



# the Binnacle

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

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Binnacle Editor: Tony Lamb

<http://www.lcyc.info>

September 2014



## Regatta Awards Evening - Friday, October 17, 2014

Come celebrate the end of another great LCYC racing season.

Regatta Awards Evening will take place on Friday, October 17, starting at 6 pm at LCYC.

As we did last year, this year's event will feature a cocktail "stand-up" event with delicious "tapas style" heavy hors d'oeuvres by La Villa Bistro. Chairs will be brought out for the awards portion of the evening. Commemorative participation awards will be given to all boats that raced, and of course, the awarding of the perpetual trophies will be one of the highlights of the evening.

PLEASE RSVP: Cost is \$15 per person, and reservations must be received by Wednesday, October 8. Reservations not kept will be billed. To reserve your place, please reply by email to [reservations@lcyc.info](mailto:reservations@lcyc.info)

Please be sure to mention who 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.

## Fall Work Day and Annual Meeting

Saturday Oct 18, 2014

Coffees on at 8 a.m.



The club enjoyed the full range of Vermont weather this September, from the cool, windy weekend we experienced during the Macdonough Race to the summer-like weekend of the Viper Regatta. Overall, most of us would count this past month as an excellent time to be on the Lake. Temperatures were mild and rain was rare. The club was busy with lots of activities, both ashore and on the water.

Chris and Jenny Leopold hosted our first annual Corn Roast the evening prior to the Commodore Macdonough race. Other sailing commitments prevented me from getting to the club in time to enjoy the festivities, but I understand it was delicious! I look forward to enjoying this tradition in future years. Early the following morning, Chris, Jenny, Doug White and Martha Turek led a crew of volunteers that flipped pancakes and sizzled sausage and bacon for the crews of 23 boats that set forth on our Macdonough course.

The breakfast raised \$107 for the junior sailing program, and provided the only hot food that many boat crews enjoyed for the next 24 hours. Winds on the lake built through the day to 25-30 knots, preventing most boats from preparing a hot meal until they were back on their mooring.

Our Wednesday night races forced everyone to get out of work a bit early and scramble down to the club in time to get our racing in before dark. We were treated to Uli and Jean Holzinger's annual Oktoberfest burger burn early in the month. It was well attended and delicious! Racing in September seemed to hold the interest of most of our fleet this year, with little drop off in attendance despite the early start time. The excellent weather that we enjoyed most Wednesday nights did not hurt.

Our sportboat fleet invited the New England Viper 640 fleet to LCYC for a weekend regatta on September 27 and 28. Nine boats made the trip, joining our two local Vipers in

ideal leaf peeping weather. Unfortunately, the wind was not part of the program and the fleet faced light conditions both days. Dale Hyerstay managed the event, and had John Harris and Keith Kennedy running the races. They did an outstanding job and managed to pull off 3 races Saturday and 4 Sunday in very difficult conditions.

Visiting sailors were impressed at the efficient professionalism shown by our race managers along with the hospitality that all of the volunteers and club members offered to them. It was a wonderful weekend, and it was a treat to share our club with 29 gracious and grateful visiting sailors. Thanks to our membership for working around the launching ramp and main dock congestion as the Vipers got in and out of the water.

In addition to racing, cruisers were out and about almost every weekend, and most nights that the wind failed brought out water skiers and wake surfers to get the last few rides of the season.

On land, Joss Besse, John Saar, Bob Gurwicz, and Jeff Bourdeau completed the removal of several overgrown Juniper bushes near the Butler building. These bushes were in the way of moving junior sailing boats around, and continually shed their sticky needles on our boats and sails. Special thanks to John, who used his tractor to remove the stumps, a difficult and time consuming job.

As the season wraps up, remember the following events at the club. On Saturday, October 4 we will hold the Annual Hot Ruddered Bum race. This event typically enjoys strong winds, and tradition dictates that we warm the spirits of competitors with Hot Buttered Rum drinks upon return to the clubhouse. Our racing awards dinner will be held Friday night on October 17, and our fall work day and annual meeting will be held on October 18. I'll see you all there!

Commodore Doug Merrill

## A “winter” in Durban, South Africa! Ahoy LCYC! By Laura Dunphy

This summer/winter, I had the opportunity to head to the wonderful city of Durban, South Africa for an 8 week research fellowship. Durban, named by CNN as one of the ten most underrated cities in the world (<http://www.cnn.com/2014/05/29/travel/underrated-cities/>), is known for its excellent surfing, busy harbor, and tropical climate.

