



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.
Commodore: Doug Viehmann Vice Commodore: Steve Walkerman
August 2008
Binnacle Editor: Jim Turvey
<http://www.lcyc.info>



Upcoming Events ... Omnium Regatta 8/30 ... Deep Bay Cruise 9/1... Pig Roast 9/12

The Kids are Alright

The summer has been busy for our jr sailors, coaches, and instruction staff. Along with our regular group instruction, the racing group traveled to MBBC for an interclub regatta and sailed two days with sailors from Mallett's Bay and Lake George. LCYC sailors are pictured here planning strategy with head coach James Unsworth. Charlie Maitland from LCYC finished second overall in the Opti class. MBBC awarded the sportsmanship award to Sam Coffin & Silas Hill in FJ and Ben Langdon in Opti at this regatta. Next up, we traveled to NLGYC for the Cheeseburger in Paradise Regatta. We brought 3 FJ's and 3 Optis to this 3 day event. Laura Dunphy and Ming Congdon sailed to second overall in the fleet of 24 FJ's. Charlie Maitland placed 4th in a fleet of 22 Optis. Laura and Ming are pictured here at the Cheeseburger getting ready for the last day of races. Congratulations to Laura, Ming, and Charlie.

Big Boat Day was held on 7/29 and we had a great group of jr sailors head out on Steve Unsworth's Beneteau with James Unsworth and John Hill, pictured at the dock just prior to cast off. The racing sailors came in the morning to practice for Lake George. The new FJ the Club purchased in July, which was kindly delivered to us just in time on July 4th by Bob Schumacher has had a lot of use. Thanks to everyone that has helped support our jr sailing program.
Regards, Dorothy V. Hill



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Commodore's Corner

This wetter than average summer has not dampened activities at Lake Champlain Yacht Club! Scheduled and unscheduled club use has been keeping the stewards and Board members busy. The new swim platform has been installed, twice, off of the end of the dry sailing dock. In those moments of sun it has seen use as intended. The Junior Sailing program will be using it in their swim tests and all are welcome to rest on the high-tech recycled surface.

The club has received a new tax assessment from the Town of Shelburne that more than doubles our current assessment. We have learned that the average increase was %140 so I have begun an appeals process with member/lawyer Mark Sperry that will hopefully lead to keeping our taxes from increasing 2-fold.

The Improvements committee has been meeting to consider changes to policy and or facilities to address storage and aesthetic issues around the house and grounds. In our discussions issues have been raised that I feel warrant a few reminders about club rules. These are in place to help us all enjoy the club.

House Rule #4 - Use of the club by members for private gatherings of more than 10 guests requires approval by the board of Governors or House Committee Chair. Approved events are published on the web site calendar. If you plan to have an event of *any* size at the club you may want to check the web site for conflicts. We have enough room for several groups to share, so do not be discouraged, just be prepared or call to coordinate.

Grounds Rule #4 – Trailers stored on the south parking lot limit the area available for parking. Trailers (other than dry-sailing boats) are not to be stored on club grounds. The club owns 4 trailers, which have been historically stored on site, this policy is being considered for revision. Lately there have been a plethora of trailers that seem to materialize in the south lot, many without plates or identification. Grounds rule 4b allows trailers on site for 3 days. After that time, take them home! As commodore I have authorized removal of offending trailers. A Board Member will leave a note on the trailer when it is first observed. If after three days that trailer is still on site it can be towed off site. **I am recommending a \$25 donation to the Junior Sailing program for information leading to the retrieval of your trailer.**

Grounds Rule #4a – Dingy storage. The improvements committee appointed by the commodore is discussing this rule. As a club we have not provided the “racks” for dinghy storage mentioned in 4a. This has resulted in a second-class storage area on the bank where a boat is subjected to mud, weeds and bugs as it slowly flows down the steep bank into the swale. In an effort to resolve this issue before next season we ask that **all** dinghies be removed from the club by November 1st. This is the same date that the diver asks that all boats be off of their moorings so that he can complete his winterization of the harbor before winter.

