



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Joss Besse

December 2018

Director of Club Communications: Dave Powlison

Binnacle Editor: Tony Lamb

<http://www.lcyc.info>



[LCYC Year in Review Video](#)
[Click here.](#)

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Mark your calendars!
Change of Watch
6pm, Saturday, January 26th
Burlington Country Club
Details to follow.



Commodore's Corner



By Joss Besse

2018 was a good year for LCYC. For this we owe thanks to a long and pleasant summer—which gave us great racing and cruising—and again, no major incidents in the harbor! It was also a good year in that we will finish the year within budget, have a strong balance in our capital reserve fund, and new member applications are back to normal after a light 2017.

It has also been a very active season, as summarized throughout this Binnacle by each of our Board members. Of particular note, we:

- Had significant maintenance done on the clubhouse (though the skylight replacement had to be postponed to next spring)
- Bought a new RIB for our Junior Sailing Program and racing series
- Bought a new (actually 1980's vintage) launch to ensure that breakdowns don't disrupt launch service and to give our volunteer mechanics some time to make repairs
- Adopted a new policy to set priorities (and fees) for use of our dry sailing parking area

Looking forward to 2019, we are working on plans to extend the launch ramp (permits are almost all in hand), contract for a major overhaul of the restrooms and staining/painting of the clubhouse, and contracting for lawn care so breakdowns don't leave us wading through knee-deep grass. We also hope to extend this year's effort to add more social activities outside of our racing schedule.

On workday, you voted in new members of

the Board. My thanks to the outgoing members and welcome to the incoming ones.

Changes for 2019 are follows:

- Charlie Van Winkle, who will replace me as Commodore
- Jay Heaslip, who will replace Jean Seivert as Treasurer
- Don Brush, who will replace Jeff Bourdeau on Boats
- Dana Bolton, who will replace Bill Bresee on Stewards

For 2019, Bob Finn will serve as Vice Commodore and Michael Kerbaugh as Rear Commodore. And, in a first step toward having a more manageable number of people on the board, we are moving the Communications position off the board. Fortunately, Dave Powlison, who filled in a one-year term as Communications Director, will continue in that role for the next year. We will evaluate how this has worked at the end of 2019.

This is my final Binnacle as Commodore. While I had some reservations in accepting the nomination, I am glad I did, and I look back at the last two years with a lot of satisfaction and pleasure. The satisfaction comes from the progress we made on a number of fronts, leaving the club better positioned for the future. The pleasure comes from the personal relationships developed with so many of you.

I'll close with a heartfelt thanks to the members of our Board of Governors – I can't say enough about their hard work, leadership, and commitment to the club as well all the members who have stepped up to work on so many projects and tasks! I hope you all have a great winter, and look forward to seeing you on the water next summer ...

Do you know of someone who might make a great Steward at LCYC? Please have them contact Bill Bresee as soon as possible.

LCYC Member Survey

At Fall Workday, a membership survey was available, asking club members for their opinions on a range of topics. We received back nearly 100 surveys. Not all responded to every question. Below are the results. Thanks to all who provided their feedback!

Social

Wednesday Night Events

I am willing to pay the following for Wednesday night events:

- 6 for \$8
- 55 for \$10
- 16 for \$11
- 15 willing to pay a higher fee than above

Favorite Wednesday night events and add anything else, plus other suggestions:

- 46 for Burger Burns
- 15 for Lasagna nights
- 29 for Pizza Nights
- 12 for Mexican food night

Other: food trucks, chili night, lobster dinner. Ocktoberfest also received several excellent reviews.

Awards Night

I would like to see the racing Awards Night held at LCYC.

- Yes--40
- No--27

Change of Watch

The Change of Watch dinner is held once a year. I would like to see the following that evening.

- No set program—30
- Dancing—12
- A featured speaker—56

Several suggested having this function at the club in the spring when people are back from the south.

House

We are planning to reroof the building in the next two years or so. What steps, if any, should be taken with the cupola and skylight over the Great Room?

