



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Jill Gagne

November 2024

Director of Club Communications: Doug Merrill

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*Winter Comes to LCYC.
Warm Greetings for the Seasons.*

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Commodore's Corner



By Jill Gagne , Commodore
E-mail: LCYC.Commodore@gmail.com \

Commodore's Corner

Another season has come to a close; the clubhouse and grounds are buttoned up, the existing docks have been pulled for the last time, and the harbor will soon be put away for the winter. Once again I realize it takes the entire membership to make LCYC the special place it is, and how lucky I am to be a part of it.

Thank you to the Committee Chairs who make the club run seamlessly throughout the year. Without all of you, we would not be able to enjoy the beauty the club has to offer:

Social - The last event of the year, the Racing Awards Event was held on November 2nd at the St. John's club. The event was well attended, the venue was set up nicely, and as usual the food was outstanding. Many thanks to Robin Jeffers, Christina Sidell, and Jenny and Chris Leopold for their tireless dedication to the club. They put in endless hours planning, organizing, recruiting volunteers, decorating, cooking, baking, cleaning up, and directing volunteers which make each and every event special. Look for information on the Change of Watch event coming soon.

Grounds - Matt Fisher kept the grounds looking fantastic this past year.

Harbor - Paul Boerman kept our harbor safe this season. See the Harbor article about how to ensure your pennants are ready for next season.

Boats - Drew Hamilton kept the boats looking good and in good running order.

Jr. Sailing - Jill Burley led another successful season introducing young people to the joy of sailing.

House - Ben Durant kept the club house warm and welcoming and in tip-top shape.

Regatta - Kevin Hawko facilitated a full racing season, managing to whip up wind for all the weekend races.

Docks - Gene Cloutier spearheaded a new dock system for the club.

Stewards - John Stetson ensured that members had safe and timely access to their boats in the mooring field. Not to mention looking over the club in many more aspects.

Membership - Betsey Dempsey welcomed seven new families to the club, ensured our volunteer spirit stayed strong, and helped the Board and the Club in many other ways.

Treasurer - Jay Heaslip who managed the finances of the club.

Read on for details from each of the Committee Chair in this Binnacle.

A big thank you to our **outgoing Board members** for all the work they have done for the club over the past two to six years. I have enjoyed serving with you, and more importantly, appreciate getting to know you all better.

Treasurer - Jay Heaslip

Membership/Secretary - Betsey Dempsey

Harbor - Paul Boerman

Boats - Drew Hamilton

Jr. Sailing - Jill Burley

A warm welcome to the **new Board members**; I hope you all find your time on the Board as fulfilling as I have.

Treasurer - Tom Porter

Membership - Amy Caldwell

Boats - Bob Finn

Harbor - Doug Hamilton

As I end my tenure, I know the club is in good hands with John Stetson as the new Commodore. Thank you, John, for the work you have done over the past four years as the Stewards Committee Chair. The service provided has been top notch, putting safety of the members and the stewards first and building up the Stewards-in-Training program to ensure we have a pipeline of future stewards.

Lastly, I want to thank the membership for allowing me to serve LCYC as Commodore for the past two years. It has been an honor.

Thank you, Jill.

Dock Financing Notes

At the Annual Meeting held on October 19, 2024, the membership voted in favor of approving the recommendation of the Board of Governors for a special assessment of \$125 to be added to member dues for the limited purpose of funding the acquisition of a new main dock system. The special assessment shall be for a period of six years commencing with the dues for 2025 and continuing through 2030. The special assessment will be prorated for associate members and shall not apply to senior members.

The contract with the dock manufacturer StructurMarine has been signed, and the initial deposit

has been paid with the money from the Capital Fund. The balance is to be paid on receipt of the new dock system, currently slated for March of 2025. To fund the balance, LCYC is offering approximately 19 notes to the membership in the amount of \$10,000 each. The notes will be repaid over six years at a fixed interest rate equal to the 5-year Treasury Par Yield +150 basis points, in equal annual payments of principal and interest. If you are interested in purchasing one of the notes the attached form must be filled out. The form can be completed online or printed out and mailed to LCYC, PO Box 411, Shelburne, VT 05482.

Members have until December 1, 2024 to express interest in purchasing one to three notes. Based on the response, the Board of Governors will either solicit additional interest, or, if there is more interest than there are notes, limit the number of notes to one note per member, and if necessary, select the members by lottery. Members selected will be notified on December 15. The interest rate will be calculated based on the 5-year Treasury Par Yield on December 1, 2024 and Notes will be issued as of January 1, 2025.



