



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Doug Merrill

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<http://www.lcyc.info>

January 2016



LCYC ANNOUNCEMENTS:

See you at Change of Watch Diner

January 23

(See Website for reservation details.)

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Commodores Corner

Happy New Year's! What a strange end to 2015 we had on the lake. I overheard many comments that we should have kept the boats in until December. We had many great weekends with temperatures in the 50s and winds in the teens right up until Christmas Break. I saw Facebook chatter of reviving a 1990's New Year's Day Laser sailing tradition, but to my knowledge, no one actually launched.

We are a few weeks away from our Change of Watch Ceremony (January 23), so this column will be my last Commodore's Corner. I have been honored to lead the board and represent the club for the past two years. It has been a lot of work, but it has proven to be very rewarding. Here are a few highlights from my perspective:

1. The sportboat fleet has established critical mass. They have worked out a schedule with the Etchells fleet that adds a lot more racing for very little extra RC effort.
2. We have paid off the mortgage on the clubhouse. The finance committee has helped guide the Board of Governors to a path of fiscal stability over the past several years.
3. We have completed a long term capital plan for the first time in the club's history.
4. We have a clear direction from our membership on what they would like from a replacement for the Butler Building, and are close to a final plan for its replacement. Expect to see renderings at the spring workday and the new building in place by Spring of 2017.
5. The cruising fleet has been as active as most anyone can remember in a long time.
6. And yes, the kegs are gone. I have to mention the bad with the good. This was not a fun decision, but one whose time had, unfortunately, come.

Looking back on the 4 years on the board, I am more pleased by what has stayed the same than by what has changed. The club is still a member run organization. We continue to have a successful junior program, an active racing fleet, and, as mentioned above, a very social cruising fleet. We still have talented and dedicated members willing to serve on our board. The board's mission has been clear. Our challenge has been to provide our existing services better, not to change the scope or character of the club. A new group of talented member is stepping up to join the board this month. My only words of advice are to remember this mission, as it has served us well for the past 4 years.

Thanks to my fellow board members for all of the hard work we shared, and for keeping it fun. Thanks to the many, many volunteers who help the club run in myriad ways, and will continue to do so. And thanks to the many members who took time to let me know when we did something right. A little positive feedback goes a long way with a volunteer workforce.

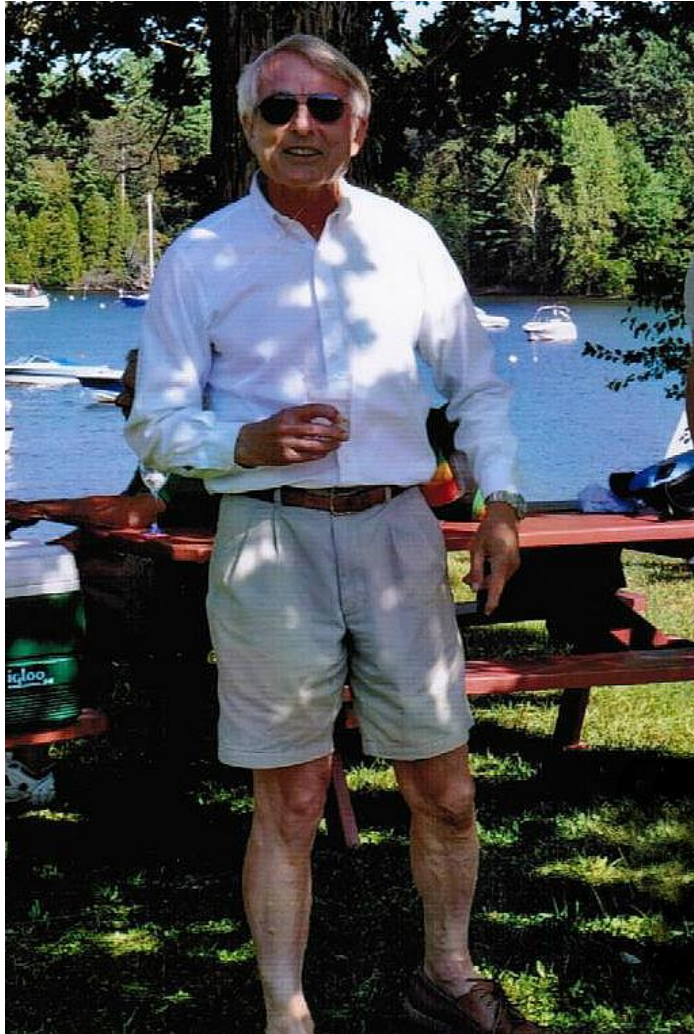
Stay warm, enjoy the winter, and see you at the Change of Watch.