Naturally, on my first day off of work, I headed down to the harbor with my roommate to check out the sailing scene. Not knowing what to expect, we wandered into the office of Point Yacht Club where we met a nice local named Ron. With no questions asked, Ron told us he could get us on a boat the following morning.



### *Point Yacht Club in Durban, South Africa*

Sure enough, the next morning we were introduced to Kevin and Donna who welcomed us aboard their catamaran/home, MaXscene. We headed out of PYC with a fleet of boats to participate in a fundraising race for the National Sea Rescue Institute (NSRI), South Africa’s all-volunteer version of the Coast Guard.



*Hanging out in the harbor*

*Prerace festivities*

Prerace activities included a fleet wide water fight and a very confusing boat parade in which we gave three hips to the commodores. Drifting around Durban harbor, our hosts gave us a choice: try to race MaXscene against all of the hot racing boats in no wind OR sail out of the harbor and have a look at the beachfront. Feeling like going for a cruise, we enthusiastically



*Moses Mabhida stadium built for the 2010 World Cup*

chose the latter.

A sea breeze started to fill in as we left the harbor which allowed us to shoot up and down the Durban beachfront as ease. In my opinion, there is no better view of Durban than from the water. Kevin and Donna told us all about life in South Africa and their transition to living on their boat. In exchange, we did all of the sail work and told them where to visit when they sail to the US and Caribbean. After a few hours of sailing around, we headed back into the harbor.



### *Durban beachfront*

After docking MaXscene, we stuck around to share a few drinks in the cockpit. While we were hanging out, friends of Kevin and Donna arrived on their monohaul/home from a place up the coast called Richards Bay. We helped them dock, and like any cruiser, they warmly invited us to check out their vessel. Naturally, the hangout moved to their cockpit. On the trip down to Durban, the couple had caught a HUGE tuna. So in the perfect end to a great day, we dined on fresh sushi in good company at sunset. MaXscene has since sailed to Cape Town where they will make repairs before crossing the Atlantic.

I was able to sail with locals a couple more times while in Durban, and I was even able to help out with a Jr. sailing lesson. I have nothing but good things to say about the sailing community in Durban. PYC in particular is incredibly welcoming to visitors. A burgee from Point Yacht Club is now hanging up in the LCYC clubhouse, and our burgee is at PYC. If you are ever in Durban, introduce yourself and go for a sail!

## 2015 LCYC Nominee Bios

### Bob Schumacher – Board of Governors – 1 year term

If you don't know Bob you should. Aside from being one of the longer tenure members of LCYC (since 1973), Bob has served on the BOG multiple times, done a million other things for the club and knows more about boats, and more importantly how to fix boats, than just about anyone I know. Among his more esoteric but notable achievements, Bob was the holder of the world land sailing speed record for 10 years (1999-2009). Bob is an avid DN iceboat sailor and land sailor, traipsing all over creation each winter looking for good ice and sailing in the most recent NALSA World Championships in Nevada this past summer. On softer waters, Bob is co-owner, with Don Brush, of the Etchells "Senior Moment".

When not roaming the western US in their RV, hiking, attending land sailing events and visiting their daughter in Oregon, Bob and his wife Barb reside in Hinesburg where he has the most awesome workshop/garage/barn imaginable, in which he can usually be found working on boats of his own or those belonging to friends or the Lake Champlain Community Sailing Center.

(Bio provided by John Harris as Bob and Barb were roaming the West when we went to press.)

### Jean Sievert – Board of Governors and Treasurer – 3 year terms

Jean grew up sailing with her parents on Lake George and Lake Champlain and has also enjoyed a number of bare-boat charters in the BVI and the Stockholm Archipelago with her extended family over the years. She and her husband, Gunnar, acquired the first sailboat of their own, a Rhodes 19, in 2011 at which point they joined LCYC. Increasingly curious about the sailing adventures that lay beyond Shelburne Bay, they traded in the Rhodes for a yet-to-be renamed Tartan 3400 this past July. A hearty thank you goes out to all the club members who have offered encouragement and advice to the new boat owners!

Jean has thirty years of experience in financial analysis and investment management, including long stints at Putnam Investments, Lehman Brothers and Goldman Sachs. She is a Chartered Financial Analyst and has a B.A. in Economics from Middlebury College and an M.B.A. in Finance from New York University. She is currently the Director of Research at Rock Point Advisors in Burlington. She and her husband reside in Shelburne.

