



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Walt Marti

November 2021

Director of Club Communications: Doug Merrill

Binnacle Editor: Tony Lamb



Several local boats skippered by Kim Manion (#45), Brad Dumas (#47), John O'Rourke (#49) and Dave Klebanoff (#44) all run for the finish line together at the J/24 Nationals.

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Commodore's Corner



By Walt N. Marti, Commodore
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For me, one of the happiest days of the year is in the spring, when the LCYC burgee sign goes up on Harbor Road. Conversely, one of the saddest is when it comes down in the Fall. The time between these two events is our season at LCYC.

Blessed with some decent boating days, we had a full complement of cruising and regatta events – including hosting the RS Aero Vermont State Championships, a great variety of well-attended social events, and a solid Junior Sailing season, including hosting the Champ Chase regatta. Pandemic be dammed; it was a great season!

In this Binnacle, you will find recaps of the season from your hard-working Board of Governors (BOG). A very special thank-you to this group who meet year-round and work tirelessly to keep our Club functioning.

At our Annual Meeting we:

- Elected Jay Heaslip to serve as Treasurer for a term of three years, commencing with the Change of Watch in 2022.
- Elected Betsey Dempsey, Drew Hamilton, and Paul Boerman to serve on the Board of Governors for a term of three years, commencing with Change of Watch in 2022.
- Elected Susan Bresee to serve as Auditor for a term of three years, commencing with the Change of Watch in 2022.

Congratulations to Jay, Betsey, Drew, Paul, and Susan – and thank you!

By the time you read this, work should be progressing on two projects – re-roofing the main Clubhouse and our South boundary beautification project.

Events, workdays, the special projects, etc., are only made possible by members volunteering their time and effort. As a reminder, our By-Laws specify that members ***“are individually responsible to share their time and energy on all scheduled workdays and/or cooperative activities for the good of the Club.”*** While many members go above and beyond this requirement, we are far from 100% participation. To this end, we are putting together a task force of BOG representatives and members to develop a plan to communicate, track, and hold members accountable for this requirement. If you would like to assist with this effort, please contact Betsey Dempsey (lcysecretary@gmail.com).

2021 J/24 National Championships

By Doug Merrill, Tactician on Spooky

Photos By Alan Ouellette



John O'Rourke, Doug Hamilton, Mike Mastrandrea, Doug Merrill and Jill Gagne headed upwind on Spooky (#49)

In early September, Mallets Bay Boat Club hosted the 2021 National Championships for the J/24 class. For those unfamiliar with it, the J/24 is a 24' long keelboat designed by Rod Johnstone back in 1975. It is the first 'J Boat' and over 5000 have been produced in the past five decades, making it arguably the most successful keelboat racing class ever made. With fleets literally all over the world, the US National Championship was sure to draw top sailors from across the globe. Nine of MBBC's J/24 crews entered, and 32 teams came from as far away as Texas, Idaho, Mexico, Argentina, and Japan for a shot at winning the US Championship.

The global nature of this event meant that when it was hosted on our home waters this year, it was a news story that the Binnacle could not overlook. So when our editor Tony Lamb sent out an appeal for a member to write a story about the regatta, I was quick to volunteer. Reading between the lines, I sensed Tony was expecting a story about a ragtag group of local sailors who use their quick wits, long forged teamwork, and deep local knowledge to upend the competition with a decisive victory over the class favorites from 'away.' This is not that story.

Several years ago, John O'Rourke, Jill Gagne, and Doug Hamilton invited me to sail with them for a day in the MBBC 'frostbite' series on their J/24, Spooky. The races were short and quick with 8-10 boats on the line. Doug, John, and I rotated positions each race. It was fun, and I really enjoyed the crew that they assembled. I came back for more, and it became a regular entry on my fall calendar. When MBBC announced they would host the J/24 nationals in 2020, I volunteered to join the Spooky crew full time to help prepare the crew for the nationals. They accepted my offer, and after a year's postponement due to Covid, we began sailing

every Thursday evening in June of 2021.

This season went well. In addition to John, Jill, and Doug, we added Mike Mastandrea, a co-worker of Jill's and a recent graduate of MIT who sailed on their dinghy team. John drove, Doug trimmed, Mike was in the pit, I was at the mast, and Jill was on foredeck. Mike and I shared calling tactics. As the summer progressed, we improved as a team. We finished first or second many races, and by the end of August, found ourselves one point behind Bill Fastiggi and his team to earn second place for the season. Bill knows his way around the racecourse, so we were feeling pretty good going into the nationals.

The nationals were held in the outer bay on September 10, 11, and 12. Conditions were terrific, with winds 10-15 knots most of the time, and temperatures in the 60s and 70s. The club did a tremendous job of handling hospitality and logistics. Everyone was well fed, and there was minimal congestion on the club grounds and docks. That is no small feat when each boat has 5 sailors and many teams had family members along to spectate. The Race Committee, which included our own Don Brush and Bob Schumacher, set windward leeward courses and efficiently cranked out races on time, one right after the other.



