



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Joss Besse

August 2017

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<http://www.lcyc.info>



Remember:

Ladies Cup-Breakfast, Race and BBQ Aug 5

LCYC Family Play Group Aug 19

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Commodores Corner

Over the years, I have found myself at the club more for racing than other purposes, and therefore have had less exposure to all the other activities at the club. This year, I have tried to be there for as many of these other activities as I can manage, and have been surprised - and impressed - at how much takes place at the club each week. I think I am putting more miles on my car this summer than I did before I retired!

Recent events included the Boat Tour and Family Day. Despite a questionable weather forecast we had a wonderful Boat Tour hosted by an excellent mix of old and new members. We had a good turnout, enough that I counted 50+ members still visiting when I had to remind the hosts that the launch service was about to end and they might want to move out to their moorings so they could catch a ride back in. Thanks to Suzanne Johnson who organized the event. Two days later we had our annual Family Day, which attracts many members with kids. We again had a strong turnout on a rare, sunny day. Thanks to organizers Christina and Philip Sidell, and Ed and Leslie Colomb. Look for the photo collages of both these events in this binnacle.

There were enough boats turning out at this week's Wednesday evening races that I found myself commenting on how congested the starting area was before the start - maybe it was because we had some great wind! As the various fleets got under way, I saw that almost half of the boats were racing in the "jib and main" fleet. If you are not a racer but always wondered what it would be like, this is a great way to try it out.

And Dave Powlison's effort to organize a speaker series this summer has been a real hit. I believe we had over 60 members at the recent presentation on the Cuba/Havana race, and again a few weeks later at a presentation on sailing across the Mediterranean from Spain to Greece. We have one final presentation scheduled for August 29th - it is a fun way to spend an evening at the club!

The Board and a lot of volunteers put a lot of time into supporting all of these activities at the club, because an active and diverse club is a strong club. We still have a lot of summer left, and I hope you will try out some new events this summer, get to know some members you don't already know, and enjoy the club.

Joss Besse
Commodore

In Memoriam - Priscilla (Pat) Brown

Priscilla (Pat) Brown passed away peacefully on June 23 2017, attended by her daughter and son-in-law, Chris and Jack Chase. Pat with her husband Bill were LCYC members since 1967, and she served as the club's First Lady during Bill's term as Commodore in 1984-95. Later, they became honorary Life Members. She was always a gracious and welcoming host at our parties and was likely to have cleaned the bathrooms to get the clubhouse ready for the events. Together she and Bill owned a series of power cruisers named *Pussycat*, which was Bill's pet name for Pat, and they ultimately purchased *Unicorn*, a Mainship 34. *Unicorn* spent many hours on the start/finish line of our races and was the center of many rendezvous raft-ups. At a future date, some of Pat and Bill's ashes will be scattered in Shelburne bay where they spent many happy hours. Additional scattering will be held along the Green Mountain ski slopes. Hail and farewell, Pussycat.

LCYC Cruising Notes – 2017 Champagne Race

In spite of gray skies and scattered sprinkles, the 2017 Champagne Race got off to a good start and the competition between the 9 boats racing was close, with most of the fleet grouped together off Essex before the wind gradually died about 1400. As a cruising race, arrival at the destination at a reasonable hour (1530) for a pot luck dinner and awards ceremony allows the use of an iron jib as necessary, and after some radio chatter, most skippers opted to resort to the use of the iron jib when the wind died. Once again, Friendship served as Committee Boat, setting a finish line off the park swim dock.



Decoy tacking ahead of Pretty Suite chasing Southern Cross off the NY shore (Chris Hathway's secret weapon was Parker Main who was at the wheel the entire race and refused to start the iron job until he saw his dad on Eiger Stubli strike her jib)

With some trepidation, we chose to return to Kingsland Bay for the finish line and had vastly improved conditions over last year's event. The gray skies deterred other boaters and the park was almost empty, we couldn't have wished for better conditions, room in the anchorage, lots of free tables and a tranquil evening.

Eiger Stubli was awarded First Prize for seamanship when Dave turned back to come to the aid of Malaga, towing her to Kingsland Bay. Bob had started late, sans batteries and needed help to arrive before dark. Second Prize was awarded to Pretty Suite who had arrived 2 seconds ahead of Revelation who took Third Prize. Southern Cross, the only boat to complete the race under sail, arrived after the 1530 deadline and got an Honorable Mention



The shore party and pot luck at Kingsland Bay State Park after the race

Forty LCYC members attended the pot luck, some arriving by car (a special thanks to Wes Daum and Lou Chiriatti for bringing the food and grills, and returning them to the club).