- Very important to retain cupola—54
- Not important to retain the cupola—28
- Important to remove the cupola—6

Communications

The primary way I learn about LCYC, in priority order:

1. Club emails
2. Binnacle
3. LCYC website
4. Club Log
5. Word-of-mouth

Email blast preference:

- One email digest a week—76
- Separate emails for every event—16

When the Binnacle arrives by email I:

- Read it completely—56
- Skim through it—30
- Just look at the photos—2
- Delete without reading—2

LCYC website: I check the website:

- 2-3 times a week—20
- Once a week—22
- 2-3 times a month—35
- Never—17

LCYC Facebook page: I check the LCYC Facebook page:

- Frequently (almost every day)—1
- Occasionally (once or so a week)—14
- Rarely (once or so a month)—14
- Never—40
- I didn't know we had a Facebook page (or I don't do Facebook)—25

Membership

Would you be interested in paying your annual dues and mooring fees online?

- Yes—61
- No—25

If Yes, would you be willing to pay a small fee to pay your annual dues and mooring fees online?

- Yes—33
- No—53



Photo Gerry Davis



Around the Club

Boats



By Jeff Bourdeau, Boats Chair

This past year was an exciting year in for Boats, not only in terms of keeping the boats running, but also in terms of the changes in the fleet. Keeping five older boats ready to serve the club can, and often does, change day-to-day. We had a few minor hiccups but nothing major. The club is fortunate to have a group of very talented people to keep these boats running. I have called upon many to help me out this past year when a boat was down, and I am thankful to all of those who changed their schedules and made the boats a priority.

This past July, a new Zodiac 15 foot RIB replaced the older RIB and has already proven to be a huge asset to the club. The RIB mainly supports the Junior Sailing program, but also fulfills many supporting roles throughout the club. And in November, Bob Schumacher and Don Brush travelled to Connecticut to pick up a much-needed back-up launch for the club. The pre-owned boat is a sister boat to the Nautilus—a 16-foot Quahaug manufactured by Molly's Cove Boat Works in Mattapoisett, Massachusetts and powered by a Westerbeke diesel. It will be a back-up boat for the launch service and will serve our dedicated Stewards well.

I would like to thank all those who helped me throughout the summer and during spring and fall workdays. I encourage anyone interested in supporting Boats to contact the new Boats chair, Don Brush or me.



*The new back-up launch.
Bob Schumacher photo*

Communications

By Dave Powlison, Communications Chair



Seven Binnacles, 62 email blasts (most from just May through October), more website and Facebook posts than I care to count, and an untold number of communications to various contributors pretty much sums up the year. The most encouraging news is that, based on the workday survey, the source of information requiring the most effort—the Binnacle—is widely read by the LCYC community. A huge thank-you goes to Tony Lamb, who has been steadfastly assembling the pieces to the Binnacle for the last decade, and I hope will continue to do so for years to come.

Apart from some restructuring of the Binnacle, a significant change that came midway through the season was the implementation of weekly digests of LCYC news in an attempt to reduce what, at times, seemed like an overwhelming number of email blasts. The fall workday survey clearly supported that shift, so the weekly digests will continue next year.

The Binnacle, as well as our website and Facebook page, reflect our vibrant and active membership. But that can only be accomplished by contributions from our membership. So, if you see something interesting happening, or maybe even just another day at LCYC of people enjoying themselves and each other's company, grab a photo and send it to me. I'm also open to your stories as well—cruising, racing, travel. It's all part of the LCYC community that deserves to be shared.

Cruising

By Lynnea Rosner, Cruising Chair



From all the comments I received during the year, the 2018 LCYC cruising season was a success. For the most part, the weather cooperated while cruising, including the Champagne Race to Kingsland Bay. The Friday evening potlucks drew big crowds, provided an interesting variety of shared dishes and lots of good company. We plan to continue them again in the 2019 season.

