



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Walt Marti

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The Crew of Foxy Lady Celebrate Winning The 2021 Ladies Cup.

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Commodore's Corner



By Walt N. Marti, Commodore
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A Tale of Two Summers: a wet/chilly one that has been good for gardens, the groundwater table, and the lake level; and a dry, hot one that I hope has enabled you to enjoy some great boating.

By the time you read this, the Junior Sailing program will have wrapped up a very successful eight-week season, and the 2021 Ladies Cup will be in the history books—it's hard to believe we are already well into August.

We've had several very successful social events thanks to the hardworking and dedicated Social Committee. A special thank you to Ann Clark for stepping in to provide mentoring after our "no-event 2020." And a special thanks to the Reilley's and Rosner's for hosting what we believe to be the 32nd Ye Olde Fashioned Burger Burn. The traditions and the wonderful members who work so hard to keep them alive make LCYC the exceptional place it is.

We have successfully concluded our five-year mooring replacement program. A BIG thank-you goes out to Bob Finn, who served two terms (six years) in order to see this project through. All the hardware in our mooring field is now only four years old or newer. The next step is to evaluate what was installed in year one of the program and establish guidelines for moving forward. Stay tuned.

Also, read on in this issue of The Binnacle to learn about a necessary upgrade made to our dock pedestals allowing 110v appliances to be safely used, the story behind what we believe to be our first fourth-generation member, and a preview of the remaining social events for 2021.

With well over two months left in our boating season, there are still lots of cruising, racing, and social events to enjoy at LCYC. I look forward to seeing you around the club!

Remaining Club Social Events

Wednesday, August 25 - Burger Burn

Friday, September 3 - Cruiser Potluck

Wednesday, September 8 - Oktoberfest

Saturday, September 11 - Macdonough Breakfast (everyone welcome)

Friday, September 17 - Cruiser Potluck

Saturday September 25 - Hot Ruddered Bum After Party (everyone welcome)

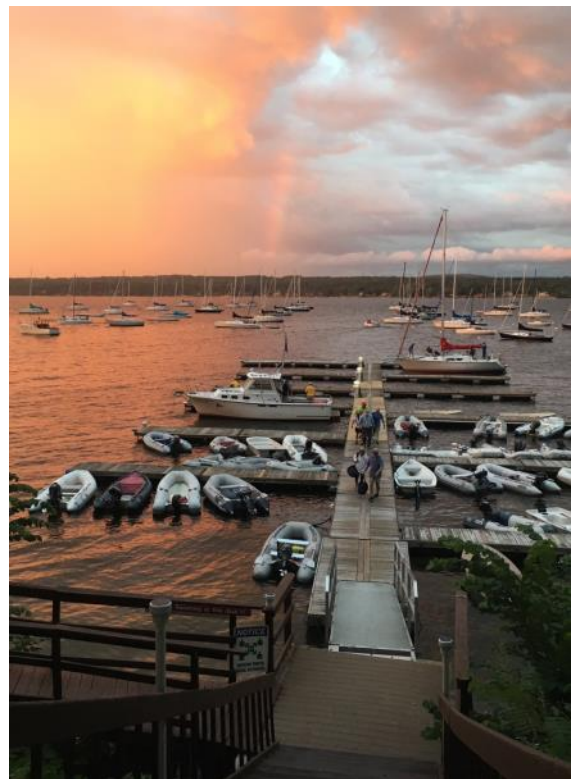
Friday, October 8 - Awards Night/Open Hearth Pizza

Saturday, October 16 - Annual Meeting



Foxy Lady during the 2021 Ladies Cup.
Photo by John Dupee.

Wednesday Night Racing.



Photos by Whit Wales

New Members: The Irwin Family

Hello LCYC crowd! As a quick introduction to those we haven't yet met, we are Brian, Jeanne, Fisher and Gwen Irwin. Brian and I both grew up just down the road in Essex Junction, VT. After several post-college moves throughout the Midwest and Northeast, we settled back here in Shelburne in 2009 to be closer to family, Lake Champlain, and the mountains that we love. Our kids, Fisher and Gwen, are 15 and 13 and attend CVU and SCS.

