



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

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<http://www.lcyc.info>



UPCOMING AT LCYC....

Ladies Cup Race and Celebration.

August 6

08:00-09:00 Breakfast, bagels, fruit, juice, coffee, tea, etc.
Donations accepted for LCYC Junior Sailing Program.

Ladies Cup Race:

08:00-09:00 Late Registration

09:00 Skippers' Meeting

11:00 Race scheduled start time

Ladies Cup BBQ after the Race, about 16:00: catered by Little Garden Market of Charlotte, VT: pulled pork, chicken brochettes, coleslaw, potato salad, green salad, brownies, soft drinks, (BYOB). COST: \$14/Adults, \$7/ Kids under 12.

Ladies Cup Awards: Permanent Engraved Trophies & Individual Awards: following BBQ.

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Commodores Corner

Summer Update

It is hard to believe that summer is half over.

A busy week ahead with the “John Dinse Celebration of Life” on Tuesday, racing and Bove’s Lasagna on Wednesday, and Ladies Cup Race with barbecue on Saturday and the club northern lake cruise all week. Let’s hope for good weather and a little wind for a change.

Water levels are very low. Please be careful around the docks. If you are planning on bringing your boat to the dock you should check out the depth at the dock first.

The replacement of the Junior Sailing Building (Butler Building) is on track for fall construction. The plan has been approved by the Shelburne Development Review Board. Construction drawing are being finalized and we will be soliciting bids soon.

Bob Schumacher

In Memory of John Dinse



The Binnacle came in to being long after John Dinse served as Commodore. It seems fitting that he should be remembered on this page as well as the article that follows.

A Remembrance of Past Commodore John M. Dinse

By Past Commodore & LCYC Historian Bern Collins

(This remembrance includes excerpts from "A Tribute to John Dinse" which I wrote in 2005, based on Milo's handwritten minutes and an interview with John and Ann Dinse at their Shelburne home on September 12, 2005.)

A New Beginning with John Dinse

John Dinse's election as commodore on February 7, 1961, occurred a few months after Milo C. Reynolds resigned as LCYC's secretary, a post he had held for 50 years. Milo's health was failing, but he was reassured that his vision, as stated in 1947, that "Some day the LCYC will get a new start and it will have its old corporate name under which to operate," would be realized under the leadership of John Dinse. As secretary-treasurer, Milo had kept the Club in "legal standing according to the corporation laws of Vermont," during its long dormant period, 1939-1960.

John grew up sailing with his brother on a 15-foot boat in one of the bays off Lake Ontario. He and his wife, Ann, moved to Burlington in 1950, looking for a place where they could "ski in the wintertime and sail in the summertime." When they moved from Colchester to Shelburne in 1962, John joined Bill Foster of the Edlund Company and Oscar Drumheller of Lane Press, in looking for a place to sail that was close to where they all lived. In March 1962, they recommended to the Board of Governors that the Club purchase "400 feet square" property on Shelburne Bay for \$20,000.

There were few boats of any kind on Lake Champlain and only two boats in LCYC's harbor: Dinse's Yankee one-design, *Havoc*, and Drumheller's cruiser, *Drumbuoy*.

The only structure on the property was the Butler Building (which still stands, moved back and with an addition for junior sailing). Ann recalled it was "a place to get out of the rain." One of John's first priorities was to return sponsorship of the famed Ladies Cup Regatta to LCYC. The Board of Governors authorized funds for tents and "two outhouses at a cost of \$50.00 each," for the first Ladies Cup Regatta at LCYC after reactivation.

John and Ann recalled that at the first Ladies Cup Regatta Dinner at the Club, "Everybody did everything. It was pouring rain, and although a tent provided some shelter, nothing had been done outside. It was bare dirt—mud about six inches deep. We had borrowed chairs from some funeral parlor and they had sunk down as everybody sat in them." Ann remembered, "A bunch of ladies washing these chairs the next day—it took us all day, the mud was just like glue."

Clearly, a clubhouse was needed, as Commodore Dinse emphasized at a special meeting on October 1, 1962. When John ended his two-year term as commodore on February 5, 1963, he agreed to a three-year term on the Board of Governors and served as chair of the finance committee. Warren Austin III, the grandson of United Nations Ambassador Austin and son of Warren R. Austin, Jr. (commodore 1933-35), was selected as contractor and a new clubhouse was finished in time for the Ladies Cup Regatta in August 1963.

John had the singular distinction of having been Master of the Malletts Boat Club from 1957-58 and then LCYC commodore (1961-62), at a time when both clubs were active. Among the many challenges after reactivation was attracting new members; John initiated a reciprocal program with MBBC which he said had the “appeal of having two stations to sail out of.” At that time, to compete in the Ladies Cup Regatta, one had to be a member of LCYC, and several MBBC members who enjoyed racing took advantage. Although this category was later dropped, it provided a needed financial benefit to LCYC.

