



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: John Stetson

August 2025

Director of Club Communications: Doug Merrill

Binnacle Editor: Tony Lamb



Wednesday Night Start.

In this issue:

Commodore's Corner	Page 2
Unwelcome Behavior at LCYC	Page 4
Etchells Fleet #25 marks 25 years!!!	Page 5
Rescue Boat at LCYC Boat Tour	Page 9
New Member Feretti	Page 10
New Member Smith	Page 11
Dinghy Sailing at LCYC	Page 12
Summer Events & Celebrations Continue	Page 16
Cruising in Full Swing	Page 18
Champ Chase Regatta	Page 22
Around the Club	
Stewards Update	Page 25
Jr. Sailing	Page 27
The Great Dish Debate	Page 29
Grounds	Page 30
Docks	Page 31
Scuttlebutt	Page 32



Commodore's Corner



By John Stetson, Commodore

*E-mail: LCYC.Commodore@gmail.com *

What a difference a couple of months can make! We have gone from wet and cool to hot, humid and even, smokey! We have also gone from a club waking up after a long winter to a bustling place with opportunities for all. I continue to be amazed at the number of activities each week!

I would like to focus my thoughts this month on Junior Sailing. It is easy to be aware of the social events, keep up with the cruising or regatta activities, or even enjoy the company of others over dinner on the grounds. Junior Sailing, on the other hand, is an activity that largely occurs on its own, on weekdays when the club is less active, in a separate building or space. A dedicated team of volunteers, including Director Joe Rosen, Monica Morgan, Fran Hardy and others, made it happen.

For eight weeks, from mid June to mid August, we have had 7 to 18 campers participating in the program, some for multiple weeks. They are the children of members and nonmembers, from local towns and beyond. They range in age from 8 to 17. Some come with sailing experience while others are trying sailing for the very first time.

After a Meet and Greet at the beginning of the season, the one-week sessions kick off, with swim tests being the first hurdle for many. It is interesting to hear the concerns from the parents, only to see the kids jump in and get it behind them. (I suppose a little peer pressure is a good thing at times!) They learn that it is not so bad to capsize and what to do when it happens. Very quickly, they are piloting their own vessel!

Halfway through the season, we hosted a Parent/Camper Sail-along, where the campers take their parents for a sail. Some of the parents got into a sail boat for the first time! The smiles and comments said it all. To a person, the camp was doing what was hoped, building a love of sailing!

Hosting the Champ Chase Regatta was very exciting! Campers from Malletts Bay Boat Club, Northern Lake George Yacht Club, Saratoga Lake Sailing Club and LCYC competed for two days. Thirty-one sailors, eleven in Opti's and ten teams in FJ's, took to the water, in what turned out to be a little more wind than desired. Seeing the boats being rigged, the campers working as teams and the instructors helping where needed, was very satisfying. The activity level was at its highest!

We then turned around and sent four of our Opti sailors with a coach to compete in the Cheeseburger Regatta at Northern Lake George Yacht Club. The experience of being away from home, with a host family, was a success for all involved.

Juggling the needs of the campers while balancing the vagaries of the weather is a full time challenge! When not on the water, the campers learn to tie knots, the parts of a boat, the points of sail, etc. While they spend as much time on the water as possible, the instructors have also

supervised kick ball on the lawn and taken the group for hikes. The instructors need to constantly look for opportunities for positive interaction between the campers. Although the goal is to learn to sail and race, it is wonderful to see and hear the happy voices while they are on the lawn with outdoor sports.

The Jr Sailing program is, without question, one of the most satisfying volunteer experiences that I have been involved with. To see nonsailors be transformed into sailors, in charge of their own boat, was very rewarding! To see parents experience sailing for the first time was exciting. Watching the Regatta, talking with the campers and parents, and seeing the activity level both on shore and the water, was heartwarming.

It takes many volunteers to make this program happen, including the overall management, finding and hiring instructors, advertising and registration, organizing and purchasing gear for the campers, boat inventory and repairs, coordinating the sail-along, regatta race management, food, coordinating host families, and organizing the awards. There are many opportunities to be involved.

As we wrap up the season we will be looking to the future. With the knowledge that we will be losing most of our instructors, we will begin our search for new instructors. We will consider the balance between general sailing and racing. The condition of the boats will be evaluated and any needed repairs will be performed this fall and next spring. We will evaluate the pricing of the program, taking into account discounts, scholarships and pricing of similar programs at other clubs.

Today's Jr Sailors are tomorrow's crew and members! Not only is it important to the club, but it helps satisfy our permit requirements to offer a public good. This is an important program and requires many hands and heads to make it a success.



Ladies Cup Start.

Unwelcome Behavior at LCYC

LCYC relies on our volunteers for everything that is important to the members and guests. To hear that our volunteer parking assistants on Ladies Cup morning were treated with disrespect and downright rude comments is truly disheartening.

