



# the Binnacle

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

Commodore: Walt Marti

November 2022

Director of Club Communications: Doug Merrill

Binnacle Editor: Tony Lamb



Outgoing Board of Governors.

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## **Commodore's Corner**



*By Walt N. Marti, Commodore*

*E-mail: [LCYC.Commodore@gmail.com](mailto:LCYC.Commodore@gmail.com) \*

With the docks out, the junior sailing fleet put away, the grounds freshly raked and the clubhouse all neat and tidy with the boats all tucked away, it's time to celebrate the end of another fantastic season at LCYC.

A huge thank you to all who turned out over various weekends to accomplish the above. As they say, many hands make light work, and it certainly makes the work more enjoyable when you are alongside others who cherish our beloved LCYC.

Following our Fall Workday, we held our 2022 Annual Meeting. It was my honor to give a brief update on the state of LCYC.

The Club is in great financial shape as we are projecting to end the year slightly ahead of budget carrying forward a healthy surplus and a strong long-term capital fund.

2022 brought some great physical improvement to LCYC, as we executed on the South End Project. A special thanks to Bob Schumacher and Joss Besse for their hard work and leadership. The result is fantastic.

Jean Sievert was recognized for her contribution as Social Chair for 2022. She stepped in and facilitated a robust social calendar that truly had something for everyone. Thank you, Jean!

Next, we introduced our Nominations Chair, Chris Leopold who led us through the process for electing our new Commodore and Board of Governor's positions for 2023. Congratulations to Jill Gange (Commodore, 2023 – 2024), Jill Burley and Gene Cloutier (three-year BOG terms). Also, congratulations and thank you to John Stetson for agreeing to another three-year on the BOG continuing as Stewards chair and to Robin Turnau for agreeing to a second term as Auditor.

Special recognition was given to Michael Kerbaugh for his five years as Docks Chair, Bill Kallock, three-years as Junior Sailing Chair, Gunnar Sievert, three years as Cruising Chair and Wes Daum who served as our volunteer Grounds Chair for the past three years. Thank you all for your leadership and service to LCYC.

The membership voted to pass a number of By-Law amendments and changes that can be found in the minutes from the Annual Meeting.

Finally, the day concluded with our traditional chili luncheon. Again, thank you to Jean Sievert and all who helped feed the masses and end a great day (and season), and thank you to eve-

ryone who helped make the 2022 season a great one.

Continue reading for 2022 recaps from your hard-working Board of Governors and Committee Chairs and an inspiring interview from a special Lifetime Member who was instrumental in ensuring LCYC continued on for all of us to enjoy.



Annual Meeting.  
*Photo by Aimee Marti*



## Interview With Willet Foster

*By Doug Merrill*

If you are like me, you may occasionally scan the club's Log; reviewing our membership to identify members you know and members you have yet to meet. I've noticed over the years that we have a nice distribution of newer members and long-time members. I haven't plotted the statistics, but I suspect our membership would make a nice bell-shaped curve when plotted by the decade that members joined. A few in the 1970s and 2020s, more in the 1980s and 2010s, and most in the 1990s and 2000s.

However, a careful reader will note two outliers. These members didn't join the club in the 1970s or even the 1960s. Ann Dinse, wife of the late John Dinse, joined the club in 1957. Bill Foster joined LCYC over a decade earlier, in 1946. You read that correctly, 1946. Bill Foster and Ann Dinse are also Life members of LCYC. This was a membership category created in the 1960s and extended to five generous members who had the foresight to forgive the loans they made to the club so that we could acquire the land and build our first clubhouse.



Bill Foster  
*Photo by Doug Merrill*

Bill has not been active in the club for many years, but he remained an enthusiastic boater on Lake Champlain and currently resides in Wake Robin. He is a sharp and spry 101 years old. Through Commodore Walt Marti, I reached out to his son Jim Foster and asked if I could sit down and talk to Bill about his memories of participating in this dynamic era of LCYC's history. Jim and Bill graciously agreed! What follows is the result of a conversation that I held with Bill in his apartment this month.

I inquired about his earliest recollections of his involvement with LCYC. Bill surprised me by going back to his childhood, recalling that in the 1930s his family was living on South Willard Street. On Sundays he and his father would walk to the old clubhouse at the foot of College Street, shotguns slung over their shoulders, and shoot skeet from the 2nd floor deck of the club over Burlington Harbor. He stated that this was a popular activity amongst the members and was very fun. This was told with a grin and a chuckle, as Bill, Jim and I all contem-

plated the thought of trying to do that today!