Pierre promised me all the new moorings will be in place for the 2019 cruising season. This will give us five moorings in Converse Bay and four in Kingsland Bay. We are looking forward to the 2019 cruising season. A few of us have stretched our season and headed off the lake to warmer climes and more adventures over the winter. See you on the water in the spring!

Docks



By Michael Kerbaugh, Docks Chair

This was a challenging year for docks, as the lake level changed significantly during the season, requiring a lot of adjustments to the tackle system. We did, though, enjoy excellent support from many volunteers and have accomplished much. I especially appreciate all of the work of many volunteers on pre-workdays, workdays and during the season. Mike Nix and Bob Schumacher provided specific and valuable support and suggestions on a variety of topics and challenges. At the spring and fall workdays, we focused on cross training (learning backs-ups for key jobs, like driving the forklift, in the water dock handling, yard/lot management, etc.) and, most importantly, safety. In 2018, we:

- Added a dinghy dock, which provided eight additional dinghy slots.
- Continued to repair/replace worn dock elements.
- Replaced garden hoses and added a new cart.
- Developed a plan for dinghy slot assignments/allocation in 2019 (see LCYC website for details).

For next year, we plan to build two new dock sections to address and improve the landing docks where the gangways meet both the main dock and the Junior Sailing dock. To accomplish this, we'll need a strong turnout at a dock workday, which will occur one to two weeks before the club spring workday. We're doing this for function, ease and safety. We plan to remove the older junior sailing boat platforms and repurpose existing landing docks there for the junior sailors. We will continue to repair and replace worn elements.

If you're interested in helping out with Docks, please contact me.

Etchells 2018



By John Harris, Etchells Fleet Captain

Another season on the history books and, after a lot of hard fought battles, another Kelemen Cup awarded. It is hard to believe but this was the 18th season for our local fleet. We are looking forward to celebrating our 20th with LCYC in 2020.

This year we got in 25 races, comprised of 14 E series and 11 Wednesday nights in the typical Lake Champlain variety of conditions from drifter to 20+ with USA 1300 (Ernie Pomerleau) coming out on top for the third year in a row. It was a hard fought battle for 2nd place with USA 1098 (Scott Willard) topping USA 466 (Steve Booth/Joss Besse). It is hard to capture in words the closeness of the racing, but 6 of 11 boats won at least one race and 10 of 11 had at least one top 3 finish. In many, if not most, races the whole fleet finished within a minute or less of the winner.

Another highlight of the summer was having a clinic with multiple-time Etchells World champion Jud Smith in which we actually had wind! Jud got aboard most boats in the fleet for some one-on-one coaching and also did a great debrief with lots of photos for the whole fleet. This year has also been a year of transition with two boats leaving the fleet (*Mischief* and *Dark & Stormy*) and this fall, adding a new boat with the transition of USA 740 to new owners (James Unsworth and Drew Hamilton) and the acquisition of a replacement *Pied Piper* for next season. This puts us back to an even dozen boats on the line for next season.

Etchells 2018 (*continued*)

In off-the-lake action, the fleet was represented well with Don Brush winning the Etchells fleet at the Marblehead NOOD in August and Don Brush and Rick Stevens finishing 2nd and 4th, respectively, in a 28-boat fleet at the Lobster Bowl (Portland YC) in September. And, once again, USA1300 has carried the LCYC burgee south where she is awaiting the first event of the Etchells winter series on Biscayne Bay in December.

Last, but most certainly not least, a big shout-out to all the PROs and RC volunteers who make this great racing possible, but especially to Dale Hyerstay and Keith Kennedy, at least one of whom has been aboard the Dinse for almost every E Series race we have held for as long as I can remember.

Harbor

By Bob Finn, Harbormaster



It's been a busy year for Harbor. 62 of our 155 moorings have been replaced in the last 14 months. In this second year of our harbor mooring upgrade program, we removed all 17 shallow-water moorings, many of which were 20 years old, and replaced them with new Hazlett elastomers, which allow for 1:1 scope, and closer placement of boats. We also replaced 14 chain moorings with ½-inch chain for both the lower and upper sections. This heavier tackle is for deeper moorings with 2:1 scope, which will accommodate bigger boats.