A typical start in the J/24 National Championships

Friday morning the first start was at 11:00 and we quickly realized that our normal tactics would need to be altered. Forty one boats were on the line, and most of them were determined to do whatever it took to be on the front row. With much shouting and some bumping, the first race was off, with five or six boats called over early by the race committee. We were not over early, but had a 2nd row start. We quickly found that we were not holding our lane, we were pointing about 5 degrees lower than the rest of the fleet. We had switched to our 'regatta sails' for the event, and clearly we did not have the boat tuned properly for them. It was a rookie mistake, not practicing with the gear you plan to race with. The starts grew even more heated, with a few general recalls thrown in. We had a small bump with another local boat, and did our penalty turns. Mike's college sailing experience helped us stay toward the front of the

pack without getting called over. The RC stuffed four races into the first day, and we struggled in each race to hold position upwind, finishing in the high 20s. As we sailed to our mooring, we were tired and disappointed, but eager to retune the boat that night.

On Saturday the wind shifted from North to South, maintaining its fresh 10-15 velocity. Based on changes John and Doug made to the mast and rig Friday night, our upwind speed was better Saturday, but we still were not as fast as we should be. The starts were chaotic, and the RC raised the U flag to indicate that any boat over early would be disqualified for that race. This helped calm the fleet down a bit, but the starts were still high stress events. In the end, we sailed better Saturday, with finishes in the mid 20's and even a 20th, but none of us felt we were sailing to our potential. Our Vermont fleet mates were posting finishes in the mid teens, with Bill Fastiggi's team in the low teens.



*Jill Gagne, Doug Merrill Mike Mastrandrea, Doug Hamilton, and John O'Rourke
on Spooky in the US J/24 Nationals*

Saturday night Mallets Bay Boat Club outdid itself with a post-race dinner and celebration that will be remembered for a long time. The 200+ racers, families, and volunteers were well fed at a club run BBQ, followed by a spectacular fireworks show launched at the club's waterfront. Local J/24 sailor Alan Ouellette works for a fireworks firm and coordinated with the fleet to stage a professional show for our visiting guests. Thankfully, it started at 8:00 sharp, as most of us really wanted to be in bed by 9:00! It had been another four race day, and all of the competitors were feeling the fatigue of two long days on the water.

The forecast for Sunday was daunting. 20 knots and more from the South. We sailed out of the mooring field into the bay under main alone. Once there, we found it was not as windy as forecast, but we had steep swells of three to four feet. We were quickly drenched while waiting for the first start, and our crew considered our options. After some discussion, we decided to forgo the final two races of the series. Given the strong winds and tight fleet, we did not want to chance a collision. So we turned around and headed back to the club, taking advantage of the empty shorefront to put the boat away at a leisurely pace. We all had a tinge of disappointment, as we know we could have sailed better, but we appreciated the wonderful

conditions we enjoyed and the strong racing we were able to participate in.

In the end, Bill Fastiggi's team was the top Vermont boat with a 10th place finish. Mike Quaid, Steve Callison, and Dave Klebanoff all finished in the top 20 as well. We had LCYC sailors on a variety of boats, with Parker Hoblin crewing for Mike Quaid, James Unsworth and Drew Hamilton crewing for Bretton Gardner. Nate Hanson, one of our junior sailors, ended up finding a spot sailing with a visiting boat and posted some strong results.

It had been a while since I had sailed in a big, national fleet. I had forgotten how quickly you are pulled out of your comfort zone and humbled by the talent of skilled visiting sailors. I was really proud of the work our neighboring club did to produce such a well-run regatta constrained by a fairly small facility. It was impossible not to overhear visiting sailors speaking highly of our hospitality and hard work. And not surprisingly, everyone was captivated with the beauty of our sailing venue, sandwiched between the Green and Adirondack mountains.

Later in the month many of my friends, who knew that I'd been preparing for and looking forward to this event, were quick to ask "How were the Nationals?" I didn't have an easy answer at first. The event was terrific, I really can't think of anything that could have been better. But our team's performance was disappointing, we didn't sail at the level that each of us knew we could. It's taken me a few weeks to process and I've come to accept it. This is all part of sailing, and competing in general. You never perform at your best all of the time. Sometimes, you have a lousy race, day, or regatta. That's part of the sport, and why we continue to practice; to make our performance better and more consistent. So I'm happy we did it, and eager to join the crew of Spooky on the racecourse once again.



