



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Joss Besse

Spring 2018

Director of Club Communications: Dave Powlison

Binnacle Editor: Tony Lamb

<http://www.lcyc.info>



Spring Workday
Saturday, May 5, starting at 8 am.
Bring rakes and other tools.
See you there!

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Commodore's Corner

By Joss Besse



LCYC has always run on volunteer power—spring and fall workdays, social functions, construction, race committees . . . it's an important part of our culture. Obviously, we do this in part because it saves money—we would all be paying much more in dues if we hired people to do all the projects we currently do ourselves. But even more importantly, working together helps us get to know each other better and increases our sense of ownership and community at the club. In fact, new members' applications frequently note that the social and volunteer culture of the club is a primary reason they want to join—they want to be part of a club, not a marina. So it is clear that members (and others) value the fact that we do so much ourselves.

We have some great examples of volunteer projects from the past few years—construction of all the new dock sections, constant repair work on the Dinse, Milo, and Nautilus, working at the social events. But—and this is a big “but”—a lot of this work is being done by only a small number of members. We have seen an erosion of volunteer effort over the years, and the BOG feels this is a trend the club really needs to reverse.

What can we do about this situation? I've found that many members are in fact quite willing and have offered to do more, but we lack an easy way to connect them to projects that need volunteers. So at the April BOG meeting we agreed on a new, web-based platform and format so members can easily see what projects need help and can sign up for them. In the next few weeks, BOG members will be listing the various projects they want to get done this year, along with a description, number of volunteers needed, skills needed, and whether the volunteer is offering to lead the project or simply help. Simply add your name as a volunteer for a project or two. The project leader will take care of organizing the project work—scheduling, arranging for materials, etc.

At this point, and I write this as an FYI only, we are still adding projects and are not quite ready to launch the web-based platform. But we do plan to be ready for you to sign up in May. At that point we will send an email to all members with the web link and instructions on how to volunteer.

It has long been an expectation that all members participate in workdays, as well as contributing some time during sailing season. We have lost some of that habit, but the BOG feels it is really important to start working to change that culture. We look forward to your help when the time comes to sign up!

On a personal note, I've been sailing at LCYC for almost 40 years, and most of that has been racing. Some years, I've barely made it out of Shelburne Bay. Only recently have I come to appreciate how strong our cruising group is and how much fun they have. So Hilary and I decided that this year that we wanted to join the cruising community at LCYC. We just bought an older 37' cruising boat, since, as a few have pointed out, our Etchells isn't that comfortable for overnight cruising! I plan to keep racing, but we're really looking forward to exploring this fabulous lake too. We look forward to seeing you out there!

LCYC Member Spotlight: The Moreau Family

When did your family join LCYC, and why did you do so?

We joined LCYC in 2015. We had just purchased our boat and had been exploring places to keep it. We knew some members of LCYC and they spoke highly of the club.

What's your boating background? What got you hooked?

I've been sailing for over 30 years. My parents bought a Catalina 22 when I was 10 years old. We thoroughly enjoyed the sailing in Narragansett Bay in Rhode Island before they purchased a larger sailboat which allowed us explore areas such as Long Island Sound, Block Island and the islands off the coast of Massachusetts.

Tell us about your current boat.

We own Astra, a 1986 J28. Astra was kept in Marion, MA before she graced Lake Champlain. It is a great daysailor and has enough in the way of accommodations for a weekend.

What's the most interesting/fun/unusual experience you've had while boating?

There have been many! Our first summer out, we rescued a young couple who had capsized their canoe far off the shore from Red Rocks. Our most hairy travel adventure was returning from Valcour Island when we hit 30-knot winds and six-foot swells. It's the only time all three kids have ever been sick on the boat!

How does your family participate in LCYC?

I attend the spring and fall clean-up days. Our children always enjoy going to Kids' Day. My son Boden has been participating in the junior sailing program for the past two years. He's had a great time learning how to sail.

Where did you grow up?

I grew up in Rhode Island, and Kate grew up in Massachusetts. Eleven years ago, when our two oldest children were 6 months and 2 years old, we took a chance and came here so I could begin a new job with a startup software company.

What do you do for a living?

