



# the Binnacle

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

Commodore: Joss Besse

July/August 2018

Director of Club Communications: Dave Powlison

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<http://www.lcyc.info>



## Attention all Lake Champlain Racers!



## You are invited to the 64th running of the Ladies Cup Race.

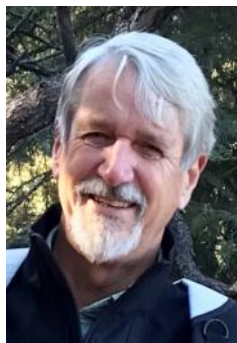
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## Commodore's Corner



*By Joss Besse*

It has been a busy and fun few weeks at LCYC, with a lot of events and a remarkable string of beautiful – and HOT! – days:

- Our traditional Boat Tour and Tag Sale was, as always, a big success, and I know that for a number of us (myself included) it is one of our favorite events of the summer.
- The July 11<sup>th</sup> Burger Burn, with perfect winds and sunshine, set what we think may have been a record of 180+ people, including quite a few people dining while the racers were out doing their thing.
- Family day was again a big hit with a lot of kids and kids' activities spread out across the LCYC grounds.
- Our Speaker Series—with a June presentation on the Shelburne Bay shipwrecks and a July presentation on breaking the land speed sailing record (by our own Bob Schumacher)—were again great, and drew strong attendance.
- Our newest event—the Commodores' Pot Luck, which preceded the Shelburne Shipwrecks presentation—turned out to be very popular and drew over 80 people to kick off a fun night at the clubhouse.
- And of course, our racing season has benefitted greatly from fair winds and sunny skies (knock on wood!).

I hope you had a chance to participate in some of these events—as a former Commodore used to say, we are a club, not a marina, and our social events are a big part of the difference. These events are 100% volunteer driven—I hope you will join me in thanking them!

Your Board of Governors is again in the midst of a busy season, and there are two items I'd like to call your attention to. First, the LCYC Rules have been amended to manage the increased demand for our limited Dry Sailing parking spaces. These 12 spaces are reserved for sailboats only, since raising a mast each day after trailering to the club is difficult. Priority will be given to sportboats and to members who do not have a mooring assignment. Starting next year, the Harbormaster will assign spaces, and there will be an annual fee for those. Secondly, the BOG is considering changes to the LCYC Bylaws – primarily clarifying some of the provisions relating to membership categories other than Full Members. Of course, by-law changes must be approved by club members, and the plan is to bring them for a vote at the October annual meeting. We will provide more information over the next few months, so stay tuned.

In the meantime, we have a lot of summer left ... I wish you all fair winds and great boating!



*Photo by John Dupee*

## Attention all Lake Champlain Racers!



You are invited to the 64th running of the Ladies Cup Race.

The Ladies Cup was made by Tiffany in 1887 or 1888 and was presented to the club by the ladies of Burlington, “to be sailed for each year by the yachts belonging to the members of the club at their annual regatta.”

It is part of the Lake Champlain Championship Series and Billado Series

**When: Saturday, August 4<sup>th</sup>**  
**Breakfast at LCYC- 0800-0900**  
**Skippers' Meeting at LCYC- 0900**  
**First Signal- 1100**

**Awards to Follow at LCYC**

Please join us!

## “Grand Old Man of Vermont” An Appreciation of the Legacy of Milo C. Reynolds



*By Bern Collins, LCYC Historian*

LCYC's diesel-powered launch, The Milo, purchased in 1971, was named in honor of Milo C. Reynolds, known throughout the state as the “Grand Old Man of Vermont,” as he celebrated his 100th birthday on July 16 that year. While many members remember John Dinse, the only other LCYC member who has been so honored—The Dinse was formally christened in 2005 as LCYC's race committee boat—there are few if any left who knew Milo, whose dedication to LCYC was key to its survival as a yacht club from 1938 until reactivation in 1962.