### Scott Bowen – Board of Governors – 3 year term

Scott lives in Charlotte, Vermont with his wife Kendra, and three children, Jaeger (9), Hunter (8), and Grace (5). He is an Oral and Maxillofacial Surgeon, with his practice Maple View Oral and Maxillofacial Surgery, located in Middlebury.

He grew up in Shelburne, Vermont and has fond memories of sailing from LCYC since 1971, when his father, Charles "Chuck" Bowen used him for ballast while racing his Tanzer 22. Scott enjoyed the junior sailing and racing programs at LCYC during his youth, even taking LCYC swimming classes. He served as an LCYC Steward for a summer during his high school years

(the Nautilus was fairly new then), and worked from age 16 through 23 at Sailworks, a sailing specialty store that existed on the Burlington waterfront. He taught windsurfing for Sailworks, both at Burlington's North Beach, and at Sandbar State Park in Milton, Vermont.

He has crewed regularly on his father's boat Pass Auf!!, and has managed to keep his family's Pearson 26, Jolly Holiday, afloat in recent years.

Marc Gamble – Board of Governors – 3 year term

I grew up in Baltimore (Go Os!!) and did my sailing on the Chesapeake Bay in Lasers and my father's Ensign. I also spent my summers sailing a few miles from Bar Harbor on Frenchman Bay. Here, I sailed my grandmother's 1926 Herreshoff S boat. For many summers my family would charter boats to cruise the islands and harbors of Penobscot and Blue Hill bays. Some of my fondest sailing memories are pre- Garmin navigating in the fog without radar or Loran. It was dead reckoning with a taffrail log for distance.

I attended Colorado College where I did not sail at all, but continued to enjoy sailing during the summer. In 2003, I purchased my Alerion 28 sailboat, Sagitta, while living in Chicago. There I was a member of the Chicago Yacht Club and moored my boat in Grant Harbor downtown. We moved to Vermont in 2005 and joined LCYC in 2007. Since then I have been an active Wednesday night racer, first in Sagitta and, more recently, crewing on other boats in the fleet.

When not sailing, I am a corporate instructional designer specializing in online education. Recently, I have been developing K-12 educational apps for the iPad. I live in Shelburne with my wife Becky and our three sons Nathan (16), Josh (14) and, just off to college, Noah (18).

Gerry Davis – Board of Governors – 3 year term

I got converted to sailing at age 18 when visiting Norway when my Uncle Harald took me cruising on the Oslofjord aboard his vintage 1900 Colin Archer 35' coast rescue cutter. Little time was had on the water for the next 10 years, but after moving to Vermont in 1970 opportunities to sail on Lake Champlain became more frequent. The Davis family bought a San Juan 21 (*Tomten*) in 1976, then a Mirage 24 (*Tango*), and a J-29 (*Lightshow*), all sailed out of the Malletts Bay Boat Club. In 2004 we joined the Marcy family in our 32.5 foot C&C 99 (*Altair*), and in 2011 we moved from Malletts Bay to LCYC. We enjoy weekly club races, the longer weekend race events, sunset supper sails with friends, and the occasional overnigher.

My wife Karin and I live in an 1856 brick house in Williston. Our son Tim, daughter-in-law Martha, and children Sophie and Luke live in North Ferrisburgh. I have just retired after 40 years at UVM and Fletcher Allen Health Care working as a Pulmonary and Critical Care physician with special interests in pulmonary fibrosis, lung cancer, and occupational lung diseases. When not sailing, I enjoy photography, fly fishing, skiing, SCUBA diving, classical music, and family events.

Robert Finn - Auditor – 1 year term

Bob lives in Shelburne with his wife Kathleen. Children: Rob (27) and Molly (23), both work in Boston; and Annie (21) is a senior at Denison in Ohio. He joined LCYC in 2007 with their Eastern 19, and 2 years ago commissioned a 30 year old J-27, Kinsale, to formalize his return to active sailing and racing.

He began sailing at Plymouth YC in Massachusetts on a Beetle Cat and Bullseye, spent 2 summers on the waters of Penobscot Bay with Outward Bound, and later on his father's Newport 29 on LI Sound and Buzzards Bay. Starting in the late '70s he crewed on IOR boats in 5 Bermuda Races, Marblehead Halifax (2), SORC/St Pete-Ft Lauderdale, many Block Island and Vineyard Races, NYYC Cruises and one long cruise to Newfoundland. Before moving to Shelburne in 1995 he lived in New York where he was a member of NY and Sewanhaka YCs.