Grounds Rule 4b – Along the same lines the committee is considering a change to make the beach available for the increasing number of dry sailed boats. Hand launching would be eased for these sailors but space is limited. Several members have boats that do not require moorings. If we are to provide equivalent facilities to the mooring and launch service, easy access to the water makes sense.

On a more entertaining note the Ladies Cup Dinner was attended by over 70 people who enjoyed the music of Atlantic Crossing, heard tales of the club in the 1930's from Ray Unsworth and enjoyed the double rainbow, both ends of which touched down in the mooring field. Some of you should check your bilges for heavy gold deposits or Leprechauns. If any of you are interested in learning more about Ladies Cup or Club history, Bern Collins has left several blue binders in the bookcase with articles about various events and traditions that have taken place at our club. Enjoy these and please keep them at the club for circulation. (Note: Ladies Cup photos below are courtesy of Rod Carr)

One final morsel – the Kingston Yacht Club has extended an invitation and privileges for Dockage at their Club facilities on the Shores of Lake Ontario near the outlet to the St Lawrence River. We in return offer their members the same privileges. A card from their commodore is posted on our notice board. If you find yourselves in Kingston feel free to join them for dinner or dockage. Your LCYC membership card will be honored.

Good Harbors and Safe Passage—Doug Viehmann



A Close Start and a Crowd at the Mark in the Finn Week Racing at LCYC

Finn Week at LCYC by Dave Powlison

If it seemed that Finns appeared to have taken up permanent residence at LCYC in July, you weren't too far off, as LCYC hosted the Finn Eastern Championship on July 15-16 and the Finn North American Championship on July 18-20. The first boats started arriving on Sunday, July 13. By the start of the Easterns, there were 16 Finns here, and by the first day of the NAs, the fleet had grown to 26, with boats from California, Oregon, Alabama, Maryland, Canada, Australia, and, of course, the New England states.

The Easterns started slowly, with light air, and only two races were completed out of three attempted on July 15. But the second day was dramatically different, as the south wind started around 5 knots and built to the low teens, allowing the fleet to get in seven excellent races. Darrell Peck, who finished third in the recent U.S. Olympic Trials, won the event. Local LCYC sailor Dave Powlison was eighth. The RC did an outstanding job. They were led by PRO Bob Goodwin and included Lea Ann Smith, Dale Hyerstay, Bob Schumacher, Tom Glynn, Bob Finn, Jeff Hill, Sherm White, Don Rathbone, John O'Rourke, and scorer Bette Reuter.

After a layday on Thursday, the NAs began in light, shifting winds—which would turn out to be the norm for this event. In what PRO Ernie Reuter described as the most frustrating conditions in which he's ever run races, the fleet attempted one race in the bay on Friday, which was eventually abandoned, and then completed one race near Juniper Island before thunderstorms began rolling in from New York and the fleet headed for the shelter of LCYC. Saturday's winds were even less cooperative, and no races were completed. With one race on the books and the final day of the event at hand, Ernie wisely moved up the start time on Sunday to try to catch some early morning breeze. It paid off, for no sooner had one race been completed, than the wind died, the rain came and the event was declared over. Darrell Peck also won the North American Championship, with Dave Powlison second and Matt Johnston from Toronto third. Ernie's patient RC crew included Bob Desorbo, Bob Goodwin, Owen Burtch, Jan Burtch, Peter Burtch, Al Russell, Bob Schumacher, John Harris, Eric Schulz and Ray Cudney. Special thanks for both events goes to Lisa Powlison, who helped manage the dinners and lunches.

Although the racing was minimal, especially for the North Americans, the club facilities and members received high praise from participants. The fleet enjoyed a home-cooked dinner on Tuesday night, joined LCYC members for a Wednesday night burger burn, pizza dinner from Buono's on Friday and lasagne dinner from Buono's on Saturday. And the good news was that the Canadian team only got kicked out of one bowling alley.

