



the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Charlie Van Winkle

Winter 2019

Director of Club Communications: Dave Powlison

Binnacle Editor: Tony Lamb

<http://www.lcyc.info>



Lake view at Oakledge.
Photo by Lynnea Rosner

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Mark your calendars!

Opening Workday
8 a.m. May 4, 2019



Commodore's Corner



By *Charlie Van Winkle*

When I got the call from the nominating committee about becoming Commodore, first I was honored, then humbled, then I was like, “Isn’t that job for a retired guy?” I’m still paying off college tuition. At the time, I had a couple of balls in the air and couldn’t immediately make the time commitment. I also wasn’t really sure what the time commitment was going to be either. Then, things sorted themselves out, and I was able to step up. Soon it was fall workday, a couple of BOG meetings, Change of Watch—bada-bing, bada-boom! Now I’m the commodore. Wait, what? COM-MODORE? How did that happen? Oh yeah, I know how that happened.

My wife Lea and I joined the club in 1998, a year after purchasing our first boat. We knew a few people at LCYC (actually only two) and were eager to be part of a club with a launch service. You see, we spent the year prior at the Shelburne Recreation area, trucking our stuff down the ½-mile path from the parking lot to our dinghy. Arms full of foul weather gear, a weekend’s worth of provisions, our two-year-old daughter Shelbe and a dog in tow. I still have the cooler with wheels we purchased to minimize the number of trips down the path. But when a mooring at LCYC became available, we jumped at the chance, and I can say with certainty that both of us were looking forward to the new boating season with launch service. It seems like only yesterday that we became new members.

When we joined, we were asked to join a committee and volunteer for committee events. That’s because the club has always been a working club, member-operated, volunteer-driven—something LCYC members were proud of, and they made sure that new members understood this. Attendance at spring and fall workdays was expected, but also participating in one or two work-party events. Our first year was also the first year of the newly

constructed clubhouse (which celebrates an anniversary this year), so there were a lot of projects to do. We got to know more people through our volunteer efforts, as the social circles with three-year-olds in them were limited. While it was true we were LCYC members, the volunteer efforts helped us develop a bond with the LCYC community. A couple of years in, I was nominated for the Board of Governors and became chair of the grounds committee. Using my savvy computer skills, I generated an e-mail list of those on my committee. After Board of Governors meetings, I drafted an e-mail and updated my committee on Board of Governors stuff. When the time came to assemble volunteers for a project, I sent out an e-mail looking for help and thought for sure folks would step up.

I’ve heard things in passing that the club is “friendly, but not welcoming.” I’ve also noticed in recent years a migration toward using services at LCYC (cleaning service, lawn service, etc.). Perhaps it is because the membership is getting older, or perhaps it is because the LCYC community is eroding, if only just a little. Concerns have been raised about losing members, changing demographics and attracting younger members, but yet we have a two-year waitlist. We have a healthy bank account and a long-term plan to protect the club’s physical assets. But, part of the reason for the healthy bank account is projects that were proposed didn’t get started, for one reason or another.

What I would like to do during my tenure at the helm as your Commodore is to deepen and strengthen the LCYC community. I intend to leverage my relationship with the Board of Governors to accomplish this. The BOG position is that of a committee leader; the person is tasked with organizing volunteers to complete the project, not do the project. I’ve asked my current Board of Governors to reestablish subcommittee communications, so don’t be surprised if you get an e-mail or phone call. What I ask of you, as members, is to participate. I’m not asking you to put the new roof on the clubhouse (something that is needed), but I am asking you to do what you can. If you are a mem-

ber who constantly volunteers, I thank you. If you are a member who used to participate, I ask you to reengage. If you are new to LCYC, welcome! I don't like clichés such as “many hands make light work,” but it's true. You complete the project, but the intangible is that it further develops the community.

I hope your winter is going great, and you are enjoying the snow if you are up north or the sun if you are down south. Wherever you are, carpe diem! We will see you the first weekend in May for some community development. Bada-boom, bada-bing!

Fire on ice



Doug Merrill snapped this photo of the remains of a Tesla X that burned on Sunday evening, February 24 just off Allen Hill. Reports are that the owner was headed out to go ice fishing when the vehicle caught fire. No one was injured. The charred vehicle was removed on Friday, March 1.

Binnacle Contributions

Have a story to tell, an event to talk about or photos to share with the LCYC community? Contact Dave Powlison dave.powlison@gmail.com to find out about the possibilities of including your work in the Binnacle. We'd love to have it!

