



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

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Wednesday Night Action
Photo by Doug Merrill

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Commodore's Corner



By Jill Gagne, Commodore
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Commodore's Corner

It has been a busy season so far with many new members joining, stewards in training coming up to speed, junior sailors building their skills, and many amazing events put on by the Social Committee. However, it's hard not to notice that summer is quickly wrapping up; Labor Day is upon us, the Stewards have gone back to school, the days are getting shorter, and the leaves are starting to change colors, but the season is not over yet! There are warmer days forecasted and for the sailors in the group, typically some of the best sailing is still ahead. There are still several fun events planned in September including a Cruiser Pot Luck, Fall Foliage Cruising, weekday racing, weekend classic racing (Commodore Macdonough and Hot-Ruddered Bum) and Oktober Fest.

I would also like to thank Dale Hyerstay for his dedication to the club and in particular the Race Management Group. Dale was honored at the Commodore's Potluck. Read more about this on page 6.

The Board of Governors also has a few more projects to tackle including replacing the existing picnic tables and starting up a committee to take a look at storage for small watercraft on the beach and on the South side of the property for next year.

As I reflect on the 2023 season and my first summer as Commodore, the one thing that stands out the most to me is how it takes the entire membership to make LCYC run smoothly or as Ben Durant mentioned at the 25th Club House Anniversary Celebration, the Corinthian Spirit. Bob Finn shares his thoughts on this concept in an article on page 3 as well. I look forward to seeing everyone exhibit their Corinthian Spirit at Club Closing on October 14th.



New Member Profile— Maxime Rousseau

Hello, fellow sailors! I'm Maxime, a fresh member of LCYC hailing from Montreal. From my earliest days, I've been captivated by the art of sailing. I honed my skills on Quebec's waters before my family and I made the splendid Lake Champlain our nautical playground where we cruise aboard "Mad Max III". My journey to LCYC was serendipitous, guided by the camaraderie of fellow sailors I encountered during local regattas. Witnessing the excitement and community spirit firsthand, my parents became proud members. Soon afterwards, we competed in the J70 fleet for a few seasons on our very own vessel "Stallion". Beyond the waters, my interests extend to the slopes, where I'm an avid mogul skier. On the work front, I am a dentist currently on the path to becoming an orthodontist. Aside from clinical duties, my professional journey is also driven by a passion for artificial intelligence research. Embracing the warmth of LCYC's community, I am eagerly anticipating the opportunity to forge new connections and



25 th Club House Anniversary Celebration

By Bob Finn

On the evening of Friday July 15, the 25th anniversary of our Clubhouse was celebrated by firing the starting gun, a potluck dessert, and presentations by Commodore Jill Gagne, and Emeritus Commodores Bern Collins and Fritz Horton.

Bern described the original Clubhouse 136 years ago located on Burlington's waterfront and activities of its membership drawn from the city's commercial and social elite; destructive fires that required its rebuilding; operations without a Clubhouse; and the relocation in 1962 to its current idyllic site. Fritz presented a documentary of the current Clubhouse, replete with pictures and recognition of heroic efforts of the many members who made it a reality.

The evening was summed up by House Committee Chair, Ben Durant, who discussed the concept of Corinthian Spirit. Having heard the term during my almost sixty years sailing, I find it is embodied in the design and function of the current Clubhouse and inspires us as a community of individuals passionate about sailing and waterborne activities. In the 19th century, "Corinthian" was used to describe boat owners who chose to operate and race their boats themselves rather than pay professionals to do it for them. Today it is an honorific earned by boat owners who prefer the joy and camaraderie of sailing and being on the water to the vicarious pleasure of those who rely on others to master its art and science.

We celebrate twice each year when workday brings all together to put club boats in the buildings for winter storage and, more happily, in the spring to reopen the club. And, hopefully, throughout the season we each add value to the privileges of membership by doing whatever we can to help in club operations. Leadership does a great job maintaining and keeping the Club moving ahead but every member is needed to participate in the effort. As Corinthians, we're all in the same boat.

