



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

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Spring 2020

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Workday Canceled

The Commodore Explains What's Next
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Committee Chairs outline adjustments—in “Around the Club”

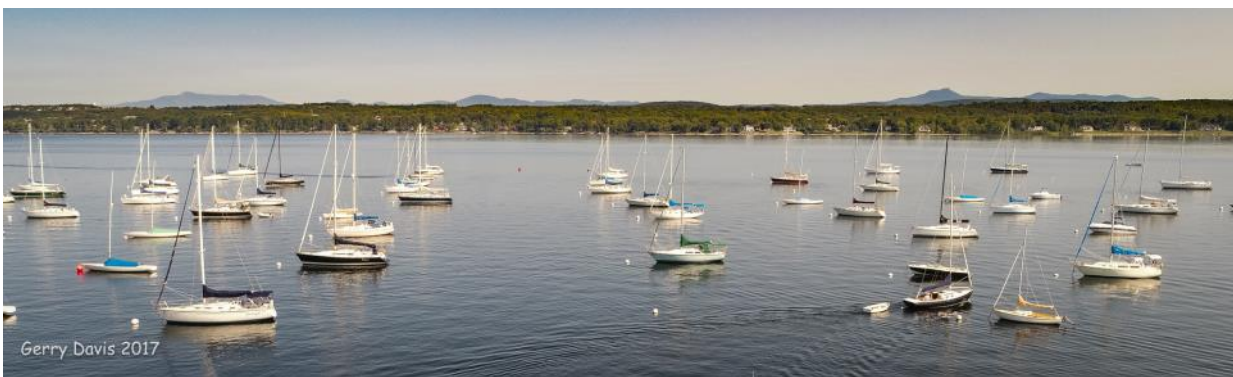


Photo by Gerry Davis

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Commodore's Corner



*By Charlie Van Winkle
Commodore;*

Whiskey Tango Foxtrot! When you become Commodore, you're given a "Commodore's Book," developed by some of the previous commodores and assembled by Bern Collins, that describes a typical season at LCYC. You could call it a roadmap, instruction guide or how-to manual. It outlines the events at LCYC and when they should be happening, according to the calendar. It also highlights the expectations of the Commodore, Vice Commodore or Rear Commodore at these events—things like, "Get up, say a few words, make sure this is done, or be sure to include statements regarding blah, blah, blah." One thing is sure—there is nothing in the book about opening and operating the club in the middle of a worldwide health pandemic. Whiskey Tango Foxtrot, anyone?

By the time you read this, you should have already received an email blast that we have cancelled workday, scheduled for May 2. A lot of folks were wondering what the plan was going to be, and with the Governor shutting down schools for the remainder of the year, it didn't take too much convincing of the Board to cancel "all club activities, programming and services until further notice." The demographic age group of the club skews toward the "more vulnerable" category, so we thought it best to err on the side of caution. Hold on—I'm not trying to kill your summer before it starts, but I am trying to keep everyone informed and safe. We started thinking about this scenario at the Board of Governors meeting in early March. When I say we, it really is a team effort with input from all BOG members. I'm just the guy you get mad at.

In order to maintain some sense of normalcy, I've asked Pierre to continue commissioning the mooring field. I've also asked each Board Chair to develop contingency plans for instituting their programs with a delayed start, including the possibility of not running their

programs at all, as well as go/no-go dates for things like hiring staff. Probably not a popular scenario, but nobody plans on failing; they just usually fail to plan. So not wanting to fail, we must do some out-of-the-box thinking to get to some desired outcome. Best-case scenario? The club opens and operates as usual. Worst-case scenario? The club doesn't open at all. I hope we are somewhere between the two extremes, but closer to the former.

First and foremost, LCYC will comply with any governmental orders regarding mass gatherings, assembly or club operations. Second, we will abide by the mantra "don't think about how you are not going to catch the virus. Assume that you have it and think about how you are not going to spread it." Third, don't feel bad about not doing something on behalf of LCYC during this pandemic. You must do what you consider to be safe for you, your family and those closest to you. If things permit, you may be approached by your Committee Chair to assist in doing some program-related activity either for or at the club. Don't be afraid to say, "I'm taking a Mulligan." In golf, that's a phrase I often use, well maybe not that often, but at least once a hole. Without straying too far, it means I didn't like that last shot—can I do it over? In terms of LCYC and the current pandemic, let's restructure it to mean "I understand how LCYC traditionally operates as a member-driven club, but in volunteering to assist, I feel that I could be putting myself, my family or loved ones at risk of catching the coronavirus and respectfully decline the request to volunteer."