The volunteers were requested to help with parking to enable as many people to park on the lawn as possible, as we find that without encouragement to park wisely, we are unable to accommodate as many vehicles onto our limited site. Whether it is members or guests, including non-member crew members, disrespectful language and comments made to those who are there to help is unacceptable.

Please treat our volunteers with respect and thank them for their efforts. They are donating their time for our benefit.

John Stetson, Commodore

E-mail: LCYC.Commodore@gmail.com

Etchells Fleet #25 marks 25 years!!! The Origin Story

By John Harris



From its humble beginnings more than 25 years ago the Etchells fleet at LCYC has been one of the largest and most active Etchells fleets in North America over the past quarter century. While the Fleet Charter was issued on August 23, 2000, Etchells sailing at LCYC actually predates this by almost a decade. Most members probably don't know or remember, but the very first Etchells was brought to LCYC by past Commodore Chris Leopold and his wife Jenny in the early 1990's.

Chris and Jenny first fell in love with the Etchells when they saw one on its way to a regatta in Marblehead in 1991. They talked to the owner for 15-20 minutes about the boat and its classic lines. Over the next year they researched the class and began to follow the class online. Soon after, they contacted Ted Baker in Marblehead who invited them to come for a sail on his boat, USA 67 "Green Machine". After their two hour sail Chris and Jenny were absolutely hooked on the Etchells and set off to find a boat of their own. (Note: "Green Machine" was subsequently brought to LCYC by Bob Goodwin and Hal Greig in the early 2000's, renamed "Senior Moment" and is still active in our fleet today). The Leopolds ultimately bought USA 358 "Man A War" in 1992 and brought it to LCYC the following Spring. Chris and Jenny,

often times with all four of their kids as crew, daysailed and raced their Etchells extensively on Wednesday nights and weekend races through 1998 before selling it to their friend and LCYC neighbor, Jack Milbank, who moored the boat in front of his house on Sledrunner Cove.

Around 1998 Dave Powlison started to get restless. After campaigning various PHRF boats, including the Soverel 33 “Frankly Scarlett”, for a number of years, Dave was looking to get back to one design racing and started looking for the right boat around which to try to build a fleet at LCYC. After considering a number of boats, Dave came around to the Etchells.

Some recollections from Dave and Chris:

Once I became interested, Fritz and I went and sailed Leopold’s boat to check it out. Really liked it but didn’t understand how much backstay you had to put on to get things “in position” and were puzzled by the excessive amount of headstay sag, although Jack set us straight after. I bought the first boat to come onto the lake after Milbank’s boat, from Canada—478—that fall. As I recall, a group of us started sailing that first summer, then the fleet was officially formed the following summer, once we had a critical mass.

Jenny and I always thought the Etchells was the perfect one design boat for LCYC and Lake Champlain...great boat to sail, low entry costs for purchasing a boat, minimal crew, outstanding regional and national competition, and a boat that handles almost all of the lake’s variable weather. We tried for the first few years we owned 358 to interest other LCYC members and others, but PHRF was still the be all/end all. We had Jeff Hill, Milbank, and others sail the boat, but it wasn’t until Powlison and Horton sailed the boat that it began to gain traction. By then, we had decided to sell the boat and buy a J27 or J29 to better fulfill family daysailing and racing. Dave was able to do the nurturing and fleet development that we didn’t have the time or the connections to make happen. Part of it was also an increasing group of people yearning for something beyond PHRF racing. When Jenny and I see the Etchells fleet racing on Monday or Wednesday nights, we do feel validated that we picked the “right boat” for one design racing at LCYC.

Dave acquired a boat and with a few recruits started racing in 1999. In 2000 the fleet was chartered as Lake Champlain Fleet #25 by the International Etchells Class Association with Dave as Fleet Captain (USA 478) and charter members Steve Booth & Don O’Brien (USA 466), Peter Phillips (USA 467), Bette & Ernie Reuter (USA 358), Rick Stevens (USA 579) and Jack Milbank (USA 470). Most of the early boats came from Marblehead, with the exception of Dave’s, which came from Montreal, and Rick’s, which his dad (long time LCYC member Bill) and a buddy roadtripped to bring back from Florida. Many of these original boats stayed in the fleet for a number of years. One of the original six, USA 466 (now owned by Steve Booth and

Joss Besse), is still active and won the Kelemen Cup (Etchells season championship) in 2022 and 2023.



With the fleet now off and sailing, Dave went into “Pied Piper mode” picking off vulnerable sailors one by one. By 2007 the fleet had grown to 13 boats. Some of the early members included Bob Goodwin, Bob Penniman, Don Brush & Bob Schumacher, the Ted Castle/Jim Lampman/Clark Boynton syndicate, Rick Howell, Dr. John Crawhall, Dr Jeffrey Stahl (who owned a bright red boat with a blue deck, hull #5), Ken Felis, Jim Turvey, Ernie Pomerleau and John Harris.