Lynnea Rosner LCYC Cruising Director



LCYC Family Day 2017

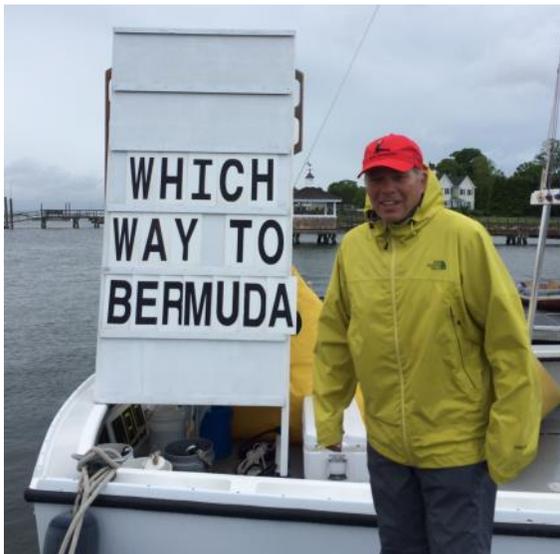


Racing to Bermuda – Watching the Cup By Mary Lintermann

Last year, Chris and I decided to take a sabbatical from the pristine waters of Lake Champlain. In May 2016, we bought an AZUREE 46, designed by Rob Humphries. We named her SHANTI, which means being in a state of peace/bliss. Our goal was to sail on the big ‘ponds’ while we’re still able to do so.

We put over 1,000 nm on SHANTI last summer sailing in coastal waters from Annapolis to Maine, using Jamestown RI as our base. In September, we signed up for our first ocean race (& my first Gulf Stream crossing). We had planned to sail to the Caribbean for the winter but family matters kept us stateside. Instead, we spent the next 8 months prepping the boat for the requirements of the Marion to Bermuda Race.

The soggy spring made it a challenge to do most of the outside prep work. The sun finally shone on June 7th, the day we sailed from Jamestown to Marion MA, so the ‘outside to do’ list was accomplished while sailing to Marion!



LCYC member Doug White joined us in Marion the night before the start, as did our 4th crew member, TJ. The race started on Friday June 9th. The reliable afternoon winds of Buzzards Bay (15-20 knots) made for a fun start of this 650+nm race. Once we rounded Cutty Hunk, it's the same heading until you tack for the finish line!

For the first 24 hours, we averaged 9-12 knots in winds from 12-20 knots! However as Saturday ebbed and Sunday arrived, the wind started to fade just as we were entering the Gulf Stream. The water rose to 83 degrees and stayed there for the balance of the trip. We experienced four periods where the wind disappeared and the seas became glass. If you check out the tracking on www.marionbermuda.com you will notice that Shanti made a dramatic eastern track as a result of no wind and being in the strongest current in the Stream! Conversations on board drifted from



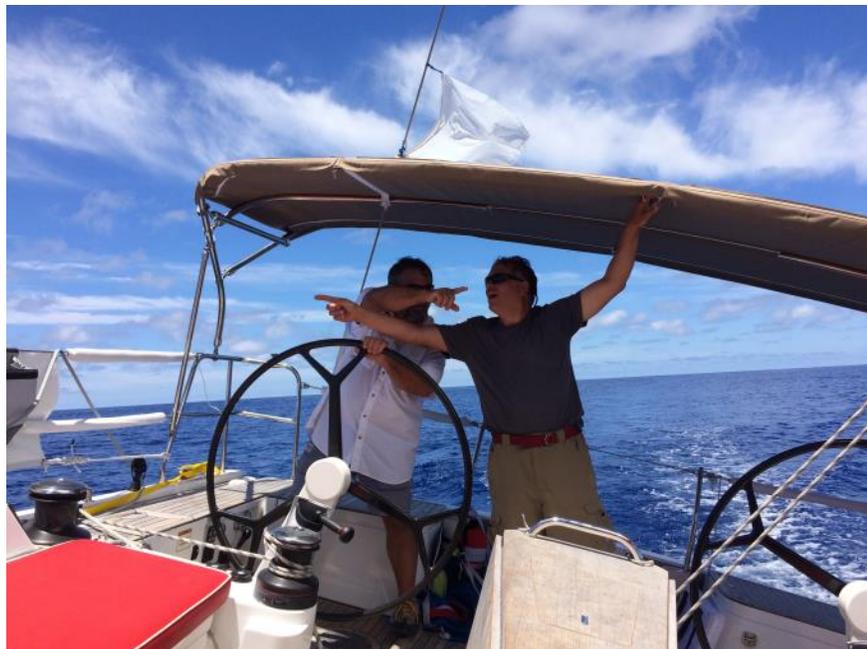
how nice it would be in Ireland this time of year to wondering if we were in the movie “Ground Hog Day”!

