



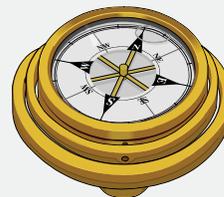
# the Binnacle

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

Commodore: Christopher Leopold

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



*UPCOMING AT LCYC....*

*June 1 Tea Kettle Race*

*Opening Cocktail Party*



**LAKE CHAMPLAIN YACHT CLUB**  
Shelburne, Vermont — 1887-2013

*Ahoy Summer!*

*Celebrate the Season  
At the 2013  
LCYC Opening Cocktail Party*

*Date: Saturday, June 1*

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

*Place: Lake Champlain Yacht Club*

*Attire: Think Cocktail Party*

*Hosts: Steven and Charlotte Adams & (et al)*

*Reservations: Not required*

*Questions: (518) 371-2275*

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

*BYOB: Bring your choice of Beverage, including  
Mixers. Ice will be provided.*



## Commodore's Corner

We're open! Our grounds, clubhouse, docks and harbor look terrific and are ready for full use by the membership. On behalf of the Board of Governors I extend a well-deserved thank you to the members, friends and several prospective members who attended our May 4 Workday. The weather was outstanding, perhaps the best weather we've experienced on a Spring Workday. The weather and turnout proved to be powerful partners as we completed the vast majority of our work by 11:30!

Thank you to our Workday coordinator, Percy Worrall, and her able assistants Martha Turek and Mary Lintermann. They did an excellent job checking-in and directing members to various projects throughout the morning. House, Grounds and Docks have additional projects this spring and summer that require the assistance of member volunteers. These special work projects will be announced in our periodic email blasts and the Binnacle. If you were unable to join us on Workday, please do your share and contact the chairperson and volunteer for one of these projects as they are announced.

A special thank you to our kitchen crew for the preparation of a welcoming breakfast and our traditional LCYC staple – a hearty chili lunch. Thank you to the members who helped us revive a fallen LCYC tradition – homemade cornbread, cookies and brownies. The assortment and quality of the food was excellent! Hats off to Sherm White for coordinating our LCYC family Workday meals.

We are in the process of implementing several improvements and enhancements to the Club this season. Listening to our members, we have installed our own wireless network at the Clubhouse. Within the next month, the network signal will be extended to our harbor by two small antennas mounted at the top of

the steps to the main dock. In April a work team constructed a new dinghy dock for the main dock. Within the next several weeks a contractor will be on site for various grounds projects, including dredging drainage ditches and rebuilding our driveway culvert. Numerous projects are planned for the Clubhouse, including eco friendly hand dryers, door replacements and repairs to kitchen cupboards. This year the Board authorized the purchase of 100 "event chairs" to be used for LCYC sponsored and hosted events like our seminars, clinics, awards events. Annually, we have rented chairs from a local vendor spending approximately \$450 per year in rental fees and therefore expect to "pay back" the investment in four years.

Several "on the water" projects will be completed by the time you venture out of Shelburne Bay onto the broad lake. Recognizing that our old broad lake race marks have taken quite a beating over the years, the Board decided to replace our three broad Lake race marks. The new race marks – A, B, & P, are orange in compliance with Coast Guard requirements. We anticipate that the orange marks, especially the A mark at Appletree, will be easier to locate for our members and the general boating community. Due to increased demand for our Kingsland Bay moorings, we have installed an additional LCYC mooring for our members who cruise the southern lake. Check it out by planning a trip to this beautiful part of the Lake.

We have an extensive and exciting lineup of events this season ranging from several boating clinics to Family Day to a varied lineup of burger burns to a special Ladies Cup breakfast adding to the celebration of the 125<sup>th</sup> anniversary of one of North America's oldest yachting trophies. In order to facilitate reservations and payment for events, purchase of LCYC merchandise, member use of credit cards and, to minimize our handling of

cash, the Board has implemented a PayPal and credit card system.

