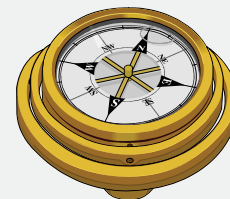




# the Binnacle

*Newsletter of the Lake Champlain Yacht Club, Inc.*  
Commodore: Doug Viehmann Vice Commodore: Steve Walkerman  
January 2010  
Binnacle Editors: Tony Lamb and Jim Turvey  
<http://www.lcyc.info>



*UPCOMING AT LCYC....Change of the Watch Dinner Saturday January 23, 2006  
Spring Work day May 8, 2010.*

## **PROPOSED CHANGE IN AWARDING THE LADIES CUP. ABSENTEE BALLOT INSIDE ON PAGE 4.**

At the fall work day the Regatta chair announced that the club was considering the possibility of opening competition for the Ladies Cup to non-member boats and that a resolution addressing that issue would be brought before the membership at the 2010 Change of Watch. Since then, the announcement of the issue has been posted on the club website and has also been e-mailed to all club members on the club e-mail list. Members were invited to post comments on the website or to e-mail comments to the Regatta Chair.

To date, a total of 3 comments have been posted on the website, 2 in opposition and 1 in support. The regatta Chair has received 17 e-mails in total with 10 in favor, 5 opposed and 2 cautiously non-committal. In addition, John Dinse forwarded a detailed record of the work of a committee that considered this in 1980 and a report to the BOG in 1989 regarding definitions of eligible vessels.

In any discussion of this issue there is frequent reference to the "deed of gift". However, there does not appear to be an actual deed of gift. What does exist is a record of a meeting of the club's executive committee in 1888 which acknowledges receipt of the Cup from the ladies of Burlington along with a request that the committee draw up rules for

competition for it. And that they did so with "their assent".

What is at play in this discussion is a balancing of history and tradition against a desire to foster competition and access.

History and tradition argue for making no change; that preserving the Cup for club members only is the only way to ensure its special place in the club history and in the history of sailboat racing on Lake Champlain.

Competition would argue that when the cup was instituted there were no non-member boats, in fact there were no other clubs on the lake, and that winning a race in which some boats, while they may actually sail faster, are not eligible to win is a hollow victory. Further there have been periods in the club history when the cup was used for non-club Chamber of Commerce races and periods when special reciprocal memberships were created to fill the fleet in order to hold a race.

The Board of Governors is sensitive to the importance of this issue, and wants to proceed as cautiously as possible. Therefore it will place before the membership at this year's Change of Watch the following resolution. **Members may vote by absentee ballot, copy inside on page 4.**

**Resolved, that the membership desires that the Board of Governors determine what actions if any are required to amend the practice of designating the winner of the Ladies Cup so that boats owned by non-members are eligible to be so designated with the understanding that under no conditions is possession of the Ladies Cup to pass from the Club. The Cup shall remain in the sole possession and custody of the Club. Further it is resolved that the board of governors report on this matter to the membership at Spring Work Day 2010. [Copy of Absentee Ballot on page 4. Deadline January 22, 2010]**



## Commodores Corner

I would like to start this article with some Thank-you's. Jim Turvey deserves many thanks for his efforts to bring you the Binnacle over the past three years; Jim has brought us creative content, color and links through our web site. Tony Lamb gets a thank-you for taking over from Jim, Tony is no longer the underwater voice of the club, he has agreed to go 'main-stream'. If you can't beat 'em, join 'em; right Tony!

Outgoing and incoming Board members will get their official recognition at the Change of Watch scheduled for January 26<sup>th</sup>. Until then, everyone should know that these volunteers are all committed to many hours of effort to keep the club operating smoothly, without them our ship would founder on the rocks of lassitude. Thank you to all who say yes to that call from our nominating committee. Over the past two years I have called on a few members who need a thank-you for Special Ops, Mike Lynch-the Stairman, and Doug White-the Roofman, to name a few.

There are also many who keep up their end of the bargain that is LCYC by offering continuing aid and observation, some are recognized with actual titles, like WEBMASTER, but most go about their duties without any thought of recognition. So you know who you are and I won't embarrass you with recognition! Speaking of webmaster, we are at a point where an assistant webmaster is needed; any interested persons are welcome to contact Jason Hyerstay for a job description.

