



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Joss Besse

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<http://www.lcyc.info>



Upcoming Events:

Octoberfest, Wednesday, September 6 from 6:30-9PM
hosted by Ullie and his Edelweiss crew, price \$10

Corn Roast and LCYC member pot luck, Friday, September 8, 6PM hosted by Chris and Jenny Leopold

MacDonough Race Breakfast, Saturday, September 9,
8PM hosted by Chris Leopold and Doug White, free but
donations accepted for LCYC Junior Racing Program.

Final Speakers Series Event Tuesday, September 19, Michael Kerbaugh –Cruising the Coast of Croatia

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Commodores Corner

Summer was a bit late in coming this year, but with a full week of sunshine forecast coming up (and I'll cross my fingers it doesn't change), maybe summer will stay late too. Even if September's weather doesn't prove to be perfect, we still have a lot of things happening over the next few weeks - with ongoing Wednesday and weekend races, cruising get-togethers, social events, and a last minute addition to our speaker series.

I have no grand themes to write about this month, but I do have a few notes to pass on ...
New member applications – In 2016 we had an unusually high number of new member applications, which in turn left us with an unusually long wait list for moorings. Word got around, and as a result we have had no new member applications since late 2016. We have now digested much of that backlog. So if you know of sailors who have been thinking of joining but were worried about the length of the wait list, we are getting to the point where they probably should start talking to Scott Bowen (Membership/Secretary) about getting an application started. Knowing it takes a while for word of mouth to get the news out, it seems to be a good time to prime the pump ...

Harbor/storms – this Binnacle includes some advice from our Harbormaster, Bob Finn, to start thinking about preparing boats for the stronger winds and occasional storms that blow through our anchorage in September. If you leave your boat in the water past Labor Day, please be sure to read his article, and watch the weather forecasts for heavy wind warnings. And if you are unsure if your boat is ready, give him a call.

Finally, I hope you read the notice in this Binnacle of a last minute addition to our speaker series – cruising in Croatia with Mike Kerbaugh. The speaker series is a new event this year, with great stories and pictures, and the presentations have proven to be really popular (60+ people). Come early, bring a picnic, visit with friends, and take an armchair tour of one yet another cruising destination that might be on many of your bucket lists!

Joss Besse
Commodore

Harbor Warning

As the equinox approaches, weather conditions become more unstable and unpredictable, so we need to prepare our boats to ride out a storm. This includes mooring lines led fair; chafe gear fitted at all wear points; anchor blades stowed clear of possible contact with rope tackle; a second pennant attached to a different strong point (ie: the mast or a different cleat)

And, an eye splice just looped over a cleat is a disaster waiting to happen. Such a condition was recently observed at LCYC. The owner was sent a picture and asked to correct the situation. The eye must be secured with smaller line so it won't come off the cleat or, if it will fit, the bight should be led through the hole in the cleat base and doubled back over both horns.

We all benefit from the vigilance and safety measures taken by our fellow members.

Best regards,

Bob Finn

Final Speakers' Series Event Added

On Tuesday, September 19, Michael Kerbaugh will share with us an historic and scenic cruise he made aboard a Dufour 38 along the coast of Croatia last June. Michael describes it as an “interesting alternative to the Caribbean,” complete with 14th and 15th century villages laden with history, moderate breezes and plenty of island hopping. As our final event of the summer season, don't miss this one. The program starts at 7pm.



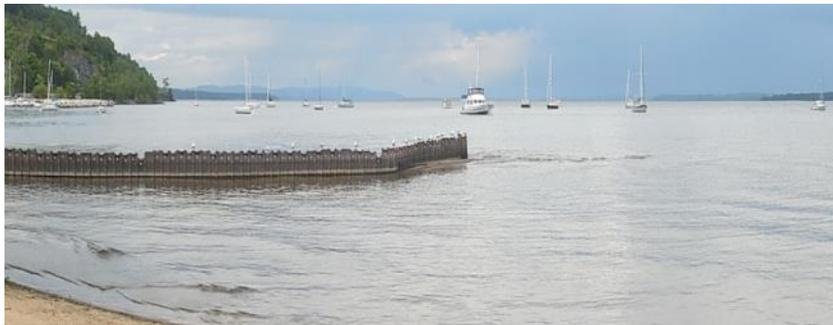
LCYC Cruising August Notes

With two Friday night pot luck dinners, the Southern Cruise week and an adventure up Otter Creek to Vergennes, August has been an active month for cruising.