Although self-described as “not a joiner,” the 1909 LCYC Log lists M. C. Reynolds as a member. Unfortunately, until the 1970s, the club logs did not include a fleet list, and in sifting through the records of LCYC's long

131-year history, there are no clippings or references that Milo owned a boat, sail or power, or that he crewed on one. In many newspaper interviews through the years, he often spoke eloquently about other members' racing successes, but is not quoted as having been on a race or cruise himself. His great contribution, however, was serving as LCYC's secretary and treasurer for fifty years, from 1911 until 1961, and then in maintaining its corporation charter (forfeited in 1943 and reinstated in 1945 after he paid the back fees) through the Depression, World War II, and the 1950s, until reactivation in 1962. After April 1941, with no clubhouse or furnishings, LCYC's only remaining asset was the sterling silver Ladies Cup; the membership remained intact, however, due to the abatement of dues, and Milo continued to use his office at 100 Church Street for Board of Governors meetings. “Caretaker commodores” were elected during the years 1939-1961. In the Burlington Free Press articles during the 1950s, it was Milo's picture, his interviews and reports as



*Photo by Dave Powlison*



“historian” that kept hope alive that LCYC would once again have a club on Lake Champlain where members could reorganize and “become active.”

Milo was known, primarily, throughout Vermont and New England not as a yacht club member or sailor but as an outspoken and fiercely independent newspaperman. When he reached his 100th birthday on July 16, 1971, Vermont’s major newspapers featured articles that highlighted his 50 years as publisher and editor of *The Suburban List* in Essex Junction, his public service in various government positions, and the many causes he supported. He used his editorial voice on behalf of Vermont dairymen; he called for lowering utility rates to protect the “little people of Vermont;” he supported rural electrification; and he took particular pride in his role promoting the “beginnings of paved highways that crisscross the Green Mountain State.” Birthday wishes and tributes from government, farm and industry leaders referred to him as “Lion Mighty Milo,” “Rugged Individualism,” and “First and Last, Courageous, Independent.” After retiring from *The Suburban List*, he continued to “wield the broad sword that the rest of us call a pen with Letters to the Editors in all directions.”

Along with a long career in public service, Milo was known for his stamp collection, which he kept at his Church Street office, as well as “dean of the Lions of Vermont and the only living charter member of the Burlington club organized in 1924.” He was an avid gardener who took pride in the roses he grew in his garden at his Burlington Buell Street home. His good friend, William Loeb, the deeply conservative publisher of the *Sunday News*, sent him a centennial bouquet of roses on his birthday. In what is now a timely quote from that newspaper, Milo states: “Support the government...whether you like it or not...vote... The Russians have said in black and white that they want to take us over and the only way we can stop them is to stand by our country...”

Born in Eagle Bridge, New York, in 1871, he recalled in a *Burlington Free Press* article,

July 12, 1971, that due to “having a lame leg as a boy” his parents set out to “make me a piano teacher but printing appealed more strongly.” On his 100th birthday, he still remembered with great fondness his horse, Sam, who he rode to his music lessons in Cambridge, New York, on Saturday mornings. These lasted for 10 years and led to his becoming an accomplished pianist with a love for Beethoven’s “Moonlight Sonata” and Chopin’s “Polonaise.”

He noted that reaching 100 was not the best day of his life— “my biggest and best day was June 29, 1898, when I married Grace E. Howe of East Poultney.” They had three children and were married for 65 years: “She ran the house and I ran the office and there was no confliction...every Wednesday we’d go somewhere for dinner, just the two of us, all over Vermont. We really liked taking those trips alone!”

Milo attributed his longevity to heredity and “eating three good square meals a day, with plenty of milk... and to not worrying...no drugs, no vitamin capsules, no sleeping pills.” He must have taken some satisfaction in recalling that at the age of 25, he was considered “physically unsound and denied life insurance by two companies.”

Milo died the following year on February 23, 1972, leaving behind a legacy of public service, a long career as a newspaper publisher and editor, and a reactivated Lake Champlain Yacht Club. As a historian, it is a joy to learn that along with keeping LCYC in “good legal standing,” he played the piano, was married to the same woman for 65 years, loved his horse, Sam, drank three glasses of milk a day, grew roses, collected stamps, urged people to vote, warned about the Russians, stood up for the little people of Vermont, and had a sense of humor:

From *The Burlington Free Press*  
July 16, 1871 – February 23, 1972  
MILO C. REYNOLDS

In lieu of charity it is suggested that friends and enemies send flowers.

Print Shop Closed Until Monday

## Recipe for a Perfect Wednesday Night

Sunny skies, temps in the 80s, water temps in the low 70s, a north wind at 10-15, and an \$8 Burger Burn Night with homemade desserts—could a summer evening at LCYC get any better? This is what we waited all winter for. .



