



# the Binnacle

*Newsletter of the Lake Champlain Yacht Club, Inc.*

Commodore: Charlie Van Winkle

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<http://www.lcyc.info>



*Photo by John Dupee*

Friday July 26th, 7 to 8:30 pm, Speakers' Series  
Captain Mark Lenci,  
former Commander of the USS Houston, SSN 173,  
Tales of the Silent Service.

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## Commodore's Corner



By *Charlie Van Winkle*

Is it July already? Yup, sure is. We had some family up over the 4<sup>th</sup>, and I joked with them that Vermont had two seasons, winter . . . and the Fourth of July. That being said, summer at LCYC is in full

swing, and the Burlington fireworks did not disappoint, but the talk around the harbor was that “it didn’t seem as crowded as last year.” Well, if you missed it, there wasn’t much wind to speak of that night, and the lack of any significant weather allowed for the boats to spread out well beyond the breakwater to watch the show. It has turned into an annual thing on my boat and is well worth the price of admission!

The racers have managed to get a few good Wednesday night sessions in, although sorry to say folks, but it seems the July doldrums have arrived. The cruisers have completed their first broad lake cruise, and judging from the weather around the Fourth and the lake water temp climbing to the mid 70s, it was a good time. Junior Sailing instruction is off and running with a couple of students learning how not to use a tiller. The Power Squadron looks like all the boats are wet, with the local representative completing his vessel safety inspection in early June. The Dry Sail lot is filling up, and last but not least, the Cook-Out gang is back. Heck, last Monday night, I did yoga class on the back lawn. Chances are if you come down to the club at almost any time, there will be something will be going on. That’s a good thing.

So whose club is it anyway? This is not really a test, and the answer is pretty simple. It is our club, with the emphasis on “our.” Whether you are a new member or one who has been around a while, it is important for you to know that “our club” includes you. Read the first page of the log, and you will find it says, “The object of the club is to promote and encourage boating and sailing on Lake Champlain, while emphasizing racing, cruising and education without financial gain.” This is why

we are here; this is our club; this is your club. From my point of view, there are two aspects of the club: the physical aspect, which includes the house, grounds, docks, harbor and boats, and the club culture, which is a little more intangible, but also includes all aspects of using the club: communications, the social scene, kid playgroups, yoga night, etc. Call it the LCYC vibe, the culture.

Where am I going with this? Well, if you keep reading the log, you will see that over the years, we have written down some club rules. Most of these have developed over time and have been established to govern use of the club. Some are created to protect the assets of the club, others for operational smoothness, and some for safety. For the most part, there is a reason for them, and they “kind of” work. If you have been around a while, you “kind of” know them. If you are new, you might not. A couple of years back, we had some members who were a little over-zealous about rule enforcement. It totally warped the LCYC vibe, diminished the experience, and we were thought of as “grumpy old people.”

This summer, as we descend on the club, our club, to do our thing, you may experience some use pressure. You may encounter a member doing something you don’t agree with, and by gosh, it might even be against the rules. If you are hoping to educate another member about the rules, I would ask that before you do, take a breath and take a chill pill. Do whatever you need to do to change the approach. Don’t say, “NO HANGING OUT ON THE WORK DOCK, NO SWIMMING OFF THE MAIN DOCK, NO PARKING IN THE DROPOFF ZONE, NO RUNNING IN THE HALLS.” Instead, I’m asking you to change your approach, “Hey I’ve noticed you been on the work dock a while, and I’d like to launch. Is something wrong with your engine? Can I help you move it out of the way?” Information is also key, such as, “We continuously charge the Nautilus and are concerned about electro-shock drowning, which is why we don’t allow swimming from the main dock.” There is an old expression about catching more flies with honey than with vinegar . . . you get the idea.

We pride ourselves as being a “working club.” It is part of the culture, our culture. I’m just asking you to help maintain the culture, reach out to an unfamiliar face and

introduce yourself. Who knows? You may have more in common than just LCYC. Happy summer everybody!

