



# the Binnacle

Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Fritz Horton Vice Commodore: Steve Walkerman

August-September, 2003

Binnacle Editor: Muddy Bilges

<http://www.lcyc-vt.org/>



## Gonzalez Claims 2003 Ladies Cup

Friday evening before the Ladies Cup, over 120 members and their guests enjoyed a wonderful supper serenaded by live jazz by the Queen City Quartet of Shelburne.



On Saturday, thirty boats, including three sailed by non-members, gathered on the starting line for the 49th consecutive running of the Ladies Cup. New LCYC member Luis Gonzalez and his crew aboard his J-120 "K-2" coasted to victory.

## Third Annual Pig Roast on Sept 13

The third annual Pig Roast and Potluck Dinner will be held:

**Date:** Saturday September 13, 2003

**Time:** 5 p.m.

**Cost:** \$3.00 (note, this event is Members Only)

**AND**

**A dish** to share with others.

**Menu** for dishes to share:

Last Names beginning with **A-E** - **Main dish/salad**

Last Names beginning with **F-Q** - **Hors D'oeuvres**

Last Names beginning with **R-Z** - **Dessert**

**LCYC will provide pig, beer, soda and some wine.**

Join us!

Please direct your questions to Steve Adams or Linda Livingstone.



Breezes were generally light, forcing a slight delay at the start. "Peregrine" had established what appeared to be a convincing lead by the end of the first (and only) beat from Proctor to Quaker Smith. However, that evaporated quickly as she was passed first by "K-2"

and then by Kimura's Melges-24 (above left) and Rod Carr's J-90—all light-displacement boats benefiting from being on their optimum point of sail under genniker. The gap increased while that point of sail was maintained after the gybe from Shelburne Point to the finish line opposite the club.

While John Kimura's *Evoked Potential* was the actual winner, the Cup is awarded to the first LCYC member finishing on corrected time. Chris Morgan's *Gingerbread Man* was third overall.



The breeze dropped for a time and then filled in again, and the spread from first to last boats across the finish line was approximately two hours. The RC did a great job in both delaying the start to set a square line and in patiently taking the times and simultaneously relaying them to Bette Reuter at her computer in the clubhouse to allow the awards to be made on schedule.

The Regatta Committee is considering a big 50th anniversary celebration for the Ladies Cup next year. Stay tuned!

<u>Article</u>	<u>Page</u>
Ladies Cup 2003	1
Pig Roast Announcement	1
Commodore's Corner	2
Junior Program a Success	2
"Zephyrs"	3
Junior Sailing Photos	3
Fred Parker	4
Long Range Plan Update	4
2003—2004 LRP	5
Photo of LCYC Board & Officers	6



## Commodore's Corner

by Fritz Horton

This has been a difficult issue of the "Binnacle" to prepare. Losing a fellow club member is always difficult for us to accept, especially in the case of someone with Fred's dedication to our club and sailing, his love of life and sense of humor. His passing followed by only a week the loss of our neighbor, Michael Errecart, in the first week of August. I was able to join Steve Unsworth, Mike Clapp and a few other LCYC members at Fred's memorial celebration, and it was truly that as we raised our glasses to memorable recollections for everyone by Jim Jeffords, Billy Dunn and Hawkeye Parker. Joyce Errecart extends her thanks to all who showed kindness and consideration to her family and guests following Mike's funeral.

**Travels:** Earlier this summer, I visited the Royal Canadian Yacht Club in Toronto, where Andy is once again tactician for RCYC's defense of the Canada Cup this September. Former Commodore David gave me a copy of the two volume history of their club, the largest in Canada. I will be sharing that with our new historian, Berne Collins, later this year to develop a few ideas for the record of our club. While in Germany, too, the Commodore of the Kiel YC, Otto Schlenzka (left in photo above) exchanged burgees with me and gave us a copy of that club's illustrious history, which, of course, is in German. It could use a translation. Anyone interested in doing that? Herr Schlenzka gently reminded me that, while I am Commodore for a two-year period, that position at KYC is for *life*...



**Safety:** A couple of safety issues have come to the attention of the Board of Governors. All members with young children should be aware of the club rule requiring those children to be closely supervised while on club property and in lifejackets when on the piers. In addition, the speed limit in the mooring area is "no wake" or 5 mph for everyone's safety. We have had at least one sighting of a member's powered tender dashing among the moored boats at top speed since the last issue of the "Binnacle", and that must not happen again.