Already, two of our special events have come and gone with outstanding turnout and feedback from our members. Vermont native and LCYC member Andy Horton presented a racing seminar at LCYC on May 9. Andy once again presented one of his insightful programs highlighted with slides of great sailing action. Our new event chairs were put to full use with approximately 80 individuals attending the event. A big thank you to Andy for sharing his time and expertise in what has become an annual event at LCYC. On May 11, more than 100 people, including LCYC members and boaters from all reaches of the Lake Champlain boating community, attended an LCYC sponsored Safety Clinic. Our featured speaker, John Rousmaniere, has a breadth of sailing experience across the globe and has served as a consultant to U.S. Sailing in the evaluation of several notable fatal boating accidents. Predictably, John was an outstanding speaker and delivered an excellent program which was well-received by our members. Great work and thank you to Dave Powlison, Uli Holzinger, David Main, Ernie Reuter & Doug White who served on the LCYC committee that planned and organized the event.

Yes, we're open and excited about the boating season that is beckoning each of us to one of the most beautiful spots on the western shores of New England! **I look forward to seeing you at our Opening Cocktail Party on Saturday, June 1.**

Commodore Chris

## Docks

By Don Weaver

The docks are in the water and what a glorious day it was for launching! I want to personally thank everyone in the orchestra that made this short symphony possible; the bulk of the work was completed by eleven and in time for a hearty lunch. The parking lot crew replaced about 8 leaking floats and a new dinghy dock was launched. The week leading up to work day offered several perfect drying days. You will notice that any dock section exposed received a fresh coat of sealer. Special thanks to those who have worked before and after work day to make all this possible.

The swim raft deck has been rejuvenated. Many of the panels were cracked due to a design flaw. Additional stringers were added, broken panels were replaced, and longer deck screws substituted throughout. This is a great club asset, especially for our younger boaters, and the improvements will hopefully give us many years of enjoyment.

Be sure to look over the new club log. The Board of Governors revamped the LCYC rules over the winter. Many of you will be getting your dinghies in the water so please pay special attention to page 37. Importantly, dinghies up to 10 feet in length can be tied to the south dinghy docks; tenders 10-14 feet are restricted to the north side of the main dock. Every club member is responsible for respectful and courteous use of the docks in a manner that encourages shared access by everyone.

There are a few ongoing dock projects and we need a volunteer crew to adjust the anchoring chains during the season and prepare a few replacement deck boards. Let me know if you can lend a hand. Have a great start to the season!

Don Weaver (email at Donald.Weaver@vtmednet.org)

## Junior Sailing

By Doug Merrill

Despite the cold, ice and snow that we saw in February and March, the LCYC junior program had a lot of interest and activity in those months this year. For the first time ever, LCYC used an on-line signup process for the junior sailing summer classes. The response was overwhelming! We had three times as many students sign up by the end of March than we have in previous years. Since we didn't do any advertising, and I don't really think that the on-line process helped *that* much, I have to give credit to our junior sailing instructors for running a program that kids (and their parents) are itching to sign up for!

That is good news, since three of our five full time instructors are returning to teach from last year. Erika Merrell will be the head instructor for her second season here. Matt Chickanosky and Gabe Mantegna will both be returning as instructors. Stephanie Benoit will be filling an instructor's role, she has been a program participant for many years and an instructor-in-training previously. Emily Ahearn will be joining the staff this summer. Emily is a Shelburne native that grew up spending summers at the Cape Cod Sea Camps, where she learned to sail, raced, and for the past few summers participated in their sailing councilor training program.

When something works, don't fix it. Therefore, we have made very few changes to last year's program. We have added two weeks of race clinics for our sailors that will participate in the racing regatta weeks. This will give the sailors more time to learn about the rules and strategies of racing, along with an opportunity participate in skill building drills

and practice races. We are happy to have a new FJ join the fleet this summer. We will be selling our oldest FJ at the end of July. If you are interested in having your own FJ, keep your eyes open, we will sell it at an auction-style event this summer.

