



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Joss Besse

June 2018

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<http://www.lcyc.info>



Commodore's Pot Luck June 29
Shipwrecks in Shelburne Bay, Speaker Series June 29.
Boat Show and Tag Sale July 13
Regatta for Lake Champlain July 14
Family Day July 15
Land Speed Sailing Record, Speaker Series, July 17

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Commodore's Corner



By Joss Besse

It's mid- June, and after a slow start it seems like summer is finally in full swing. Stewards are on full summer hours, and while the harbor seems to be filling up a bit later this year, it is looking like most of us are now in the water. We had a great turnout at the Opening Cocktail Party. There were some particularly intriguing hors d'oeuvres, and we had the opportunity to introduce and welcome the six new members who have joined since the end of the 2017 sailing season.

As usual, we have a lot of activities planned for this summer . . . as I transferred the club schedule into my calendar I saw that every single week has at least a few scheduled events. If you haven't already done so, go to the club calendar at lcyc.info and check it out! One new offering we are trying this summer is a Commodore's Potluck dinner. Since so many of our social gatherings are focused on racing, we wanted to add an event with a different focus—so it is scheduled the same evening as our second Speakers Series presentation.

Please join us on June 29th, bring a dish to share (I will be flipping burgers and hotdogs for everyone) and stick around to hear a great presentation by the LCMM staff on the Shipwrecks of Shelburne Bay

As we noted in a recent email blast, we have a steady need for volunteers to keep the club in good shape and to keep our events running smoothly. We recently sent an email blast asking for members to help by signing up for a project or two. Because we are a volunteer-based club, we have always relied on members doing some work outside of workdays, and we need you to contribute. Most of these projects will be only for a few hours and are a good way to work with and get to know some other members. We've set up a web-based signup sheet to help organize the projects and make it easy for you to volunteer. Click on the link below, take a look, and double click on the relevant box to sign up! Thanks in advance for your help!

<https://docs.google.com/spreadsheets/d/1KYvbsBvEHV6WoYve4qaYLAJm1x11YgNMeJLW7vJ9P4/edit?ts=5ab12b77#gid=0>



Spring Work Day

Photos by Paul Boisvert



Member Spotlight



Doug Friant

Tell us about your background.

I was born in Syracuse, NY, and grew up in Northern New Jersey. Southern Vermont has been my home since the 1980s. I co-own a timber framing business called Vermont Timber Works that I started with a UVM buddy in 1987. We are still business partners and still involved in daily operations. We build timber frames for residential and commercial projects as well as ski lodges, churches and factories.

When and why did you join LCYC?

I joined LCYC about three years ago after having boats in the southern part of the lake since 1997. For a few years I was in Kingsland Bay, then on the docks at Point Bay when my kids were small, and finally Basin Harbor in the north harbor for ten years. LCYC now offers me the opportunity to race, which I really enjoy, and the chance to explore the northern part of the lake.

You have a cruising boat, correct?

Yes. My boat is "Muse". She is in the northern end of the mooring field by the island. She is a flag blue 1998 J37c set up for cruising with diesel heat, solar panels, radar and new sails. She is a blast to sail – very responsive and well balanced. I bought her in Westbrook, CT in 2012 and sailed her through Long Island Sound around Manhattan, up the Hudson and through the Champlain canal with my adult children and friends.

What got you hooked on sailing?

I learned to sail in Westport CT as a child. My aunt had a Rhodes 18 moored at the very bottom of the harbor in front of my grandmother's house on Long Island Sound. My grandmother would pack me a lunch, and I would explore near-by islands and

nooks. She was always waiting for me, by the flagpole, as the evening wind went quiet. She hated motors, so I would have to swing the boat around under sail and make the mooring between the other boats and without hitting the shore, every time. *What's the most interesting experience you've had boating?*

I sailed from Maine to the Virgin Islands on a 110' schooner while earning sixteen college credits. That was a fun semester!

Is there one LCYC event you always make sure you attend?