The ongoing discussion concerning the Ladies Cup trophy and the status of non-members in relation to it's award, is related elsewhere in this issue of the Binnacle. It is our intention to vote on this issue at the Change of Watch. In order to allow participation by as many people as possible we have chosen to break new ground at LCYC by offering absentee balloting. After review of section 9 of the bylaws it has been determined that absentee voting is not prevented by the bylaws. Each membership is allowed only one vote, so those sending in absentee ballots please abide by that rule. (Couples take note that you will need to resolve any disputes about which way to vote on this issue without the aid of the Club attorney, counseling staff, or arbitration clause). There may be some expense incurred for researching the viability of the proposed change. Please post any comments and questions on the web page or call Tom Glynn prior to the meeting.

Finally as my last Commodores corner comes to a close I would like to thank the entire membership for your support and understanding while I have been at the helm. Hope the ride was smooth for you; I had a good run, but am gladly and confidently turning management over to Jill Burley.

Many happy powder days to you all.

Doug Viehmann

## A QUADRICENTENNIAL CODA

Bern Collins, LCYC Historian

Although the 2009 Quadricentennial Celebration of Samuel de Champlain's "discovery" has come to an end, work is continuing on the compilation of the speeches and papers of more than thirty scholars who participated last July in Champlain College's International Symposium for a book to be published on **March 15, 2010**. It will include the keynote addresses: David Hackett Fischer's "Champlain and Humanism;" University of Paris (Sorbonne) Professor Eric Thierry's "Champlain and the Iroquois;" and Conservator of Canada Raymonde Litalien's "Historical Antecedents of Lake Champlain's Exploration." It will also contain the conference papers which covered a wide range of topics from "Reading Champlain's Maps" to the "Grammar of Discovery in Champlain's *Des Sauvages*," as well as Professor Willard Sterne Randall's brief biography. Once the book is published, the *Binnacle* will provide information on where it will be available.

Professor Randall, who organized the symposium, and his wife, Nancy Nahra, spent several years traveling in France and researching Champlain's life and times. Dr. Nahra is editing the book, which has been made possible through a Federal grant. It is also being underwritten by grants from **Jack Dubrul** of The Automaster, and the **Lake Champlain Basin Program**. This will be a fitting coda to the 2009 celebration and, to borrow a phrase from Dr. Fischer's introduction to his splendid biography, *Champlain's Dream*, add to the "bloom" of knowledge about this remarkable explorer.

### Scuttlebutt \* (another word for Editor's Notes)

I would like to add my thanks to Jim Turvey for his service as editor of the Binnacle, he will be hard to replace.

I invite ideas and especially articles of interest for inclusion in the Binnacle. One of my plans is to include additional text and photographs in the online version. I will note where I have done that. I will post links to videos of interest there as well.

Some how it is appropriate for me to edit the Binnacle for a while. When Bern Collins became Commodore, she decided to start this newsletter. As I was the Past Commodore she asked me what I thought she should name it. I wanted Scuttlebutt, but I had a brain cramp and suggested Binnacle instead. The rest is history. In response to the Commodore's corner, there will always be a bilge.

Tony Lamb

\*Water for immediate consumption on a [sailing ship](#) was conventionally stored in a **scuttled butt**: A [butt](#) (cask) which had been [scuttled](#) by making a hole in it so the water could be withdrawn. Since sailors exchanged gossip when they gathered at the scuttlebutt for a drink of water, scuttlebutt became [Navy](#) slang for gossip or rumors. (As per Wiki.)

## Swedish Beauty By Noah Dater



By Most club members have probably seen my Swede 55 swinging on mooring 110 at the club – some of you may have even wondered what kind of boat it was, and how it ended up on Lake Champlain.

I'm a classic sailboat enthusiast, and a few years ago I was at the Museum of Yachting in Newport and discovered that they had a 1937 Knud Reimer's designed 30 Square Meter sailboat that they had recently restored to perfection. She was bright finished - book matched mahogany from the water line up, and I was smitten. I started researching Skerry Yachts, the Square Meter rule, and the designer Knud Reimers.