*Photos by Paul O. Boisvert*

## Drowning Doesn't Look Like Drowning

By Mark Vitton

The new captain jumped from the deck, fully dressed, and sprinted through the water. A former lifeguard, he kept his eyes on his victim and headed straight for a couple who were swimming between their anchored sportfish boat and the beach. "I think he thinks you're drowning," the husband said to his wife. They had been splashing each other, and she had screamed, but now they were just standing neck-deep on a sandbar. "We're fine, what is he doing?" she asked, a little annoyed. "We're fine!" the husband yelled, waving him off, but his captain kept swimming hard toward him. "Move!" he barked as he sprinted between the stunned owners. Directly behind them, not 10 feet away, their nine-year-old daughter was drowning. Safely above the surface in the arms of the captain, she burst into tears and screamed, "Daddy!"

How did this captain know—from 50 feet away—what the father couldn't recognize from just 10? Drowning is not the violent, splashing call for help that most people expect. The captain was trained to recognize drowning by experts and years of experience. The father, on the other hand, learned what drowning looks like by watching television.

If you spend time on or near the water (hint: that's all of us), then you should make sure that you and your crew know what to look for when people enter the water. Until she cried a tearful, "Daddy," the owner's daughter hadn't made a sound. As a former Coast Guard rescue swimmer, I wasn't surprised at all by this story. Drowning is almost always a deceptively quiet event. The waving, splashing and yelling that dramatic conditioning (television) prepares us to look for is rarely seen in real life.

The Instinctive Drowning Response, so named by Francesco A. Pia, Ph.D., is what people do to avoid actual or perceived suffocation in the water. And it does not look like most people expect it to. When someone is drowning there is very little splashing, and no

waving or yelling or calling for help of any kind. To get an idea of just how quiet and undramatic drowning can be, consider this: it is the number two cause of accidental death in children age 15 and under (just behind vehicle accidents). Of the approximately 750 children who will drown next year, about 375 of them will do so within 25 yards of a parent or other adult. In 10 percent of those drownings, the adult will actually watch them do it, having no idea it is happening.

Drowning does not look like drowning. Dr. Pia, in an article he wrote for the Coast Guard's *On Scene* magazine, described the instinctive drowning response like this:

*Except in rare circumstances, drowning people are physiologically unable to call out for help.* The respiratory system was designed for breathing. Speech is a secondary or overlaid function. Breathing must be fulfilled before speech occurs.

*Drowning people's mouths alternately sink below and reappear above the surface of the water.* The mouths of drowning people are not above the surface of the water long enough for them to exhale, inhale or call out for help. When the drowning people's mouths are above the surface, they exhale and inhale quickly as their mouths start to sink below the surface of the water.

*Drowning people cannot wave for help.* Nature instinctively forces them to extend their arms laterally and press down on the water's surface. Pressing down on the surface of the water permits drowning people to leverage their bodies so they can lift their mouths out of the water to breathe.

*Throughout the Instinctive Drowning Response, drowning people cannot voluntarily control their arm movements.* Physiologically, drowning people who are struggling on the surface of the water cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer or reaching out for a piece of rescue equipment.

*From beginning to end of the Instinctive*

*Drowning Response, people's bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued by a trained life-guard, these drowning people can only struggle on the surface of the water from 20 to 60 seconds before submersion occurs (Source: On Scene magazine: Fall 2006, page 14).*

This doesn't mean that a person who is yelling for help and thrashing isn't in real trouble—they are experiencing aquatic distress. Not always present before the instinctive drowning response, aquatic distress doesn't last long, but unlike true drowning, these victims can still assist in their own rescue. They can grab lifelines, reach for throw rings, etc. Look for these other signs of drowning when persons are in the water:

Head low in the water, mouth at water level

Head tilted back with mouth open

Eyes glassy and empty, unable to focus

Eyes closed

Hair over forehead or eyes

Not using legs

Hyperventilating or gasping

Trying to swim in a particular direction but not making headway

Trying to roll over onto the back

Appears to be climbing an invisible ladder

So, if a crewmember falls overboard and everything looks okay, don't be too sure. Sometimes the most common indication that someone is drowning is that they don't look as if they're drowning. They may just look as if they are treading water and looking up at the deck. One way to be sure? Ask them, "Are you alright?" If they can answer at all, they probably are. If they return a blank stare, you may have less than 30 seconds to get to them. And parents—children playing in the water make noise. When they get quiet, you need to get to them and find out why.