Brian has been crew in the Etchells racing series for several years on The Green Flash and now on Preacher, joined by our son. We also enjoy dragging our kids and their friends around behind our Searay SPX 210, Inconceivable. Brian practices in the Department of Urology at UVM Medical Center while I mostly drive all day, fix broken things, and nag kids to do their homework.

We both spent many years as volunteer counselors at Camp Ta-Kum-Ta, a children's oncology camp in South Hero. I served on their board as from 2010-2018. Brian is the current Scoutmaster of Shelburne Troop 602 and former Cubmaster of Pack 607. Community volunteering has always been important to us and we're enjoying including our teenagers in those projects as well. You'll find us all on various mountains skiing during the winter months and scattered throughout local musical groups and concerts.

Thank you again for the warm welcome to the club, we are already enjoying a beautiful summer on the lake and look forward to many more!



Brian, Fisher, Jeanne and Gwen
Irwin

All in the Family-The Unsworths

By Doug Merrill

The thought of our children running across the club's lawn, eager to jump into the lake or head out for a sail is at the core of why many of our members cherish our club. Many have been successful in encouraging their kids to look forward to summers at the club. A few have had the good fortune to see their grandchildren get bitten by the sailing bug at LCYC too. To the best of our knowledge, there is only one family who can claim a great-grandchild to be an LCYC member as well! With the birth of Ella Unsworth this spring, the Unsworth Family celebrates four generations of LCYC membership over the past six decades. I sat down with Steve and James to talk about how the club has changed over the years, and what has remained the same.

Steve explained that his late father Ray joined LCYC in 1964. Ray grew up in Burlington, had a family camp in Shelburne, and enjoyed both sail and motor boats throughout his life. Ray joined LCYC after our first clubhouse in Shelburne was completed and kept a sailboat here for many, many years. One of Ray's wooden power boats had a side-mounted steering wheel and he loaned it to the club to be used as a launch in exchange for his dues. Ray enjoyed sailing and raced actively, however Steve claims that his father stubbornly never quite accepted the fact that the sails must be continually adjusted to match the wind and steering angle, so his name doesn't appear on many of our racing trophies from the era. His final boat was a memorable one...an aluminum 'midget ocean racer' named Tin Goose. The sturdy aluminum construction suited Ray's preferred method of determining when to haul his boat for the winter...as soon as the first fall storm blew it off its mooring. Steve has clear memories of dragging the Tin Goose from the shoreline back to deep water several times.



Ray Unsworth



The Tin Goose

Steve was just 13 when his family began coming to the club. He remembers it as uncrowded and simple. A 28' boat was considered 'HUGE.' The clubhouse was far more rustic, and even the lawn was fairly unkempt. There were a fraction of the moorings that we have now, and almost no members had power boats. Steve joined as an adult member in 1984 and purchased his first sailboat, a Pearson 27, in 1992. As his cruising and racing experience grew, Steve bought and sold five other sailboats in the interim 29 years, all named 'Morning Star' and currently enjoys racing his Catalina 320 'Morning Star Again' with boat partner John Stetson. In addition to sailing at the club, Steve has served as the Harbormaster on the Board of Governors and as the club's Commodore from 2000 to 2001. He has enjoyed charters all over the Caribbean with friends and

family when it is too cold to sail in Vermont.

I asked Steve what the big issues of the day were during his term as Commodore 20 years ago. Without hesitation, he replied 'The Internet'. It was on Steve's watch that the club finally established a digital footprint, adding a website and beginning to communicate with emails. His other big effort concerned our mooring field. We had more interest in membership than we had moorings to serve our applicants, so Steve and the BOG secured permission from the town of Shelburne and the Corp of Engineers to add 20 moorings to the field. Before they were added, a neighbor learned of the plan and quickly scuttled the expansion, so we are capped at our current 155 moorings. We continue to have more people wanting to join than we have moorings to go around.