## Speakers’ Series Friday, July 26 !



Captain Mark Lenci, former Commander of the USS Houston, SSN 173, now retired, will share unclassified photos of life on an attack submarine and examples of typical missions from the “Silent Service.” Captain Lenci will help us understand who the crew is on an attack submarine, how they train, key features of “the boat,” and its capabilities as well as what it’s like under the polar ice cap. Come join us for this very unique opportunity! **Friday, July 26, 7pm, immediately after the Dessert Potluck.**

## Namaste at LCYC

*By Ann Clark, Social Chair*



LCYC's first "Yoga at The Waterfront" class was a great success. Mother Nature cooperated with bright blue skies, perfect temperatures in the low 70's and a gentle breeze. We were delighted to see a wonderful turnout—17 enthusiastic participants, including long-time members, brand-new members, some guests, folks with lots of yoga experience, and folks with almost no experience.

LCYC member and yoga teacher Jean White led all though a fun series of seated, standing and lying down postures followed by a deep, long rest. Everyone left smiling, very relaxed and anxious to do it again very soon.



# Commodores' Potluck



## Do you Know What to do if your Kayak Capsizes?

*By John Bootle*

Would you know what to do if your kayak capsized, how to get the water out and how to get back on board? All kayakers should learn the correct technique and practice. Even if you are wearing a lifejacket, this will not prevent hypothermia if you are in the water for a prolonged period because you cannot get back into your kayak. Here is a cautionary tale.

Last year, I was sailing with two friends. As we were approaching the entrance to Kingsland Bay, we noticed a kayak that appeared to be towing something. At first, we could not make out what was happening. Then, as we got closer, we saw that the kayak was towing another kayak with a person in the water hanging on to it.

Several other boats motored into the bay, passing the kayakers without stopping. We de-

ecided to sail over for a closer look to see if they required assistance since something did not look right. Once alongside the kayakers, we saw that it was indeed a kayak towing a flooded kayak, and there was a person in the water. They gratefully accepted our offer of assistance. We lowered our swim ladder for the guy in the water to come aboard, but he was too exhausted, and we had to help him up the ladder. Initially, he seemed too cold to be able to speak, so we gave him a blanket, and he sat in the sun to warm up.

We tried flipping the floated kayak to empty it, but this did not work, so we towed it into the bay and picked up a LCYC mooring. The kayakers turned out to be a mother and son (the son was late teens/early twenties and looked fit). We learned from the mother that it was a warm sunny day with little wind, so they



Mother and son safely on their way again. *John Bootle photo.*

decided to paddle out to the entrance of Kingsland Bay, which is where her son's kayak capsized. Since they could not get the water out, they decided that the mother would paddle back to the beach at the head of the bay, towing the son and flooded kayak, rather than take the shorter route directly to the shore near the entrance to the bay. However, due to the drag caused by the flooded kayak and her son in the water, progress was really slow. She estimated that her son had been in the water about 30 minutes. Since we could not empty the water from the kayak by rolling it, we removed the drain plugs and lifted it out of the water using our main sheet. By the time we had the kayak empty and dry, the son appeared to have thawed out enough to speak, and insist-

ed on paddling his kayak back to the beach himself since he said the exercise "would warm him up!" So, mother and son thanked us for the help and paddled off.

In case you are wondering, one of my friends on the boat that day was a doctor who spent his time quietly monitoring the son. His opinion was that the young man was lucky we came along when we did. If he stayed in the water, it would not have been long before hypothermia set in and he would have passed out.

I know we have all read about boating safety, but when you experience an incident like this it reinforces the fact that even on warm sunny days, things can go very wrong if you are unprepared.



*LCYC burgee at Boothbay Harbor Yacht Club. Sally Smith photo.*

## We're Now Covered—Awnings Go Up

After a bit of a delay waiting for the weather to clear so painting could be completed, the club awnings finally went up just in time for the June 19 Burger (or in this case, Lasagna) Burn. Many thanks to the Etchells fleet members, past and present, for volunteering their labor: Joss Besse, Gabrielle Booth (daughter of an Etchells owner), Tom Cavin (former Etchells owner), John Harris, Chris Morgan and Dave Powlison. Also helping out was Gunnar Sievert, who was awarded honorary Etchells fleet member status. The Etchells fleet also hosted that evening's dinner.