Doug

Remembering Mike Barker

By Gunnar Sievert

There are several trophies in my closet that Michael Barker was unable to collect at the last Awards Ceremony. I offered to deliver them but he kept postponing that and finally told me to keep them until spring work day because he knew he wouldn't be there then. As you know, Michael passed away on 17 December 2015.



When I met Michael at Sugarbush some five or six years ago, the first thing he said was "Do you like to sail?" When I answered yes, he asked if I would like to race on his sailboat on Lake Champlain. I thought of it for a moment and then I said yes. That is how it began.

Since then, we have shared an incredible number of sailing adventures and also other activities such as skiing, playing music and his famous Super Bowl dinner parties. In addition to our racing, he and I, with our mates, Sigi and Jean, enjoyed potluck picnic dinners at LCYC and social cruises, including what would be his last time on the lake, on our Dark Star.

Looking back, I am amazed that Michael made it out to race at all last summer. He was sometimes too fatigued to make the drive from Warren by himself and he often struggled to make it through the post-race burger burns. However, on WINGDAM Michael was nimble as ever,

easily making his way forward to trim a halyard just so. Through all this time, he was a friend, a mentor and always the perfect gentleman. Whether we won a race or not, he never failed to congratulate our competitors and to thank the race committee.

At the height of his racing career at LCYC, Michael cleaned up on Awards Night. There were times when we needed to use one of the club's dock carts to hold all the trophies he had won. I am not going to rehash the statistics. Many of you are all too familiar with the sight of WINGDAM's stern. What I would like to do is to recall some special adventures, rituals and traditions that we shared on WINGDAM.

One particularly unforgettable race was the Hot Ruddered Bum Race a couple of years ago. I think we had more air that day than at any other time – steady from the south well over 30 knots with many gusts in the upper 40s. We left the bay on our way to the starting line doing over 10 mph with only a reefed main.

As we were beating our way to the windward mark, Michael requested that we raise the jib. This meant that I had to snake my way forward and wedge myself with my knees in the bow pulpit, unwind the halyard and clip it onto the top of the jib, all while the boat was swaying left and right and also diving down forward into each wave trough. Thoughts of being a rodeo cowboy flashed through my head as I wormed my way back.

Now with both sails up we were better balanced and, as we made our way on that tack with the three of us (George, Bryan and me) lined up on the high side, each wave slammed into me so I crashed into Bryan who crashed into George. And with each wave, I could see Michael at the tiller turning his head back so he would not get a face full of water.

After we had rounded the weather mark, we were flying north on some kind of reach and Michael requested that I pull the vang a bit tighter. As I held the line and put all my weight into it, the boat heeled over, the boom swung out and just like that, I was hanging from the line with nothing but water under me. That's when I heard Michael say to George and Bryan, "Don't worry about Gunnar. Get that boom in!" A second later, the boat righted, the boom swung back and once more, I had the deck under my



Captain and Crew, Hot Ruddered Bum 2015

feet. It all happened so fast, I didn't have time to be scared and I remember realizing that Michael had made the correct command.

During the Lady Skipper Race of 2015, Jean was once again at the helm of WINGDAM. Michael was sitting at her side, alternately barking "Head up" and "Fall off", his hand sometimes instinctively reaching for the tiller only to be swatted away before contact. As the race progressed, Michael made fewer commands and after the race, Jean proudly asked for Michael's confirmation that she had feathered the tiller very skillfully. "No" Michael replied with a wink, "We were just so far ahead that I bit my tongue."

Lunch on race days consisted of "Sigi sandwiches". These were delectable concoctions, sometimes of lobster or shrimp salad on a croissant, often with pesto or tapenade. We washed down those legendary creations with Coors Light or Bud Light that Michael brought and that, to our incredulity, he always referred to as "manly beers".

The times that we have spent sailing with Michael on WINGDAM have been some of the most memorable in my life, including his tradition of sharing a toast in his silver cups that W.C. Fields had bought for Michael's father. However, we could only have a drink out of the cups if we were "entitled", that is, we won the race. The toast went "Here's to W.C. Fields, to Cecil B. Barker and WINGDAM and her awesome crew!"

The crazy thing is how many times we were able to raise this toast. Because of Michael's skill as our Captain, he spoiled us silly with entitlement. Therefore, I raise a toast of gratitude to Michael and thank him for the time we have spent together.

Michael may not be with us physically anymore but his spirit definitely will and, in addition, I have been informed that WINGDAM will stay on the lake and Pete Czaja, will be her new owner.

