



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Joss Besse

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Director of Club Communications: Dave Powlison

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<http://www.lcyc.info>



*Rosina.
Photo by John Dupee*

Fall Work Day, October 13, 8am until the work is done,
followed by the Annual Meeting.
Awards Night, October 19 at Burlington Country Club,
Reservations required. See website calendar for details.

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Commodore's Corner



By Joss Besse

As I write this, the annual Viper regatta is underway, and the Hot Ruddered Bum race takes place next weekend. That means our Fall workday is not far off, and another great season on the lake is wrapping up.

It has been a good year for the club, and I thought I'd provide some updates:

Clubhouse – You may only have eyes for your boat and the water when you arrive, but if you were looking at the clubhouse you would see that quite a bit of rotten wood has been replaced this summer, bathroom doors replaced, and a lot of painting and staining done. Still to come, the skylight over the restroom doors has been leaking for years and is scheduled to be replaced towards the end of September or early October. This will take a few days, so please avoid the workspace if you are there when work is being done.

Launch ramp – At their September meeting, the BOG gave conceptual approval of an extension of the launch ramp. Trailers are sinking into the clay lake bottom causing problems hauling boats – including the Dinse which

required several trucks chained together to pull it last fall. Our hope is to install pre-cast concrete slabs another 30-50 feet into the lake and, if we can get permits quickly enough, we will have the work done in late fall.

Driveway – We should be spreading new gravel round the driveway and parking lots, tentatively on October 5th, thanks to neighbor and member Tom Cabot who is providing the gravel for us. Please try to park on the grass so we have full access to the gravelled areas.

Annual Meeting – Our Annual Meeting takes place at the end of the workday on October 13th. The BOG is proposing, for your approval, several bylaw changes relating to management of the wait list, partnerships, Honorary Memberships, and several other house-keeping items. And as always, we will vote on new members for the Board of Governors. Formal notice, including the text of the bylaw changes and nominees for the BOG, will be sent to all members a couple of weeks before Annual Meeting.

October 13th is also our annual fall workday, and I look forward to seeing you there!



Photo by David Gibson

2018 Cruising - Fall Foliage Cruise



By Lynnea Rosner, LCYC Cruising Chair

Although the weather was anything but fall-like in mid-September, we decided to do a final Cruiser's Pot Luck, labeling it as a "clean out the 'fridge'" event in hopes of whittling down on the leftovers from the recent Corn Roast before heading out for a long weekend cruise. Once again, the pot luck was well attended, and most of the leftovers in the freezer were consumed, along with some interesting pot luck dishes.

Given the lack of wind forecast for the weekend, we were surprised when eight boats decided to join us for a cruise to Butterfly Bay at Valcour. For a light and variable day, the sailing was spectacular, with enough wind to push us north at six knots for most of the trip, once we left Shelburne Bay. We'd departed early with plans for a hike at Valcour before getting together for cocktails, and once anchored, most of the group joined us for a hike to the lighthouse, back along the trail south of Bluff Point before looping back to Butterfly Bay.

Since we had too many to fit on any of the boats, when we found a vacant camp area with two picnic tables on the walk back that was easily accessible by dinghy, we opted to have cocktails ashore. It worked great—shade from the sun and plenty of room for all of us. The only thing missing was fall foliage; the trees didn't seem to have heard it was mid-September and time for at least a few leaves to be showing the start of the foliage season.



Most of the fleet headed back Sunday, while three of us continued north to Deep Bay for Sunday night. After a very calm start to the day, we had enough wind to nudge us north to the ferry crossing before it petered out to light and variable for the rest of the day. We were surprised to find quite a few boats on the outer moorings when we arrived, but there were plenty of moorings available. After lunch, we dinghied ashore for a hike on Long Point and were thankful for the shade provided by the trees, as the temperature nudged toward record highs once again. One of the non-weekend night perks was not having the park rangers appear at cocktail hour to collect mooring fees.

