



# the Binnacle

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

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September 2018

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<http://www.lcyc.info>



## Ladies Cup Winner



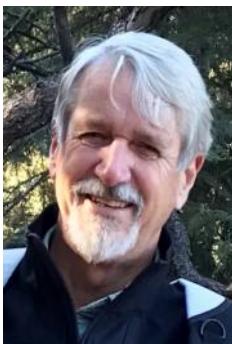
Ernie Pomerleau, Etchells, USA 1300, with crew Chris and Monica Morgan.

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## Commodore's Corner



*By Joss Besse*

On August 18, we headed out in our Etchells for another Wednesday night race. There were some T-storms possible, but we thought we'd at least tune up the boat, sail a bit, and see what happened. The Dinse and a few other boats

went out as well, so the forecast couldn't be all that bad ... so we thought. Well, we watched the sky get darker, heard some thunder, saw some great lightning, and then some wind filled in. So we went back to the mooring, sat around the cockpit and watched the storm come through.

As a kid I seemed to get stuck out in a lot of thunderstorms on our 14' Rhodes Bantam (I guess we just weren't so careful back then). But that was a long time ago, and I guess I had forgotten what it is like to have the rain dumping down on me, and lightning and thunder all around. The rest of the team squeezed under the (minimalist) cuddy and missed much of it (they said I was too big to fit under there anyway), but I stayed out and got the full treatment. While I definitely didn't like being caught in a storm when I was a kid, this time I kind of enjoyed watching the storm from the front row seats.

By 6:30 the storm passed, and we could

hear the party going on at the clubhouse. I hadn't realized how noisy we all are! We got there late, but found things still in full swing – music, a slide show from the Ladies Cup, loads of pizza, and not a seat to be had. A lot of people having fun. Another memorable evening at LCYC!

Looking at the articles queued up for this edition of the Binnacle, a couple of them jumped out at me. First, Bob Finn wrote about keeping our boats secure when the inevitable September storms blow through—please look at his recommendations and make sure your boat is safe. During last significant incident a few years ago, one boat broke free and caused six-figure damages to a handful of other boats on its way through the mooring field.

The second article is from Lynnea Rosner and includes a link to the stories of the Mighty Quinn's voyage to her new home in the Midwest. As new cruisers, Hilary and I have taken tremendous pleasure in reading these stories. It wasn't so much the crew's misadventures along the way that we enjoyed—they suffered multiple groundings, lines wrapped around the propeller, man-eating flies, sleepless nights, etc. That would be unkind. But the stories about these events were priceless. As the crew commented on their captain: "you can't fix perfect."

I hope you all enjoy the rest of the sailing season!



*Photo by Gerry Davis*

# Ladies Cup 2018

*Photos by Paul Boisvert*



## Yngling NAs—Youngsters and Outlaws

By John Harris

I had the opportunity to sail the Yngling North Americans in Sheboygan, Wis. the first week of August with the former class president (and my daughter's father-in-law to be). If you aren't familiar with the Yngling, it is a 21' keelboat, sailed by a crew of 3, designed to be a youth training companion to the Soling, but widely sailed by crews of all ages. Yngling means "youngster" in Norwegian. A very popular boat in Europe, often attracting 60+ boats to major regattas, it has a much more limited following in the US with only 4 fleets and about 45 active boats located in Michigan, Minnesota, Iowa and Rhode Island.

As with many lesser-known one-designs, Ynglinites are passionate and many are quite good sailors. The NAs attracted 21 boats, almost half of the active boats in the US. Not many fleets, large or small, can beat those participation numbers. And there was no lack of talent with a past Opti National champ and two multi-time Yngling World Champs filling the top three slots on the podium, as well as many other competitive sailors throughout the fleet.



Another defining characteristic of the class, reflecting the original intent of the designer, was the number of youth sailors. There were three youth boats, and about half the fleet had at least one youth sailor on board. And for those who question why LCYC still has a Lady Skipper Race in this age of gender diversity, there were four boats skippered by women, including the 2<sup>nd</sup>, 4<sup>th</sup> and 6<sup>th</sup> place finishers. The social events were as important and lively as the racing and felt like a Midwest family reunion.

