



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Charlie Van Winkle

September 2019

Director of Club Communications: Dave Powlison

Binnacle Editor: Tony Lamb



Photo by John Harris

Remember Workday, October 12
8am 'till the work is done.

Upcoming dates:

Hot Rudder'd Bum Race	Sept. 28
Bylaw Change Informational Meeting	Sept. 30
Awards Night	Oct 5

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Commodore's Corner



*By Charlie Van Winkle
Commodore;*

I took a turn driving the launch this past Sunday and have a better appreciation for the job the stewards do. Bo checked me out on the Milo because that is the one everybody has trouble with. I didn't think to get checked out on the Nautilus, figuring that was the easy one. Sunday came, and the Nautilus was all rigged with the appropriate flags and ready to go, so I became the Nautilus pilot. My first ride out went OK, but it was coming back to the dock that proved to be challenging. First off, the tiller is mounted in the wrong place—on the port side of the boat not the stern. Push it forward to go to starboard, pull it back to go to port. Easy-peasy, right? Right, until you have folks riding with you. Apologies to Gwen and John Stetson if their ride back to the dock was a little more exciting than they bargained for. Look at it this way guys, at the Casino Pier in Seaside, NJ, a ride on the jet-star rollercoaster would cost five tickets. A ride on the launch piloted by the Commodore was free...so you saved yourself five tickets.

By the time you read this, we will be down to two stewards, both full-time students; classes are going to take priority. If you have some time this fall and want to learn how to drive the launch send an email to Bo (bohopyt@gmail.com), Jill Burley (jillb@burleypartnership.com) or me, and we'll get you trained up and on the list. Launch service will depend upon the availability of Bo and Andrew, supplemented by volunteers from now until the end of the season. The schedule is posted outside the stewards' office and is fluid while the paid guys are at school, so volunteers are always appreciated, especially on Sundays.

We have a lot of administrative activity going on that will involve a couple of bylaw

changes. You have received an e-mail blast from the communications director about three proposed changes. Here is the skinny:

The first change is to address the two- or three-year waiting list for new members to get a mooring. Currently, our mooring waitlist stands at 2-3 seasons for a new member to receive a mooring assignment. This typically requires a new member to pay both LCYC fees (annual dues and initiation fee payments) while also having to pay for a mooring or boat storage at another location. Feedback from prospective members is that this financial burden is too high, and they cannot pay for two moorings for multiple seasons. Besides, this doesn't seem fair. Considering this feedback and our continued interest to encourage younger members to join the club, the BOG agrees that creating a new process for the mooring waitlist can address these concerns. An addition to the bylaws is recommended to allow for Approved Applicants to pay a one-time Mooring Waitlist Fee with no obligation to become a Full Member until a mooring is assigned.

The second proposal is to modify the Associate Member category. Very few, more like three people, have been Associate Members since the category was created 16 years ago. We would like to revise the definitions and rights within this membership category to allow for new members to transition into the club while waiting for a mooring.

The proposed bylaw change removes the age restriction. Associate Members already pay a reduced membership fee. They will retain rights to access to the club, but will have no mooring rights, dry-sailing storage, voting rights or eligibility for office. Associate Members would be required to uphold all other club responsibilities (volunteering, etc.) and could store paddleboards, kayaks or canoes at the club and use the Junior Sailing boats.

Current Full Members who sell or do not have a boat can transition to an Associate Membership, but are subject to a reinstatement fee upon returning to full membership. The re-

instatement fee is subject to the discretion of the board, but is proposed to be the cost difference between Associate and Full Membership dues multiplied by the number of seasons the Full Member has been an Associate Member—minimum one season but capped at five seasons. All partners of boats with partnerships still need to be full members (reference harbor rights).