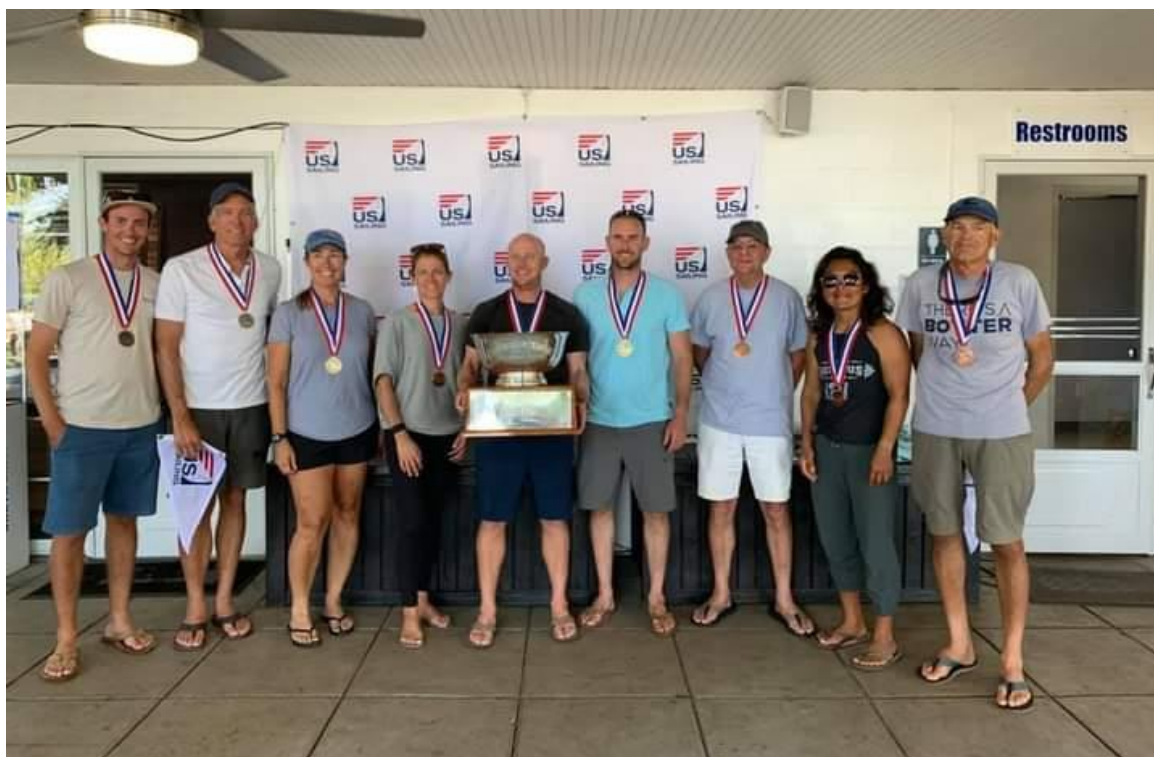
Local Skippers Dave Klebanoff (#44) John O'Rourke (#49) and Bill Fastiggi (#42) run downwind with Mt Mansfield in the background.

Championship of Champions in the Lightnings.

US Sailing notes that “the Championship of Champions is raced by champion sailors from a wide range of One-Design classes. Eligible sailors must be a 2020 or 2021 One-Design class U.S. National Champion, North American Champion, or World Champion helmsperson, though exceptions were made for 2109 qualifiers because of the pandemic. This year’s championship was contested in the Lightning.”

LCYC member Monica Morgan crewed on the third place boat. The Editor asked for her story of the event and this is what she has to say:

Based on winning the Lightning North Americans in 2019, my skipper Ched Proctor was invited to the 2021 Championship of Champions held on Cass Lake in Pontiac Michigan. It was held at the end of September. I joined Ched, along with fellow Lightning legend Neal Fowler. We sailed a round-robin series of 14 races in the Lightning. The wind conditions varied from glass (which we raced many races in), to 8 knots. Quite similar to Shelburne Bay at times! On our last race, we noticed the breeze shifted to dead upwind while going around the offset mark. We kept our jib up, passed 4 boats struggling to fill their kites. We managed a 1st in the last race which placed us 3rd overall. Rounding a race in first never meant you were guaranteed to win the race. Each race required heads out of the boat, looking for ways to gain, as we had 30-70 degree shifts at times. As our crew Neal pointed out, we needed to sail with a sense of humor, because there would be many unusual events in such shifty conditions. Knowing that I experienced similar races over this summer on the Etchells, I felt well-prepared! It was a well hosted regatta, and the yacht club put on a great event. It was nice to meet some new individuals also. I’m glad I had the opportunity to compete in the event, and represent LCYC. See you next summer.





Monica crossing the finish line.

Sailing Through Pandemic Waters

By- Heidi Katherine Lessard

Rear Commodore, LCYC

Photo credits: Ben and Heidi Lessard

As the pandemic marches on, life transitions and transformations continue to present new ways of adapting and connecting to the people and places that bring us joy. Sailing has been the consistent source of normalcy through these times and the appreciation my husband, Ben, and I have had for it has greatly deepened. Sailing carries us above the patterns of this world, challenging us physically and mentally, and at the same time nurturing us.

Reflecting on the pandemic 2020-2021, three areas of life experienced come to mind: trauma, authenticity and the sea. The latter of the three was very unexpected during the first year COVID hit. Gladly and in good timing, S/V Endurance, Captain Sandy and shipmates came into our lives and forged new life lessons and friendships.



Block Island bluffs.



Thomas Point Lighthouse, Chesapeake Bay.

Our voyage set out from Annapolis through the C & D canal, and around Cape May. From Cape May sailing to the spectacular bluffs, beaches and lighthouses of Block Island.

Throughout the pandemic, I've worked as a nurse and Ben traveled. Our blue water trip aboard S/V Endurance was our first that ultimately resulted in an unexpected invitation to acceptance, beauty, safety and rest that could not be matched on land during that time. Back on shore, world trauma and grief along with intense political divides, were creating a staggering level of chaos, disorientation and pain. The sailboat and fellow shipmates at sea felt like a safe haven of shelter and community during a dark time.