I am actually a bit reserved and prefer small groups, so occasionally you may see me at an LCYC event, but I will be back in the shadows. I do love the races and helping out with those.

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

I'd like to see the club allow Hazelett moorings, perhaps at the owner's expense. The new ones are very visible, safer and better for the boats, particularly at the outer parts of the mooring field.

What do you do when not sailing?

Is there anything else? Oh, cross-country skiing, yoga, ice boating, and recently Nordic skating keep me busy in the winter. I am also an AEMT and am very active in my local rescue squad.



Welcome Aboard New Members



The Minot Family

Zach, Nina, and Teal live in the beautiful foothills of Huntington VT. Zach grew up in a family that moved a lot, but his one stable place was his grandmother's house in Brunswick, Maine, where he learned to operate small crafts and developed a deep appreciation for being on and around the water. Zach currently works as a Software Analyst for Brightfield Strategies. He is also an avid photographer, cook, and classic car enthusiast. Nina is a native Vermonter and has been a life-long boater. There are pictures of her as an infant and all the way through adulthood aboard her family's sailboat. Nina and her family co-own Healthy Living Market and Cafe in South Burlington, a 32 year-old family owned and operated natural foods supermarket. Nina loves to be on the water, and also in the mountains—she has been a skier and snowboarder all her life. 2.5 year-old Teal also loves the water and to get out on boats and is very excited for a big summer of boating at LCYC! Teal loves unicorns, mermaids, snacks, and playgrounds!

John Kwiatkowski

This might be a familiar face around LCYC. I have been crewing on many LCYC boats (since 1999), mostly racing. I'm from Franklin, Vermont and am co-owner of an Etchells with Rick Stevens. I have found it was time to join the club to engage more deeply with the lake and the club.



Safety at Sea Seminar

By Doug Merrill

This past March I participated in a US Sailing Safety at Sea Seminar. I had read about these courses in *Cruising World* magazine and had wanted to attend, but never found the time to get to one. With a significant offshore voyage planned for this fall, I made it a point to get myself to the Naval Academy in Annapolis Maryland for the spring session this year.



Participants can register for one or two days. The first day is considered “coastal safety” and is common to all participants. It involves seven hours of lectures and an hour of on-the-water demonstrations. The second day is optional and focuses on topics relevant to offshore voyaging. During the second day, participants also have an opportunity to spend three hours on in-the-water training in their own gear, under expert supervision.

I expected that the course would have 25-40 attendees, and we would begin with a round of introductions. My first clue that I was in for a surprise came as I walked the streets of Annapolis at 7:30am on a cold Saturday and found myself merging into a stream of folks with coffee mugs and wearing foul weather jackets, all heading toward gate #3 of the Naval Academy. Upon arrival, I found an auditorium filled with over 300 eager attendees. This was going to be something different! US Sailing invests a great deal of time and money to bring in speakers who are experts in their field and excellent presenters. Chuck Hawley, the US Sailing Safety at Sea Committee Chairman, moderated. He kept us on schedule and fully entertained.

The first day involved discussions of how to prevent a man-overboard situation and what to do when a crewmember goes

overboard. The discussion moved from the abstract to the very tangible when three members of Meridian, a Farr 400 that lost a crew member over the side in the 2017 Chicago-Mackinac race discussed what happened, what they did wrong, and what they did right. We next learned about key failure points in sailing vessels, how to prevent them, and how to respond in an emergency. A helicopter pilot from the Coast Guard addressed how to notify the proper rescue agency once you are in trouble and the steps to take to ensure the search and rescue operation is successful once your call has been made. I learned the benefits of a properly configured DSC equipped VHF radio cannot be overstated in coastal rescues! The morning wrapped up with an oddly comical discussion of emergency medical care, seasickness, and hypothermia.

Before lunch we assembled on bleachers at the shore of the Severn River to observe four crews of the Navy’s offshore sailing team practice man overboard drills and demonstrate four alternate methods for recovery. Before heading in, they displayed commonly available distress flares.