In the early years the emphasis was on growing the skill level of the fleet. To that end, multiple clinics were held with Jud Smith (multi-time Etchells world champion), Andy Horton and Chris Morgan. For those who have never sailed the Etchells, it is a very technical boat with lots of “strings to pull”. Almost everything you might want to adjust is adjustable, but that’s a blessing and a curse. There was a BIG learning curve to figure out how to sail these boats really well. 20+ years later, most of us are still learning.

As the fleet grew, attention turned to hosting a regatta. The lack of facilities at LCYC for launching and hauling Etchells, and the accessibility of the hoist at the CSC presented logistical challenges such that only a handful of regattas were held, all based out of Burlington harbor. The highlight of these was the 2007 Etchells New England Championship, which drew more than 30 boats from the eastern US and Canada. After a decade or more of dormancy, in 2024, with the completion of the new CSC waterfront, the fleet finally ran another Etchells re-

gatta.

The primary focus of the fleet has always been on our local racing (Wednesday nights and our Etchells one design series) competing for the fleet's season championship trophy, the Kelemen Cup. In addition Etchells have been regular participants in the Ladies Cup, with 4 different boats having won the cup a total of 6 times since 2012. Over the past 15 years a growing number of boats have participated in numerous regattas off the lake including, most notably, the Etchells winter series in Miami, Marblehead NOOD and the Lobster Bowl in Portland Maine, as well as some North American and US hosted World Championships.

Looking back it is amazing how many individual owners and boats have been part of our fleet. There have been almost 50 member/owners (numerous boats owned in partnership) and 27 boats which have sailed in our fleet. Regular crew participants number in the hundreds. During this period, with all due respect to the PHRF racers as well as the Lightning and J/24 fleets at MBBC, we have sustained the most competitive sailboat racing on Lake Champlain with multiple Kelemen Cups settled in the final Wednesday night race of the season.

The fleet has a legacy of giving back to the club in a variety of ways over the years including sponsoring a burger burn for our 10th anniversary (and volunteering at one every year since), underwriting the cost of one of the MarkSetBots and providing much of the race management for the Champ Chase (Junior) Regatta for many years. A number of fleet members have served as Commodore as well as in numerous BOG positions including Regatta, Junior Sailing, Secretary/Membership and Communications. Almost half of our active PRO's are current or former fleet members, as is the head of the Race Management Group. Our dinghy racing series was also started, and continues to be led, by members of the Etchells fleet.

On behalf of the fleet I would like to thank LCYC for supporting us all these years, especially all the PRO's and RC's who have volunteered for hundreds of Wednesday night and E Series events, making all of this possible.

Town of Shelburne Fire Department Showcases its Rescue Boat at LCYC Boat Tour

By Jean Sievert and Dwight Mazur



Aboard from left to right are Dwight Mazur, Andrew Dickerson and Ted Fisher with the Shelburne Fire Department



Ted Fisher with curious youngsters

Photos by Jean Sievert

The members of the Lake Champlain Yacht Club were delighted to be able to tour a special guest vessel at their annual dock-side Boat Tour on July 11: Shelburne Fire Department's very own Fireboat 1. The club is the new summer home for the town's rescue vessel. In providing a slip at one of its docks, the club has substantially decreased the time required for the fire department's crew to get on board and respond to emergencies.

LCYC members have been admiring Fireboat 1 all summer and finally had an opportunity to learn about the vessel, its crew and its mission. On board for the evening was Engineer Dwight Mazur, a 16-year veteran with the fire department who, in addition to driving its land based fire-fighting apparatus, oversees its marine assets and training. Joining him were Firefighter Ted Fisher (three years with the department) and Chief Andrew Dickerson (15 years with the department). Their story fascinated young and old audiences alike and is one to be appreciated by all of us who live in Shelburne and recreate in nearby Lake Champlain.

Fireboat 1 (FB1) was custom built for Shelburne Fire by Stanley/Connor Industries in Ontario, Canada. She is a 24-foot high-speed aluminum landing craft with twin 200hp outboard engines and a 500 gallon-per-minute firefighting pump. FB1 is the only vessel equipped for marine fire-fighting in this area of the lake. The town took delivery of the hull in November 2021 and spent

the winter months up-fitting the vessel with engines, electronics and equipment for firefighting and search and rescue operations. A sizeable portion of the money needed to purchase the equipment on board was donated by generous members of our community, while the labor to complete the up-fitting was donated by Mazur and other members of the department. The vessel was placed in service in May of 2022.

FB1 typically launches in May and remains in the water until mid-to-late November each year. The crew primarily responds to search and rescue/recovery calls, boat, dock or shoreline fires, and medical emergencies on the water. In a typical season, the crew will respond to between two to three marine emergency calls per month and trains on the vessel several times a month.

Thank you Shelburne Fire!



Classic Power Boats Retuning From The Burlington Boat Show.

