



the Binnacle

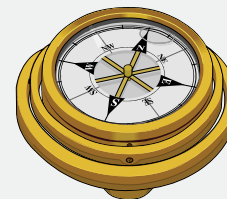
Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Jill Burley Vice Commodore:

July 2010

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



Upcoming Events

August 7—The Ladies Cup Race and BBQ

August 14—Converse Bay Rendevous

August 21—Schuyler Island Race

August 28 Full Moon Cruise

Eight Days a Week- LCYC Junior Sailing Update by Jim Turvey

Woke up, got out of bed, dragged a comb across my head...

Last Friday did not seem much different than any other day at first. But this day was different -it was the beginning of eight days of action packed Junior Sailing activities of one flavor of another (ok, so they weren't exactly continuous, but close enough). Here is a rough accounting of what happened, at the Junior Sailing Level and to the Jr Sailing Coordinator/cub reporter.

Day 1: Friday, July 9th - Boat Tour and Tag Sale

Last year was so easy - we just forgot the Boat Tour and Tag Sale altogether, and thus there was no work involved. But we couldn't use that excuse two years in a row, and so with a ton of effort from Steve Landau, Bob Schumacher, and the Junior Sailing Instructors - poof la pie! - there it was - the 2010 Boat Tour and Tag Sale. For those of you who went you know the weather held out and it was a beautiful night, with lots of great boats on the docks, including the Mashnee, whose restoration was chronicled in the Binnacle by Dale Hyer-stay several years ago. And through the generosity of the participants, over \$600 was raised towards the Don and Mary Rathbone Memorial Optis for the Junior Sailing program.

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THE LADIES CUP DAY

11:00 am

Ladies Cup Race Starts

12:00 pm – 4:00 pm

BBQ at LCYC

Hamburgers/Cheeseburgers

BBQ Chicken

Corn-on-the-cob

Salads

Chips

Dessert

Sodas & Beer

Cost \$8.00 adults

\$6.50 children

~3:30 pm

Ladies Cup Awards Ceremony

- Introduction
- Rathbone Opti dedication
- Class awards
- Champagne toast to The Ladies Cup winner

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COMMODORES CORNER

To start – many and more thanks to “Joanne Lattrell” for leading the Chili crew at Spring Workday. (a slip in my memory)

The summer is now clearly in full swing. It was a pleasure to participate in the Jr. Sailing Kick-off Party. Jim Turvey gave a very nice introduction to the program, as did each of the instructors. Parents and kids mingled around the Club with a chance to see the boats and facilities, meet each other, ask questions, share a dessert and have fun.

We have had several great social events this past month – some planned and some more or less happening by themselves. The 3rd of July Pot Luck looked to me as though it happened all on it’s own. A nice evening to see the Club full of picnic’ing people ready for an evening sail to the fireworks. The Boat Tour and Tag Sale was a big success! It was a chance for people to see many sizes and types of boats under a perfect ‘after the storm’ sky and a fine opportunity to socialize with members and friends. The Rieley crew, in numbers! cooked up the Old fashion Burger Burn in their usual style - another nice evening, another success. Should we do more “member made” Burger Burns??? The Champagne racers were lucky this past weekend, with a high-wind day to cross the lake together and anchor for a taste of champagne and more ashore.

Thanks to the driving efforts of John Dupee and Brett Lewis, funds are coming in from family and friends, in memory of Don and Mary Rathbone, for the purchase of two Optimus sailing dinghies. To celebrate, there will be Opti activities during the Ladies Cup race, for those on-shore, and a dedication at the start of the awards ceremony.



The second (annual?) Andy Horton Day brought an excited group of Jr. Sailors together to listen, talk and sail with Andy Horton! It was very cool for the kids! Everyone had a chance to sail Andy’s Star and there was plenty of wind.

More to business, the Butler Building has had a fresh coat of paint and the ice cooler is back, using the honor system. A small group of us continue to move the South Retaining Wall project ahead. An RFP has been sent to a select list of contractors and we expect the work to be done this fall. Another group is

working on formal emergency response procedures and the BOG continues to look at budget, management and membership issues.

Has anyone noticed the small band of Lasers that have been out and about the Bay the past few Sunday’s? All Lasers, Sunfish, Force 5 and other are welcome to join in. It was particularly fun for me to see, wave to and pass by the many LCYC boats out enjoying the day!