In order to strive toward the routine, we are going to keep the club up in terms of appearance, so things like keeping the grass cut and the lawn maintained will continue regardless of the club opening. The taxes and insurance premiums still need to be paid, so we will keep up with those kinds of things. The jury is still out on other tasks, like turning on the town water, electricity, phone, internet and opening the common areas of the club for usage. Right now, as you can imagine, the bathrooms and kitchen are a hot topic and large area of con-

cern. No decisions on reopening or restarting anything have been made. But rest assured, we are working the problems methodically and deliberately. We will likely figure out a way to get some of the docks in, so if the marinas open and you can launch, or if you trailer your boat, you'll have a mooring to tie up to, some dock space so you can load and unload, and at least a place to park your dinghy. We are writing a new chapter in the Commodore's book, so patience, my friends. My plan is to communicate often and update membership frequently as the situation evolves and we know more.

I used to stay on the skis until the second, sometimes third weekend in April, and then feverishly get the boat ready for the summer in between the showers. On my trips down to work on the boat, I would usually swing by the club just to say hello and reacquaint myself with the old friend I left last fall. If you find yourself working on the boat earlier than usual this year and are taking a drive by the club, remember to wash your hands, practice social distancing and say hello to our old friend. Tell her we will get through this, and we will be back, we are just getting off to a slower start.

Welcome, New Members!



The Giles Family

My wife Kate and I (and our chocolate lab, Theo) are excited to be accepted as new members. Scott grew up racing in the Finger Lakes and later in the Chesapeake Bay. Kate spent fond summer days with family friends cruising on their C&C in the Chesapeake Bay. Scott and Kate reacquired his family's J24 (actually, it was sold to our then 12-year-old daughter, at a yacht club bar, but that's a story for another time) shortly after moving to Vermont.

Our homegrown crew has grown and is now focused on their own adult activities, and we have decided to set aside our family J24, move up to a boat more amenable to cruising and begin a new chapter in our sailing careers that will focus on cruising (new for Scott) and exploring the beauty of Lake Champlain with family and new and old friends.

New Boat, New Name

By Charlie Van Winkle, Commodore

You may have noticed the extra Quahaug launch attached to the dock last summer. The Nautilus is a Quahaug launch, and last summer there was another white one that looked just like it parked nearby. How did it come to be there? In the fall of 2018, the Board of Governors got wind of a Quahog launch for sale in Rhode Island, and Bob Schumacher and Don Brush were dispatched to inspect, make an assessment and purchase it if they thought it worth doing so. Reportedly, a little old lady owned the boat and only drove it around the harbor on summer evenings. In a shrewd move by the BOG, they sent the incoming Boats Chair (Don Brush) down for the assessment, knowing full well that the person responsible for maintaining it would not pick up a maintenance nightmare.

Bob and Don made the trip to Rhode Island, conducted the assessment, towed back the slightly used Quahaug and parked it in Bob's barn for the winter, where they promptly began work. They serviced the engine, buffed out the hull, relocated the steering station, and most importantly removed the old name ("Periwinkle") from the stern. The new launch was intended to be a back-up launch and was splashed for sea trials in late June 2019. The relocated steering station worked as intended, and the engine started and moved the boat forward and back when asked. Nice job on the rehab, boys, and as Don reminded us, the only thing missing was a name.

In the June 2019 Binnacle, I put out a request for ideas in my Commodores' Corner column. As a likely indicator as to how many people actually read the "Corner," we didn't receive any formal suggestions. The naming was now up to the BOG. In keeping with tradition, the Board sought names of historical significance. The Milo is named after Milo C. Reynolds, who kept the club in good standing with the state of Vermont by paying the corporate taxes from 1941 to 1947. The Nautilus is named after the boat that won the Ladies Cup

from 1889 to 1892. The Dinse is named after Commodore John Dinse. Of his many notable contributions to LCYC was the creation of the still popular Wednesday night racing series. The Sharpie building is named after the Sharpie Club, the predecessor to LCYC, founded in 1886.