While starting a career in the paper and printing businesses in NYC, Bob earned his MBA at night at New York University (1980). Now, member of a global paper distribution firm based in New York, Bob represents paper manufacturers in NA and Europe, marketing their products to clients in the US and Canada. Having had the good fortune to sail the east coast of North America, and the western Mediterranean, motor canals of France, and work his way to and from Australia on a merchant ship, he is delighted to say that nothing beats our sweet and spectacular home waters of Lake Champlain.

#### Randy Rowland – Auditor – 3 year term

Randy grew up in a sailing family in New Jersey. He was a member of the Malletts Bay Boat Club from 1978 until 1993, where he served on the Afterguard and as Treasurer. Upon moving from Colchester to Shelburne in 1993, he and his wife Ginny became members of LCYC. Randy has owned and raced Lasers, Lightnings, J-24s, and a J-27. Upon moving to LCYC, Randy bought a powerboat and now races only occasionally on other people's boats.

Randy and Ginny have three children: Scott, Mark and Anna. Anna races for the CVU Sailing Club and Scott raced for the Middlebury College club. Cycling and skiing are also favorite sports for the family.

Randy graduated from Middlebury College, and has an MBA from UVM. He started his professional career as a CPA, moved to management roles and became a small business owner. He has served on the boards of several for-profit and not-for-profit corporations. He now consults on organizational communication, and works with organizations in transition, sometimes as an interim CEO or Executive Director. Randy is a member of the Professional Responsibility Board of the VT Judiciary, and auditor for the Charlotte Congregational Church.



## **Etchells Fleet News – the season is a wrap**

**By John Harris – Fleet 25 Captain**

Saturday September 6 was the last of our E Series race days with 7 boats on the line. We got in two 4 leg WL races with really tight, tactical racing, which has become the hallmark of our fleet, before the forecasted cold front hit with gusto resulting in the abandonment of our 3<sup>rd</sup> race.

This season we scheduled 8 E series days (6 Monday nights and 2 weekend days) and got in racing on 6 of the 8 dates, achieving our pre-season goal of getting in at least 5 E Series events.

As we headed into the final Wednesday nights of the LCYC sailing season, it came down to a 2 boat battle between Senior Moment (Don Brush/Bob Schumacher) and Pied Piper (Dave Powlison/John Harris) for the Kelemen Cup (Etchells Season Championship). Going into the final Wednesday night race Pied Piper held a mere 1.8 pt lead. In a hard fought battle Pied Piper nosed out Senior Moment for a 1, 2 finish in the final race to take the Cup. For those not familiar with the Kelemen Cup, the scoring includes all the Wednesday night races plus our E Series races (a total of between 35 to 40 races) to determine an overall Fleet season champion. A third boat particularly worthy of mention is USA466 (Steve Booth/Joss Besse), who finished a close third after falling slightly off the pace in the last month, but with a really strong E8 day pulling them back closer to the top.

Beyond the battle at the top, it has been a year of very close competition from top to bottom, arguably the toughest racing in the history of our fleet. Whether you look at finishing places (8 of 9 boats in the fleet won at least 1 race and all 9 boats finished 2<sup>nd</sup> or better at least twice) or the finishes in a given race (multiple races with most of the fleet finishing within a minute including one race within about 30 seconds) the competition has been really tough. The close racing puts a premium on all aspects of racing, whether it be boat speed, boat handling, starts, tactics or knowledge of the rules, making for some super exciting sailing.

From a fleet vitality perspective we are doing quite well with Indecision (John O'Rourke/Jill Gagne) completing its first full season, coming up the learning curve and becoming quite competitive as the season has progressed (notching their first win in D2) and USA478 with new LCYC member Kevin Hawko adding another very competitive boat to the mix. It has also been great to see Dark & Stormy (Don Holly) out sailing on a much more consistent basis this season! The latest news is that Scott Willard, a long time Lake Champlain and LIS racer with experience in J24, J-105 and Etchells, among other boats, has just purchased USA1098 and will be bringing her to LCYC and Fleet 25 for next season. This will get us up to 10 boats on the line, even if Ernie Pomerleau insists on leaving his boat in FL all summer again.

A couple more boats would get us to an even dozen boats, a neat milestone and, as Ted Castle put it, would take us from being a really good fleet to a great fleet. If you are interested in arguably the best one design sailing on Lake Champlain talk to anyone in the fleet. Really nice boats can be had for <\$15K.

Just think, YOU could be the next member of Etchells Fleet 25 !!!