*Etchells on Dock at Burlington Harbor for Etchells Regatta
Photo by Doug Merrill*

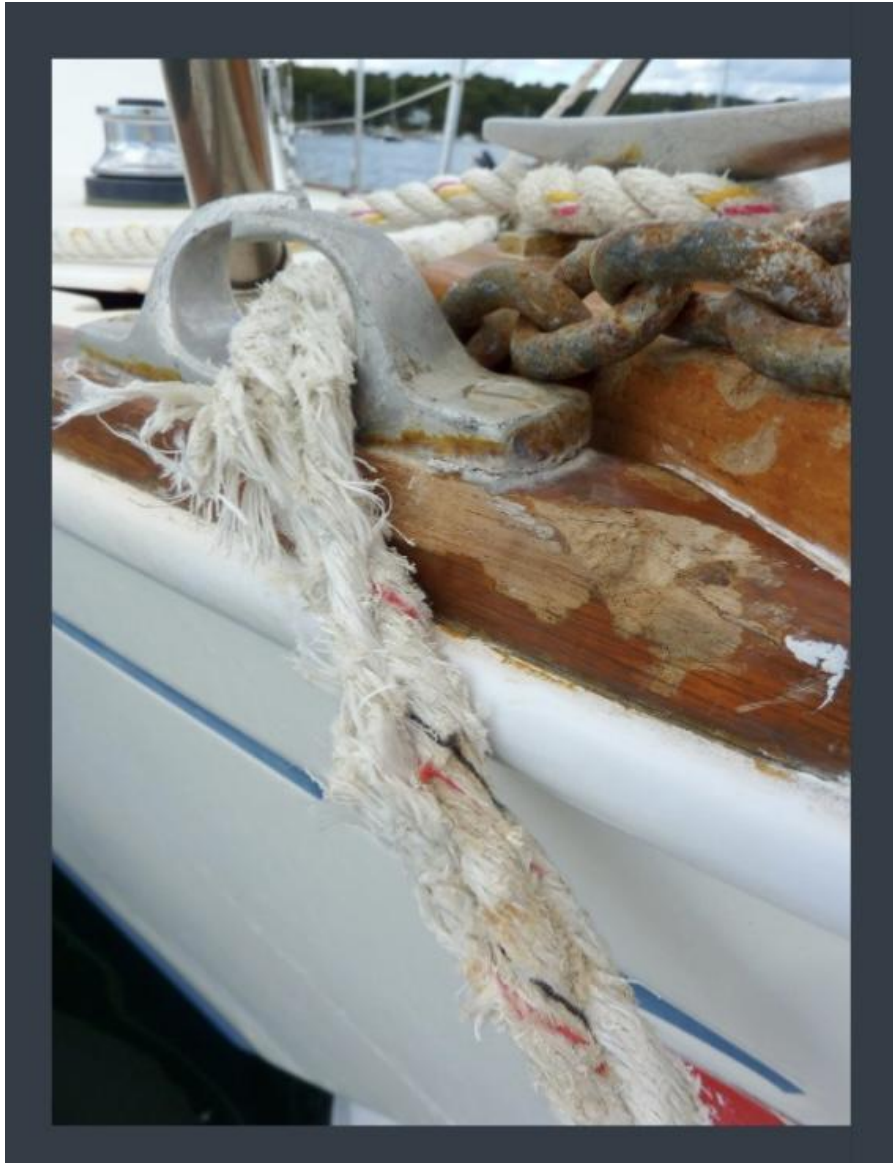
New Member Profile– the von Eckartsbergs.

Eric and Gayle von Eckartsberg are new to Vermont, coming for the lake, trout streams, gravel biking, and the Green Mountains and Adirondack back country at their doorstep. They are building a home in Shelburne to be close to it all. Eric is currently managing global sales and marketing for EarthDaily, a Vancouver-based earth observation and satellite venture, and Gayle recently capped her career at the Pentagon Headquarters of the US Marine Corps. Gayle and Eric's story began as undergraduates at Colgate University, followed by peripatetic careers in technology and national security across the US and Japan. But their touchstone has been their longtime membership of the Deep Creek Yacht Club at Turkey Neck, on a mountain lake in western Maryland.



Whether it is racing Flying Scots and Lasers, or sailing on big water, they love the community and excitement of sailing. Looking forward to keelboat racing, Eric let his perfectly outfitted Flying Scot go and is eager to crew in the LCYC fleets before deciding on his next boat. Their daughter Rose is a senior in college majoring in Marine Science while spending most weekends on the water racing FJs with the team on the east coast circuit. She is also a USSA instructor and teaches junior sailing. Gayle is Eric and Rose's biggest fan, cheering their sailing exploits from her 1953 Chris Craft Rocket runabout, enthusiastically assisted by their two Jack Russell Terriers.

"Disaster comes only because of ignorance." Judah the Prince



When it comes to maritime disasters, you can certainly argue that ignorance is only one potential contributor. This month's binnacle article is an attempt to educate and remind members that they play a significant role in the safety of our mooring field. Over the past decade the club has improved the safety of your boat while moored in the field by updating the mooring standard and adding a replacement program for the blocks, chains, and tackle. The club owned component of your morning is inspected and maintained by the club and replaced completely every four years. The portion of the mooring system owned by each individual member and often customized for their particular boat includes a stainless-steel swivel (attached to a 5/8 inch club owned galvanized swivel at the top of your chain just below your mooring ball). The member

also owns the morning ball and most importantly the pendant (lines) that connect your boat to the chain. Extreme weather events are becoming more common in our mooring field, and we have had several boats (one this season) that have broken free because of failure of the pendant. This often occurs from chafing at the chock or from pendants being cut by a bow anchor while rocking in waves. A loose boat in the field often results in multiple boats with damage. Every member can save themselves a bad boating day by following these four recommendations.