SOUTHERN CRUISE 8/5/17 – 8/13/17

The Southern Cruise included stops at Converse, Westport, Port Henry, Ticonderoga, Mount Independence and Crown Point. During the week 10 boats joined us, some for a few days, others for the whole week as we ventured down the lake.

With less than ideal weather Saturday morning, it was noon before the sky showed signs of clearing and we took advantage of the NW wind to sail to Converse Bay for the night. By dusk, 5 boats had arrived with more boats planning to join the fleet as we continued south. True to my reputation for walking, Sunday we walked Thompson's Point and were invited to tour one of the more interesting gardens before departing for Westport where 4 more boats joined us in time for a walk through town.



Monday, we caught some wind to move the fleet to Port Henry in time to hike to the 'Franken Tree' and tour the mining museum before checking out the Red Brick Café, a new addition to town, for a late lunch. Plans to gather at the town park before dinner were scotched when the wind picked up ahead of the forecast rain. It got lumpy enough for half of the fleet to seek calmer waters south of Crown Point Bridge, but once the rain stopped, the wind ceased and everyone had a quiet, calm night.



Tuesday morning, as the Port Henry contingent sailed under the bridge, they were hailed by the 'bridge fleet' who'd climbed the monument for a better view. The fleet had enough wind to sail most of the way to the Fort Ticonderoga anchorage – a treat for this narrow section of the lake. Once anchored, we dinghied up the La Chute River to town. The La Chute feels a bit like an African Queen trip as it twists between bull rushes and over hanging trees before arriving at the falls that once powered a number of mills, including the one that made the Ticonderoga #2 pencils most of us used in school.

The town welcome center was open and had an interesting museum depicting the history of the area filling several rooms. After walking the river trail along multiple rapids, we continued up Main Street for the promised ice cream treat for those that made it to the local Stewart's. After dinner, we gathered aboard Revelation for dessert – a big crowd that filled their cockpit. Rather than tour Ft. Ti Wednesday (many of us have done it in the past), the fleet moved across the lake to the anchorage off Mount Independence, a stone's throw away, to explore the state park. Dinghies can be landed on the rocky point that is part of a Revolutionary War era site with several trails that pass historical ruins on the 2 mile hike to the award winning museum (well worth visiting).



After hiking back to our dinghies for a late lunch, we were joined by 2 more LCYC cruisers who arrived in time for the dinghy ride up East Creek. The difference between the 2 dinghy trips was surprising, East Creek being pastoral and open, offering views of the open fields and creek banks. What appeared to be an immature bald eagle was perched in a snag along the way and watched as the dinghies motored past. The whole group went back ashore for cocktails before dinner. Parker Main treated us to French horn concert as the sun dropped below the mountains.

Thursday morning we headed north to anchor south of Crown Point Bridge, with half the fleet on either side of the lake. After watching the video at the Crown Point museum, we walked around the ruins and watched as folks set up for a re-enactment scheduled over the weekend. A group walked over the bridge while others dinghied across for cremees at the Bridge Restaurant.

Friday morning most of the fleet returned to the Bridge Restaurant for breakfast before leaving for the moorings and anchorage in North Harbor at Basin Harbor while others returned to LCYC. After walking through the LCMM, some of us walked over to Basin Harbor to look at the gardens. Most of the fleet ate at the Red Mill where they were joined by Randee and Lou, and Beth and Wes who arrived by car.

