youth sports teams (soccer – Nicki, basketball/baseball – Kevin). Kevin is also a Cub Scout den leader for the Shelburne Pack 607.

### **Lynnea Rosner – Board of Governors (three-year term)**

Leonard and I are longtime residents of Burlington and became LCYC members in 1986, and were LCYC Cruising Chairs in 1990 and 1991. I grew up in Highland Park, IL and spent my early summers fishing with my Dad and family. My first sail was aboard a homemade boat shortly after graduating from high school on a lake in Minneapolis. I remember it as a beautiful moonlit evening and a magical experience, tempered with bailing – it was home built – but I was hooked!

After admiring boats sailing on the lakes in Minneapolis, we bought a board boat kit and built a stout boat, using more than the required glass mat and resin. Our first sail was on Turtle Lake after having read George O'Day's, 'Sail in a Day'. The first lesson we learned was why he suggested placing a tennis ball in the top of the mast, as we promptly turned turtle, filling the mast with water and planting it in mud, making it difficult to right the boat. The extra fabric and resin caused the boat to submarine in windy conditions, but we had fun learning how to sail on city lakes for 4 years.

Several years and 2 kids later, needing a bigger (and more stable) boat to sail on the cooler waters of Lake Champlain we purchased our first keel boat, an Allied 24. Then, after admiring Gardner Lane's Tartan 30, *Snow Goose*, moored next to us at SSY, we bought a Tartan 30, *Gulf Wind*, in located in Mobile, AL. August of 1978 was the start of our cruising life. Bruce Hill assured us we could bring the boat to the lake ourselves although we lacked any salt water experience. It was a steep learning curve over a short time – 5 weeks. Hiring a captain to take us across the Gulf of Mexico was one of our best decisions as he taught us 'Cruising 101' over the weekend it took to sail from Mobile to St. Petersburg. One of our more memorable experiences was entering Tampa Bay at daybreak and passing under the Sun Rise Bridge Monday morning. Over the next 24 years, we cruised the lake venturing off the lake to the Chesapeake Bay, going up the Potomac to tour Washington DC, and Nantucket on *Gulf Wind*.

When Leonard retired we wanted a boat with a few more amenities, and found our Sabre 362, *Antares*, in Jacksonville, FL. Over the past 14 years, we've cruised west to the Dry Tortugas, east to Conception Island and south to the Jumentos in the Bahamas, spending about 6 months of most years as liveboards cruising up and down the East coast and exploring Lake Champlain.

### **Ed Colomb Auditor (three-year term)**

Ed Colomb lives in Williston, Vermont with his wife, Leslie and two children. Warren, his oldest attends Colorado School of Mines for his PhD in Physics and Will attends the Coast Guard Academy in Connecticut for his undergraduate degree in Mechanical Engineering. Ed currently owns his own bookkeeping service and has provided support for small businesses for over twenty years.

Ed grew up in Vermont and started racing Hobie Cat's when he was in his late teen years. He went to Champlain College in Burlington, Vermont and worked with Van Archer at the Howard Bank. Van introduced Ed to racing at the club over 30 years ago. Ed has sailed on numerous other boats at LCYC and for the past 12 years he has raced with Tony Lamb on *Stolat*. Ed and Leslie purchased a Hunter 28.5 three years ago for pleasure sailing with family and friends.  
100-80/08451



## A Remembrance of Terry and Steele Griswold

By LCYC Historian Bern Collins



There are some LCYC members who truly represent the spirit of the sailing world that encompasses racing, cruising, and protecting the environment—Terry and Steele Griswold were among those who fit all categories. They were active at both the Malletts Bay Boat Club and at Lake Champlain Yacht Club, which they joined in 1969. Steele passed away this year on September 20, a year after Terry, who predeceased him in 2015.

Steele founded the S.T. Griswold Company in 1967, but for many sailors the Griswolds were better known as the owners of the Shelburne Shipyard, which they purchased in 1971. Their daughter, Mary, now the president of the Shipyard, said the first boat she remembers is a Yankee, which they sailed out of MBBC, and where she took her first swimming lessons.

Steele and Terry were also in the cattle business for several years, from 1969 until 1976, when they then started raising Standard Bred horses which they raced at Saratoga for many years. Terry once commented that “driving a trailer full of cattle” was more nerve-racking than racing with Steele on *Mame*.

There were two boats named *Mame*: a Hinckley 38 and a Tartan 41. Mary said the name was based on the musical. The Tartan 41 was the boat that won the Ladies Cup four years in a row, 1975-1978.

In 1984, to support the Multiple Sclerosis Society, Steele and Terry inaugurated the MS Regattas which included a cocktail party and skippers’ meeting on Friday, and a dinner and awards following the regatta on Saturday, hosted by both MBBC and LCYC. They also started the “end of the season” Bell Ringer Race which conveniently ended at Shelburne Shipyard. These two major races drew broad participation for many years. The Board of Governors presented Steele with the Yachtsman of the Year Award in 1989, and later designated Terry and Steele honorary members in recognition of their many contributions.