My Experience as a Steward in Training

By Charles Filkorn

Last fall I was convinced I would become a steward. I submitted an application to LCYC and we sat down to discuss the licensing requirements. I knew they existed, but I was unaware of the scope. I was informed that I must accrue 90 days operating a vessel, after my 16th birthday before I could submit my application for the license. Being only 16 at the time, I had just one summer of boating that could count towards this goal, and while I spent ample time on my boat at the club, it was nowhere near 90 days. I realized there was no way I could become a steward for the 2023 season. I was disappointed but there was nothing I could do so I began to think about another job.

Yet about a month later I learned of a new position available that I would be qualified to fill: Steward in Training. It was explained to me that the job would allow me to obtain the sea days needed to become a full steward for the 2024 season. I accepted the offer, filled out an application, and was set for the summer.

I began the season training on all the boats and performing all of the other regular stewards' tasks, except for delivering passengers by myself. The next step was to sign up for a course. I picked one offered by Northeast Maritime Online because it allowed me to work on it during downtime over the summer. Throughout the first half of the summer I continued to drive the launches with another steward in the boat, while I worked on completing my course. I took an online exam in July and passed. For the second half of the summer I continued to obtain hours driving the launches as well as complete other requirements for the Coast Guard such as my CPR training. Now, at the end of the summer I have completed all tasks related to my certification. I will be sending in my paper work shortly and will be ready to come onto the job as a steward with ample experience already under my belt. The Steward in Training program has made the task of licensing far more manageable and made it possible for me to become a steward



Ben and Calvin Knight enjoy a sail on the Melges 15 loaned to LCYC by US One Design

Ready, Set, Bot....

By John Harris (for the Race Management Group)

I'm going to start with the most important information first. If you race and don't read beyond the first paragraph, you should read this.

One frequent question from racers is: "what is the positional accuracy of the bots and how much can I expect them to move around the programmed waypoint location?". The first part of the answer is to remind folks that, depending on wave and wind conditions, drop marks and our permanent race marks can move around quite a bit. The MSB team advises us that the bots should move no more, and often less, than a drop mark. The typical range of movement is about 4-5', sometimes a bit more. However, take note that the way the bots move can be different than a drop mark. In waves and moderate to heavy air, the bots behave pretty similarly to drop marks in terms of how much and how they move around. In light air and flat water, the bots can behave a bit differently than drop marks. Specifically, as opposed to constantly readjusting to hold position as is typical in waves and more wind, in light air the behavior is typically one of periodically adjusting and making a single move of 4-5' or so to get back on position. As such, when approaching the windward and leeward marks (and starting pin) in light air situations, you might want to give the bot a bit more margin "just in case". Another reminder: a bot, if knocked off position by a boat, will quickly return to its assigned waypoint as soon as free to do so!!!



Late breaking update: Notwithstanding the above, we did experience some technical issues with the windward bot on Wed August 30 that resulted in the W bot drifting a significant distance off station before returning to the correct position. This occurred multiple times including 2 instances of the bot drifting more than 100 meters. At this point, working with the MSB engineering team we have determined what happened and are still working to determine root cause and corrective action. In addition, I have been discussing with the MSB team potential enhancements to their control SW to try to make the normal position corrections less rapid and dramatic. I have also communicated to the MSB team my serious concerns about the reliability of their technology and the credibility impact it is causing with both our race management team and our racers. Stay tuned...

On a more positive note, a couple of important personnel changes: Dale Hyerstay, who created the Race Management Group (RMG) 20 years ago to improve the professionalism of our race