After a morning hike over to the beach, the plan was to head back to LCYC. However, a south wind had piped up during the morning, making our track dead to windward, and as the

sole sailboat, we had our work cut out for us. Conditions weren't bad, but the wind continued to build. After tucking in a second reef as we rounded the west side of Valcour, we realized we didn't need to spend the remainder of afternoon working our way to windward—with plenty of food on board and no pressing engagements, we could spend a quiet afternoon and night waiting for the wind to drop.



We were treated to a beautiful sunset as the outer bands of Florence spread into the Adirondacks. The forecast predicted rain, but that became restricted to south of Route 4 by morning. With lighter winds, we had another nice sail back to LCYC. Not a bad end to the official 2018 cruising season.



It may appear that the Sieverts were attempting to conserve fuel by having the Rieleys tow them, but they were actually just dealing with a non-functioning outboard motor.

LCYC Annual Corn Roast

Held the last day of August, the corn roast is rapidly becoming an LCYC tradition, featuring hot dogs, burgers, and of course, fresh corn. This year's event was held on a beautiful summer evening and hosted by Chris and Jenny Leopold. Assisting them were Beth Thorpe and Wes Daum, Mike and Lois Lynch, Doug White, Martha Turek and Jill Burley. Jenny Leopold photos.



Member Spotlight: Les Veldt

When did you join LCYC, and why did you do so?

Dale and I joined LCYC in 2012. We had become good friends with several of the members, and we wanted to be sailing at a club, which had really great people and fun activities. I had been racing at LCYC as a non-member since 2006, traveling up from Point Bay for all the races, so LCYC was a natural choice for us. We are looking forward to being able to spend more time socially and volunteering more in club activities if we can wind down our business in Weston, Vermont. We also enjoy cruising very much and look forward to more of that. Our daughter Molly and her family live in Burlington so we really enjoy day sailing with them.

Tell us about your current boat or boats.

Our current boat is a Peterson 34 "Talisman". After selling our last boat in 1994 to raise funds to start a business, we had been without our own boat until purchasing Talisman in 2006 and trucking her back from Chicago. Our last boat prior to that was a Frers 38 named Crackin. We had been racing a Sabre 34 prior to that, and were stepping up our racing program at the time. The Frers 38 allowed us to participate in what then was called the "40-foot class," which was for all boats racing under IMS with a similar rating (around 72 PHRF).

Prior to the Sabre 34, when we had little kids, we had a Tartan 27 named, of course, Crackin. Friends dubbed this boat the "SS Diaper Pail". We would tie our kids' car seats to the mast in the cabin or on special hooks in the cockpit. We cruised this boat with the kids throughout the Islands off the Cape, and of course Block Island.

What's your sailing background?

I started sailing as a little kid with my Dad. We had a catamaran and sailed it primarily on Candlewood Lake, Connecticut. I was hooked, and then went on to sail all kinds of boats—Sunfish, Lasers, Lightnings, C Scows in Western NY, and then Tech Dinghy in college.



I owned a series of boats until 1994. I was fortunate to be asked to sail other people's boats (all 50+ feet) after that in many different venues and races until we bought our current boat. My entire crew from the Frers and I were asked to sail a Baltic 51 in three Bermuda Races. Our best finish was 4th overall and second in class to the runner-up in the 1998 Newport-Bermuda race.

What do you do for a living?

Dale and I own Consumers Relocation Services in Weston. We provide Move Management and Auto shipping services to a variety of corporations, higher educational institutions (mostly state universities), and large associations. We serve their employees and members. This is the company we started when we sold the Frers in 1993.

What other hobbies, pastimes or interests do you have besides boating?

Vermont is a place where there are WAY too many things to do. We enjoy doing family activities with our kids and 6 grandchildren the most. The activities include a lot of skiing (or snowboarding for a couple), both here and out west where some of them have lived, fly fishing, hiking, and I really enjoy cooking. Last Christmas we had a surprise snow storm in Southern Vermont with all of our kids home with their spouses, and we all skinned up Mag-

ic Mountain that day (the mountain was closed) and got family first tracks!