Change of Watch



Incoming Commodore Charlie Van Winkle and outgoing Commodore Joss Besse



2019 Board of Governors



2018 Board of Governors

Yachtsperson of the Year—Bob Schumacher

By Joss Besse



At this year’s Change of Watch dinner, the Board of Governors named Bob Schumacher the 2018 Yachtsperson of the Year. First awarded in 1973, the Board of Governors gives the award to that member “who has shown outstanding participation in and service to the club.”

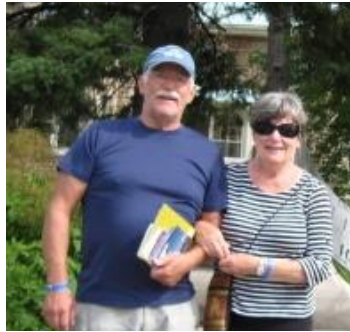
Bob has worked extensively on behalf of almost every committee at LCYC over the past few years. Docks? He managed the docks in 2017 while on the BOG, and was heavily involved in constructing almost a dozen new sections over the past few years. Boats? He has put in countless hours helping Jeff Bourdeau and his predecessors keep the launches running, and he also led the effort to find a new launch and reconfigure it for service in 2019. Harbor? He was key in the transition of our moorings to club ownership, and he coordinates the purchase of new chain and fixtures each year. Treasurer? He co-chairs the Finance Committee and leads the development of our annual budget. Grounds? He organized the re-graveling of the driveway and parking area last fall with club member Tom Cabot, at a huge savings to the club. House? He painted clubhouse doors this summer and made and installed a new section of countertop (matching the rest of the countertop he constructed in 1992 when the clubhouse was built). I could go on, but I don’t think I could ever list all the things Bob has done for our club.

He has also served on the Board a number of times—I’d guess for over a decade at this point—including a stint as Commodore in 2016 when his predecessor had to step down. I can’t think of anyone who has shown a higher level of service to the club, and it is with great pleasure that the Board thanks him with this award.



2018 Commodore's Cup—Sandy and Allyn Lewis

By Lynnea Rosner



Sandy and Al Lewis began cruising on Lake Champlain in 1983, aboard *Grand Dame*, their 1950 classic 34' wooden Hinckley Sou'Wester. Based at Tudhope's Marina, they spent a number of years exploring the northern portion of the lake with their daughters, Sarah and Kaitlyn. In 1989, they joined LCYC, extending their cruising into the broad lake and participating in LCYC cruises. Being pre-bimini days, *Grand Dame* frequently sported a parasol off the stern, offering some shade in the cockpit while at anchor. Being a wooden vessel, she was frequently one of the last vessels to leave the harbor as winter approached.

As retirement drew near, they found *Sabrina*, a 1958 wooden Seamaster cabin cruiser, in Chester, CT, and brought her up the Hudson to the lake, arriving in time to tie up at the club dock for the 2013 LCYC opening cocktail party. Having enjoyed the trip, they planned to do more cruising, both on and off the lake.

Fast forward to 2017, when they joined the Platts on *Outer Limits* and the Schumachers on *Tranquility* for a trip out the Erie Barge Canal to Oneida Lake and back. They enjoyed exploring the towns along the canal in spite of flooding, cold, and extreme heat.

Having caught the cruising bug, in 2018, they joined the Schumachers on *Tranquility* and Rieleys on *Friendship* to explore the cruising grounds across the border to the north. This cruise explored the Richelieu River/Canal, Montreal and Ottawa, returning via the Rideau River/Canal, Kingston, and closing the loop, via the St. Lawrence Seaway and Richelieu to the lake.

For those who haven't had the opportunity, spending time aboard a boat in the center of an interesting city with major attractions within walking distance is a great way to travel. This, balanced with quiet nights at anchor or tied up on a lock wall can be addictive. Keeping in mind the adage, "Cruising is the fine art of fixing things in exotic places," something Sandy and Al have experienced, they are contemplating more cruises, both on and off the lake.



LCYC Clubhouse 20th Anniversary

By John Dupee

In 2018, our clubhouse marked its twentieth anniversary. It occurred to me that many members joined LCYC after 1998. I consulted the 2017 log and documented that just over 68% of our current membership joined after 1998. So, with some deference to the post-1998 members and a weakness for nostalgia, I offer the following.