management and who has been actively involved in our Regatta programs more broadly for decades beyond that, recently “retired” from his leadership role on the RMG. Dale was recognized at the Commodores Potluck with the hanging of the recently retired Dinse RC flag among the burgees in the clubhouse and a plaque recognizing his decades of contributions. As part of this recognition, the Mid Lake Race was renamed the Tumbleweed Race in honor of Dale and his long string of boats by that name. If you haven’t already congratulated and thanked Dale, please do so. Taking over for Dale, joining Steve Walkerman and me on the RMG leadership team, is Doug Viehmann. Welcome aboard Doug! We also have some new PRO’s: relatively new member, Larry Robinson and Eric Schulz (approved applicant waiting on a mooring for his Etechells). Larry’s first race as PRO will be the Schuyler Island Race. Eric is still in training and was only assigned a Singlehanded race night for this season. Thanks to Larry and Eric for volunteering and welcome aboard. We are always looking to add members to our PRO team to both replace retiring PRO’s and to reduce the workload on each PRO. We have a fairly structured training and apprenticeship approach and you also don’t have to be an expert racer to be a PRO. This is also a great way to meet other members as well as get in your volunteer hours as 1 or 2 stints as PRO will get you your full 8 hours.

As to this year’s racing, the biggest race management challenge has been weather, mostly a combination of dealing with light and/or no wind and dodging thunderstorms. Coupled with the actual weather have been, what appear to be, increasingly unreliable wind forecasts. In my travel to regattas and conversations with fellow sailors around North America these weather and forecasting issues seem pretty pervasive. Unfortunately, with climate change upon us, I think this might be the “new normal”.

Back on the MarkSetBot front, for the most part, it has been a pretty uneventful year (woo

hoo!!). With the exception of a few minor hiccups, the bots (Bert and Ernie) have performed as expected and have continued to show their value to our racing program. With the light and shifty winds, sometimes from atypical directions (e.g. Northeast), the ability to set and adjust courses quickly has allowed us to get in quality racing in conditions that previously would have been very difficult to do so. In terms of PRO experience and skill, a second year of use has most PRO's feeling pretty comfortable and more adept with using the technology. A new initiative this year has been expanding the "layperson" (i.e. non PRO) usage of the bots for our Thursday night singlehanded races. With the exception of 2 nights, all our races have been successfully run by these layperson volunteers, with most coming away impressed with both how easy it is to operate the bots and how incredibly quick and easy it is for a single person to set and adjust race courses. If you are interested in getting involved in learning how to run the bots, let me know and we will work you into the rotation for next season. We are also looking to have 1 or 2 "expert" bot operators who can join RC's as needed to provide coaching and assistance to PRO's who are less skilled and/or tech savvy. Lastly, I would like to give a big shout out to our Stewards who, together with Monica Morgan, have been our bot "caretakers", keeping them charged, clean, filled with air and getting them to and from the race course.

If you have questions or suggestions regarding bots or race management, or would like to get involved as a PRO, RC member, Thursday night RC or expert bot operator, please reach out to Steve Walkerman, Doug Viehmann or me.

Fair winds, fast sailing....



Volunteer Requirements

As most members know, each LCYC family is expected to provide eight volunteer eight hours per season. Opening and Closing Work Days are two of the primary ways to meet this obligation. Some years situations arise that prevent us from attending, but there are many other ways you can volunteer, even from home? We have a few members that have very good reasons for not being able to volunteer. For those that are able and choose not to complete their hours, we would like to be transparent regarding consequences.

At the end of the first calendar year (starting the 2023 season), those families that are able to volunteer and have not fulfilled their hours will be contacted by the Commodore to discuss the situation and how to remedy it. At the end of the second, consecutive year of not fulfilling the eight hours, a family member must attend a Board of Governors meeting. The Board of Governors will then decide the consequences, which may include; termination of the mooring and/or other club privileges. At the end of a third, consecutive year of failing to fulfill volunteer hours, the Board of Governors will again determine the consequences, which may include suspension of membership.

The Board of Governors hope to never have to exercise this process and know the vast majority of members work very hard to help keep LCYC the wonderful asset it is. Please don't hesitate to reach out to your committee chair, our Commodore (Jill Gagne), or the Secretary/Membership chair (Betsey Dempsey) if you need help finding something to fulfill your hours, or you'd like to know how many hours you have worked already. It is the people that make LCYC what it is and differentiates it from a marina. We hope that you agree and will meet the requirements for volunteer hours.