Bill left Burlington to attend Colgate University and happened to room with a young man from Walla Walla Washington named Oscar Drumheller. They became close friends and on weekends and holidays, Oscar, or 'Drum', as Bill called him, would come home with Bill to Burlington. He grew to love the area and both he and Bill moved here after college.

His fond childhood experiences at LCYC prompted him to join in the 1940s with hopes that activity could be rekindled. He recalled a few years of operation from the Allenwood property in South Burlington, noting that there wasn't enough room on the property to park, nor enough room for a mooring field in the water to make it a viable location. I asked if he was friendly with Milo Reynolds, who famously maintained the club's legal standing in the 1940s and 1950s. Bill said that no, he did not know Milo well, and that none of his contemporaries did either. They knew him as the caretaker of the LCYC legacy, but not as an active member or friend.

Bill was also friendly with a local lawyer named John Dinse who had recently moved to Shelburne with his wife Ann. As the 1960s began, Bill, Oscar, and John along with club Commodore Father Francis McDonough located our property on Shelburne Point and negotiated with its owner, Robert Patrick to purchase it for \$20,000 in 1962.

Bill recalled that soon thereafter the membership decided to build a clubhouse, and that many members contributed labor to make it a reality in 1963. Bill loved building things and he smiled as he recalled the memories of pounding nails with his friends to create our club's first modern home. He served as the club's Commodore for the 1965 season.

In the 1960s Bill and his wife Mary were raising a family, as were many of their friends. He fondly recalled socializing and work-parties with the Dinses, the Obriens, the Dodsons, the Thompsons, and the Drumhellers. They had three sons, Will, Steve, and Jim. Jim recalls spending a lot of time at LCYC as a kid. Snorkeling in the harbor was a popular pastime. Bill explained that most of the members in the 1960's were sailors. Bill and Mary were powerboaters, and their boat was thus relegated to the outer fringes of the mooring field. Bill was very curious to know what the balance between sail and power is today, and hear about how well the two groups get along.

Their first boat at LCYC was named 'Water Wagon' and was a Chris Craft cruiser. That was followed by 'Foxtrot', an Owens cruiser. The family enjoyed cruising on Lake Champlain, often enjoying overnight trips to Basin Harbor, Snake Den Harbor, and Partridge harbor. Bill states that the water was wonderful to swim in and very, very clear, but was dismayed to relate that by the 70s beer cans began to clutter the bottom. They also paid frequent visits to have dinner at the Dockhouse, now operating as 'the Old Dock' in Essex. Mary, a gifted artist, once had them drift off the Essex shore so that she could paint an image of it. The painting is still hanging in one of the family members' homes.

The family enjoyed longer trips as well, with a cruise to Montreal to experience the Montreal Expo in 1967. Another year they visited Ottawa. Jim's brother Steve shared a photo of Water Wagon being lifted by crane up the Ottawa River as the lock was under repair when they made their passage. As you can see, the family was allowed to remain aboard for the lift. Surely it was fun but Jim speculates it would not be OSHA approved



today. As the boys grew older the family's involvement in LCYC diminished. By the 1970s they continued to enjoy the lake, but moored their boats elsewhere and over the years expanded their cruising grounds South to Florida.

While Bill hasn't frequented the club very often in recent decades, his membership continues due to the efforts he and his four friends and fellow members made to ensure the survival of the club sixty years ago today. It is gratifying to see that Life membership for Bill Foster has proven to be a long membership indeed.

## Introducing New Members

### Eric Carlson and Amy Caldwell

We appreciate the warm and friendly welcome to the LCYC this summer. We are happy to be a part of a boating community and look forward to meeting everyone.

We both gained our enthusiasm for sailing as youngsters. Eric on the Massachusetts shores and Virgin Islands and Amy in Florida and Lake Champlain. During the past many years, we have enjoyed sailing all types of vessels out of Mallets Bay and off Butler Island. We both are enamored with Lake Champlain. It is truly magical. This year a spark went off and we decided to act on our dream and find a bigger boat to cruise the lake all summer long.



We live in South Burlington. Living in Vermont is like living in a postcard. We take advantage of all the outdoor activities the mountains and lakes have to offer. We also enjoy the many arts opportunities in the area.

We have a blended family of adult children and a spunky teenager, Hannah. Our companion Bogart, the standard poodle, often serves as first mate. Eric is currently a residential and commercial glazier working in estimation and project management. Amy is a non-profit leader. We both look forward to smooth sailing and sunsets with friends!