The third bylaw change has to do with what constitutes a quorum for the Board of Governors. With the removal of the Communication position on the Board of Governors (voted in Fall Workday 2018), we would like to reduce the quorum minimum from the present 8 to a majority of members. Not to go all Roberts Rules of Order on you, but there were some BOG meetings this past winter where attendance started out a little light, threatening our ability to conduct “official” club business.

We traditionally consider bylaw changes at the fall workday, which is also considered the annual meeting. I don’t want to be the guy standing between completed workday tasks and lunch, but these are bylaws and deserve

some discussion. I’m not shying away from pointed questions, but if I can answer one or two of them now, then there could be less discussion going on while the chili is getting cold. So to that end, I am holding two information sessions at the club to review, discuss and solicit member input on these proposals. One meeting will be held on Monday, September 23, at 18:30 at the club. The next meeting will be held a week later Monday, September 30, again at 18:30 at the club. Come down and learn about the proposed changes and share your input. The official language will not get warned until October 2, so your input might make a difference. Or, come down and let me know how you think we could do things better next year. This is designed to be informal and educational. I’ll bring a couple of cold ones with me to share, but let’s keep it just between us, so don’t tell the lawyer types.

email: LCYC.Commodore@gmail.com

By-Laws Changes Informational Meeting

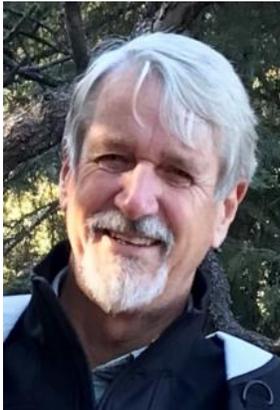
Monday, September 30, 18:30, at LCYC

Voting will be at the club closing workday meeting.

Details about the changes are at:

<https://lcyd.info/articles/laws-changes-information-meetings-schedule>

LCYC Launch Ramp Upgraded



By Joss Besse

You all saw the email blasts indicating that the launch ramp would be closed for a few days this September in order to extend it. We are happy to report that the work has been done, and the ramp is back and ready for use! The condition of the ramp below the waterline has

been deteriorating for a number of years. It had developed into a clay-bottomed pit that mired trailers, along with a shallow berm a bit further out that was hard for deeper boats to float over.

The project started last year when Al Lewis volunteered to design a solution and apply for local, state and federal permits. His design involved excavating 50 feet to the east of the bottom of the ramp, and placing six 5 x 12 pre-cast concrete slabs to extend the ramp. On approval of the design and funding by the BOG, Al also volunteered to lead the construction.

Work started September 16, with a large excavator (imagine a 12-foot-wide excavator



Chief Engineer Al Lewis (on right)

with a 60-foot boom navigating the LCYC driveway!) from Blow and Cote, which spent a day excavating the worksite. The hauled materials were deposited on land owned by our neighbor and LCYC member Tom Cabot, who also provided crushed stone to smooth the lake bottom.

The following day Blow and Cote used a “Grade-all” to spread stone and smooth the





lake bottom, followed by placement of the six concrete slabs. With this project, the concrete ramp now extends another 30 feet into the lake, which should make boat launching much easier for everyone.

A lot of volunteer hours went into this project along with the Blow and Cote crew. Thanks to John Beal, Jack Wallace, John Har-

ris, Tom Cavin, Dave Powlison, Parker Hoblin and Jeff Hill who donated some or all of a day's work, and Bob Schumacher and Joss Besse who were present for most of the project. But mostly thanks go to Al, who spent countless days preparing for the work, and did most of the in-water work, too—we learned he can hold his breath a REALLY long time!



Macdonough Tales

This year's Macdonough featured much stronger than usual southerly winds. With a delayed start until noon in hopes of the winds abating slightly and the decision for everyone to sail the shortened course—around Valcour instead of all the way north to Point Au Roche—just six boats started. Only four finished. Fortunately, those who did not finish did so out of choice rather than because of gear failure or something worse. Here are their stories.