New Member Introduction: The Feretti Family



We are so excited to be joining LCYC. We are Rags (short for Ragnar) and Ann Marie, our kids are Jenna, Luke and Ali.

We moved to Vermont in 2023 after many years of vacationing here, when an opportunity to teach full time came up for Ann at UVM. Rags is originally from the Bronx, Ann is from Western Canada. Most recently we spent 15 years in Connecticut where the kids were in school and busy with scouts, hockey, soccer, etc...

We love to travel as a family and always look for opportunities to spend time outside. We had a fishing boat on Long Island Sound and we all like to kayak and paddle board.

We are joining LCYC to have a place to be outdoors, get out on the water and meet some new friends who like the same things. We are missing the sense of community we had in CT. We have already met some wonderful people who are part of LCYC, and we are looking forward to getting involved with things at the Club!

New Member Introduction: Smith Family



Diana and I are happy to be members of the LCYC. In 2023, we obtained our place in Shelburne, which is within walking distance of the club. The house is historic and consists of five condominiums, one of which is ours. Because of my prior professional interest in history and genealogy, I was excited to live in an historic place, and the rich history of the LCYC is similarly appealing.

We are retired and came to Shelburne to be near our daughter and son-in-law, Emily and Jim Whitledge, and our two grandchildren, Ginny (age 7) and James Whitledge (age 3), who live in Jericho.

We hope Ginny will participate in the youth sailing program next summer when she is 8 and a more accomplished swimmer. This summer, we acquired a Rhodes 19 sailboat and are refreshing and expanding our somewhat limited knowledge and experience before the mast. Our plan is to keep the Rhodes 19, which has a centerboard, on our shared dock, so access will be quick and easy.

In the interest of full disclosure, we are actually legal residents of Cambridge, Massachusetts, where Diana currently serves as a commissioner of public art for the city. We plan to spend the whole summer in Shelburne and other times, too: the main holidays, skiing with the extended family, and of course the spring and fall workdays at LCYC!

The workdays are good excuses for us to lengthen our Shelburne stays in the spring and fall - an unexpected benefit of membership in the LCYC.

Dinghy Sailing at LCYC Dinghies Galore!!!

By John Harris

A casual stroll along the south side of the club will show that dinghy sailing at LCYC is on a roll. Our RS Aero fleet is up to 10 boats, with a couple more on the near term horizon, and our smaller Laser fleet is strong and growing as well. The Melges 15's are a super fun doublehanded boat (with an asymmetric spinnaker!!) and we'd love to add more boats to our small fleet.

Just the other day I counted 22 sailing dinghies at the club. On July 24th we set an all time participation record of 17 boats for our Thursday night race series and followed it up with 14 boats on July 31st!!!

The wind gods have also smiled on us, as we've had 9 straight weeks of sailable conditions before finally getting skunked on week 10. We took advantage of the lack of wind to do a mini clinic sharing tips on rigging, sail trim and boathandling.

We'd love to get more LCYC members hooked on dinghy racing. And you don't even need your own boat to get started!!! If you are interested in giving it a try, just show up on Thursday night in the south lot and we'll figure out how to get you in a boat. Fleet members are very generous with loaning their boats when not sailing and we've also been rotating folks in off the RC boat (the LCYC RIB) so that everyone gets to sail at least half the races.

Also, if you are interested in sailing a doublehanded boat, using the Club's FJ's is another option. With the enthusiasm level so high we've decided to extend our season for 3 more weeks until September 25th.

While the level of competition is high, our racing format is very casual (we don't even keep score), we have a broad spectrum of skill levels and are focused on FUN and LEARNING, with lots of coaching and support from experienced sailors, both on and off the water. And we even occasionally have some apres racing food and drink events!!

If you have questions about the program or are interested in trying a boat, but not in the Thursday night racing environment, give me a shout.



Mother/Daughter night with Fran and Dylan Hardy



Tim McKegney and John Harris battling it out downwind



Dinghies Galore



Ben Knight and LCYC Jr Sailor Quinn Tyler enjoying a breezy night M15 style!!

Summer Events & Celebrations Continue

Robin Jeffers, Chris & Jenny Leopold, & Christina Lamb Sidell, Social Co-Chairs

The past six weeks have been a whirlwind of classic LCYC social events. On Friday, July 11th, we celebrated the annual Boat Tour, which included a Tag Sale to benefit our Junior Sailing Scholarship Program, onshore snacks and munchies. Special thanks to Jean Sievert for organizing the boats on the docks, Monica Morgan for leading the Tag Sale, and Robin Jeffers for hosting the onshore refreshments.

Thanks to the work of a dedicated group of LCYC cruisers, we continued another tradition, the Ye Olde Fashioned Burger Burn, on Wednesday, July 16th. First time hosts Betsey and Don Dempsey lead the cruising team as they served dinner to 185 members and guests.