I am the Director of Marketing at MyWebGrocer. I've worked for the company for over six years. I am responsible for managing and executing digital and traditional marketing campaigns across multiple platforms. My wife, Kate, is on the clinical faculty at UVM. She teaches in the department of Biomedical and Health Sciences and is the Director for the undergradu-



Matt, Boden, Drake, Ania,
Kate Moreau

ate Health Sciences B.S. program.

What other hobbies, pastimes or interests do you have besides boating?

We have three children, Ania, who is 13, Boden 11 and Drake 6, who keep us very busy outside of work. Our main hobbies are centered on spending time as a family—boating, camping, hiking and skiing. We also really enjoy spending time with close family friends, whether that is taking the dogs for trail runs near our home in Williston or hosting a bonfire in the summer. We enjoy being active and anything that gets us outdoors. Our current home has turned us into weekend warrior/DIYers, so our goal is to get as much done before Astra goes in for the summer!

If you could change one thing about LCYC, what would it be?

More family events for those with older children (6-13) and some opportunities for adults new to sailing or racing to learn the craft. I grew up cruising with multiple families on the weekend and have so many fun memories of our time on the water. We'd love to explore the lake with other families who have children similar ages. It would be great if there were weekly get-togethers for families who aren't super involved with racing.

What do you like most about LCYC?

We enjoy being part of a great boating community that is rich in history and is on a beautiful part of the lake.



Meet the New Members of LCYC

Please take time to welcome our new members when you see them around the club!



Eloise La chapelle and David Fauvelle



Gary and Mary Jane Russell



Marissa, Norah, and Cory Mcdonald



Scott and Vicki Fewell

Post Hurricane Irma in the Islands—Another Perspective

In the last Binnacle, we learned about Irma's impact on the BVI. Here, Steve Unsworth reports on St. Martin, Anguilla and St. Bart's.

By Stephen Unsworth



Last summer, John Stetson, Mike Quaid, Ed Laird, and I decided to sail in St. Martin in January 2018. We had made reservations and thought we were all set. But after hurricane Irma came in the fall of 2017, it turned out the boat we were going to take was destroyed, and we thought we would have to scrub the trip. Then we began thinking that the best thing we could do to help St. Martin would be to find another boat, go down there, spend some money and enjoy the restaurants.

Working with yacht broker, Ed Hamilton, we found a boat available from Dream Yachts—a Dufour 46-foot Grand Premiere. It had four separate cabins and four heads and was very comfortable. I can see why people in the Caribbean prefer boats in the 40-foot range since in 30+ winds in 9-foot waves, we would have been pounded around with a smaller boat.

We had made airline reservations to fly down on United Airlines, but because of the hurricane, United cancelled all flights to the island until April. We thought this was a terrible move because the island needed more flights and more people visiting. We rescheduled with JetBlue.

On the way to the base and marina in Port St. Louis in Margot we saw wrecked boats along the highway. There were still wrecked boats in the marina harbor. We discovered that St. Mar-



tin experienced winds of over 230 mph and had numerous tornadoes. In many respects the tornados did more damage. We heard stories of people temporarily leaving a loved one at a house, and then a tornado came through and they never saw their loved one again. The taxi driver from the base kept saying, “Thank you, thank you for coming down and helping us by visiting.” This was pretty much the attitude of everyone we saw.

On Tuesday, our first night there, we went out to dinner at the restaurant, O Plongeoir and had a wonderful meal very inexpensively, and then the French waitress gave us a bunch of free



after-dinner drinks to say thank you for coming to the island.

Then it was off to Anguilla for lunch and a swim at Prickly Pear Cays and onto Road Bay in Anguilla for dinner and to spend the night. Many restaurants were closed, but we found an Indian restaurant that had only been open for two days. Although they did not yet have their liquor license, we had a terrific meal. Many of the docks were torn up and again, there were a lot of empty restaurants.



We then sailed around the northeast end of Anguilla to Grand Case, St. Martin. It was a nice, quiet bay with plenty of anchorage. We took the dinghy to the main dinghy dock, which was missing half of the deck. We wandered through the town, checking out the opportunities for dinner, viewing the devastation, and finally picked a restaurant. Again, it was a very pleasant surprise. The beach bar was particularly fun and had been up and running within a month of

the storm. Since it was not able to get insurance anyway, it was a low overhead operation. The drinks and conversations were perfect!