You can document your hours at any time by going to the Volunteer tab on our website, or using this link: <https://docs.google.com/forms/d/e/1FAIpQLSfApKt2vBYrzdBCcMLIRAN-tW9v5Qj0pRJZN415q51Y4NuR9A/viewform>

Looking for an opportunity to fulfill your hours this year? A few projects in need of volunteers:

- Clean the pedestals on the docks after Labor Day. This should be done weekly, but even if you can only do it one week, contact Gene Cloutier.
- Trash removal after Labor Day - this happens daily. If you are at the club in the evening, please pitch in and take the garbage to the dumpster. Note: with the stewards returning to school it is even more important that trash and recycling from the boats should go directly to the dumpsters, not the receptacles in the clubhouse.
- Clean club dinghies - inside and bottom - weeks of Sept 4th and Sep 18th.
- Weed Whacking is needed a few places (must bring your own weed whacker)
- The stairs to the water
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- The drysail area above the beach (single handed dinghies need to be moved to do this).
- The corner of the driveway at the bottom
- Oiling the Bench at the top of the stairs - the bench should be cleaned first and then have Teak Oil applied, contact Jim Kurfis
- Cleaning the Dinse
- Painting the main stairs to the docks, contact Jim Kurfils.
- Need a person to coordinate this effort
- Need 2-3 volunteers to assist
- “Fall Cleaning” of the Clubhouse: dusting, windows, floors, etc.
- Bring brush to CSWD drop off (small trailer needed), contact Jill Gagne



Around the Club



Stewards

By John Stetson, Stewards Chair

It has certainly been a busy summer for the stewards! In addition to learning boat names and mooring assignments for the new stewards, the entire team has endeavored to keep up with dinghy bailing and adjusting the dock chains due to the unusual amount of rain. The training program prepared and executed by Parker and Ethan helped to track the progress of the new stewards. Not only are the instructional videos that they prepared for the BOTs entertaining, but they will be a great reference for future years! Nice job, Team!

We now enter the period when the regular stewards head back to school and the volunteers kick into gear. Ethan and Charlie are done for the year; Adelaide wraps up before Labor Day. Parker, Fisher and Maeve will continue on a limited basis through September. Some of those tasks that we take for granted to be done by the regular stewards may not receive the same attention. At present, it appears that volunteers will need to cover about 120 to 140 hours through the end of the season.

The Steward-in-Training program has been a real success. Charlie learned the ropes, added hands to get the routine tasks done, and was a huge help with the dinghy bailing, all while completing his requirements for the USCG Launch Tender Credential. He is more than ready to join the team of regular stewards next summer. Please see Charlie's article nearby.

We will operate on the present summer schedule through Labor Day, after which the hours will be 0900 to 2000 on weekends and 1300 to 2000 on weekdays. The hours will be further shortened in mid-September as the days get shorter and the demand subsides. Please refer to the website for the schedule. Please keep lights and radio on until picked up after dark.

I have learned that it is never too early to put out the call for new stewards, both regular and those in the training program. We hope to enter the year with three returning stewards and will be looking for two or three more. Licensing will take at least 4 months to complete. We can accommodate two stewards-in-training for those who are at least 16 years of age by June 1st and do not have their required number of sea days. Please contact me with any questions on either position.

This is also the time of year when we begin to think about the gratuity for the stewards. It is our custom to collect donations in the Fall to be distributed to the stewards before the end of the year. The process will be via email blast this year. Please be on the lookout in early October for the solicitation. This is a significant portion of the compensation for the stewards and is very much appreciated by all.

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Junior Sailors are Off ... and Sailing!



By Jill Burley, Junior Sailing Program

This summer’s Junior Sailing program wrapped up a couple of weeks ago. It hardly seems possible as it went by so quickly. The program kicked off with a Meet-and-Greet for kids and parents, and ended with a couple days of sailing aboard Stella to give them a taste of “big boat sailing.” Thank you to the Kerbaughs!

Our team of instructors – Leigh Kerbaugh, Brendan Hawko, Henry Bushey, Nate Hanson – and Instructors in Training – Griffin Hanson, Eloise Durant, and Magnus Nilsson – worked really well together. Sometimes, I thought they had just as much fun as the kids!