As for sailing in Sheboygan, it is a US Sailing Center with world-class waterfront facilities run collaboratively between Sheboygan YC, Sail Sheboygan and several other non-profits. They host numerous national and international level regattas, including the 2018 Para-Sailing Worlds in September and have world-class race management. The sailing venue is on open water on Lake Michigan just a 10-minute sail from the YC with no boat traffic and consistent sea breezes. In three days, we got in 12 perfectly run races in winds of 5 to 15 knots. You don't get much better than that.



Maggie and "The Outlaws"



Never having sailed together, we had a good regatta, finishing 5<sup>th</sup>, with very capable 13-year-old, Maggie, as our third. She referred to us “outlaws” as two old guys with mustaches and her only complaint was I spoke a strange language called “Etchells” which she often didn’t understand.

The good news is we got along well enough that the wedding is still on, and I got invited back to Sheboygan to sail in the Yngling Worlds next year.



*Photo on Lake Champlain*  
*By John Dupee*

## Meet the New LCYC Members

### The Ibbott Family

Diane and Geoff Ibbott met in Colorado and were married nearly 29 years ago. Geoff had been sailing Stars for years on Colorado mountain lakes and recruited Diane as crew, and together they won the district championships (Blue Star). Soon after, Geoff was recruited to Yale and they moved to Connecticut where they sailed on Long Island Sound. Then Geoff was recruited to Kentucky, where again, there were beautiful mountain lakes. When Geoff came home and said he was interested in a job in Houston, Diane agreed on the condition that she be allowed to choose the next move—both time and place. So after 17 years of working in Houston and sailing on Galveston Bay, Diane decided it was time to return to a place that offered four seasons, mountains, and water, and decided on Vermont. While in Houston, Geoff had sold the latest Star and moved into a bigger boat, a Beneteau 36s7, which will be making the move to Lake Champlain before the summer is over.

Diane took a shortcut to becoming a grandmother when Geoff's son (from his earlier practice marriage) and daughter-in-law had a child, some 21 years ago.



*Photo by John Dupee*

## Member Spotlight: Peter Idleman

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.

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.



Peter at age 18 on Snipe

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



Peter and wife, Barbara, in Willsboro in 1986

sailed by those in the Medicare class.

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



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

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-handled 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 "messing about in boats." This was best expressed in E.B. White's essay, "The Sea and the Wind that Blows":

*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.

## Oh What a Night! American Flatbread Pizza Night—August 15



*By Ann Clark*

The evening of August 15 at LCYC was not a night for racing. Severe thunderstorms hovered over the lake, and the rain was torrential. However, racers and non-racers were not deterred and happily lined up for flatbread pizza, a salad bar, as well as chocolate chip cookies and Chesters, the latter compliments of member Ted Castle.

The two men from Flatbread were incredible. With a five-minute notice, they happily began serving the long line of hungry people.



Members and their guests crowded into the clubhouse and under the awnings, and the evening was filled with good cheer and friendship. As our Regatta Chair James Unsworth

said, "The evening was all about "community."

The evening was further enhanced by love-



ly floral arrangements featuring sunflowers from social committee member Heidi Lessard's garden. The frosting on the cake was vocals, guitar and banjo music from Gus Bloch. Many, many comments were made about Gus's music, and we surely will invite him back next season. To further enhance the evening, photographer and LCYC member Paul Boisvert set up a continuous loop slide show of photos he took at this year's Ladies' Cup, and many people enjoyed that.

So, don't stay away from the club when the rain is torrential. It is an excellent opportunity to get to know other club members and guests in a tight setting. As a non-member said when he was about to return his boat to the Burlington Harbor, "LCYC throws the best parties!"

*Photos by Ben Lessard*

## Etchells—Sportboats August 26 Races



*Photos by Gerry Davis*

## August Cruising Log



*By Lynnea Rosner, LCYC  
Cruising Chair*

As Antares began the August cruise, the sky darkened with the storm that coincided with the end of the Ladies Cup race on the broad lake. We used the

wind, with gusts into the mid 20's, to sail south to the Converse Bay moorings, joining the fleet who had left earlier in the day. Unfortunately the rain did little to cool things down - it would be another hot week of record temperatures. Everyone agreed that being on (or in) the water was the place to be - I don't recall the water temperature reaching 76 F in past years.

We made stops in Westport and Port Henry as we headed south. In Port Henry several boats reserved moorings at the marina, some stayed on the dock, and the rest anchored. Dave, the marina manager, graciously invited all of us ashore to use the grill and picnic tables for a group dinner, a much appreciated gesture. Thanks Dave!