Our next stop was at the Ansel Marcel Marina in St. Martin. This was considered a hurricane hole, and you had to go up a very narrow channel to get into the harbor, which was completely protected. However, in this hurricane hole there were a lot of sunken boats and destruction. Stores were closed, and the owner and people in the marina explained to us they were not sure how to get the sunken boats out of the water. The road was too narrow to get cranes to the marina by land, and the channel was too narrow for boats to bring in barges with cranes. Unfortunately, when we tried to get water from the marina, it was dirty and fouled because of the hurricane damage.



Then it was up to St. Bart's and a stay in Gustavia Harbor. St. Bart's is a very wealthy island. Although the island was severely damaged, and many roofs were taken off, there was very little hurricane damage. Everything seemed to be repaired and in good shape.

On Saturday, we returned to St. Martin in winds above 30 knots and waves as high as 10 feet. We



sailed into Philipsburg, but the wind was strong, and the anchorage was not good, so we motored up to Simpson Bay to anchor. We took our dinghy under a bridge in Simpson Bay to the Simpson Bay Lagoon and again, even though this was a huge lagoon and should have been well protected in the center of the island, the devastation was amazing. Boats were still sunk in the lagoon, and docks and slips were torn up.

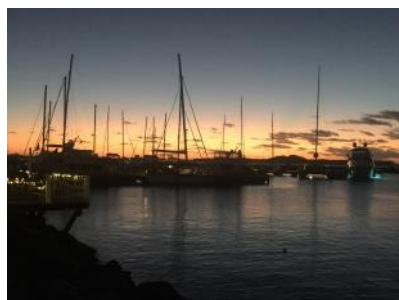
The next day we left Simpson Bay and headed back to Marigot and had a great dinner at La Main a la Pate. On Monday, heavy winds and squalls kept us at the marina. We dined at the famous restaurant at the end of the runway where planes fly into St. Martin. Many people have seen pictures of it, and from the beach right next to the runway, it looks like you could actually touch the bottom of the planes when they fly over.



On our last day, we day-sailed to Tintamarre Island. It was a beautiful sunny day. Tintamarre has no houses on it and is a beautiful place to walk the beach and snorkel.

Having sailed in St. Martin before, the harbors were much less crowded, and there were far fewer pleasure boats on the open waters. Wherever we went, people were thankful we came and were very appreciative. Unfortunately, the buildings that seemed to have the most damage were the hotels and condominiums right on the water. Many times, we would see a four or five story building with no glass in it looking completely bare.

For those who do Caribbean sailing or vacationing, the best way to help the people in the islands is to travel there, sail there and do whatever we can to help the islanders.



2018 Summer Speakers Series



Wednesday, May 16, 6:30 pm—Dave Dellenbaugh racing seminar. This is a reservation-only event with a fee, and it is sold out.



Friday, June 29, 7:30 pm—Ever wondered about what's beneath the newly marked wreck buoy at the mouth of the bay? Or about other wrecks in Shelburne Bay? Chris Sabick, from the Maritime Museum, has some answers that you will find fascinating. This event is held in conjunction with the Commodore's Potluck, and although you're encouraged to attend both, you may attend either, if you wish.



Tuesday, July 17, 7pm—Hear what it took to create the fastest land yacht on the planet. Burlington resident Bob Dill will talk about setting the speed record (piloted by LCYC's Bob Schumacher) of 116.7 mph on Nevada's Ivanpah Dry Lake aboard the Iron Duck—a record that stood for 10 years.



Tuesday, August 21, 7pm— See Lake Champlain as you probably have never seen it before, through the lens of professional photographer and long-time LCYC member, Paul Boisvert. Paul is a world-renowned photojournalist whose works have appeared in publications ranging from Vermont Life to the New York Times. This promises to be a real visual treat.



Tuesday, September 18, 7pm—The SIs for the Everglades Challenge (EC) say: “If you are not an expert paddler and/or sailor, do not enter this race. Even if you are a well-prepared expert, you may DIE—yes, you may DIE...” A 300-mile course from the mouth of Tampa Bay to Key Largo, the EC includes everything from canoes and kayaks to multihulls. LCYC’s Will Nye participated this past year’s event, along with his son, Caleb, and has done it in previous years with his wife, Amber. Find out what it’s like to sail in an event where winning is nice, but the main goal is just to finish.