### Rich and Sue Downing

We're Rich and Sue Downing and are excited to have just purchased our first sailboat in September of this year. We've had a few lovely weeks learning the ropes, of both our boat and all that its' ownership entails, as well as cruising and enjoying our beautiful Lake Champlain.

We raised our family in Essex, VT and moved to South Burlington in 2019. Our daughter, Megan, taught 4th grade in South Burlington for many years before adventuring to Rome, Italy four years ago to teach and run the math program at a private school. Our son, Sean, is an accomplished Irish Step dancer, and just recently complet-





ed his law degree at BU Law. He'll be practicing just outside of Boston, MA. You'll most likely see them both around next summer.

Rich works in IT at UVM. Although he has never captained a sailboat, he has crewed for several years and loves being out on the water. He's very athletic and enthusiastically plays numerous sports. Sue works in Packaging and Design at Lake Champlain Chocolates and enjoys gardening, sewing, crafting, walking our dog, Lucy, and spending time with our three honorary grandkids. She, too, loves the water. She has deemed herself the First Mate, but has much to learn. She's open to as many recommendations from the LCYC community as possible.

We're thrilled to be part of the LCYC family and look forward to all that is in store for us.

## Gurwicz Head South

Bob and Deb Gurwicz are planning to enjoy the winter on Infinity in warmer waters.



*Photos by Susan Bresee*



## Transitions – Peter Idleman

My father, LCYC member Peter Idleman, said his final farewell on September 17, 2022, as he neared his 89<sup>th</sup> birthday. There is no better window into his life than the essay he wrote several years ago chronicling his long and satisfying relationship with sailing. It is reprinted below from the September, 2018 Binnacle.

Sailing was just one of my father's passions but arguably the most enduring. He maintained a sailboat at the club through the summer of 2021. He and I managed to get out on the water with some frequency that summer, on his boat and mine. I am still in awe of how, upon taking the helm, my father seemed as confident and able as ever, unhindered by his declining mobility. Peter was particularly fond of the LCYC stewards who so patiently helped him in and out of the launch and with whom he bantered from his frequent perch under the clubhouse awning, book in hand. To the very end, he was also a regular at the burger burns and cruisers' potlucks, ever grateful for the stunning scenery, good food, and friendly conversation.

*Jean Sievert*



### Member Spotlight: Peter Idleman

*In Remembrance of Peter.*

I joined LCYC in the spring of 2011, after long admiring the fleet and facilities from the water. My wife and I were 20-year "residents" at the Willsboro Bay Marina and part of our sailing recreation was to motor through the LCYC mooring field (presumptuous of us) and especially take note of the many graceful craft.



Peter at age 18 on Snipe

My sailing experience started at age 17 in 1951 in Norwalk, Connecticut when I bought an old wooden Snipe—15 ½ feet, built in the 1930's. My father helped me step the mast on a windless evening, only to have the rotten spar crumple into the cockpit. This began a decades-long education into the trials and tribulations of sailboat maintenance. At any rate, I shaped a new mast from a raw billet of Sitka spruce, rebuilt the deck and blindly but enthusiastically upgraded this relic. The best way to learn about a boat is take it apart and put it back together.

At this point my girlfriend, later my wife of 56 years, joined the effort. She was a master quilter and, over the years, produced custom-quality canvas work—winch covers, tiller covers and sun and rain awnings. She was an able foredeck crew, hauling jibs down in challenging circumstances. When her health deteriorated, we added a self-tending jib to our Cape Dory 28. This feature is much underutilized and should be standard equipment on boats sailed by those in the Medicare class.



Peter and wife, Barbara, in Willsboro in 1986

Years passed, and finances and family obligations saw several boats come and go after the Snipe. Basically, my aspirations were guided by a philosophy of “two-foot-itis” – a 19-foot O’Day Mariner, a 23-O’Day, a 26-foot Cape Dory and finally a 28-foot Cape Dory. My current boat, Flicka, is a 19-foot Cape Dory Typhoon—“the smallest yacht.” Two years ago, in acceptance of diminished physical agility and strength, I downsized from 28 feet. Currently at age 84, I believe that I am the oldest active sailor at the club, this said in recognition and admiration of the senior members now retired from sailing. If someone can trump me (sorry), kudos to them! At any rate, my current boat is for single-handed sailing, age appropriate.

As to making a living, I like my favorite essayist, E. B. White, “have worn many shirts and none of them have fit too well”—army officer, history teacher, college administrator, ski racing coach and director of racing programs at Stratton Mountain. This last was the most fun. (More on E.B. White later).