From *Red Head*:

On the Friday before this year's race I got e-mail from Chris Leopold, who was hosting the Macdonough breakfast, asking me to let him know if we were to cancel because the volunteers were going out to buy food. I replied that I wasn't thinking about cancelling. On Saturday I got to the club early thinking I would get a jump on provisioning and other duties. I walked over to James Unsworth and said I heard a rumor that we were going to cancel. James looked back and motioned with his thumb to the Race Pro and Race Committee. They motioned for me to come over. Colchester reef was reading average winds at 38 mph with gusts of up to 42 mph. I was getting the let cancel vibe, but the forecast was calling for the winds to die down in the afternoon. After some discussion RC decided to delay the race 3 hours and indicated an announcement would be made at 12:00.

At noon, the winds looked a little lighter—32 and 39-knot gusts at the reef. The RC called a short meeting and asked the remaining racers what they wanted to do. After discussing conditions, forecast, motivated participants, safety, etc., the RC decided to do the even year course, sending everyone south and had all boats sail the short course. We were short on crew, but Pete and I had been here before. We put in a double reef, rigged and rolled up the number-three headsail, and stuck our nose out into the bay with just the main up. It probably would have been smarter to use the storm jib, but that was home in the garage, so no joy for the storm jib. As the wind loaded up onto the sail, we heard Red Head groan as the sheets tightened up around the winches. We sailed back and forth across the bay a little to get the feel for the wind.

We ducked back in behind to tweak the mainsail again. Out again with our micro-adjusted main, and we got the feeling, yeah, we can do this. Six of us were out there four Spin boats, two JAM boats and spectator boat. The RC began the sequence, and we watched the Spin boats start up the bay: Odin, Stratus, MOOvin' and 'Lil Bot. Next was our turn: It Wasn't Me and us. We kept the double reef in the mainsail and kept the #3 rolled up. At the starting signal we let It Wasn't Me go first and headed north out of the bay making 6.5 knots. Last time I did 6.5 knots on just on a double reef main was off the backspin of hurricane Joaquin heading down the Chesapeake Bay. But that story is for another time.

Heading north out of the bay, the boat was pretty flat and stable, and we were making good time. We approached R2 to make the turn south and could hear Red Head groan a little more. We decided to keep the job rolled up and see how much progress we could make with just the main. Emerging from behind Shelburne point we got hit with the wind and a full 20+ miles of wave fetch. Did I mention the lake forecast included five to seven-foot waves? I wouldn't say they were seven-foot waves or even five-footers for that matter, but as Red Head crashed against them it seemed like we were moving three feet sideways for every foot forward. We did the quick calculus in our head: three-hour delay in starting, no shortened course, three-foot sideways for every one foot forward; it's gonna be a long day and a longer night because there was no shortened course for the JAM boats. That probably meant, for us, a finish time between 4:00 and 5:00 AM. I said to Pete, "This is pretty stupid huh?" He said, "Yeah." With that we round back into the bay

and called RC, saying we had enough fun for one day.

--Charlie VanWinkle

From *MOOvin'*:

With South winds on the broad lake in the 30s all morning, the RC delayed our start until 1:00 pm and sent us to Diamond Island first. I polled our crew, and all were still willing to give it a try. This year we sailed with six crewmembers, and all were veterans of multiple Macdonoughs, including some with prolonged beats in 20-25 knots of wind. So we felt able to make a knowledgeable decision.

Our strategy was simple—sail safe so that we don't hurt anyone or break anything. Be the tortoise, not the hare. All crew donned full foul weather gear and life jackets before the start. We made sure to have multiple knives handy on deck and reviewed our man overboard procedure for upwind and downwind events. We started the race with a double-reefed mainsail and storm jib. Heading down the bay in 20-25 knots, we were a bit underpowered, but knew that we were set up correctly for our upwind bash to Diamond Island. Remember, we were the tortoise.

