



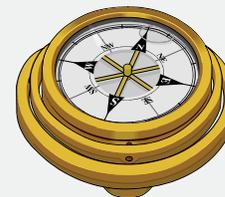
# the Binnacle

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

Commodore: Christopher Leopold

Binnacle Editors: Tony Lamb

<http://www.lcyc.info>



## LCYC Awards Evening--Friday, October 18

Come help us celebrate the end of another great season on the water at LCYC's annual awards evening! Join other racers and non-racers on Friday, October 18, starting at 6pm at LCYC.

Commemorative LCYC glasses will be given to all boats that raced this year. Boats that placed in the top three in class in the various Wednesday night series or the weekend events will also receive certificates listing their successes, and perpetual trophies will be given out to top finishers. In addition, we're excited to be the first club on the lake to host awards for the Lake Champlain Championship Series. It should be a great evening for all!

We received very positive feedback about last year's format, which was a cocktail "stand up" event that featured heavy hors d'oeuvres instead of a sit-down dinner. We're going with the same format this year. The cost is \$15 per person, and reservations must be made prior to October 15. Reservations not kept will be billed. For reservations, go to [reservations@lcyc.info](mailto:reservations@lcyc.info). We hope to see you there!

## Fall Work Day and Annual Meeting, Saturday, October 19.

8 am till the work is done. Nominations for new Board and Commodore inside.



Calm waters and rising fog: The Rosners head south. Look for more about their journey and that of other members off the lake in the next Binnacle.



## Commodore's Corner

The fall of colorful leaves at our feet, the heavy early morning dews, fading light in the late afternoons and the large flocks of Canada Geese flying south all mean that autumn and Work Day are upon us. Although the constant rains of May and June dampened the start of our season, the weather for the remainder of our season has been nearly perfect. August and September were beautiful months filled with lots of sun, dry weather, and perfect temperatures and lake conditions.

In the midst of our June deluge we officially kicked off our season with an outstanding Opening Cocktail Party followed by our traditional Burger Burns, a Bove's Lasagna Night, the Pizza Bake hosted by the Board of Governors and Oktoberfest. Our Junior Sailing program was filled with brimming smiles and excited voices throughout its eight-week run beginning in mid-June.

In July we once again hosted the Champ Chase Regatta with eager sailors from six clubs and programs competing on Shelburne Bay. On a warm but absolutely beautiful July evening members and guests alike turned out for the annual Boat Tour benefiting the Junior Sailing Program.



In August the Club hosted a two day celebration of the 125<sup>th</sup> anniversary of the Ladies Cup with sailors from every reach of the Lake joining us for this extraordinary occasion. Our Friday night welcoming party, bountiful Saturday breakfast, outstanding weather for a competitive 53 boat Ladies Cup



race and a celebratory awards event and barbeque earned LCYC kudos from competitor, crew, spectator, member and guest alike.

In September we hosted the long distance Macdonough Race beginning with the traditional Saturday morning breakfast onshore followed by the start of the race at C mark off our harbor.

On every Wednesday night our beautiful racing fleets of racers plied the waters of Shelburne Bay under the watchful eyes of our dedicated PROs, Race Committees and onshore spectators. Many members – racers, day sailors, cruisers, powerboats, and cartrekkers, enjoyed an exciting Champagne Race capped by an onshore barbeque and LCYC friendship at Willsboro Bay. Throughout the summer our active cruising fleet flew the red, white and blue LCYC Burgee as they explored every bay and vista on Lake Champlain from Deep Bay to the Pali-

sades. What a glorious and memorable season!

The Board discussion and activity has included ongoing work and development of our long-term capital needs and program, dock and harbor policies and management, various house and grounds projects, contingency planning and response to the historic rains of May and June, event planning, including an expanded Ladies Cup weekend, and upgrades to the Club's WiFi system. The Board has also worked on the immediate issues of managing the Club and our infrastructure, as well as the issues of members' expectations, culture and sustainability. Throughout the year the Board has focused on the financial management of the Club and staying on course with our budget while responding to unforeseen weather, equipment failures and other circumstances.



Once again, as we have for almost sixty years on Shelburne Bay, our LCYC family came together for our summer long family reunion. We experienced our celebrations, joys and sorrows, our incredible sails and journeys on the Lake and our captivating sunrises, harbor mists, sunsets and moonrises and clear nights at one of the most beautiful places in Vermont. Throughout our “summer reunion” we experienced each other; our LCYC family.