LCYC Long Range Capital Plan – A Look under the Tarp

Written on behalf of the Board of Governors and Finance Committee by John Harris, Finance Committee Co-Chair and Jean Sievert, Treasurer

The Long Range Capital Plan or “LRCP” is admittedly not one of the more scintillating topics explored in the Binnacle but one that is key to all of our long-term enjoyment of LCYC. Behind the scenes, a great deal of work has been done by the Finance Committee to ensure the physical and financial viability of our club in a manner that balances the interests of existing and future members. To the committee’s credit, the club’s finances have closely tracked projections first formulated five years ago. Relying on the same tested process, we have a comprehensive, dynamic and rigorously vetted plan to guide us in the years ahead, one that has the full backing of the LCYC Board of Governors (BOG). We endeavor to describe it in simple terms, starting with an overview and transitioning to the details. We are pleased to conclude that the future capital needs of LCYC can be met with reasonable certainty.

What are LCYC’s capital assets?

Our capital assets are physical objects that cost more than \$500 and should last more than a year. They are distinct from the paper towels and hamburger patties that we buy season-in and season-out. Several years ago, we were fortunate to have Denny Bowen orchestrate the first inventory of the club’s capital assets. His work has been refreshed periodically and serves as the foundation for the current LRCP. The bulk of the club’s capital assets relate to five programs: House, Grounds, Docks, Boats and Junior Sailing.

Where does the funding come from?

The LCYC bylaws require that a minimum of 5% of annual dues is allocated to the Capital Fund together with all new member initiation fees. In a typical year when we attract 7-8 new members, these sources will generate about \$30,000. Reflecting 2015 membership activity to date, the Capital Fund balance is \$164,000. The Board of Governors may also elect to contribute any operating surplus to the fund. Based on current projections for the 2015 operating budget, it is likely that another \$15,000 will be added, enabling us to start 2016 with \$179,000 in the Capital Fund.

Why undertake an LRCP?

Albert Einstein said something to the effect that we need to learn from yesterday, live for today and plan for tomorrow. LCYC is no exception. The club’s long range planning committee was established several years ago to insure that we engage in comprehensive and rigorous short- and long-term planning. The goal is a Capital Fund that is thoughtfully accrued and appropriately managed so that the club’s infrastructure and assets can be maintained and upgraded as needed, and, without the incurrence of unnecessary debt and special assessments.

From concept to execution.

The LRCP process is theoretically straightforward but, like much in life, its implementation requires a good deal of legwork and guesswork. It begins with taking stock of what we own. Next is the identification of items that will need replacement or significant “one time” repairs and maintenance to remain serviceable over the next 15-20

years, which is our planning horizon. The acquisition of altogether new assets is also contemplated. Pinpointing the exact timing of expenditures is generally not possible so they are clustered into five-year buckets. Individual items such as furniture may also be aggregated into a single “asset.” Where necessary, experts have been consulted and/or estimates procured to validate assumptions. Some estimates are based on considerable volunteer labor while others assume full outsourcing. In the case of our capital asset-intensive programs (House, Grounds, Docks, and Boats), the Commodore recently established long-term planning sub-committees to bring more continuity and focus to the LRCP process.

Plans prepared at the program level are reviewed and approved by the Finance Committee.

Its philosophy is to be reasonably, but not overly, conservative and to strike a balance between accruing adequate capital reserves and not overstating our needs, thereby driving dues and/or initiation fees higher. The proposed expenses of the various program plans are aggregated into an Excel spreadsheet, as are the Capital Fund balance and projections of future contributions to the fund. The resulting LRCP model allows the committee to assess the adequacy and alignment of our resources and needs over the 15-20 year planning horizon and to easily perform “sensitivity” testing on key assumptions, including the impact of inflation and a contingency factor.

The LRCP will be reviewed and updated on an annual basis by the Finance Committee and the BOG. It also forms the foundation for each year’s Annual Capital Plan in which the BOG, with guidance from the Finance Committee, determines which of the capital expenditures in the 1-5 year bucket will be budgeted for and undertaken in a given fiscal year.

To finance or not to finance.

In assessing LCYC’s long-term capital needs, the Finance Committee and BOG consider when it might be appropriate to borrow rather than spend out of pocket. A compelling argument can be made that financing big-ticket, long-term investments (such as buildings, boats and docks) spreads the cost across all whom will benefit, both current and future members. A mortgage was indeed incurred when the current clubhouse was built, the final balance of which was repaid in mid-2015. Informing the decision to finance or buy outright are the size of the Capital Fund and the cost and terms of borrowing. While residential mortgage interest rates remain close to historical lows, the club borrows in the commercial market where rates are higher and we may be limited to a balloon mortgage, a structure that introduces considerable refinancing risk down the road. The current LRCP does not contemplate any financing, but this option will be evaluated on an annual basis and when large-scale capital projects such as the Butler Building replacement are undertaken.

We now pivot to the nuts and bolts of the LRCP. The chart below provides a 30,000-foot view of the overall plan, by time horizon and program in both current and inflation-adjusted dollars. All figures quoted in the ensuing discussion of the five largest capital-consuming programs are in today’s dollars.