Saturday morning several of us hiked down to Button Bay before sailing north. Several boats stopped at Converse while others picked up moorings in Kingsland Bay before the inclement weather approached. Kingsland Bay was packed with anchored boats while Converse was virtually empty. Once the storm passed (relatively mild in Converse) we challenged the Converse fleet to game of Mexican Train Dominoes. Sunday we had enough wind to sail back to LCYC. According to our knot meter log on Antares, we'd gone 86.2NM (not including dinghy rides), sailing for most of the trip.

Potluck #4 and Vergennes 8/18/17 - 8/21/17



The idea to go up Otter Creek to Vergennes was mentioned during the Southern Cruise, but the likelihood of finding dock space for 10 boats was risky, especially on a Saturday night. At Potluck #4, we decided to do the cruise, with a stop Saturday night in Converse, planning to arrive at Vergennes Sunday. Antares, Malaga, Mighty Quinn, Purdy Suite and Tranquility spent Saturday night in Converse. Sunday Purdy Suite decided to relax in Kingsland while the rest of us headed to Vergennes.



The entrance to the creek has the skinniest water, with rocks on one side and the shoals on the other before the water gets marginally deeper further up the creek. Malaga misjudged how far the shoals extended from Field Bay and spent a few minutes looking for the slightly deeper water.

On past trips we've charted the entrance and a couple of shoals on the creek where close encounters with the bottom have been noted, but this year, with the lake level at 96', even the Mighty Quinn, with her 6'7" draft, floated over any obstructions with inches under her keel. She did stop short of the dock, but with a bit of help from friends, enough mud was moved (or removed) to tie her off.



Chatting with the gentleman mowing the area by the docks, we learned that a few weeks ago 24 Canadian boats had filled the docks, rafting from both sides of the creek – we were fortunate, and relieved, to have found the docks empty when we arrived. (By the end of the day, three small power boats had docked across the creek.) After exploring the town and walking to the ice cream stand, we headed back to the boats before returning to town for dinner at the Black Sheep Bistro. Several rousing rounds of Mexican Train dominoes ended the day.



In the morning, after walking the south bank of the creek we retraced our track down Otter Creek, without incident, and were on the lake in time to view the solar eclipse.

Lynnea Rosner ‘Antares’ - LCYC Cruising Director

Junior Sailing

By Kevin Hawko

The 2017 Junior Sailing season started on a chilly note with lake water temperatures barely reaching 62 degrees for the first day of session # 1 but by the end of day 1, our sailors were all smiles that lasted all summer long! The season officially wrapped up on August 11th and through the generous support of our LCYC family, 94 Junior Sailors took advantage of our 6 FJ's and 10 Opti's, filling 153 spots that either began, or furthered, their lifelong passion for sailing. From this year's junior sailors, almost half were returning sailors from previous years in the LCYC program supporting.



Our hardworking staff consisting of Charlie, Noah, Haley, Caroline and Alex formed a very cohesive team that did an amazing job teaching our juniors how to be independent sailors while having fun! Our staff ran the program as well as the Junior Sailing Tag Sale, Parent-Child Sail-Along and Family Day fun regatta. These instructors were role models on and off the water and I was continually impressed with their dedication, professionalism and ability to create an inclusive, fun experience for all of our junior sailors!

This year LCYC hosted 40 Junior Sailors and over 20 coaches/parents from 5 different clubs for the Champ Chase Regatta. Despite light winds on Thursday, John Harris and his race committee were able to get off four races and Friday proved to be perfect sailing conditions for a junior regatta with blue skies and a steady 10 knot wind all day. Julia Shannon-Grillo and Morgan Whitney from MBBC won the FJ class and Matthew Commons from NLGC won the Opti class.



Also, congratulations to LCYC's top finishers Jack Merrill/Santi Vazquez who finished 3rd overall in the FJ class and Owen Deale who finished 7th in the Opti class. Thanks to the effort of many volunteers both on and off the water for their role in putting on a world-class event.

While many families and individuals gave generously of their time – a big thank you goes to John Harris who once again put together a fantastic on-the water team and ran two days of fabulous racing.