You see where this is going. If you read the "History and Highlights of the Lake Champlain Yacht Club 1887-2018" in last year's log, you can get the whole 133-year history of the club distilled down to seven or so pages. The compilation of this history is not an insignificant effort. Several members were involved in its research and creation. These folks have maintained it over the years. At the August 2019 Board of Governors meeting, a Board member made a motion that the new launch be named after Bernadine Collins in honor of her being the first woman Commodore of LCYC. A second was made, discussion ensued, and unanimous approval followed. All I had to do now was convince Bern—easy, right?

The next week, I approached Bern with the concept. After she stopped laughing at me, she made it clear that she was dead set against it. I shouldn't have been surprised by her reaction, but I was. Why? The longer you hang around LCYC, the more you find out there is a group of people who do a significant amount of work for the club. These folks want no recognition, and in fact, if you try to recognize them for their efforts at a formal function, they will ghost you and do a no-show. Bern was no different. In addition to being the club's first woman Commodore, Bern has spent a considerable amount of time researching the club's history and keeping the documentation up to date. I asked her to think about it, and she said she would. At fall workday, I tried one more time, and on the advice of her daughter, she relented.

So, in keeping with LCYC tradition, the new launch will be named "Bern" after a person who was not only the first woman commodore of LCYC, but a steadfast member, volunteer and the current club historian. Thanks,

LCYC Winter Gathering at Bolton Valley



By Doug Merrill

Twenty-five of LCYC's heartiest members and friends gathered at Bolton Valley ski area on the evening of Wednesday, March 11. While the powder was not deep, it did provide a great opportunity to catch up with our summer sailing friends

and learn about winter adventures, both alpine and ocean. Bolton Valley resort provided us with a private room upstairs to allow us to change into our ski gear and store our street clothes for the evening. Lisa Merrill, on injured reserve due to a recent tennis mishap, passed out the tickets and collected the fees.

The early-birds arrived promptly at 4:00 to get on the slopes as soon as our passes were active. The recent time change meant that we had almost three hours of daylight. Unfortunately, a day of rain followed by a drop in temperatures the previous night meant that ungroomed terrain was harder than the reef on the edge of our mooring field. However, Bolton had done a good job of grooming the primary trails below the Vista quad, so the skiing was fast, and the carving was good. Ski the East . . .

Jean Seivert showed off her racing form, and a squad of telemark skiers (Dave Main, Jack Main, Chris Hathaway, Jeff Bordeau,



Commodore Charlie VanWinkle and Doug Merrill) showed the local after-school groups how it is done "old-school."

At 6:00, the group gathered for an all-you-can-eat pizza dinner. Bolton has upgraded their dining options in recent years, and their flat-bread kitchen rivals the pies you will find in Burlington. Salad and cookies rounded out the meal, along with a selection of local brews. Thus fueled, many of us headed back to the slopes. Bolton's new LED lights were surprisingly effective, and the slopes less crowded after dinner. It is really fun to spend time with folks that you only know from sailing in another environment, and it fosters a broader range of conversations. Bolton's relatively slow lift rides help in that regard, too! By 9:00, most of us felt we had skied are fill and headed home. Several members asked if this is the first *annual* LCYC ski night. I fully expect a repeat next year!



Cruiser Winter Rendezvous

On February 23, Gunnar and Jean Sievert hosted the cruisers at their Shelburne home for great food and even better company. Gunnar Sievert photos.





Transitions

Club Resignations:

Robert and Linda Penniman
Dana Bolton and Michelle Reiter
Ed and Leslie Colomb
Randy and Ginny Rowland
Chuck and Mary Finn
Cameron and Jodi Brown
Pete Czaja

Member Spotlight—The Kurfis Family

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

Our family joined LCYC in 2016. As a child, Jess had spent every summer at LCYC starting at age two with her parents, Tom and Arlene Gynn, members since 1973, on their first sailboat *Second Chance* and their current sailboat *Sundance*, both cruising and racing. Jim spent many summers racing aboard *Golden Daisy* and *K2*. Our decision to join LCYC was simple. It has always been a special place for both of us as well as a wonderful place to raise a family. It became clear we were spending more and more time there racing and cruising. It just made sense to join.