Rain and possible thundershowers were included daily in the forecast, and we had some rain and thunder as the fleet headed for the anchorage under Fort Ticonderoga. Fortunately, most of the weather was further south, missing us, but did provide an interesting 'light show' with numerous cloud to ground strikes. All was quiet by the time the fleet was anchored, but with enough clouds hanging around, we postponed any shore activities.

While it is possible to visit the fort from the water, getting ashore requires poling dinghy through thick weeds and then walking through 'guck' before arriving at terra firma. Given the \$22 entrance fee, everyone opted to skip the fort and do a dinghy excursion to town in the morning.

The trip up the LaChute was the highlight of the trip. Once past the shoals at the mouth of the river, there was plenty of water upstream. Given the recent rains, the current was running as we dodged dead heads and low branches. It's about 2 NM from the mouth of

the river to the falls in town. We tied up where once canal boats docked to be loaded, just downstream from the falls.

The museum at the visitor's center has several rooms depicting the history of the town and the numerous mills that produced wares over the years. It's also the where the #2 Ticonderoga pencils were made. We took the nature trail along the La Chute River, ending with a stop at the local Stewart's for ice cream before heading back to our boats.

With iffy weather and other commitments, most of the fleet started back in the afternoon. We took our time, dropping anchor off the Champlain Monument at Crown Pt. and walking over the bridge for a visit to the museum at Chimney Point. Friday night was spent at North Harbor listening to the Eye in the Sky astronomy lesson while looking for shooting stars - it was a clear night, ideal for the event, complete with several meteors sighted. Sunday we watched as the clouds reassembled behind us, with showers falling at Split Rock, while missing us further up the lake.

A number of the regular LCYC cruisers have been off the lake on other adventures this summer, including those who joined Chuck Finn aboard the Mighty Quinn on her trip to Bayfield, WS - Lou Chiriatti and Wes Daum did the Kingsland Bay and Erie Canal to Buffalo (they have their tales) and Doug Purdy who chronicled his adventures onboard via a number of emails.

See <https://www.facebook.com/pg/Cruising-1411449995846149/posts/> and scroll down to July 14 to do the trip from the beginning.

The Mighty Quinn arrived safely at her new home in Bayfield, WS on Monday evening, August 13. We'll miss seeing her and the Finns at LCYC.

Another small fleet of LCYC boats (Friendship, Sabrina and Tranquility) departed in July for a cruise to Ottawa and back via the Rideau Canal - we were fortunate to travel aboard Friendship to Ottawa before returning in time for the August LCYC Cruise Week. They returned to LCYC August 13.