In reflection while out at sea: Sometimes, people will not understand or accept the depth of our worth and value; what was meant to dim our lamp in one area of our life can catapult us to another level in a completely different area where we were not just elevated above limitation, but were able to thrive. Sailing and the caring chemistry among shipmates aboard provided a space to do just that.

In 2021, with vaccines introduced and the continuation of evolving guidelines, our world is still working its way out of the pandemic.

Once again, the sea called us back this time aboard S/V Sassy Suzy, a 40-ft. Catalina. Captain Dale and four crew – including Ben and I – set out on the wide open blue for three weeks. All was smooth sailing until a squall moved in resulting in 45 knots of wind and quartering seas. Ben and I were at the dual helms, PFDs on and tethers fastened to the cockpit. We lowered the sails as fast as we could. Soon after, I alerted the crew off duty down below as winds continued to quickly increase, becoming difficult for Ben and I to steer the boat. From there, it was all hands on deck until over. At the end of the evening, moored and safe, we cheered together appropriately with a couple rounds of strong "dark and stormy!"



Ben, enjoying a lovely sunset at sea.



Heidi at the helm, Long Island

Ben and I have learned sailing is about more than the mechanics.

Equal, if not more importantly, are the relationships formed both aboard and ashore. The wise and thoughtful guideposts of mutual respect, the teamwork among captains and crews, and laughter sometimes until tears. Regardless of weather conditions, our biological and created families, as well as our true friendships offer intrinsic connections of fair winds and following seas.



Fair Winds.

2021 Season Cruising Recap



By Gunnar Sievert, Cruising Chair
gasievert@comcast.net

While it was not quite back to normal this past summer, it was a welcome step in that direction for LCYC's cruisers. Ongoing Covid precautions and often uncooperative weather did not prevent us from enjoying four ever-grander potluck dinners at the club and for a subset of us, five cruises. By next summer we hope we've turned the corner on Covid, the winds are fairer, and that we might once again be a dozen strong when we set out for adventures on the lake.

Out of an abundance of caution, the Covid subcommittee of the BOG strongly recommended that we cancel our first event of 2021, the Memorial Day cruise. Despite this minor setback, we managed to enjoy all the other cruises on the calendar.

Mindful that the Canadian border would likely reopen next year, we took advantage of the uncrowded anchorages to the north, twice visiting Valcour Island. On one of these occasions, we settled in the bay north of the light house where, by coincidence, we met up with our sister cruisers from the newly renamed Diamond Island Yacht Club (formerly the Royal Savage YC.) But for our two groups, the anchorage would have been almost deserted. On another trip, we had near exclusive reign of Spoon Bay on the other side of Valcour.

We then arrived in Deep Bay, where we were delighted to find that the moorings were fully operational, in contrast to 2020. We were the only occupants, and our stay was rent-free. No stop at Deep Bay is complete without a nice hike. On this occasion, we had a wonderful walk from the top of the bay to the eastern shoreline over to the Mooney Bay Marina. With the border still closed, the boatyard was nearly as deserted as we had found it in the summer of 2020, with rows and rows of Canadian boats still on the hard. Stiches Afloat-style covers seem not to have caught on with this crowd and the few hardware store tarps deployed in the fall of 2019 were clearly no match for two North Country winters.



Mooney Bay more ripped.

Another popular place to visit is Willsboro Bay, where on one occasion the wind came on from the west after we had anchored and blew like stink for much of the late afternoon and evening, including some gusts over 30 mph. Even our die-hard fellow cruisers, the Rosners and the Rieleys, remained on board at the ready, skipping their daily hike. At moments like this, one's mind races back to the freak storm many of us experienced together in Kingsland Bay a few years ago, but this time the gods were kinder and our anchors held.



For boats visiting Willsboro Bay, we highly recommend stopping off at the trestle where the Amtrak train passes overhead. It is a fantastic place to spend a leisurely afternoon swimming and hiking up the brook that flows into the bay.



The Rosners were kind enough to host the potluck super preceding the Perseid Meteor cruise and lead the gang on an itinerary that included a trip up the Otter Creek to Vergennes.

We cruisers are resigned to the fact that we will sometimes have to motor to get to our destinations, but our beloved Champagne Race actually requires wind. A windless forecast forced the postponement of the race and we decided to combine it with the Labor Day cruise. The forecast wasn't much more promising than it had been on the first attempt, but we set out nevertheless. It took an agonizing hour and half to get from the C can outside the club to the S can by the Shipyard. At that point, when we saw both the Mains and the Rosners furl their sails and motor South. Shortly afterward, the rest of us did the same.

We did manage to have a fun finish, though. Penny and Shell Rieley graciously agreed to position Friendship at the finish, this time requesting that contestants cross the line in unusual ways. Hence, one rowed their dinghy across the line, one paddle boarded across, one motored

the dinghy across and one swam across, towing the dinghy. While the more creative responses were acknowledged at the awards picnic, the prizes have been stashed away for next year's winners.



Cruising in Kingsland Bay

For our last excursion of the season, the Autumn Foliage cruise, we turned south, stopping first at Converse Bay. We proceeded on to Westport where we had an enjoyable walk but concluded that the wind and waves would make for an uncomfortable night, particularly for a certain boat with hard chines. It was in Cole Bay that we found good protection for the night.