My local family is a great source of aid and support in helping me continue active sailing. Jean Sievert, my daughter is known to all members as the super-efficient treasurer of the club. Gunnar, my son-in-law, is a strong and able crew, having first served on Michael Barker’s Wingdam and currently on Bob Finn’s Kinsale. The couple own Dark Star, a Tartan 3400, and frequently include me in their sails.

As to the future of sailing, I hope that clubs like LCYC will recognize and cherish the traditions and rewards of “messaging about in boats.” This was best expressed in E.B. White’s essay, “The Sea and the Wind that Blows”:



Peter and daughter, Jean, on Cape Dory 26 in mid-80’s

*If a man is to be obsessed by something, I suppose a boat is as good anything, perhaps a bit better than most. A small sailing craft is not only beautiful, it is seductive and full of strange promise and a hint of trouble. If it happens to be an auxiliary cruising boat, it is without question the most compact and ingenious arrangement for living ever devised by the restless mind of man . . . Sailing became a compulsion: there lay the boat swinging to her mooring, there blew the wind. I had no choice but to go.*

And so, again I cast off.



*Peter on Typhoon in 2017.*





# Around the Club

## Stewards



*By John Stetson, Stewards Chair*

It was terrific to return to a more normal boating season at LCYC! Andrew Slauterbeck, in his fourth year with LCYC, accepted the Head Steward role. He aptly managed the scheduling and made sure that all of the routine tasks were accomplished. Ethan Behr, Parker Main, Will Moody, Grace Slauterbeck, and Gabby Torrens-Sperry rounded out the team.

Launch driving is certainly a key component to the stewards' daily job. They are often the first face of the club to members and guests, and coordinate requests for guest moorings. They perform daily checks of the launches and docks, pump out club dinghies ( and, members' dinghies, time permitting), open and close the club and take out the trash. On a weekly basis, they check the septic tank and dock chains. Clearly, they are essential to maintaining a well operating facility.

Due to internships and college schedules, we needed more volunteer hours than normal. 32 members volunteered their time to cover 273 hours of launch service from mid-July through the end of the season. 10 of those volunteers served more than 10 hours and one served 26 hours! Many thanks to the volunteers that were subjected to more than weekly communications about schedule and needs. The volunteers have enjoyed operating the launches and meeting members that they might not have otherwise.

Two of the current stewards have indicated that they would like to return in some capacity next summer. We will be looking for two to three 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 2023 and have significant boating experience. 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.

## That's a wrap.....



*By Paul Boerman Harbormaster.*

The LCYC Mooring Field is now empty and we hope that all of your boats are ready for their winter naps. Before we tune our winter skis and browse turkey stuffing recipes I wanted to give you a recap of 2022 Harbormaster activities. I took over the Harbormaster position in January after six years of Bob Finn's steady hand and expertise. The mooring replacement plan had just been updated to a four year cycle instead of a five year cycle ensuring that all 155 Moorings are safe and secure from the concrete block to the stainless steel swivel that is the connection point for the member owned pennant. In order to catch up from the five year cycle to the four year cycle the club diver replaced 45 of the chains this year after commissioning the field in early May. In future years we will replace approximately 35 chains every year.

We started the year with 25 members on the mooring wait list. Eight members from that list received a permanent mooring assignment and we were able to accommodate seven additional members with temporary moorings for the summer of 2022. With the help of several club members we redesigned the dry sailing area after the south end project was completed and were able to accommodate seven dry sailing boats with additional space for up to 10 boats next year. The annual inspection of the mooring field was completed in the middle of the summer and one deficient mooring block was replaced. Decommissioning of the Mooring Field will begin soon. Starting this year we will begin inspecting the pennants. Though this portion of the Mooring belongs to the member we would like to track the age and condition of the lines in hopes of developing better club pennant standards for the future. If you know the year you last replaced your pennant please send me an email so we can update our database.

As we move into 2023 the mooring wait list has 28 members waiting for assignments so let me know as soon as possible if you will not be using your mooring in 2023. If any member with a permanent mooring assignment is changing boats or desires a change in their mooring position please let me know before the end of the year.

All the best till the ice melts from the bay,

## House: Clubhouse 25th Anniversary – Your help is needed.



*By Ben Durant, House Chair*

May 2023 marks the 25th anniversary of the dedication of our current clubhouse. The house committee is working diligently to make the clubhouse shipshape and in bristol condition for this important milestone. Those who attended our fall workday likely noticed the changes happening inside the clubhouse. A special thanks is owed to LCYC Secretary and resident Color Consultant Betsey Dempsey for selecting our new color scheme that is coordinated with our burgee colors.