J70 Teams at Charleston Race Week



Three LCYC J70 teams, led by James Unsworth, Jack Wallace/Vivien Allan and John Beal made the pilgrimage south to the 2018 Charleston Race Week, April 13-15. The three-day event hosted 246 boats in 16 different classes. The J70 class, with 68 boats was the largest in attendance. And a big congratulations to the Wallace/Allan team who, along with crew Eric Barreveld, came home with third place in the Corinthian Division!



Around the Club

Meet the 2018 Stewards

By Bill Bresee, Stewards Chair



2018 is shaping up to be another great year at the club! We have a healthy mix of returning and new stewards. It is too early to provide a full list of our 2018 Stewards, but I would like to share information on a few definite returnees.

I am pleased to announce that David Boerman has accepted the position of Head Steward. He is in his third year of Stewarding and his fourth year employed at the club. I appreciate his commitment to the club and all things boating.

I am also very excited to be working with Gabby, Charlotte, Bo, and Jack again this year. This crew brought excellence and good cheer to the club every day.

One change that we are working on for 2018 is to extend our fall service hours. This is always a challenge, as the students go back to school. For 2018 we are in conversations with four people whom we expect to be able to do some shifts in September. As always, we will be leveraging the boating skills of our members with the Member Reserve Stewards for some shifts in the fall. Let me know if you would like to participate in this.



Dave Boerman

My name is Dave and this is my third summer at the Club. I will be a junior at Holy Cross in Worcester, MA this year, but I'll be spending this coming fall semester studying abroad in South Africa. When I'm not driving the launch, I enjoy hiking, biking, fly fishing, and surfing. I also love dogs, ice cream, and skiing. Can't wait to see you all around this summer!

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Gabrielle Booth

I am just finishing my first year at the University of British Columbia, in Vancouver, where I am studying engineering. Next year I will be starting to specialize in biomedical engineering. After a year of rain and tough classes, I am looking forward to being out on the lake this summer and backpacking in Peru.



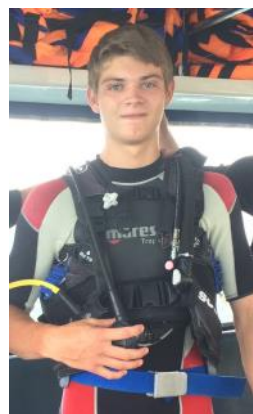
Charlotte Bresee

Hi! My name is Charlotte, this will be my third summer as a steward at LCYC. If you don't see me around much at the beginning of the summer, that's because I am in Rennes, France where I am taking courses to finish my French minor. I am also studying biology at Clark University during the regular school year, and I will be a senior this fall. I am excited to be returning to LCYC to spend time with all of you on the water and enjoying Vermont in the summer!



Jackson Main

Hey sailors! I'm Jack Main, I'm in my second season under LCYC employment, but my family has been members here for years. I am graduating South Burlington High School in June and will start classes at Quinnipiac University in the fall to study Journalism and Business. I run cross country, indoor and outdoor track at SBHS, but you will most likely find me studying baseball in my free time. Apart from pumping out your dinghy, you may also see me at Centennial Field in the evenings working for the Lake Monsters. I'm looking forward to a great summer of boating and baseball!



Robert Hopwood

Hello LCYC! A lot has changed in my life since last summer. I have been attending college at Furman University in South Carolina. My first semester has been a lot of fun, but a lot of work. I am very excited to get back on the water and catch up with all the members. I have a lot of really fun stories about my first year of college, so don't be afraid to ask me. I look forward to seeing all of you this summer.

Stewards Hours of Operation:

5/23 1600h - 2000h

5/25 1600h - 2000h

Memorial Day through Labor Day:

Weekdays: 0900h - 2000h

Weekends: 0800h - 2100h

Dinghy Notes

By Michael Kerbaugh, Docks Chair



We are adding an additional dinghy dock for more space.

- Dinghy rules remain unchanged: dinghies must be 12 feet long or less; dinghy motors must be 15hp or less.
- Every dinghy must be clearly marked with the owner's name.
- Dinghy slot can ONLY be secured AFTER the May 5 workday club meeting.
- Dinghy slots markers that have been put in place before the end of the meeting will be removed and discarded (Please don't do that!).
- 2-3 dinghy slots will be reserved by docks for easy access needs. See

Michael Kerbaugh at any time throughout the season to secure an Easy Access Slot.