**Racing:** The winds were either "on" or "off" in August. You had to be there on the last Wednesday night to fully appreciate the spectacular death-roll, pole-in-the-water broach to windward under spinnaker by *Tumbleweed* near the leeward mark in heavy air. We on *Peregrine* had a ringside seat to leeward and had to work to stay out of the way of the fray. No harm done, fortunately. If anyone has a photo of that evening's sailing, please forward it to our webmaster, Ernie Reuter.

For those racing in the Fall Wednesday Night series, the start times are 45 minutes earlier than in the July-August series.

## Junior Instruction Big Success

By Beth Robitaille, Instructional Programs Chair

It is hard to believe that the summer is now over and all of our junior sailors are returning to school. Our head instructors are also embarking on new academic endeavors: Kate Brush is heading to Hobart & William Smith in New York and Luke Wight is off to Stonehill in Massachusetts.

Our summer was action-packed and fun. Luke headed up our new Opti program, and his enthusiasm was contagious. It wasn't long before all the youngsters (they were only 8 to 10 yrs. old) were totally captivated being with Luke and learning to sail. By the second day he had most of the kids out in boats and feeling quite at ease "single-handing" the Optis. By the end of 2 weeks they were confident of their new skills, and most were already anxious to return next year.

Kate was our head FJ instructor and served as the racing coach for our advance sailors. She organized the regattas and traveled with our kids. She also brought them to important racing seminars to learn the complexities of racing. Under her tutelage, our LCYC racers placed in every regatta. Congratulations to all our racers!

Luke however was not to be outdone. To all his charges, he was the "Opti King" and he clearly intended to take them to the Opti races as well. So he introduced the Opti's to a few of our advanced sailors, and BINGO, they were competing in both the FJs and the Optis.

This year could not have gone as smoothly as it did without the dedicated help of our assistant instructors: James Unsworth, Peter Kling and Brad Harris. Thank you guys for all your hard work and dedication! You were the backbone of our program, always being in the right place at the right time for our instructors and our young sailors.

Both Kate and Luke have some very exciting ideas to create even more enthusiasm to our program next year. We hope to have bi-weekly inter-club regattas with Malletts Bay and we hope to find a display area in our clubhouse to show to all the accomplishments of our junior sailors. Look for future fundraising endeavors to help expand our program and our fleet.

Thanks to all for either participating in the LCYC Junior Sailing Program this summer or for your enthusiastic support for it. We had a very successful and busy season. So successful, as a matter of fact, that many parents have already contacted me to enroll their child for next year. Needless to say, I am not quite ready to start enrolling for next year, but watch the LCYC web site in early 2004 for the new schedule.



## Zephyrs

By Mike Barker *WINGDAM 432*

In 1966 Olin Stevens looked out his window from his office in Newport, taking a break from concentrating on the design for a radical new "12" to defend the America's Cup in 1967 and a production glass fiber 34 footer for Tartan Marine. He saw the Newport Harbor crowded with wood sailing boats from designers like Henry Hinckley, Nathanael Herreshoff, John Alden, and Philip Rhodes. The boats tugged gently at their moorings in a steady ten knot sea breeze. Out beyond the harbor he saw white capped ocean swells dotted with sails. The steady breeze drove graceful yachts with "bones in their teeth." He imagined his latest lines for a divided keel America's Cup defender slicing through the sea on the way to victory. He saw his production cruiser for Tartan, inspired by traditional wooden boat proportions, likewise sailing on the boisterous ocean waves. Thirty seven years later, on Wednesday, August 20<sup>th</sup>, my crew and I showed up at LCYC for the Wednesday night series race and looked out at Shelburne Bay. We saw a few zephyrs separated by huge swaths of dead calm glassy water. Our problem was how to sail that 13,000 pound cruiser Olin Stevens designed for Tartan all those years ago on a windless evening on Lake Champlain.



*(Zephyrs continued)*

and it was time to eat and party. Like a covey of mother hens, boats with motors took powerless Etchells into tow and headed home. A few sailed, picking up an elusive shore breeze. Amazingly, *Wingdam* the 432<sup>nd</sup> Olin Stevens Tartan 34 launched in 1977, found enough air to sail back to her mooring, thereby avoiding the launch crunch and saving forty cents worth of gas. No one ever said sailors were big spenders on combustible hydrocarbons when a little air would do.

Speaking of air, back at the clubhouse a rousing burger burn was in progress with attendant "big" talk of races and racing. The beer was cold, the burgers and sausages hot, and the camaraderie exquisite. As usual, many captains, who were otherwise exemplary citizens, were demonstrating their subtle skills at stealing crew. I overheard one captain, an officer of our club no less, offer shrimp cocktail and chardonnay for every race to a sunburned innocent by the keg, favorably contrasting his fare to *Wingdam's* COSTCO trail mix.