A Night in Wingdam by Mike Barker

One of Bret Harte's most dazzling stories from the California gold rush was titled *A Night In Wingdam*. The real town he was talking about was Angels Camp where my relatives owned the hotel, the stage line, and the saloon. The adventurous Barker brothers of Philadelphia, formerly steam-ship trunk makers, headed to the California gold fields in 1849 and did well, at first with pick and shovel, and later by providing "infrastructure" for the miners. Some, including Harte, speculated that my humble forbearers were especially handy with Colt single action six-guns. In the story that fateful night all hell broke loose involving whiskey, women and gunplay. Fearing retribution, Harte substituted "wingdam," a common mining term, for Angels Camp.

A "wingdam" is a small dam placed across a creek to divert water into sluice boxes where gold was separated from sand and gravel. This was a great improvement over back-breaking hand panning. How does this relate to sailing? It doesn't. However, I always thought that a boat's sail is really a vertical wing. The "dam" part is unfortunate. "Dom" would have been better, but less authentic. Nevertheless, 29 years ago when I bought a slightly used 1977 Tartan 34 in Annapolis, it was documented as WING-DAM.

Go to (www.st.nmfs.noaa.gov/st1/CoastGuard/VesselByName.html) and there you can find every documented boat. There is only one WINGDAM. My previous boat, a Cal-25, was named ESPRIT. A unique name I thought at the time. There are 124 documented boats with this name. Not as ubiquitous as WINGSONG, scoring 163. Who knows how many undocumented boats with "unique" names ply the waters of the world. See if your boat is unique.

With the publication of *The Luck of Roaring Camp* Harte reached his peak in Calaveras County's mother lode. In 1871 he returned to the East and went into the diplomatic corps in the service of the United States, serving as U.S. Consul in Germany and Scotland. He died in England in 1902. When he passed he took with him remarkable memories of his youthful adventures in the gold fields as a 19 year-old reporter. We are lucky to have his stories in the *Overland Monthly* and other collections. Also, Mark Twain mined for gold in Angels Camp in 1865 and was bound to have come across members of my clan along the way. He published *The Celebrated Jumping Frogs of Calaveras County* in 1867.

No ancestors remain in Calaveras County, but WING-DAM sails on.

Darrell Peck (far left) and Dave Powlison (left) Competing at the Finn NAs

Miners Constructing a Wing Dam (right)



Mashnee Lives!

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Prologue: I have had a fascination about sailing ships since grade school, and was thrilled to find out that right here in Charlotte a beautiful old wooden racing boat was being reborn. The articles on the next two pages tell her story.

When you go west on Ferry Road in Charlotte, on your left a short way after the railroad tracks you will find Darling's Boatworks, owned by George and Pam Darling. While you seldom see much activity on the outside of their place, there is usually fascinating work going on inside. Although much of their work is on fiberglass boats, they are renowned for their work on old wooden craft, especially classic old sailboats. For the last three years they have been carefully accomplishing the ultimate restoration of one such classic.

The boat's name is MASHNEE. She is a 107-year-old Herreshoff-built Buzzards Bay 30, one of only fourteen that were built in 1902. Her first owner was Robert Emmons, a long-time Herreshoff client who directly inspired the 12 ½ footer and the Buzzard Bay 15. He later was manager of RESOLUTE, designed and built by Herreshoff, which won over the British challenger SHAMROCK in the 1920 defense of the America's Cup. MASHNEE is named after the island of the same name at the head of Buzzards Bay. This is some of her story.

The magazine *WoodenBoat* has a standard feature called "Save a Classic" written by Maynard Bray. In the July-August 2004 issue MASHNEE was the subject of Bray's article. He noted that she had been out of the water and abandoned for over ten years at the Hague Marina in Myrtle Beach, South Carolina. He included a black & white photo of the forlorn-looking boat sitting in the tall weeds off the edge of the marina.

Jan (pronounced 'Yan') Rozendaal of South Burlington read that article. Upon reading the MASHNEE article, Jan felt compelled by his love of vintage wooden boats to do two things right off. First, he called George Darling. Then, soon after, he and George flew to Myrtle Beach to check out this dowdy derelict.