1. Inspect your pendant every couple weeks during the season from the stainless steel shackle to your cleat.
2. Use chafe guards on your pendant if the line goes through a chock.
3. If you will be away from your boat for more than a few days, remove the anchor from the bow of your boat.

Replace your pendants every five years.

When you replace your pendant you have the option of making your own, purchasing from a marine vendor, or having them made by the club diver Pierre LaRocque. Since the pendant system is often customized to individual boats there is not a universal standard at LC YC, but considerations include length, material, and configuration.

A guideline for **length** of your pendant from the shackle to your cleat is 2.5-3 times the free-board of your boat in the area where the lines attach. For most boats at the club this is in the range of 15 feet. Lines too short result in increased chafing and stress during a storm. Lines too long result in excessive scope that may result in your boat hitting one of the neighbor's or having the lines become tangled with the chain.

The most common **material** used for mooring pendants is three strand nylon. Ideally the line should be 1/2 to 5/8 inch diameter depending on the displacement of your boat. Nylon is strong and elastic and typically will last five years under normal conditions, however nylon under repeated stretch will develop friction/heat and fraying at the chock during a storm. An upgraded material is a combination of double-stranded nylon covered by a polyester sheath. (an example is Yale Maxi Moor II). This modification results in a line that is stronger and more flexible and absorbs more energy than the three strand. A third material often used in extreme environments is called Dyneema fiber (Cyclone Endura). This product has extreme high tensile strength and ultra-low elongation which provides low stretch and abrasion resistance resulting in reduced friction and heat at the chock. This material has advantages for connection at the cleat, but ideally would be connected to a segment of nylon from the swivel to allow line stretch in extreme weather.

Three common **configurations** include:

1. Two separate pendant lines that each individually connect to the stainless-steel shackle. To avoid hocking around the chain the lines will need to be lashed over the first 6 feet from the morning ball. See photo.



2. A bridle or Y shaped pendant. This configuration has a single line attached to the stainless-steel shackle and two lines going to the boat cleat. Typically, the straight line will encompass 60% of the length and the double line component will be 40% of the length. This configuration is the most common one used in the field and is typically the configuration custom made by Pierre LaRock the club diver using Yalex line. See photo.



3. The third configuration would be a hybrid of the bridle or Y shape. The modification would include placing a segment of Cyclone Endura line for connecting to the cleat and passing through the chock. See photo.



No matter which configuration you choose it is ideal if one pendant is longer than the other. One line should take the primary load and the other should act as a failsafe. It is also preferred that there is a loop instead of a thimble for cow hitching to the stainless-steel swivel. If you are attaching your own stainless-steel swivel you need to remember to place a stainless-steel seizing wire on the shackle that connects it. The club does own a mooring puller that is at the ramp dock. All members are allowed to use this to do maintenance on their moorings.

I hope this information is helpful and has not caused confusion. The goal is to improve safety and protect all the boats in the field. Plan now for next year. Inspect your pendants in November when the moorings are on the grass at the club. If it is time to replace your pendant reach out to Pierre LaRocque at Pierre@champlaindivers.com or reach out to your favorite marine vendor to purchase components. If you have any questions, please do not hesitate to reach out to the harbormaster.

All the best,

Paul Boerman LCYC Harbormaster

UFOs in LCYC

As self-proclaimed, "Keeper of the Burgees", I have been disappointed that some of them seem to have no origin. My quest for this knowledge started during our renovation of the clubhouse when we took them down and cleaned them. With my very limited knowledge of Google Lens, and Chat GPT, I was able to find out which yacht clubs some of them came from. However, a handful still evade me. If anyone knows where these Unidentified Flying Objects hail from, please let me know. I believe one of them may simply be the signal flag of the letter "T" but it seems odd to have hung a "T". Come spring, I'll update the spreadsheet on the wall near the north door. I must admit I had a good laugh when one of the UFOs turned out to be from down the road at the Royal Savage Yacht Club!

Betsey Dempsey
LCYC - Membership/Secretary





Treasurer Update

LCYC remains in strong financial shape as we wrap up the 2024 season. After many years of operating surpluses, we projected ending 2023 with a deficit. We had reserves in place to cover the projected deficit but obviously this was not a sustainable path. The BOG recommended a dues increase of \$250 for Active members, which was approved at the 2023 fall meeting. For 2024, our budget is showing an expected surplus of \$8,328.16. so we are in good shape with the increased dues.