A rainy July afternoon couldn't dampen the spirits or suppress the smiles of LCYC's youngest members at our annual Family Day, hosted by the Lamb and Sidell families. Parents, grandparents, Aunts, Uncles, and lots of kids ignored the rain to thoroughly enjoy our face painting, Bouncy House, Big Blue Trunk, make your own boats, snacks and ice cream sundaes, in celebrating this special event. Add lots of happy excited kids and you have LCYC's annual Family Day.



*Don Brush, Andy Horton, Monica Morgan, Emma Hawko,
and moderator John Harris*

The month of August rolled in with two events for Ladies Cup weekend. The Social Committee hosted a Friday night Potluck Dessert followed by an LCYC Speaker Event with five LCYC

championship level racers discussing racing at its highest levels. Don Brush, Andy Horton, Monica Morgan, Emma Hawko, and moderator John Harris shared their experiences and insights racing against the world's best racers. The next day, we celebrated one of the oldest racing events in North America, LCYC's Ladies Cup. Immediately following a successful running of the race in light air (kudos to the Race Committee), Robin Jeffers hosted a wonderful Ladies Cup Reception & Awards with light fare & Awards.



LCYC's Corn Roast & Potluck Dinner on Friday, August 8th, hosted by Chris and Jenny Leopold, drew a crowd of 125 attendees. Our experienced team of volunteers roasted Vermont farm fresh corn and grilled Italian sausage, beef, salmon, veggie burgers, and hot dogs complimented by member contributions of homemade potluck salads, and sides, serving 125 LCYC members.

We hope you join us for upcoming events in August and September:

- Taco Night Returns on Wednesday, August 13th. Join us as volunteers, cook and serve soft tacos with all the fixin's that you love and appreciate in LCYC's Mexican style street tacos.
- Commodores' Potluck Dinner on Friday, August 22nd. LCYC's Commodore and Past Commodores invite you for a dinner of grilled chicken, Italian sausage, beef, salmon & veggie burgers, and hot dogs all complimented by your homemade potluck salads, sides, and a special dessert.
- Oktoberfest dinner on Wednesday, September 10th. Celebrate the onset of cooler weather in September with our traditional Oktoberfest fare featuring beer-cooked grilled sausage, sauerkraut, German potato salad, and traditional black forest cake.
- Macdonough Breakfast on Saturday, September 13th. Our breakfast team will serve pancakes, French toast, sausage, fruit, juice, and coffee/tea. All LCYC members are welcome.

A heartfelt THANK YOU to our dedicated member volunteers for working at these events. Without your time, talents, and contributions, these events would not be possible!

Join the FUN! Volunteer to help work at an LCYC event. Volunteering is simple! Click on the link to SignUpGenius: https://www.signupgenius.com/tabs/33776D902A7CBE8C71-lcyc2025#/ or use <https://lcyc.info/club/volunteer> and click on the Sign Up to Volunteer at a Social Event button.

Cruising in Full Swing

*By the LCYC Cruising Committee –
Bill and Susan Bresee, David and Heather Main, Joss Besse*



Cruisers gathering at the Club.

Our cruiser's summer is in full swing; with some great events already held, and plenty more to come. The July 4th cruise departed Friday morning after Burlington's fireworks began by heading South with a beautiful tail wind speeding us down to Converse Bay. With 10+ boats anchored by the the end of the afternoon, we still managed to squeeze folks on to Wynkin 'n Blynkin for a fun cocktail hour.



All Hands at Cocktail Hour

After a quiet night, the fleet split with most headed to Westport for the July 4 parade and fireworks, and a few heading north to Willsboro. Whichever way we went, another beautiful sailing day made short work of the trip. On our final day, the wind gods once again favored us with a brisk southerly to speed us home. Three days of beautiful winds and sunshine – what more could we wish for?!?

Our next event was two weeks later. It began with a Friday “Captain’s Hour” (BYO drinks and appetizer to share) followed by one of our biggest events of the summer – the Champagne Race. This year we decided to try something new with the goal of encouraging more boats to join in. Rather than finishing at Kingsland Bay or another destination to anchor overnight, we finished at LCYC. With 14 boats registered, race day brought a 10-12 kt southerly and beautiful sailing to Four Brothers, and most of the way back ... before shutting down at Shelburne Point. At that point the fleet bunched up and we all slowly made our way to the finish line at LCYC. The after-race pot luck dinner (along with offerings from the grill) and awards ceremony attracted 40-50 cruisers. Line honors for the race went to Sophie (Bill and Susan Breesee), followed by Jellyfish (Tim and Teresa Anderson) and Borealis (Joss and Hilary Besse). Despite the drifting conditions at the end of the race, the three leading boats all finished within a minute or two of each other. It was a low-speed cliff-hanger!

