



the Binnacle

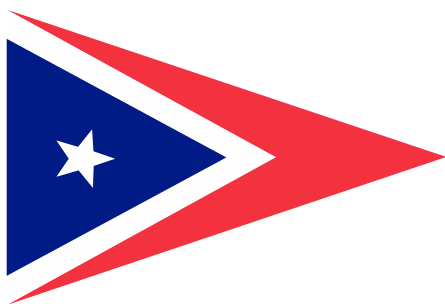
Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Doug Merrill

Binnacle Editor: Tony Lamb

<http://www.lcyc.info>

May 2015



LCYC Announcements:

LCYC Opening Cocktail Party May 30 invitation to LCYC's annual opening cocktail party is on page 3. We hope to see all members at this wonderful event. Come enjoy this great celebration of the start of a new boating season together, to reconnect with old friends and to meet some new ones! We hope to see you there. **(details page 3)**

In this Issue:

- Chareston Race Week I
- Charelston Race Week II
- Junior Sailing 2015
- A View from the Docks
- Dollars Down the Drain: Water usage at LCYC



Commodores Corner

There is no Commodore's Corner this month. Unfortunately, Doug had to attend to his mother who is in the hospital in Maryland and was unable to write the Commodore's Corner. I know I speak for the entire membership of LCYC when I say our thoughts are with him and his mother.



LAKE CHAMPLAIN YACHT CLUB

Ahoy Summer!

*Celebrate the Season
at the 2015
LCYC Opening Cocktail Party*

Date: Saturday, May 30

Time: 1800 Hours (6:00 pm)

Place: Lake Champlain Yacht Club

Attire: Think Cocktail Party

Hosts: Steven and Charlotte Adams

Reservations: Not required

Questions: (518) 371-2275

*Please Bring: A Hors d'oeuvre to share. Please
identify any allergens that may be
in your Hors d'oeuvre.*

*BYOB: Bring your choice of Beverage including any
Mixer. Ice will be provided.*

Charleston Race Week

James Unsworth

What better way to head into one of the largest most competitive sailing events in the country than to be in a boat you've never driven and a crew that has never sailed as a team before? Well that's exactly how Charleston Race Week started for myself, Bretton Gardner from MBBC and College friends of ours Drew and Kristin Hamilton.

With a J/70 that I had about one hour of time in and a crew, that although had sailed together in various configurations, never fully as a team we rigged the boat and headed out to the first day of racing. With 86 boats registered it was just about the largest fleet I had ever competed against and certainly the most competitive. The J/70 has exploded in popularity in its first few years as a one design class. It has drawn in a great deal of talented Corinthians and professionals alike.

Day one was a learning experience to say the least. Velocities ranged from 5-11 knots with flooding currents reaching upwards of 3 knots towards the end of the day. The first two races were tough. Although the fleet was split into two separate starts, 40+ boats on the track always makes for a crowded race! Tight mark roundings would be an understatement. However, during the first two races we were able to hold lanes coming into all marks. We finished an understandable 31 and 33. By the third race we had dialed in our speed and point and were feeling confident on the first leg. With the current ripping by that point we were able to work out and around at a couple of highly congested roundings to finish a respectable 17th. It was a nice way to end the day! Later that evening we hosted fellow club members Gene Cloutier, Vivian Allan and Jack Wallace for dinner with the rest of their crew from the Farr 280 at my parents' house on Folly Beach. We had the privilege of being serenaded by Jean-Pierre Turgeon and his wife with guitar and vocals. It was a nice wind down after a day of yacht racing!

Day two was an eye opener into just how tight the fleet was. We started the first race with a beautiful lane off the line, tacked on the first left shift and made it to the windward mark on port layline somewhere around 10th. However, we would not round so well...Missing a duck and throwing in a crash tack we ended up having to gybe twice to find a hole on starboard layline. In the 45 seconds or so that this took we lost about 30 boats. A very disappointing way to start the day. With morale low, we picked off a couple of boats and finished a very disappointing 33rd. The following race was a little better finishing in 24th, slightly worse than mid fleet.