Storm approaching on August 4



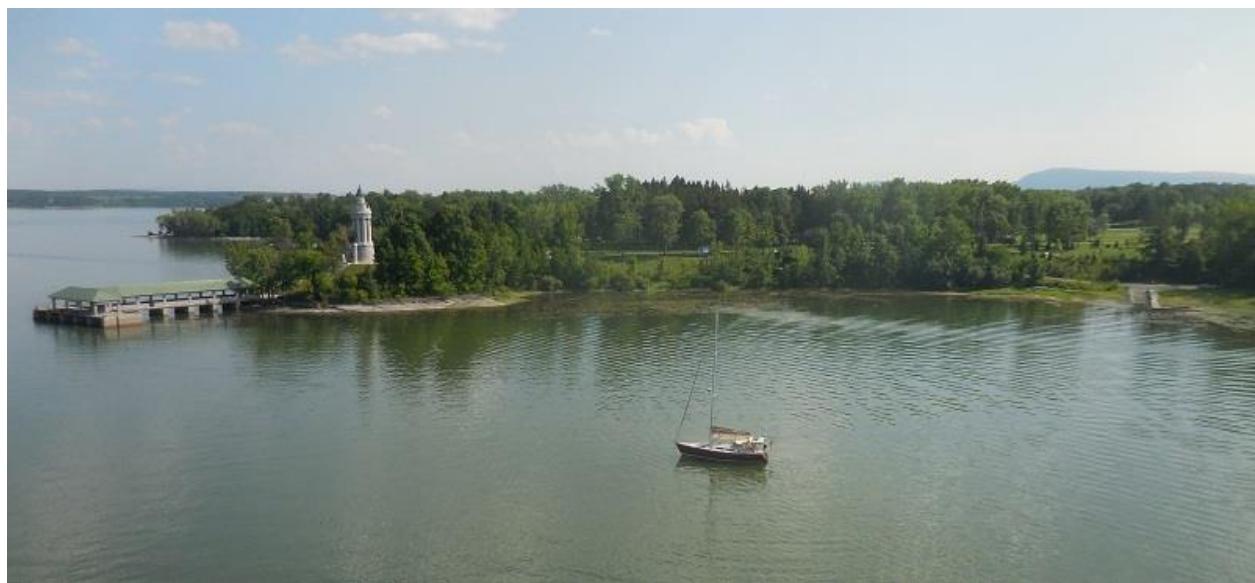
Picnic at Port Henry



Fort Ticonderoga as seen from the anchorage



The LaChute dinghy ride



The west anchorage by the Champlain Bridge



# Around the Club



## From the Weather Mark

*By James Unsworth, Regatta Chair*

It's hard to believe we are approaching the last third of the racing season at LCYC. There is still plenty on the calendar, including all of the Wednesday night D-Series and the formidable Commodore MacDonough, which has a new format this year. We are also hosting our annual Viper 640 regatta September 22<sup>nd</sup> and 23<sup>rd</sup>. The past few years of this event have seen 20+ boats!

### Ladies Cup 2018

The forecast was not looking too promising 24 hours before the event, but we were able to have a fantastic day of racing! We even had some excitement on the way in (and for some of the JAM fleet during the race) when a squall ripped through. The Dinse saw upwards of 30 Kts!

Many, many thanks to those who helped organize and run the event. In no particular order: Dale Hyerstay, Keith Kennedy, Bern Collins, Jill Burley, Charles London, Gerry Davis, Joss Besse, as well as Ann Clark and all of her social helpers. Congrats to all of the participants and winners, but especially the team on Ernie Pomerleau's Etchells, USA 1300 who won the cup.

### Dropping off Crew on the Dock

It has been brought to our attention that some racers are not dropping off the majority of their crew at the dock prior to putting the boat back on the mooring. Please keep in mind that our launches can only hold six people at a time. If it is possible, please head to the mooring with only two people to help expedite getting folks back ashore. We understand that weather can play a factor, as can water depth towards the end of the season, but please be courteous to the stewards and fellow members whenever possible.

### Race Cancellations

Gone are the day's of "winging it" in regards to weather and storms. In this day and age of everyone having sophisticated radar in his or her pockets, it has made decision-making both easier and harder at the same time. I wanted to speak briefly on race B-4 which was scheduled to be sailed on Wednesday 7/25. The PRO, race committee volunteers, myself and members of the regatta committee all discussed the approaching storms. Multiple forecasts and models showed thunderstorms impacting the Shelburne Bay area sometime during our race window. Many competitors had already made the decision not to race at the time we decided to abandon the race. This was not an easy decision, as the breeze was excellent. However, the safety of the race fleet and those participating ultimately outweigh any benefit of a night of racing. Are these decisions always the right call? In this instance the storm did not impact the area during the race time, but all of us who made the decision that evening slept well, knowing we

## Etchells Fleet News

By John Harris



It has been another summer of great Etchells racing at LCYC! The good news is that, on the whole, the winds have been much better than last year, and the competition has been as hot as the weather. This year we lost a couple of regulars from our fleet but still have 11 active boats and are working on getting a couple of new folks into our fleet for upcoming seasons.

As is often the case, USA 1300 with Ernie Pomerleau and Chris and Monica Morgan are setting the pace for the rest of the fleet. This is despite the fact that their secret weapon, Oliver, has been relegated to shore-side duties this season. For places 2 through 11 the battles have been more hard fought than ever with top 3 finishes becoming harder and harder to come by. Following multiple seasons with a strong start, this year USA 466 (Joss Besse/Steve

Booth) has kept the pedal to the metal and are standing strong in second place. Relative fleet newcomer USA 1098 (Scott Willard) rounds out the top three. Outside of our one-design racing, kudos go to Ernie, Chris and Monica for winning this years Ladies' Cup. This is Ernie's third time winning the Cup in the past seven years (not including a 4<sup>th</sup> victory while crewing on Pied Piper in 2013).