Work Day and the Club’s Annual meeting is Saturday, October 19<sup>th</sup>. I want to thank our

Nominating Committee and its Chair, John Harris, for their hard work and energy in developing the list of qualified candidates as incoming Officers of the Club to be presented at the Annual Meeting. The Nominating Committee is comprised of the Club’s past Commodores who annually perform this important work. A big thank you to John Harris and the past Commodore’s for your work! Included in this issue of the Binnacle is a listing of all of the nominees and a short bio on each candidate

I look forward to seeing all of you at Fall Work Day, our final family event of 2013!

Commodore Chris

## Meet the Nominees for Club Officers

### **Doug Merrill – Commodore (2 yr term)**

Doug lives in Shelburne with his wife Lisa and sons Alex (14) and Jack (12). The family sails their J/110 MOOvin' out of LCYC, where they have been members since 2009. Doug has served on the Board of Governors, with responsibility for the Junior Sailing program, since 2012. He grew up in Annapolis, Maryland, cruising extensively with his parents and two sisters aboard their Pearson 35. Growing up he went through Severn Sailing Association's junior program, racing Penguins, Turtles, and 420s. While in high school, he earned his Dinghy Level One teaching certification and was a certified Windsurfing instructor. He studied engineering physics at Cornell University and found time to sail 420s and Lasers on the team there, earning a varsity letter in his senior year.

Doug enjoys both the competitive aspects of racing and the relaxation of cruising. He has sailed the East Coast from South Carolina to Maine and chartered in the Caribbean and the Greek Islands. He believes that sailing is too much fun to end when the weather gets cold, and enjoys some of his best days on the lake during the winter months when he can be found screaming across a frozen bay on his iceboat. Doug and his family moved to Vermont in 2005. He began racing Lasers at MBBC that fall, getting back into the class for the first time in almost 20 years. He continues to be a Tuesday night regular on Malletts Bay. His children have been involved at LCYC longer than he has. Alex and Jack completed their 7<sup>th</sup> and 5<sup>th</sup> years in the junior program here this summer. The family bought MOOvin' in 2008 and

sailed her back to Lake Champlain from Charleston, SC. They have enjoyed (most of) the adventures that have come from learning to race, cruise, and maintain her as a family over the past five seasons. Doug's future sailing ambitions are to master a foiling dinghy, and to cross an ocean under sail (not in a foiling dinghy).

### **Walt Marti – BOG (3 yr term)**

Walt lives in South Burlington with his wife Aimee and children Avery (14) and Nathan (12). The family sails their J/109 AVENA out of LCYC. They have been active members of LCYC since 2006. Walt has served on the Regatta Committee and is one of LCYC representatives on the Lake Champlain PHRF Committee, which he served as Chairman from 2010 – 2012. He served as the Race Director for the 2013 Champ Chase Regatta hosted by LCYC this past summer. In addition, Walt volunteers his time as the Chair of Cub Scout Pack 22 and as an official for US Swimming.

Walt has owned several J-Boats, including a J/24, a J/92 and two J/105's. His first J/105 (*INVICTUS*) won the inaugural J/105 National Championship held in San Francisco in 1995, the Big Boat Series and the Coastal Cup.

In addition to racing, the Marti family enjoys the relaxation and exploration of cruising. They make it a

point to cruise Lake Champlain every August and have enjoyed chartering in the Caribbean, the Bahamas, Maine, California and Tonga.

### **Bob Gurwicz – BOG (3 yr term)**

Bob's earliest memory of spending time in the water was a few days after his 4th birthday, when his father threw him into the ocean in Mar del Plata, Argentina, and lost him in a big wave. It seemed like forever. Bob learned the basics of sailing on Comets at the age of 12 at summer camp in Washington, Maine., but he preferred learning to water ski that same summer. He grew up in Connecticut, spending many summer days at the shore there, and in Rhode Island. Bob received his NAUI Scuba certification when he was 18. That love of water continues to this day. Bob met Deb in college and they were married in 1979. They have two sons, Tyler and Josh. Bob, Deb, and their sons began boating on Lake Champlain with their purchase of a Sea Ray 250 Sundancer in 1997, and continues to this day on their Catalina 30, Malaga, which they have owned since 2008. Bob is a teacher at the Shelburne Community School. He and he and his wife live in Shelburne.