The advantage of a tranquil sail is you do get to notice ‘neighbors’. On our third day out, we had a sparrow rest on our dodger for about an hour! We saw pilot whales, flying fish and clusters man o’ war jellyfish shimmering in the morning light. I was even able to catch a photo of a tuna jumping out of the water!



Finally, after 3 days of light wind, the winds filled in at 7am on Wednesday June 14th and we crossed the finish line at 3:36 pm EDT, coming in 11th. As a result of little to no wind (especialy 12 hours prior to the finish) and the resulting boat parking lot that no wind created, 7 boats finished within a 40-minute period. After sailing 630 nm, this race was determined by the last 75 nm... & the ORR rating!

(Once we crossed the finish line at St. David’s Light, we traversed the island and arrived at our slip at the Royal Hamilton Amateur Dinghy Club. While Doug White had to return to Vermont, we convinced another Vermonter and a frequent LCYC ‘visitor’ on Wednesday nights, Victor Rossi, to join us for the return trip. He proudly wore an LCYC boat “BOOMER” hat for the entire passage.



Where is the finish?

We enjoyed a spending a week in Bermuda and were able to watch 4 days of America's Cup racing. You get a true sense of speed when you see these 'flying machines' in person!

As we were leaving Bermuda on Monday 6/28, we got to see the New Zealand boat up close. Their boat was heading out for pre-race practice as we were passing by the Dockyard to head to St. George for the Customs Dock. Suddenly, New Zealand decided that it would be fun to tack around Shanti!! They were so fast that we hardly got our cameras out. They gave us a 'thumbs up'



as they passed and quickly disappeared on their way to the race-cours

What a fun way to start our trip back to the USA!



We had storms and 30 knot winds and 14-18 seas for the last 32 hours of our return sail. When we arrive near Newport at 7 am in the morning, a heavy fog greets us for our final miles to Goat Island Marina!)



LCYC Boat Tour 2017



Safe Powerboat Handling Course August 5-6 at Point Bay Marina.

The Royal Savage Yacht Club is hosting a US Powerboating Safe Powerboat Handling Course August 5-6 at Point Bay Marina.

Course Description

This 16-hour *hands-on, on-the-water* course is for anyone who wants to learn how to safely operate a Powerboat and improve their boathandling skills. No previous experience is required! The US Coast Guard and the National Association of State Boating Law Administrators (NASBLA) have approved this course and Vermont recognizes it as meeting their requirements for State Boating Education

On-the-Water Sessions

- Engine & electrical systems
- Starting procedures
- Docking
- Leaving & returning to a slip
- Close-quarters maneuvers
- Anchoring
- Steering a range
- Proceeding to a destination

Person in Water rescue

Classroom Sessions

- Safety, preparation & weather
- Maneuvering concepts
- Registration & capacities
- Equipment requirements
- Preparation & fueling procedures
- Navigation rules of the road
- Aids to navigation

Environment regulations

The course is being taught by Confident Captain/Ocean Pros <http://www.confidentcaptain.com/company>. They will offer options for both twin screw and single screw powerboats, and will tailor the course for large powerboats as well as sailboats under power and smaller motorboats.

The cost is \$425 for RSYC members and \$525 for non members.

For more information contact Wendy Friant at wjfriant@earthlink.net or check it out at <http://rsyc.org/us-powerboating-safe-powerboat-handling-course/>

We are limiting the course to 10 students to maximize helm time for all participants, so sign up quickly!

View from the Harbor

The first four old moorings being replaced have been removed. This picture show some of the weaknesses that were risking the security of all our boats. The standards have been upgraded: High strength steel will be used throughout and ½” long link chain will be used in the upper sections, replacing 3/8”. The 31 replaced moorings will be new throughout – no partial repairs. Over the next five years, every mooring will have been completely replaced



In-water inspections of all 155 moorings will continue as before and, where warranted by inspection, repairs will be made.

These two procedures and the use of new, high strength hardware will enhance the security of our harbor.

Fair winds

Bob Finn

Harbormaster

Butler Building Update

I've heard several members comment that it is hard to get used to calling the new building on the LCYC grounds the "Sharpie Building." But one thing everyone seems to agree on is that the Sharpie Building is a great improvement to our club. The long process our board of governors and our member-architects used to determine what we should build has paid off with a very attractive, functional, and versatile addition to the club.



Before everyone forgets the old Butler Building, I thought I'd provide an update on what has become of it. In the January Binnacle I described the process that we used to move the building around the Bay from LCYC to our home last October. Before winter arrived, I built and hung barn doors on the front, plugged holes, and replaced broken glass panes. I stripped out the old electrical fixtures and wiring. A few shrubs were planted at the corners to break up the view of the building.