What's your boating background?

Jim grew up sailing with his parents on *Pennyless*, an O'day 25, and *Baroque*, a Sea Sprite 34. Jim also spent his many adult years racing *Golden Daisy* on Lake Champlain. As the bowman on *K2*, he has participated in the Block Island race, American Yacht Club fall series, Key West Race Week and St. Thomas Rolex Regatta. Being an active member of the Vermont National Guard Jim, loved the teamwork and challenge of sailboat racing as well as the peace and tranquility of floating in the breeze in the middle of a glassy lake. Jess spent her first summer at LCYC on her parents' *Chance 30/30*, *Second Chance*, when she was two years old and continued to spend the next 16 summers cruising the lake with her parents on their Pearson '37, *Sundance*. During that time, Jess spent every weekend traveling from New York to LCYC with her family, attending LCYC rendezvous all over the lake. Jess also took family vacations with other LCYC families, chartering boats for island-hopping in the British Virgin Islands. Sailing has always been a large part of Jess' life.

What's the most unusual experience you've had while boating?

The Regatta for Lake Champlain Race Squall in 2016. The lake was dead flat calm as we were bobbing out in the center of the lake with the rest of the fleet. We looked to the north



Jess, Katie and Jim Kurfis

and saw a black wall of clouds moving rapidly toward us. We abandoned the race, turned on the motor, took the sails down and quickly headed back to the club. Within five minutes, we were in the middle of 50-60 knot winds and sideways rain. Praying we would round Red Nun II without being pushed too far south, we battled our way back to the club. Thankfully, we made it to the mooring field, drenched, but unscathed. We sat in silence at the mooring watching Mother Nature flex her power. That alone was one of the most exciting, terrifying and humbling experiences we have ever had sailing.

Where did you grow up?

Jim grew up in Essex, Vermont. Jess grew up in Troy, New York. We met in the winter of 2009. Jess was visiting her parents for some skiing at their home in Jeffersonville, Vermont. Jim was working as a part-time ski instructor at Smuggler's Notch. The rest is history.

What do you do for a living?

Jess is an Elementary Teacher: Literacy Intervention, at Bakersfield Elementary and Middle School. She supports literacy development in children in grades K-5.

Jim is a CPA Senior Accountant at Marckres and Norder and Company Inc. CPAs, Morrisville, VT.

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

We spend our winters skiing at Stowe. We are both members of PSIA-E. Jim is a certified Level III instructor, and Jess is a certified Level II instructor. We have both taken a break from ski instructing to teach Katie, our three-year-old daughter, how to ski. In a few years, when Katie is up and moving well enough to join the MMSC race program, we will return to instructing part-time at Stowe.

In what ways have you been an active member of the LCYC community?

We both participate on spring and fall workdays. You will find us in our dingy shuttling docks between the ramps and their summer home. Jim spent multiple weekends helping in the replacement of clubhouse bathroom doors and locks.

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

We make sure to attend Family Day. Katie has gone the last three years and loved every second. Last summer, her prized toy was a wooden boat she built and painted on family day

with her grandfather. For the next three months, she played with the boat until the sails and mast final gave way after multiple launches into the lake, bathtub and pool.

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

Since 2016, we have seen an increase in the number of young families joining the club, which is wonderful. We have also seen an increase in the maintenance and improvement of the house and grounds, such as the new launch ramp, repainting of the clubhouse and the new Sharpie building.

What do you like most about LCYC?

LCYC is a treasure. It is the most beautiful yacht club on the lake. The members have a passion for boating like no other. The community is one of a kind. From family activities and social events to the competitive racing and educational opportunities, it offers something for everyone and every age. We feel lucky to be a part of it.

Is there anything else you'd like us to know about you and your connection to LCYC?