*This story is reprinted with permission from Soundings magazine.*



*Photo by Dave Powlison*



## Member Spotlight—Katie Wight

*When did you join LCYC, and why did you do so?*

I joined in the spring of 2017 after my dad and I bought an Etchells together. I was 29 at that time, so I joined as a junior member. I've been crewing on Wednesday nights for years, so it was great to finally have my own membership.

*Tell us about your current boat or boats.*

At the moment, it's just Rosie, the Etchells.

*What's your sailing background?*

Sailing is part of my heritage. I grew up racing Optis at Manasquan River YC and Mantoloking YC in New Jersey, and eventually coached at Bay Head. I was terrified as a 7-year-old, but I won a race in Silver Fleet at States when I was 10, which I liked. I liked the ride of Bytes and Lasers as I got older, and I crewed on E Scows for five years during college. That whole scene really hooked me, from the speed, to the quality of competition, and the whole culture. Now, it's all about spending time on the water with my dad.

*What's the most exciting experience you've had while sailing?*

Flipping an E Scow will probably forever bubble up to the top of my memory. One of those times, it was blowing 25, and we went over just before rounding the windward mark. We were in fifth place when we flipped...It's a



miracle that I lived to tell about it, and that I didn't lose a limb.

*What do you do for a living?*

I'm a marketing consultant helping businesses accelerate the profitability of their social media and communications programs. I've worked with lots of fun Vermont brands, such as Burton Snowboards, Vermont Smoke & Cure, Tata Harper Skincare, Driven Studio, and Phoenix Books. I live in Hinesburg and have an office at The Cheese Plant...it's been a great first year of business ownership!

*What other interests do you have besides sailing?*

Snowboarding, hiking, cooking and live music. Plus, lots of reading, writing, and floating in the summer time. Sometimes I golf, but I don't always enjoy it.

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

Daddio, Bill Wight, is also a member.

*What do you like most about LCYC?*

Lake Champlain is probably the most beautiful place I've ever sailed. I love the setting, the community, and Wednesday nights.

## Boat Tour 2018



*Photos by Dave Powlison*



## 2018 LCYC Cruising News.



*By Lynnea Rosner,  
LCYC Cruising Chair*

The Friday evening potluck dinners continue to be a popular pre-cruise event, providing a great way for the cruisers to get together for a relaxing evening whether they're cruising actively or vicariously. While we provide the main dish, the variety of the shared dishes never ceases to amaze!

Since a number of the boats had missed the weekend cruises when the weather and water were chilly, we eased in to July cruise week with shorter hops with the cruisers choosing to return to LCYC to view the fireworks from any of the various vantage points nearby. Thanks to tranquil weather, both the air show and the firework display went off without a hitch. There seemed to be fewer boats an-

chored off Burlington this year, perhaps due to the fact that the Canadian holiday had been on Sunday.

The remainder of the week was spent at various anchorages between Burlington and Deep Bay. We try to find a place to go ashore to stretch our legs and explore the surrounding area, and Deep Bay with its many trails has become a perennial favorite. This year, with several Mexican Domino sets in the fleet, we instituted a tournament with winners, losers and those in the middle competing with those from the other boats. Not sure who the ultimate winner was, but we had a lot of fun and shared bottles of wine the last night off Whites Beach. That anchorage turned out to be lumpy as the wind didn't die as expected, but continued out of the S around 5 knots all night—it's a long fetch! Everyone was up for an early departure in the morning.

Nine boats joined the cruise either for a few days or the entire cruise. Cold weather wasn't an issue as we dealt with record highs



*Jones Point sunset photo, prior to the fireworks.*



*The shore party at Kingsland Bay after the Champagne Race*

that quickly raised the temperature of the water from the low 60s to 70. Being on (or in) the water was the place to be!

The Champagne Race was a success. Ten boats participated with the wind holding from the start off the club fairway to the finish in Kingsland Bay between Mighty Quinn's stepped mast and Macdonough Point. Seven of 10 boats sailed into the bay finishing within 30 minutes of each other (it would have been closer if we'd realized Malaga wasn't towing a dinghy, but there are no protests). Not bad for a pursuit race! Malaga took the honors winning first place, followed by Purdy Suite and

Eiger Stubli. The racers were joined by those arriving by car, bringing the crowd to 35 for the festivities.