We will be hosting the Champ-Chase regatta July 17&18. We are looking for volunteers to help house visiting sailors, run races, and host on-shore hospitality events. If you are interested in helping, please let me know at [jrsailing.lcyc@gmail.com](mailto:jrsailing.lcyc@gmail.com)

Registration has been very strong for this season's courses, but there are openings available in most of the sessions. Please let your neighbors know about these great summer camps for local kids. We also have the Landau Scholarship available to enable a child to attend sailing camps who would not be able to afford it otherwise. If you know of a family that would like to take advantage of this opportunity, please steer them to the scholarship application on the club website, or have them contact me.

Doug Merrill



## From the Weather Mark

By Dave Powlison

By the time you read this, our racing season will be underway, but race preparation at LCYC has been going on for some time now. In early May, Andy Horton, a LCYC junior sailing graduate and now a world-class professional sailor, presented a seminar on a range of topics to an eager crowd of over 60 skippers and crews.

The Horton seminar was followed a few days later by a safety seminar presented by top safety expert John Rousmaniere. I'm certain all took away plenty of valuable information and prompted all to take a second (or first?) look at how they might deal with safety situations on the water.

To round out the range of instructional programs, LCYC hosted an introduction to racing clinic. Perennial JAM champ Mike Barker met with a half-dozen enthusiastic sailors eager in trying their hand at racing and took them through the basics of racing. A big thanks to Mike for running this seminar, and we hope to see those who attended on the starting line! Perhaps we'll run more seminars like this in the future. Let me know if this interests you.

Looking ahead, note that we've moved the Lady Skipper Race from Saturday, July 27 to Sunday, July 28. This avoids a conflict with a race scheduled as part of the Lake Champlain Championship Series, which replaces the inactive Lake Champlain Racing Conference. You'll find more information about this exciting lake-wide series elsewhere in this issue of *The Binnacle*.

Another change you'll see is that our broad-lake permanent race marks (P, B and A) are now orange instead of yellow. This brings us into compliance with what the Coast Guard wants to see and are arguably

more visible. Marks within the bay are still yellow.

Class splits are now set for our PHRF races. These have prompted a few changes in the NORs as well, especially for Wednesday nights, so be sure to check both before heading out on the race course.

Finally, our Monday night Etchells series has been expanded to include a new fleet at the club—sportboats. As of this writing, there's the possibility of as many as a half-dozen boats in this fleet. If you're interested, contact fleet captain Jason Hyerstay. We're looking forward to having another strong fleet on the starting line!

--Dave Powlison

**Lady Skipper Race  
Date Changed  
This event has been shifted  
from Saturday, July 27 to  
Sunday, July 28. Mark your  
calendars**



Andy Horton

## **Lakewide PHRF Racing is Back!**

The Lake Champlain Championship Series, a modernized reconfiguration of the former Lake Champlain Racing conference, will be starting this June with the Royal Savage Regatta at MBBC. There is no registration required to participate in this series, your participation is your registration.

The LCCS will consist of two series. One is the Cannon Series that provides a racing format for boats from anywhere on Lake Champlain to contend for the Steele Griswold Cannon Trophy. This series will consist of the best five of six of the Royal Savage (MBBC), Odziozo (LCYC), Lake Champlain Race (MBBC), Medical Madness Day 1 (VSC), Diamond Island Regatta (RSYC) and the Commodore Macdonough (LCYC). The Cannon is the only trophy and is awarded to the boat ranked first overall among all boats that participated in the six race series. Second and third place will be recognized.

The second series is the Champlain Series. This series awards points to boats that complete any of the Cannon Series races along with any of the Mayor's Cup, Regatta for Lake Champlain, Ladies Cup or the Omnium Champlain Two Day Regatta. The points will be awarded by a high-point scoring system similar to the in-shore version of the Volvo scoring system. Basically, the more boats you beat over the course of the season, the more points you get. At the present time there are no trophies, although efforts are underway to locate the old Class trophies. Recognition will be given to first, second, and third in Classes A, B, C, and JaM. The scores will be tallied on the LCCS website at [lchampionshipseries.org](http://lchampionshipseries.org). The official Notice of Series is also posted there.