- At the conclusion of the spring workday club meeting, you may proceed to the dock to secure your dinghy slot on the docks. Please be orderly and respectful of those not moving so quickly. Please don't forget to bring a name tag or personal ID to secure your dinghy slot.

LCYC Website Tip

Do you know that with a single click you can thin out the LCYC calendar so that it only includes events in specific categories, such as cruising, Wednesday night racing, or junior sailing? Go to "Events" in the bar at the top of the webpage. Under the title "Events", you'll see the word "View." Only interested in cruising activities? Click on "Cruising," and the calendar will show only cruising events. All of the LCYC's major activity groups are listed, so you can do the same for any activity.

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LCYC Dock’s electrical systems – what every member needs to know, and what NOT to do!

- 1) **Do NOT Swim off the Main Docks**
- 2) **Do NOT Reset the Dock Breaker Twice**

We enjoy having electrical power on the docks at some point in our boating lives, but that luxury does not come without risk.

Most of us know that we don’t permit swimming on the main dock, but few of us stop to think about why. It is not because we are concerned about getting hit by a boat or the launch, although that is reason enough. It is due to a phenomenon unique to freshwater marinas called electric shock drowning ... a paralysis that then leads to drowning. Don’t swim off the main docks.

The main dock circuit breaker is there to let you know something is not right with the electrical system on the dock. Because there are several reasons why the circuit break will trip, occasionally resetting the breaker is allowed. But you should never have to reset it twice. If the breaker needs to be reset twice, be suspicious of the boats on the dock, or something else, and not the electrical system itself. Let the Stewards know there is an issue.

Over the years, LCYC has attempted to ensure that the electrical service that we provide on the dock is safe and convenient. It is intended to provide temporary power to members’ boats so that they may perform maintenance and repairs, and charge their batteries periodically. Many of us find that this amenity, while not used very often, is very helpful.

Supplying electrical power to a waterfront requires some precautions due to the nature of how electricity works with water. Electric Shock Drowning (ESD) can occur if the system is not installed properly or if there are failures in a given vessel’s electrical system, and that vessel may not be yours.

Most people, myself included until recently, assume that the risk of electrocution would be much higher in salt water than in freshwater. It is well known that salt water conducts electricity far more readily than freshwater. But the risk to swimmers in fresh water is not electrocution in the traditional sense. It is electrically induced paralysis, resulting from current flowing through the swimmer’s body precisely because the human body, with its high salt content, is a much better conductor than the fresh water that surrounds it.

If a dock’s electrical system is not equipped with adequate ground fault protection and there is a wiring defect on the dock or a vessel plugged into the dock, the water will act as a return path to ground for stray current. Fresh water has a high resistance to electrical current, so the current will be small. However, it takes less than 10 milliamps to cause paralysis in a human,

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and 60 milliamps will typically induce heart failure. If a swimmer comes between the source of current in the water (say, a bronze through hull fitting on an improperly wired boat), and the dock does not have adequate ground fault protection, the current in the water will flow through the swimmer, likely incapacitating them.

Lest you think that this is a hypothetical problem, recall that in the summer of 2010 the city of Burlington narrowly averted a tragedy when two boys were incapacitated when a powerboat made a faulty connection to the City’s electrical outlets. Only quick action from the father and the marina staff prevented the two boys from drowning.

What can we do to ensure that no one ever falls victim to ESD at LCYC? First, don’t swim around the main dock. This goes for any other dock with AC electric power on it. If it has AC power on it, don’t swim from it. Second, the club has installed protection to ensure that if a ground fault is present, the system shuts itself off. This is done using GFCI outlets or circuit breakers, or by using ground fault sensors and shunt trips on the breakers. Finally, if you plug your boat in and the GFCI or breaker trips, have your boat’s electrical systems checked out by a professional electrician. The problem is usually easy to find and isolate. Don’t assume it is the docks’ problem and reset the circuit breaker twice.

Even with all this protection, your first defense is prevention. Swim from the junior sailing dock or better yet, out in the bay.

A version of this story was printed in the April, 2016 Binnacle.