Beyond painting, we're also looking to do much more this year to make the clubhouse shine and your feedback is welcome. If you notice anything that you'd like to add to our upgrade punch-list, please let me know. All thoughts and opinions are welcome.

Beyond your thoughts, there are a few other ways that you can contribute to the clubhouse reset. First, we're looking for a few painters this fall and next spring (weather depending) to wrap up some minor interior and exterior (detailed) painting. This would be a great way to fulfill your club volunteer hours. Secondly, we're looking for donations of club memorabilia or other nautical art or décor that would look great in the clubhouse. If you having anything that you'd like to donate, please let me (Ben Durant; BenDurant@gmail.com) know.

Your contribution to this effort is appreciated. Your involvement in this process will undoubtedly make the coming 25th anniversary party even more sweet.

## Boats



*Drew Hamilton, Chair, Boats Committee*

The 2022 summer season was a successful one for my first year as the boats committee chairman. All of the LCYC boats remained afloat, and we avoided any major mechanical issues. When problems did arise there were a few club members that provided many hours of help and filled in when I was unavailable. I would like to thank Bob Schumacher, Don Brush, and James Unsworth for their support in keeping the boats in good shape. I think most club members recognize the time these guys have put into the LCYC boats, but if you don't know, it is a lot. If you see them around, you owe them a beer. I would also like to thank all the members of the boats committee that helped during the spring and fall workdays, a lot of work gets accomplished on those days proving that many hands do make light work.

The launches, RIB, and Whaler are all tucked away in the clubhouse and the Dinse is wrapped up at the shipyard. I hope all your boats have a safe and secure winter and I look forward to starting up those spring commissioning projects when the time comes. I look forward to seeing everyone next year.



## Jr Sailing Program Report



*Bill Kallock, Junior Sailing Chair*

The LCYC Jr Sailing Program was more or less back to normal in 2022 and had a very successful summer. We had a great group of instructors that did an excellent job of passing on their love of sailing to over 100 junior sailors. There were lots of highlights from our 8-week season.

Emma Hawko, in her last year as head instructor, did a fantastic job with a team of new instructors. Emma was joined this year by first-year instructor Leigh Kerbaugh and junior instructors Brendan Hawko and Nate Hanson. We also had two instructors-in-training, Henry Bushey and Magnus Nilsson, join the crew for a couple of the weeks. All these instructors worked really well together to create a fun and exciting program for the junior sailors.

The Junior Sailing program ran 16 sessions over the 8-week period. The 107 junior sailors had a blast learning the basics of sailing and practicing their racing skills. 40 sailors attended multiple sessions. Congratulations to this year's Junior Sailing award winners: best skipper (Endurance Trophy) – Henry Bushey, outstanding sportsmanship – Magnus Nilsson and most improved – Finn Miller.

The LCYC Junior sailors participated in two regattas this year – the Champ Chase regatta at MBBC and the Cheeseburger regatta at the Lake George Club. I am very happy to report that our dynamic duo junior instructors, Nate Hanson and Brendan Hawko, won BOTH these regattas! Congratulations to Nate and Brendan.

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 continued to have lots of support from past Junior Sailing chairs, Kevin Hawko, Doug Merrill and Walt Marti. We had great workday crews to get the boats ready in Spring and getting everything put back in the Sharpie building this Fall, including Fran Hardy, Elizabeth Langfeldt, John Hill, Doug White, Kevin Hawko, John Bootle, Tom Knight, Amy Knight, Emily Kallock, Ted Castle, Malcom Willard, Tris Coffin, George Zipf, Lynn Zipf, Charlie Woodruff, Berit Solstad, Rick Stevens, Tim McKegney and anyone else I may have missed. Elizabeth Langfeldt helped with the outreach and the Meet and Greet night.

I am looking forward to seeing where the program goes next. We are already looking for instructors, so if you know anyone interested in teaching sailing at LCYC next summer, please have them contact [jrsailing.lcyc@gmail.com](mailto:jrsailing.lcyc@gmail.com).

## A look Back at Cruising in 2022



*By Gunnar Sievert*

While officially LCYC's designated cruising chair, I may not be the best person to reflect on the 2022 season. As it turned out, I broke my ankle skiing at Sugarbush on April 2nd and couldn't board Dark Star until the beginning of August. The cruising community was fortunate that Len and Lynnea Rosner graciously agreed to stand in as I recuperated. As usual, they provided expert leadership, interesting itineraries, and motivation to join their daily hikes.