This series is managed by a committee with representation from each club. We decided that it was time to revive the old conference series, but we want the emphasis to be on a partnership between the clubs that we hope will foster an atmosphere of camaraderie and mutual good will. Lake Champlain is a beautiful place to sail and we would like to encourage people to get out and enjoy it in the company of friends and family. If you have any questions about this series, please see Dale Hyerstay or PRO Keith Kennedy.

## SOCIAL CALENDAR UPDATE

By Sherm White

Now that workday is behind us, and the water is starting to warm up, plans are coming together for the social schedule for the summer. Here is a description of what is up for the first part of the season. All the dates are on the calendar on the website.

**June 1- Opening Cocktail Party-** This is a BYOB event, with members each bringing a plate of hors d'oeuvres. I'm looking for a couple of people who would be willing to host the event, which means mainly decorating the clubhouse that day. Let me know.

**June 12- first Wed night event-** this year, we are doing two Wednesday night events with American Flatbread (the other is Aug. 28). I need someone willing to coordinate the event that night, and volunteers for set up, money collection, and cleanup.

**June 26- 2<sup>nd</sup> Wed night event.** Once again, the Etchells fleet is hosting an event. This year, food will be supplied by Boves (veggie and meat lasagna). Etchells fleet members can get in touch with John Harris to help out.

**July 12- Boat Tour-** This is an hors d'oeuvres and wine event. I need a coordinator and people to help out with set up and cleanup.

**July 17- The Old Fashioned Burger Burn-** Once again the Rieleys and Rosners have agreed to host this annual event, along with their usual gang of helpers. Make sure you come to this one to find out how burger burns are supposed to be done.

**July 21- Family Day-** After the success of restarting this event last year, it is now a fixture on the social calendar. Stay tuned for more details as plans develop.

In addition to these events, plans are afoot for the rest of the season as well. Remember that August 2 & 3 we will be celebrating the 125<sup>th</sup> anniversary of the Ladies Cup. We plan on the cocktail party Fri night, a breakfast on Saturday, and a BBQ after the race. We will need plenty of volunteer help for those events.

I'm also putting out a call for help now for the scheduled burger burn on Aug. 14<sup>th</sup>. I need a coordinator and some volunteers, as well as some feedback on what type of food you would like to see.

Stay tuned to future Binnacles and email blasts for details on the rest of the summer as it progresses. Sherm White, [swhite@pshift.com](mailto:swhite@pshift.com).

## Safety at Sea Seminar As experienced by Tony Lamb

My comments here are based on my own observations supplemented by comments of several other attendees. I thank those members for sharing their experiences with me and for allowing me to pass them along to you. These comments are meant to spark further discussion and thought about safety on Lake Champlain and on our boats and to encourage all of us to make better and more complete preparation for emergencies. I hope folks will share more thoughts, especially flaws and even holes in my preparation.

When I went to the seminar with the nationally known speaker John Rousemaniere, I expected to have an “Oh my god moment” over some obvious safety point I had missed or at least a problem best solved by simply throwing money at it (Certainly my favorite approach-wouldn’t having personalized EPIRBS which show crew member location on your chart plotter be a cool addition to your gear?)

Instead it was back to basics. “Safety is an ethos we bring to sailing. It is an approach to sailing we always have, regardless of conditions.”

The examples were designed to make us understand the problems we encounter. Our emergencies come about as a result of the unexpected or the unusual (at least for us.). The most recent serious accidents in sailing, some of which we have mentioned in previous Binnacles, some of which John raised, demonstrate that. So rather than focusing on how to avoid emergencies, John focused on the problems in emergencies. The Viper incident was one example. There is probably a long list of events and choices that came together to result in those three sailors being in



John Rousemaniere.

the water in heavy seas and separated from their boat. While those things are of interest to Viper sailors in particular, more telling was a description of the problems the crew had once in the water and of those trying to effectuate a rescue.