Harbor Update

By Bob Finn, Harbormaster



Over the next month Pierre will commission our 155 harbor moorings. While LCYC is now taking care of ground tackle hardware, each member will continue to be responsible for the mooring pennant, float ball and pick-up buoy. Please be sure your pennant is ready with anti-chafe gear fitted to your boat. Pierre will be glad to help and can be reached at (802) 233-1479 (text or voice) and pierre@champlaindivers.com.

It is expected that each boat carry no fault insurance that covers mooring field incidents, among other perils. Please make sure yours is up to date and coverage is sufficient.

Finally, the 2018 mooring field chart is on the LCYC website under Club/Facilities/ Harbor. We strive to accommodate every member but overwhelming interest has limited our options. If you aren’t going to use your mooring for any reason this year, please let me know so someone else can borrow it. We want all our members to be able to enjoy the lake on their boats.

Looking forward to a great season!

Why You Should Volunteer for Social Events

By Ann Clark, Social Chair



It is almost time to take the tarp off of boats and start dreaming of lazy days on Lake Champlain. It is also time to start thinking of volunteering for social events. The social aspect of our club is responsible for 13 functions per calendar year, and they only happen with member help. Volunteering for social events is not only helping our club run but gives volunteers an opportunity to meet and interact with other club members and form friendships. You can choose from an option of tasks, such as volunteering to purchase drinks for club events, volunteering to pick up other supplies, or actually working at

events.

Here is what some of our volunteers had to say about why they volunteer for social events:

Jean Henshaw: “I volunteer to get to know a few members a lot better and to recognize faces of others.”

Terry and Julie Kennaught: “We joined the Yacht Club to make friends and enjoy the activities. There is no better way to do this then to volunteer and to really feel a part of the club.”

Susan Bowen and her children Jane and Ray: “Jane, Ray and I volunteer to get a smile from Ann. Also, we know LCYC is a member-run club. We don’t have staff to pick up garbage, polish our egos or bring us a cocktail. We work for it.”

Heidi Lessard: “I’ve had the pleasure to serve on the Social Committee since 2016. Since then I have found myself surrounded by kindred spirits who are passionate about food, their LCYC community and its foundation of service. It is a joy to contribute and connect with fellow members.”

John Harris: “The Etchells Fleet first hosted a Burger Burn in 2012 when we were celebrating our 10th anniversary and put on a free event at our expense to thank the club for their incredible support of our program. We had a great time doing this and it was a great way for our fleet to bond off the water. Hosting a Burger Burn was an easy way for the fleet to give back to our club each year, so we have been hosting one event each year ever since.”

Beth Thorpe: “I volunteer because I know all the work involved in being our social chairperson and I want to help my friend Ann.”

Mary Stuart: “Volunteering on the social committee is an easy and fun way for me to do my part for LCYC. My time with other volunteers allows me to get to know other members that I may not otherwise get a chance to spend time with.”

Christina Lamb Sidell: “Volunteering on social lets you meet so many people at the club. You get to have fun and attend these events while making friends. It also allows you to have input into events. For example, this year, instead of a BBQ at Family Day, we are doing a free, ice cream social which is so different than we have done in the past.”

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Dorothy Hill: “Since LCYC has various activities over the course of the year, there are lots of ways to help by volunteering. I enjoy arranging flowers, especially found flowers in nature; so I help to make our events beautiful for the members that attend, and I am having some creative fun. Helping out is a great way to meet and get to know club members, and appreciate everything that goes into making our events and club a success.”

I hope you will consider joining these wonderful volunteers at some of our social events. Our first Wednesday night event is June 6. American Flatbread will be serving their wonderful pizza, and we will provide drinks, salad and dessert. Please call Social Chairperson Ann Clark at 802-985-3972 or email her at annclark4444@gmail.com to sign up for a social task or event or two or three. You will not regret it.





LCYC Playgroup—Fun for Kids!

By Kristin Knight



We are excited to once again host the LCYC Playgroup this summer! This event was created last year to bring members with young families and young children in their lives together to play, meet and enjoy a summer morning. Each playgroup will have a fun activity, snacks, coffee for the adults and lots of playing!

Last year we had fun pretending to be super heroes, creating our own burgees, flying kites, water play, coloring and exploring with bubbles.

Mark your calendars and come join us on Sunday June 3rd, Saturday July 28th and Sunday August 12th from 9:30-11:30am. For additional information or questions please contact Kristin Knight at [kristin-](mailto:kristin-marieknight@gmail.com)

marieknight@gmail.com.