The afternoon program covered weather forecasts and features, sail selection for offshore passages, and the selection, care, and maintenance of safety equipment. The day finished up with a keynote speak from Rich Wilson, the lone US participant of the 2016 Vendee Globe. Rich is an accomplished, humble sailor and a gifted storyteller. If you ever have the chance to hear him speak, go!

We returned to the Academy on Sunday morning for continued talks on navigation, ocean currents and waves, offshore communication, and voyage planning. After lunch, we headed to the diving pit in Lejune Hall. We had been instructed to bring our sailing gear, so I donned my thermal underwear, foul weather gear, seat boots, and inflatable life jacket. The pool was set up with four stations. In one, we jumped into the pool

with life jackets, experienced them inflating, deflated them, manually re-inflated them, took them off and then put them back on in the water. We practiced an emergency tether release and used all of the safety features of our vests, including built in lights, whistles, and hoods.

In the next station, a four-person life raft was thrown in the pool, and we had to right it, climb in, and get four people comfortable. Three minutes in a life raft was enough for me!

The third station had us deploying throw ropes and life slings, and we finished the day with a demonstration of electric and manual bilge pumps.

The weekend was mentally exhausting. Each hour-long seminar served only to highlight how much MORE there is to know about offshore safety. But I am really glad that I made the effort to attend. The most interesting things I learned are:

- Sailing injuries and deaths are statistically very rare. Drowning is the #1 cause of death. 85% of drowning victims were not wearing life jackets, which is not surprising. However, that means that 15% *were*, and for some reason the life jacket did not protect its wearer.
- It has never been easier to be found at sea. Close to shore, DSC VHF's have made it almost foolproof. Offshore, EPIRBs and PLBs have transformed the sport. If you have the right equipment and use it properly, it is almost certain that someone will find you at sea within 72 hours, and far sooner if you are within helicopter range of shore.
- Successful offshore planning requires a tremendous amount of research, thought, and effort. Good seamanship starts months before the boat leaves the dock.
- Inflatable lifejackets are not particularly comfortable once in the water.
- The novelty of being in a full life raft wears off in minutes. Do your best not to need one.

If you have the opportunity to attend, I highly recommend it. Courses are held in Newport and New York as well. The cost was \$225, which included the lectures, the pool session, and boxed lunches. I can't think of another course that offered so much for the money.



Opening Cocktail Party

Photos by Jean White



Cruiser Potluck May 25, 2018 and Memorial Day Cruise Weekend



By Lynnea Rosner,
LCYC Cruising
Chair

The 2018 cruising season got off to a great start with 34 members taking part in the first Friday Night Potluck. The weather was pleasant, the food good and folks had a good time getting together before the Memorial Day Weekend cruise.

The weekend forecast was less than perfect and with off and on rain at the club Saturday morning, the other cruisers at the club opted to stay on their moorings or head home, wondering about our choice to head to Converse between rain showers. After motoring in flat water, the wind came up north of Sloop giving us a nice sail to the moorings, with nothing more than a few sprinkles. Not bad for the first sail of the season.

During the afternoon, Shell, aboard *Friendship*, called to make sure we had arrived, advising us they were underway in heavy fog and would be joining us around 1700. When I looked, I was surprised to see a dense fog bank obliterating Split Rock Point since the sun had made a few weak attempts to break through the clouds during the afternoon in Converse. Right on time, *Friendship* appeared out of the fog bank after dealing with heavy fog all the way. After dinner, we broke out the Mexican

Train dominoes for a rousing game before settling in for a quiet night in an almost empty bay—a good start to the cruising season.

Sunday morning we ventured ashore to hike Thompson's Point and to Point Bay Marina to check out the boats awaiting launching. Shortly after noon we cast off for a sail down to Kingsland Bay. After dinner we invited Doug Friant, aboard *Muse* on an RSYC mooring, to join us for several games of dominoes. It was another peaceful night in an almost empty harbor.

By morning, the south wind had filled in and after hiking the park trails, we had a great run back up the lake, noticing that the weekend weather had been much better than forecast. As we've learned over the years, if you believe the weather reports you're apt to miss some great cruising.