It was not until MASHNEE was in the Darling's workshop and dismantling began that a thorough evaluation of its condition could be determined. In short, the team found that to restore the boat, almost everything would have to be replaced. If the boat were to be totally dismantled and reconstructed from scratch using all new materials, that indeed would result in a replica, not a restoration. The difference is subtle, but important. The process is what is critical. What follows is a synopsis of that process.

The restoration of MASHNEE began with the acquisition over the winter of a copy of the plans for the original boat. The Herreshoff Company is long out of business, but fortunately, many of their boat plans, including those for the Buzzards Bay 30, are available from the Hart Nautical Collection at MIT. Also, during that winter George made a trip to Louisiana to line up the proper old-growth yellow pine lumber for the planking that would duplicate the wood used by Herreshoff in the original construction.

Once the boat was in the workshop, dismantling began with removal of the house and the deck, allowing full access to the interior of the boat and a full examination of the existing hull structure and its sorry state. Some of the hull planking was removed – enough was left temporarily to hold the ribs in place. The lead ballast keel was removed and sent to Canada to be melted down and recast. The structural keel was removed and scrapped. The engine was removed and discarded.

Working from the plans, several templates (called molds) of the hull shape were precisely fabricated on the workshop floor from ordinary lumber. The molds were then lowered into the hull and clamped into place. Over time every other rib was removed and replaced with a new steam-bent one. Then the remaining old ribs were also replaced with new ones. With the new ribs held in place by the remaining old planking and the templates, installation of new planking began, using the same type of wood as was used originally. The bottom planking consists of 1 1/8-inch thick boards to better support the weight of the keel and engine, as well as the pressure of the water. From about the waterline up, double planking was affixed, the two planks totaling 1 1/8 inches, with each outer board half-lapping the inner boards. The boards were screwed to the ribs and also bonded to each other with a waterproof adhesive compound.

Learning about and seeing this impressive process, witnessing the dedicated and loving efforts of George and Pam and their superb

craftsmen and seeing MASHNEE emerge in all her majesty converted me fully, and I will be forever a willing advocate that this is indeed the ultimate in restorations, and that MASHNEE is proudly reborn and not merely replicated.



Mashnee Launch

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On Saturday morning, May 31, 2008, *Mashnee* was launched at Point Bay Marina, 107 years after she was originally launched in May of 1902, at least 15 years since she was last in the water, and four years eight months since Yan Rozendaal bought her as a derelict in the weeds of a South Carolina Marina and entrusted her restoration to the capable hands of Darling's Boatworks.

The launching was preceded by a gathering of friends and family of Jan and Mary Jane Rozendaal and George and Pam Darling in a tent at the marina. To a hushed crowd Jan related the anxious excitement of his and George's first viewing of *Mashnee* in the weeds, of the compelling urge to save her, and the short period of sleepless despair they both felt upon finding out her truly devastated condition once they got her to the sheds of Point Bay Marina. Jan said that there was never a question about changing her name – he said she has been *Mashnee* for 107 years and should be evermore. Jan then extolled George and Pam individually and the outstanding artisans and craftsmen who brought *Mashnee* back to life.

George then picked up on the low period of the sleepless night. The crowd felt a collective lump in the throat when he related that early the next morning Jan called him with the simple but thrilling question: "When can we get started?" George then singled out for the crowd's gusto-ish applause every person who had worked on the meticulous restoration of *Mashnee*.

Running throughout the festivities was an excellent video of the evolution of the project produced by the Rozendaal's son Steven.

The crowd then moved to the waterfront where *Mashnee* awaited, fully bedecked in the centuries-old traditional string of international code flags running over the mast from bow and stern, with each end dangling into the water. Mary Jane and the Rozendaal's daughter Kara hung a ceremonial wreath from bowsprit, following which, to the applause of all, *Mashnee* was lowered into the water.