### The History of the Rule & designer:

In 1908 the "Square Meter Rule" was established in Sweden. While there are many intricacies to the rule (as with all sailboat racing rules) it essentially defined the maximum measured sail area in square meters (with a 100% jib), and was based on the existing boats called "Skerry Cruisers." Over the years the rule evolved, and by 1925 it was fine balance of power (the Sail area), maximum speed (the length), and four different measurement constraints (displacement, beam, freeboard and keel length.) Many different classes came out of this rule – the most common in the United States being the 22sq meter and 30sq meter classes, though there were others around the world. By the end of 1930's, there were approximately 40 30sq vessels racing in the US, and the class had grown to be one of the largest open-rated classes in America. It should be noted that L. Francis Herreshoff designed a number of Square Meter boats over the years, and thought highly of the rule. The boats that came out of this rule tended to be very light, narrow and have long overhangs.

Knud Reimers (1906 to 1987) was one of the preeminent Square Meter designers (though he designed many non-square meter boats as well). In 1936 he designed the 75 square meter "Bacchant". Today this 62 footer is berthed

Milwaukee Yacht Club and participates regularly (and has overall wins) in the Chicago-Mackinac race on Lake Michigan among others.

Upon request of some of the Stockholm's KSSS members, Reimers designed the Swede 55, a cruising ocean racing square meter yacht. The Swede 55's design has an elevated freeboard (compared to other Square Meter boats), a comfortable center-cockpit, a nominal sail area of 55 square meters and additional volume below deck. In total, there were 34 original Swede 55's built between the mid 70's and 1984. Since then a few modified boats have been built off of the molds in Sweden. Steve White of the Brooklyn boatyard in Maine also built a cold molded one, which has proved to be particularly fast.

Over the years, the Swede 55 has competed in many different ocean races, with some impressive wins:

- 1<sup>st</sup> Overall in the 1982 Pacific Cup
- 1<sup>st</sup> Doublehanded in the 2006 Pacific Cup
- 1<sup>st</sup> Overall, and overall record setter (by 17 hours) in the 1986 Annapolis – Bermuda Race.

Swede 55 data:

Length overall	52 ft.
Waterline	39 ft.
Beam	10 ft.
Draft	6ft. 6 inches
Displacement half load	19,000 lbs
Bridge Clearance	61 ft.
Main and Jib	800 sq. ft.

### How I acquired my Swede:

As I mentioned earlier, I was smitten with the 30sq that I found at the Museum of Yachting, and the more I thought about the rule, the more I wanted to sail one. After a year of searching, I finally found Rosina, Swede 55 #9 for sale in Palm Beach, Florida. She was owned by one of the crew that was on the 1982 Pacific Cup winning Swede 55, "Temptress", and after 20 years he had decided to sell her. Rosina had a received a new rig a couple of years earlier, but otherwise hadn't had much love. After a few months of negotiating she was put on a flatbed truck heading to the Shelburne shipyard. She was in great shape structurally, but needed extensive cosmetic and systems upgrading.

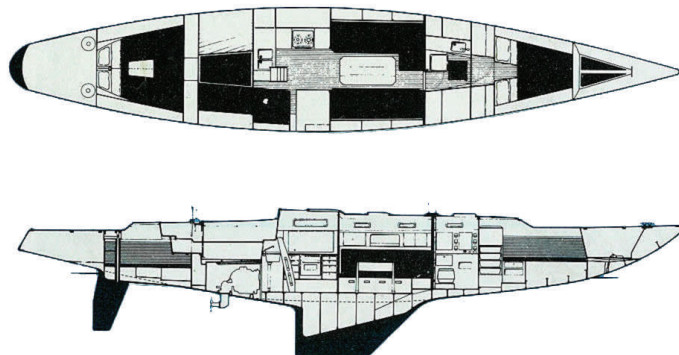
The first item on the list was to pull and rebuild the Volvo engine. Once I had a running engine, I fixed a few more odds and ends and went sailing to see what kind of boat I had purchased. Over the following few years, I have removed all of the hardware, repainted the decks & cockpit with Awlgrip, and completely re-designed the sail handling controls, installing new hardware as needed. A

bottom job and much more TLC has followed – in the process I have learned many new skills, as well as just how much work it is refitting a 30 year old 53' boat.

**How she sails:**

The Swede 55 was designed for ocean racing, proving to be particularly fast in heavy weather off the wind. That said, I love sailing her on Lake Champlain, and I enjoy every sail. The helm is neutral and very responsive, the controls are well laid out, and she is very well behaved. I have no problem single handing her in most conditions. My crew and I have been racing her for the last 2 years in Wednesday night & Weekend races, and it's been challenging but rewarding. As with any new racing program we are still working on putting together all the pieces, but I'm looking forward to next season and continued improvement on the race course.