What's the most interesting/fun/unusual experience you've had while sailing?

The most fun sailing has been with our entire family on cruises to Block Island, the Islands, Newport, and Martha's Vineyard. The most memorable sail was eastward from Cutty Hunk to Woods Hole under spinnaker early in the morning with our family on deck having breakfast and coffee and watching the sun rise. The most exciting was my 15 minutes of fame getting the gun in class ahead of Ted Hood in Robin at the Block Island Around the Island race, and beating the entire IMS fleet (120+ boats) on corrected time, which was at the 1987 Block Island Race Week. My most unusual experience was sailing to Bermuda at dawn several hundred miles out and almost running into a very large dead whale. We would have been stuck in it for a long, smelly time.

Is there one LCYC event you always make sure to attend?

Right now, since I mostly race weekends, the Ladies Cup is my favorite. It has the feel of the old-time regattas where you see people at the beginning, go racing and then party afterwards.

Has LCYC changed at all over the time you've been a member?

LCYC just keeps getting better— facilities, ideas and pretty much in all respects. It's a real special place. Not only is it beautiful and very friendly, but a wonderful facility to hang out with family and friends. I love the idea that the members take ownership of everything there is to do. Having sailed in many different places, Lake Champlain and LCYC are our favorite. The mountains, coupled with the lake and the varying landscape, is so much like sailing in the fjords around the Baltic. We feel fortunate to be able to be members.



Macdonough Race: Setting the Pace for the South Course



This year's Macdonough Race marked the premier of the new South Course, which took racers around the traditional course, but in the reverse direction. With a good northerly for most of the race, JP Turgeon's Corbeau set the pace, finishing at 9:24 pm, with an elapsed time of 10 hours, 49 minutes and 20 seconds, which will be a tough record to beat for the South Course. However, even that was not enough to save their time in Class A over Rupert Thouron's Dunder, which was first overall in the Spinnaker fleet. First in the JAM fleet went to Noah Dater's Rosina, which finished the short course in 9:17:24.

The faster boats, as well as many of the JAM boats, which sailed a shorter course, finished off the club's C mark just as the wind was dying on Saturday evening. The last boats finished around 4am.

The new South Course was an attempt to provide some variety to an almost half-century-old race, as well as to avoid the "Diamond Island Doldrums." Anecdotal conversations suggest this new course was well received by the majority of racers. The entire fleet rounded Diamond Island in daylight, and most of the spinnaker fleet rounded the northerly mark at Point Au Roche in daylight, as well. In the

JAM fleet, many the boats made it around Valcour Island, the northern mark for their course before dark.



*Corbeau, first-to-finish, heads out of the bay.
Photos by Michelle Jordan*

The 24-boat fleet was also the largest Macdonough fleet—by a few boats in the past five years. The low was 15 boats, in 2017.

The plan is to sail the South Course on even-numbered years and the traditional North Course on odd-numbered years.



Photos by Michelle Jordan.

*Moovin' experiments with a new way to reef the spinnaker.
Photo by Lennart Lundblad.*



Photo by Michelle Jordan.



Sundance goes old school with a blooper. Photo by Mark Engelhardt.



Photos by Julie Trotier.



Photo by Michelle Jordan.

A Day in the Life of a Steward



By Jack Main, LCYC Steward

During my first year at LCYC as a steward, I really had no idea what to expect. My family has belonged to the yacht club since 2005, and the stewards have been new almost every year. But this year was different. All of this year's stewards—myself, Dave Boreman, Gabrielle Booth, Charlotte Bresee and Bo Hopwood—had completed at least one season at the club. Four of the five of us were also members. With Bill Breese as captain of our ship, we set sail knowing we could tackle any problem that came our way.

Being a steward is much more than just taking you out to your boat and pumping out your dinghy. We must have complete control of every situation that may happen on any given day. In case you were wondering what else we do, here's a typical weekend day in the life of a steward.