On the capital fund side we are also in good shape. The BOG continues to make investments in the club to improve the overall member experience. Recent capital projects include a refit of the house interior, a playset, new picnic tables and a rebuild of the mooring puller. Our capital fund balance as of today stands at \$260,989.10. With the approval of the membership, we will be embarking on one of our most significant capital projects to date. Gene Cloutier and the Docks committee have been working hard on a proposal to replace the docks. This will be a significant expense and a major upgrade to our facilities. The Finance Committee and BOG have worked out how to afford this while still maintaining a reasonable balance in our capital fund.

We've changed the structure of the Treasurer's job in the last few years. The job has been streamlined and we are currently able to get the job done without employing a bookkeeper. Instead, we are relying on a member volunteer for parts of the job. This saves us money and helps spread institutional knowledge among the members. Charlie Woodruff has stepped up to help this summer by doing statement reconciliations and running payroll. Thank you Charlie!

After serving 2 terms as Treasurer, I am leaving this role. My focus has been implementing technology to make the role easier. Some of the changes I implemented include: extensive use of electronic reimbursements: this speeds up reimbursements and saves us on postage; connecting our membership database to Quickbooks; this facilitates billing by email, allows members to pay electronically and also provides better tracking of payments; and electronic filing of our 990 tax returns. I will be working with Tom Porter to ensure a smooth transition this fall and winter.

Attention History Buffs !!

If you have an interest in history and more specifically the history of LCYC and boating on Lake Champlain, the club is looking for volunteers to fill 2 different roles.

Our esteemed and long serving LCYC Historian, Bern Collins, has announced her intention to retire. We are looking for someone to take on this position. Club Historian is a longer term position responsible for maintaining and updating the club history as well as caretaking of the LCYC historical archives and archiving of relevant new, or newly discovered, documents. In addition, the historian will periodically contribute articles of historical interest to the Binnacle and may help facilitate Speaker Series events on historical topics.

We are also seeking multiple volunteers, as members of a small working group chartered with creating a consolidated "History of LCYC" document. This work is expected to last for roughly 6 to 12 months, depending on the size, enthusiasm level and time commitment of the group.

As background, the club has numerous historical documents and other "artifacts" which are not easily accessible to anyone besides the club historian. Many of these documents have already been scanned and digitized and archived on the LCYC Google Drive, but many others have not. The scanned documents are all discrete files and not organized in any kind of consolidated history document.

The charter of this working group is to gather together and review the many discrete documents and artifacts, both physical and digitized, and create a digital document. The work will include combing through physical documents to determine which should be scanned, taking pictures of LCYC "artifacts" as appropriate, reviewing documents already digitized and, finally, organizing the relevant materials into a comprehensive history of the club.

If you have interest in either, or both, of these roles please contact our Membership Chair, Betsy Dempsey.

Regatta Season Wrap Up, 2024

Wednesday Night – As has been the case in recent years, our “Windless Wednesday” saga continued, allowing only 13 of 17 possible races this summer with the majority of those thirteen being sailed in light breeze that tended to die throughout each race. Of course, we did have some absolutely beautiful evenings on Shelburne Bay this summer as well! For the overall Wednesday Night Series, the following yachts prevailed:

Wednesday Overall	JAM	Bibs Francis	1st corrected JAM division	Morning Star Again	Steve Unsworth/John Stetson
	Spin	Bibs Francis	1st corrected spin division	Foxy Lady	Jeff Hill

Weekend Series – all scheduled races were held. Additionally, LCYC yachts made strong showings at MBBC’s Royal Savage Regatta, Plattsburg’s Mayor’s Cup and the Diamond Island Yacht Club Regatta. Once again, light air was the theme for our weekend races, leading to some long, grueling hours for distance racers during the MacDonough Race but Tris Coffin’s crew persevered and Lisa J captured the win! The following is a summary of the perpetual trophy winners for 2024

Race	Class	Trophy	Qualification	2024 Winner	2024 Winner
Tea Kettle	JAM	Tea Kettle	1st in class	Morning Star Again	Steve Unsworth/John Stetson
	Spin A	Tea Kettle	1st in class	Foxy Lady	Jeff Hill
	Spin B	Tea Kettle	1st in class	That 70 Show	John Hill
	Spin C	Tea Kettle	1st in class	Osprey	TTom Porter/Cindy Knox
Double Handed	JAM	1921 Regatta Trophy	1st corrected JAM division	Rogue	Walt Marti/Gene Cloutier/Matt Fisher
	Spin	Mrs. W.S. Preston Trophy	1st corrected spin division	Osprey	Tom Porter/Nancy Knox
Odziozo	JAM	Orphan Trophy	1st corrected JAM division	Raven	Wendy Friant
	Spin A	Adventure Trophy	1st corrected Spin Division	Rogue	Walt Marti/Gene Cloutier/Matt Fisher
Lady Skipper	JAM	Lady Skipper	1st corrected JAM division	Morning Star Again	Jane Lindsley
	Spin A	Sherman Tro-	1st Spin A	Foxy Lady	Dorothy Hill
	Spin B	Sinner Trophy	1st Spin B	That 70 Show	Tanya Miller