## Member Spotlight: John and Lin Bootle

*When did you join LCYC, and why?*

We joined LCYC about four years ago. Prior to that, we sailed out of Point Bay Marina with the RSYC for about 10 years. Some of the reasons for moving up to LCYC were that the moorings are more sheltered from the prevailing southwest wind, and we were getting tired of battling the waves as we rowed out to our mooring at RSYC. Also, we are trying to encourage our grandkids in sailing, and the facilities and junior sailing program here were appealing.

*What got you started in sailing?*

I originally started sailing in high school, racing dinghies. After getting married, we continued racing at a local club and sailing with Lin's father in the English Channel out of The Hamble and Plymouth, with the annual trips to France. We then took a break from sailing and eventually decided to buy our own boat on Lake Champlain. Originally, we co-owned the boat with a friend. That worked extremely well, but once we both retired, we both wanted more "boat time," so we decided to sell *Semper Fi* and buy our own boats. But in the end, I decided that I liked *Semper Fi*, so I bought my friend's share. This worked out very well; we still sail each other's boats on a regular basis.

*Tell us about your current boat.*

We sail an Allied Luders 33 which was built in 1968, named *Semper Fi*. I believe that the boat was originally named *Saucy Fox* by the first owner, when it enjoyed racing success. However, since the boat was built, hull design has evolved, and the boat is now slow compared to most of the LCYC race fleet.

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

Apart from sailing, we enjoy traveling and particularly enjoy exploring Europe. Other interests include hiking, biking and glassblowing.

*What do you do for a living?*

Fortunately, we are retired and last year moved from Bennington up to Montpelier, which is much closer to LCYC, so we hope to spend more time at the club. During my ca-



*John and Lin at LCYC*

reer, I worked at sales and engineering in the fields of structural engineering, advanced composites and renewable energy. We moved from the UK to the USA about 30 years ago and have been typical immigrants, going from H1 visa to green card, then citizenship. My wife and I both started our own businesses before retiring.

*Does your family participate in LCYC in any way?*

Both my wife and I sail. Lin particularly enjoys gentle sunny days cruising leisurely, and a gin and tonic on our mooring. Therefore, I often have to plan "guys' sailing time" for some serious sailing. On the gentler side, I particularly enjoy sailing with my grandson (age 9). I've been rediscovering the joy of sailing through his young eyes. Often the two of us spend a few days at a time just hanging out on the boat, sailing and fishing around the local area. Now that we have moved to Montpelier, with a shorter drive, we would like to get more involved at the club. In particular, Lin is participating on the social group, and I've been participating in the junior sailing program.

*Do you have a favorite event at LCYC?*

We like the opening cocktail party

*What do you like most about LCYC?*

The location with a great clubhouse and, of course, the members.

## Welcome New Members



The Gibson Family

My daughter Greta, my finance Sara, and I are excited to have been accepted as new members. For Greta and me, our connection to the lake began with vacation time across the lake at our family camp in Keeseville, New York—between Port Douglas and Willsboro Bay. We both enjoy sailing and share the motorboat *Gibson Girl* with my parents, Bob and Carol, who are also members. My grandfather, Robert Gibson, was a member some time ago, and we now look forward to extending the tradition.



The Hardy Family (Fran, Dave, Aidan, Luke)

The Hardy Family (Fran, Dave, Aidan, Luke and Dylan) joins us from Falls Church, VA. They are excited to be here and so happy that they found LCYC. Fran and Dave both have a passion for sailing and look forward to meeting others both on and off the water. Fran is originally from Larchmont, NY and Dave is from the Washington, DC area.

## LCYC Cruising July 2019 Notes



By Lynnea Rosner,  
*Cruising Chair*

Although the weather wasn't always cooperative, the 2019 cruising season has gotten underway with several well-attended Friday night pre-cruise potluck dinners, weekend cruises, scheduled and spontaneous, as well as the July cruise. The original club moorings in Converse and Kingsland Bay are in, and Pierre has promised to get the new ones, one each in Converse and Kingsland, hooked up soon.

After returning to LCYC from Valcour, Deep Bay and Pelots Bay for the Burlington fireworks, the cruise headed south spending time in Converse and North Harbor for a walk through the LCMM and Basin Harbor for creemees before continuing down to Westport for their 4th of July celebration scheduled for July 6. The small-town celebration is always fun, including a parade with antique and current fire trucks, old and new tractors, and a variety of local groups, with prizes for the best of class awarded, all announced by a well-informed local. Fresh strawberry shortcake, \$1 ice cream cones and a pig roast with free ice cream rounded out the day's events. Unfortunately, the folks doing the fireworks postponed until Sunday evening rather than transport and set up the display with thunderstorms in the forecast. (We did have a nice view of the Vergennes fireworks display across the lake.)