In November, I backed our Boston Whaler inside and was pleased to find that our small tractor could also be squeezed in as well. Come spring, the Whaler came out, and the iceboats went in. Once warm weather arrived, several weekend mornings were spent scraping and painting the sides of the building. Lisa selected a light brown paint that she expected would allow the building to blend into its pine studded setting. Spray foam was injected into the eaves to limit the hornets that perpetually call this structure home. The trim was repainted, and an old bronze propeller was sourced from Bob Schumacher's barn to adorn the front of the building.



With the foliage filled in and the new paint job complete, the Butler Building looks as if she has been part of our yard for years. Hopefully she will be appreciated in her new setting for decades to come.

Doug Merrill

Lake Champlain PHRF – Rating Monohulls Only

July 2017, Lake Champlain PHRF approved updated bylaws: "The LCPHRF Committee shall provide ratings for monohull keelboats only."

Racing monohull keelboats must be registered on the LCYC website with a current Lake Champlain PHRF rating to be scored in LCYC racing events.

If other classes wish to organize on Lake Champlain, and pick a rating system or systems, they can ask the LCYC Regatta Committee for event support. Scoring will always be separate from monohull keelboat results.

Alternate rating systems include:

International Small Catamaran Handicap Rating System (Performance Catamarans)

New England Multihull Association (Cruising Multihulls)

UK RYA Portsmouth Yardstick (Dinghies and Multihulls)

US Sailing Portsmouth Yardstick (Dinghies and Multihulls)

The Lake Champlain Performance Handicap Racing Fleet (LCPHRF) Committee is comprised of representatives from boat clubs and racing authorities.

The Committee uses PHRF handicapping system to rate monohull keelboats which race on Lake Champlain. The PHRF system rates a boat on its current condition. PHRF assumes that a boat is equipped to race. It does not attempt to rate a partially equipped boat, or a boat which differs from others in it's class, in that it is unusually heavy, out of balance, or has unusual windage (as from a dinghy on davits). The addition of extra equipment, heavier rigs, or older sails will not be taken into account when determining a boats rating. Conversely, the removal of, or relocating of equipment can yield a rating penalty for a yacht. The system does not reflect skipper or crew capability. PHRF and other handicapping systems are described in more detail on the US Sailing website:

<http://www.ussailing.org/racing/offshore-big-boats/rating-rules/>

It is the responsibility of each individual applying for or holding a rating to provide accurate information concerning the condition of the boat or any alterations to the standard configurations or to changes after it has been rated to the committee.

The official website is Lake Champlain Performance Handicap Racing Fleet.

To obtain a LC PHRF rating for Lake Champlain, please fill out a Lake Champlain PHRF Form.

Questions concerning LC PHRF at LCYC should be directed to phrf@lcyf.info.

Scuttlebutt (Editor's notes)

I vowed that I would stop using the Binnacle to mourn the passing of Club members. But then I learned of the passing of Pat Brown.

I thought I had an out when her son William wrote the in Memoriam that appears earlier in the Binnacle. It is an accurate portrayal of her life at LCYC, and yet there is something else about my memories of her that cause me to smile, perhaps it is because of a life well lived?

I think that Pat Brown was the most gracious woman I ever met

Her life story would make a great novel. Born in China in 1916 where her father was a professor of history and political science at Lingnan University in Canton. She was a "Brownell" with deep roots in Vermont. (Brownell Mountain in Williston is named for her family). She graduated from the Chinese American School in Shanghai and from Vassar College. Imagine being in China during those years.

I tell you all of this because for me there is a connectedness and romance in her story that has me asking so many questions about her life.

She met Bill Brown while he was a cavalry officer at Fort Ethan Allen before the Second World War. I have visions of white glove dances at the Officers Club. They were part of the "greatest generation" and while that sounds so solid, you know they endured some tough times. I know that he fought at Kassarine Pass in North Africa.

She was petite and very sweet. He had the air of a gruff military officer and I have no doubt that he was smitten by her when she entered his spit and polish world.

While they were members of the club we had no need for the Dinse-big races would find their boat Unicorn on the line-blazer and tie for the Ladies Cup . Indeed the Dinse still does not have as much time at the dock as Unicorn did. Together they were the Club greeters in chief.

Their family links at the Club were classic Vermont. There was Bill Brown Sr., Bill Brown, Jr., (there was a third member, not related, also named Bill Brown. He was nick named "The Other.") Their daughter Chris and her husband Jack Chase were also members. Jack (Silver Star, Vietnam) is an artist and designed the Adventure Trophy for Bob Dunn for the winner of the Odziozo Race. Pat was the Aunt of Peter Brownell, who was also a member.

I have only touched on a small part of her story-did I mention she was a school teacher?And there is more. She passed a week shy of her 101st birthday.

Peace
Tony Lamb