In August, CG Auxiliary notified us that, according to government charts, our two outer reef markers are off station. We learned that they are incorrect in shape, color and marking for our purposes. Correcting the situation requires application for relocation on charts, and replacement with buoys that comply with PATON regulations for marking the reef hazard. So, over the winter, our two outer Reef Markers will be replaced to comply with USCG PATON regulations.

To enable 12 more members to have easy access to the lake, we dedicated 12 parking slots for mast-up dry sailed boats. Members assigned to these slots will each pay an annual fee of \$100. Priority will be given to members without "wet" moorings.

The season for mooring renewal is coming up. We currently have 17 people waiting for moorings. If LCYC cannot accommodate them, they must commit to other facilities. Please let me know by email as soon as possible if you don't plan to use your mooring for all or part of the 2019 season. We'd love to see everyone on the water!

House



By Tom Glynn, House Chair

2018 was a busy year around the LCYC clubhouse. The building reached its 20th anniversary and while it has served us well, it was a good time to look at it closely and begin to address several long deferred projects and begin planning for more to be done over the next few years.

Prior to workday Al Lewis and Wes Daum spent a couple of days getting the water system operating (including repairing a leaky pipe), and Pete Czaja stripped away all the rotted trim on the posts supporting the walkway roof and then re-clad the posts with synthetic material that won't rot. He also repaired water-damaged areas of roof soffit and drip edge along the south wall of the building. Betsy Dempsy and Chuck Bowen spent a couple of days painting the posts and the beams above them and the trim around porch.

Jim Kurfis removed the doors to all three restrooms and replaced them with fiberglass doors that will better withstand the elements. Two of the existing combination locks were re-used, and one faulty one was replaced. New winter deadbolts were installed, and the doors, including those to the social closet and meter room, were painted, as was the new trim.

Over a two-week period, with the help of Glen Findholt and Sherm White, the cedar shake siding on the lower portion of the outside walls was stained with a solid base stain that produced a uniform color over what had been severely weathered shakes. Meanwhile, Commodore Besse and Bob Schumacher scraped and repainted the doors onto the patio.

While all this work was going on, we began planning for major projects that needed to be done. Three projects were identified: replacing the roof, staining and painting the rest of the siding and trim, and renovating the existing restrooms.

Following a spring inspection of the roof with a local contractor, our recommendation is to replace the roof in the near future, most likely in 2020. As part of our planning for this project and given the history of leak problems in this area, the membership was polled at fall workday regarding "what to do about the cupola/skylight." A majority of the membership expressed the opinion that it was important that we maintain the cupola/skylight in any repairs we make to the roof. While examining the roof, we discovered severe leaking in the skylight near the restrooms that was causing ongoing damage. We have contracted with Polli Construction Company of South Burlington to remove and replace this skylight this fall.

Renovation of the restrooms has been included in the budget planning for 2019. This project will include replacing the existing metal toilet partitions with solid plastic ones that will not rust, replacing the sheet vinyl wainscoting that is peeling off the walls with a more durable material, replacing the tile flooring with sheet vinyl, plumbing repairs and painting. If possible, this work will be done in the early spring before opening workday. Also included in the 2019 budget is staining/painting of the "upper" siding and remaining trim on the exterior of the building and the purchase of a new range for the kitchen and two new barbeque grills. With the work accomplished this year and what is planned for the next two years, the clubhouse will be in good shape.

Junior Sailing

By Kevin Hawko, Junior Sailing Chair



We kicked off the 2018 Junior Sailing season with the lake temperature struggling to reach 60 degrees, making those first weeks' swim tests a challenge. But summer soon caught up with us, and our program enjoyed a great summer! We had fair breezes and lots of smiling faces, thanks to the hard work of our four instructors and a great group of instructors-in-training. With over 120 registrations this past summer, we had a very busy season, and as we wrap up, I would like to thank the entire LCYC family for the resources and support of our program.