1996 was an auspicious year. We were introduced to Dolly, the first cloned sheep as well as Dolly the hurricane. We bid farewell to George Burns and Ella Fitzgerald. A gallon of gas cost \$1.22, and initial conversations began about the existing LCYC clubhouse.

Almost everyone agreed—the clubhouse had served us well. The LCYC clubhouse consisted of a 1950's ranch house adapted for use as a clubhouse, with a large deck attached on the lakeside. Some 1996 members considered the structure to be adequate for our needs, while others felt it was time to consider a new structure.

We were fortunate then and now to have architect members, and they were invaluable. They counseled the Board of Governors and sketched initial plans and concepts for the Board's consideration. The initial concept was to expand the existing structure. As the process advanced, we eventually had to stop by the Town Hall and explain ourselves to Planning & Zoning. The reception was underwhelming.

The Shelburne Planning & Zoning rules allowed a current structure to be expanded by no more than 25% in volume. That restriction did not leave much wiggle room. In addition, there were some in the neighborhood who were not anxious to see our clubhouse expand, and they made this known to Planning & Zoning.

In 1997, when it became clear that our efforts to expand the existing clubhouse to accommodate the needs of the club were being thwarted by bureaucracies and other factors, we tacked and began considering a complete teardown and a totally new clubhouse.

The cast players were Peter Collins, Al Lewis, Fritz Horton, Doug Viehman, Ernie Pomerleau and others. Fritz Horton was the lead architect.

As in most projects, plans were drawn, presented, redrawn and re-presented. Eventually, a plan acceptable to the *ad hoc* clubhouse committee and the Town of Shelburne evolved.

A general membership meeting was convened in August to discuss the new clubhouse. The members were not unanimous in their support. Objections included nostalgia and increased dues, among others. When the votes were counted, 85% of the members who attended the meeting voted to proceed with construction of a completely new clubhouse.

On closing workday 1997, the clubhouse



1963 Club House



was dismantled, as much as it could be, by the members. Salvageable items and contents of the clubhouse were moved into an on-site storage trailer, and we spent the winter of 1997-98 witnessing the birth of a new clubhouse.

For reasons of nostalgia, the stones from the dismantled fireplace were saved and used to construct the new fireplace. The two main carrying beams of the old structure were saved, sliced by a band saw and converted into countertops in the new clubhouse. There were various work parties formed to paint the trim, seal the overhead beams, varnish the countertops, etc. Although the clubhouse was built by a contractor, much of the finish work reflected LCYC's "working-club" philosophy.

As mentioned by Bern Collins in a piece a few years ago, the mahogany trim of the countertops and the mahogany fireplace mantle were fashioned from wood that was originally part of the decommissioned *USS Savannah*.

As the 1998 Opening Cocktail Party hove into view, the new clubhouse was prepared for its debut. This was not your run-of-the-mill LCYC Opening Cocktail Party. Members, contractors and neighbors congregated to celebrate the opening of the new clubhouse. A



*Past Commodore Peter Collins and
the Author.*

conservative widowed neighbor approached me, drink in hand, and proclaimed that we knew how to throw one helluva party. She was very perceptive.

As noted above, there was opposition to the new building. Excepting very few, the membership supported the new building once the votes were cast. One member who was quite vocal in his opposition later confided that he had been wrong and was just as vocal in his praise of the new clubhouse.

In 1999, after the sawdust had settled, the American Institute of Architects saw fit to pick Fritz Horton as an award recipient for the design of the Lake Champlain Yacht Club clubhouse. For the most part, the new structure was a success with the LCYC members, neighbors, contractors and architects—tough groups to satisfy.

Happy Anniversary!

Meet the New LCYC Members

Sally Giddings Smith

I grew up sailing on lakes in northern Maine, and out of Bucks Harbor on Eggmoggin Reach. I sailed everything from sailing canoes to Dark Harbor 17's; but mostly as a girl I owned a Turnabout with red sails. During college summers, I worked at Mystic Seaport and sailed anything we staff could get our hands on.

My father and uncle bought Priscilla in 1972. When my mother was diagnosed with cancer, my father bought my uncle out and together they sailed Priscilla up and down the Maine Coast until my mother died. I inherited her when my father died in 1999, and brought her over to Champlain. I sailed her with my ex-husband (not much of a sailor) for 10 years. We were based out of Mallett's Bay, but explored most of the Lake either in our Whaler, or on Priscilla. I do love the broad Lake and down to Westport, NY, especially.