### **Doug Purdy – BOG (3 yr term)**

I had the good fortune to choose a college on the shores of Lake Ontario where one of my professors took Merri and I sailing at age 21 and we were hooked. Since that eventful day we have experienced new levels of enjoyment and financial debt from our compulsion to sail. We joined the RSYC while at Point Bay and I became Fleet Captain and later served as Commodore. We left Point Bay in 2001 when we took the boat off

the lake on a trip to Nantucket for the summer. It was a wonderful 7 week trip exploring new ports with both our girls on board. This trip confirmed our goal of living aboard for extended periods in the future.

For many years I raced each Wednesday on a friend's J24 on Lake George. We competed in various Regattas around the Northeast. I gave up competitive racing in 2010 when Merri and I started looking for our current boat (*which I race against everyone I see, they just don't know it.*) We joined the club in 2011, and after more than 20 years of searching we feel like we have truly found our home.

Last year I met a long held goal and completed the coursework for my Coast Guard 100 Ton Master's License. Our future plans include cruising the East Coast and wintering in the Bahamas with our new boat.

### **Jean White – BOG (3 yr term)**

If you'd asked me 10 years ago to picture myself sailing my own 32 foot boat on Lake Champlain, I'd have said you were crazy! It was around that time my husband John started hinting about wanting to sail. Little by little it became clear that this was not going away and I at least needed to pretend to be interested. I'd "Ooh" and "Aah" at the ads showing pretty boats for sale. Step 1 was basic lessons we took at The International Sailing School in which I feared for my life. That was 2005. Step 2, winter of 2007 - John signed up to crew on a 75 foot sailboat in the southern Caribbean for two weeks, sailing each day to a different island. I refused to go. Blue water? No way! But as his departure date drew close, I knew I had to join him if sailing was going to become part of our lives. I survived. And I learned a few things (mostly what not to do to avoid the wrath

of the captain) and conquered numerous fears. All in all not bad.

The search began for a boat of our own. In the meantime, we had the delight of being guests on Martha Turek and Doug White's Turtledance at LCYC. I was mesmerized by the beauty of the club, the water, the lifestyle and yes, sailing. We became members in spring of 2010 and bought our little gem Ballerina, a Cape Dory 25D, at the same time. Each weekend became an adventure as we gave ourselves challenges to learn new skills. We sailed Ballerina for three summers and succumbed to the bigger boat syndrome this year (a Catalina 320). And this summer I completed Coastal Cruising and Bareboat Chartering ASA Certifications.

John and I met in the world of corporate marketing in NYC, but now I teach yoga and John recently retired from Gardeners Supply Co. We live in South Burlington - 5 minutes from our precious grand daughters and 20 minutes from LCYC. Both bring us great happiness!

**Lauri Jackson Landau – Auditor (3 yr term)**

Lauri was born and raised in New Jersey, 3 miles from the Hudson River, and never stepped foot on a boat (Staten Island ferry doesn't count!) until the 80's, when she started sailing on the Hudson River out of Nyack Boat Club in New York, of which she is still a member.

She learned to sail with her late husband Steve Landau on his Tartan 30, "Winsome", and spent many days cruising and racing on the Hudson, and cruising on Long Island Sound. They also chartered in the BVI, the Chesapeake, and Florida.

Although she had skied at Sugarbush for 20 years, she discovered Lake Champlain in 1994, when Steve retired, Lauri took a job with IBM, and they moved to Vermont. They joined LCYC in 1995, and spent many great years racing on both "Winsome" and her successor, Tartan 34 "Radiant". Cruising the waters of the Lake, most often with their new family, the welcoming people of the LCYC Cruising fleet, was the best part of every summer for many years (well, except for that anchor hauling duty!).

Lauri has recently relocated from Shelburne to Warren, and will retire from IBM in December 2013. Most winter days you will find her on the slopes at Sugarbush, free skiing and racing with the Sugarbush Racing club.

Her family includes her brothers and sister and their families, Steve's children and most amazing grandchildren, and her LCYC & Sugarbush families, all of whom keep life interesting and fun.

## **The Shelburne Fire Department seeks our help to obtain a kicker motor for their Fire/Rescue boat.**



### **Shelburne Fire Department's Marine 1**

In November 2012 the Shelburne Select Board, in response to an increase in emergency calls on Lake Champlain, approved the purchase of a 23 foot Boston Whaler Divemaster for the Shelburne Fire Department. The vessel is equipped with a large open deck work area and a custom removable dive door that facilitates the loading of injured persons at the water line.