From the Weather Mark

By James Unsworth, Regatta Chair



Despite the two feet of snow I am looking at as I sit down to write this, the summer season is just about two months away! I am excited to begin my first year as Regatta Chair. As a nearly lifelong racer I believe my position here on the Board of Governors is well suited. I am very much looking forward to serving the club for the next 3 years.

First priority: The Regatta Committee urged me to say that, **IF YOU HAVE NOT SIGNED UP FOR A RACE COMMITTEE ASSIGNMENT FOR THE 2018 SEASON, PLEASE DO ASAP!** To do so, go to the right-hand side of the LCYC website front page.

Fleet Captains

We have assembled a regatta committee that consists of fleet captains from the various fleets. We want to use this to help funnel thoughts and opinions from racers, through their fleet captain to bring that to the committee for decision-making. Use them as a resource for racing related questions or concerns. The fleet captains are:

- Bob Finn, *Jib and Main*
- Bob Turnau, *Spinnaker A*
- Dana Bolton, *Spinnaker B*
- Doug Merrill, *Spinnaker C*
- Mike Clapp, *Spinnaker D*
- John Harris, *Etchells*
- Jason Hyerstay, *Sportboat*

PHRF Fleet Breaks

This season will see a couple of changes for PHRF fleet breaks in both SPIN and JAM. The affected fleet captains were consulted and no major concerns were raised. The following changes will take effect this coming season:

Old:

- Jib and Main A (PHRF \leq 138)
- Jib and Main B (PHRF $>$ 138)
- Spinnaker A (PHRF $<$ 081)
- Spinnaker B (PHRF 081 - 126, Displacement $<$ 7500 lbs)
- Spinnaker C (PHRF 081 - 126, Displacement \geq 7500 lbs)
- Spinnaker D (PHRF $>$ 126)

New:

- Jib and Main A (PHRF $<$ 159)
- Jib and Main B (PHRF \geq 159)
- Spinnaker A (PHRF $<$ 081)
- Spinnaker B (PHRF 081 - 126, Displacement $<$ 8500 lbs)
- Spinnaker C (PHRF 081 - 126, Displacement \geq 8500 lbs)
- Spinnaker D (PHRF $>$ 126)



Billado Scoring

In an effort to encourage more participation, the regatta committee changed how a DNC is scored. We have been following how the *Racing Rules of Sailing* outlines a series score by using the total number of participants in the series +1 point. We will now score a DNC based on the most participation in any one race. For example, in the past, if there were 36 boats that sailed at least one race in the series, a DNC for any other race in the series would be 36+1 points or 37. In the new scoring system, if the Ladies Cup (typically the greatest participation) garners 23 boats, a DNC would only be 24 points.

Permanent Race Marks

“C” mark, outside of the club has been moved approximately 100 yards north to give more space between it and Allen Hill. During south breezes the turbulence in the lee of the hill makes for unfavorable conditions and fleet compression.

Macdonough Course Change

The Commodore Macdonough race will experience an exciting change that we hope will inject some new energy into the race. On alternating years, starting this summer, the course direction will be reversed. Other than the direction the course is sailed, the other significant changes to the reverse course is that boats will round Diamond Island and La Roche Reef / Valcour Island to starboard. Stay tuned and check the regatta documents before the race.

2018 Race Management Changes

By John Harris



There are a handful of noteworthy changes being made to how we will run our races in 2018. Remember to always read the Racing Rules of Sailing (RRS), NOR and SIs as they are ALWAYS the final word.

Appendix T – Arbitration

This year we included Appendix T in our NORs and SIs. Appendix T applies to the protest process. The intent is to simplify and streamline the process by avoiding unnecessary protest hearings. When a protest is filed, instead of convening a Protest Committee, an arbitrator will be assigned by the Regatta Chair to hear all the evidence related to both sides of the case. The arbitrator will then offer their opinion regarding the likely outcome of a protest hearing:

trator will then offer their opinion regarding the likely outcome of a protest hearing:

- The protest is invalid
- No boat will be penalized for breaking a rule
- One or more boats will be penalized, identifying which boats and the penalties

After the arbitrator renders an opinion:

- A boat may take a Post Race Penalty of 30%, as per Appendix V2 and
- The protesting boat may request to withdraw her protest

Or, if the protest is not withdrawn, a protest hearing will be held.