Bill O’Brien (commodore 1970-71), who joined LCYC in 1962, after John became commodore, also looked for ways to attract new members. In his “Reminiscences” he said, “I used to drive around too looking for boats on trailers in driveways or in backyards. Ownership of a boat indicated a membership prospect. This procedure provided a lot of new members.”

Racing, swimming and junior sailing programs to attract new members were also started under John’s leadership. One of the first sailing instructors was Frank Davis, a LCYC member who also served as Vermont’s State Treasurer, who Ann recalled “was an older gentleman who volunteered his time—very strict, but good with the kids, who had to absolutely learn from the book as well as by doing. They had to know all of their knots.” In addition to new programs, John recalled that the “first floating docks were built at the Shipyard by club members [and] a dock boy hired at a salary of \$300 for the season.” A boat donated by two businessmen was used as a launch.

During John’s tenure as commodore and then as finance committee chair, the accomplishments were impressive: waterfront property was acquired; infrastructure built; the 1928 by-laws were revised; boundary issues were resolved; new programs established; membership increased; a new clubhouse was built; a special anchorage was approved by the Army Corps of Engineers; and a secure financial foundation created. The Club was reactivated and revitalized as a “working club.” Many of the LCYC members were young, at the beginning of their careers, and raising young children who would later become junior sailors.

Some Early LCYC Memories

Fran Billado became a LCYC member at the same time he was Adjutant General of Vermont’s National Guard. He therefore had access to some large machinery [tractor with backhoe and

blade from Camp Johnson] that was put to good use in “training exercises” [grading, leveling, erecting the flagpole, for example] during LCYC’s early days. The prestigious Billado Cup is named after him, although John said that some racers may be disillusioned to learn that Fran “did not know one end of a sailboat from the other. His boat was a Chris-Craft type inboard which he used primarily for fishing...It should be noted that the Wednesday Night Races were initiated in the beginning to interest non-sailors in crewing. Fran Billado was a frequent enthusiastic participant.”

Ann recalled John added to LCYC “lore” due to two incidents that involved electricity, natural and otherwise. John remembered he was “working on *Havoc* number one, the Yankee, doing some repair work at the dock—I was hitched up to the electrical system. I had a sander going and I reached for the forestay—I got a shock and I couldn’t let go. The only way I did get away from it was I lost my footing, fell on the deck, unplugging the sander. There were some members of the club who were nearby and saw that happening and just stood there.”

One evening, while out for dinner, their second boat, a Pearson 36, *Secret*, was hit by lightning when a storm tore through the anchorage. John recalled, “The next day we rowed out to look at it—wasn’t anything obvious at first, but in looking it over, there was about a foot of antenna missing and all the electronics were gone. We hauled it and there were little holes all the way around the bottom. All the through-hull fittings had to be ground out—a monumental job that took weeks.”

Among the papers John saved is a 1962 LCYC brochure distributed to attract members. There were discussions at the time and over the years about building a pool, tennis courts, and even a restaurant, but “these were never seriously considered.” LCYC’s mission has remained relatively unchanged since its founding in 1887: “...to promote and encourage boating and sailing on Lake Champlain, while emphasizing racing, cruising, and education, without financial gain.”

Recognitions and Honors

John was LCYC’s first commodore in the modern era, who then served an additional three years on the Board of Governors. In 2001, the Board of Governors selected him as “Yachtsman of the Year,” an honor awarded to a member for major contributions to LCYC. Then in 2005, after the Board of Governors authorized purchase of an Albin 27 to be used solely as a race committee boat, Past Commodore and former LCYC historian Dale Hyerstay suggested to the Board that it be named for John.

On August 2, the Board voted to name the RC boat *J. Dinse*, and on October 14, 2005, at the Awards Dinner, Ernie Reuter, Chief Race Officer of the Race Management Group introduced John and Ann, and made the name official. It had been hoped this dedication ceremony would take place on the dock, but a pouring rain made that impossible, perhaps reminding the guests of honor of their early days at LCYC. John, in accepting the honor, remarked that when Ernie called and told him of the Board’s decision, the first person he turned to for reaction was his

wife, Ann. He said he was pleased that this had occurred while “I’m still around, not posthumously.” He also commented that the “J” in *J. Dinse* could also be for his son, Jeff, who many LCYC members remembered as a superb sailor of the last *Havoc*, a Shields.

In 2012, as chair of the 125th Anniversary Celebration Committee, I worked with the Shelburne Museum as we planned for the June Gala on the *Ticonderoga*. A recurring question from almost everyone I encountered, from the administrative to the grounds staffs, was “Will John Dinse be here?” Among his countless professional and community activities, he was also a valued volunteer at the Shelburne Museum. John and Ann did, indeed, attend the June Gala as honored guests. At the firing of the cannon on the deck of the *Ticonderoga*, members gathered to toast both Milo C. Reynolds and John M. Dinse for all they did over the years to make LCYC’s 125th Anniversary possible.