The following week we took 2 FJ's and 3 Opti's to the Cheeseburger Regatta in Lake George. Our top FJ finish was the team of Emma Hawko/Morgan Whitney took 5th place overall and won the last race of the regatta.



From work day through the Junior Sailing Tag Sale, Champ Chase Regatta and all the generous donations from the Ladies Cup breakfast, the LCYC community showed amazing generosity and support of the Junior Sailing program. To all the volunteers and the LCYC Commodore and Board of Governors – thank you!

Finally, I'd like to offer a special thank you to Walt Marti for his role as the Director of Junior Sailing from 2014-16. His legacy was a highly successful, well organized program with a core staff of returning instructors and enthusiastic sailors eager to get back on the water. Thank you, Walt for all that you did to make my transition into this role so much easier!

Scuttlebutt (Editor's notes)

Recently I attended a meeting of the Past Commodores. I arrived at 7. The meeting started at 6. At the end of the meeting I apologized for being late, explaining that I had confirmed the start time of the meeting with The Reliable Past Commodore.

Before anyone else could speak, The Old Cranky Past Commodore spoke up.-"Still asking others instead of reading the Sailing Instructions?" he challenged. Respecting the vast differences in our ages I declined to reply with "If you can't rely on The Reliable Past Commodore what hope is there?" nor did I launch into my "If it is all in the sailing instructions, why do we need a skippers meeting" rant.

Yet on the way home my favorite sailing instructions story came to mind. It involved a long ago Lake Champlain Race. It was before the internet when clubs published written sailing instructions in small booklets, I was racing a Pierson 26 in the C fleet, and only a few dinosaurs roamed the earth. You needed to phone a friend at the other club to get the race instructions ahead of time. They would also normally hand out paper copies from the RC.

That year the fellow responsible for being Race Committee had a real hard time. Showing up just in time in what I remember as a whaler, understaffed, to start the race. We asked for the course. He rummaged around on the boat, found a small booklet, and read us the course.

The C & D fleets raced a shorter course. About two or three in the morning we rounded Sloop Island way ahead of the rest of the fleet-at least a half hour. Did I mention that the Pierson was a sweet boat. As we headed north they kept going south of Sloop. Radios were not used in those days. (Even in the Club harbor the Stewards were called with two toots on an air horn and not the radio) (Radio's did in fact exist.) So we continued on and finished.

Sunday afternoon I received a call from MBBC. Could I explain why I had sailed the wrong course? I replied that I had the sailed the course given.

Later I received another call. They apologized, explaining the RC had given me an old course, not the current course. However, given that I had sailed 10 miles further and finished two hours ahead of the protesting boats, they were prepared to give me the win. They also indicated that the RC was a lock for the MBBC Moosehead award. This award had a trophy that was an old mangy scruffy looking moosehead with a full rack. You know the kind you hang of the wall. They award it for the biggest bonehead move of the season.

It was then I realized I had a problem. I had assumed he was reading the previous year's course. That course was the same as they year before that except for the direction rounding Sloop.

There was a problem with the older course. It had us leaving Juniper to starboard, sloop to

port and Four Brothers to Starboard. This raised the old question: if you could leave it to port without “rounding” it did you have to round it. The kind of question “real racers” love to debate, but mere mortals could care less about. The more recent instructions for that race had corrected that ambiguity by having the boats leave Sloop to starboard as well.

During the race, I arrogantly assumed the RC had made a mistake and sailed the course the “right way”. (I understand that many will have difficulty relating me to the word arrogant, if so you can substitute the word “hubris”). In fact the Race Committee had had a really old set of Race instructions and read the older course.

This meant I had sailed the wrong course the wrong way. As we all know “two wrongs do not make a right.” I fessed up to MBBC and took a DSQ.

Of course by now, you along with The Cranky Old Past Commodore, are wondering if I did not learn the lesson then, what did I learn?

I learned that sailing 10 miles further and being two hours ahead is pretty cool.

Peace
Tony Lamb