% of Total capital	Program Area	Yrs 1-5	Yrs 6-10	Yrs 11-15	Yrs 15+	Yrs 1-5	Yrs 6-10	Yrs 11-15	Yrs 15+	Total Capital (Today's Cost)
0%	Social	\$0	\$2,000	\$0	\$0	\$0	\$2,534	\$0	\$0	\$2,000
17%	Junior Sailing	\$27,550	\$28,300	\$27,550	\$0	\$30,105	\$35,850	\$40,458	\$0	\$83,400
0%	Regatta	\$0	\$0	\$1,100	\$0	\$0	\$0	\$1,615	\$0	\$1,100
24%	Grounds	\$75,000	\$30,300	\$10,000	\$0	\$81,955	\$39,650	\$36,713	\$0	\$115,300
23%	Docks	\$43,300	\$2,200	\$66,200	\$35,400	\$46,222	\$2,787	\$97,217	\$55,152	\$147,100
18%	Boats	\$49,900	\$8,000	\$27,500	\$0	\$54,527	\$15,201	\$40,385	\$0	\$85,400
0%	Harbor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
18%	House	\$52,500	\$30,500	\$3,500	\$0	\$57,368	\$38,636	\$5,140	\$0	\$86,500
0%	Cruising	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
100%	Total	\$248,250	\$101,300	\$135,850	\$35,400	\$270,177	\$134,658	\$221,528	\$55,152	\$520,800

House - \$86K

The House plan features four big ticket expenditures over the next ten years that total roughly \$75,000. These include a new roof for the clubhouse (\$30,000), new awnings (\$16,000), renovation of the restrooms and replacement of the skylight in the cupola. Recognizing the annual hassle of installing and dismantling the awnings, we are likely to approach the Town of Shelburne in due course to request a change in the original lake-front setback restrictions that could enable us to build a more permanent structure over the patios. The House plan further assumes periodic replacement of appliances as well as interior and exterior furniture.

Grounds - \$116K

The Grounds plan encompasses our entire shore-based infrastructure aside from the clubhouse. This includes the Butler Building, the shed, driveways, the boat ramp, walkways, stairs to the docks, seawalls, dinghy storage racks, the play structure and the equipment (primarily mowers) needed to maintain our grounds. The 800-pound gorilla in the House LRCP is the replacement of the Butler Building, a project with a budget of \$50,000 and described at length in a previous Binnacle article and at Fall Work Day. The 1-5 year plan also reflects replacement of the shed and sprucing up the surrounding infrastructure, hopefully in the next year or two. Other big ticket items include driveway repaving and replacement of the stairs and ramp leading to the main dock. On the smaller end of the expenditure spectrum are replacement lawnmowers, fencing to try to better control parking on the lawn and a new barbeque patio on the lawn between the main clubhouse and the Butler Building, the latter to ensure in that our grilling activity complies with the fire code and our insurance policy. Ending on a positive note, we recently acquired a used play structure for \$400 from a Front Porch Forum posting that, together equipment salvaged from the recently-replaced Shelburne Community School play structure, will cost us less than 20% of our original projection!

Docks - \$147K

The Docks program is the real jig-saw puzzle in the LRCP process, and an expensive one at that. Kudos to Docks chair Don Weaver and committee members Mike Lynch, Chuck Finn, and Dan Donegan for their hard work and creativity! Docks is projected to

consume roughly 25% of our capital budget over the next 20 years pursuant to a fairly complex phased plan that relies on a combination of member elbow grease and purchased components.

With a sharp focus on annual maintenance, the Docks committee believes that the current docks will serve us well for at least another ten years. From there, the general game plan is to use volunteer labor to build all replacement dock sections as needed, with the exception of the center spine of the main dock. The current LRCP assumes we purchase these larger, more complex sections (currently projected in the 11-15 year time frame). For reasons of functionality, reliability, safety and compliance with the latest electrical code, we plan to upgrade the entire electrical system in the main dock in early 2016. We also plan to replace the tee at the end of the main docks with wider sections in the near-term to improve stability and reduce stress on the overall dock system. The existing tee sections will be repurposed as the Dock team deems appropriate.

We recently replaced the fingers on the south side of the Junior Sailing dock, a major functional and safety upgrade. The 1-5 year plan includes a similar upgrade to the north fingers where members will be able to store their sailing dinghies.

Boats - \$85K

There are five service boats in the LCYC fleet, none of which is fresh from the factory. The Dinse will require some structural repairs in the near-term and the plan accommodates full replacement in the 11-15 year time frame should the engine fail (\$25,000). The LRCP further assumes that the hulls of the Whaler and the two launches will survive the duration of the capital plan. However, reliability issues and high engine hours dictate that we will likely have to put new power plants in both launches within the 1-5 year time frame. While still in good shape, the RIB is approaching the end of its useful life of about 20 years and will also need to be replaced within the next five years (\$18,000). The LRCP also accommodates replacement of both the RIB and the Whaler outboards in the 1-5 and 6-10 time horizons, respectively. And, while we have been able to kick the can down the road for a decade, we will at last need to replace the mooring puller and its engine within the next 1-5 years.