James was added to the Unsworth Crew in the 1980s and began sailing at LCYC as soon as he turned 8. In those days you spent 3 days a week at LCYC, for the entire 8 week summer program. Optimists had not been incorporated into our fleet, FJ's were the dinghy of choice. The hot boat in the mooring field, the one that all the junior sailors aspired to as they sailed out to the bay and back, was Golden Daisy, the Hill's beautiful racing boat.



James recalls the former clubhouse with a smile, describes it as 'rough' and ready for replacement, but concedes it had a beautiful fireplace. He was on the first team of LCYC junior sailors to represent LCYC in the Sears Cup, sailed with Brad Harris and Meredith Powlison at Mallets Bay Boat Club in Lightnings in 2004. He went on to sail for Roger Williams University, earning them their first spot in the Collegiate National Championships.



James taught sailing at LCYC for a few years, and while he was head instructor, our late member Bill Aldrich was the boat chair. James recalls Bill being a stickler for treating the boats well; and being tough with the instructors if anything on them was not maintained to his standards. James also recalls that Bill

would often come to the club and sit in the cockpit of his boat reading and fondly watching the kids coming and going out of the mooring field. Late member Dick Walters was also a continual presence at the club, inspiring the kids by going out almost every day to sail Impetuous, his Stone Horse 23, usually on his own, well into his 80's.

In search of deeper powder, James headed West to Jackson Hole for several years after college. There he met Pam, who he lured back to Vermont and subsequently married. James

joined LCYC as a member in 2014 with a J/70, replacing it with an Etchells in 2019. This past spring Ella Unsworth, the first 4th generation LCYC member was born. She wow'd crowds at the opening cocktail party and has enjoyed several powerboat rides with her parents and grandparents.

I asked James what his hopes are for the future of the club and what it holds for his daughter. He paused, then replied that sailing creates independence, critical thinking, and self-assurance. These are all qualities he hopes to instill in Ella, and he can't think of a better place than LCYC to see them grow.



Burgee Exchange.

Last week William Michael (10 yo) of Austin, Texas attended the LCYC Junior Sailing program in between East Coast Opti regattas. William recently finished first in the White Fleet at the 28th International Optimist Regatta (IOR), at St. Thomas Yacht Club (STYC).

Continuing the tradition of exchanging yacht club burgees, William trades an Austin Yacht Club burgee with Commadore Walt Marti for an LCYC burgee



Opening Cocktail Party





Around the Club

Junior Sailing



By Bill Kallock, Junior Sailing Programs Chair
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The 2021 Junior Sailing season was much more normal than last summer. As you may recall we reduced the scope of the program to 10 sailors per session with only 4 instructors due to COVID-19 concerns. Most junior sailors are not eligible for the vaccines yet. As you may also recall, it was very difficult finding instructors this summer. I'm happy to report that we ended up with an excellent team of instructors and had 8 successful weeks of sailing with no COVID cases.

Our instructors, led by Emma Hawko, did a fantastic job engaging the junior sailors, making sailing fun when there was wind, and playing creative games onshore when there was not. Emma was joined by returning instructor Lulu Louchheim and new instructor Adelaide Durrant. Partway into the season, Parker Main stepped up and did double duty – instructing with the junior sailors during the day and taking on steward shifts on the evening and weekends. Jack Merrill also made a cameo appearance for 2 weeks at the beginning of the season to help train the newer instructors.

During the 8 weeks of program we had 73 sailors enroll in 111 spots, some came to multiple sessions. Demand for the program was so high that we added spots during the last week of the season. Highlights of the program included weekly pirate days, capture the flag on the water, paper plate awards and, of course, ultimate frisbee games in the field.