Being a member of LCYC as a child and now raising our child as members of LCYC is such a special blessing. The opportunity to be members of this club is so important to us, and we feel lucky to be members of the LCYC family. We often say we don't need to go away on vacation because our vacation is only 40 minutes down I-89.



Around the Club

Docks



By Michael Kerbaugh, Docks Chair

After several years of building new docks each spring, this year, we aren't building anything. We will need to be mindful of repairs and maintenance as we get into the season. During the winter, a small group of past and present dock chairs met and discussed the long-term planning for docks. We estimate our main docks to have about 10 years of useful life left. While we like keeping the docks internally built and maintained, we are concerned about the viability of this plan, long-term. Moving to lighter-weight metal docks offers a number of potential advantages, but comes with a price tag. We are hopeful to get quotes and firm up plans/proposals this summer. Stay tuned. We welcome input.

We are discussing options for getting docks set up in these challenging times. Please stay tuned. Please do respond to emails from mikerbaugh@gmail.com.

Dinghy space will be tight this year. Please meet LCYC dinghy size and dinghy motor size standards. There are likely few changes to dinghy slots, and once again, dinghy slots will be posted at the club. Please see Michael Kerbaugh if you have issues, changes or concerns.

Harbor



By Bob Finn, Harbormaster

The good news from the LCYC harbor is that Pierre is commissioning our moorings! At this point, he is doing all the work himself, so it will be spread out over the next month. Please let him know if you need a mooring pennant spliced and chafe gear arranged—text or call him at (802) 233-1479.

Over the winter, 16 moorings were assigned or changed. We accommodated all on the waiting list who wanted one and made swaps for those who needed a different location. While the float balls are still on shore, Pierre will make mooring pennant changes. If you have a new boat or mooring assignment, please make sure Pierre has the proper gear to attach in time before commissioning begins.

Amid the maelstrom of changes to social behavior, medical developments, economic dislocations and government directives, your club continues to be a tranquil refuge. We appreciate your understanding and cooperation as we optimize club operations to preserve the safety of members and provide access to our boats and the lake.

Grounds



By Wes Daum, House Chair

You have all noticed it. Whenever there is a heavy rain the bay turns a murky color from all the runoff. The harder the rain, the more sediment there is in the water. As owners of lakefront property and lovers of the lake, it is in our best interests to try and improve water quality. This year the plan is to add microbiota decussate (creeping cypress) at the edge of the lawn on the lakeside to help stabilize the bank and also (hopefully) provide a barrier to keep the poison ivy back. A lot of milkweed seed was harvested and deployed over the front bank in the fall. Milkweed will encourage pollinators and again discourage the poison ivy. FYI, last year, we had butterfly caterpillars and pupa in the front garden. Also, there are some beneficial plants in the bank that can be encouraged. The hope is that there won't be wholesale clearcutting of the bank this year. There has been major erosion on the bank over the years, and some trees are barely hanging on. There are some high-bush cranberries, viburnum and other plants that should remain to stabilize the bank. There was also one nice tree that was cut after closing day.

In an effort to keep the back lawn in better shape, there will be more effort placed on monitoring cars. Per the log, "Parking cars is to be confined to the parking lot. The lawn area is to be used as overflow area only." Cars parking on the lawn will receive a reminder notice under their wiper. Those who received repeated notices will be notified and need to explain their reasons for non-compliance to the Board. Another drawback to parking on the lawn is that it compacts the soil, increasing runoff.

We will continue to have an outside vendor come in and mow the lawns. The gardens will have more milkweed and other flowers that will attract pollinators. We are looking to become a waystation for pollinators.

Looking forward to seeing everyone this season and having great-looking grounds with all your help!



House



By Tom Glynn, House Chair

As spring approaches, we find ourselves in very uncertain times. But, as uncertain as these times are, at least we can take solace that the lake still beckons. The ice will melt, moorings will go in, we'll prep our boats as best we can (even if working alone), and at least, we will have the refuge of some time on the water to get us through. In seasons past, the clubhouse has been the hub of all club activities. From spring workday through the opening cocktail party, Wednesday night races, burger burns, Ladies Cup, junior sailing and informal potlucks to fall workday when we put the club to bed for another year, it is where everything happens. With so much up in the air right now, the one thing you can be certain of is that the clubhouse will be ready for the season, whatever form the season takes.