We hosted the Champ Chase Regatta in July. In the FJ class, Henry Bushey and Magnus Nilsson took 1st place overall and Finn Cray-Budington and Alex Macil placed 7th. In the Opti class, Truman Durant placed 3rd and JJ Garcia placed 4th. Many thanks to Club members who stepped up to host sailors from other clubs in their homes or kept 35 kids and about 15 adults fueled morning, noon, and night!

Two weeks later our racers went to Northern Lake George where Henry and Magnus took 3rd place overall and Oliver Morgan won the Sportsmanship award.



The Program also hosted a couple of Sail-Alongs. What fun to hear a child describe to their

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parent the tactics of going downwind and getting “the sail high in the air.” And, there is nothing like watching an eight-year-old sailing toward the Club with their foot on the tiller, in full command of their vessel.

All and all, regardless of the rain, it was a great summer. Many of our sessions were at full capacity, with kids wanting to come back for more in later sessions. It was super satisfying to hear instructors and junior sailors repeatedly saying at the end of a day, “we had so much fun out there today,” as they beamed big smiles. And what a pleasure always to see a chain of Optis with happy young sailors being towed out to the wind and a fresh morning on the water.

My thanks to all who participated and helped with the Junior Sailing program this summer!



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Regatta



Bob Turnau, Regatta Committee Chair

I've been seeing various indicators of the impending change in seasons: the maple trees near the club parking lot breaking into their fall foliage; shorter sunlight for Wednesday night racing; kids heading back to school; and a little chill in the air.

Reflecting on this year's Ladies Cup, it was held on a classic Vermont summer day, sunny with light breeze forecast. As the fleet gathered by Juniper Island in the broad lake, the wind was fickle with small puffs filling in from a number of directions. The Race Committee wisely hoisted the AP pennant and announced a postponement with two horn blasts to allow time for the wind to settle in or not. After the delay, the RC made a great call to have the fleet race back to the club by rounding the Shelburne Point red can and finishing at the club mark C. As the race started, racers were faced with the decision on which direction to go in order to gain advantage and get to the first mark ahead of their competitors. Once boats got to Shelburne Point, the fleet split into those who sailed along the west side of Shelburne Bay or those who stuck it out in the middle of the bay searching for the best breeze. As one of the boats in the middle of the bay, it wasn't the winning strategy! Club members Jason Hyerstay and Will Nye were ultimately able to make the best of the light wind conditions and win the Ladies Cup! Congratulations to Jason and Will!

While summer is fading, there is still a lot of racing left in the season: the September Wednesday Night series (note that the first warning signal for the September series is at 1725 instead of 1810!); the Commodore MacDonough race on September 9th; the last single handed race night on September 7th; the last Etchells racing on September 10th; and the Hot Ruddered Bum race on September 23rd.

Also, don't forget that the awards ceremony this year will be held on November 3rd at the St. John's Club in Burlington. More information will follow. Hope to see everyone there!

Membership



Betsey Dempsey, Membership/Secretary

We have had some wonderful new members join LCYC this summer. In addition to the families I mentioned in the June Binnacle, we welcome Bill and Eva Fraser Harris, Marianne Rousseau, Maxime Rousseau, Juliana and Will Anderson, and John and Lauren Bakewell. You may already know Diane and Martin Rousseau, but now we have the pleasure of their adult children as new members! The Andersons and Bakewells are new to our area, so please give them a warm welcome as well. The Fraser Harris family is from Charlotte, and bring with them a strong history of volunteering for their community. We are pleased to have such a great group of new members this season. As always, please introduce yourselves to those you do not know at the club and you just might make a new friend!

There is still time left to fulfill your volunteer hours. Just reach out to your committee chair, the Commodore, or myself, if you need to find something to do. Please remember to enter your hours on the website under the Volunteer tab so you are recognized. We are so pleased at how most members are really stepping up to show how much this club means to them!