Looking forward to The Ladies Cup Race and BBQ, August 7th!

Jill Burley



SPRUCING UP LCYC

By now most should recognize changes in LCYC Grounds. New swings are up, the Butler building and the storage building have new coats of paint, some trees have been pruned to increase access to shade and breaks in the rain have allowed our stewards to better keep up with mowing and trimming.

Additionally to help maintain our center lawn a small rope lines has been installed, which can easily be moved for added parking for race night. As always, this area should only be used when there are no open spaces in our two parking lots. Too often there are cars parked in this area, in shade, even though there are numerous spaces in the parking areas. I would remind those members that this is not the intended use of the lawn area.

The team is presently to proposals to address the two barrier walls near the beach. If we find an appropriate contractor at an affordable price we could see work beginning and completing before our boating season ends.

As with all activities more can be done but that is where all members contribute as a working, member participation club. If you would look at your 2010 issue of LCYC's log, in particular the section on Club Policies and Guidelines. Grounds long ago established 6 rules, which should help our club experience and appearance.

VOLUNTEERS WANTED

Help Burn the Burgers!!

LCYC needs coordinators and team members for the August 4th Wednesday Night Burger Burn and the August 7th Ladies Cup BBQ (lunchtime). Co-ordinators will need to assemble a small team, usually three or four members, to sell tickets and manage the distribution of beer and sodas. Waterfront Catering Group will provide the food and the Stewards will assist with setup and cleanup.

Please contact me at 518-371-2275 or email me at sadams9@nycap.rr.com **Steve Adams**

A call to the Tiller!

Haven't you always wondered what it would be like to drive one of the launches. Due to the late Labor Day and most of our Stewards going back to college we have a shortage of Stewards from August 27th to Labor Day. If you are interested in pitching in and driving the launch that week please email me at blt@together.net. **Brett Lewis**

Scuttlebutt: Editor's Notes.

I continue to experiment with different formats for the electronic version of the Binnacle. I welcome feedback on what makes it more readable and would you would like to read more of.

Photo Contest

The photo of Andy Horton with the junior sailors is a great picture. Thanks to Jim Turvey.

To celebrate that I am having a photo contest to find the ten best club photos of the season. Judging will be arbitrary and prizes random. Recognition may be it's own reward. But seriously, I would like to see the best photos we have and perhaps we can have a special edition of the Binnacle to publish them.

We are always looking for good sailing stories and pieces on members of the club.

Peace,

Tony Lamb

EIGHT DAYS A WEEK CONTINUED

(Continued from page 1)

Day 2: Sunday, July 11th - Prep for Race Week

After about an hour and a half of collecting my own notes, an hour and a half of talking on the phone to Head Instructors Sarah Chickanosky and Laura Dunphy, and some follow-up e-mails and phone calls, we're ready for the week. Boy we're under control!

Day 3: Monday, July 12th, - BOG Meeting

Got to work and realized I left my computer at home. Boy I'm out of control! Survived a busy day at work and then off to the Board of Governors meeting at the club. Financial report shows that John Dupee has worked with several primary donors to raise nearly all the money (including what we collected on Friday) for the Optis. The Optis are a Go! It is a tribute both to Don and Mary's memory and to the generosity of those who knew them that this campaign to raise funds for the much needed Optis was so successful. Thank you all.

Day 4: Tuesday, July 13th - Andy Horton Day at LCYC, MBBC Pre-Regatta Cookout

Got to work and had my computer - great - but left my charger at home. Back home I went. Another busy day at work, but this is also Andy Horton Day at the club. Andy came to the club like he did last year, talked to the kids and even brought more swag (shirts and hats collected from regattas around the world). But this year he also brought his Star boat, the one he's using to train for the 2012 Olympics, and took the kids out in turns for rides on this nautical Maserati. I figure that since I would have felt like a 14 year old kid again had I been lucky enough to get a ride that the kids who did get rides must have felt like embryos. Ok, so I didn't do too well on the analogy section of the SATs.

Followed a mad dash back to work for some meetings with a trip to MBBC for their pre-regatta cook-out. LCYC's Junior Sailing fleet had been transported to MBBC by the support of several of the Junior Sailing parents, including a scare with the Griffith's truck which started spewing smoke out of the right wheel-well. Luckily they made it, with the kids and the boats safe and sound, and the brakes have since been fixed.