Junior Sailing - \$83K

The primary assets of the Junior Sailing program are the fleet of FJ and Optimist sailboats. The LRCP assumes the boats will be replaced based on a useful life span of 15-20 years, consistent with our experience to date. Additional funds are earmarked for periodic sail replacement. No credit has been reflected for the sale of boats retired from the fleet.

Yes, we can afford it!

The club's capital needs are projected to total roughly \$520,000 over the next 15-20 years, in today's dollars. This figure grows to roughly \$700,000, adjusting the scheduled expenditures for 3% annual inflation. On the other side of the equation, we will begin the 2016 sailing season with estimated reserves of \$179,000 and anticipate annual contributions to the Capital Fund henceforth of approximately \$30,000 from a combination new member initiation fees and the mandated 5% slice of overall membership dues. Our LRCP model shows that we can cover our future capital needs, as they

arise, with reasonable certainty, even with addition of a 10% contingency factor added to the base projections described above.

This plan is just that, a plan. It provides a stake in the ground and a roadmap for the club that will be used by the Finance Committee and the BOG each year to execute appropriate capital investment and to set dues and initiation fees. The goal is to ensure the long-term physical and financial viability of our club, and, in a manner that balances the pleasure and financial interests of existing and future members.

A hearty thank you for your attention! As always, members of the LCYC Board of Governors and the Finance Committee welcome your feedback and questions. Please contact John Harris if you would like to review the LRCP spreadsheet.

Junior Sailing

2016 Junior Sailing Registration Opens February 1st

for LCYC Members

Registration for the 2016 Junior Sailing program opens for LCYC members on February 1st. As a reminder, LCYC members are given priority sign-up through the month of February. Registration opens to the general public on March 1, 2016.

Some classes fill up quickly so please take advantage of this month long priority sign-up period.

The Junior Sailing program at LCYC is open to children ages 8 to 17 of both members and non-members.

Please go to the Junior Sailing page of the LCYC website for a link to the Junior Sailing Registration page.

Junior Sailing Instructor Positions for 2016

LCYC will potentially be recruiting a Head Instructor and at least one Instructor (ages 18 & up) and possibly a Junior Instructor (ages 16-17) for the summer of 2016.

Additionally, there are opportunities for advanced students who are interested in future instructional opportunities to gain experience by participating as "Instructors In Training" for several weeks during the summer.

The program will begin on June 13th and complete on August 5th. All instructors will be required to participate in two training sessions prior to the start of the season.

Anyone interested in pursuing a teaching opportunity at LCYC is invited to read the job descriptions on the Junior Sailing section of the LCYC website and submit an application to jrsailing.lcyc@gmail.com.

Please feel free to contact me with any questions or suggestions. Thank you!

Walt Marti
Director of LCYC Junior Sailing Program
jrsailing.lcyc@gmail.com
(802) 777-1956 (mobile)

LCYC Harbor Soundings

As incoming Harbormaster, let me start by thanking Joss Besse, for his hard work over the past three years to manage and enhance the safety and security of our mooring field. We are working closely to ensure a seamless transition.

While a member for almost a decade, there is still much I have to learn about the harbor. And assuming I am not alone on the learning curve, the Binnacle will be used to share key facts that are helpful for all members to know.

One guideline to be aware of at this time of year is the 45 foot limit on boats that can be moored at LCYC. As our mooring field was laid out with the assumption that no boat would be over 45', scope allowances, tackle and locations are set up accordingly. Thus, if considering a new boat, please keep this limit in mind. [The few exceptions to this length rule were "grandfathered" when the mooring field was laid out and Club policy adopted]

Also, a mooring is assigned depending on: availability; boat specifics including length and draft; and location specifics that include depth, neighboring boats, exposure, etc. In addition to a waiting list for moorings, we receive requests for location changes. While every effort is made to accommodate all member requests, the process of assigning moorings is complex and must be optimized for mooring field security.

As with all operations of our Club, the guiding principle informing our decisions is the safety and security of our members and their assets. I welcome the input and advice of all members and look forward to serving the LCYC community.

Bob Finn
"Kinsale"

Notes from the Stewards



Dear Lake Champlain Yacht Club Members,

I'd like to begin by thanking everyone for an amazing year. Working at LCYC this past season has been an absolute pleasure. Not only did I get to meet numerous great people, but also had the chance of bettering my relationship with members from years past. We were blessed with an unbelievable summer and it is clear that the members took advantage of it. I would also like to thank everyone for their gratuity this holiday season. It means a lot to get this appreciation from all of you. I wish everyone the best and hope to see you in the future.