The 2018 program was highlighted by a beautiful night in July that saw eight families out sailing our club FJs during the annual Parent-Child Sail -Along. At the end of the evening as I greeted parents and relatives on the dock, everyone commented on how impressed they were to see the junior sailors maneuver the boats through the mooring field and how the kids really seemed to enjoy teaching the adults how to sail FJs! I was struck by how independent our junior sailors had become in such a short time and how each of those kids truly personifies our goal of developing a life-long love of sailing.

Our racing program had lots of new participants this year, both in the Opti and FJ classes. We brought two FJs and four Optis to MBBC for the Champ Chase regatta and the following week, travelled to the Northern Lake George Yacht Club for the Cheeseburger in Paradise Regatta. LCYC participants posted strong performances in each regatta, enjoyed great weather, competitive sailing and excellent hospitality from both host clubs. In his first year of racing Optis, Magnus Nilsson won the Cheeseburger Regatta green fleet for first-year Opti skippers, and Brendan Hawko was LCYC's top Opti finisher, posting an impressive 6th place finish in a fleet of 30 boats. LCYC's two junior instructors, Jack Merrill and Emma Hawko, took time off from work to compete in their final Cheeseburger Regatta, notching a very impressive five first place finishes, 1 second and 2 thirds, winning the regatta beating Julia Shan-non-Grillo and Lucas Pendolino of MBBC by a single point!

Thanks to the Merrill family for hosting a crew of LCYC junior sailors on their J110, Moovin' as part of the Junior Challenge in the Regatta for Lake Champlain. Alex Merrill, our head instructor, led his crew of juniors to a top 10 overall finish and won honors as the top Junior Challenge boat. For our junior sailors, it was a great chance to experience big boat sailing on the broad lake.

This year, we were very fortunate to be able to replace our 15-year-old rigid hull inflatable (RIB) coach boat with a new boat. The new RIB has offered much better reliability and performance to ensure we can operate the junior sailing program safely and efficiently. The entire Junior Sailing staff is incredibly grateful to the members of LCYC for making this new boat possible.

Now, all of our FJs and Optis are packed away in the Sharpie Building, safe and secure for the winter but we are already planning for the 2019 season and looking forward to trying out the newest addition to our fleet, a racing Opti donated by Mr. Leo Kroes of Lake Placid, NY. A special thanks goes out to Alex Merrill for all of his hard work as head instructor and to Olivia, Emma and Jack, our instructor staff. Finally, I'd like to offer huge thank you to the entire LCYC family for the continued support of our program.

Membership



By Kristin Knight, Membership Chair

2018 saw six new members to LCYC and four resignations, bringing our membership count to a strong 207. We currently have two applications in the queue, which should round out the end of 2018. The mooring wait

list continues to stay at a high number of 17, which puts the wait at two to three seasons before obtaining a temporary or permanent mooring.

We included a new step to our application process—an informal interview with two to three members for each applicant. This was implemented to increase awareness of our mooring waitlist and volunteer aspects of the club, but also to give prospective members additional

faces to recognize around the club if they were accepted. This has been a successful endeavor and will continue as a standard step in our application process.

In 2019 we will continue to refine and update our membership database to better align with our current processes and help us maintain membership data more accurately and clearly. Due to the fall workday survey results, we will begin looking into pay online options for our annual dues. Overall, our membership count continues to stay strong even with our mooring wait times, and we continue to receive emails and phone calls of interest monthly.

Regatta



By James Unsworth, Regatta Chair

As is tradition, the season has come to an abrupt and all-too-soon end. However, it was one heck of a season! For those of you had the pleasure of racing this past summer, we were treated with some excellent conditions for nearly every race and event! Here is a quick rundown on some of the season's winners:

Wednesday Night Overall

Etechells Fleet- USA 1300, Ernie Pomerleau (also, Etechells combined for the Kelemen Cup)