Back at LCYC, talking to some who had declined to join us, we learned the weather at the club had been much less clement, with rain and fog most of Saturday. We should have taken pictures, since we had trouble convincing folks we'd had decent weather in Converse.

A Note to LCYCmembers who are interested in joining the cruises and/or getting notification of cruising events and not on the cruiser's list, please contact me at: Cruisingleyc@gmail.com to be added to the email list.



What is the Regatta for Lake Champlain?



By Sherrie White

In 2004, life-long sailor Jamie Leopold decided that it was time to come up with a fund-raising sailing event similar to the old MS Regatta. Single-handed, he created the Regatta for Lake Champlain and by sheer enthusiasm ran the event on his own for the first couple of years. Realizing that the event was too big to handle alone, he recruited a committee of volunteers who have run the race, with his guidance, ever since. I am happy to be one of those volunteers. The Regatta is entirely a volunteer organization, with no paid staff.

Over the years, the regatta has raised \$133,244 to support a wide variety of programs run by non-profit organizations that sup-

port the Lake in many ways. More detailed information on where the money goes can be found at the regatta's website at regattaforlakechamplain.org

For several years, the regatta has teamed up with Sailors for the Sea, and has been designated a "Clean Regatta" by committing to reduce the impact of an event like this on the environment by recycling and other efforts, as well as encouraging participants to think about their own impact on the lake. There is a link on the regatta website to find out more about what the Clean Regatta designation means.

That covers the supporting the lake part. What about the fun? The regatta is open to all sailing boats, whether you have raced or not. It is a pursuit race, which means that you are assigned a handicap, and a start time based on that handicap. Rather than the stress of starting with a large group of other boats, you may be starting by yourself, or with one or two other boats. The slower boats start first, and the fastest boats start last. In a perfect world, all the



boats wind up at the finish at the same time (which would probably be a nightmare for the recorders on the committee boat). In reality, the regatta has gotten pretty good at having almost everyone finish within a half hour of each other, which is good, since the post-race BBQ starts at 4pm. The annual field of 40-50 boats is almost evenly divided between racers and non-racers, who sail a course on the Broad Lake that takes full advantage of the beauty and diversity of the Lake.

The Post Race BBQ is also part of the fun. There is great food, as well as the usual post-race fellowship. There are door prize drawings, as well as lots of prizes, some for sailing fast, and others just for sailing. Every boat that enters gets entered into a drawing for a 50% discount on winter storage at sponsoring marinas, as well as 50% off a sail from Vermont Sailing Partners.

The Regatta for Lake Champlain happens this year on Saturday, July 14. To register for the event, and to get more information on the regatta, go to regattaforlakechamplain.org and follow the instructions for registering. In addition to registering and participating, we also encourage everyone to get sponsors for their boats. To recognize that effort, the boat that raises the most money wins a gift certificate to Leunigs. For each \$100 raised over the registration fee, there will be an additional

ticket entered for that boat in the two drawings. The more donations you get, the better your chances of winning.

An important part of the regatta is our Junior Challenge, which is a race within a race. If you have a boat but no crew or would like to give some juniors a chance to sail on a “big boat”, sign up to take on a crew of juniors from one of the Junior sailing programs on the lake (such as the LCYC program), or you can recruit your own junior crew from friends and family. Don’t have a boat? You can support junior sailing, as well as acknowledge the generosity of the owners, by donating to their boats and increasing their odds of winning one of the raffles. For many of the juniors, this is their first chance to sail on a big boat, and the smiles on all their faces suggest they always have a great time.

So there you have it—it’s a great excuse to get out on the lake (as if any of us need one), mingle with friends, and help raise money to support those organizations that do so much to support the Lake we love. Hope to see you out there.

If you have any questions that can’t be answered on the website, or if you are interested in participating in the Junior Challenge, contact Sherm White at swhite@pshift.com, or in person most any Wednesday night.