Sincerely,
Brian Boisjoli

Dear LCYC,

Thank you to all members of LCYC for a wonderful 2015! I enjoy working in such a welcoming and friendly place, and I thank every member for their generosity with the Steward Tip Fund. I look forward to seeing you all again this coming summer.

I am starting my second semester of my freshman year at the College of Charleston in South Carolina. I am certainly appreciating the warmer weather down south! I will continue my studies in biology.

Thank you!
Maddie Turnau

Dear LCYC Members,

Thank you all so much for a great summer and for your generous tips. Not everyone gets to wake up every day and go to work at a job where they have fun and get to talk to amazing people, and I am very thankful for the fact that I do.

I am writing the community from Košice, Slovakia. I am currently on a study abroad program with Pepperdine University that is based in Lausanne, Switzerland, but every weekend, we travel somewhere new. One weekend, we went to Faro, Portugal. We walked by a local yacht club and saw the launch driver at work bringing sailors out to their boats. I was proud to point to the launch and tell my friends, "That's what I do!"

Best Regards,
-Mitch Leffler

LCYC Members,

I would like to thank you all for the very generous tip I was given at the end of the season. It was so nice getting to know all of you and your families this summer, and I hope to see you all for the next. Thank you.

I am currently taking a year off from school to ski race all over the US. I am living in Stowe and skiing every day.

Thanks,
Colby Jordan



Dear Lake Champlain Yacht Club members,

I am writing you to thank you for the generous tips received this holiday season. This extra bit of change is sure to come in handy as I embark on a study trip to Cuba to open up the new year on January 3rd. I will be conducting research on coral reefs while scuba diving, together with 12 students and faculty. I return on January 13th. I begin the spring semester of my junior year at Saint Michael's on January 18th. Thank you for an excellent start to the summer of 2015. I spent the remainder of my summer driving launch at Riverside Yacht Club. I also traveled to Davis, California with my brother to visit my cousin who is a studying PHD student at the University. I look forward to seeing you all when the club reopens this spring!

Sincerely,
Lucas Margenot

President Taft's 1909 Visit & the Commodore's Cup

By Bern Collins, LCYC Historian

The **Commodore's Cup** will be among the special awards presented to a LCYC member at Change of Watch on January 23, 2016, at the Burlington Country Club. This cup, engraved with the date 1909, was discovered in a jewelry store vault in 1973, and in 1977, the Board of Governors designated it a cruising trophy to be presented annually.

- Why is a cruising trophy called the "**Commodore's Cup**?"
- Who was the LCYC commodore in 1909 who received this in "recognition for his heavy administrative duties?"
- What administrative duties, and what did President Taft's visit have to do with it?

Some recent online research has uncovered some new facts surrounding this special award.

1909 was the tercentenary of Samuel de Champlain's "discovery" of Lake Champlain. Lake Champlain Yacht Club, then located at the foot of College Street, played a key role in preparing for the celebration that began on Sunday, July 4, and concluded with a visit from President William H. Taft on Thursday, July 8.

Newspaper accounts describing the upcoming events, along with ads for "parasols, hosiery and muslin underwear," reflected the excited anticipation as preparations were made for what would be a huge Tercentenary Celebration in Burlington. For example, the *Vermont Watchman & State Journal* on July 1, 1909 reported:

"For the Tercentenary Celebration at Burlington, elaborate preparations are being made. An amphitheater with a capacity of over 5,000 has been erected on the Lake front, from which can be viewed the Pageants of 300 Indians depicting the discovery of Lake Champlain and The Story of Hiawatha. [Other events will include] a mammoth parade in Burlington; a U.S. Naval Display; Motor Boat races; Illuminated Boat Parade; U.S. War Balloon; Marathon Races; La Cross Matches; Baseball and other games."

The ad on the opposite side of the page reflects a different era as it urges citizens to:

Get Ready for the Tercentenary

*Buy your new Parasol, Gloves, Hosiery, Neckwear and Shirtwaist now and
Select them from our assortment, which is always the best, and we also wish
to*

*Call your attention to special showing of Summer Undermuslins. The biggest
Stock of choice Muslin Underwear shown in this part of Vermont.*

The PERLEY E. POPE Company

Prior to President Taft's arrival on Thursday, the **Burlington Weekly Free Press** headlined an article on the "Illuminated Boat Parade" at LCYC:

"5,000 People Witnessed Picturesque Spectacle at Lake Front.

The scheduled illuminated parade of local and visiting yachts took place Tuesday evening at the lake front before the clubhouse of the Lake Champlain Yacht Club and the mammoth grandstand. Such a spectacle was never before witnessed on Lake Champlain.