Sportboat Fleet- Bertha, James Unsworth

JAM Fleet- Kinsale, Bob Finn

SPIN A- Dunder, Rupert Thouron

SPIN B- Demon in Disguise, Jay Heaslip

SPIN C- Stratos, Tom Moody/Tris Coffin

SPIN D- Tres Amigos, Eric Schulz/Mark Keydel/Ross Williford

Billado Cannon Series (Weekend)

JAM Fleet- Kinsale, Bob Finn

SPIN A- Odinn, Kjell Dahlen

SPIN B- Alchemy, Dana Bolton/Mark Damico

SPIN C- Sundance, Tom Glynn

SPIN D- Tres Amigos, Eric Schulz/Mark Keydel/Ross Williford

Regatta *(continued)*

Many, MANY thanks to the slew of volunteers who helped! We have a fantastic team of race management, principal race officers and RC volunteers who make this all possible. We were very lucky in that folks signed up for RC duty early on this past year, and we did not have to scramble as the events approached. Please keep this in mind for next year.

We, as a regatta committee, will be looking at a number of items that may alter fleet splits, starting sequences and courses, so please stay tuned come springtime! We will post changes on the site and in the NORs and SIs for individual events. We will try and make it as clear as possible to avoid any confusion.

Until next season, think good breeze and lifted tacks!

Social

By Ann Clark, Social Chair



2018 was a fun and productive year for our Social Committee, hosting a whopping 21 events during the calendar year. We started the year in January with the Change of Watch and ended the season with the Racers' Awards Night at the Burlington Country Club on October 26. I then headed to the airport at 4am for a fun, two-week vacation. (and a well-deserved one!—ed.)

In between events, the social committee worked diligently but had much fun bringing members social events. Highlights for me included adding a bouncy house, Henna, and make-your-own Sundaes to Family Day. The bouncy house will surely become an institution, or our youngest members will revolt. The Lamb-Sidell family outdid themselves at Family Day by having make-your-own sailboats for children of all ages. Several children remained at the sailboat-making site throughout Family Day and then tested them in the lake—they floated! Another highlight was featuring homemade desserts at a Burger Burn, hosted by Beth Thorpe and Wes Daum. The bakers in the club rose to the occasion and baked elaborate, delicious desserts, which were served on a beautiful summer evening.

My favorite event on the year was the second pizza night, which happened in August. The race was canceled because of high winds and torrential rains. This meant that 150 racers and non-racers arrived simultaneously for pizza and a salad bar. The wonderful men from American Flatbread were up to the task and the line moved quickly. Members crammed into the clubhouse and enjoyed the singing and guitar playing of Gus Bloch. Gus was much appreciated by members and as many members left, I was asked to bring him back next year.

A Commodore's Potluck was added this year and I hope to add a women's yoga event some early weekend morning in 2019. Needless to say, men will be welcome also.

Twenty-one events do not happen without much hard work from many people. I am so grateful to be surrounded by a group of social volunteers (and some volunteers from other committees) who gave of their time to make the social season happen at the club. We have fun, laugh a lot and got to know members whom we ordinarily would not have known, so please join us to work at an event or two during 2019!

Stewards



By Bill Bresee, LCYC Stewards Chair

We had a fabulous season in the Steward group. My work was made easy by this amazing team. I'd like to thank Dave, Bo, Gabrielle, Charlotte, Jack, Amy, Bridgette, and Colby for a great 2018 summer at LCYC.

The Steward team depends on a number of other people to make things run well. We need a clubhouse in great shape, we rely on grounds that are safe and kept, we rely heavily on the finance people to make sure that we are paid and legal, we rely on safe and working docks, we rely on a well-organized harbor, and most of all we rely on safe and working launches. I'd like to thank all of the board members and club members who do this work so that we can do ours.

The work of Stewards doesn't stop though when the launches are hauled. We need to wrap up our expenses, gratuities, update the documents, and transition to new leadership. But the real work now is recruiting for 2019. I will be working on the short list of Stewards for Dana Bolton to bring along and deliver the next great season at LCYC in 2019.