Our next event is the week-long Perseid Meteor shower Cruise (August 2-10), which will take place before this Binnacle goes to press. This will be followed by the Labor Day Cruise (August 30-Sept 1) and the Fall Foliage Cruise (Sept 13-14), both of which are preceded by a Friday evening cruiser’s potlucks (open to all). In other words, there are plenty more opportunities for LCYC members to join in the fun. All are welcome. If you have never participated in one of the cruises but are interested in trying, please give one of us a call – our goal is to help more members join in!



Champagne Race-Perfect Day/



Beautiful Racing to Four Brothers.



The Wind Dies at Shelburne Point.



There is Calm and Then There is Becalmed.



Champ Chase Regatta.









Stewards Update
By Erik Filkorn, Stewards Chair

Around the Club



The stewards are finally at full strength this season with eight in play. Fisher, Adelaide and frequent cameo appearances by Parker augmented by the volunteer brigade got us through May and early June. A late and great addition to the team is Leah Campbell, former head steward at Mallets Bay Boat Club and an alum of the Marblehead Yacht Club, where both Maeve and Ryan Begin (finally back from Australia) previously served. The North Shore's loss is our gain. Leah was responsible for our fine Independence Day display (pictured).

This being my first year as stewards chair, I continue to be amazed at the array of small but critical tasks the team takes care of around the club; from battling the wasps in the light fixtures to monitoring the septic tanks (we have two) to make sure we get pumped out before the party has

A
R
O
U
N
D

T
H
E

C
L
U
B

to stop. When the party runs late, they're the ones that pick up the pieces in the morning. They are bot whisperers, impromptu boat mechanics, parking attendants on land and sea, and, well... stewards of the whole operation.



There's a life that many of us don't often see on week-days at LCYC with Jr. Sailing in full swing and volunteers engaging in boat tinkering, dock maintenance, house repairs and beating back the jungle as it encroaches on the grounds. The stewards' office is where a lot of those paths cross. It's the post office, tool box, weather station, complaints department and reception desk. All day long, they clean, fix and move things. They wrangle runaway dinghy's (okay, maybe one of them was mine), arrange for guest moorings and sometimes even find themselves deconflicting territorial battles between drifting boats.

This past week, an anonymous former Junior Sailing instructor spotted a pair of yachts challenging the laws of physics in the north harbor, radioed the steward on duty and within minutes they'd assembled a team to drop fenders and prevent damage until the boats could be untangled. Strange things can happen in light air. In this case, one boat's pendant was wrapped around the rudder of another. Speaking of which, is it pedantic of me to be dwelling on whether the correct term is pennant or pendant? It appears both are correct.

Once a steward of the club, always a steward of the club, but we are eager to find the next generation of people for the program, so if you have a teenager or know a teenager who is interested in becoming a future steward, we'd love to bring them on as a steward apprentice next season. If they're willing to commit to a few years in the job, we can cover the cost of training and licensure and help them through the process. The lessons learned will last a lifetime and most would agree it's the best job ever.

-

Junior Sailing

by Joe Rosen

The Junior Sailing program will complete the last of its 8 week long sessions on August 8, 2025. It was a very busy year with 98 participants filling 141 spots.

This year we awarded 2 Landau Scholarships which provided the opportunity for kids that would otherwise have not been able to attend junior sailing. During the LCYC boat show we had a tag sale and request for donations to replenish the scholarship fund. We were able to raise a total of \$1,247 which will allow us to continue this very worthwhile scholarship. A sincere appreciation and thanks goes out to all who donated items and contributed for the scholarship fund. A special thanks goes out to Monica Morgan for her work organizing the tag sale and to Enie Pomerleau for his very generous contribution.

On July 16 & 17, the LCYC junior sailing program hosted the annual Champ Chase regatta. We had 11 Optis and 10 FJs racing. The fleets included sailors from North Lake George Yacht Club, Saratoga Lake Sailing Club and the Mallets Bay Boat Club. The junior sailors, many racing for the first time, met very sporty winds the first day. The race committee, led by John Harris, did a terrific job managing challenging weather with young, novice sailors in very small boats. It was a successful regatta made possible by the contributions of many volunteers, which included Lisa Merrill -housing, Marcia Rosen, Fran Hardy, Gayle von Eckartsberg and Diana Smith-food, Kevin Hawko-trophies, Ben Durant -swag, Monica Morgan-registration and boat equipment.

On Tuesday, July 22, the junior sailing program hosted our Parent Child Sail Along. Eight families participated in FJs for a beautiful summer evening on the lake.

As the 2025 Junior Sailing season comes to an end, I am happy to report it was a successful year. Being new to the position of junior sailing committee chair, it was a learning experience. The success of the junior sailing program was only made possible by the great support of many others. Even though the junior sailing program was also new for our Commodore John Stetson, he was an amazing help. John was always available to offer guidance and real support for the junior sailing program. John, Fran, Monica and so many others are really what makes this program possible. I would also like to thank and give credit to our terrific instructors; Ryan Potter, Eloise Durant, Magnus Nilsson, Griffin Hanson, Freyer Heinzer, as well as our instructors in training; Quinn Tyler, Livi Neilson, Ben Healy and Finn Cray-Budington. These folks spent long days, under every kind of weather, with all types of kids, teaching the next generation of sailors, in a safe, fun environment.