So far this year the Shelburne Fire Department has responded to nine on the water emergencies and provided safety coverage at several marine related public events.

The vessel purchase was approved last year by the Select Board with the understanding that the fire department would solicit donations to outfit the boat with the necessary equipment for response to search and rescue calls, medical emergencies, public event coverage, and boat/house fires on or near the lake.

To date, generous public contributions have allowed us to purchase radios, deck gear, lifejackets, emergency lights, GPS, chart plotter, radar, medical supplies, backboards, and water rescue gear.

Through the generosity of the Shelburne-Charlotte Rotary Club a dewatering/fire pump has recently been obtained allowing us to assist vessels taking on water and provide fire suppression services on the lake and shoreline areas, including docks and marinas.

Some LCYC members have expressed interest in how they can help as individuals.

The next piece of equipment needed for the Fire/Rescue boat is a 10 HP “kicker” outboard.

The small outboard motor will serve three purposes:

It will allow us to run at slow speeds for extended period of time with minimal fuel consumption and without fouling the plugs on the 225 horse power main engine.

This is useful for patrol functions such as the swim portion of triathlons.

It would also be used for shoreline searches and in shallow or weedy areas where using the main engine is not advisable.

It would serve as the auxiliary power in case of main engine failure.

Your contribution could make this a reality. Checks can be made out to “**Shelburne Firefighters Association**”, (a 501-C3 tax exempt organization) and mailed to LCYC member **Bob Platt at 1271 Pond Road, Shelburne, VT 05482.**

If your contribution is in memory of someone, please note it in the memo portion of the check. Please call Bob Platt at 238 0779 with any questions.

Thank you for your support.



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## 2013 Gratuity

Dear LCYC Members:

It has been an LCYC custom to reward the stewards with a gratuity for the work they have done during the season, and for any special services they performed for you. This summer was particularly challenging, as the unusually wet weather made mowing difficult to schedule, and keeping your dinghies pumped out required daily vigilance.

As you know, in addition to providing timely launch service, the stewards are responsible for overseeing the safety of the boats in the mooring area, keeping the docks in working condition, facilitating the appropriate utilization of the docks, cutting the lawns, and cleaning the clubhouse. The Stewards also assist with Wednesday night and Etchell Class races, Burger Burns and other social events.

Members have the option of sending a gratuity (one check) to the Steward's Fund to be divided among the staff based on the number of hours worked, and/ or sending gratuities directly to each Steward. Your contributions will be greatly appreciated.

**For the STEWARD'S FUND, please make your check payable to "LCYC Steward's Fund" and mail to: Chuck Finn, 323 Route 423, Saratoga Springs, NY 12866.**

For individual gratuities, use the addresses below;

**Will Dowling**  
255 Boulder Hill Dr.  
Shelburne, VT 05401

**Kyle Paganelli**  
197 Olde Orchard Lane  
Shelburne, VT 05673

**Tim Bryan**  
395 Simmons Road  
Shelburne, VT 05482

**Alec Johnson**  
106 Farmstead Drive  
Shelburne, VT 05482

**Chuck Newton**  
100 Jericho Rd.  
Essex Jct., VT 05452

**Jack Torney**  
205 Haytumble Rd  
Shelburne, VT 0482

**Mitch Leffler**  
390 Terrace Dr.  
Williston, VT 05495

Thanks,  
Chris Hathaway  
Stewards Committee Chairperson

## From the Weather Mark

Talk about a fast season! It seems like it was just yesterday that we hosted a safety seminar with John Rousmaniere. By the time you read this, over five months will have passed since that event.

With 2013 now in the history books, where does one begin when looking back? For starters, we had a record number of registrants this year—88. All but 12 raced. While that might have been about normal in the 1980s, we haven't seen numbers like that since.



In line with that, we had a huge turnout for the 125<sup>th</sup> anniversary of the Ladies Cup, with 53 boats on the line which, again, is a much bigger fleet than we've had in recent years. What's particularly interesting is that, apart from our sizeable LCYC member contingent, the largest number of non-LCYC boats came from the Plattsburg area and Canada. What a pleasure it was to share this great event with our friends from the north!