What it is all about Andy Horton with Junior Sailors.

Day 5: Wednesday, July 14th - MBBC Regatta, Andy Horton Night on 'Band on the Run'

Got to work and had my computer, and my charger - back to normal. At the MBBC Regatta Charlie Maitland and Ben Langdon took 5th in a talented field of about 17 FJs, and David Johnson took third in the Optis. Got to the club for the Wednesday night races, and had forgotten my sailing clothes and VHF radio - back to abnormal. After an improvised solution, met Andy Horton on the dock looking for a ride - a nice

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fringe benefit of being Junior Sailing Coordinator. In addition to being a great sailor, Andy could have been a great psychiatrist. “Andy, which way do you think we should go on this leg” ... “I don’t know Jim, what do you think?”. Seriously, he helped us set up the boat and gave us great pointers, all in the form of suggestions rather than firm orders, a great but unassuming sailor.

Day 6: Thursday, July 15th - Who Was that Boy? / Bemis Prep

Just before heading to work realize my IBM badge is lost. While all the Junior Sailing events seem to be coming off without a hitch, the disarray in my personal life is like a “frazzle-meter” gone wild. After a brief stint at work it’s back to planning at night - this time for the Western Regional Bemis Regatta, which we’re hosting Saturday. Receive call from mystery caller - Alex Doe from NH, interested in regatta. Left no number. Search through caller id and find number which might be it. Call the number - It’s Alex Stowe, who works for none other than James Unsworth, former LCYC Jr Sailing Head Instructor, at Lake Winnepesaukee, interested in coming to Bemis Regatta. Great - exchange details - all set.

Day 7: Saturday, July 17th - Who Was that Man? / Bemis Regatta

You know how in the old Superman TV show, where you were always so amazed they couldn’t tell that Clark Kent and Superman were the same person? I mean, really, all that was different was the glasses and the leotard. But even Lois Lane, who was in love with “them”, couldn’t tell that they were the same person. I’m here to tell you that this kind of thing happens in the real world too!

After driving my motor boat down from Colchester to be the spectator boat at the Bemis, and performing one of the worst dockings this side of Rodney Dangerfield in ‘Caddyshack’, I was surprised to be accosted by Mike Barker and Uli Holzinger. They said they weren’t sure that I could leave my boat on the dock. I wasn’t sure what the issue was, since I’m a member in good standing and it was for an official club function. After a few moments of what was to me a very confusing discussion, I realized they had no idea who I was, and once I took off my glasses (sunglasses in this case), we had a laugh and moved on. It was very interesting being a “stranger” at the LCYC docks - Mike and Uli were polite but firm policemen; I’m a member and I was getting ready to leave, so I imagine they will deal quite effectively with non-members.

The wind for the regatta was very strong - a beautiful day, and challenging for the Junior Sailors. Charlie and Ben finished second to Colby Kruger from MBBC after 6 very fast races. Sailing was done by noon - which must be a record for this particular regatta. Also of note, neither Alex Doe or Alex Stowe come to the regatta. Oh well.



Day 8: Sunday, July 18th - Charlie Maitland Takes on the Big Boys

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Another fringe benefit of being Junior Sailing Coordinator is access to a vast array of potential crew. My kids were working on this day, so I needed crew and considering all his high finishes Charlie Maitland was a natural fit. And we brought his dad John too. What a great day of racing out on the broad lake with the Etchells sailors. And we did it primarily with Charlie at the helm. Charlie was not bowed by the likes of Bill Fastiggi (he of Panamerican Gold Medal fame) or Don Brush (reigning Etchells fleet champion). After one race of letting me handle the start, Charlie wanted to get into the mix for race #2. Charlie's start was a thing of beauty - aggressive, bold, and if it were not for the immutable laws of physics, successful. Perhaps partly due to our influence, there was a general recall, as more than half the fleet (including us) were over early. We toned it down a bit for our next foray into starting, and did pretty well. But mark my word - watch this boy!

So the eight day week is over. I survived, the Junior Sailors thrived, and Charlie's on his way to Maine for the next level of the Bemis. Phew. How did I survive this all and a challenging job at IBM to boot - you guessed it, I get by with a little help from my friends - thank you all for your continued support of the program!