The highlight of the summer was hosting the Champ Chase regatta at LCYC. Given the COVID restrictions, we thought we would have to cancel the regatta again this year. Instead, we elected to run the regatta for just the local Vermont clubs (LCYC, MBBC and Community Sailing Center). The sailors had a blast and the competition was fierce. Many thanks to the volunteers that helped run this successful regatta: John Harris and his team (Doug Merrill, Jill Burley, Bill Bresee, Susan Bresee, Patty Fisher, Bill Wight) did an excellent job of running the racing, including the unique “h” course. Emily Kallock, Jensa and Jason Bushey coordinated the food for the hungry sailors and, Kevin Hawko, despite supply challenges, found some great awards for the sailors.

All in all it was a great Junior Sailing season. Lots of new junior sailors are excited about sailing next summer!

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Grounds



By Wes Daum, Grounds Chair

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Thanks to Jessica Kurfis for refilling the sandbox underneath the play set.

The board has approved roping off the trees in the parking lot. This is an effort to keep cars off the roots of the trees. Parking on the lawn will compact the soil and kill the grass. The front bank will not be clear cut this year but Adam Dantzcher will selectively prune vegetation to keep the view open. Clear cutting removes the beneficial bushes and encourages the poison ivy to take over. Not to mention the bank is eroding and clear cutting hastens that process.

The board has also requested two more handicapped signs be placed in the parking lot. Please do not use these spaces unless you have a handicapped sign.

Why is milkweed allowed to grow in the gardens? The U.S. Fish and Wildlife Service are currently considering classifying the monarch butterfly as endangered or threatened under the Endangered Species Act. The monarch only lays its eggs on milkweed. Members can also help the monarch by letting milkweed grow in their yards. It is attractive and has a sweet scent when it is flowering.

Wes Daum



Docks Update



By Mike Kerbaugh
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Attention: Please Read and Follow if you use electric power on the docks.

Many people have been using shore power to 120V AC converters on the docks. These converters, while handy, are unsafe; they are not UL compliant. The issue is the way the GFI (Ground Fault Interrupter) works. In a nutshell, the GFI associated with shore power does not work for typical 120V AC applications.

The good news: We have updated the kiosks on the dock to include both shore power and 120V AC. The 120V AC should not be used for shore power, but should be used for power tools being used on the docks.

For Shore Power on your boats ... use ONLY the Shore Power (round) sockets.
For power tools being used on the docks ... use Only the 120V AC.

If you trip the GFI when using power tools, it can easily be reset right at the kiosk, just like in your bathroom 120V AC connection (push the button on the receptacle). If you trip shore power, you will need to contact the stewards for help to rest the dock power. Shore power failures can be serious and should be recorded in the log in the stewards office and should never be reset twice in a short period of time (indicative of a true boat electrical problem).

Remember to be conscious of where debris from your power tools is going ... no one needs or wants material of any sort from your boat onto their boat. Consider others when you are power washing. And don't underestimate the power washers ability to do real damage to your toes, fittings, lubrication, etc. Please be very careful and safe when using power tools on the docks.

Due to electroshock concerns, absolutely no swimming off the main docks.

Finally, a big Thank You and Job Well Done to Dan Donegan and his excellent guidance on electric power concerns on the docks. Outstanding Support Dan - Thank you!!

Michael Kerbaugh, Docks Chair



A typical shore power to 120 volt adapter.
These devices MAY NOT BE USED on the LCYC docks.

Scuttlebutt (Editor's notes)



Congratulations to *Foxy Lady* on winning the 2021 Ladies Cup.

Of course that leaves the question of who won the first running of the Ladies Cup in 1888 to be decided.

I know what you are thinking- “how is that even be a question?” After all there is a wonderful description of the first race on the tableaus of LCYC history hanging in the club house. (They are really well done. If you have not read them you should.) There is also a list of Ladies Cup Trophy winners in another part of the Club.

However, if you read both sources you will see that the description has *Flyaway* as the winner while the plaque has the *Agnes T*. One might be tempted to ask what is going on.

Those who have been long time members of the club will also remember that it was Gene Cloutier who won the first Ladies Cup and I was responsible, but then he didn't and I wasn't.