When I asked in my interview with John in 2005, whether the vision he had for the Club in 1961 had been realized, he said simply, “I think it’s just remarkable to look out there and see all those boats. It reflects that there are more people boating now. That’s good.”



John and Ann Dinse, arriving at Change of Watch, January 21, 2012, the beginning of LCYC’s 125th Anniversary Celebration year. (Pictured with committee member, Katherine Watts.)



*Past Commodores at the June 2012 Gala aboard the Ticonderoga.
(John Dinse 4th from left.)*



John and Ann Dinse at the May 1998 Opening Gala, celebrating the completion of the current clubhouse.

(“A Tribute to John Dinse” and “Bill O’Brien Reminiscences of the Lake Champlain Yacht Club 1962 to 1998,” which I recorded and transcribed prior to the Opening Gala of the new clubhouse May 1998, will be archived at LCYC’s Historical Documents site.)

“Love Your Lake!” Get to Know the Community Sailing Center

“Can you imagine living near our beautiful Lake Champlain and not having easy access to the water? We are so fortunate to live where we do, and to be a part of LCYC where racers, cruisers and power boaters share a love of boating, our lake, and each other. I feel lucky to be a part of the LCYC community for many reasons; chief among them the opportunities to race on different boats becoming a better sailor, and the many opportunities for enriching friendships. Because of sailing, I’ve developed a far greater appreciation for the beauty of our lake, its compelling naval history and important ecology. As boaters, we must all be stewards for Lake Champlain. When I was a kid growing up in Burlington I was on the Lake regularly. My parents loved to be out on the water whether in a canoe, a Whaler or a sailboat. Boating was a normal “thing we did,” and I took it for granted. I had no idea how lucky I was.



This past year I’ve gotten to know more about the programs at the Community Sailing Center (CSC), and am enthusiastic about sharing their efforts with LCYC members, some of whom have been integrally connected with the CSC for many years. If the CSC has not been on your radar, that’s understandable and you’re not alone. Most of us are plenty busy with our own vessels and club commitments, not to mention life outside of sailing. This is a great time to look north at what’s happening; and learn about the incredible programs.

What excites me most about the Community Sailing Center is that they are providing access to the lake for anyone not as lucky as we are to have this access. Through their programs such as floating classrooms, every Burlington 4th and 5th grader experiences hands-on learning at the waterfront, creating interests in boating and ecology. The Women in Wind program fosters leadership in girls and women through sailing and science. Partnerships with dozens of community non-profit agencies connects kids and adults to the recreation and science of Lake Champlain. The Community Sailing Center is cultivating interest in all that we love and hold dear; not the least of which is stewardship for our beautiful lake. I am truly impressed by the breadth and depth of the CSC reach. Their efforts benefit us all through social justice, stewardship of the lake, promotion of sailing, community development and more.

Notably, the CSC is in the home stretch of a capital campaign and will very soon break ground on a state-of-the-art net-zero 22,000 square foot sailing center that will serve over 6,000 people a year through their outreach. The new building is the design of our own Marcel Beaudin. It's a very exciting time for them.

You are invited!! On Thursday August 25th, LCYC will host an informal social gathering where we can meet staff from the CSC, hear more about their programs and develop new and greater connections to what they're up to. We'll gather at 6:00 pm in the clubhouse. We will have hors d'oeuvres and soft drinks, LCYC members are invited to BYO adult beverages. I hope to see you there! Also they have a terrific web site: www.communitysailingcenter.org The programs developed by the CSC are nothing short of fabulous and are vitally important on many levels. If you *love your lake* and feel lucky to be a part of it, I know you'll be excited by the CSC. Join me in this meaningful and important connection.

LCYC's Annual Boat Show and Junior Sailing Tag Sale



LCYC's Annual Boat Show and Junior Sailing Tag Sale was blessed with great weather and a good turnout.



Making their club debut on the new docks were:
Bob and Barb Schumacher's Tranquility
Doug Friant's Muse
John and Joni Huling's Wild Oats



As well as:

Morning Star - which dressed ship

Pied Piper – featuring unique galley innovations

Sophie – cellphone launch ramp which demonstrated Bill Bresee’s heretofore unknown pearl diving abilities

And Dark Star, Rosina and Southern Cross which extended hospitality and refreshments to all

Rebuilding the Nautilus

This past winter about 18 members of LCYC worked to rebuild and repower the Nautilus.

The rebuilding stage required the removal of all hardware, gunwales, seats, engine, steering station, fuel tanks, exhaust hose, lights, rudder, etc. The seats were totally disassembled. All wood part were stripped to bare teak, sealed, and 6 or 7 coats of varnish applied.