The launching of a sailboat is a special event for a distinctive reason. When a sailboat is out of the water it must sit mundanely on its keel and rely on side supports to keep it from falling over. It can't go anywhere without being lifted and carried. It is totally inert. It is essentially a work of art, design, and craftsmanship shaped like a boat. For more than fourteen years *Mashnee* sat land-bound and abandoned; for the last four years she has been in a shed while craftsmen restored her being and her beauty. And awaiting launching at Point Bay Marina she was on display as a nautical work of art, the newly installed mast and rigging beginning to suggest her as yet unleashed sailing power and grace, that inert potential that can only be fully freed by turning her from artwork into a sailboat, by putting her in the water, by launching her.

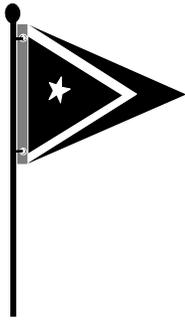
To fully experience the magical transformation of a nautical artifact into a sailboat once must be aboard the boat when it is launched. During the launch the hull of the boat is still supported, in this case by the slings of a travelift, a wheeled launch vehicle that can lift the boat off the ground, move it to the shore, and lower it slowly into the water. The magical moment, that time that never loses its thrill, occurs when the boat finally becomes fully buoyant and self-supporting in its own element, transmitting even the slightest movement of the sea into suggestions of its urge and potential to transform for us the forces of the wind into access to the satisfactions and sensations of sailing and the world of adventure beyond the horizons. *Mashnee* is afloat; *Mashnee* lives once again.

Epilogue: After tuning the boat off Point Bay Marina and in Mallets Bay, the boat was shipped to Maine in late July to join the other three boats in a series of wooden boat and classic boat races in August and September, beginning with three races at Castine, Camden, and the Brooklin-Eggemoggin

Reach Regatta. Then they race in the Corinthian Classic Regatta in Marblehead MA; in Buzzards Bay (where they first raced); the annual Herreschoff Museum Regatta in Bristol RI, the Race Rock Regatta

at Stonington CT; the Governors Cup Regatta at Essex CT; the Classic Yacht Regatta at Greenport NY; the Heritage Cup Regatta at Glen Cove NY; and finishing with the Classic Week Regatta at Manhattan NY in early October.





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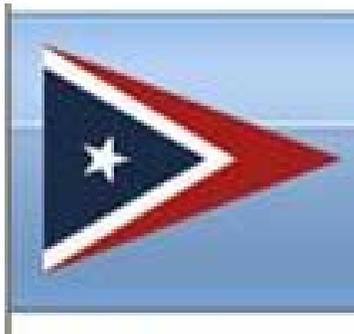
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More Events (Beyond P1 list)

- 9/14-15 MacDonough Race
- 9/20 Converse Bay Cruise
- 9/27 Hot Ruddered Bum & Lobster Fest
- 10/10 Awards Banquet
- 10/11 Closing Work Day

Items For Sale with LCYC Burgee

Brett Lewis Threads will be doing the monogramming for us. First we'll offer the ball caps again; second there will be men's and women's golf style shirts. They have a variety of colors and styles. Finally - we still have some Tervis Tumblers in 12 oz., 16 oz., and 17 oz (mug) available. \$\$ up front preferred by not mandatory. For more details, call Christine McCaffrey at 862-3133.



2008 Board of Governors

- Commodore..... Doug Viehmann
- Vice Commodore & TreasurerSteve Walkerman
- Rear Commodore.....Ted Lattrell
- Secretary, Membership & Log.....Jay Heaslip
- GroundsUlrie Holzinger
- BoatsBill Aldrich
- CommunicationsTina McCaffrey
- Docks Bob DeSorbo
- HarbormasterSteve Booth
- HouseWes Daum
- RegattaJohn O'Rourke
- Sailing ProgramsDorothy Hill
- Social CommitteeBob Manchester
- Stewards & PersonnelJill Burley
- Cruising /RendezvousTed Lattrell

Appointed Officers

- Fleet ChaplainChuck Bowen
- One-Design CoordinatorRick Stevens
- Club HistorianBern Collins
- Fleet SurgeonsDrs. Larry & Roberta Coffin
- Club LiaisonBruce Hill
- Auditors .. O'Brien, Carpenter & Phillips
- PHRF Handicappers Gene Cloutier

Stewards

Managing Steward: Andrew Boerman