Priscilla is not a racing boat, but a cruiser. I have adapted her for convenience, as did my father, so she has a furling main as well as the jib. The spinnaker is a light wind one with a pole that weighs about 30 pounds, so she doesn't go up much...unless I have young blood on board. I also have a working jib and storm jib for her.

One story: we owned an 18' Outrage Boston Whaler for many years, and one year when our youngest son was 11, we took off down the Lake with another family of two young boys on a 4Winns (I think). We went down to Whitehall, down the Champlain Canal to the Hudson, down the Hudson to Troy, up the Mohawk Steps into the Erie Canal, out the Canal to the Oswego Canal, up the Oswego Canal to Lake Ontario, across Lake Ontario to Sackett's Harbor, down through the Thousand Islands, through the St. Lawrence Seaway to Montreal, down to Sorel and up the Richelieu, through the locks at Chamblee, and back into Lake Champlain—700 miles in nine days, never knowing where we could or would spend the night. It was marvelous. And I'd do it again in an eyeblink, though not on Priscilla.

I look forward to having Priscilla back on Lake Champlain later this summer!

John and Gwen Stetson

Gwen is a graduate of UVM and Northeastern. She is retired, having last worked at IBM in Essex Junction. John graduated from Cornell and Northeastern. He is VP of Pre-construction Services at Engelberth Construction.

Having met while working at Glen Ellen Ski Area, we moved to the Boston Area, married, and ended up in Shelburne in 1985. We have enjoyed being around water all our lives. Gwen grew up on the west shore of Skaneateles Lake, New York, where there was always a supply of boats, most needing repair. John sailed on a small reservoir in upstate NY and enjoyed several family charters off Cape Ann in Massachusetts and in the USVI. In addition to sailing, we both have spent many hours in canoes and camping. Our own family chartering has taken us to the BVI and Greek Islands.



We enjoy road biking and skiing "whenever we can" at Mad River Glen. Our daughter, Amy, is a nurse in Bozeman, MT, which makes Bridger Bowl our second favorite ski area.



Around the Club

Transitions



Lou Chiriatti, LCYC member since 1989, passed away on January 22, 2019, at age 78. A Celebration of Life will be held for Lou at LCYC on June 27, from 2-4:30 pm.



Bob Manchester, a former LCYC member, passed away on January 15, 2019, at age 75. Bob's activities at LCYC included a stint on the BOG as Social Chair.

Bruce Hill, Randee Bloomberg, and Norm and Cyndee Sturtevant are now LCYC Senior Members.

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2019 January Cruising Notes

By Lynnea Rosner, Cruising Chair



With snow, cold temperatures, icy winds and ice covering portions of the lake, cruising is somewhere between a distant memory and a glimmer in the far-too-distant future for most of the LCYC cruising fleet. Meanwhile, the 2019 cruising calendar is on the LCYC web site for those who plan to join us this upcoming season. Some fortunate cruisers escaped the lake before the locks closed last fall and are enjoying an extended cruising season in warmer waters.

Many of us have been following *Purdy Suite's* adventures as she made her way south and hopped over to the Bahamas early this year. (See Douglas or Meri Purdy's Facebook pages.) Beth Kohler and Todd Toensing have the advantage of two boats, *Southern Cross* tucked under canvas here in the frozen north, and *Southern Cross II*, tucked into the Hurricane Hole on Stocking Island in Georgetown, Exumas, as a handy escape for warm-weather winter breaks. Bette and Ernie Reuter are on board *Iemanja* in Little River, SC, and you can follow their adventures on their blog at <https://sviemanja.wordpress.com/> or on their Facebook page.

Leonard and I will be heading further south onboard *Antares* in early February. She's on the hard at Tiger Point, the northern-most marina in Florida, awaiting our return. Our plans are flexible—if we get a weather window when we're in the Miami area, we'll head to the Bahamas. If not, we'll head for the Keys and up Florida's west coast to visit the LCYC members who have winter homes in the area.

See you around Memorial Day!

From the Weather Mark

By James Unsworth, Regatta Chair



Ahoy! I hope everyone has either been making the most of the frozen water in Vermont or has flown south to enjoy some winter boating! I will be saving my major update on the regatta front for the next Binnacle, closer to the beginning of the season, but in the meantime, a few important points:

Racers must sign up for Race Committee Duty. Go to the LCYC website, log in and look at the right-hand side of the page. Then, sign up, as in the past. There are plenty of events open, so make your life easier and pick one that best suits your schedule.