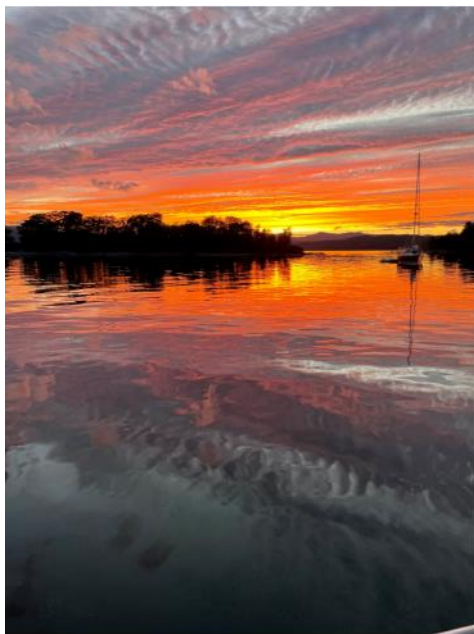
From my perspective, be it ashore on crutches or eventually back on the water, a clear highlight of the 2022 cruising calendar was the Champagne Race and ensuing party at Kingsland Bay. As I was still out of commission at that point, Dave and Heather Main were kind enough to invite my wife, Jean, to hitch a ride on Eiger Stübli. She reports that she was total "deck fluff" as Dave and Heather masterfully manned the helm and trimmed the sails, all the while keeping close tabs on competitor Antares. They were rewarded with a first-place finish. It was also fantastic to have new members Doug and Dee Smith join the fun aboard Sunpower.



2022 Champagne Race winners, Dave and Heather Main, on the left.

Another highlight was a visit to Button Bay, part of the Perseid Meteor Cruise, where the crews of the half dozen or so participating boats witnessed some of the most beautiful sunsets

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ever. We also enjoyed hikes through the campgrounds and up to Basin Harbor as well as a search for “button” stones along the seemingly well-scoured shoreline. With persistence, the Gurwicz eventually found one.

Antares silhouetted by a glorious sunset in Button Bay.

Later, on the Autumn Foliage Cruise, we headed north to Valcour Island, happy to have first-time cruisers Don and Betsy Dempsey along. A fine time was had by all over cocktails and snacks on shore following our afternoon arrival. However, at 6am, a south wind shifted 180 degrees and quickly strengthened to 25 knots, causing another boat to drag on to Reflections and sending all of us scrambling for shelter around the point. It was baptism by fire for our newcomers aboard A Perfect Day.

Due to a combination of circumstances and weather, 2022 was not the year for a return of the glory days of LCYC cruising when over a dozen boats would set sail north and then south for a week of adventure. However, our four cruisers’ potluck suppers and the Champagne Race were resounding successes and smaller subsets of the cruising community certainly did manage to get out and enjoy time on the lake. In fact, I suspect that the Rieleys, Rosners, and Schumachers may not have even missed a beat!

As I pass the torch to a new cruising chair, I am hopeful that our cruising ranks will grow and that the winds will be fair in 2023.



## Docks



*Michael Kerbaugh, Chair*

Wow! The LCYC Docks are once again high and dry, and there are so many LCYC members to thank and recognize for the way that this gets done, Spring and Fall, year after year. The work is challenging, with lots of opportunities for injury and accident. But our team, our focused group of LCYC member volunteers, does it year after year. This year was no exception ... the docks came out smoothly and efficiently and without mishap. A great credit to the team, to those communicating (answering emails), to those folks who couldn't make the work days to volunteering and finding other ways to make docks better, to those taking their work seriously, to those training and encouraging new members, to the team work, and to the results.

For me, this has been a challenging and rewarding experience. I look back on what we've accomplished over the last five years and I am proud and happy. It wouldn't have happened without a lot of support, encouragement, discussion and good work by many. Here are just a few of the highlights:

- 1) Support from many former dock experts. These folks helped drive deeper understanding of the issues, of ideas old and new, of the challenges, of best practices.
- 2) Building a number of completely new docks. These include new docks to improve (and make safer), the brow landings, new dinghy fingers, new markbot docks, and repurposing older docks and hardware. This also included completely re decking the main sections of the main docks.
- 3) Updating and improving the long range plan. We got the quotes for moving to metal docks and it was very expensive (>\$250K). Most importantly, due to dock height differences, hybrid solutions were not viable. Long term strategy will continue to be a focus item going forward.
- 4) Changing the dinghy allocation process. This was major, and is ongoing, but the results seem so much better then the old race we used to have. We are truly a mature club that recognizes seniority and years of service. And we play better together with defined rules.
- 5) COVID response. This was an outstanding effort. I remember, in March and April of 2020, talking on the phone with others and seriously thinking about how bad I was going to need sailing (and the docks that make it easy) for the summer of 2020. Creatively, with very few people socially distanced, we got it done in 2020 and 2021.
- 6) Ladders and Signage. Engineering the ladder solution resulting in fine, fixed ladders and hardware that will last into the future. Updating signage for safety improvements.
- 7) Improving how docks go in and out for safety and efficiency. We don't lift and carry docks anymore. We have backups trained in every key position. We've embraced and brought into the fold new members to position ourselves for the future.

So many have contributed so much. Thank you! What a Great Club is LCYC!

## Regatta



*Bob Turnau, Regatta Committee Chair*

It's hard to believe that the sailing season is over. The docks are out, the club house is closed, and most boats are in cradles; either covered or waiting to be.

It was a great season. While there were three Wednesday nights in a row in June with insufficient wind to conduct a race, we had quite a few really spectacular days (and evenings) of sailing and racing this year.

To make the racing program happen successfully every season takes a great number of committed people who volunteer their time. I'd like to thank:

Regatta committee members: Tris Coffin, Marc and Cindy Turcotte, Tom Porter, Bob Finn, Kjell Dahlen, Jeff Hill, Jason Hyerstay, Will Nye, James Unsworth, and Mike Clapp;

Race Management team: Steve Walkerman, Dale Hyerstay, and John Harris;

While more numerous than I can record here, the PROs and Race Committees who held the races;

Drew Hamilton, Doug Viehmann and others who make sure that the Dinse is ready for race committee duties;

Also, the Stewards who either got us out to our boats or did mark boat duty;

Without them it's hard to see how we would have sailboat racing here at LCYC. I hope to see everyone out on the water next spring as we start our 2023 sailing season. Until then, best regards!



Awards Ceremony 2022  
*Photo by Walt Marti*

## Membership



*Betsey Dempsey, Membership/Secretary*

Did you notice a lot of faces you didn't recognize this year? That's because we have many new members! I hope you got to introduce yourselves to some of them:

John Van Dijk  
Cameron Brown and Malachi Garff  
George and Lynn Zipf  
Frans and Kim van Boden  
Michael LeStrange  
Carl Means  
Amy Caldwell and Eric Carlson  
Richard and Susan Downing  
John Miller and Maureen Neumann  
Keith Lewandoski and Vanessa Rezzonico  
...and 2 more families in the process of joining!

We have had very positive feedback this year regarding our new system to track (and strongly encourage) members' volunteer hours. Many families always go over and above the required 8 hours per season. With this new tracking system, we have seen many step up and contribute their time and efforts this year who may not have in the past. A HUGE thank you to Kristin Knight, (a master of spreadsheets!) who created the online system so members can easily enter their hours and allows us to see the results. It's never too late to enter hours you may have forgotten about. Remember, just go to the lcyc website and select the Volunteer tab. Already looking forward to Spring Work Day!

## Grounds



New Grounds Shed



New Trash Enclosure

*Photos by Walt Marti*



## Reflecting on our 2022 Social Program



*Jean Sievert, Social Chair*

When I left the LCYC board in January of 2019 after serving as Treasurer for four years, I would not have guessed that I would be back on duty as interim Social chair three years later. Swapping out my calculator for an apron turned out to be a very positive experience. Coinciding with more relaxed Covid protocols, it fast-tracked opportunities for me to reconnect with old friends and to meet new members. There is indeed something magical about the bonding that occurs while tending to a sizzling hot grill laden with hamburgers as a pack of hungry boaters looks on! □

My recent reincarnation aside, I could not suppress the urge to dust off my calculator and provide you with some facts and figures about the 2022 Social season:

Our calendar featured 17 separate events and, thankfully, the weather gods were almost 100% behind us.

We served nearly 2,000 meals, that is if you count ice cream sundaes consumed at Family Day and the bountiful hors d'oeuvres featured at the Opening Day Cocktail Party and Boat Show. That averages to about ten meals per LCYC family unit!

More than 60 members collectively volunteered approximately 425 hours of their time to help out at our social events, many on three or more occasions, thus ensuring that we were all fed wholesome food in a welcoming setting. Still others toiled behind the scenes, printing posters, assembling model boat building kits for Family Day, arranging flowers, baking cookies, corralling other volunteers, and much more. A hearty thanks you to all of you who helped execute our ambitious agenda!