CHAMPAGNE RACE BY SKIP HOBLIN

There have been many Wednesday nights that I have finished chasing sailboats about Shelburne Bay and I wondered, what is this Race called the Champagne Race? What is it all about and how do you win? Better yet, WHAT do you win? Why would I take a whole weekend to participate in a race I don't really understand?

Well, that's too many questions and I have a few of the answers. The answer to the last question first. Why wouldn't you take your spouse, girlfriend, boyfriend, or whole family on a spectacular sail from Shelburne Bay to the head of Willsboro Bay in the company of half a dozen or more like minded friends who will all arrive within minutes of one another and then proceed to share their food, stories, and tales of adventure while crossing and dueling it out with each other. That is exactly what I experienced the weekend of July 17th. The forecast was for winds from the south, southwest, clocking around to the west and blowing 10-15 knots building to 15-20 knots with higher gusts. Mimi and I reached across under a reefed main sail, and a scrap of jib unfurled. We surged across towing our dinghy at 5.5 to 5.9 knots. Our hull speed is 6.2 knots so I state we had a spectacular sail! It was our job to beat the fleet and set the finish line.

The first boat to start the race started a full 40 minutes after we left. The fleet was eight boats this year with PHRF ratings ranging from 75 to 186. The 75 was for a Dufour 40 performance and the 186 was for Uli's Edelweiss. Uli attempted to win his fleet by announcing that he was sailing in the JO class, (Jib Only) and he claims he almost pulled it off but caved to the extra power of the Main once he rounded Willsboro point and took a look up the bay. Mimi and I kept looking over our stern and watched the fleet emerge from Shelburne Bay when we were $\frac{3}{4}$ of the way across the lake and fig-



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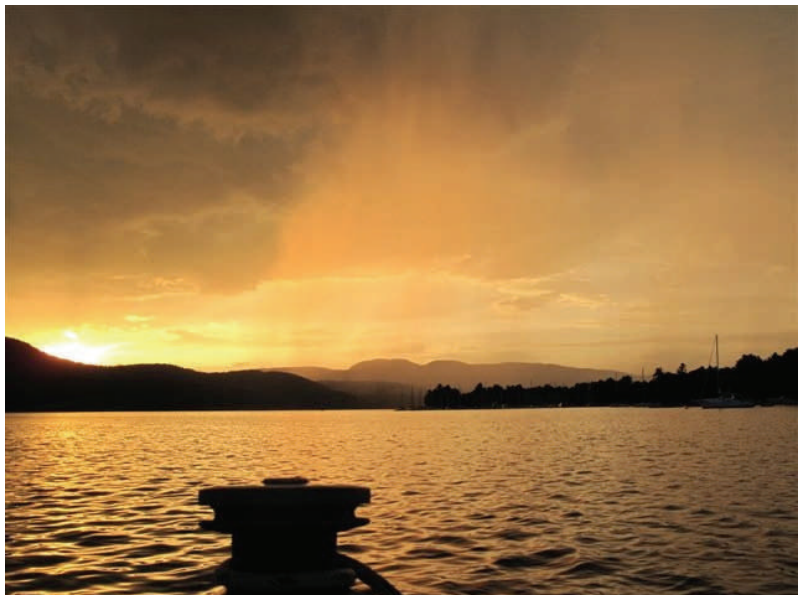
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ured we had plenty of time to get to the state launch ramp and set the finish line and have a little lunch. So up the bay we go! Winds fading, normal squirrlyness, we're tacking 1/3 of the way up the bay and "Holy Mackerel Batman", here they come! So we did the only logical thing we could which was to fire up the iron genny and make a run for it. We got the finish line set with time to spare, nothing like the windward ability of an iron genny, and prepared to greet the finishers.