We admired the spinnaker set and flying on Stratos and watched them power up the bay ahead of Odin and us. We found the hare! We rounded N2 after both, hardened up, got folks on the rail, and settled down for the 15-mile beat down the lake. Winds were in the mid 20s, with a few gusts in the low 30s early on. We were expecting six-foot waves, but only saw three to five-footers—enough to get us soaked, but the ride was not bad, with minimal pounding. Stratos and Odin were

above us with more sail area, we observed some flogging on their mainsails, but they were sailing very well, pointing higher and going slightly faster.

We rounded Diamond Island at 5:05, after Odin and Stratos. We shook out one reef in the main and hoisted the small spinnaker. In the shifty winds near the narrows, we had wind in the high teens, but gusts in the mid-20s. A surprise gust got the better of us and we had one roundup—a very minor broach. Once we entered the broad lake, the wind and waves increased but steadied, and we enjoyed a long, fast two-gybe run to Shelburne Point, sailing at eight to nine knots with surfs over 10. The sun came out, the apparent wind on the deck was down to the low teens, and the spray was gone. The experience on the boat allowed us all to really enjoy the ride!

Passing Quaker Smith Point, I asked the crew what they wanted to do. We could continue on to Valcour and finish the race around midnight or we could wrap it up at Shelburne Point and return to the club for sunset cocktails. We concluded that we'd had a fun day on the water, tested our skills and passed, and that Stratos had effectively won our class race with solid sailing and seamanship. Sometimes the hare wins! The lure of a moonlight sail back was tempting, but the warmth of shore and a good night sleep was too attractive so we retired from competition and headed back to the club.

Kudos to the four boats that completed the race, and good job to the boats that decided the conditions would be unsafe or simply not fun for their crew. That's a testament to our racers' good judgment.

--Doug Merrill

LCYC Going Digital



By Kristin Knight, Membership Chair

With the season quickly turning to fall, I'm already starting to think about the annual dues and billing tasks, which are quickly approaching. This year, to continue our efforts to digitize all club communications (the Binnacle, email blasts, etc.), we will discontinue the physical mailings of the annual billing statements and only distribute them via email. For the past three or so years, we have been both emailing and physically mailing billing statements to slowly transition to an all email billing statement process. The annual membership and mooring informational section of the billing statement will be collected via an online Google form. The link will be provided within the emailed invoice. This change will greatly reduce a large manual administrative effort for the Membership Chair and Treasurer as well as costs to physically print and mail each billing statement.

With this change, please take a moment to review your 2019 Log and verify that the first person's email address listed is correct. This individual is considered the primary member, and all billing statements have been emailed to them to date and will continue to be in the future. For example, as depicted below, since Jay is considered the primary member, he would need to review and confirm the email in the red box to verify that he will receive his annual billing statement this year.

Heaslip	Member Since: 1999
Jay & Tina Heaslip	Status: Active
	Mooring: 48
Williston, VT 05495	Boat Name: Demon in Disguise
Home Phone:	Type: J-29
Jay	jheaslip@comcast.net
Tina	tnheaslip@comcast.net

We will send out email blasts periodically between now and when annual dues are distributed to remind folks to check their primary member's email address in the Log and be on the lookout for their annual billing statement in their email accounts.

To provide members with a sneak peek into the new email invoicing process and how to pay online via ACH, I will have my computer setup at Fall Workday to provide examples of this new process and answer any questions.

Any questions please reach out to me, Kristin Knight, at: lcycsecretary@gmail.com.



Around the Club

2019 LCYC Cruising Notes— Perseid Cruise and Labor Day Weekend



Hiking cruisers.



*By Lynnea Rosner, Cruising
Chair*

Some highlights of the August Perseid Meteor Shower Cruise included listening to the Sunday VPR Eye in the Sky live call-in show, a refresher course on the summer night sky, while anchored in the North Harbor anchorage at Basin Harbor.