Spin C	Trophy	1st Spin C	Tres Amigos	Melissa Parr	
Mid-Lake Race	JAM	Plaque	1st	Meridian	Julie Trottier
	Spin A	Plaque	1st	Shoshin	Tim McKegney
	Spin B	Plaque	1st	Unity	Bob Turnau
	Spin C	Plaque	1st	Osprey	Tom Porter/Nancy
Schuyler Island	JAM	1920 Trophy	1st corrected JAM division	Edelweiss II	Ulrich Holzinger
	Spin	Hopalong Trophy	1st corrected spin division	Shoshin	Tim McKegney
Commodore MacDonough	Spin	Commodore MacDonough	1st corrected spin division	Lady J	Tris Coffin
Hot Ruddered Bum	JAM	Plaque	1st corrected JAM division	Edelweiss II	Ulrich Holzinger
	Spin	Plaque	1st corrected spin division	Odinn	Kjell Dahlen
Mike Barker	JAM	Trophy	Most 1sts	Morning Star Again	Unsworth/Stetson
Weekend Overall	JAM	Cannon Tro-	1st corrected	Morning Star Again	Steve Unsworth/
	Spin	Billado	1st corrected	Foxy Lady	Jeff Hill

Etchells Fleet 25 – E-Series won by Tris Coffin’s Surprise (USA 1209) and Don Brush winning the Etchells Fleet Wednesday Night Series with Senior Moment (USA 1078). The Keleman Cup was won by Kevin Hawko & Brian Irwin on Preacher (USA 1076) for best overall score in the combined Etchells and Wednesday Night Series. Members of Fleet 25 competed in the Etchells Biscayne Bay Series, Marblehead Race Week, Charlottetown (PEI) Race Week, Portland Yacht Club’s Lobster Bowl and the Etchells North American Championship, held in Marblehead, MA. Our local fleet also hosted an invitational regatta, run from the Community Sailing Center. This was the one weekend this year when the wind gods smiled upon the Etch-



*Very Light Wind Macdonough Start
Photo by Doug Merrill.*

ells sailors...maybe with a bit too much enthusiasm. Can you blame them, given the excitement of racing one design boats out on the broad lake? The 25+ knot winds made for challenging conditions but has started a buzz in the Northeast Etchells community that should bring more racing back to our lake in the coming years!

Thursday Night Dinghy Series – LCYC's single-handed series took on some new formats this year, bringing more RS Aeros, Lasers and a handful of double-handed Melges 15's to the Thursday evening starting line. This informal racing series doesn't keep scope, offers lots of on-water coaching and plenty of opportunities to practice boat handling and starting! Averaging 10-12 boats each week, John Harris has grown the Thursday Night dinghy series into fun night of friendly competition!

Race Management Group – Finally, a big shout out to our Regatta Afterguard, the Race Management Group. John Harris, Steve Walkerman and Doug Viehmann embody the RMG Mission to lead and support execution of LCYC's racing program through Policies, Race documentation, training race committee personnel and ensuring race equipment readiness. Also behind the scenes is one of LCYC's unsung heroes, Charles London, who does all the race scoring for our club's races. The Race Management Team, supported by our all-volunteer PRO's and race committee members did a phenomenal job throughout the 2024 racing season and are already working on plans to make 2025 even better! As with all of the club's volunteers, none of this would be possible without their countless efforts. Thanks to John and the entire team!

I'll close this article with some photos from our recent Regatta Awards Dinner, held at the St John's Club in Burlington. Have a great winter, pray for lots of snow and I look forward to seeing everyone out on the water in 2025!









Around the Club

Membership

Betsey Dempsey, Membership/Secretary



It's clear that the draw of our beautiful lake continues to be strong. This season we welcomed 7 new families as Active members, and accepted 5 additional families to the \$500 Mooring Wait List. We're thrilled to have the Tryhorne, Dunn, Ring, Heissenbuttel/Pocock, Schulz/Tilley, Dickinson/Ben-Akiva, and von Eckartsberg families now part of the LCYC community. It's been great to see them already stepping up and helping out at events! That's really the best way to get to know your fellow members. The van Dijk and Garder/Peacock families are no longer members, and the Micciche family has transitioned to Senior membership. Our membership numbers continue to be strong, not only because of our wonderful setting, but because of all of you making each other feel part of the LCYC community.

Another trend I'm happy to report is how we are stepping up to fulfill our volunteer commitments. As I write this, just over 72% of members have documented the required 8 hours this season. I'm sure there are plenty more hours that have not been entered. Please make sure you fill in your hours on the Volunteer page on the LCYC website. If you still need hours, feel free to reach out to your committee chair or myself. You know the proverb, "many hands make light work".



Boat Safety Day and Sticker.