**SCUTTLEBUTT:** There is an interesting thread about the Swede 55 on the website Sailing Anarchy. WARNING; SA can be less than reverent.  
<http://forums.sailinganarchy.com/index.php?showtopic=41721&hl=swede+55>  
Additional photos of what the interior might look like if Noah wins the lottery are in the Binnacle on line.



**HELP WANTED**

The LCYC regatta committee is looking for one or more volunteers to serve as scorer for the 2009 regatta season. Ideally the scoring responsibilities will be split between 2 individuals, one to score the Wednesday night series and one to score the weekend races. This position is essential to the successful conduct of our regatta program. The responsibilities entail working with the regatta chair at the start of the season to coordinate assignment of boats to classes within the scoring software database and, following that, entering in the finish times prepared by the race management group pro for individual races. Training in use of the scoring software will be provided. For the past several years, we have enjoyed seeing next day or even same day results posted and we hope to continue this standard this year. Anyone, racer or non-racer, who is willing to assist the club in this capacity, should contact Tom Glynn, Regatta Chair at 802-644-6373, or

**RACING RULES QUIZ:**

Boats SW and SL are sailing downwind on starboard tack with SW overlapped to windward of SL. Just ahead is Boat X which has just been righted after capsizing. X is on port tack and the sailors are climbing back on board. SL bears away to pass by the bow of X as does SW. There is not enough space for SW to pass between SL and X, and SW's boom hits SL's starboard shroud (no damage or injury). Both boats protest. You are on the protest committee; how would you decide this?

**ANSWER AND DIAGRAM ON BINNACLE ON WEBSITE**

**Ballot for Ladies Cup Resolution  
Lake Champlain Yacht Club  
January, 2010**

All absentee voted ballots must be received by January 22, 2010 addressed to:  
Doug Viehmann, LCYC Commodore  
127 Mansfield Ave. Burlington, VT 05401  
or FAX 802-660-9010

- For Resolution to determine actions required to permit non-member award of the Ladies Cup**
- Against Resolution to determine actions required to permit non-member award of the Ladies Cup**

**Vote for one option by checking the appropriate box.**





Lake Champlain Yacht Club  
Annual Change of Watch

**Saturday Jan 23, 2010**

6:00 PM – 10:00 PM

place:

Sunset Ballroom

Holiday Inn Express

1712 Shelburne Road

South Burlington VT

802-658-3663

(located about 1,000 feet north of  
intersection of Allen Road)

-Dress: business casual

-Music: Robert Resnik will perform

-Menu: Buffet dinner:  
prime rib + apple almondine  
chicken  
broiled salmon  
pasta primavera  
appetizers + salad  
desserts

-Cash bar only: mixed drinks; wine; beer; soda

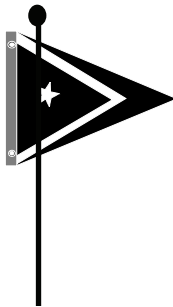
-Price per guest: \$25.00

Reservations: We have guaranteed 60 meals and will have food prepared for up to 80 guests. Reservations are advised but optional. Guests with reservations will be given tickets at door. Balance of tickets will be distributed on a first-come/ first-serve basis.