One of the first things you will notice when you come to the club this spring will be the newly renovated men's, women's and handicapped-accessible restrooms, which were completed after workday last fall. They have all received new flooring, painting and plumbing fixtures, as well as water-resistant fiberglass-reinforced plastic paneling in areas subject to water damage. Where access is needed to piping in the walls, new access panels and shutoffs have been installed. The green linoleum that was falling off the walls in both men's and women's rooms has been removed, new solid plastic toilet stalls that will not rust have replaced the old painted steel ones, and new LED lighting fixtures installed. In addition, behind the walls, all the piping has been reconfigured to eliminate areas that gave us maintenance problems over the years. The completion of this project gives us bright, clean, easily maintained restrooms to enjoy for many years to come.

With that project complete, the skylight in the side entry replaced, new doors and hardware installed in the restrooms, and the building stained and painted, the remaining big item on our capital plan for the clubhouse is addressing the roof. We have researched the issues that have been problematic with the roof and have identified three areas of concern:

- cupola/skylight/louvers
- main roof shingles
- canvas awning

Beginning with a survey of the membership at Fall Workday 2018 that showed a strong desire to maintain the cupola/skylight/louver configuration, we have been developing proposals and estimates for each area of concern. It is our goal to finalize these plans over the summer so they can be prioritized and begun in the fall, as was done with the restrooms.



Junior Sailing



By Bill Kallock, Junior Sailing Programs Chair

It's time to clean up the boats and get ready for Junior Sailing 2020! LCYC is once again offering the Junior Sailing program for eight weeks from June 17 – August 7.

In addition, there will be Thursday evening junior race clinics that will begin on June 20 and run throughout the summer from 5:30 to 7:00 pm. The first four weeks of this program can be used to fulfill the race-clinic prerequisite for sailors to participate in the Champ Chase and Cheeseburger junior regattas. The evening program will focus on developing race crews, with an emphasis on building teamwork, boat-handling and race tactics.

This summer, MBBC will host the Champ Chase regatta with sailors expected from LCYC, the Lake Champlain Community Sailing Center, Northern Lake George Yacht Club, Lake George Club and Saratoga Yacht Club. The following week, we will travel to the Lake George Club for this year's Cheeseburger Regatta on July 23-24. Our junior sailors will enjoy the hospitality of host families, compete on beautiful Lake George and cap off the trip with ice cream at The Windchill!

We'll be looking for plenty of help to unpack the Sharpie Building and get our FJ and Opti fleets cleaned up and ready to go for the 2020 season!

Social



By Heidi Lessard, Social Chair

As Social Chair, I've recently reflected on the meaning of social and what that word has meant for each and every one of us in past weeks. Historically at LCYC, as spring begins to wake up, it is an anticipated time for us to uncover our boats and reconnect to our boating community. In this year of 2020, in the midst of the coronavirus pandemic, social distancing has taken on a more relevant societal norm in response to this unwelcome "bug." While we are navigating these uncharted waters together, who knows exactly how this will affect life moving into the season.

As the word social at LCYC takes on a new meaning, my challenge to members in the days and weeks ahead is to find solace in isolation and collectivity through creative means. Think about how we can interact to support one another without putting our health (or theirs) at risk. I'm pleased to learn of current instances of members exemplifying this ideal in comradely leadership at a much-needed time for connection. One member did so by way of a simple email to another fellow member expressing kindness and gratitude. I encourage you to follow this example and take the initiative to extend yourself to another. Each member brings their unique gifts and talents and enriches the club as a whole.

I've worked with many of you at our social events, and there is no better time than now to contribute toward and strengthen each other and the social aspect of our beloved club. Please reach out to one another. Stay connected and support each other as we move into this upcoming season. Ben and I are so grateful to be part of such a caring community of fellow boaters. I look forward to long days sailing, and enjoying a glass of wine and wonderful food with you all! It will be an interesting and exciting time ahead, but for now, stay one boat length away!