Thanks to Dave Dellenbaugh for presenting an outstanding seminar at LCYC! With Dave's permission, we've reprinted this excerpt from his sportsmanship edition of Speed and Smarts.

David Dellenbaugh's **SPEED & Smarts™**

Ten ways to promote good sportsmanship

Here are some practical ideas on how you and your teammates can be good sports and encourage a more positive atmosphere in your fleet, club and class.

1. Abide by and enforce the rules. It's clear that winning is a major objective of sailboat racing. Unfortunately, some sailors are tempted to overstep the boundaries of the rules to attain this end. That's why it's important to commit ourselves to sailing within the rules. When you play fair and square, you will likely win just as many races, and the respect you get from your competitors will be much greater.

Another part of being a good sport is taking responsibility for enforcing the rules. We all want to be nice guys who don't make waves. But our sport is a self-policing one. If we don't enforce the rules out there, no one will. I'm not suggesting you become a sea lawyer - but encouraging rule compliance will make the game better for everyone.

2. Share your knowledge.

Almost every sailor wants to learn more about the sport, so if you can help your competitors understand how to sail their boats faster and smarter, they'll find the sport more rewarding and you will both "win"! You don't have to be a rock star in order to help other people become better sailors. No matter what your skill level, there is always something you can share with other sailors. In fact, you may be more effective at this if you're not the class champion because you'll be less intimidating.

3. Don't ever yell at people (like your crew or competitors). This doesn't mean you can't raise your voice if that is essential for communica-

tion. On a windy day, for example, you may have to shout pretty loud to be heard by other boats or even your own teammates. But it's not necessary to make your hail with a tone that is angry, condescending or intimidating. That just increases the tension level and makes the sport less fun for everyone. No one likes, or respects, a yeller.

4. Thank the race committee and volunteers.

This may seem like a very obvious thing to do, but if we took a survey of all the race officers around the world, I bet a majority would say they feel underappreciated by the sailors. Volunteer race committees, regatta helpers and juries are the backbone of racing, and it's almost impossible to give these hard-working people too much credit.

I recommend something more than a token thank-you at the awards ceremony. Talk to them personally during the regatta and offer words of support and appreciation. Get on the RC's radio channel after the last race of the day and say thanks. You may not agree with every action of a race committee or decision of the jury, but you can always thank the members for volunteering their time and working hard.

Another good idea is writing a letter of thanks to the membership of the club where you've just sailed a regatta. Thank them for a good time and for all the sacrifices they made to help insure that your regatta was a success. Send your letter to the regatta chairperson (with a note of thanks to him or her as well), and say you wouldn't mind if your letter was posted on their bulletin board or in their newsletter.

5. Recognize good sportsmanship. I'm not a huge fan of giving prizes for sportsmanship because I think the motivation for this kind of

behavior must be internal, not external. However, I do think that recognizing acts of good sportsmanship is a great way of creating a positive climate. This can be done at regattas, or by one-design classes and sailing clubs. One idea is to create an award for sportsmanlike behavior that is voted on by competitors at a regatta or awarded by members of a club or fleet at the end of the year. But impromptu recognition can often be just as effective, or even more meaningful. A simple mention of sportsmanlike behavior at an awards ceremony or at your fleet's final banquet is usually more than enough recognition for the person involved, and it works well to get everyone thinking about this topic in the future.

When you are recognizing good sportsmanship, look for ethical behavior that includes qualities such as respect, fairness and integrity. Be careful of rewarding behavior that is simply required by the rules. It is nice, for example, when a sailor takes a Two-Turns Penalty rather than ignoring an obvious foul, but this behavior should be the norm so you may not want to treat it as something exceptional.

6. Congratulate your competitors when they make a good move or sail a great race. Nothing feels better than being acknowledged and appreciated by fellow sailors. But don't just talk to the first few boats - they will get congratulations from many other sailors and they aren't usually the ones who need encouragement. You'll have a much bigger impact if you focus on the middle or back of the fleet. Try to notice specific things that some of those sailors did well, and appreciate them. For example, you could commend a team for getting one of the best starts in the fleet even if that didn't translate into a great finish.