We had the first of the season corn from Mazza's, many delicious shared dishes and a cake to say goodbye to Chuck and Mary Finn and the Mighty Quinn who are leaving the lake. The Mighty Quinn departed shortly after 0500 Sunday morning with Wes Daum and Lou Chiriatti joining Chuck for the Erie Canal leg to Buffalo. Doug Purdy will help with the next leg as the Mighty Quinn heads to her new home in Bayfield, WS on Lake Superior. We'll miss seeing the Mighty Quinn and the Finns







*Long Point hike at Deep Bay.*

who have been active in the cruising fleet.

The August Perseid Meteor Cruise Week will head south starting August 4th. We plan to sail as far as Fort Ticonderoga and Mount Independence. A bonus for those who join us on the dinghy ride up the LaChute River to the falls in town (think African Queen) and the

hike to the local Stewart's Shop will be rewarded with free ice cream. We'll continue the Mexican Domino tournament, do some hiking, have cremees and/or breakfast at the Bridge Café and check out the various anchorages along the way while having a good time. Hope you can join us!

## Friday Night Double-Header



*By Dave Powlison*

Looking for a way to bring a new social activity to LCYC, Commodore Joss Besse came up with the idea of combining an evening pot-luck with one of the Speakers' Series events. Held on the last Friday of June, it turned out to be a smashing success with over 80 people attending on a beautiful but somewhat balmy summer evening. He recruited some recent past Commodores to cook up

burgers and hot dogs, and there were lots of great dishes with everything from appetizers to desserts.

After dinner, the group gathered in the great room to hear Chris Sabick, the Director of Archeology at the Lake Champlain Maritime Museum show photos and talk about wrecks on the lake, with particular attention to Shelburne Bay, including photos of a remarkably preserved work boat, the U.S. LaVallee, that resides under the relatively new yellow dive buoy at the mouth of Shelburne Bay.



*Chris Sabick, Director of the Lake Champlain Maritime Museum, who presented about shipwrecks on the lake.*



*The U.S. LaVallee, which was scuttled at the mouth of Shelburne Bay in 1931 and now sits beneath the dive buoy located there. For more information and photos about the boat, go to: <https://www.lcmm.org/explore/vermont-underwater-historic-preserves/tugboat-u-s-la-vallee/>*



*Commodore Cookers (from left): Fritz Horton, Chris Leopold, Doug Merrill, Bob Schumacher, John Harris, Joss Besse*



*Joss Besse and Jean Sievert. Jean made much-appreciated custom LCYC cooking aprons for the Commodores.*



## LCYC Family Day



*By Ann Clark, Social Chair*

Bubbles flowing in the air and happy children of all ages jumping in the bouncy house signaled the start of Family Day on July 15. Many LCYC families and their guests happily participated in this annual event which included sailboat making, Big Blue Trunk, the bouncy house—complete with a climbing wall and slides—face painting and this year, the addition of henna. The south lawn of the club was turned into a playground as children enjoyed the bouncy house and Big Blue Trunk activities.

Children also enjoyed the make-your-own Sundaes. Chris Lamb Sidell and Susan Lamb were continually busy for three hours aiding children with the making of wooden sailboats. Some children immediately tried their creations in the water, and they floated! Former Commodore Tony Lamb provided many of the kits for the sailboats.

Adults and children joined in for face painting and henna, and former Commodore Chris Leopold was even seen sporting a LCYC burgee on his cheek. We will look to Family Day 2019 for more fun and merriment.



*Photos by Jenny Leopold*





## Club House Getting a Face-Lift



*By Tom Glynn, House Chair*

Work has been progressing on our rather ambitious list of maintenance/repair jobs at the club over the past two months. If you haven't been to the club lately, take a look. We think you'll be impressed.

We have replaced the old men's, women's and handicapped restroom doors that were falling apart with new fiberglass doors and new wood trim inside and out. The existing combination locks have been installed in the new doors. The badly rotted bases of the columns supporting the covered walkway along the north side of the building have been rebuilt with material that will not rot from exposure. The drip edge and roof soffits on the south side of the building have been replaced.

We are in the process of re-staining all the cedar shakes on the lower part of the exterior walls and painting all this work as well as working our way throughout the building, scraping and painting any areas that need attention. As weather permits, we will soon be opening up areas on the roof to ascertain the

condition of the underlying roof deck in anticipation of making a plan for replacing the roof in the future.