**A
R
O
U
N
D

T
H
E

C
L
U
B**

We have one instructor that spent the summer with us whose biography missed the June Binnacle.

Freya Heinzer is an incoming junior at BHS, she has been sailing for around 8 years, she sails for the Northern Vermont High School sailing team in the spring and fall. She is excited for another season of sailing at LCYC. Freya hopes to share the joy of sailing with other junior sailors!



House Report

A Clubhouse Courtesy Check: The Great Dish Debate of 2025

Lately, the Clubhouse has been looking less like a charming gathering spot and more like the aftermath of a potluck hosted by Steve the Raccoon. Stray glasses in the sink, plates stacked like a game of ceramic Jenga — it's enough to make Martha Stewart weep.

The final straw? A recent dinner party that was delightful in every way... except for the Everest of dirty dishes left behind. It was less "thank you for a lovely evening" and more "good luck, whoever finds this mess."

Let's be honest: our stewards are miracle workers, but they're not your personal dishwashing fairies. They keep the Club humming — but cleaning up after your soirée? That's not in the job description.

Now, we know most of you are paragons of politeness. You'd sooner wrestle a porcupine than leave your dirty plate behind. But for the few who've forgotten their manners (or their mother's voice in their head saying "clean up after yourself!"), consider this your gentle nudge.

So what's next? We're open to ideas. Signs that say "Your mother doesn't work here"? A "Dish Duty Hall of Shame"? Or maybe just a friendly reminder that shared spaces work best when we all pitch in.

Send us your suggestions. And next time you raise a glass, let's toast to tidiness — and to keeping the Clubhouse classy, not crusty.

Ben Durant

**A
R
O
U
N
D
T
H
E
C
L
U
B**

From the grounds committee .

As summer progresses things are looking good at LCYC. The spring in the south parking lot has dried up The work on the drainage ditch on the west side has paid off in that the grass west of the drive is as dry as it's ever been. Thanks again to Adam Dantzcher for his excavator prowess!

You may have noticed some logs on the drive . They are from dead trees that Adam and I cut last month . They need to be cut up and transported to the clubhouse for firewood if anyone is in need of hours and so inclined.

Lastly for those of you who frequent the club in the evening you will see our latest goose deterrent: "Tiller", the coyote decoy will be deployed at various spots on the lawn to prevent geese from flying in. Now that the goslings can fly, the fence at the base of the ramp is ineffective.

So don't freak out if you are at the club one evening and see a coyote staring at you. He's friendly.

Matt Fisher
Grounds chair

Docks

This article is about all of the little things that the club needs to address throughout the summer (just in the docks arena) that are accomplished by our volunteer members and a thank you to them.

From my perspective, this has been a great summer so far. I have heard nothing but compliments on the new docks that to me means either everyone is really happy or no one wants to give me any bad news. There have been some minor tweaks that we have discovered, and the dock team has been amazing about stepping up to do the work. I truly appreciate our volunteer club members doing what needs to be done. Thank you Dock Team!

Everything is complete on the main docks now. Mark Behr fixed the life ring holders on the pedestals by installing proper hangers. Ted Marcy and team mounted the swim ladders. Tom Crow got signs made and affixed to the docks for safety. Please note that we do have a couple more signs that Tom had made up and put on the end of the T dock to remind members that is only for “pick up and drop off only” and marks our official no parking zone at the end of the T Dock. Parker Main moved a couple of the cleats for better spacing so that it is easier to use lines to hold off the bow and stern. John Harris and team affixed a spring line cleat for the Dinse. Bob Schumacher attached a roller at the end of the Dinse dock and I believe that we now have a system for easily docking the Dinse. Don Holly fixed a small water leak. Dan Donegan completed the electrical controller to completely update our electrical system and he is fixing the 2nd pedestal light photocell. Finally, Chris Leopold did a fabulous job with dinghy assignment management to accommodate all of the requests that came in. I am concerned about the large number of open spots on the dinghy docks, which means we will be assessing who is not using those spots and re-assign as needed. The only other issue I have heard is that the plywood piece at the end of the gangway is slippery when wet and the dock team is working on adding some non-skid to that board. I am sure there are more people to thank and again great work by the dock team. I am still looking for volunteers to clean the pedestals weekly to keep them clear of spiders and looking new.

Ok, now onto the Jr. Sailing docks. Unfortunately, we now have a new baseline expectation of what our docks should be. The boards on the FJ launch docks have been quite problematic this year with a “whack a mole” approach for replacing the decking on those dock boards. I expect that these FJ docks will need to be on a replacement schedule over the years giving the dock team projects into the future that I believe will be accomplished through the operating budget over the next few years. A special thank you to Don Holly, Doug Friant, Peter Heissenbuttel and Tom Glynn who have been amazing keeping these docks updated and safe.