The next cruising event is the Champagne Race, a pursuit race using reverse PHRF order,

where all racing strategies are on the table and few rules apply, ending when the last straggler arrives at the chosen destination. All boats are welcome regardless of type, size or propulsion. PHRF start times will be given at the Captain's Meeting preceding the race. We plan to race to and hold the awards picnic at Kingsland Bay State Park (weather permitting), so those who choose not to race can join us for the celebration by car. It will be potluck, so bring a dish to share. The club will provide hot dogs, hamburgers, salmon burgers and buns, and cover park entrance fees—let us know if you plan to attend. Check the Cruising Board and/or monitor Ch 72 for any changes.

The next Friday evening Cruiser's Potluck is scheduled for August 9 before the start of the Perseid Meteor Cruise, when we'll head toward the south end of the lake for better viewing. We're offering free ice cream for those who join us for the hike to Stewart's in Ticonderoga after a dinghy ride up the Lachute River. Anyone interested in joining the cruising group should send me an email at [cruisinglcy@gmail.com](mailto:cruisinglcy@gmail.com) to be added to the Cruiser's List.

Check the Cruising Board opposite the Steward's office to see where boats are headed, and add your boat name and destination if you'd like company.

Lynnea Rosner  
Cruising Chair

Some pictures of our activities follow on the next few pages:



*May 14 pot luck dinner*



*Mourning Cloak Butterfly on Kingsland Bay Walk*



*Hiking at Deep Bay State Park*



*Boats gathered at sunset for the Burlington July 3 air show*



*July 3 Burlington fireworks*



*Old fire trucks taking part in the Westport parade July 6*



# Around the Club

## House Update



*By Tom Glynn, House Chair*

Our painters arrived bright and early on June 13<sup>th</sup>. Ten days later they had completed staining all the upper cedar siding, painting all the exterior trim, the walkway ceiling, the access panels for the overhead doors in the great room, and shortly after, the awnings were back up. The building looked so good it made the green window sash look faded and worn, so we asked them to add that to their work. With that done, the building looks as good as it did 20 years ago when we opened it. Our intent now is to arrange to have the painters come back periodically and assess the condition of the building so we don't go another 20 years between painting projects. This will keep the building in "Bristol condition" and protect our investment.

We had a surprise encounter between the glass entry door facing the lawn parking lot and an unknown projectile (probably a stone kicked up by the lawn mower).

The result was a broken tempered glass window. This has been replaced, but the

new trim will have to be primed and painted to match the door. Any volunteers?

I can report that members are being very conscientious about cleaning the kitchen sink and counters after using them. Please keep up the good work. No one should have to clean someone else's dirty dishes in order to use the sink. On a related note, please follow these guidelines for storing food in the refrigerator: all food should be in sealed containers/bags/etc., clearly labeled with the owner's name and the date it was put in the refrigerator. The refrigerator will be cleaned weekly. Unlabeled items or items more than one week old will be discarded unless special arrangements have been made.

We have added weekly cleaning of the two gas BBQ grilles to our custodian Randy Mushtare's list of tasks. That shouldn't preclude any of us who finds a dirty grille from taking a few minutes to clean it off. Also, please turn off the propane at the tank when finished using the grills. This will prevent tank discharge if the grille is accidentally turned on.

In the near future, we are receiving proposals from four contractors for renovations to the men's, women's and handicapped restrooms. The board should have these in mid-July and will evaluate them with the hope of identifying the best proposal and negotiating a final contract and completing the project this season.

## Harbor Update

*By Bob Finn, Harbormaster*



Our reef is now marked by five buoys, all with coloring appropriate for PATON regulatory marks. The two new buoys marking north and south are permitted in locations per the Coast Guard and should appear on new charts. Of the three repurposed, the WSW one is approximately where it has always been, and others mark west and east edges of reef.

Given these new hazard warnings, there should be no more confusion that might cause unwary boaters to drive over the reef, as has happened in the past.