Three sails appeared almost simultaneously, one inside grazing the point, and two standing off in a tacking duel. I would have placed money on the inside boat, and lost; don't ever bet with me. The wind at the head of the bay was having a dandy time shifting a full 70 degrees back and forth. So, that inside boat took a huge header and the outside boats tacked back in. Bow to stern they came on, Secrets in the lead with Radiant chasing hard. I still thought the inside boat could tack and cover and stand a chance but it wasn't meant to be. Lou and Randee in Secrets held on to First. Steve and Lauri in Radiant were a mere 1:17 behind to finish second and the third boat was the Dufour 40 Performance of Cinthia Audet and her crew from Montreal. The remaining five boats finished in the next 20 minutes. Bob Desorbo in O2First was fourth, David and Heather Main and family were fifth in Eiger Stubli, Lenord and Lynnea Rosner in Antares were sixth, Uli, in Edelweiss, trying for first in the JO class, (DSQ'd) finished seventh, and eighth was Turtle Dance, sailed by Doug White and Martha Turek.

That was the racing. Each boat had their battle with surrounding boats. The on shore stories told of multiple lead changes, nefarious windless holes, and capricious wind changes. Pretty much sounds like Wednesday night racing except we got 12 miles of it and an overnight party at the end, and PRIZES! Are you starting to get a picture of what the Champagne Race is about? Well there is more. After everybody anchored and settled in and relaxed for a bit we all met on shore at the state launch site on the grass in the afternoon sun and gentle bug chasing breezes from the west. We brought a dish to share and libations of choice and recanted the tales of derring do, and exactly why we blew that tack and lost the race. Mimi and I loaded our Dyer dinghy with the Prizes, including the 300 lb cooler loaded with iced Champagne. OK, so maybe it wasn't 300 lbs but it was six bottles and lots of ice. The first six finishers each got a bottle of Champagne, which they passed around to share with all, and their choice of some really nifty prizes. Fortunately we had more prizes than Champagne so everybody took something home. And there was certainly enough Champagne and flying corks!

At this point most of you would think, well that is that. Not quite! As the sun was setting a killer game of trivial pursuit was being waged on



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board Antares, and mother nature graced us with two thunder cells that passed to the south of us, washing us with a gentle fringe rain, and a dynamite light show! If you weren't there, these words are a feeble attempt to shed some light on this unique experience. If these words do resonate, then come out next year and be part of that experience. We could easily double the number of boats, and hence the amount of fun.

Mimi and I look forward to next year and sharing the Champagne Race experience with more club members.



More Boat show photos



THE LAKE CHAMPLAIN RACE BY TONY LAMB

The Lake Champlain Race is one of four long distance races on the Lake. The others are the Commodore Macdonough Race and the Claire de Lune (more on this later.) It starts at 8 pm off Stave Island, goes 63 miles and finishes off Stave sometime Saturday morning.

People often ask if we race in bad weather. I tell them about the race about ten years ago when I joined my crew with Jeff Hill to race Golden Dazy. We reached over to Garden Ledge, rounded, and put up the chute. It was starting to blow, and we broached. Laid it right over and took on 80 gallons of water. Chute down, boat upright again, we headed up the lake when it started to pour. The kind of rain that you would think could only last a few minutes because it is that hard. It lasted the rest of the night. Then we had thunder and lightning on the New York shore. Then we had thunder and lightning on the Vermont shore, and the rain. Finally we had thunder and lightning on both shore and overhead and the rain. And then the weather got bad. Only two out of nine boats finished. At least one broken boom and many ripped sails.

The race has a history of being long and slow. This is mostly because, back in the day, it went as far south as the Champlain Bridge and north to Point au Roche. There are many stories of bobbing around in the narrows and finishing on Sunday morning.

The current course rounds Garden Ledge buoy south of Valcour Island, Point au Roche buoy to port, Schuyler Island to PORT, Juniper Island to STBD, The Four Brothers to STBD, Crab Island to STBD, finish off Stave. The first time around it feels a little funky but it has the benefit of bringing the fleet together fairly often and avoids the narrows with no wind.



Avena leads out at the start

Long distance racing is different. It requires a different type of crew and self management. I remember the first Commodore Macdonough I skippered. I helmed the whole race. I was totally exhausted and swore I would never do another. Now I look for places to give up the helm. I bring an extra crew or two so folks can sleep. I bring hot food.

“Gino, technical question, we have the red wine for the lasagna, if we make shrimp Hors d’oeuvres do we need a white?” Gino “you need a multi purpose rosee.”