We awoke the following day to a cold and foggy morning that became quite dramatic as the sun rose over the Green Mountains.

Shortly thereafter, we sought and were granted permission to dinghy to the shore of Camp Dudley for a stunningly beautiful four-mile round-trip walk around the expansive campgrounds.



Barber Point light house.

The grand finale of the 2021 season was an impromptu potluck dinner of the “eat-em-up” variety where enthusiastic volunteers gathered to help polish off all the cruiser food remaining in the social closet freezer.

Thank you all, for a great season. We look forward to reconvening in another six months and welcoming new cruisers to our community!



Around the Club

Boats



By Don Brush, *Chair*

The 2021 season, though accomplished by a skeleton crew of Bob Shumacher and myself, proved largely successful with only a few unexpected events requiring extra efforts. Early spring preparation and launching proceeded smoothly with normal tasks of cleaning, cosmetic varnishing, bottom painting and commissioning. In addition, we completed a few projects: a new hand hold stanchion on the Bern C, installation of propguards on the outboards, and a reconditioned seat for the Whaler. Even the Dinse, which had remained on the hard the previous year, was successfully cleaned and launched without incident with the assistance of the Race Committee.

Early in the season an unexpected event occurred with gas contamination of the RIB and Whaler which necessitated purging the fuel systems, replacement of the fuel filters and disposal of contaminated gas. We were never able to determine the exact cause, but it highlighted the need for more rigorous procedures and documentation associated with fueling processes.

In the middle of the season the Milo suffered unexpected damage when a floating mooring pennant became wrapped in the prop causing significant damage to the articulation mechanism and propeller shaft. This sidelined the Milo for a couple weeks and while replacement parts were designed and machined to effect a repair.

The final event of the season occurred with the discovery of a leaking fuel tank due to a corrosion pin hole in the Bern C causing diesel fuel to accumulate in the bilge. This required us to remove the Bern C from service early and caused some hopefully minor inconveniences to the stewards and members as the year came to a close.

At this juncture all the boats are out of the water, power washed, winterized and safely packed away in the Club (except for the Dinse which is stored at the Shipyard) for the winter.

Looking forward, tasks for the coming season include the planned replacement of the batteries for the electric launch, installation of a replacement fuel tank for the Bern C (we have a servicable aluminum one originally removed from the Nautilus when it was converted to electric), replacement of the raw water intake hose for the Dinse, procurement of replacement drive/propeller parts for the Milo, and the normal polishing, varnishing and general commissioning. All and all a successful season!!! Many thanks to Bob Shumacher for his many hours of support to me and the Club without which many tasks would be much less timely and more expensive. This concludes my tenure as the Boats BOG member. The Boats responsibility will be taken over by new BOG member Drew Hamilton. I expect to continue to participate on the Boats "team" in the future ensuring a smooth transition under Drew's leadership. Thanks all for your patience and assistance.

Junior Sailing



By Bill Kallock, Chair

It wasn't exactly back to normal for the LCYC Jr Sailing Program, but it was pretty close. We did limit the sessions to 10 junior sailors this past summer to help protect the sailors and the LCYC members from the spread of COVID-19. However, by the end of the summer our team was managing the social distancing and opened last couple of session to more sailors. LCYC hosted a smaller Champ Chase regatta, limited to just the Vermont clubs this summer, and the LCYC FJ sailors participated in a regatta at MBBC. I'm happy to report that there were no COVID-19 cases associated with the program this summer. Despite the many challenges, the LCYC

Junior Sailing program had a successful 2021.

Emma Hawko, our intrepid head instructor, did a fantastic job with a team of new instructors. Adelaide Durant and Lulu Louchheim really stepped up and were great with the kids this summer. Partway into the season, we were lucky enough to convince Parker Main that he could teach junior sailing AND continue doing his steward duties. It's people like Parker that really make LCYC work, so be sure to thank him for all his hard work. Also, veteran junior sailing instructor, Jack Merrill, provided valuable help throughout the summer.

The Junior Sailing program ran 11 sessions over the 8-week period this summer. 73 junior sailors had a blast learning the basic of sailing and practicing their racing skills. 30 sailors attended multiple sessions. Congratulations to this year's Junior Sailing award winners: best skipper (Endurance Trophy) - Carsten Doyle, outstanding sportsmanship - Henry Bushey and most improved - Hayward and Reid Herlihy.

I want to thank all the LCYC volunteers that helped with the Junior Sailing program this summer. It was your efforts that made this past summer a success. I had lots of support from past Junior Sailing chairs, Kevin Hawko, Doug Merrill and Walt Marti. We had a small, but fierce workday crew that was key to get the boats ready in Spring and getting everything put back in the Sharpie building this Fall, including John Hill, Doug White, Kevin Hawko, John Bootle, Tom Knight, Amy Knight, Emily Kallock, Jeanne and Brian Irwin, Ted Castle, and anyone else I may have missed. Elizabeth Langfeldt helped with the outreach and the parents night. A special thanks for the team that helped pull off the Champ Chase regatta: Emily Kallock, Jason and Jensa Bushey, Kevin Hawko, Bill Bresee, Doug Merrill, Jill Burley, Bill Wight and especially John Harris for running all on water activities.