While we easily found the various stars and constellations, Mark Breen pointed out that the light from the three-quarter moon hid any meteors.

In the morning, we sailed to Westport where we went for a hike through town before taking advantage of a picnic table in the shade of the bandstand at Ballard Park for cocktails. Spending time in Westport always feels like a step back in time with its small-town ambiance.

Once again, Dave and crew welcomed us to the Port Henry Marina. Along with a discount for those staying at the dock or picking up a mooring, they provide shaded picnic tables, gas grills and use of the facilities—a great place to gather for cocktails and a potluck



Fleet at Port Henry

dinner with easy access to town.

There are a number of interesting hikes at Port Henry—one up to the “Franken tree” by the water tower and another to the Mining Museum. This year, the visit to the museum was made more interesting with the addition of a new docent—one who grew up next to the mine manager and began spending time exploring the

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mine as a teenager, with the manager's blessing. His firsthand knowledge of the mines and willingness to share added a new layer to an already interesting stop. The morning visit went longer than planned, but there were no complaints.

Back at the marina, some of the fleet chose to head back north, while those of us who continued on to Fort Ticonderoga were treated to a delightful downwind sail down to the anchorage beneath the fort. This year, after a dinghy trip up the LaChute River, we took advantage of a beautiful day to hike the road up Mount Defiance. Everyone agreed the view



LaChute River

was well worth the hike. Thankfully, we weren't pulling a cannon to the top, something that takes place during re-enactments at the fort. It does beg to wonder why our forefathers mistakenly thought no one could/would get a cannon to the top of the hill! The British could and did, and once there, had the Americans in full retreat from both Fort Ticonderoga and Mount Independence. After lunch at a



Mt. Defiance.

local bakery/deli, we walked to Stewart's where we treated everyone to some well-earned ice cream.



Ft. Ticonderoga.

The weather gods' cooperation continued as we started back north, providing enough south wind for a sail to the Crown Point Bridge anchorage. After walking across the bridge for ice cream at the Bridge Restaurant, we stopped at the museum at Chimney Point and learned some more interesting history. In the morning after breakfast at the Bridge, we returned to North Harbor for the night on the way back to LCYC.

Everyone enjoyed exploring the anchorages on the southern cruise, offering an interesting mix of historical sites and walks. Although we've cruised the area many times, there's always something that we've missed or new to see. Best of all, most of the anchorag-

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es offer the possibility for an ice cream stop, which is always welcome after a hike on a warm summer day. This year, the weather and wind provided close to ideal conditions; cruising on the lake doesn't get much better than this.

The final Cruiser Potluck of the season was well attended and featured a number of interesting shared dishes. It's always good to have an excuse to get together with friends, both new and old. The Labor Day weekend cruise started with 6 boats in Converse and 3 more in Kingsland. However, given the strong winds forecast for Labor Day, most boats returned to LCYC on Sunday.

After walking to the Burlington Farmer's Market on Pine St. Saturday morning, we had front row seats for the start of the Ladies Cup,

and several practice heats of the Dragon Boats starting right off our sterns.

While the wind was light for some of the Ladies Cup fleet, it was sufficient for our group to sail over to Willsboro for the night. Sunday was a fast sail to Converse Bay riding the fresh north breeze before returning to LCYC Monday, rounding out a great impromptu cruise. Cruising doesn't get much better than this!

The five LCYC moorings in Converse Bay have been switched to all 1/2" chain. The four LCYC moorings in Kingsland Bay will be changed to 1/2" chain next year, which will bring the cruising moorings up to LCYC harbor standards.