Imagine it's a Saturday of a big race...

- **08:00:** Members are already awaiting rides. I need to put my coffee down and get in gear ASAP.
- Put up the flags, always making sure that the flags don't touch the ground.
- **08:30:** Start preparing the boats to make long trips. This usually means making sure the Nautilus is charged and the Milo has fuel. The boats must be clean and dry as well. A big thing that we are in charge of is making sure that there is fuel in the Dinse. We don't actually know how much fuel the Dinse takes, so we fill it up with five gallons of diesel before every race.
- **09:00:** Sit in on skippers' meeting. Listen for weather concerns or anything that could possibly stop the race short (we also will monitor the Coast Guard station to listen for any pan-pan hazards).
- **09:30:** Everyone wants a ride. Right now. If there are two stewards on, we split up the rides, with the Milo going north and the Nautilus south.
- **10:30:** We are hopefully done taking the racers out. But now the cruisers are starting to show up, and we take them to their boats.
- **11:00:** The second steward shows up. If we get any kind of delivery it always seems to happen around this time—ice, toilet paper, towels . . . any necessity the club might need.
- **12:00:** Lunch time! Members are really good about letting us have a break where we can sit down and have lunch. That's something that we really appreciate, because stewards need to eat too.
- **12:30:** After we eat, if there are two of us on, we start getting the club ready for the racers to return. Some duties go unnoticed, such as sweeping the porch and making sure the docks are secure, but those types of things are very important to care of. We also sweep, clean the kitchen, open the garage doors, clean the clubhouse and wipe down the main table.
- **13:00:** Take on a task that no one else will do; probably eradicating spiders from the dock.
- **14:00:** The first racers are on their way back in. The steward who opened up at 08:00 will be handing off to the steward who will close at 21:00. Again, we try and split up north and south.

- **14:30:** The bulk of the racers are coming in. We always encourage just two people per pick-up per boat, which makes it easier for everyone.
- **15:00:** If everyone is in by now, we keep an eye out for the committee boat and make sure there are no stragglers. We take care of any guest mooring situations and make sure that there is no interference with member moorings.
- **16:00:** If there is an awards ceremony, try and watch it and congratulate the winners.
- **17:00:** The steward who started at 11:00 leaves. The task of cleaning up after the race is not as rushed, however, I always try and get it done earlier so I can leave as close to 21:00 as possible.
- **17:30:** Grab some dinner. Frozen pizza from Hannaford's is usually the way to go.
- **18:00:** Generally, a time to relax and read a book. It never gets old sitting in one of the Adirondack chairs and looking out at the mooring field while the sun goes down.
- **20:00:** It's time to start putting the club to bed. Bring down the flags, bring the flags up from the boats, start taking out the trash . . . the list goes on.
- **20:30:** By this time, we want to be done putting the club to bed. The last thing we have to do is log what happened during the day in our stewards' log and record the hours on the Nautilus.
- **20:58:** The last member calls for a pick up; we have to unlock the building again.
- **21:00:** Clock out. Get ready to do it again in 12 hours!

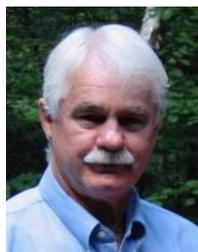
By the time you read this, we will have all gone our separate ways for the winter. I'll be a freshman at Quinnipiac University, studying Journalism. But before I sign off for the year, I'd like to give a shout-out to Dave Boreman and Bill Breese, who were the stewards' leaders. But most of all, a big thank you to all the club members for making LCYC the best place to spend a summer on Lake Champlain!



Photo by John Dupee



2018 Viper 640 Regatta



By Dale Hyerstay. Gerry Davis photos.