*The **Alpha**, owned by [LCYC Commodore] George H. Allen, led the procession of craft and was decorated with strings of electric lights from mast head to water line and from stem to stern, the varied colored bulbs adding greatly to the beauty of the decoration...Every participating yacht was deserving of special commendation for its decorative decking and the whole display was one long to be remembered by its observers...The parade was by general consent voted one of the most effective features of the week's celebration."*

President Taft's arrival on July 8, 1909 was described with banner headlines in the **Burlington Weekly Free Press**:

"BURLINGTON ENTERTAINED PRESIDENTIAL PARTY

The Greatest Crowd in the History of the City Came to See Distinguished Guests at the Champlain Celebration. Enthusiastic Greeting to President all the Way from the Dock to City Hall Where He Had a Part in the Exercises Which Included Several Addresses and a Poem—Splendid Military Parade, Followed by a Luncheon at the Ethan Allen Club—Indian Pageant and Fireworks Drew Many to Lake Front."

It went on to report: *"It was about 11 o'clock when the steamer Ticonderoga, bearing the chief executive, the ambassadorial and other official guests, tied up at the Lake Champlain Yacht Club. Everything was in readiness for the arrival of the distinguished visitors. Arrangements at the clubhouse were in charge of*

the house committee, J.E. Traill, S.S. Richold, and Harry C. Wheelock, together with the governing board, George H. Allen, commodore... ”
As President Taft stepped ashore a salute of 21 guns was fired and the President’s flag was displayed. Simultaneously, the Canadian boats in the harbor dipped their flags. President Taft, with every appearance of health and good spirits, stepped across the gang plank with elastic step. He was in the best of humor...Conspicuous among the train of diplomats and statesmen were the splendidly uniformed military attaches...Before the guests were escorted to the carriages and automobiles which were to convey them to City Hill Park an informal reception was tendered [at the Club]. ”

Before a crowd of thousands at City Hall Park, President Taft and other dignitaries gave speeches and then, as reported in the **Burlington Weekly Free Press**, reviewed a “grand military parade...one of the finest ever seen in Burlington.” After an informal luncheon at the Ethan Allen Club, with no further speeches, President Taft and his party were taken to ex-Governor Woodbury’s Pearl Street residence, presumably for a brief rest, before traveling to the University of Vermont’s gymnasium for a “grand” banquet.

The final event of what was clearly a very long day for President Taft ended with a pageant which he watched from the Lake front grandstand:

“The pageant was given on an immense float which was anchored 100 feet in front and filling the space between the yacht club dock and the pier just south of it...President Taft and party arrived soon after the pageants began and was heartily cheered, the assemblage rising as the band played ‘Hail to the Chief.’ He remained about an hour...then came another fine display of Paine’s fireworks and the Celebration was at an end.”

Contrary to subsequent newspaper accounts in the **Burlington Free Press** decades later, where J.E. Traill (member since 1905 and a “caretaker” commodore 1955) recalled that LCYC “put on one of the largest regattas ever held on the lake,” there is no evidence that President Taft watched from the lake front grandstand. After the informal reception, however, he is pictured leaving the clubhouse as he left for City Hall Park, and his day concluded with the pageant in front of LCYC.

Contemporary accounts from the July 1909 newspapers which I discovered online make clear that Lake Champlain Yacht Club played a significant role in making the Tercentenary Celebration events and the presidential visit successful. Traill recalls that he and another LCYC member “spent all the night before [President Taft’s arrival] laying out carpets.” What we now know as the 1909 “**Commodore’s Cup**” was presented to Commodore George H. Allen that year, in recognition of his “heavy administrative duties.”



Leaving Lake Champlain Yacht Club house to attend Tercentenary Celebration in 1909 are President William Howard Taft, (center in group at left) Gov. George H. Prouty of Newport and Lowell C. Grant, Burlington city treasurer, carrying package of official mail is Buell J. Derby, postmaster. Right foreground, Gen. W.H. Gilmore, quartermaster general, later adjutant general, with aide. Club-house is second built by LCYC. Fire destroyed it in 1913.

President Taft's Visit Was Red Letter Day

A big, official reception for a Tercentenary anniversary celebration of the United States, William Howard Taft, was a red-letter day in the annals of the Lake Champlain Yacht Club.

The date—July 4, 1909.

"Clarence Morgan and I spent all the night before, laying out carpets," recalled John E. Traill, club member since April 11, 1905.

"Burlington staged a big parade of all the official bodies in the city, many in uniform, in honor of the President's visit, and the Yacht Club put on one of the largest regattas ever held on the lake.

"In planning the event Mayor W.J. Van Patten had called a meeting and asked Frederick H. Wells and myself to see what could be done to have an interesting regatta.

"City officials had estimated that \$100 from the city would take care of expenses.

"We laughed and suggested that \$1,000 was the smallest amount we could consider.