Protests

The Protest section of the NORs and SIs have been updated. Specifically:

- Eliminated the requirement to notify the RC of your intent to protest (there is nothing in the RRS that requires this). The only party you need to notify of your intent to protest is the party you are protesting (which you needed to do at the time of the incident—along with flying a proper protest flag).
- The protesting boat has 24 hrs to file a valid protest form with the Regatta Chair (either hard copy in person or via email at regatta_chair@lcyg.info).
- Eliminated the requirement for a response from the protested boat prior to the Arbitration meeting (there is nothing in the RRS requiring a response prior).

Abandonment Protocol

We are changing our signal flag protocol for Abandonment to be consistent with the RRS. If you read the RRS, flying the N (blue and white checkered flag) alone signals that the race underway is Abandoned, but does not signal that racing is done for the day. Flying the N

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Flag over the A flag signals that the race underway is Abandoned AND racing is done for the day.

Why bother to strictly follow the RRS after all these years of just using the N Flag? Because there are a couple specific situations where the RC might like to Abandon the race underway but still try to run another race. Specifically, on Wednesday nights there are some rare occasions where the wind dies shortly after the start of racing, but there is sign of wind filling within a reasonable time period such that abandoning the race that is underway and restarting the race once the new wind arrives would be the best plan. Using the new protocol, the RC will be able to do exactly that, avoiding those frustrating nights where a beautiful 10-knot breeze fills in just as we are all headed back to the club.

The other situation is with E Series racing, where we run multiple races on a given night. This new protocol will allow the RC to Abandon a given race but not Abandon racing for the day. With the old protocol, there was no way to do this.



Scuttlebutt (Editor's notes)

As many of you know, I usually have high school kids crewing for me each year. As time goes on I often hear of their success in “life after Sto Lat.” Next month Will Colomb will graduate from the Coast Guard Academy after having achieved some success as a racer on the college circuit.

Indeed, I was reminded not too long ago that James Unsworth sailed his first Macdonough on one of my boats.

Imagine, last time I sailed with him we were teaching him bowlines and now he is the Regatta Chair. Perhaps he took to heart my bitching and moaning while going around Diamond Island in the dark when he announced that every other year the Macdonough Race course will be sailed in the other direction!!

I believe that I sailed around Diamond Island at least twenty times before I ever saw it in the daylight. (That would include Lake Champlain Races.) And anyone who doesn't have a story about sailing beyond Split Rock and around Diamond Island has just never sailed there in the dark.

I remember one year, with Peter Collins aboard Bear, when we tacked four consecutive times in 180's back and forth making no ground in the strange winds in that part of the Lake.

One of my favorite memories was the last time Chuck Bowen attempted to do something nice for me on a race course. (And this might be the reason it was the last.) As we passed on reciprocal courses in the dark, Chuck warned me not to keep going because there was “dead air ahead.” Appreciative of his warning, I decided to go a little further before tacking so as not to give him dirty air. However, the further I went the stronger the breeze and the bigger the lift. I made good distance on him.

And who doesn't have a story about passing or being passed, where one boat is becalmed while the other cranking along three boat lengths away, leaves them. (Often to have the roles reversed a half mile further along the course.)

My favorite passing story involves Mike Clapp. He was crewing on an A boat in the Macdonough. Down in the narrows, in the dark, we saw a boat coming up to pass us. We did all we could to hold them off and were successful for quite a while before they slowly pulled away. After the race, Mike told me that it was his A boat and they were getting quite excited as they were finally able to pass a boat to leeward. It was at that point that Mike recognized us and pointed out that it was a C boat that had held them off for so long. They went quiet.

As far as rounding Pointe Au Roche goes, it seems the same day or night-it is a long way up there. Although, I swear the red light on that can is the most visible on the lake. When you first see it, it looks so close you think you are almost there. You alert the crew to look alive for a sail change as you round and then you sit there, seemingly for ever, as the light sits just in front of you, so near and yet so far, almost mocking you.

I don't know, but first taking the mark at the Crown Point Bridge out of the Lake Champlain Race and then sailing the Macdonough the other way, is probably not a sign of the apocalypse. (At least I hope not.)

Peace,
Tony Lamb