Off-shore adventures included the Bermuda Race in 1980 with Bruce Hill on *Golden Dazy*, which Steele co-owned for a few years (see “The End of an Era” written 2003, republished 2015). In 1981, in a letter to Commodore Jim Brock, Steele refers to having raced “a fair amount of the eastern United States, as well as the Great Lakes.”

Although Steele was president of the Shelburne Shipyard, Terry ran it until 1997, and many thought of Terry as the “owner” who enforced strict environmental rules long before “green” became fashionable. This extended to advice on taking care of the grounds and anchorage at LCYC!

There will be a celebration of their lives on Friday, October 21, at the All Souls Interfaith, 291 Bostwick Farm Road, in Shelburne.

## FORCE 10

By Doug Purdy

This year's Champagne Race to Kingsland Bay was a memorable event, but not in the way most cruising memories are. The weather forecast did not look too promising as is often the case on July afternoons on the lake. But this wasn't the daily thunderstorm threat from the atmosphere heating up, this was a front coming through. The lesson I learned that day was simple. Though NOAA often errs on the side of being overly cautious, sometimes when NOAA says strong storms and damaging winds, the sky really IS falling!

After some trepidation, I decided to move ahead with the race to Kingsland Bay. We had purchased food, we had drinks, table cloths, gas grills and plans had been made for guests to sail with us and for people to meet us there. We awoke on Saturday morning to beautiful clear skies, no wind and nothing significant on the weather radar. But there WAS wind on the way! More wind than I had ever seen aboard a boat in my 25 years on the lake. Weather needs to trump all on a boat, but we went anyway and hoped for what history had told us was, more often than not, an over cautious forecast.

So why the title "FORCE 10"? In the early days of seamanship sailors tried to describe the conditions but there was no scale to use. One person's stiff breeze was another person's gale. There was no technology for accurately measuring wind speed. In the 1830's Francis Beaufort succeeded in refining a scale that uses observable conditions. Here is the scale:

Force	Wind In Knots	WMO Classification	Appearance of Wind Effects	
			<b>On the Water</b>	<b>On Land</b>
0	Less than 1	Calm	Sea surface smooth and mirror-like	Calm, smoke normally
1	1-3	Light Air	Scaly ripples, no foam crests	Smoke drift in wind direction, vanes
2	4-6	Light Breeze	Small wavelets, crests glassy, no breaking	Wind felt on face, rustle, vanes begin to move
3	7-10	Gentle Breeze	Large wavelets, crests begin to break, scattered whitecaps	Leaves and small branches constantly moving, flags extended
4	11-16	Moderate Breeze	Small waves 1-4 ft. becoming longer, numerous whitecaps	Dust, leaves, and paper lifted, small branches moving
5	17-21	Fresh Breeze	Moderate waves 4-8 ft taking longer form, many whitecaps, some spray	Small trees in full leaf begin to sway
6	22-27	Strong Breeze	Larger waves 8-13 ft, whitecaps common, more spray	Larger tree branches moving, whistling, wires
7	28-33	Near Gale	Sea heaps up, waves 13-19 ft, white foam streaks off breakers	Whole trees moving, resistance felt when walking against wind
8	34-40	Gale	Moderately high (18-25 ft) waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks	Twigs breaking, generally impossible to progress
9	41-47	Strong Gale	High waves (23-32 ft), sea begins to roll, dense streaks of foam, spray may reduce visibility	Slight structural damage occurs, slate begins to fly off roofs
10	48-55	Storm	Very high waves (29-41 ft) with overhanging crests, sea white with densely blown foam, heavy rolling, lowered visibility	Seldom experienced on land, trees broken or uprooted, "considerable structural damage"
11	56-63	Violent Storm	Exceptionally high (37-52 ft) waves, foam patches cover sea, visibility more reduced	
12	64+	Hurricane	Air filled with foam, waves over 45 ft, sea completely white with driving spray, visibility greatly reduced	

One thing sailors tend to forget is that the force created by the wind increases at twice the speed. So the pressure on your sails in 40 knots of wind is not double that of 20 knots, it is 4 times as much! Though it is counter intuitive, the force on your boat in 30 knots is double that of 20 knots.

[http://www.engineeringtoolbox.com/wind-load-d\\_1775.html](http://www.engineeringtoolbox.com/wind-load-d_1775.html)

Back to our adventure! The majority of the fleet arrived after motoring nearly the whole way in what could only be called a force 0. I dropped the hook close to the park so I could unload several loads of gear on board more easily. This was a fateful decision for me because I now know why I had observed so many boats re-anchoring after an unsuccessful set on the northeastern corner of the bay. We backed down at 2000 rpms and the boat stopped but not with it's usual jerk as the anchor bites into the bottom.

Turtledance arriving under sail earning the trophy for this year. Notice the beautiful weather!



The rest of the fleet picked up empty moorings around the bay or anchored. We hung around for an hour or two as Turtledance and Southern Cross, intrepid sailors who waited for the breeze, sailed in with the increasing wind which was a force 3 at best. I went ashore to work on lunch in about 10 knots of air. The weather radar now showed a dangerous looking storm moving in and we were all caught off guard by its sudden and ferocious arrival. Winds went from around 10 knots to the high 30's almost instantly. Sailors bolted for their tenders and motored through the 2 foot waves that built very quickly while on the way to their boats.