Reminiscences of the Social Season-Summer 2019



By Ann Clark, Social Chair

This summer was filled with activities at the club. Here are some of my favorite memories:

- Spring Work Day where Jean White so ably led the social responsibilities while I tiptoed through the tulips in the Netherlands.
- Opening Cocktail Party so well orchestrated by Jean and John White, featuring a record-breaking crowd, superb food and incredible floral arrangements by Dorothy and Jean.
- Our first ever early Burger Burn in June with Jean Sievert's wonderful salads.
- Bove's lasagna night so ably manned by the superb Etchells crew.
- Randy, Beth and Wes setting up for Wednesday night events before I even arrived at the club.
- Putting the money box in the freezer or oven and then forgetting where I put it.
- Gabrielle and her wonderful crew of stewards lugging and climbing for me all season.
- Delivering bagels at 7AM to the club and finding the clubhouse so elegantly decorated by Susan MacDonald for The Ladies Cup breakfast.
- The cruisers so competently serving the Olde-Fashioned Burger Burn.
- Combining social events with the Speakers' Series.
- Working on composting issues with Gunnar and Jeff.
- Oliver greeting me each early morning at the club.
- My 8-year-old granddaughter Hailey asking me if I got paid for "doing this" as we were lugging groceries into the social closet.
- An early morning when I was the only one in sight at the club and sat and enjoyed the serenity and beauty of the lake.
- The Commodore's Potluck with the Commodores all wearing aprons designed and sewn by Jean Sievert.
- Our first-ever dessert potluck with incredible desserts that could have filled a bakery.
- Two yoga nights (first ever) at the club led by resident yoga instructor Jean White. Each evening was a pristine summer night and what could be more special than yoga by the lake followed by wine and cheese.
- The huge attendance at Family Day, which created wonderful memories: the sailboat kits designed by the Sidell-Lamb family; my 4-year-old grandson Jake yelling, "I am flying!" as he rode on the Big Blue Truck's ride; bubbles filling the south side of the club; watching Grace Bowen get henna, watching excited children eat make-your-own sundaes, followed by cotton candy for "dessert;" watching Chris Micciche and Eli Lesser-Goldsmith help their sons make sailboats; and thanking Susan Lamb for a job well done at the end of the day.
- Lila, Kristen and Doug introducing me to Baby Teddy.
- The Leopolds' Corn Roast with the best corn ever.
- Heidi, Steve and Paul cooking at the August burger burn through a thunderstorm.
- The orange moon rising to the southeast at the last pizza night while Gus Block sang and strummed the banjo.
- Uli telling me that this will be the last Ocktoberfest and then in the merriment of the evening, saying, "I'll do this again."

- Chris, Jenny and Jean volunteering to do the Macdonough Breakfast so I could head for an 8-hour ride to Maine.
- Getting an email from a volunteer that read: “My life has been enriched by you and volunteering. Because of you inviting me to help, I have made new friends.”

My life has been so enriched by you all who have volunteered with me during the past 3 years. I have deepened old friendships and made new ones, and thank you tremendously for your support, graciousness and commitment to our club. You will love my successor. She is bright, creative and energetic. She and her husband have been steady volunteers for the social aspects of the club since they joined. They volunteered long before they had a mooring and just embraced the club.

Corn Roast 2019



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Scuttlebutt (Editor's notes)



I am glad that we have the Tales from the McDonough so that those of us who did not do the race have a better understanding of how it went. I received an email from Tris Coffin on

Stratos that they had similar experiences down and around Diamond Island, but after an "epic spinnaker run" up the Lake they had an hour of dead air around Valcour. Then a beautiful moon lit beat back to the club.

I was one of those planning on doing the race, but canceled because of the wind. My practice is to monitor the wind projections for the McDonough starting a week out. I feel

watching how it changes over that time tells me something about how it may change during the race.

That said, I do not recall a forecast so consistent from Wednesday on. I kept looking for silver linings but none appeared.

For me the biggest issue was my relatively green crew.

It was interesting to read how the Race Committee worked through problem to come up with a solution that would allow those who wanted to race under the best circumstances. It is often hard to be Race Committee and this was one of those times when there were no obvious right choices. Their efforts are appreciated.

Peace, Tony