Docks



Gene Cloutier, Dockmaster

This has been a unique year for docks. While ensuring our existing docks were in service this summer, we were also getting ready for new docks, starting with all of the planning that goes into disposal and re-purposing of current docks. This year's workday took on a whole new look from our usual workday. Special recognition needs to also be given to the full dock team. I feel very lucky to have such a willing, helpful and self-directed group that not only helped with the extra workday we had the day before workday. It was amazing how much work got done in such a short time (see team picture attached). Additionally the team on workday, including many of the same people that helped the day before, was key in executing a dock removal and storage program that was much less structured and planned than typical workdays. There was also a crew that jumped in and efficiently removed hardware and supplies from the old docks. These are all activities outside of the normal workday tasks.

Work continues with our "adopt a dock" program to facilitate the repurposing and disposal of our old dock sections, allowing the club to reduce and possibly eliminate the need to pay for disposal into the landfill. Our hope is to have as many old sections as possible removed from our property before spring. Any leftover docks will require another team to remove hardware and any other reusable parts before transport to the landfill.



The Dock Crew, photo by Gene Cloutier

Obviously there have been many people involved in this project but I do want to send out a special thank you to Bob Schumacher, Don Weaver, Steve Walkerman, Al Lewis and the fi-

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nance team (Jean Sievert, John Harris, Chris Leopold, Bob Schumacher, Joss Bessee and Jill Gagne) that put in extra hours on making this work fiscally. All of these folks have been instrumental in all of the steps to make this happen.

The fall annual meeting was well attended and there was a great conversation on the need and support for new docks. In the end, there was an overwhelming vote of support for the motion for a temporary dues increase to fund the new docks. We look forward to that deliverable coming to fruition this spring. Bob, Steve, Don and I continue to work on the details of making this all come together through planning and prepping the repurposed docks that will require a couple more work sessions to retrofit some of the old main dock sections this fall and spring for improved junior sailing docks. Additionally, decisions remain on finalizing details. This fall a few of us are also going to the StructurMarine factory in Quebec for a plant tour and will likely return again during the construction phase of the docks.

Thank you dock team!



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LCYC 2024 Clubhouse Wrap-Up

The 2024 season at LCYC was marked by a string of successful events. We celebrated recent graduates, hosted significant anniversary parties, braved a gale on the 4th of July, and sadly bid farewell to cherished members, all within the warm embrace of our clubhouse.

Thank you to all of those who helped make it a great season.

With the final fire in the hearth now extinguished, it's time to plan for next year. If you have an important event you'd like to host at the club, let's get it on the calendar. Here are a few house rules to keep in mind for parties:

For gatherings with fewer than ten non-members: Go for it! Just make sure to tidy up after yourself.

For gatherings with more than ten non-members: Let me know what you have planned, and we'll do our very best to accommodate. We prefer non-work related events to occur on weeknights that aren't already busy to ensure everyone enjoys the club without disruption.

Our clubhouse is a second home for many, and as house chair, I've worked to make it feel that way. If you know of anything that can make it even better, please send me an email. I love good ideas.

Ben Durant
House Chair

Junior Sailing

Greetings!

Junior Sailing ended all too soon, on August 9th. The Kids had a great summer including the Champ Chase Regatta hosted by Malletts Bay Boat Club, the Cheeseburger Regatta hosted by Lake George Club (both in July), and some big boat adventures out of the Bay during the last weeks of the program. The Landau Scholarship awarded two weeks of sailing camp to two local kids. Annual Awards went to Quinn Tyler for Best Junior Skipper, Oli Fox for Most Improved, and Axel Macik for Sportsmanship – Congratulations to all our sailors!

Totals for the 2024 program were 79 participants and 130 registrations. Our revenues covered our expenses with a little left over. Looking forward to next summer, LCYC will soon be offering priority enrollment and discounted rates through South Burlington and Shelburne recreation departments.

Thank you to our instructors: Leigh Kerbaugh (Head Instructor), Eloise Durant, Henry Bushey, Griffin Hanson, and Magnus Nilsson. Thank you to LCYC member volunteers who have helped with the program over this past year. And thank you to all the young sailors and families for participating in the LCYC program. We look forward to seeing many of you back in 2025!

Happy Holidays!
Jill Burley

Stewards

By John Stetson, Stewards Chair

Who would have guessed that we would have such a beautiful month of September? It was one for the books! Now the leaves are finally beginning to change and Autumn is in the air. For the first time in recent memory, or maybe ever, we extended launch service to the second Sunday in October to take advantage of the longer summer.

As is typical, most of our stewards returned to their academic pursuits before Labor Day. Maeve Begin and Nate Hanson carried much of the load for the remainder of the season. They had a little help from Charlie Filkorn for a couple of weeks before he headed off to school. Maeve is in her final year at UVM and Nate is taking a gap year. We were lucky to have them finish the season while in school and juggling other jobs.

The Steward-in-Training program continues to be a success. Nate completed his requirements this summer and has been promoted to a regular steward for the end of the season. Jaeger Bowen will complete his requirements over the winter and be ready to jump in next May.