The work dock is much safer and more stable as we replaced the old one with our old main dock sections. It now hosts the Shelburne fire and rescue boat as part of our community service and I have heard that they are truly grateful for this new location that makes their response times quicker.

Overall, this has been a fun year to be dock chair enjoying our new docks and the help from the dock team.

Thank you.

Scuttlebutt (Editor's notes)

By Tony Lamb



Growing up in the San Francisco bay area one of the local TV highlights was Roller Derby. Two teams (they had men's and women's teams) would skate around an indoor banked oval track. The goal was to have one member of your team to break out and then try to lap the members of the other team. My team was the Bay Bombers.

The exciting part was when the lapper tried to re-enter and pass the "jam" as the pack was called. They received one point for each person they lapped. Of course, if they were knocked off the track or down the lapped person could be "unlapped" and did not count as a score. The blocking and hacking made the NFL look friendly.

To keep this from happening the lapper would put their hands on their hips, thereby calling that jam to a close and the score remained where it was then.

I have had a less than stellar season racing this season and so the picture on the front page is of me putting my hands on my hips to call the jam off and declaring us the winner of that race! Hurrah for us!!

Reflecting on the long overnight races of the past-the Lake Champlain Race used to extend to the buoy just north of the Crown Point Bridge-I was reminded of the various groundings that occurred. My favorite was a member who was leading the Lake Champlain Race as the course took it around the mark at the south west corner of Juniper Island. It was dark and he misjudged the turn and ended up going aground.

I sometimes think that things slow down in a furious mark rounding and it seems as if you have more time than actually exists. If you have ever been up front in a race and had a problem at a mark that brought you to a halt, you know how fast the rest of the fleet catches up and passes you. Time actually speeds up. I think the member had the nick name "lighthouse Charlie" for a while.

In one race we were doing well, and in rounding Shelburne Point in the dark, we went aground in light air. We had been looking to port for the can when it was by then on our starboard side. The rest of the fleet was gone in a flash.

In case you did not know, you can stand on the reef. We put folks in the water to try and push us off to no avail. I then decided to kedge off using a halyard at the top of the mast. Taking my small anchor, 20 pound Danforth, I handed it to my daughter's father-in-law, who has a PHD in physics from MIT and was swimming alongside. "Swim this out there!" I said, pointing out in the dark.

Imagine, with all that education, he asked me "What do you mean swim?" We successfully made it off the reef.

Some times things happened that in looking back you wonder if it really did or was it a dream.

**A
R
O
U
N
D

T
H
E

C
L
U
B**

We were racing my Pearson 26 in the D fleet in a Lake Champlain Race. We were headed north under spinnaker just south of Quaker Smith reef light.

There was another Pearson 26 in the race. We had been pretty closely matched through out the race. He and I were engaged in a spinnaker luffing duel as we went up the lake in the dark. There is a lot of water inside Quaker Smith but inshore there is an unlit mark that shows no water inside.

We were having a lot of fun but then for no particular reason I decided it was enough and headed straight up. My competitor fell into formation probably 10 feet to leeward. We had no sooner settled in but that the inside mark passed right between us. A real come to Jesus moment.

I think it freaked him out more than me because I did not see him for the rest of the race.

One last from the past.

I had a somewhat novice crew when we were headed south under spinnaker near the Charlotte ferry. It was a good breeze and with our experience I was worried about the jibe. It was too far to go to Diamond Island to just drop the kite, so we gave it a go.

It went pretty well, until after the turn, when we broached pretty violently to starboard. I saw a big wave wash down the deck, pick up a 12 year old boy in the cockpit and push him to the rear. Fortunately, his father had bought him a self inflatable life vest for the race. It inflated and the result was that I saw that he was safely wedged into a corner of the stern pulpit. No need to worry about him. I asked if everyone was still on board. They were, but my son-in-law was hanging over the side, kept on board only by a spinnaker sheet wrapped around his leg and the life line. Release the sheet and he would go into the drink. Did I mention he was outside the lifeline and sort of upside down? He was hanging onto the rail with one hand to keep his head out of the water.

Now there are three reasons this was not a good thing. First, we were racing and this was not fast. Second, my daughter and wife were fond of him and had some expectation I would bring him home in good conditions, Third, he was the only one who knew where the Patriot tickets, for the game we were scheduled to see, were.

I turned on the kicker and we carefully pulled him in. We then motored up to the moorings at the ferry landing just as the sun went down. Fortunately we found an empty mooring we could tie up to and tend to the wounded and feed the crew.

I found out later that the mooring was owned by a friend of mine and he and his wife had vacated it just before we arrived to move to a more sheltered one further in the bay. It was a good thing because I don't think we would have found another in the dark.

My son-in-law still has a dent in his leg from where the line wrapped around. His version of what happened is even more heroic than mine.

Sail safe,

Peace