I was on the club's centennial celebration committee for the founding of the club in 1887 and the First Ladies Cup in 1888. One of the first things that we noticed was that the then current list of Cup winners did not have a winner for 1888-it was just blank. Examination of the cup did not provide an answer.

The Committee decided to solve the mystery. The committee's research took it to the basement of the UVM library where old copies of the Burlington Free Press were gone through for any information that might be found. Finally the results were shown in black and white. This was followed by a mystery and then a few days later a clarification The committee decided to reveal the answer to the membership at the change of watch dinner at the Marble Island Club.

Let me explain.

It was decided that in order that the membership might better understand what happened we would recreate the race right there in the banquet room.

Seven sets of sails were created (two hinged pieces of wood with a triangle of fabric between the two pieces) and a cast of skippers carefully chosen to represent each of the boats.

Different tables were identified as the marks to be rounded as the “fleet” moved about the ballroom and sailed the proper “course.”—start inside the breakwater in front of the clubhouse, around Rock Dunder, west of Juniper, around Appletree Buoy and back to the club.

The description of the race indicates that there were lots of waves and so confetti in bulk was passed out to folks along the course. They understood they were to replicate waves crashing over the boat as they made their way. Given that the race was held after a long cocktail hour and dinner with more drinks and wine, the waves were represented with enthusiasm. (Turns out the Marble Island Club had a strict no confetti rule for all events. Who knew? One more place we did not visit again for a while.)

I narrated the race and the various skippers played their part-such hams. The boats started closely bunched and stayed together until they were well south of the breakwater. *Ripple* slowly took the lead followed by *Agnes T* and *Flyaway*, with the others close behind. At Rock Dunder, *Ripple*, *Agnes T* and *Burlington* stayed quite close to the rock while the others gave a wider berth.

It was here that *Flyaway* put up her “gaff topsail” and “the race became a hot one”.

As the yachts went west of Juniper they took different tacks-some going out into the broad lake while others tacked closer to the island.

The “sea soon became heavy” and the *Ripple*, shipping considerable water dropped out of the race.

Flyaway staying close to the island received a favorable lift, while the *Agnes T* and the *Burlington* had to beat back to the mark.

White Wing, finding the wind too strong, attempted to reduce sail but was back winded first and capsized and was out of the race.

This was also enough for the *Surprise* and *Virginia* who withdrew and sailed back to the

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club house.

The four remaining boats took different courses to the Appletree buoy. However, *Flyaway* was first around, followed by the *Agnes T*, *Burlington* and *Gypsy*.

On the run to the finish *Agnes T* lost her spinnaker overboard and dragged it for a while, costing her some time.

Flyaway cross the line first, *Agnes T* second, *Burlington* third and *Gypsy* fourth. Even with corrected time (there was a handicap system) *Flyaway* was declared the winner.

Gene Cloutier was the skipper of *Flyaway* that evening. As he acknowledged the cheers and applause (ignoring the cries of "Drinks are on Geno") I hollered out-"Wait-there is a protest!! You have seen the entire race with your own eyes! What was the protest and how was it decided?"

So what do you think?

Remember this was 33 years ago-all of us were young then and Geno even younger.

Turns out that Geno was not yet a member

of the club. He was at the dinner as a member of Bob Dunn's crew. Accordingly there was no club member on board *Flyaway* that evening or in the original race. Since the race was for members only, there had to be a member on board and therefore *Flyaway*, (and Geno) were disqualified.

Every Commodore has to deal with sensitive issues involving the members. Imagine being Commodore at that time and having to tell William Seward Webb (Vice -President of the New York Railroad, married to a Vanderbilt, owner of Shelburne Farms and *Flyaway*) that his boat had been disqualified.

That may explain why when the original protest was filed it alleged that the problem was that the crew were paid "professionals", but when the decision was handed down it was simply lack of a member on Board.

Who said history was dull?

Peace,
Tony Lamb