The difficulty in keeping one’s head above water with a limited buoyancy life jacket. The difficulty in being seen and or heard. The difficulty in moving around fully clothed and getting back on board the boat. The emotional reactions to being alone in the water, separated from the boat. Each of these might have seemed limited to heavy seas, but for Mike Lynch’s observation:

I was knocked overboard in about 8kts of wind and no sea while taking the main down on a 35 ft boat. I had not tightened the main sheet down and the boom just pushed me over when the helmsman turned the

boat. I did not have a PFD on. The line on the life-sling that was thrown to me was all tangled up and I had to swim to the line as the boat was brought near me. The 2 guys on the boat dropped the ladder and pulled me to the stern of the boat. The boat was moving and getting up the ladder was much more difficult than I expected. The lesson is that going over is not necessarily always a heavy air event and it is still not something you want to contend with.

One of the boats that went to the rescue of the Viper crew described deploying his lifesling and how well it worked, although he had to make more than one pass. He described how one of his crew started to pull it back in after the first pass, thinking he had to throw it again. I suddenly had a vision of how this drill would have taken place on my boat. First the person designated to point at the person in the water would be directing the person throwing the life sling. When I pointed out he was not watching the person in the water, he would look at me and tell me he had him constantly in sight. The person monitoring the radio would, if he knew where it was, not really know what to say on it or what channel to use. The person with the GPS would still be trying to figure out the MOB feature when we got back to the dock. I would be trying to explain what to do and how to do it to each of them as I tried to steer the boat around the person in the water. None of which would be overwhelming unless I was the one in the water.

John, made me understand it was back to basics. How do you pull someone into your boat when they go over the side. One

Etchells sailor told me how helpful the suggestion that you “bounce” the person and pull them in on the up swing was. How would we do it on my boat with a high freeboard. Up the ladder, but what if they were too tired or injured? The suggestion of the life sling and a halyard sounds good-do we know how to do it. (On my Pearson 26, we came across a 180 pound fellow who had fallen out of his power boat and been run over by it. He had a series of deep gashes on his arm and shoulder. Two older crew had no trouble lifting him up and on board when they saw the gashes and their adrenalin kicked in. Not sure reliance on adrenalin is an approved method.)

Simple things like a throw rope. How could that be a problem on a sail boat, we have lots of lines? Every time I have needed one I have been amazed at how hard it is to find an appropriate line that is not in use. One person at the seminar told me that he realized that it was time to take the fancy throw rope he had in a storage locker below and put it some place accessible.

Then there are the life jackets. Not all useful ones are Coast Guard approved. I have solved part of the problem by carrying at least eight of the clearly Coast Guard approved life jackets that no one would wear. But as for the rest? When was the last time I laid them out and took inventory of how many I have? Are the inflation cartridges working? Have I taken the whistles that I bought, out of the wrappers and attached one to each life jacket? Have I made a decision about lights for each crew member on the overnights? (In good weather I have had the crew wear parts of glow sticks, what ever the merits of that, they need a real light on them as well.) Do they need more reflecting tape to be visible in the dark? Is there anything else I can do to improve them?

Mention was made of thigh slings on PFD's to keep them from riding up around your throat. I went on a "swimming with the Turtles," excursion in Mexico where we wore inflatable PFD's for about an hour. That was enough for me to see the need. It was like constantly trying to undo a "weggie" and almost as uncomfortable.

So Jack Lines. Rig 'em and use 'em John said. Do I have enough harnesses? I have them for the foredeck, but I have been out when everyone should be tied in. John had little patience with the suggestion that there are times they might be a hazard-suggesting that there are times when seat belts keep you in a burning car, but that the advantages generally outweigh the disadvantages.