Social finished the 2022 season well under budget, despite spiraling food inflation that was not contemplated when the budget was drawn up late last year.

I am happy to share a few pictures that convey, better than words, the nourishment for body and soul that gathering at LCYC affords us all.

As our season draws to a close, I wish the LCYC community a safe and comfortable winter,



Wednesday Night Pizza Dinner



Closing Workday Lunch  
*Photo by Walt Marti*

## Treasurer



*Jay Heaslip, Treasurer.*

LCYC remains in strong financial shape as we wrap up the 2022 season. We finished 2021 with an operating surplus of \$12,922 and I'm projecting surplus for this year as well. The operating income for 2022 from dues was \$153,106 which was slightly ahead of the budgeted amount of \$144,727. In most cases, expenses are in line with budgeted amounts. However, we have been hit by inflation in a few areas, notably lumber for docks and holding tank pump outs. This will be taken into account as we plan the budget for next year. Overall, the BOG has done a good job of managing the expenses for their particular areas.

There were a couple of capital projects this year. The most significant was purchasing a MarkSetBot to complement the Bot that was donated to the club last winter for the regatta program. This also required an addition to the docks to store the MSBs. The other project was the completion of the "South End Project", with the addition of fencing and the relocation of the dumpster. 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 \$178,954. This takes into account the expenses from the above two capital projects as well as the 2022 capital income from 5% of dues and initiation fees.

If you have any questions or suggestions for improvement with regard to our club finances please don't hesitate to email me at [treasurer.lcyc@gmail.com](mailto:treasurer.lcyc@gmail.com).



MOOvin captured on a sunset sail off  
Oakledge Park.

*Photo by Andy Schultz*



## Scuttlebutt (Editor's notes)



During the years that I served on the Board of Governors and as Commodore, I felt that we worked hard to put all of the pieces of the Club program in place. In the spring when it was launched, it was like a giant stone that we pushed to get started and then like a boulder rolling down a hill it gathered speed, and the Board and Commodore had less control and success was dependent of the Committee Chairs and volunteers stepping up and doing "the work" to make it successful. The idea of the all powerful Board or Commodore who could "make it happen" was clearly an illusion. Success was clearly dependent on the membership who volunteered in more ways than one person could know.

Each year there are unknowns that require adjustments to be made by the leadership and members as well. Who can forget the year that it rained so much that we could not use the grass for parking and had to "bus" folks from the Shelburne Farms parking lot on Wednesday nights. The last couple of years have been no expectations, especially with COVID.

I was again reminded of the importance of functioning Club committees and volunteers to keep things running during the month of September.

First was being part of the race committee for an Etchells race. That was a reminder of how much the club is used beyond what I experience and was even aware of. I also learned about the hard work of a group dedicated to making the racing "work", especially those who worked through the process of getting the "Bots" up and running.

Then, of course, there was the McDonough, where the Race Committee put themselves out there for an all-night race under conditions that were at best challenging for any Committee and then had an end that was frustrating for all, but especially them.

Not only did I find my daughter running the launch in September, as she did 20 or so years ago at Mallets Bay Boat Club, but it seemed like every time I was at the Club another member was driving. 32 volunteer members drove 273 hours of launch service.

Next, as a past Commodore I attended the nominating Committee meeting where, as part of the process, the Commodore reminds the Committee of all the projects that were completed, were underway, or were planned for the club. The purpose is to be sure that folks with the skills needed are nominated to the incoming Board. The discussion that followed included an oral resume of the members suggested, along with personal testimony as to their strengths. The pool of talent is amazing. And that was just those who were known and whose names were put forth.

Finally in preparing this Binnacle, I was amazed at the volunteer effort described by Jean Sievert, Social Chair. 17 events, 2,000 meals and 60 volunteers in one season. Amazing!

The conclusion that I draw from all of this is how strong the membership of LCYC is. I believe that the folks who volunteered enjoyed the work they did. And I wonder if there are

folks who would like to be involved in some aspect of the club they are not as familiar with, like working on the boats, or docks, or social events or cruising events, but do not feel needed. I know that each of the committees are looking for more folks, not only with knowledge and experience, but also those who want to learn their work-for example how to fix routine problems with the Boats-or organizing a cruising rendezvous event-and would love to work with folks who want to learn new skills. If that is you, reach out to the Committee Chair or the Commodore or the Chair of the Nominating Committee Chris Leopold.

Thanks for all of your hard work.

Peace,  
Tony Lamb