While the regular stewards covered most of the hours at the end of the season, twenty volunteers also provided 153 hours of launch service. Of the total, more than 90 hours were provided by licensed volunteers. Each year our percentage of licensed hours is growing! Thank you to all the volunteers for their efforts on the water. A special thanks to those who have pursued their US Coast Guard Merchant Mariner Credential! Our total number of licensed individuals is now 10!

It is never too early to put out the call for new stewards, both regular and those in the training program. We hope to enter the year with five returning stewards and will be looking for one or two more. Licensing will take at least 4 months to complete. We would welcome two stewards-in-training for those who are at least 16 years of age by June 1st and do not have their required number of sea days. Please contact me with any questions on either position.

Please be on the lookout for a request to contribute to the Stewards' Gratuities fund. It is our custom to collect donations in the Fall to be distributed to the stewards and our custodian before the end of the year. The process will again be via email blast. This is a significant portion of the compensation for all of these individuals and is very much appreciated.

I have very much enjoyed working with this group of young people and the many volunteers, as well as the Boats' Team of Drew Hamilton and Bob Schumacher, to provide a top notch launch service. I appreciate all of their efforts! I believe that I will be replaced by a new Stewards' Chair as of the Annual Meeting. I am sure that Erik Filkorn will enjoy the role as much as I have!

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Boats.

With the boating season now over, the Dinse is wrapped up for her winter at the shipyard and the rest of the fleet is tucked away in the clubhouse. It was a successful season for the boats with no major breakdowns, sinkings, or accidents.

There are only a few months left in my term as the boat's chairman, and I have enjoyed the knowledge gained and the opportunity to give back to the club.

The boats are a great asset to the club and vital to the daily operation. It certainly takes a village to keep the fleet up and running. Thank you to all the volunteers and the stewards for numerous hours of cleaning, varnishing, painting, maintenance, troubleshooting, fixing, and the million other things it takes to keep boats running and looking good. I look forward to seeing everyone out on the water next summer.

Drew Hamilton, Chair

From the grounds of LCYC.

Fall workday 2024 has come and gone and the club grounds are in great shape thanks to the hard work accomplished by the grounds committee members. A highlight of 2024 was that we finally got the new picnic tables we so desperately needed. The old tables served us well but had deteriorated beyond repair and were unsafe. Thanks to Wes Daum for pushing for this to happen, and thanks as well for all his sage advice in all things this year! There are lots of other thank yous to go around... in particular, thanks go to Jim Kurfis for researching our options of table repair vs replacement; Betsey Dempsey and Ben Durant for providing options for new tables, Doug White for unloading **2500 lbs** of tables, and finally the stellar construction crew of Jeff Blasius, Chuck Bowen, Bob Platt, Charlie Van Winkle, Gunnar Sievert, Scott Giles, Charlie McClean, and Adam Dantzschler. Speaking of Adam, I want to give him a special shout out for doing a great job all summer keeping the lawn looking great and being there with helpful advice and the generous use of his equipment. The list goes on so please bear with me. Thank you to Tom Cabot for donating the stone we used to resurface the drive and lots. Thank you to John Bakewell for his efforts in poison ivy mitigation on the bank and his ongoing advice re pruning and planting. Lastly, a huge thanks to Bob Shumacher for always having the right tool for the job, and giving of his time so freely.

Upcoming projects in the off season include dead tree removal; excavating/draining the spring in the south lot. Spring projects will include removal of plant material from culverts on the North, West, and South borders of the property as they have become overgrown. We will also need to repaint the main stairs this year. We'll try to do this prior to spring workday. I'll be sending out an email in the spring to remind folks. If you were unable to make fall workday, this will be a good opportunity to get time in.

Thanks for all you do to keep our club looking great!

Cheers

Matt Fisher

Grounds chair

Scuttlebutt (Editor's notes)



Most folks seem to know that the *Moby Dick* begins with the most famous first line in novel, "Call Me Ishmael." What I did not realize was that the entire, short first chapter is a riff on why Ishmael goes to sea and how. Rereading it recently I found that the riff resonated with me.

Melville and Ishmael were experienced sailors, and Ishmael notes that :

Whenever I find myself growing grim about the mouth;
whenever it is a damp, drizzly November in my soul;
. I account it high time to get to sea as soon as I can.

I think it has been this way for me since I served in the Navy. I think I have mentioned before that even though we spent a lot of time at sea underway (270 days one year), if we were tied up for very long we felt the need to get underway. And this was in spite of our very tight quarters. I berthed in a compartment with 30 to 40 other men, in alcoves of six bunks, three lengthwise on each side, with 30 inches separating the two tiers, enclosed at the far end by two lockers. . And yet it did not seem crowded and, indeed, was not especially when compared to older ship. Being at sea would allow us to resume a more strict routine, nurse our selves physically and mentally back to health and even save a little cash before we would return to the "hazards" young sailors faced on "liberty" ashore.