To place reservation use Club website

link under the event or call

Tina McCaffrey @ 802-862-3133



**the Binnacle**  
 Lake Champlain Yacht Club, Inc.  
 P.O. Box 411

*fold here*

## 2009 Board of Governors

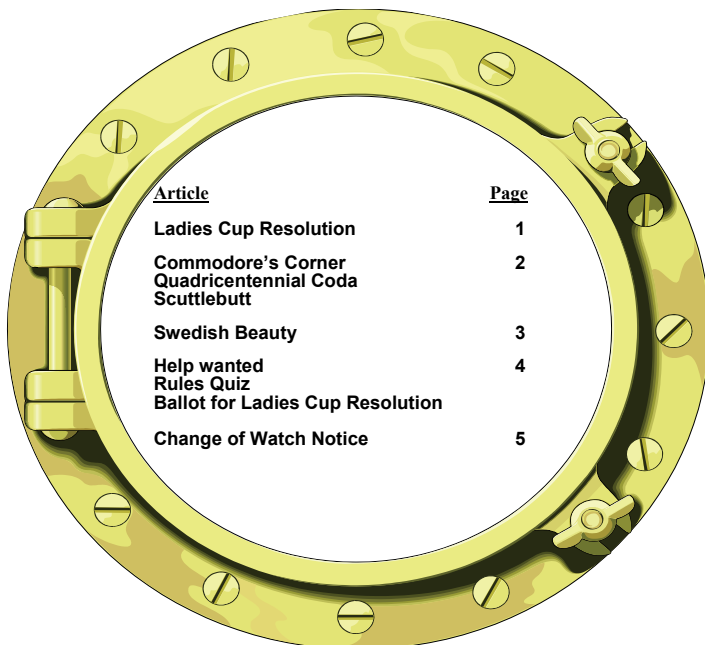
Commodore.....	Doug Viehmann
Vice Commodore & Treasurer .....	Steve Walkerman
Rear Commodore.....	Jill Burley
Secretary, Membership & Log.....	Jay Heaslip
Grounds .....	Mary Lintermann
Boats .....	Bill Aldrich
Communications .....	Tina McCaffrey
Docks .....	Bob DeSorbo
Harbormaster .....	Bob Schumacher
House .....	Wes Daum
Regatta .....	Tom Glynn
Sailing Programs .....	Jim Turvey
Social Committee .....	Bob Manchester
Stewards & Personnel .....	Jill Burley
Cruising /Rendezvous .....	Skip Hoblin

## Appointed Officers

Fleet Chaplain .....	Chuck Bowen
One-Design Coordinator .....	Rick Stevens
Club Historian .....	Bern Collins
Fleet Surgeons .....	Drs. Larry & Roberta Coffin
Club Liaison .....	Bruce Hill
Auditors .....	O'Brien, Carpenter & Phillips
PHRF Handicappers .....	Tony Lamb, John O'Rourke
Webmaster .....	Jason Hyerstay

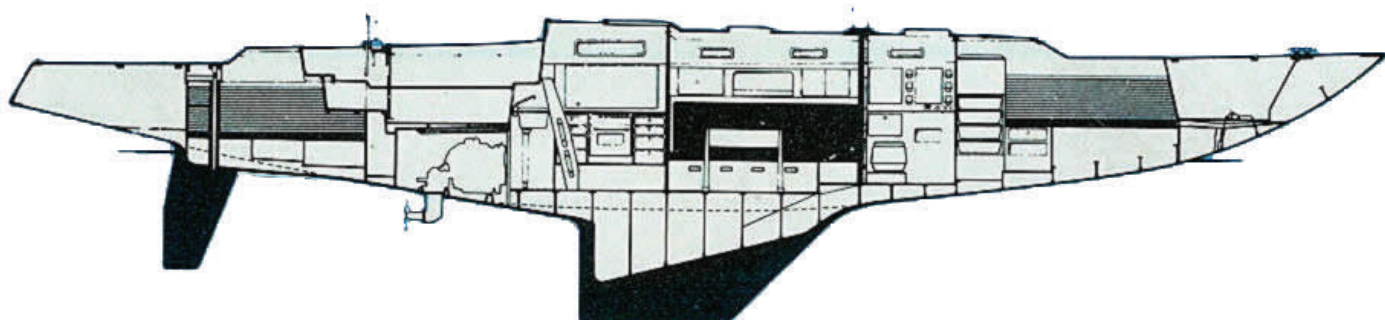
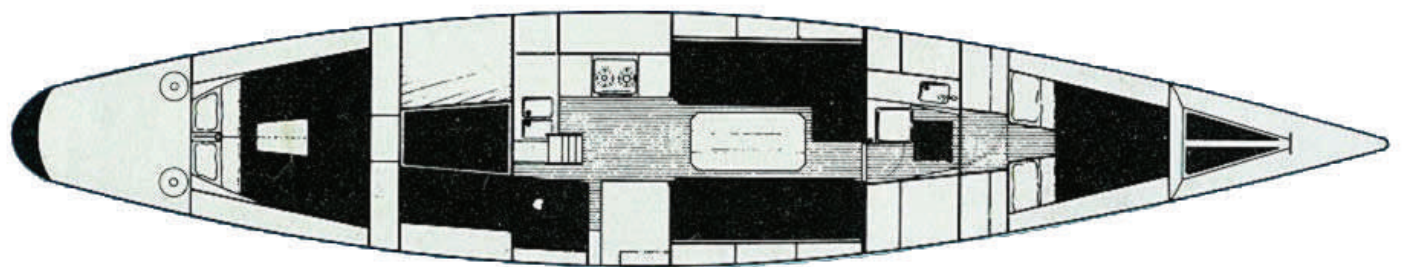
## Stewards