I am looking forward to getting back to a normal program in 2022. We are already looking for instructors, so if you know anyone interested in teaching sailing at LCYC next summer, please have them contact me at jrsailing.lcyc@gmail.com.

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2021 Junior Sailors



Junior Sailors being towed out.

House



Ben Durant, Chair

It's autumn now. Spring Workday came, and Fall Workday went. The clubhouse stands buttoned-up and ready for the winter quiet as Steve our mascot Raccoon prepatates for hibernation. 2021 by all measures was a fantastic season for LCYC. It's the year that the clubhouse got back to business after being mostly closed in 2020. Covid never really left us this year as we had hoped, but with most of us vaccinated, we were able to resume life as usual for the most part.

2021 marked our 23rd season with our still new-ish clubhouse, and some of the high exposure areas have been showing their age. We're on top of it; busy keeping up on the maintenance, with upgrades and updates made to the clubhouse accordingly. We started the season with a new cupola, replaced days ahead of opening day. Our chimney received a new cap and fresh coat of stucco. And finally, heavy July rains confirmed that our big green roof had met the end of its useful life and is slated to be replaced beginning on November 4th if weather cooperates. For those concerned about color, the roof will remain green.

We were able to stay clear of covid supply chain issues for the most part with the exception of ice, of all things. Hopefully you will all soon forget the few nights of warm beer. We took the ice shortage issue seriously and doubled down by adding a second ice supplier to fill our ice freezer and bought our own ice-maker just in case things got worse. With these efforts, we were able to stay stocked by the July 4th onwards.

A special thanks to all those dedicated House Committee Members who contributed by volunteering in 2021 at our workdays and beyond. I'm proud to have served with you this year. 2022 promises to be another great year with more upgrades coming. I'm looking forward to seeing you all on Spring Opening-Day, 2022.



Treasurer's Report



By Jay Heaslip, LCYC Treasurer

LCYC remains in strong financial shape as we wrap up the 2021 season. We finished 2020 with an operating surplus of \$28,729.30. I'm projecting a surplus again this year, albeit much smaller, more in line with what we saw in 2018 and 2019. The operating income for 2021 from dues was \$150,150.35 which was slightly ahead of the budgeted amount of \$145,856.67.

There were a couple of significant capital projects in 2021. First, the cupola on the clubhouse was replaced with a much more durable and watertight solution. This fixed a long standing issue with the previous skylight leaking. In addition, the roof is in the process of being replaced. Once the roof is finished, the total cost for these 2 projects will be about \$66,400. These expenses were planned for using the Long Range Capital Plan, which shows that we are in good shape with respect to future capital needs. The current Capital fund balance is \$169,340.41. This takes into account the expenses from the above two capital projects as well as the 2021 capital income from 5% of dues and initiation fees.

Our 2 programs that were most impacted by Covid show signals of recovery. The Social program has several successful events, with income running about 50% of the 2019 income. Junior Sailing also did well this year with income levels about 90% of 2019 levels. I expect we'll continue to see increases in income in those 2 areas.

The recent bylaw changes seem to be having a positive impact with respect to membership. We currently have 3 Associate members in the club. In addition the waiting list for moorings includes a number of Accepted members. This will translate into additional capital income once moorings become available. At this point, the club's revenue sources and reserves are adequate to fund our ongoing operations and to maintain the critical assets necessary for the future enjoyment of our members.

Stewards



By John Stetson, Chair

Seven of the stewards returned from 2020, greatly simplifying the recruiting and Coast Guard licensing process. With reduced COVID requirements the stewards were able to focus their efforts on normal steward responsibilities while meeting an increased demand for rides to and from boats.

Jack Main, in his second year as head steward, aptly managed the scheduling and made sure that all of the routine tasks were accomplished. Andrew Slauterbeck took over the head steward role at the end of August and helped to dovetail the stewards' school year availability with those of the volunteer stewards. Ethan Behr, Parker Main, Will Moody, Grace Slauterbeck, and Gabby Torrens-Sperry rounded out the team.

Added to the stewards' tasks this season was mark boat assistance on a regular basis for races, including the Etchells series on Mondays and some Sundays, the regular Wednesday night series and the single handed racing on Thursdays. The feedback has been positive acknowledging the benefit of consistency with this effort.

Eighteen volunteer stewards covered 51 shifts or about 115 hours from the end of August through the end of the season. Many thanks to the 27 volunteers that were subjected to my weekly solicitation for fill-in stewards and scheduling updates. This is just one more example of the importance of volunteerism at LCYC. The Club cannot function without it! Besides, I have heard from several of the volunteers that they have enjoyed operating the launches and the opportunity to meet members that they might not have otherwise.

Six of the current stewards have indicated that they would like to return in some capacity next summer. Two or three will be juggling internships thus working reduced weeks or portions of the season. We will be looking for two new stewards to fill the ranks. Please pass the word to potential candidates who will be at least 17 years of age by mid-May 2022. It is not too soon to begin the Coast Guard licensing process. Members and non-members are encouraged to apply.

Please be on the lookout for a request to contribute to the Stewards' Gratuity Fund. You should see it by early November with contributions due by December 1st.