Ishmael spends some time talking about land folk's fascination with the sea. How they line the waterfront of Manhattan gazing out. Later in the book he highlights the folly of going to sea to see the world, by having a prospective employer have Ishmael go up on the deck of that vessel and look out and report back what he sees. When he reports back that he just sees a lot of water, the employer asks if he thinks the water will look any different around Cape Horn. And yet the sailing feels different if we are out for the day, or delivering to Plattsburgh for the Mayor's Cup or transiting to New York City via the Champlain Canal or to Buffalo via the Erie Canal.

He says he never goes as a passenger. He cites the fact that they pay to travel while he is paid to travel. For me the real difference is that as crew you become of the working fabric of the boat while as a passenger you just ride. I recently took an American Cruise Line boat on the Columbia River. I found myself in the lounge underneath the pilot house watching the navigation aids as we navigated the narrow channel. I was particularly taken with the range markers they had. One mark ashore was preceded by some distancer by a second mark. When lined up they kept you in the channel for some distance. Few of my fellow passengers seemed to be aware of the aids or what skill was required to "keep it between the markers," as Jimmy Buffet might say. Interestingly, at the foot of your bed in the cabins was a large screen TV. You could sit in bed and watch where we were going via a forward looking camera mounted on the bow.

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Chanel 3 was a display of the ship's GPS with all of the relevant data including the ships location. I asked the skipper about navigation and he said they relied on radar. It was most accurate and would even showed the occasional log.

Ishmael also says that he always goes as a common sailor. He does not want responsibilities. While understandable, it seems to me that each crew position carries responsibilities , even if only to make sure lines are properly brought in or run free. But I would ask what crew has not taken pride in his part in a well run evolution-a spinnaker set or jibe, particularly a jibe set. For me it is all part of the joy of going to sea,

Ishmael concludes that part of what draws him to the sea is the hunt for the whale and

. . . the undeliverable, nameless perils of the whale; these with all the attending marvels of a thousand Patagonian sights and sounds, helped to sway me to my wish. With other men, perhaps, such things would not have been inducements; but as for me, I am tormented with an everlasting itch for things remote. I love to sail forbidden seas, and land on barbarous coasts.

And so it is to be a sailor, even if on that day the place remote is Kingsland Bay for the week end.

Recently I found another inducement to sail-to heal.

Eighteen months ago I was diagnosed with both Lyme Disease and Lung Cancer. Fortunately, with treatment, I have had a good result and continue to heal.

I have said that receiving the diagnosis of a serious disease is like being at the beach and standing in the water a little too far out when an unexpected wave hits you, almost knocking you over and filling your eyes, ears and nose with water. Before you can reorient yourself, a second wave hits you—that is the information of the treatment options and advice you receive from family, friends and the internet. Then before you can recover from all of that you are hit by the third wave which is the treatments themselves. It is a maelstrom of treatments, appointments, medications, side effects and more. While my side effects were mild, particularly compared to others that you have heard or know about, the common problem of fatigue was there. It is accompanied by a malaise. You do not feel like eating, exercising, or being mentally active. Yet doing each of these things is important to your recovery. You need to feed your body to give it the strength to help fight the disease, You need to exercise to help the functioning of all of your body parts and organs. But, you need to stay mentally engaged for your own mental health and to help motivate yourself to do what is necessary to recover.

This is one of the reasons that I have continued to sail during my recovery. The routine of going out on the boat and focusing for a few hours on what was necessary to get the boat around

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the course, encouraged me to eat, to excise and engage my mind. It also gave me something else to focus on other than what ever my condition was at that time.

Even with all the apparent chaos of a well executed spinnaker jibe set at the weather mark in traffic, it was a place of calm in the maelstrom of treatments I have described above. One question is; was that “healing” or was it simply a place in which to feel that “healing” was taking place. Regardless, I am most thankful for it.

When people would ask how I was doing, my wife would reply that “He’s too sick to do the dishes, but not too sick to go sailing. Indeed, after a sail, I was exhausted physically and mentally. It was almost as though all of energy drained out of me just as I hit the dock.

But I am most grateful for the opportunity to go sailing. It would not have been possible without the LCYC community. I briefed my crew on possible problems I might have, including the sudden impact of side effects, and the possible need to take remedial actions, including quitting the race and my limited ability to help more than steer. They accepted the limitations with good cheer. They even went beyond what was maybe necessary. You may have noticed the extra cushions behind the helm. How many of you have ever steered boat from an overstuffed sofa. We even tried the last two McDonough races. Maybe the very light winds made it easy to handle quitting early were a divine intervention.

Members and guests pitched in as well. Offering a steadying hand when I had difficulty navigating a rocking dock or getting into the launch or offering to carry my bag if I needed it.

Then of course there were the club stewards. Often switching to the Bern C because it was easier for me. Patiently waiting, as I fumbled my way across the launch and up onto my boat or the dock as though they did not have five other boats waiting for them.

I know that I am not the only member who has gone through health issues and found respite in boating and being thankful for the Club which made it possible.

For all of this I am most thankful this time of year.

Looking forward to next year, I am already starting to feel the “itch.”

Peace,

Tony Lamb