A special thanks should go out to volunteers James Kurfis, Betsy Dempsey, Sherm White, Les Veldt and Glen Findholt whose help has been invaluable in this effort. If you see one of them around the club be sure to thank them and, there is still plenty of painting to be done so, if you have some painting skill and some time to give to the club, please contact the House chair, Tom Glynn, and he will put you to work.

One closing item: we have had a few private functions at the club this season, and from reports, they have all have gone well. If you wish to schedule a private function for 10 or more people please visit the LCYC web site and read the guidelines regarding permitted days, fees, and insurance requirements. Of particular note is the requirement that a certificate of insurance for the event be submitted that gives the date of the event and names LCYC as "also insured". A copy of your homeowner's insurance certificate alone is not sufficient. If you have any questions just call the House chair and he will walk you through the process.



*Photo by John Dupee*



## Around the Club

### Join Us for Wednesday Night Feeds at LCYC



*By Ann Clark, Social Chair*

Summer time and the living is easy, and we have been blessed with favorable winds for Wednesday night racing. Along with racing, the social committee hosts Wednesday night meals for non-racers and racers alike. Serving starts at 6:15 and continues until all are fed. We have experienced record turnouts this year and invite you to join us. In addition to food, there are wonderful opportunities to socialize or just grab a chair by the water and experience the beauty of Vermont on a summer

evening.

Our next event is Wednesday, August 1. Bove's lasagna (both meat and veggie) will be served along with salad, watermelon, drinks and Rhino's famous chocolate chip cookies. On Wednesday, August 8 we welcome back American Flatbread pizza for an evening of pizza, a salad bar, watermelon and cookies. Cost for lasagna night is \$10 and cost for pizza night is \$11. Children are always most welcome and cost is half-price.

We are always looking for volunteers for these events so if you want to volunteer, have fun, meet more members, and get a free meal, please email Ann Clark at [annclark4444@gmail.com](mailto:annclark4444@gmail.com)



*Photo by John Dupee*

## From the Weather Mark



*By James Unsworth. Regatta Chair*

What a tremendous first half of the sailing season we have had on the race track!

We have seen great breeze for nearly every race, apart from Wednesday A5 which was ultimately abandoned. Not to fear however as Bove's lasagna was on hand that evening for racers and club members to enjoy!

So far we have completed a great Wednesday A series, The Tea Kettle Race, The Odziozo, The Double-Handed race and three of the Monday night Etchells/Sportboat series. Many thanks to all the PROs and race committee volunteers thus far. It is a tough job running a quality race and we very much appreciate the efforts made!

Congrats to the Wednesday Night A Series winners and their crew:

Etchells- Pomerleau, USA 1300  
Sportboat- Wallace/Allan, Selkie  
JAM- Graham, Monk  
Spin A- Thouron, Dunder  
Spin B- Heaslip, Demon in Disguise  
Spin C- Glynn, Sundance  
Spin D- Schultz/Keydel/Williford, Tres Amigos

And to the weekend race winners and their crew:

### Tea Kettle

JAM- Finn, Kinsale  
Spin A- Dahlen, Odinn  
Spin B- Hammel, Sleeper  
Spin C- Moody/Coffin, Stratos  
Spin D- Schultz/Keydel/Williford, Tres Amigos

### Odziozo

JAM- Finn, Kinsale  
Spin A- Duley, Polar Express  
Spin B- Hammel, Sleeper  
Spin C- Glynn, Sundance  
Spin D- Erdos, Lil'Bot

Plenty of racing left! We look forward to seeing more boats on the line during the weekend events!



## Club Volunteers at Work: New Picnic Tables

Three Chucks, a Shell, Rob and Scott combined to build three new tables for LCYC. Group picture: from left: Robbie Stuart, Shell Rieley, Charlie VanWinkle, Chuck Bowen, Chuck Finn. At completed, unpainted table: Scott Bowen. At painted table: Chuck Bowen, Jannette Spencer, Jim Spencer. Thanks to all for your work!





Do you know who owns this?



The pictured rowboat and iceboat (underneath the rowboat) are stored in the dry sail area. There is no license plate on the trailer or any other identification on these boats. If you know who owns this, please let Bob Finn, the Harbor Master know immediately. If it is not removed by July 14, it will be removed from the grounds and stored at the owner's expense. The dry sail area is reserved for sailboats only and is not to be used as summer storage.