Last season, we kept a list of those racers who did and did not volunteer for RC. We will ensure that those who did not volunteer last year do race-committee duty this year. If that's you, take the initiative now and sign up right away for this year. Remember, we are a volunteer-based club, and your participation is of paramount importance to sustain racing on the lake.

We need more people involved in Race Management. We are interested in folks who want to explore the exciting world of race management! This is also very important. Without well-trained individuals at the helm of the race committee, our race quality would suffer. As it is, we have a fantastic group of folks involved, but some have been burdened by having to work many, many events each year. Let's make sure no one gets burned out. If interested, email me at: Junsworth100@gmail.com.

Many thanks. Think warm air and ample breeze!

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Ambitious Dock Plans



By Michael Kerbaugh, Docks Chair

We plan to redesign and build two new docks that will serve as the landing platforms for the metal gangways between shore and the rest of the docks for both the main docks and the Junior Sailing docks. These new landing platforms will also better support the gangways during transit. Additionally, we will be re-purposing the existing landing platforms to enhance the Junior Sailing dock and build a new dinghy finger on the Junior Sailing dock. Finally, we will be demolishing and scrapping three older FJ platforms that are no longer needed and do not meet standards. Here's where we need your help:

One to two weeks before workday (April 19 and/or April 26)

We need at least 20 people, including:

- 1) Dock Build Project and Construction Leaders—to perform a design review and validate materials requirements, organize their crews, and be sure the project is completed before workday. We'll need chop saws and equipment, also.
- 2) Worker Bees—to assist building new docks.
- 3) Hardware Changers, and demolishing / scrap managers

During workday (May 4)

As we continue to focus on safety, we need people to serve as back-ups on critical dock installation skills, and generally help get the docks in.

After workday

We need 3-4 volunteers to periodically adjust the chains each month of the season, based on lake levels. We will have a training session in late June.

Please contact Michael Kerbaugh (mikerbaugh@gmail.com) to volunteer for a leadership position, offer saws or other equipment, or just generally help out.

Harbor Notes

By Bob Finn, Harbormaster



This winter, seven moorings were relinquished, and the waiting list now stands at 10, the shortest it has been in several years. However, those 10 joined to get out on the lake with their boats. We can still make that happen with the help of members who are willing to volunteer use of their moorings for the season or part of it. Please let me know if your mooring will be vacant. Contact me at (802) 999-8510 or email me at: rmfinn2@icloud.com

This year, 12 dry-sailing slots were created, and assignments are posted on the website at: <http://lcyf.info/files/2019%20LCYC%20Mooring%20Chart%20Feb%2017.pdf>

Priority is given to members without “wet moorings.” Use of this trailer parking area is restricted to those members who have requested and paid for a seasonal assignment.

In addition to the seven new mooring assignments, five have been swapped to different locations to accommodate member requests. Because each boat's pennant is custom fitted, those newly assigned or involved in swaps should make sure Pierre and Lake Champlain Divers match up their pennant with their mooring when all are commissioned in April. Pierre's contact information is in the 2018 Log on pages 84-85, and on our website at the bottom of each page of the mooring area PDF: <http://lcyf.info/files/2019%20LCYC%20Mooring%20Chart%20Feb%2017.pdf>

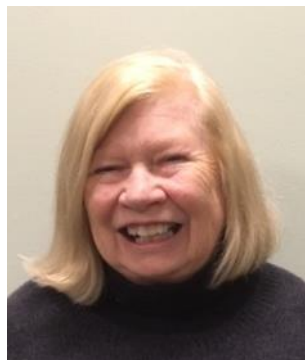
As the days lengthen, we all look forward to another season on our great lake!

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2019 Social Season Preview



By Ann Clark, Social Chair

I am writing this in the middle of another Vermont, blustery snowstorm. However, we know that spring will eventually come and boating season will soon be upon us.

The social season at LCYC will officially begin with Jean and Joan White hosting the Opening Cocktail Party on June 1. Jean has also agreed to host a “Yoga by the Lake Night” hosted on Monday, June 17. This will be a yoga lesson geared to people of all levels (or no level) of yoga experience. If we get a good turnout, we will do other yoga evenings. No charge for this event.