As the Stewards Chair, it has been a pleasure to work with such a great group of young people and the volunteers. Please do not hesitate to pass along any suggestions for areas of improvement.

Membership



By Betsey Dempsey, Membership/Secretary

It has been great, once again, to welcome new members to LCYC. Especially fun is seeing more and more children! Since the end of the 2020 season, we have welcomed the following new members: Caroline Weaver and Michael Bazylewicz, Tim McKegney, Alec Brecher and Lindsey Bolger, Brian and Jeanne Irwin and their children, Adam Beaudin (all the way from Switzerland!), Alexandra and Renier van Breen and their children.

We are also seeing future members take advantage of our \$500 mooring wait list. It's a great way for people to show their commitment to join as soon as a mooring is available.

We have replenished our supply of burgees this year, so please contact me if you will need a new one for next season. They are \$20 each. I am also your go-to for logs, buttons, window member stickers, and burgee stickers.

Be sure to spread the word about the club to your boating friends over the winter. It's always

From the Weather Mark



By Bob Turnau, Regatta Chair

Wow, it's hard to believe that this sailing season is over.

While there was deserved concern in the early spring about how COVID would impact our season and if people would return to sail, I am happy to report that It was a wonderful season with plenty of great sailing days and close competition.

I want to thank all of those involved on the regatta committee, race management group, race committees, stewards on the mark boats, and social committee members for making the racing possible and as fun as possible.

This year marked the second season of single-handed racing at the club. The season culminated with a fantastic RS Aero Vermont State Championship regatta that drew a fleet of 19 competitors and boats coming from New Hampshire and Connecticut. Kudos to John Harris and Dave Powlison for their foresight and determination to make single-handed racing and this regatta a reality at LCYC. I was pleased to present them with the Kimura Cup for their contributions to advance one design sailing at the club.

I'm pleased to note that It looks like overall fleet numbers have not only rebounded but have actually grown since the pandemic! Part of the fleet growth is a bunch of new J105s, which has now grown to 6 boats and I would expect that next season's racing will be hotly contested as new skippers and crews get faster!

Again, thanks to all of you who made 2021 racing at LCYC possible and looking forward to a great year of racing in 2022!

From the Galley

By Heidi Katherine Lessard, Social Chair

This year, LCYC's social program has again been keeping us on our toes! Thankfully we were able to resume events with lifted COVID restrictions at the beginning of the season. With the kickoff of summer events after a soft club opening and cocktail party, the Social Committee persevered, striving to promote a continuous form of connection and normalcy as the pandemic and its protocols continue to ebb and flow.

Big virtual hugs and an ENORMOUS thank you to the volunteers who contributed their precious time, energy and talent towards supporting the success of 2021's social events!

To all the members who have supported and shared their wisdom and wing during my term as Social Chair. Thank you for your selflessness, getting to know me, my capabilities, believing in and encouraging me. Gratitude extended for accepting my differences, welcoming me to 'the table' as an equal and wanting me to genuinely succeed as a new leader.

A heartfelt thank you to my loving husband, my very best friend and sailing partner, Ben. With our boats tucked in, I hope each of you stay safe and cozy through the winter season with loved ones and see you all in the spring!



*Heidi & Ben Lessard
Social Chair*

Harbor



By Bob Finn, Harbormaster

As we wind up the final year of our mooring replacement cycle, five systems were removed to dry land for evaluation after four seasons to inform our recommendation on the program going forward. These moorings were chosen from different parts of the harbor as representative of the various bottom conditions and exposure to waves and wind our harbor presents. While we expected to see some amount of wear, we were surprised to see that parts had lost up to 30%.



At .0375" loss of mass per year, a chain link could be reduced to .3125" at the end of next season, or only 62% of its original .5" thickness. While other factors will be included in our recommendation, findings from this study may lean toward a new replacement cycle of four years.

Our wait list for moorings now stands at 20. We'd like to thank those who advised us last winter that they would not be using their moorings this season - 10 wait listed members were offered assignment or temporary use for which they are very grateful. It is this generous spirit that makes LCYC is a very special community.

All the best as we go into hibernation, and look forward to a great season on the lake next year.



Docks Update



By Michael Kerbaugh, Chair

Photos by Michael Kerbaugh

We should **ALL** give a loud and gracious thanks to those many who supported docks. We actually had 5 “workdays” this year. I’m pleased that all were done safely ... we had no accidents nor injury.

1. Spring Docks Workday One: Redecking main docks, miscellaneous repairs, replacing worn floats.

LCYC members participating: Erin Sepic, Len Rosner, Bob Schumacher, Doug Merrill, Doug Hamilton, George Gibson, David Main, Walt Marti, Scott Bowen, Tom Knight, Gunner Sievert, Ulie Holzinger, Don Weaver, Brian Irwin, John Kerbaugh, Michael Kerbaugh, (my apology if I missed a volunteer).



2. Spring Dock Workday Two: Finish and complete docks redecking.

LCYC members participating: Charles Van Winkle, Tony Lamb, Mark Behr, Jim Brown, Loren Strong, Michael Strong, Glen Findholt, Rick Stevens, Albert Brown, Michael Kerbaugh (my apology if I missed a volunteer).