**Scuttlebutt** (Editor's notes)

The article on drowning reminded me of the recent drowning off Shelburne Point. We as a society do not seem to spend too much time talking about these kinds of accidents. I suspect that we do not want to put the families or friends through anymore pain than is necessary. I also suspect that hearing that in the northeast the Coast Guard has responded to 59 man overboard emergencies this summer and have had 39 fatalities with 39 not wearing a life jacket about says it all. On the other hand we need to learn.

Each time I find myself preaching about safety the voice of John Calvin sounds in my head listing all of the stupid and dangerous things I have done on a boat. But I also believe that it can be more interesting to hear someone preach on the wages of sin based on experience rather than theory. I do not know, however, what to do with karma-I suspect that next week I will be stopped by the Coast Guard for something really simple and stupid, like not having enough approved life jackets on board.

But when I read the story of this accident, and we do not have all of the facts, what occurred to me is that it was one of those cases where many factors came into play in the end. What struck me most was that there were folks with him and they left him. Having come across at least three folks out of their boats on Lake Champlain, I can understand how easy it was for that to happen.

The first one that comes to mind was a kayaker who had been riding waves off North Beach. He had a life jacket on when we passed him clinging to his kayak. On our first pass he said he was fine and did not need our help. We hove to a little way off and watched for a while. When he made no progress towards the beach we offered another hand. Again no was the answer.

Part of the problem is that the person in the water is not a very good judge of their situation. Maybe they are embarrassed or "don't

want to be a bother" or maybe they really are ok now, later was when the problem would become apparent. We hung back a ways and watched him for a few more minutes, at which point we could see he was fatigued. When we went by he decided that our offer of a ride to Burlington Harbor was looking pretty good.

I think we had been racing but had already decided to retire. However, if we had wanted to continue we could have asked for Redress from the race committee for "Helping those in Danger" as required by Rule 1.1.

The second was a fellow who had left a beach on Shelburne Bay and gone out further than he had intended in a sailfish. He had dumped it and the rudder had come off. I have done the same. Standing next to a sailfish in shallow water, small pond, what do I need a life jacket for?-I'm just seeing if it is set up right. Then there I was, out further than I intended with no life jacket.

He said he was ok. We insisted that he take a life jacket and put an experienced sailfish sailor in the water to hook up the rudder. (I have a hard time on the shore putting those things on,) We watched him until he reached shore.

The third was a little different. A couple of friends of mine and I were playing hooky from work and were sailing up the bay with a few beers and subs.

We saw a power boat circling a fellow in the water. We thought it was strange to go so close when we realized that there was no one in the power boat.

We dropped sails and headed over to give assistance. I immediately began to try and signal other boats in the area. Being first on the scene is not like being first over the line.

As we drew near I realized I would have to pick the man in the water with my boat between him and his boat.

My first heroic thought was “My poor boat.”

As we pulled up to where he was swimming we asked “are you alright?” He replied that he was fine. When we pulled close enough my friends reached over to lift him over the side and he raised his arms for them to grab him.

When he raised his arms up we could see a series of slashes in his flesh starting near his wrist and continuing up his arm and on to his shoulder. The prop had cut him when the boat had run over him at some point. And he had said he was fine.

My friends readjusted their positions to grab his good arm and the waist band of his swim trunks. He probably weighed 160 pounds and we had a pretty good freeboard. But adrenalin is an amazing thing. My friends lifted him up over the lifelines and onto the deck.

It was then I realized that I had a “dog catches car” moment. My first aid kit-\$24.95 at CVS—had enough stuff to cover maybe one of the wounds.

Fortunately, just at that moment, a large power boat pulled next to us. I hollered “Can you call a doctor?” “I am a doctor” came the re-

ply. He came aboard and began rendering first aid. He quickly moved the man to his boat for a quick trip to the Shipyard and a waiting ambulance.

My friends and I washed the blood off the boat and headed out for an afternoon sail

In this case, it was probably shock that had him tell us he was “fine”.

Notice that in each of these situations my crew and I did nothing heroic nor did anything we do require great sailing skills (except for the sailfish rudder).

It is also very likely that we did not save any lives. (In the third, other boats quickly arrived just after we did.)

What we did do was to not leave someone unattended in the water some distance from shore. We did not accept their assurances that they were ok until we were satisfied that they were in fact ok.

Safe sailing.

Peace,  
Tony Lamb



Photo by John Dupee