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Harbor



By Paul Boerman Harbormaster

Storm Season is Coming

As this fall approaches, we are well into hurricane season. There have been multiple named storms already on the Atlantic and Gulf of Mexico.. We can expect the winds to become more unpredictable as we move into the last couple months of our boating season. At this time of the year boat owners must take precautions to ensure the safety of their boat and the boats of fellow members near them.. I advise the following precautions:

1. All boats should have pennants led fair, chafe gear in place, and anchors removed from the foredeck or secured away from any possible contact with mooring lines.
2. Make certain your pennants are not wrapped around the chain under the mooring ball where they could be abraded by hardware.
3. Sailors should make sure their rudders are secured center line so boats lie into the wind.
4. When a storm is forecast to approach, or if you'll be away from the club for more than a few days, all canvas and sails should be removed or securely lashed down.
5. With impending severe weather, sails should be removed or have extra lashings ensuring that they will not unfurl or unflake if the sail tie comes loose. A sail tie lashed around your jib, through the sails clew is an easy back up to your furler line. This is a common failure point in storms.

We all want LCYC to be a safe harbor. Remember, if it comes loose it is not just your boat that is in danger, it is all of the neighboring boats in the Mooring field. Please help us all keep LCYC's mooring field secure.

Multiple requests have been made of the membership to mark their mooring balls with the mooring number as required in Harbor rule number 8. As of the third week of August, more than 40% of the mooring balls are still unmarked. At the August meeting the board of governors made a decision that any member who does not have their mooring ball marked with their assigned mooring number by April 15, 2024 will be assessed an additional \$100 over their normal mooring fees. The mooring balls are easily accessed on the south lawn after decommissioning, and can also be accessed on land in the spring before commissioning in the same location.

We have not had any boats come free from their mooring thus far during the 2023 season. I am requesting that every member is vigilant in ensuring that their boat is well secured.

Best wishes for a warm and dry September,

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Greetings from the Social Deck!

Robin Jeffers, Chris & Jenny Leopold, and Barb Schumacher, Co-chairs

We've experienced a very busy and well attended series of events since July. Our 'summer' weather has presented challenges this year, forcing a postponement and a restructured event, but so far, no cancellations.

July brought an exciting array of Social events and activities, some old and some new. On July 12th, the veterans of burger burns, the Rieley's and Rosner's and crew once again delivered a superb Ye Olde Fashioned Burger Burn on July 12th. Two days later, the Social Co-Chairs hosted the Club's celebration of the 25th Anniversary of the Clubhouse with an evening of reminiscences of Club history by Bern Collins and a thoughtful presentation by Fritz Horton on the building's design and linkage to Club's historic clubhouses on Burlington's waterfront. The evening was capped by a wonderful medley of mouthwatering and delicious potluck desserts. Thank you to all who shared a dish! Due to a rainy forecast, LCYC's annual Family Day on July 16th was postponed to the following weekend. Our hosts, the Lamb, Sidell and Clark families didn't miss a beat! LCYC kids representing all ages and their guests (including parents and grandparents) overflowed the South lawn, Clubhouse porches and the great room with a variety of fun activities and adventures. Thank you to our hosts for this terrific family event! On Friday, July 21st, we assisted with LCYC's annual Boat Tour. Members had the chance to visit a diverse selection of member boats on the docks, enjoy refreshments and enjoy the company of fellow Club members as they toured the boats. This year, we added a new twist, and invited a food truck to be a part of the event offering members a chance to buy freshly made focaccia style pizza and enjoy dinner at the Club! The food truck was a huge success adding another dimension to this LCYC signature event. Last but definitely not least, Walt and Aimee Marti and Joss Besse, hosted and organized the Commodore's Pot Luck on July 28th. The Marti and Besse team organized LCYC's Commodore and Past Commodores to a fine selection of hot food fresh off the grills complimented by homemade potluck salads, sides, desserts and an LCYC cake. The evening was capped by an LCYC Speakers Series event featuring LCYC's own Doug White talking about his experiences crewing with Ted Turner.