It is not unusual to be on the same tack for a couple of hours. Then you need to do a spinnaker set, and perhaps a couple of jibes. Waking the crew up and bringing them up to speed so they can maneuver in the dark

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requires good training and communication. When we reached Point au Roche, we needed to do a jib hoist, spinnaker douse, and be prepared to tack as soon as possible. (Luna Sea and Avena were playing “catch me catch me” and we thought they might want some alone time.)

The distance to the mark is deceptive, but with GPS you can time it pretty well. I am not sure the foredeck appreciated Rick Stevens and I debating how much time they would need, each one of us suggesting a shorter time frame. They were great setting, dousing and clearing in the pitch dark.

It is fun keeping track of who is where as you reach down the lake. These races have a history of telescoping. A boat races ahead, hits a calm spot and waits for the others to catch up, only to race ahead again. We pass behind Schuyler, and there is always a dead spot in there. Reach to Juniper. Back before GPS you would often find a boat waiting and marking the mark on the south east corner so that at least you could have safe rounding. Four Brothers is a challenge. How close can you go. I think I have mapped the bottom with my keel.

Spinnaker run to Crab. There is a Bermuda triangle of wind off Willsboro Bay. Light wind behind Crab. Beat to the finish in a freshening breeze. We were lucky and passed Avena five times. Unfortunately, they passed us six.

While we love to do well, it does not seem to matter as much. One year the race committee gave me the wrong course. (They received the MBBC moose head award for that.) I went six miles further and finished an hour ahead of the C fleet. Unfortunately, when I was protested, I realized that I had sailed the wrong course incorrectly and had rounded Sloop Island to port not starboard, and withdrew. It is a true Corinthian race. There is provision for taking your own time if the race committee is not on station, as happens from time to time.

“Gino, do I have to heat the maple syrup when we have pancakes for breakfast during the race?” Gino “not if the ambient temperature is above 70 degrees.”

I was blessed to have Rick Stevens and Miro Balcar race with my regular crew. It was fun to see how experience skippers would handle my boat, and a relief to give up the helm so much (although Rick’s friend Beritt seemed like a better helmsperson.)

Being on the Lake in the dark is always a thrill. This year we had an amazing display of shooting starts. A great sunset and sunrise. It also has helped my sailing skills, since the weather is so variable and fast changing. Navigation becomes critical.

Indeed the Claire de Lune races have been organized by some Canadian sailors to race from Plattsburgh Bay to Diamond Island, to Point au Roche. They have Le Mans type start with the boats anchored. The June race is scheduled for the weekend with the fullest moon and is limited to a crew of four. The September race is the same except the crew limit is two. The goal is to improve the skills of sailors looking to take their boat off shore. Even if you are not a racer you would enjoy these races-join us.

New e-novel by Dave Schaefer Sends Sailor On a Mission to Cuba

An new action/adventure novel by LCYC member Dave Schaefer is coming out as an e-book in August. Called *Cuba Run*, it will also be available on line as a paperback.

He says, “I wanted to write a novel that would be taught in American literature courses for the next 50 years. This isn’t it. *Cuba Run* is a potboiler. It would be a good companion on a rainy weekend below deck, on a long and crowded air trip, or if snowbound in a mountain cabin with someone running for Congress.”

Dave got interested in the spying and intrigue between Havana and south Florida when he sailed his Endeavour 32-foot “Dream Weaver” from LCYC to Havana to research *Sailing to Hemingway’s Cuba* (Sheridan House Publishing), a cruise that lasted four years.

In *Cuba Run*, Jake Cousins’ run of bad luck starts when a DEA agent friend shows up on Jake’s live-aboard sailboat to tell him his daughter, Pilar, has been recruited as a spy for a south Florida Cuban exile group. She is in Havana, posing as a student, and has been discovered by a Cuban Secret Police agent operating in Miami.