Saturday morning of the 2018 Viper Regatta saw clear skies and a north wind of 20-22 kts. While practicing, many of the first boats launched had a hard time carrying their asymmetrical spinnakers without broaching. But by the first warning signal, the wind had moderated to the 18 kts that Viper racers lust after. Since our north wind waves are more moderate in Shelburne Bay, we set up a one-mile leg course there and got in five four-leg races.

Saturday evening, Alice Hyerstay and her crew fed 85 (62 racers and our 23 on-water staff and meal servers) a feast of Bluebird slow-smoked pulled pork, mac & cheese, baked beans, Asian cashew chopped salad, homemade brownies, and Ted Castle's Chessters. We had the meal early enough that racers could head into Burlington for all it has to offer. However, as has become traditional, many hung out around a fire in the fireplace before heading out.

By Sunday morning, the wind began moderating. We got in two complete races in the open waters of Burlington Bay, but abandoned the third race when the bottom dropped out halfway through the second leg.

With seven races completed, nobody complained as they feasted on boiled hot dogs while de-rigging and loading up for their trips home. There were abundant comments about looking forward to returning next year. Most tell us that our regatta is their favorite.

Of the 20 boats competing, 12 came from five states: Massachusetts, Connecticut, New Jersey, and Virginia, plus two from LCYC, Jason Hyerstay and Mark Engelhardt. Six came from Ontario and two from Quebec. For the second year in a row, the Heady Topper 4-pack for the boat that came the farthest—571 miles—went to *Northern Honey Badger*, from Sarnia Ontario. Club member families hosted 16 of the 18 visiting crews (see list below).

Housing Hosts

Paul & Ellen Boisvert
 Steve & Joanne Booth
 Chuck & Gerlinde Bowen
 Bern Collins
 Bob & Kathleen Finn
 Georgia Jeffers
 John Kimura
 Roy & Mary Lou Langdell
 Ted & Kim Marcy
 Will & Amber Nye
 Steve & Debby Page
 Bob & Thea Platt
 Gunnar & Jean Sievert
 Steve & Nona Unsworth

Doug & Ann Viehmann
 Steve & Michelle Walkerman

Kitchen Crew

Alice Hyerstay
 Susan Bresee
 Roseanne Engelhardt
 Heidi Lessard
 Ben Lessard
 Susan McDonald
 Ellen McShane
 Katherine Watts

Race Staff

Dale Hyerstay
 John Harris
 Keith Kennedy

Steve Booth
 Bob Dill
 Bob Finn
 Doug Friant
 Wendy Friant
 Tom Glynn
 Parker Hoblin
 Ben Lessard
 Gunnar Sievert
 Jean Sievert
 Doug Viehmann
 Michelle Walkerman
 Steve Walkerman
 Sherm White

Protest Committee

Jeff Hill
Heather Ambrose
Mark Hatfield

Photo Boat

Gerry Davis
Ted Marcy
Joss Bessee



Steve Chapman & Crew in Oceanmare, 2018 First Place Winner

Scuttlebutt (Editor's notes)

How are sailboat racers different from fishermen?



This year's Macdonough Race was a race to remember. I do not remember steadier more favorable winds.

Like most of you, I try to gauge the wind speed, not only by looking at my instruments but also by the state of the sea - mostly the white caps.

I compare this with the wind speed shown on my instruments.

I was surprised when the instruments read a consistent 15 to 18 knots of wind and yet the sea state looked significantly less. I do not recall ever sailing in that wind range without a lot of waves and some pounding when going up wind, and yet there was almost none.

Of course, after the race I compared wind speeds with other racers who all reported 15-17 or 18 knots of winds.

And yet I was bothered by the discrepancy between the seas I would have expected and what was there.

And then one skipper said they had 18 to 25 knots.

I knew that I just had to check this out. So I looked at the log of the winds all that day at Colchester reef. It showed a consistent 10-12 knots of wind, which would be consistent with the seas that I saw.

So the question is, do sailboat racers tell stories about the wind, like fishermen do about the size of their fish?

Peace,
Tony Lamb



Photo by John Dupee