Day three we were joined by "a friend-of-a friend-of-a friend". Kristin was due back in Boston Monday morning for court (she's an attorney not a felon) so we had to find someone in the area to join. Ezra was an alumni of the College of Charleston Sailing Team and was a great forward crew! This was his first time on the boat, but his experience was self-evident. Continued strong currents made for an interesting day with similar results. Two races were sailed before heading back to the dock to de-rig and pack up.

Overall the event was a great deal of fun! The boat proved to be responsive and easy to tune and sail. Results weren't wildly disappointing, but we hope to do better in next year's installment of the event!

On a side note, if anyone is interested in sailing the boat please give me a call or tap me on the shoulder after a race. The boat is fun and easy to travel with and the class is exciting, challenging and a blast to line up against. I can assure you, one sail and you'll be hooked!

Charleston Race Week

Vivian Allen

Due to a long, wet winter, many boat yards to the south of Vermont experienced work delays. This may have been slightly unfortunate for some boat owners hoping to be ready for Charleston Race Week but created a unique opportunity for a group of Lake Champlain sailors. With airline tickets purchased, a house rented, and expectations riding high, taking no for answer was not an option for this crew.

As luck would have it, the boys at Farr Yacht Design, happened to have a boat available to charter and it was their new carbon made Farr 280. Road worthy for regattas and under 30 feet, Sailing World named it “2015 Boat of the Year”.

To add to the excitement of this opportunity was the fact that Charleston Race Week would be hosting the first one design start for this new grand-prix class. Sailed with a crew of five to six, LCYC members Jack Wallace, Vivien Allan, and Gene Cloutier jumped into the fray along with Valcour Sailing Club members JP Turgeon, Julie Turgeon, and Brian White.



Two short sessions of training with expert sailor Ian Gordon from Annapolis on board hull #006 was helpful in getting to know the boat and all the dockside chatter with the other Farr 280 boat crews made for a lively program. With variable wind and weather conditions, strong current reading challenges, and minor snafus to overcome, the overall result was not DFL!

Making strides in boat speed with every race by fine tuning the dynamic rig controls made for better satisfaction in the technical end of the learning curve. As a crew light in overall weight it was critical to hike out hard and athleticism was also a requirement.

Charleston Harbor Marina gave a warm welcome and the city was historic and charming. As we all know, any day on the water is a good day, and five days of learning how to race a state of the art new Farr 280 One Design amongst the two time winners of Charleston Race Week was a highlight for these Lake Champlain sailors. For more information about Farr Yacht Design go to: www.farryachtsales.com

Junior Sailing

By Walt Marti

There are many sessions still available for the LCYC Jr. Sailing program this summer.

For more information and a link to the on-line registration – please go to the Junior Sailing page on the LCYC website. Don't miss out – sign up today!

We have a terrific staff lined up for 2105 with three returning veteran's of the LCYC Jr. Sailing program and two new staff members, both women, from the UVM Sailing team.



Speaking of which – congratulations to our two new instructors Meg MacKinnon (Head Instructor) and Bridget Murphy. The UVM Lady Cats made history recently by qualifying for their first Women's National Championships! They will be sailing in the 2015 ICSA Spring National Championships in Newport, RI - Go Cats Go! We are going have a great summer with these two on the team.

Also new for 2015 will be:

- “Coffee with the Director” – at the Monday drop-off this will be your opportunity hear what is in store for your sailor for the week, ask your questions about the program and give your feedback.

- “Parent Photo Boat” – once a week we will takes parents out on the water to see your children in action and embarrass them by taking pictures – priceless.

Thanks to a fantastic effort on Work Day the entire fleet (6 FJ’s and 10 Opti’s) is ready to go for our opening day on June 15th. Thank you to all who cleaned waxed and rigged the fleet.

Mark your calendar for these important dates:

- June 18: Jr. Sailing Staff Meet & Greet
- June 25: Parent/Child Sail Along #1
- July 14-16: LCYC Hosts the Champ Chase Regatta
- July 17: LCYC Boat Show and Tag Sale
- July 30: Parent/Child Sail Along #2



The view from the Docks

Club opening work day was a tremendous success; we did not get the forecasted rain, we had a great crew on land and on the water, and our two dock assemblies were commissioned a little before the annual meeting and chili lunch. Thanks to everyone for making this possible and kicking off the 2015 sailing season.