## From the Weather Mark

*By James Unsworth, Regatta Chair*



It's been a tough start to the Wednesday night B-Series. B-1 was cancelled due to thunderstorms in the area, and B-2 was cancelled due to no wind. Fingers crossed for fair conditions for the remaining two races in B-Series. We did complete three of four A-Series races and had at least one beautiful night of racing on June 12<sup>th</sup> in around 10 knots of breeze!

The weekend series has been successful. The Tea Kettle, Odziozo and Doublehanded were all completed. While I was not racing, I spoke with many who said the Odziozo was one of the best days of racing in recent memory, with 10-15 out of the north and a flat sea state.

With 11 boats having competed so far (and 12 expected on the line for the rest of the season), the Etchells fleet is strong. In the eight races sailed so far for the Keleman Cup, six different boats have won races, showing the depth of competition in this fleet.

The Ladies Cup is rapidly approaching, so mark your calendars now for the premiere race of the season! The event is on August 3, and there is a breakfast at the club at 0800, competitors' meeting at 0900 (at the club as opposed to the other weekend races this year) and an 1100 first warning signal. PLEASE REVIEW SAILING INSTRUCTIONS PRIOR TO THE RACE! They can be found on the LCYC website. We hope to see as many of you on the line as possible!

Finally, many thanks to all the PROs and RCs who have volunteered their time this far this season. We couldn't do it without you!

## Scuttlebutt (Editor's notes)



If you were to ask me about the biggest changes in the Club in the forty years I have been a member I would have to say it is in the usage of the Club buildings. For example, there have always been kids around. But back in the day they were not seen so much. Indeed the reason the sheds were built in the 80's was so that the Junior Sailors could keep their "stuff" in the Butler Building and not in the club house proper-that needed to be kept neat.

But what a joy it was last Sunday to see the grounds and club awash with a sea of little kids and all of the toys and the bouncy castle-and noise!! There was a time they all would have been grandchildren, but now we have a new generation of youngsters growing up as members of the Club as well.

It is also apparent that the Club is being used even more by the adult members. While the membership has increased, that alone does not explain more cars in the parking lot and more empty moorings in the harbor. (Or the need for a backup launch!)

Another change I have seen in sailing is the willingness of the community to make sailing opportunities available for folks who might not otherwise had the opportunity to experience sailing. The support of the Sailing Center and its' many varied programs is one example. MBBC held a regatta for the Northeast Disabled Athletes Association recently.

Another is the willingness of individual or groups of sailors to make a special effort to take folks sailing-the group who take cancer survivors is one example of many.

Last spring I had a chance conversation with another sailor, Gideon Bavly, at the shipyard-you know the drill-exchanging thoughts on boat maintenance and sailing on Lake Cham-

plain. At the end he asked if I would like to join him in taking some folks with disabilities sailing. I agreed and a week ago I took my boat up to the Boat House to meet him and six other boats to take on 70 campers and their one on one aides.



They were campers from Zeno Mountain Farm. Zeno Mountain Farm is a nonprofit organization in Lincoln that runs annual camps for adults with developmental disabilities, maintaining a roughly one-on-one ratio between campers and able-bodied volunteer staffers. The camper's developmental disabilities included spina bifida, Down syndrome, autism and traumatic brain injury. [More on Zeno Mountain Farm](#)



As you can imagine loading them onto the boats took more care than usual-the Boat House Staff were beyond exemplary in their willingness to help. Their joy in being able to be out on the Lake was palpable.

There was no wind at the start so our first trip was a motor around Juniper Island. On the second we sailed down into Shelburne Bay. The plan is to do it again next year and if anyone would like to join us-let me know.

Finally, it seems I am a magnet for the camera. My favorite instance was when I made the local TV news by coming off an airplane just ahead of a Hockey Team with their huge trophy-I told my friends I was goalie. And who could forget the time I made the front page of

the Plattsburgh newspaper as the lead for the story on the Mayor's Cup-I was seventh in class C.

More recently, I saw a picture on friends Facebook page of boats sailing on the Lake. Turns out that by chance she had taken a picture of sailboats not knowing it was mine. One friend commented that it even looked like I was winning-I responded "Photoshoped"

Peace,  
Tony