As luck would have it, I had shut off the fuel to tip the motor up after hitting a rock due to the low water and my dinghy engine died 50' just from my boat! With the high waves and two people on board, I figured we would never be able to row there in time. Having been a competitive swimmer, a lifeguard, and a swim coach at school, I bravely dove in and swam to the stern of my boat which was now dragging sideways faster than I could imagine. I postulated as I arrived at the stern that my endurance might not be quite what it was back in high school. Exhausted and a little amazed that I had made it in time, I dragged myself aboard Purdy Suite just as her stern neared the rocky outcropping to the east and motored her into the wind moments before disaster. If I hadn't had the ladder down with a walkthrough transom and the key in the ignition, I wouldn't have been able to save the boat. A few moments later, unladen with me out of the tender, Ted Lattrell arrived, rowing like a madman as I motored away. He held onto the ladder until the boat was safe, then scampered aboard from the tender as the boat started to make headway. Our fun was not over because as Ted took the helm I realized that my anchor

and chain were behind us and we couldn't go back. Back there, "Thar Be Dragons" as pirates say! I bit my tongue and used the windlass to drag the chain along the side of the hull from astern. It came up with a short log lodged on the tip in a cloud of very soft mud.

As visibility dropped to just over 100 feet, we tried to move out of the narrow confines of the bay past a large wildly hunting sailboat anchored on a bar tight chain in the middle of the bay. Just after we passed her she dashed away southward on the other tack. Then the wind caught our bow and suddenly we were steaming at the rocks on the southern side of the bay at full speed unable to turn the bow into the wind which had now reached 50 knots. At the last second, at full throttle and the wheel hard over, we built enough speed and the rudder bit and the boat rounded up narrowly avoiding disaster. That was when I noticed Southern Cross steaming out of the bay and turning southwesterly for the NY shore. She had come close to another boat that was dragging a mooring and bugged out just ahead of us. Ted and I decided that the center of the lake was the safest place and we made our way out seeking sea room to compensate for any further loss of helm. Tranquility appeared next to us to wait out the storm on open water. Her captain and I later joked about whether Tranquility deemed that there was safety in numbers, or was hoping that the powerful lightning bolts nearby would be attracted to our 60' aluminum mast. Either way it felt reassuring to see the boat nearby knowing that we could help each other in an emergency. We eventually motored into the lee of Thompson's Point as a couple of big lightning bolts hit the point during the prolonged storm.

Ted Lattrell at the helm as we dragged the dinghy (motor down) out into the center of the lake:



Two times waves pushed the bow of my 42' foot boat so high that the stern submerged deeply and the cockpit, which had not been closed up with the plexiglass panel and seat across the stern, was awash forward of the helm. Standing ankle deep as the bow came down plunging the anchor into the next wave, I marveled at the speed with which the water washed forward and then drained out the transom. Ted was more annoyed at his suddenly wet sox than the previously submerged captain and had little wonder at the hydrodynamics involved. This is a good

time to mention that I am yet to install that anchor windlass switch in the cockpit in preparation for just such an emergency, but I know that I would have likely been on the rocks if it weren't for having Ted on board. Plus his sense of humor overpowered the stressful situation. Ted, huddled behind the dodger and giddy as a school child while hail pelted the canvas at 60 miles and hour yelled, "This is great! Can I come next year?" I couldn't help but laugh.

Here is a link to a video taken aboard Turtledance while moored on an LCYC mooring partially behind a protected headland inside Kingsland Bay.  
<https://goo.gl/04aLvu>

The happiest part of the event was that no one was injured and that everyone pulled together to help each other after the storm. There was some damage to other boats in the fleet whose captains tried valiantly to maintain control in the desperate situation but thankfully everyone was able to finish the whole season with their boat in the water. I will leave their stories for future evenings around a campfire as I didn't even have a moment to look back during my escape to see the challenges they faced. Visibility was so low, I wouldn't have seen them anyway.

Fairwinds,  
Doug Purdy

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

The end of another season. Hard to figure where the time goes.

It really seems that we either had no wind or a lot of wind. I cannot remember when so many Wednesday night races were canceled for lack of wind. And then there was the McDonough. We kept shortening sail as we went north. We were finally going downwind with our two and the main when we ripped the main in a jibe. We knew the wind was north of 25, but it wasn't until we started motoring south that we discovered how hard it was blowing. I could only make two or three knots into the wind. I backed down a couple times because I thought maybe prop had not unfolded. Finally we headed for Plattsburgh where I planned to leave the boat until the weather improved. (The thought of a hot toddy at the Naked Turtle was in the back of my mind-closed because of returning students-some times things just do not go your way.)

When we arrive back at the Club by car the wind was a near perfect 10 knots.-felt like Alice just coming out of the rabbit hole.

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See you at workday-have a good winter .

Peace

Tony