From the Weather Mark



By James Unsworth, Regatta Chair

I hope everyone has had a peaceful winter, enjoying the frozen water. While the end of this winter has greeted us with a very unwelcome surprise (in the way of a pandemic), we are still planning on a great season of racing on the lake. Our plan is to keep the current schedule of races, until we have a clearer picture of how this crisis unfolds.

PLEASE remember to sign up for PRO and RC assignments on the website: <https://lcyf.info/racing>. You can find events that need folks on the right-hand side of the page. As I mentioned in my Fall 2019 article, we will begin assigning events to folks who do not volunteer. We have been tracking RC volunteers for the past two seasons and will be assigning events to individuals who have not volunteered. It will be their responsibility to find a replacement if they cannot help on the date assigned.

If there are events that remain unstaffed as of **MAY 15, 2020**, we will begin assigning them starting with individuals who have not volunteered regularly.

I cannot overstate how important it is to spread the load for running races. If you enjoy racing on the lake, you need to learn and enjoy running the races, too!

There is a great addition to this summer's race schedule—the Leukemia Cup! The event was scheduled for Saturday, June 27, but in light of the global pandemic, it will be rescheduled for later in the summer at date to be announced soon. Under the guidance of Vivien Allan, it will be hosted out of the Burlington Harbor Marina. The event is a pursuit race and will be part of the Lake Champlain Championship Series. Let's get a strong LCYC showing at the event. It is for a great cause and will be a really fun race! Contact Vivien at viviensales@gmail.com or go to: <https://www.leukemicup.org/events/lake-champlain-leukemia-cup-regatta>.

Stewards



By John Stetson, Stewards' Chair

As of this writing, the need for stewards this summer is anything but clear, but we are forging ahead, optimistically. We are fortunate to have at least two veteran stewards returning from last summer, with a third considering. Jack Main will be the head steward and will be assisted by Andrew Slauterbeck. My fingers are crossed that Bo Hopwood is able to work LCYC into his schedule, which will likely include an internship at some point during the summer.

Three to five other candidates are in the process of completing their requirements for their US Coast Guard Launch Tender License. As many of you know, the requirements take a fair amount of work in a typical year. This year, the Coronavirus has compounded the challenge of scheduling classes, physicals, first aid, CPR and drug tests. We will know better over the coming weeks about the status of their licensing for this year. More on those candidates and our veteran stewards in an upcoming Binnacle.

Without knowing the precise affect of the virus on the LCYC schedule and the USCG credentialing process, it is not too early to say that I will be welcoming volunteer launch drivers. Please let me know if you are interested. I will be adding my name to the list of those wishing to be trained to operate the launches. As a point of information, only paid staff require the USCG credentials.

Scuttlebutt (Editor's notes)



Back in the day, when I was Commodore and dinosaurs roamed the earth and there was no internet, I felt that the boating season was like a giant boulder that we pushed to start down a steep hill and which went faster and faster as the summer went on. Course corrections were hard to make, and all of your planning over the winter had better have been well done.

It was more than just the lack of improved communications that we have now. There are so many people involved, so many activities and such long lead times for planning and activating things that once the season starts it all seems to rumble along, one event after another.

I never thought about the boulder not rolling at all.

We have had other disruptions to our seasons before - terrible wind storms, endless rain, and launch failures to name a few. But our current times are truly unique. I suspect there is nothing in the "Commodore's book" about what to do when the world shuts down.

On the other hand, we are all sailors, and

so it is not surprising that the Commodore and the Board of Governors are doing what sailors do, working their way through the problem as best they can with the tools and information that they have with the expectation that we will safely weather the storm together.

We need to truly appreciate their efforts and hard work. I know we all are willing to pitch in as needed.

Speaking of the Commodore's Book, it was the brain child of Bern Collins. There is no truth to the suggestion that it was her response to the "alleged" chaos of my time as Commodore which she followed as Commodore. The Binnacle was also another of her "reforms". She and Peter (her late husband and also a former Commodore) sponsored my family's membership into the Club almost 45 years ago. The new launch has just been named after her. I can think of no one more deserving of having the new launch named after.

Peace, Tony Lamb

P.s. There is almost no truth to the rumor that Bern drank beer for breakfast on the overnight races we did together. She is a real sailor.