3. Docks In: Safely put the docks in, connect docks. Install ladders, power, water.

LCYC Members: Geoff Ibbot Mark Engelhardt, Drew Hamilton, Trist Coffin, Glen Findholt, Sherm White, James Unsworth, Gene Cloutier, Gary Russell, Eric Schulz (non LCYC Volunteer!), Doug Friant, Richard Lednický, Loren Strong, Don Weaver, Pierre LaRocque (non LCYC Volunteer), Jeff Bourdeau, Stephen Walkerman, Erik Filkorn, Myron Sopher, Thomas Lynch, Walt Marti, Ted Marcy, Dan Donegan, Sarah Donegan, Michael Kerbaugh (my apology if I missed a volunteer).

4. Summer “Workday”: Normally this is adjusting for lake levels, but not this year. We did, though, have work to be done, including dock hardware, work on the dock trailer tire and decking, updating the 120V power on the Kiosks, dock repairs, etc ...

LCYC Members: Huge Thanks to Dan Donegan for updating the power on kiosks to safely support 120V. Many thanks to Erin Sepic for her work on dock hardware, and for Dimitiri Garder and Bob Schumacher on the wheel/tire.

5. Fall Workday: Docks Out

LCYC Members: Loren Strong, Steve Walkerman, Tom Knight, Gary Russell, Brian Irwin, Ulie Holzinger, Thomas Lynch, Tom Glynn, James Kurfis, David Main, Glen Findholt, Don Weaver, Erik Filkorn, Mark Engelhardt, Richard Lednický, Ted Marcy, Charlie Van Winkle, John Kwiatkowski, Dan Donegan, Sarah Donegan, Michael Kerbaugh (my apology if I missed a volunteer).



Thanks so much for those volunteers who have made docks a reality for LCYC. **We all owe them a huge thanks!**

Grounds



By Wes Daum, Grounds Committee Leader

Grounds had a great turnout for fall work day. We had enough volunteers to clean up the property and do a lot of raking. Thanks to: Paul Brana, Jean Sievert, Gunner Sievert, Beth Thorpe, Ann Clark, Chris von Trapp, Alice Clapp, Al Lewis, Sandy Lewis, Jeff Blasius, Scott Giles, Larry Robinson, Caroline Weaver, Betsy Weaver, Mike Lynch, Steve Schreer, Kim Kropf, Joe Kropf, Kathleen Watts, Scott Carpenter, Lisa Carpenter, Nancy Knox, Adam Dantzsch, Fran Burstein, Larry Benedini, Nancy Boldt, Paul Boerman, Christopher Micciche and his trailer, Kate Lalley, Don Holly, Bette Rueter and Vivien Allen. I missed a few people in my first email thank you so hope that I have mentioned everyone in this thank you. We were happy to have several carts to put brush and clippings into. Unfortunately the cart at the back of the parking lot that we filled up turned out to be Pierre's. Oops. Fortunately Pierre was gracious about emptying the cart.

You may have noticed that Adam was mowing the grass cordoned off by the trees less frequently; it was surprising how quickly wild flowers bloomed. We will continue this next year. Fertilizer stakes were applied around the trees to give them a boost this summer. Thanks also to Adam for keeping the grounds in great shape this summer and always being willing to try new things.

On one sad note three years ago we fledged several butterflies from the house. In the last two years I haven't seen any evidence of butterfly caterpillars on the milkweed. Maybe next year will be better. Cutting the grass around the trees less will help the bees too. However we did see a plethora of gypsy moths this year. They particularly like oak trees. Our trees look like they survived pretty well over the summer but we will keep an eye on them next year.

The water will be turned off by lead Al Lewis and helper Wes in the next week or two.

Thanks to everyone for their help and understanding this year. We keep trying to help mother nature as much as possible.

Scuttlebutt (Editor's notes)



It is always interesting to learn about the adventures of club members sailing off the lake, whether it is racing, as in this issue, or in cruising in others.

Racing in regattas off the lake is always a learning experience. I remember taking Sto Lat my Beneteau 36.7 through the Erie Canal for 36.7 North Americans in 2007. The trip alone was an amazing adventure, but the experience of racing in a fleet of 47 36 footers was other worldly.

In essence they raced them like dinghies at the start. You luff up on the line hoping to create a space below you that you can head down into to build up speed just before the gun goes off. This resulted in two thirds of the fleet going down the line on starboard looking for a space to luff up into where they could create and protect the space below them. The other third of the fleet would head the other way on port looking to dive into one of those spaces.

I would just note that 36.7's are not dinghies. They are more like floating condos.

The problem was that if you were not aggressive enough you found yourself in the second row in air that was dirtier than you can imagine. However, being aggressive enough was scary stuff.

The one time I finally pushed it and muscle my way up to the line at the start I was called over early. Then wedged shoulder to shoulder in a pack of boats the issue was how do you slow down without getting rear ended by other traffic.

By the time I returned to the line the Race Committee would not let us restart because of the push to start races quickly one after another.

Needless to say racing in that environment for the first time I was not successful at all.

I was more successful when I took my boat down the Hudson to Norwalk, Connecticut, for another 36.7 regatta. Not only wasn't I last, I actually "won" an award, a nice fleet jacket, for having brought my boat the farthest to the regatta.

Peace,
Tony Lamb
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