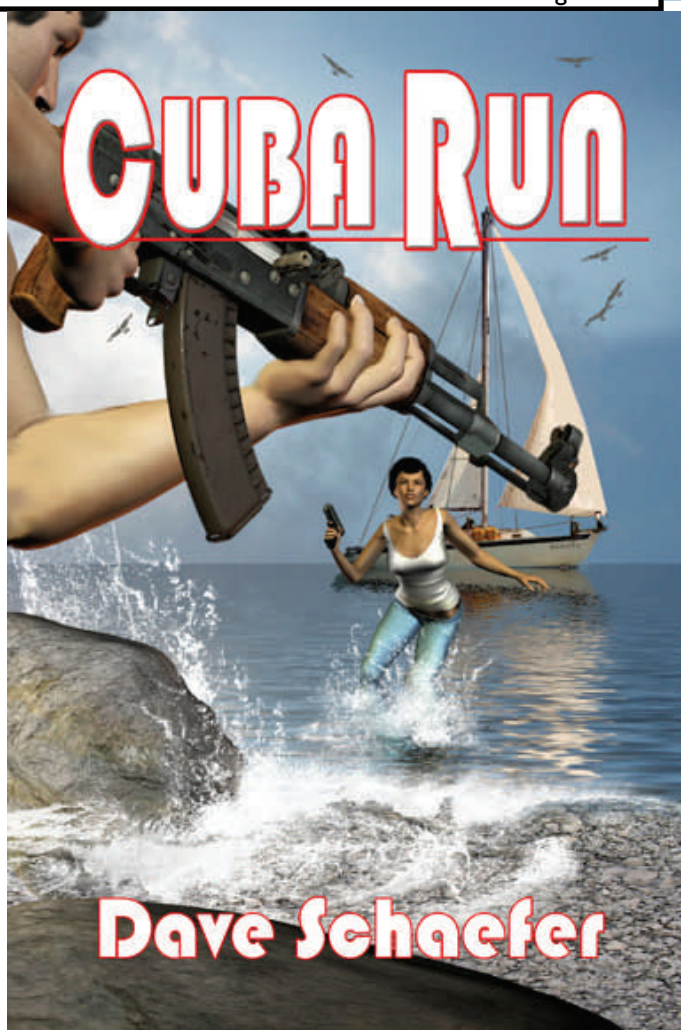
And, the agent is courting Jake’s estranged wife to infiltrate the exile group. It means an illegal sail to Havana, a rescue from a dreaded prison, and a desperate attempt to escape to sea with his daughter.

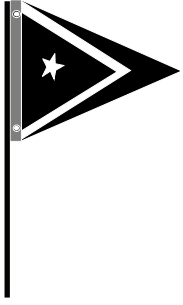
“It’s been 50 years since the Cuban revolution and we continue to enforce an embargo because resentment, hatred, bitterness, and paranoia still run high, at least in south Florida. Cuba never is out of the news for long. Right now a bill that would open up travel and trade to Cuba is working its way through Congress, but the south Florida politicians are lined up to stop it.”

Cuba Run will be available after August 5 for download and two weeks later as a print on demand paperback from Wingse-press.com, Amazon, and Barnes and Nobel’s Fictionwise.

Dave is an award-winning journalist, freelance writer and contributor to major sailing magazines. He lives in Shelburne.

Editor’s Note: Dave reports that Bob Platt sailed on the initial southbound leg. John Dupee sailed with him from Key West to Havana and Fritz Horton joined him in Havana for the trip back to Key West. He does not identify which of the characters in the book are based on this crew nor does he say who will play him in the film version.





the Binnacle

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Who are those Stewards?

Amy Boerman will be a junior at Holy Cross University this fall as a Pre Med and English major. Amy has been a steward for two years. She graduated from Rice Memorial High School in 2008. When Amy is not in School or working at the club she enjoys Rowing, Biking, and Swimming. In the winter she can be found figuring skating or skiing. This year Amy took on the challenging role as Head Steward juggling the busy schedule of an active group of Stewards.

Lauren Harris is in her fourth year as a Steward. She will be returning to UVM in the fall for her senior year as a Studio Art Major. This summer she is doing an internship and is only working part time as a steward. In her free time Lauren enjoys cooking (especially baking), reading, gardening, water skiing, making jewelry, watching movies and hanging with friends.

Nick Bryan will be returning to St. Lawrence University as a junior in the fall majoring in neuroscience with pre-med focus. This is his second year as a steward at LCYC. Nick graduated from Rice in 2008 where he played lacrosse. He enjoys athletics, outdoor recreation, and Travel

Will Dowling is our Race Steward this year. Will will be attending Holy Cross University in the fall as a freshman. Will graduated from Rice this spring where he played ice hockey and lacross.

Next Binnacle meet Rick Turvey, Kyle Paganelli, and Tommy Cochrane