We're doing our best to make lake-wide like that Ladies Cup like this a big draw. The Ladies Cup included not only quality racing, which is always our main priority, but a welcoming party the Friday night before, a breakfast the morning of, and a great dinner and party after. Along the same line, we hosted a great pancake breakfast the morning of the Macdonough Race and at the Hot Ruddered Bum race, the traditional after-race libations. With those efforts, I'm confident we'll continue to see similar numbers of boats—both in the Ladies Cup and in our other events—in 2014.

Closer to home, the Wednesday night series continued to draw large numbers, especially during summer's peak—late July/early August. Winds were pretty decent up through July, and we never lost getting in a race until the Regatta Chair jinxed it by pointing that out in a Binnacle article. We then promptly lost the Wednesday August C3 race and the Monday night One-Design Keelboat 5 series. Next time, I'll keep quiet.

Speaking of the Monday night One-Design Keelboat Series, we've had solid participation there from both the Etchells and the Sportboat fleets. This has clearly become a staple of our racing program, and we hope to expand the number of race Mondays next season.

**Scuttlebutt** \* (another word for Editor's Notes)

McDonough follow up: The request for "stories" about the race met with limited response. Tom Porter, Osprey, sent the photos shown including one that shows a boat with the crew hanging over the side near Colchester Reef. He observed:

We were approaching the reef behind that really nice wooden boat from Point Bay and this other boat that I had not identified. The wind had dropped to next to nothing and was switching all around. One of our crew just mentioned that the reef gets wider around the northern end and you don't want to go near that green mark, when we got lifted well above it. At the same we saw that boat, which I think was Gusto, stop moving. It must have been wedged there for about half an hour, while we and the other boat drifted north.



I think that those who could log on enjoyed following the race on Yacht Bot. My daughter's comment, after the race, was "Boy are you slow!" I felt we were competitive up wind but when we headed down and the asymmetrical spinnakers come out, blocking out the sun light, one mistake, and you are left back in the wake.

But I have never thought of these long distance races in that manner. For me everyone, regardless of how we placed is memorable. Our first goal is to finish in good order, without injury. My crew's tacks back up the back at 2 in the morning were as good as when we started.

The memories are what matter. The time we saw the moose swimming across the lake. The night we had aurora from sunset to the finish. The night we had St. Elmo's fire in the rigging. Brian driving up from Boston for races. Going aground on Shelburne Point in the middle of the night. ( I handed my son-in-laws father, who was in the water, an anchor, told him to swim it out a ways. He responded "what do you mean swim?" and him with a PHD in engineering

from MIT.) Bob Goodwin sailing with us. (His stories always began “ I remember the one time you beat me and . . .”) Luffing duels in the dark. (I was luffing another Pearson 26 up inside the light off Quaker Smith. Back and forth we went until I finally had enough and straightened out. We were ten feet apart. Just then the inside can passed between us. I swear you could see the whites of his eyes as they got big, being on the wrong side of the mark. I do not believe the charts show water that deep on either side of that mark.) Going behind Stave with Miro at the helm. We have probably touch bottom on every island used as a turning mark at least once.

This race was different only in the memories. Ed has been sailing with me for eleven years. The first seven were with his son Warren who is now a senior at Montana State. For the last six his son Will has joined us. He will be in college next year and this is probably his last McDonough. Ed teared up as they left the house. He has been great fordeck and I will miss him too. Many of you will remember him as the fellow who set up the connections so we could watch the last America’s Cup race before the Wednesday night race. He was also the one who set up Yacht Bot. He has become an avid sailor and recently placed second at a regional high school regatta. He may now be eligible for a national regatta in Annapolis this fall.

Also on this race was Ben, fordeck in training. He is a Sopmore at Burlington High-still a few good years left in him. Known for wrapping the spinnaker in the down haul and for flipping the jib sheet off the winch so fast it winds backup the wrong way. Great smile. We also had Laughlin, a freshman, at Mt Abe. Good kid, lots of potential.

Also we had Dean. Or Deano as he is known to the crew. He has been racing with me since ninth grade-about twelve years. It has been fun to watch him mature, go to college and marry. Now that they are expecting his first child his regular racing days maybe numbered. He brings his college class mate, Rob a graduate student, and goodcrew.

Also on board was Karen. Who hasn’t sailed with Karen! She is always trying to reform me. If you hear us singing Kumbaya, it is because she really gets on us if we mess with other boats, and so we sing whether she is there or not.

I welcome thoughts on how we might use Yacht Bot in the future, or not.

Peace,

Tony Lamb