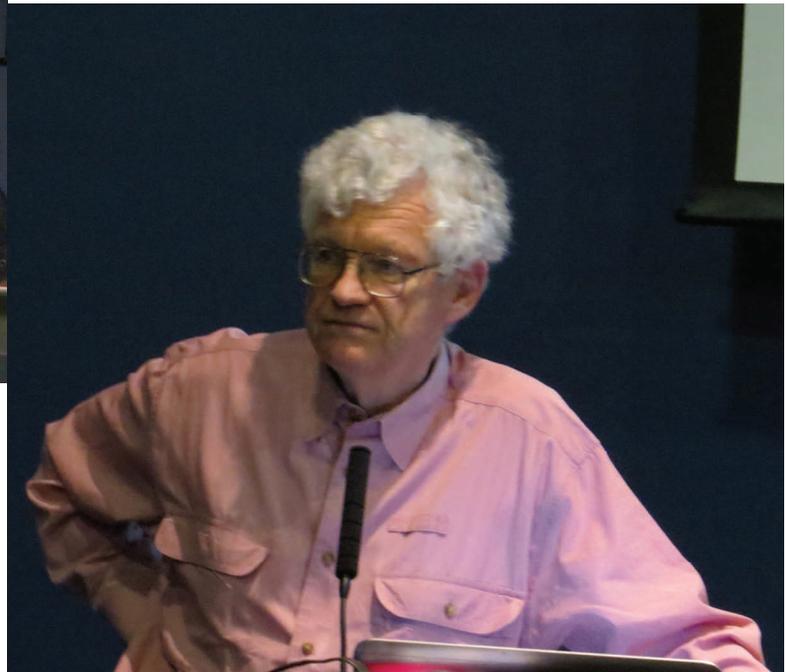


The presence of two Coast Guardsmen provided additional insight. More than one participant commented on the restrictions on their operations and the effect it might have on their response time. If waves are over six feet or it is blowing more than 25 knots they need preapproval from Portland Me to launch. They only monitor channels 16 and 22 a. They will normally move you to 22 a to keep 16 clear. Be prepared to answer their questions about your emergency. Latitude and Longitude are the best location information to give. If using local landmarks be sure

you are not using local nicknames (apparently there is no "beer can island" on the Coast Guard charts of Lake Champlain.) It can take up to 90 minutes for individual EPIRBs to make it from commercial servers to the Coast Guard. Their local number is 802-864-6791. I thought it was helpful to hear from them and appreciate them coming to speak to us.

I am sure that there were many other take aways from the presentation and I hope members will share them so I might publish them in the Binnacle.

Perhaps most important a special vote of thanks is owed the organizers of the program: **Dave Main, Ernie Reuter, Dave Pawlison and Ulie Holzinger**



For now, my to do list:

## This is Tony Lamb's To Do List What would you add?

Inventory my safety equipment.

Priority number 1 Have a conversation about  
Safety with my regular crew.

Use and storage of safety equipment

PFDs

Throw rope

Throw life ring

VHF use

Flairs/smoke

How we handle emergencies with the  
crew and practice responding to other  
people's problems and our own.

Man overboard drill

Use of VHF in emergencies

What to do if I am the man overboard  
or otherwise indisposed. (I wanted to  
make this the highest priority but my  
crew have a big enough problem with  
my ego already.)

Coast Guard response

PFD's.

Do I have enough of the right kind

-folks are more likely to wear  
them if they are comfortable

-but are they safe as well

-do we have thigh straps

Do they have whistles attached?

Do they have enough reflective tape

-what else can I add to make them  
more visible day or night?

What is my plan for lights at night?

Life Sling

Is it properly packed? (should be placed  
in bag, not coiled)

Do we know how to properly deploy and  
use it?

Throw life ring

Is it rigged for quick use?

Throw rope

Is it available for quick use?

VHF

Is my hand held handy?

Does everyone know how to use?

Consider buying one with a built in GPS

Flares

Are they available? (or which crew  
member wants to go look for them in  
the storage locker below while the  
boat is taking on water.)

I have always thought smoke would  
be more visible during a daylight  
emergency-should I have some?

Does anyone know how to use the  
stuff?

Jack Lines and harnesses

Do we have enough?

Do we know how to rig and use (and  
disconnect)?

Man overboard

Do we as a crew have an understand-  
ing of the roles-spotter, life sling  
thrower, driver, (swimmer?)?

Do we have at least two methods to  
bring someone aboard-including with  
injuries?

Have we tried it out?

Lifelines

How they looking?