## From the Weather Mark Wet and Wild Macdonough

Early in the week prior to this year's Macdonough, the light-wind forecast had the race committee solidifying plans about the logistics of shortening course. But by Saturday morning, the forecast had done an about-face, and by afternoon, the fleet was encountering south winds sustained at 27-30 knots with gusts as high as 35 knots, accompanied by big rollers created by the long southerly fetch. Although the forecast called for moderate to strong winds, we encountered conditions few local boats sail in let alone race in. By Saturday evening, 15 of the 21 - boat fleet had retired from the race.

As one would expect in a big-breeze race, this was a big-boat race, with *Dunder* finishing first, just 30 minutes shy of breaking the existing course record. *Dunder* was followed across the line by *Odin*, *Buffalo Theory*, *Avena*, and *Rosina*, with *Red Head* the sole JAM finisher.

I was fortunate enough to be with Walt Marti and Gene Cloutier on *Avena*, and along with Steve Booth, Michelle Jordan, Matt Fisher and Bob Fardelman, we saw a surprisingly large range of conditions. We had a spinnaker run north where we occasionally touched 12 knots and then a rough beat south, occasionally encountering waves so large that they put the bow underwater. Like the three boats in front of us, we stuck to the shores whenever possible for wave relief, sailing the Vermont shore up out of the narrow part of the lake and then crossing over and sailing deep into the New York shore for the rest of the leg.

As often is the case, the wind started to ease off as we entered the narrows, decreasing to the point where we found ourselves almost drifting around Diamond Island. With the chute up and sailing broad angles to keep the boat going in the light air, the wind suddenly starting clocking to the north, and eventually left us on a long port tack, slightly cracked off, to Shelburne Point. Even then, we were hit by puffs and lulls, and although we averaged around 7 knots, there were times when the knot meter got into the very low single-digits. Just as we rounded the point and hoisted the chute, the north wind suddenly came in strong, almost like someone had flipped a switch, and we had a white-knuckles run into the bay, setting a boat record of 13 knots. Walt recalled, "As soon as I thought we were going as fast as we could go, we'd get hit by an even stronger puff and went even faster." One of the biggest questions was whether we could get the chute down after crossing the finish line before we hit shore. We did.

This year's race reinforced a few lessons that we all continue to learn over and over. First, in a race like this, at this time of the year, anything is possible. Make sure your boat and crew are ready for it. Second, when you feel you, your boat or your crew are beyond the limits, don't hesitate to throw in the towel and retire. Safety should always be our number one concern. No race is worth sacrificing that. A number of boats did this, and as a result, we probably dodged a number of bullets.

Certainly, this year's Macdonough will go down in our collective memories in a number of different ways. But not matter what you experienced, what's important is that we learn from it so that we can be ready for whatever this race throws at us next year.

--Dave Powlison  
Regatta Chair

## **Scuttlebutt** \* (another word for Editor's Notes)

### **A reflection on going back to what we love and how we heal:**

It is interesting that this follows July's announcement of the Healing Winds boat on Lake Champlain and how healing being on the water and sailing can be.

My daughter Christina has been sailing at this club every summer since 1978. Sailing is the one place she describes as feeling peaceful and free. It was the only place she did not have morning sickness when pregnant with her son. She once did the Lake Champlain Race after Chuck Bowen removed her wisdom teeth the day before. Sailing brings her peace. In 2010 she was diagnosed with Multiple Sclerosis and had to stop doing weekend races.

This past spring an organization called Oceans of Hope – Sailing Sclerosis purchased a Challenge 67 that was built for the BT Global Challenge race, and Christina was accepted to be part of the crew that will help sail the boat around the world. She is not doing the whole trip but is doing the eastern sea board leg New York to Fort Lauderdale during the month of November..

Christina asked me to write this and wrote me a rough draft, because of her memories of sailing the MS Regattas the Griswolds held off of Burlington Breakwater.

You can follow her trip here at <http://www.sailing-sclerosis.com>

### **Macdonough**

As has been mentioned elsewhere the Macdonough was one to remember. As I told my young crew, "twenty knots is exciting, twenty five is a challenge, thirty is time to quit." And then we had a gust of 35.

As many of us shut down our sailing for the winter remember to follow those who will spend the winter on the boat. One of the best is the Rosner's at

<http://users.burlingtontelecom.net/~lgrosner@burlingtontelecom.net/>

Dick Lednický has told me that Andrea will be blogging at:  
<http://imaginevt.wordpress.com/>

So far it looks good.

I will miss work day. I will be walking the last 200 Kilometers of the Camino de Santiago in Spain. I too have a blog at [tobeapilgrimvt.blogspot.com](http://tobeapilgrimvt.blogspot.com)

Don't forget the vt.

Peace, Tony Lamb, Editor