August began with the Club's oldest and most historic event, the 90th running of the Ladies' Cup Race. The day started with breakfast hosted by Susan McDonald and Lin Bootle. It was a delicious assortment of bagels, fruit, juice, coffee and tea enjoyed by racers and other members as well. Thank you to Susan, Lin, Barb Schumacher, and all the volunteers for this event. Following the race, Katie Wight and the Wight family hosted the post-race meal with a delicious array of snacks and sandwiches and salads which were enjoyed by racers and all others who attended. A big thank you goes out to Katie and her family and all of the volunteers who helped. Thank you also to Dorothy Hill for the beautiful flower arrangements. On August 9th, Thea and Bob Platt hosted the second Burger Burn of the season. Many attendees enjoyed multiple kinds of burgers, hot dogs, and salads. Thank you to Thea and Bob and all the volunteers for a wonderful evening. Our next event, the annual Corn Roast, hosted by Chris and Jenny Leopold, needed to be canceled or restructured due to a very rainy forecast. Instead of a corn roast the event was turned into a Cake and Ice Cream Social. The event was very successful and was followed by a very informative and enjoyable speaker, John Procknow, who spoke about the Battle of Valcour Island fought during the Revolutionary War/. Thank you to Chris and Jenny and all volunteers who helped switch gears and turn this into a wonderful evening instead of just canceling the event.

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In September, we look forward to Oktoberfest hosted by Ulie and Holzinger and his experienced Oktoberfest crew on Wednesday, September 6th. We also look forward to the Commodore Macdonough Breakfast hosted by Chris and Jenny Leopold and Aimee Caldwell and Eric Carlson on September 9th, preceding the Commodore Macdonough Race. Come one and all to enjoy these last events of our 2023 season!

All of these events and others are made possible by a dedicated group of volunteers who annually commit their time and talents to help bring these wonderful events to foster and build our LCYC community. Our new volunteer software program, SignUp Genius, provides support in the recruitment and enrollment of volunteers for our many events. The program has helped to reduce the time consuming tasks and countless hours spent on the telephone or emailing members to recruit volunteers. Although SignUp Genius provides significant assistance to us, our entire social program is dependent upon LCYC members volunteering to work our events. Remember, we NEED you! Your help is needed to make these great events possible for our LCYC community. Volunteers needed for Oktoberfest, Macdonough Breakfast, Fall Workday and our Awards Night in November. To volunteer for an event, click on the following link, then click on the LCYC events at the top of the page: www.signupgenius.com/tabs/33776D902A7CBE8C71-lcyc.

Docks

Gene Cloutier, Docks Chair



As we all know, the weather this summer has been very unusual. The frequent rains have added a dimension of constant chain adjustments this year in reverse of prior years with easing vs tightening to keep in alignment. A special thank you to those who have helped and to the steward team as well. The stewards this year have not only helped with the chains but also helped keep the pedestals clean and dinghies pumped out. They have been nothing short of amazing and please make sure to let them

know and share your appreciation.

You may also notice that there have been a fair number of boards replaced this year which has revealed that some of the support beams are a little punky and not allowing for screws to bite in. Again, Kudos to the stewards for monitoring and fixing as needed. The other challenge that has arisen is the number of pins that have fallen out and needed replacement is somewhat unusual from prior years I am told. All of these are signs of an aging dock system that is being reviewed by the docks team.

Otherwise it has been a relatively uneventful dock year and a special thanks to our steward team.

Scuttlebutt (Editor's notes)



As most of you know Jimmy Buffett died recently. I was a big fan. If you read the articles about him online it seems that his music spoke to people in different ways. For me he always reminded me of my younger days including those I spent in the service aboard ship.

It is fair to say I had a bit of a Vagabond life growing up. I left home a few days after my 15th birthday to travel to Mexico with some family friends. At the end of the summer I traveled by myself to the Yucatan, Havana, and then to Miami where I took a bus to New York. There I met my mother, younger brother and sister and traveled by boat to Europe. After roughly four months with them they returned to the States and I continued to travel and attend school in England and Europe, for the next 2 1/2 years.