7. Give other boats the benefit of the doubt. One of the best things you can do while racing is to treat your competitors as you would like to have them treat you. For example, let's say you're approaching the jibe mark and a boat that's overtaking you from behind is pressing for an inside overlap. When you're not sure if they got an overlap in time or not, don't automatically yell "No room." Instead, give the other boat a break by saying "Go ahead," and

then provide mark-room. This may cost you a boat or two in that race, but it's an admirable action that will earn you respect as a good sport in the long run.

8. Be a good role model. One of the best ways for young or less experienced sailors to learn about what's sportsmanlike in sailboat racing is from experienced sailors they respect - like you! People who are new to the sport tend to emulate the behavior of those who have been racing longer. If they see boats breaking rules and getting away with it, they will likely act the same way. So set a good example!

9. Commend your teammates. Unfortunately, it's not uncommon for skippers to be critical of their crews while racing. But this is neither sportsmanlike nor conducive to winning races. So think positively. If you're a skipper, look for ways to compliment your crew: "Hey, that was a great roll tack." "Nice job with the pole." "Good call on the layline." If you're a crew, find ways to appreciate your skipper: "Great start!" "Good job steering the waves." And so on. This type of encouragement will help everyone feel more confident and better about themselves.

It also makes it easier to handle a little constructive criticism once in a while. This will improve not only your performance on the race course, but your relationship after the race as well.

10. Don't be a "sore loser." No one respects or likes a competitor who is always bitter when they don't finish first. You can't win every race, so focus on the other reasons why you compete. Try to give each race your very best effort and learn as much as you can - this way you will be a "winner" no matter how you cross the finish line. A big part of being a good sport is respecting your competitors, especially when they win - but that's difficult for a bad loser.

Sailing is a great sport because it puts the question of sportsmanship into the sailors' hands. If you treat other people with respect on the race course, they'll treat you the same way. And that will make the sport much more fun and rewarding.



Around the Club

Kids' Playgroup



By Kristin Knight

The sun was out and the weather was perfect for our first playgroup of the season. Children played with bubbles, kites, a water table and swing set. A few seeds were planted, but the children mostly enjoyed playing with each other. Parents shared coffee, bagels and a few laughs. We had a wonderful morning, met some new friends and reconnected with old.



Were you and your kiddos unable to make the June playgroup? Mark your calendars for our next playgroup on Saturday July 28th. We'll be painting bird houses and exploring with bubbles! If you have any questions or ideas about the playgroup please contact Kristin Knight at kristinmarieknight@gmail.com or Ann Clark at annclark4444@gmail.com

Meet the Junior Sailing Instructors

By Kevin Hawko, Junior Sailing Programs Director



Alex Merrill returns for his second year as an LCYC Instructor. He grew up sailing in Shelburne, with many years sailing and racing in the LCYC Junior Sailing program. While he was a student at Champlain Valley Union High School, Alex sailed both spring and fall on the Vermont High School Sailing Team for four years, traveling throughout New England to attend regattas. Alex also races on the Merrill family's J-111, *Moovin'*. He is a sophomore at Cornell University in New York where he is studying engineering and skis on the Cornell Alpine Ski Team.



Olivia Fewell joins the Junior Sailing staff this year as a new instructor. She grew up in Vermont sailing at the Community Sailing Center in Burlington and racing with the Vermont High School Sailing Team. She lives with her family in Shelburne and is a junior at Montana State University where she is studying computer science. During the school year, Olivia also teaches computer coding classes for elementary school students and works as a mentor for young children.



Emma Hawko joins the Junior Sailing staff this year as a new instructor. She grew up in Shelburne and has participated in the LCYC Junior Sailing program for the past six years. She races with the Vermont High School Sailing Team is a regular Etchells and Lightning crew at LCYC and MBBC. She lives with her family in Shelburne and is a senior at Champlain Valley Union High School. During the school year, Emma also skis for CVU Nordic team and plays trumpet in the band.