Back to the beginning and Olin Stevens; he's still sailing at 96 in fair winds. That boat he had on the board the same time as he was working on the Tartan 34 was finally named *Intrepid*, the last wooden "12" and the only boat ever to defend and win the America's Cup twice!

## Junior Sailing Photos



*FJ's in close duel under spinnaker at the inter-club regatta at LCYC.*

*LCYC Instructors Luke Wight and Kate Brush take a few minutes to talk at Boat Tour*



*Optimist Prams ("Optis") at the inter-club regatta at LCYC.*

*Bob Goodwin served as the Race Committee for the interclub regatta. He just can't get enough of those kids!*



First we had to get into the water to clean the bottom. The water temperature was 78 degrees, about the same as one would find off the beach at Waikiki or at the Baths in the British Virgin Islands. The big difference is that Lake Champlain is gloriously clean fresh water. I can remember being encrusted with salt in unpleasant places, both geographical and anatomical. Eventually all seventy sailors out that hot afternoon attended to their bottoms, some as an excuse to cool off and relieve stress of a workday, and others to slick up their VC 17 coated hulls. Just being on and in the water on a hot August Vermont afternoon would have been reward enough for most mortals. However, our dedicated Race Committee had the fleet follow them like baby ducklings from the "S" mark to the "E" mark in a futile search for the elusive wind. At each stop hot bodies tumbled into the cool water. Laughter floated over the bay. It struck me that life was not all bad, even without wind.

When I traveled a great deal in my work a friend sitting next to me on a 747 once said as a joke that the scariest sentence in the English language was: "We'll be in the air momentarily." Now that I am sailing more and flying less this is no longer funny. It is akin to a feeble lament of a frustrated Race Committee.

First we smelled pungent barbeque lighter fluid burning, obviously drifting across the bay from the club house as we bobbed at "E" mark. Soon unmistakable blue smoke puffed out from under the green awnings alerting the fleet that either the burger burn had commenced without them or the club house was on fire. Shortly, the Race Committee fired three guns signaling the fleet that the race was abandoned, their beer was getting low,

## Fred Parker

By Bill Dunn

As LCYC's neighbor and a friend to many of its members, I am responding to your request for a few words about Fred Parker for this issue of the *Binnacle*. It is incredibly sad to think about Fred's recent death. We have spent a lot of time together since the sixties, much of it sailing on Lake Champlain, Block Island Sound, in the North Atlantic, the Caribbean, the Bahamas and even down under when we sailed off Fremantle, Australia, watching Connors and crew bring the Cup back to the States.



Fred was a great friend and a great person. I could not have asked for a better shipmate. The first boat we ever sailed on together was a 28' E-scow we sailed out of Mallets Bay in Colchester and Converse Bay in Charlotte. Once we even trailered it to Watch Hill, RI, for a race on Fisher's Island Sound. Late for the start, we marched through the fleet and were out in front by the time we rounded the second mark. Unfortunately, while hiking out with only his feet on deck, Fred's jib sheet parted, and he was launched like a rocket. He must have gone up in the air a good 6' before dropping into the salty water! Though my other crew and I sailed on for a few seconds debating whether to abandon him or come about, the water was cold, so we returned to pick him up. We were amazed how quickly that big hulk of a guy managed to get back on board!

On the way to Bermuda one fall on a SS yawl I owned at the time, a northeaster caught up to us when we were just coming out of the Gulf Stream. We were hove to for over 13 hours while it hung around and beat us up. We were finally able to drop the storm trysail to set a working sail, and Fred managed to get a fix. It was remarkable how much drift we had made on our course to Bermuda. Fred's only words to me were "Willy, you'll be pleased to know you will not have to shorten the rum ration".

Fred spent a couple of weeks every winter for many years sailing with me on a Bowman yawl I keep in the Eastern Caribbean. What wonderful times we had making overnight passages and day sails from the Virgin Islands to Grenada. He loved the boisterous sailing between the islands and visiting the ports of call where we would always meet interesting people while exploring the nearby island when at anchor. He especially liked sitting under an almond tree in Admiralty Bay, Bequia, where he was content to "watch the world go by in Paradise". I'm sure if there's another Paradise out there he's in it.

On Saturday, August 23, 2003, his son Hawkeye, his wife Barbie and I, along with a couple of friends, took Fred's ashes out on to Shelburne Bay and in the lee of Allen Hill deposited them into its waters. There wasn't a dry eye on board. He will be missed by many but not forgotten. The next time you find yourself sailing off Allen Hill please say hi to him for us.