After a year of college, I enlisted in the Navy For four years. After nine months of training in San Diego I was stationed aboard the USS Halsey a guided missile frigate. I lived aboard ship for the next three years. My berth was in a compartment with 30 other technicians with three high bunks. In port, we had pretty easy duty, standing watch only every 3rd or 4th day. At sea we had three section watches. That meant 4 hours on watch and 8 hours off. If the 8 hours off came during working hours you worked. In the western Pacific we typically refueled and replenished every 3rd or 4th night, usually between midnight and 4:00 in the morning. Since that was an all hands detail, that meant you lost more sleep.

We spent a lot of time at sea over the three years aboard ship. Not as much as they seem to do now but a lot. We were a test ship for modifications for the terrier missile system that we carried. That meant that while we were in port we had lots of shipyard workers aboard making changes to various parts of the ship. They would run cables down passageways and generally create a mess. It has always been interesting to me that after a period of time in port, most of us felt it was time to go to sea. A ship belongs underway. Even with the relative hardships. While underway, everything would be properly stowed, a normal routine would be established, your body and soul could heal from the excesses of liberty in national city and Tijuana. You could even save a little cash.

The routine of having the crew manning the rail in their Blues, as we left port was always a thrill. Seeing the sights of the port as we left give us a sense of anticipation of what lay ahead. The sense of expectation was even greater when we were leaving on a transit to Long Beach, San Francisco, Seattle, or Pearl Harbor on our way to the western Pacific. Entering port was even more exciting, especially, if it was Pearl Harbor, Subic Bay in the Philippines, Hong Kong, Okinawa, or Yokosuka, Japan.

It is hard to explain to people where your head was when you returned to port after spending 30 to 40 days at sea in the South China Sea off Vietnam, plane guarding for aircraft carriers. The relentlessness of watch standing and duties wore on you. Our normal port of call, Subic Bay, was a pretty utilitarian place. With three section liberty, one group could leave the ship around noon, the next after 4:00 and the third stayed on board to stand watch. When you left ship determined when you began drinking. Thus, Jimmy Buffett's, It's 5 O'clock Somewhere,

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has a particular resonance:
Getting paid by the hour and older by the minute
My boss just pushed me over the limit
I could call him something
Think I'll just call it a day

Pour me something tall and strong
Make it a hurricane before I go insane
It's only half past twelve but I don't care
It's five o'clock somewhere

As does Margaritaville:

Wastin' away again in Margaritaville
Searching for my lost shaker of salt
Some people claim that there's a woman to blame
But I know it's nobody's fault

But while the drinking songs have sort of a nostalgic feel, I think that, Southern Cross, (a Crosby, Stills and Nash song) a song that he sings about passage making appeals to me as a sailor the most:

When you see the Southern Cross for the first time
You understand now why you came this way
'Cause the truth you might be runnin' from is so small
But it's as big as the promise, the promise of a coming day
So I'm sailing for tomorrow, my dreams are a dyin'
And my love is an anchor tied to you, tied with a silver chain
I have my ship and all her flags are a flyin'
She is all I have left and music is her name
Think about how many times I have fallen
Spirits are using me, larger voices callin'
What heaven brought you and me cannot be forgotten
I have been around the world
Lookin' for that woman girl
who knows love can endure
And you know it will. And you know it will.

And then there is his Changes in Latitude Changes in Attitude, which I always find nostalgic:

Reading departure signs in some big airport
Reminds me of the places I've been
Visions of good times that brought so much pleasure
Makes me want to go back again
If it suddenly ended tomorrow
I could somehow adjust to the fall
Good times and riches and son of a bitches
I've seen more than I can recall

These changes in latitudes, changes in attitudes

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Nothing remains quite the same
Through all of the islands and all of the highlands
If we couldn't laugh we would all go insane

And finally, there is the haunting, One Particular Harbor:

But there's this one particular harbor
Sheltered from the wind
Where the children play on the shore each day
And all are safe within

A most mysterious calling harbor
So far but yet so near
Where I see the day when my hair's full gray
And I finally disappear

Safe sailing.

Peace,
Tony Lamb