Jack Merrill joins the Junior Sailing staff this year as a new instructor. Also from Shelburne, Jack has participated in the LCYC Junior Sailing program for the past eight years, competing in the Champ Chase and Cheeseburger regattas as an Opti and FJ skipper. He races with the Vermont High School Sailing Team, sails as crew with the LCYC Viper fleet and also races Lasers at MBBC. Jack is a senior at Champlain Valley Union High School, participating on the Debate Team and in Scholars' Bowl.

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Lulu Loucheim joins the Junior Sailing staff as an instructor in training. Lulu is from Charlotte and sailed for seven years in the Community Sailing Center program and then last year as a LCYC Junior Sailor. Lulu also races with the Vermont High School Sailing team. She is a sophomore at Champlain Valley Union High School and a member of the CVU Nordic Ski Team.



Lily Ledak joins the Junior Sailing staff as an instructor in training. Lily lives in Williston and has spent her summers sailing at Camp Billings in Fairlee, VT. She races with the Vermont High School Sailing Team in Burlington. She is a sophomore at Champlain Valley Union High School where she is a member of the CVU Lacrosse Team and teaches a 5th grade program called “A World of Difference.”



Champ Chase

Pre- Work Day

Led by Mike Lynch, 18 volunteers spent a four-hour morning on April 21 building a new dinghy dock and repairing three sections of the main docks, plus tackling a number of other dock maintenance jobs. Well done, volunteers!



From the Weather Mark



By James Unsworth

LCYC is a member of US Sailing's MVP Program

The MVP program provides LCYC members with discounted membership dues to US Sailing and, for every club member who joins (or renews an existing membership), LCYC gets cash credits which can be used to offset the cost of US Sailing training programs and other products and services. As the National Governing Body for the sport of sailing, US Sailing's mission is to provide leadership for the sport of sailing in the United States. Particularly if you are a racing sailor, you should strongly consider being a member of US Sailing, as they provide the underlying support for our sport (e.g. Racing Rules, National PHRF database, Race Management training, Sailing Instructor training, Safety at Sea seminars, etc.).

Go to the link below and select Lake Champlain YC to join or renew online and you will automatically get the \$10 dues discount. Also, don't forget to sign up for your subscription to *Sailing World* magazine as well. <https://www1.ussailing.org/membership/mpp/default.aspx>

Need Crew?

Looking to crew or know someone who is? Or looking for crew for your boat? Check out the Crew Match page on the LCYC Web site: <http://lcyg.info/racing/crew>

This page, which has been in operation for three seasons now, is open to both members and non-members and has an excellent track record matching up prospective crew with skippers in need.

Scuttlebutt (Editor's notes)



I recently was in St. Petersburg Fla to see a boat. The Yacht Club was incredible. Located on a beautiful esplanade, the club house has an underground parking garage. Yet I do not believe there is a more beautiful yacht club location than ours. (Thanks to John Dupee, staff photographer.)



While there I learned that the boat yards store boats in the summer for the snowbirds who are there in the winter and go home in the summer. There is almost no winter storage. They also store boats on the hard when hurricanes approach. For \$1,000 in you can reserve a space for the hurricane season. When a storm approaches I bet it looks like boats on our Fourth of July lining up to be hauled at the last minute.

I am also looking for advice on how to help the boat pictured below with a tropical background adjust to the cold waters of Lake Champlain.



Peace,
Tony Lamb

Photo Credits

The Binnacle would like to acknowledge the photographers of the pictures that we use. Where there is no recognition it is because the photos were submitted with a piece for which there was name associated with the photo. We encourage folks to share their photos with us.



Cover Photo –Gerry Davis



Work Day Photo on page 2-Paul Boisvert



Champchase on page 3-Kevin Hawko



Safety training pool on page 7-Doug Merrill



Regatta for Lake Champlain photos on pages 10-11 Regatta for Lake Champlain.



Around the Club on page 11, Scuttlebutt on page 18—John Dupee



Kid's Playgroup on page 14-Kristin Knight