## Long Range Planning to Be Updated

By Fritz Horton, Commodore

Last year, the Board of Governors developed LCYC's first "Long Range Plan" (LRP) for the purposes of defining, budgeting and prioritizing the various projects the Club executes each year. This was not done from a stroke of genius on anyone's part. The BOG simply decided last Fall to preplan its spending after several years of defining projects and their priorities by "which wheel squeaked the loudest" at any particular moment.

We have several projects that have not been completed this year that will be reconsidered again for the revised LRP for 2004 within the next few months. Projects to be reconsidered are several years old, such as a replacement for the "Butler" building, a dedicated RC boat and ramped access to the docks.

At least one item—website development—was not a part of the 2003 budget but was included after completion of the LRP, and this item is likely to be budgeted as an annual expense in the future. The BOG also has mandates from earlier BOG resolutions to contribute annually to sinking funds for a dedicated RC boat and new boats to replace the old FJ's as they finally become unusable. To date, those funds have not been fully funded in favor of other fiscal "fires" that had to be put out in years past.

Several new projects recently suggested are an acoustic fabric mural for the Clubroom wall depicting the Burlington waterfront scene engraved on the Ladies Cup, waterless urinals and one or more pedestal-mounted gas grill units. These, other new projects suggested by the membership and the ones that are still undone will all go into the "pot" for a reconsideration of the LRP for 2004, beginning in October.

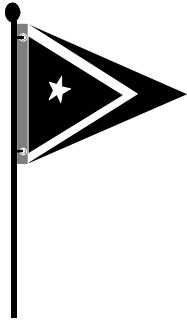
Therefore, in preparation for preparing and finalizing the 2004 budget, the BOG now asks all interested LCYC members to put in their suggestions for the 2004 LRP.

**Please review the 2003 LRP on page 5. If you disagree with the prioritization of any item AND/OR if you wish to make a suggestion for a new item, please do so in the spaces provided and send it to the Commodore or BOG member(s) in charge of the project(s) you propose.** To help us prioritize these projects, please take the time to say why the project is rated as you propose. If you have a new project in mind, please describe it in as much detail as you can, whom it benefits and why, and prioritize it as well.

Members are urged to keep in mind the likelihood of others doing the same for their favorite unmet needs as well as the goal we all have of doing "first things first". Above all, too, members must recognize the LRP as a "tool" for the Board to use in planning its expenditures. In the end, it should reflect the BOG's weighing of several factors beyond the expressed preferences of the membership. A few of those factors are the need for contingency funds, limitations imposed by state and local permits, code requirements, liability considerations, project timing and costs, etc..

So now is the time for you to speak up! Deadline for responses is October 1, 2003.





**the Binnacle**  
 Lake Champlain Yacht Club, Inc.  
 P.O. Box 411  
 Shelburne, VT 05482

*fold here*

## LCYC Classifieds

### **Wanted for Junior Program & Clubhouse:**

Old sailing tapes and DVD's!

Contact Barb Robitaille, Instructional Programs Chair.

**Wanted:** Two to Four White vinyl-covered square Type IV  
 Throwable Boat Cushions, Good Condition

Contact Shell Rieley 658-5106



Boat Tour 2003

## 2003 Board of Governors

Commodore..... Fritz Horton  
 Vice Commodore & Treasurer .....Steve Walkerman  
 Rear Commodore.....Steve Landau  
 Secretary, Membership & Log..... Beth Thorpe  
 Grounds .....Charlie Van Winkle  
 Boats ..... Bill Aldrich  
 Communications ..... Dave Kelton  
 Docks .....John Harris  
 Harbormaster .....Steve Landau  
 House .....Bob Platt  
 Regatta .....Tris Coffin  
 Sailing Programs .....Beth Robitaille  
 Social Committee .....Steve Adams  
 Stewards & Personnel .....Linda Livingstone  
 Communications, Cruising /Rendezvous .....Dave Kelton

## Appointed Officers

Fleet Chaplain .....Chuck Bowen  
 One-Design Coordinator .....Rick Stevens  
 Club Historian .....Berne Collins  
 Fleet Surgeons .....Drs. Larry & Roberta Coffin  
 Club Liaison .....Bruce Hill  
 Auditors .. O'Brien, Doremus & Phillips  
 PHRF Handicappers .....Barbara Francis, Gene Cloutier

## Stewards

Managing Steward: .....Ryan Heaslip  
 Stewards: Chris Leopold, David Loepold, Alec Antell,  
 Kate Rabideau, Patrick Haley, Andy Dunn