"Mr. Wells said he would be able to obtain pledges from several residents in the vicinity ranging from \$200 to \$500 each to make it a huge success in observing the

"The club was fortunate for years in having many liberal, interested citizens like Fred Wells who could be counted on any time for contributions to promote boating on Lake Champlain.

"For instance there were Dr. W. Seward Webb of New York, Congressman Joseph Sibley of Pennsylvania and the Shermans and Witherbees of Port Henry and Westport, N.Y., who were most generous.

"They attended our regattas annually with their large houseboat parties and a number of smaller craft which accompanied them. It formed quite a flotilla when they anchored just inside the breakwater, sending in small boats for supplies."

Yachts from Providence, Boston, Atlantic City and New York took part in these regattas of the good old days, as did the Birk, Lucas and Clark families from Montreal.

The mayor of Sorel, P.Q. was a yearly visitor, and Traill, with a fast power boat which won many prizes.

Outstanding participants

included the "Glean," owned by Dr. O.S. Nims and Dr. H.B. Small; the "Dorothy," belonging to Dr. Andrew Soule, and Bob Ross, Dr. Webb's "Elfrida," F.H. Wells' "Steve Island," the "Snapper," owned by John "Marney" Marrinan and Horatio Hickok's "Nautilus."

"The late Prof. Charles S. Jones of UVM was for years the official measurer and classifier of the yachts. Timmy Wheelock and the late Archie Taylor were lovers of strength in directing club affairs for many years.

"Frank Sparling, Pincky Davis and I were invited by Congressman Jos Sibley of Pennsylvania to be entertained on his yacht.

"He expressed his interest in promoting yacht racing on Lake Champlain and asked about the Yacht Club's plans for that season's regatta.

"He was informed in detail and as a result, the committee was handed a check for \$1,500 for prizes for that summer with the explicit understanding that it be expended in no other way."

Traill also recalled Capt. Charles B. Gray, an old resident of Burlington, who at 85 still refused assistance in donning his topcoat, and in younger days owned a Sharpie yacht on the lake.

"Unfortunately, this type of yacht, being narrow beamed and pointed both fore and aft, was dangerous to sail outside the breakwater," said Traill.

"Frequently, observers on shore were obliged to drag the captain out of the water."

"In 1885, when we came to Burlington, he had a large carriage repository on S. Champlain St. He was a close associate of Bunnett Turk and Fred Johnson, old timers and wonderful citizens.

"I've wanted in times, you see, the effort's put forth over so many years in encouraging people to own and operate yachts and racing on Lake Champlain.

"It resulted in great benefits to the city of Burlington and to other towns in this area."



TWAS EVER THUS—In gay 90's as now, duck-hunters built blinds near Sand Bar, floated over day's bag of wildfowl.

A 1973 **Burlington Free Press** article recounts how the cup was recovered from the jewelry store vault. For the first ten years after the Board of Governors in 1977 designated it a cruising trophy, Past Historian Dale Hyerstay notes that the criterion for winning was objective: the recognition went to the “member/boat with the highest nautical miles as documented by the boat’s log.” In 1987, the criteria changed to: “noteworthy cruising endeavors, undertakings, or experiences in a given year or cumulatively, on the lake or in other waters.” Ernie and Bette Reuter were 2015 recipients of the **Commodore’s Cup** for their “major cruising achievements in 2014.”

The recipient of this unique cup with its long history, as selected by the Board of Governors, will be announced at the Change of Watch on January 23.

CURE CABIN FEVER WITH A BOOK ABOUT *ENDURANCE*

2016 marks the 100th Anniversary of the one greatest survival stories of sailing exploration. Two books—*The Endurance: Shackleton's Legendary Antarctic Expedition* and *Shipwreck at the Bottom of the World*—from the Vermont Humanities Council *Vermont Reads* are available at your local library. Amazingly, all survived an ordeal that lasted 20 months. *Shipwreck*, an award-winning book for young adults, is a beautifully written shorter version for students (junior sailors, perhaps). Later this year, there will be author visits, VPR features to listen to, and more. For further information go to www.vermonthumanities.org
From Bern Collins, LCYC Historian

Scuttlebut (Editor's notes)

As many of you know, Will Colomb sailed with me for many years before going off to the Coast Guard Academy. The last couple of years we have been working on creating a Will 2.0 in the person of Ben Hunt. We recently learned that for the second year in a row the first year class at the Coast Guard Academy will have crew from Sto Lat.

While it is hard not to be excited by seeing young folk being successful and pursuing their dreams, I really have to ask the important question this raises—"What about me?" If they had just gone to UVM then they would be around summers to crew for me, now we have to find more crew. But there is hope, we think we have a Will 3.0 and possibly a Will 4.0 coming up the ranks.

Peace,

Tony Lamb