Treasurer

By Jean Sievert, Treasurer



From my vantage point as Treasurer, 2018 has been downright unremarkable, and that is a good thing in the world of finance! And, it's how you'd like things to be as you hand the reins to your successor, as I will be doing in January. It has been my pleasure to serve on the board these past four years and help evolve our financial organization.

One notable accomplishment is our hiring of a bookkeeper in early 2017. Rebecca Kruger has executed flawlessly on our behalf and this past summer took on our payroll processing as well. She will provide great continuity as Jay Heaslip becomes LCYC's next Treasurer. Recalling the many desperate calls I made to Chuck Finn and Bob Schumacher early in my tenure, I look forward to doing my part in making Jay's transition a smooth one. Thank you, Jay, for stepping up to the plate!

Scuttlebutt (Editor's notes)



The recent excitement over the running, a new reverse course for the Commodore Macdonough Race led to nostalgia that expressed itself in a recent movement to find a way to run the original Lake Champlain Course that extended all of the way down to the buoy just north of the Crown Point Bridge. That nostalgia also reminded me that I have been a member of the club for quite a while. Since we joined in 1978, this was my 40th summer as a member of the club.

Almost involuntarily I began to reflect on the changes in the club between then and now.

When I joined, racing was organized around the Lake Champlain Racing Conference. There were two overnight long distance races: the Lake Champlain Race and the Commodore Macdonough. The Champlain race had a shorter course for the smaller boats that turned at Diamond Island. Of course we had no GPS, and LORAN was not very accurate. You learned to navigate by dead reckoning and using the navigational lights on the lake. It gave you a very different feel for the lake.

There were three two-day race weekends: The Royal Savage at MBBC, the Odziozo at LCYC, and the Mayor's Cup/Valcour Race at the Valcour Sailing Club. Saturday night involved significant partying. How significant? After one Odziozo Race, the partiers went through five kegs of beer. Social sent out for a sixth. Many racers were upset when they would not authorize a seventh. Indeed, the partying created something of a split in the club between the racers and non-racers. Remember that there was not a Jib and Main class and, so the racing was pretty much limited to the hard-core racers.

Wednesday nights were thought of more as practice races to tune up for the weekend Conference and Club series. We used our own boats for committee boats. Needless to say, the boat end was not even close to being

favorable. I can still see folks tying the club aluminum work boat to their stern and leaving the outboard motor up.

I remember hanging off the stern of my boat to yell at passersbys that the course was "Proctor and back." And I did not mean some fancy club mark - I meant the real thing-big boats beware of depth issues.

The idea of canceling a race because of bad weather would have been a foreign concept. It was rudimentary but fun.

Of course in those days the signals were all given by cannon, which was lots of fun but problematic. The first problem was the noise. Imagine the neighbors reactions as boats finished the Macdonough all night. The second was that the cannon was often pointed towards boats when being fired. A situation not OSHA-approved. This was solved when a 10-gauge shotgun was donated. (10-gauge because loaded rounds were not as available as 12.)

This lasted until Don O'Brien was race committee one weekend off of Burlington Harbor. Unfortunately, it was the same weekend as a regional SWAT team drill. The first time Don knew there was a problem was when men climbed over his stern wearing dark clothes and masks and carrying guns. Horns were then made standard.

The Ladies Cup celebration included a sit down dinner with dancing to a DJ. Indeed, most of our events, the Awards Banquet and Change of Watch involved coat and tie and sit-down dinners.

My favorite was an Awards Banquet held at the Marble Island Club. The story behind the first Ladies Cup was not known, but had been unearthed for that occasion when a Burlington Free Press article on it was discovered. That article had a detailed description of the race, complete with lead changes and weather conditions. We had sails made for each of the "boats" that were carried around the course set up in the dining room by volunteers representing each of the boats. Those seated had bags of confetti to shower the "boats" just as the spray had covered the original racers. The race was won by the boat sailed by a young Gene Cloutier. As those who know their history, the original

result was subject to a protest. A hearing was held to test the knowledge of the members - someone actually knew the ruling was disqualification because no member was on board the winning boat. Gene was not yet a member.