While the wood was being worked on the hull was turned over, sanded, primed, and painted with Awlgrip. Under the waterline the hull was sanded, barrier coat applied, and then new antifouling paint.

The hull was then righted and the inside refinished and all the wood parts reinstalled. Next came the new power plant.

The diesel in the Nautilus had over 4000 hours of use. It was the second engine for the boat which is 33 years old. Both diesel and electric power plants were considered. Weight was a concern with the electric motor as it weighs more than the diesel it replaces plus it needed about 600 to 700lbs of batteries. Diesel was a concern because it needed a new or rebuilt transmission almost every year at about \$1100 each. The electric motor is tied directly to the propeller shaft with no transmission. You reverse the rotation of the motor to go from forward to reverse.

After calculating that the hull could carry the extra weight, the engine chosen was an electric motor made by Elco. Elco has been around since the late 1800's and is still making electric boat motors and electric boats. The Nautilus uses one of their smaller motors. The motor is powered by 8 – 6 volt deep cycle batteries providing 48 volts DC. The batteries were designed mainly for golf carts. The 48 volts DC then goes through an inverter that is built into the motor converting the 48 volt DC power to run the motor which is a 3 phase AC motor.

The motor was installed but we still did not know where to mount the batteries to have the boat trimmed properly or what was the proper pitch for the propeller. So in early spring we launched the Nautilus with 10 members at the club, 7 as passengers and steward and others in place of 600-700lbs of batteries. We moved everyone around and determined where the batteries could be located for proper trim, hauled the boat and installed the 8 batteries. We also tried 2 different propellers, one with a 10.5 inch pitch and another with an 8" pitch. Both were too steep a pitch so ultimately we went with a 6" pitch and 12" diameter propeller.

This system will be much more maintenance free than a diesel, with the batteries needing replacement only every 4 or 5 years and no other maintenance or fuel.

Now every time the Nautilus is at the dock it is plugged in and charging.



The list of members who worked on the boat include Mike Lynch, Wes Daum, Dave Powlison, Walt Marti, Lou Chiriatti, Keith Kennedy, Fritz Horton, Cathy Manning, Al Lewis, Steve Page, Chuck Finn, Doug Merrill, Alex Merrill, Jeff Bourdeau, Joss Besse, John Harris, Bob Finn, Ted Marcy and probably others that I forgot.
Bob Schumacher

Scuttlebutt (Editor's notes)

What a great event Family Day is. I hope it remains a tradition.

My generation are mostly grandfathers. As I sat with another Club member, his son came up and gave "Grandpa" detailed instructions on how to supervise the young grandson. Grandpa had that attentive look that comes with practice to reassure Dad that the instructions would be followed. I can only assume by the need to provide those instructions that Grandpa was part of our group who feel the proper role of a Grandfather is to provide balance to an otherwise well disciplined life.

I received my instructions from Grandma-"would I watch the two boys on the play structure for a moment?" I immediately stood (at least as immediate as my age will allow) and began walking towards them. I had taken only four steps before they quickly darted (as quickly as grandchildren can dart) into the poison ivy.

Speaking of Grandchildren, my grandson Quinn (age 5) made his first rescue on Lake Champlain this last weekend in the big storm.

He had taken his parents-members Chris and Phil Sidell down to Button Bay on their power boat Si Vous Play for a swim. They were anchored when the storm hit but noticed a kayaker hanging on to their over turned kayak. Quinn instructed his parents to pull the anchor and to assist the kayaker who was not wearing a life vest. Pulling her aboard she expressed concern for her twenty something daughter who had been in another boat, capsized as well and was swimming for shore without a life jacket. She was not seen when they did a quick scan of the water so Quinn, thinking quickly, instructed his Dad to call the Coast Guard. The Coast Guard, flooded with more calls than they could handle within sight of the station asked that Quinn and the crew of Si Vous Play "to provide assistance."

A brief search located the swimmer who had chosen a circuitous route to shore.

With both Kayakers and their boats on board Quinn and his parents tried to figure out what to do with them because there were no docks nearby. Fortunately, the Vergennes rescue squad had heard the call and were on shore. They used a jet ski to transport the boaters ashore and Quinn had his parents bring the Kayaks for later recovery to the Club.

Needless to say, Grandmother and I are very proud of Quinn and I know he appreciates the help his parents provided.

Reflecting on this event and another where the Coast Guard also expressed reluctance to launch, I realized that calling the Coast Guard was the right thing to do. There are occasions when it is appropriate and they might actually be able to help. The more important thing is that it puts the distress call out there. In the other event a boat better suited to help heard the call to the Coast Guard and came and rendered the needed assistance. In both incidents the local emergency crews were monitoring Channel 16 and quickly appeared on the scene. It seems that the system works.

Peace,

Tony Lamb