That's the basic story and that's probably what you all expect for opening day. However, this year, there's a bit more that needs to be told. If you were part of the pre-opening Docks crew, I personally want to extend my gratitude to all of you who lent your hands and time during the several weeks and weekends of late April and early May. If you weren't part of these crews, take in the view from our lawn, enjoy the mountains and Shelburne Bay, then take a look at our Docks. If you peruse the Junior Sailing dock, you will notice six new docks on the south side. These will provide a new and safer platform for the Flying Junior sailing dinghies used in our instructional and racing program. We still need to complete the final fitting, with the assistance of the junior sailing committee, to correctly position the sailboats on the docks. This was a big undertaking by the club and would not have been possible without all the volunteer effort. Commercial replacement estimates were between \$13,000 and \$20,000. We re-used the poly-floats from the old FJ docks and we re-used much of the structural hardware. Our final cost will be under \$4000 largely due to the recycling and the hours of volunteer labor. A special thanks to Mike Lynch and Chuck Finn for organizing the crews. Turn your gaze to the main dock and you will also notice some new decking on the center sections. These docks were launched in 1998 and over the years have seen some wear and tear. The full width decking should help stabilize the width of the docks. We added new covers to the electrical and water chase that runs down the center of the dock. We started this project last year but it did not make sense to replace the covers until we had the opportunity to stabilize the width of the docks. We also installed less visible repairs to some dock sections. The long-range docks capital planning committee will monitor these repairs. The ladder to the swim float was damaged last year; it is now repaired and reinstalled. Let's all keep the action on the raft fun but within safe bounds this summer. We still intend to build another dock section on the end of the junior sailing dock to enhance the multiple uses of this dock including junior sailing, swimming, and sport boat rigging on race days.

Looking forward to warm weather and fair winds,

Don Weaver. Docks Chair

Dollars Down the Drain

Did you know that every drop of water that goes down the drain at LCYC ends up in a holding tank? As the club's new treasurer, I can tell you that we've budgeted \$3,750 to have our waste water hauled away during 2015. I am hoping that with increased awareness, we can reduce that by 10% or more. Let's take shorter showers and limit washing dishes under running water. Clean water (such as from the tubs that chill our sodas at Burger Burns) can be used to give our shrubs or lawn a drink. I trust you'd all agree that we have many more exciting ways to spend our dues!

Thank you in advance,

Jean Sievert

Scuttlebutt * (another word for Editor's Notes)

It stays the same.

5 dead in a Regatta on Mobile Bay read the headline. My practice is to go to the forums on Sailing Anarchy to see what happened and what can be learned. It is always the same stuff.

Race Committees are not clairvoyant. We need to monitor the weather as we race and take appropriate steps. Have a handheld VHF topside so you can monitor radio traffic for warnings. Have a weather alert device (phone, weather radio etc.) available.

Put PDFs on at the earliest moment. (In one of the videos on SA they showed a crew without life jackets and an unreefed main calmly marveling at how nasty the weather looked as it was descending upon them)Make sure they are appropriate and have whistles, lights and crouch straps. Make sure the crew knows which one is theirs and how to use it. Have a life sling and throw rope available. Teathers and jack lines should be used.

I have not figured out how to meet the need for a sprayhood to wear in the water. This for when the wind whips the water into such a froth that you cannot help but breath it in and drown. It sounds like a deep water problem, but an etchells sailor thrown from his boat in a storm in our anchorage avoided drowning only by pulling himself high enough out of the water using a small boat near where he went in. A very near thing.

We need to remain vigilant where safety is concerned.

Peace,
Tony Lamb, Editor



the Binnacle

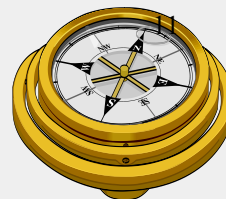
Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Jill Burley Vice Commodore:

January 2010

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



UPCOMING AT LCYC....