Yes the cruisers had rendezvous. But without the internet and the communications we have today they were harder to change with the weather did not cooperate. It was also challenging to coordinate everyone to encourage participation.

The most noticeable difference was the harbor. There were fewer boats in a smaller area. For launches, we had the Milo and occasionally another small boat. It was a big deal when the club purchased the Nautilus.

Handheld VHF radios were expensive and unreliable. Few boats had them because they required a license that was a pain to obtain and few boats used them anyway. The result was that the stewards were called using two toots on an air horn. It seems like it would have been hard for them to find the boats who were calling. Somehow, as our stewards always seem to do, they managed quite well.

The docks were homemade, boxes filled with Styrofoam covered in chicken wire. This worked well until it became water logged. An additional threat were muskrats which would find a way through the wire and create nests. As the docks were driven up the drive way during work day, it was not unusual for a family of the critters to come scurrying out, running back to the water, scattering anyone who was nearby, including the folks working in the water.

Of course, back in the day, real men did not use forklifts. Each dock was lifted onto the trailer in the fall and off in the spring by a crew of 12 to 15 folks.

We moored using 150 to 200 pound mushroom anchors. Each member was responsible for setting and taking care of their mooring. The biggest problem was that, because of the ice in the bay, it was hard to keep the mushrooms in their places. Some folks would try to replace their mooring ball with a piece of wood for the winter. Unfortunately, if it did not remain vertical the ice would grab it and move it.

I remember one year being very careful about the amount of wood I used, fearing it would float too high. When I released it, it immediately sank out of sight. The favored technique was to use an extruded aluminum tube, sealed with a weight in one end. These were made by Hazelett Strip Casting in Colchester.

Many members would simply use the mooring puller to pull and drop their mooring each spring. If you ever saw one dumped from the puller with the clatter of chain and mooring line, you would be amazed that no one lost an arm or leg-or at least a finger. The harbormaster spent the first few weeks of the season helping members relocate their mushrooms to provide appropriate clearance between boats.

My favorite story about setting a mooring occurred one spring when two "old guys" backed a truck up to the water's edge and rolled a big mushroom on the beach. A couple of us "younger guys" figured we would have to lend a hand to help load the mushroom on the puller. Instead the "old guys" drove their sailboat-about 30 feet, flat bottom with a swing keel-up onto the beach next to the mushroom. They tied the top of the mushroom to the forward cleat, and loaded the mooring line on board. Then they put the boat in reverse, gently rocked the boat and pulled the mushroom (held vertical by the cleat) off the beach. They motored to their location, launched the mooring lines and released the mushroom for a perfect set.

I said beach because when I first joined the club, the swim program was almost as popular as the sailing program and one of the ongoing debates was whether to dump two-hundred dollars' worth of sand on the beach.

This mooring system remained until a weekend storm came through. I was on my mooring when I looked up and saw the front approaching. I tooted for the steward who came right out with a big smile. When he got to my boat, he saw the front and said "Oh my God!" I grabbed my small son and a fifth of scotch, and we raced for shore. Folks met us at the dock, we tied up the launch and raced to the clubhouse just as the storm hit.

The violence of the rain and wind was amazing. You could not see beyond the shore from the clubhouse. Every so often you would hear a roller furler let loose and the sail shred itself. Once the storm lifted, boats were all over the place, having dragged their mushroom or broken loose. A couple of boats ended up at the bottom of the bay.

The first proposal was to replace the mushrooms with concrete blocks on only half of the field because of the expense. The membership

insisted that all mushrooms be replaced.

Looking back, the “good old days” were pretty good, and we had some great times. That said, I am not sure I am willing to give up my GPS or to spend a day dealing with dol-drum south of Diamond Island to Crown Point.

Peace,
Tony Lamb

Binnacle Contributions

Have a story to tell, an event to talk about or photos to share with the LCYC community? Contact Dave Powlison dave.powlison@gmail.com to find out about the possibilities of including your work in the Binnacle. We'd love to have it!