Managing Steward: .....Chris Paganelli



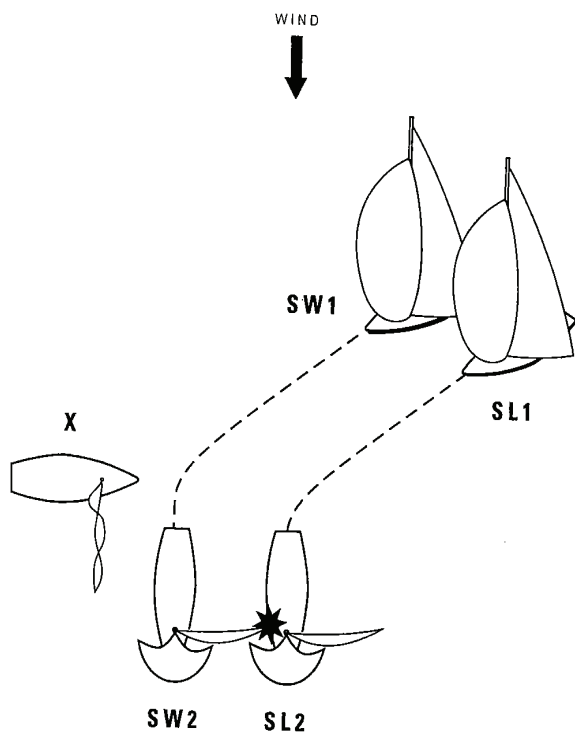
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Commodore's Corner Quadricentennial Coda Scuttlebutt	2
Swedish Beauty	3
Help wanted Rules Quiz	4
Ballot for Ladies Cup Resolution	
Change of Watch Notice	5

Bonus pages:



## DAVE PERRY'S 100 BEST RACING RULES QUIZZES

Boats SW and SL are sailing downwind on starboard tack with SW overlapped to windward of SL. Just ahead is Boat X which has just been righted after capsizing. X is on port tack and the sailors are climbing back on board. SL bears away to pass by the bow of X as does SW. There is not enough space for SW to pass between SL and X, and SW's boom hits SL's starboard shroud (no damage or injury). Both boats protest. You are on the protest committee; how would you decide this?



### ANSWER

Boat SL is penalized for breaking rule 18.2(a), Rounding and Passing Marks and Obstructions: Overlapped - Basic Rule. Because X has not regained control after capsizing; both SL and SW are required to avoid her (see the preamble to Part 2, Section D - Other Rules, and rule 21, Capsized, Anchored or Aground; Rescuing). Therefore X ranks as an obstruction to both of them (see definition Obstruction). Because SW is overlapped with SL and SL is passing the bow of X, SW is entitled to room from SL to pass the obstruction on the same side (see rule 18.2(a)). SL failed to provide that room and breaks rule 18.2(a). Regarding rule 14, Avoiding Contact, clearly SL breaks it by not bearing away far enough to provide room for SW to pass between her

and X without hitting either. SW need not act to avoid contact until it is clear that SL is failing to provide room. At that point it is likely that it is not reasonably possible for SW to avoid hitting SL, so SW does not break rule 14. However, in either case neither boat can be penalized under rule 14 because there is no damage or injury; SL is a right-of-way boat and SW is a boat entitled to room (see rule 14 (b)). Note: the fact that SL is required to give room to SW under rule 18.2(a) does not change the fact that SL is the right-of-way boat under rule 11, On the Same Tack, Overlapped (see the preamble to Part 2, Section A - Right of Way).

Answers are based on The Racing Rules of Sailing 2005 - 2008. Dave Perry's 100 Best Racing Rules Quizzes is published by the United States Sailing Association (US SAILING) - 1 (800 ) 877-2451 or [www.ussailing.org](http://www.ussailing.org)

### A warm up for summer:

<http://www.youtube.com/watch?v=Y8WoFksO9tl>

<http://www.youtube.com/watch?v=N3rLLjAlvdM>

<http://www.youtube.com/watch?v=pwaKw-a2ZIM>