Three social events will be held in conjunction with the popular Speakers’ Series—the Commodores’ Pot Luck, the annual Corn Roast, and a newly added Dessert Pot Luck. All will be held just prior to a speakers’ event. Details about the Speakers’ Series are being finalized, and will be provided in the next Binnacle.

Due to popular demand, we are moving the October Awards Night back to the LCYC clubhouse. American Flatbread will be catering that event, so it should be a very special evening filled with good cheer.

The Sidell-Lamb family is already working on ideas for special make-your-own ice cream Sundaes and sailboats for Family Day. We hope to add junior sailing boats and paddle boarding to that event, as well as continue our new tradition of having a bouncy house on site.

We’ll kick off our Wednesday night activities with a burger burn, held on the first Wednesday in June. That will be followed by American Flatbread and Bove’s Lasagna. Once again, the Rosners and the Rieleys will be hosting the Olde Fashioned Burger Burn, and Ullie Holzinger and his crew will do Ocktoberfest. We will also bring back singer and guitar player Gus Block for a Wednesday night event. Gus was a huge success at a pizza night last year. Finally, we will institutionalize homemade dessert night and a salad bar at a Wednesday night event.

Please check the LCYC calendar for a full list of our events. And, as always, volunteers are needed for all events so please let me know if you can help. We always need prep people, servers, cashiers and cleanup crew. We have fun, meet club members and the jobs are easy.

We’re looking forward to a fantastic social season at LCYC! Please join us!



Photo by John Dupee

Membership Update



By Kristin Knight, Membership Chair

Our membership continues to hold steady, with 204 active family membership units. We welcomed two new members at the end of 2018, Sally Giddings Smith and John and Gwen Stetson. If you see them around the club this spring, please stop and welcome them.

Our annual dues collection completed with five resignations, five status changes, and eight relinquished moorings. After assigning the relinquished moorings, the wait list sits at 10, still leaving at least one to three seasons for potential members before they will receive a mooring. The below chart provides metrics around our current membership.

Membership Status	Membership Count
Life	2
Honorary	7
Senior	17
Active	178
Inactive	4
Associate	0
TOTAL	208

This year we are going to be focusing on understanding the age demographics of our club. This means you may be receiving an email asking for some additional data to help us compile these reports. This information, specifically your birth year, will be held privately within our membership database and is voluntary to provide. It will help us understand our current position with age diversity and help us generate ideas and plans for recruiting and engaging new and prospective club members.

The process to generate our log will begin in early March, so please take a few minutes to verify your information is up to date in the 2018 log. If not, please send me an email with any updates: lcysecretary@gmail.com. If you provided these updates with your annual dues, they will already be recorded within the database.

If you know of anyone interested in joining the club, please have them reach out to me. I would love to discuss the application process with them and answer any questions they may have.

Scuttlebutt (Editor's notes)



I could not let John Dupee's very nice article about the building of the new club house pass without reflecting on what is now the oldest building on club property.

Of course I am speaking of the shed that sits on the far side of the driveway near the dumpsters and piles of left-over equipment.

kits at \$69.95 each with instructions on how to join them together to make one structure with two doors.

I regret that I do not remember all of the folks who worked on it-I know that Mike Lynch added his expertise-as a former Navy Seabee, and I drove a few nails.

Those were the days when one of the duties of the stewards was to take jerry cans into town for fuel for the launches (let's just say that consumption was lower in those days.) However a decision was made to extend the roof and add a fuel tank to the premises.



In the early 1980's members of the Club were upset with all of the stuff that the junior sailors scattered about the club house. A decision was made in 1986 to build a shed to house a good deal of the gear that was stored in the old Butler building and to transform that space into a mini-clubhouse for use by the junior sailors.

Since this was the "good old days," no fancy architect was involved. Instead a trip to Grossman's Lumber Yard (a chain before Home Depot—you can see one of their abandoned buildings by the roundabout on the other side of Montpelier—it still has the distinct pink stripes). A quick consultation with a couple of the "good ole boys" in the yard and we were the proud owner of two shed

This being the old days we did not have a special party; we just drank our beer as we went along.

The Commodore mentions in his Corner the increase in contracted services at the club and, while the old days were fun, the expectation for services have increased significantly. We are blessed to be able to have them provided with very reasonable dues.

I just worry that the old shed may not fit the image folks have for the club--perhaps I should seek historic status for it to keep it from being torn down.

Peace,
Tony