On Monday 8/7 Scott Willard organized another clinic with Etchells World Champion Jud Smith, and we actually had wind (our track record in this department has not been good)! We spent a productive 2+ hours on the water, with Jud moving from boat to boat, before adjourning to the clubhouse for beers, food and a debrief session. As always, Jud brought a wealth of knowledge, and everyone walked away with a number of good tips.

There are one more E Series event and plenty more Wednesdays before the 2018 Kellemen Cup standings will be finalized. Game on!!!

## Announcements

### Reminder about Dock Rules

Boats cannot be left on the dock unattended for more than one hour.

Boats cannot be on the docks in high winds. If you are on the dock and the winds come up, you must leave the dock.

### September Stewarding Hours:

9/1 - 9/3 0800 - 2100 hrs

9/4 - 9/7 1300 - 2000 hrs

9/8 - 9/30 Weekends 0900-2000 hrs

9/10-9/28 Monday, Wednesday, Friday 1300-2000 hrs

Note: Some of these shifts rely on Volunteer Members. Please check this website the day ahead to for changes to the schedule.

### LCYC Website Tip

Did you know you could see what volunteer work needs to be done at the club and sign up to help just by clicking on the "Volunteer" tab at the top of the homepage? Check it out. It's easy to do, and you'll be doing a great service to LCYC by offering your help.

## Is Your Boat Ready to Ride Out Fall Storms?

*By Bob Finn, Harbormaster*



As the equinox approaches, weather conditions become more unstable and unpredictable, so prepare your boat to ride out a storm. Particularly, if you are going to be away, be sure your boat is prepared before leaving. This includes mooring lines led fair; chafe gear fitted at all wear points; anchor blades stowed clear; a second pennant attached to a different strong point (ie: the mast or a different cleat). An eye splice just looped over a cleat is a disaster waiting to happen. The eye should be secured with smaller line so it won't come off the cleat or, if it will fit, the bight should be led through the hole in the cleat base and doubled back over both horns.

Windage should be minimized or, ideally, eliminated. Sails on furlers and booms should be covered, or removed. Dodgers, biminis and other canvas should be closed up and secured.

We will all rest more easily knowing that our boat and those of others are secure on their moorings.

## New LCYC RIB

*By Jeff Bourdeau, Chair of Boats*



Have you noticed a new boat in LCYC's support fleet this summer? The club replaced the old Rigid Inflatable Boat (RIB) in early July. The old RIB's pontoons were failing and the design prohibited the opportunity to replace just the pontoons. The investment in the new 15' 550 Bay Runner Pro Zodiac RIB was a necessity. The new RIB's design is a center console with 50 HP Yamaha. The RIB serves as the instructor/support boat for the junior sailing program.

The Board of Governors felt that this boat represents the club's sailing programs, and the parents of participants need to have the confidence that a solid boat is there to ensure the safety of their children. This boat can be seen in daily use by the junior sailing program but will also be utilized for other functions around club. The boat was purchased at the Small Boat Exchange using money set aside in the capital fund years ago for this purpose.



## **Scuttlebutt** (Editor's notes)

### **Sportsmanship and Seamanship**



Often when we think of LCYC we think of the club-house, the mooring field and all of the activities. However, when you strip all of that away, we are all sailors who are engaged in a sport-sometimes competitive, sometimes not. Sportsmanship and seamanship are two things that we value.

I was on the race committee for a recent weekend Etchells race. During the final race boat 1300 had a great start and seemed to lead throughout the race. As the fleet came down under spinnaker towards the finish we could see that 1300 had a short lead over Pied Piper, sailed by Dave Powlison, John Harris and Patti Fisher.

Just before the finish, 1300 dropped their spinnaker and pulled up just enough to allow

Pied Piper to pass and take the gun for first.

The two boats came together after the finish and we could see them pass something between them. After the race I learned that partway down the last leg, Oliver, the four year old son of Chris and Monica Morgan had fallen over the side of boat 1300. Almost before anyone could react, Pied Piper, who was close behind, swooped in, picked him up by the handle of his life jacket and carried him to the finish line. What we had seen passed after the finish was Oliver being transferred back to his boat.

In appreciation for what Pied Piper had done, 1300 intentionally paused just before the finish line to allow Pied Piper to take line honors.

Seamanship and sportsmanship all in the space of a few minutes. Kudos to all.

Safe sailing.

Peace,  
Tony Lamb



*Photo by Gerry Davis*