



the Binnacle

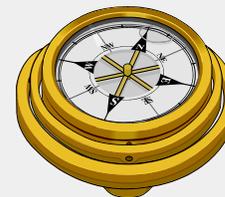
Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: John Harris Vice Commodore: Steve Walkerman

June, 2004

Binnacle Editor: Muddy Bilges

<http://www.lcyc-vt.org/>



Golden Dazy.....continued from last month

As is true of most racing boats, the major chore of care and feeding of crew falls to the skipper's wife—in this case, Carol. One of her "staples was a 'Mung' casserole," her version of goulash. Another requirement was making at least sixteen sandwiches. *Dazy's* ice chest is so huge that Carol decided smaller coolers made more sense. Crew members contributed as well. For example, for the overnight races, Sam Cutting would bring breakfast.

Remarkably, over the many years of racing, there were no crew injuries. Although one guy almost fell over the side, he grabbed one of the stanchions at the last second. Carol says that several people were brave enough, or foolhardy enough, to dive from the spreaders. The record is a dive from the second spreader.

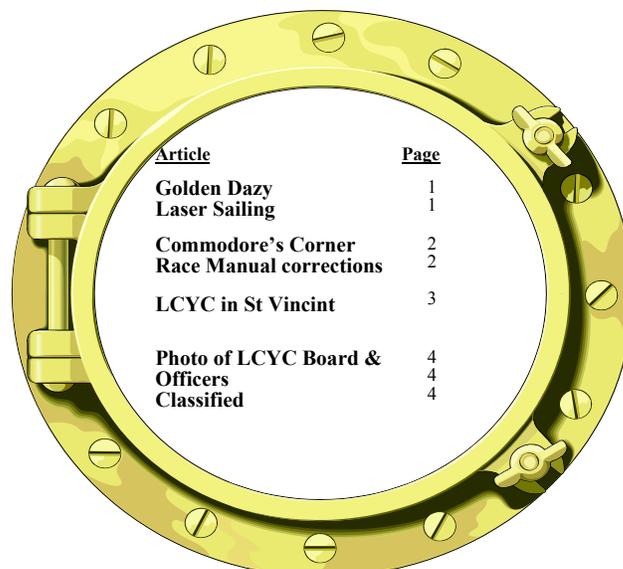
During one of the overnight Commodore MacDonough Races, they ran over a spinnaker, which got tangled around the keel and prop. Mark Shearer dove in and had to cut it away. And, of course, there's the time that Dorothy, according to Bruce, "left a blooper at Juniper Island during a Lady Skipper Race. She was in the lead and didn't want to stop to retrieve it." (Dorothy's version appears later in this article.)

Sails, Sails, Sails and the Dazy Staysail

No one seems to know exactly how many sails were on *Dazy* in the beginning or how many went with her to Massachusetts. Maybe forty-five. One of its unique features is the "*Dazy* Staysail." Jeff says that, "It is the type of sail that originated on *Golden Dazy* and is made by sailmakers to this day. Made by North Sails, it is a lightweight staysail, but can be flown under the spinnaker very effectively, or on a broad reach. Also, when there is very, very light air, it is used as a 'wind seeker' with no other headsail. It's smaller than a genoa, but when there is no wind and you are trying to first get the boat moving, if you put that up, it will fill with wind and get the boat going. What was different about it was the high clew. Due to the boat's weight, once you got it moving, it would keep going. It would coast through a hole and get to the other side, and sort of build its own apparent wind as it goes faster." As other competitors know, *Dazy* always seemed to "find" the wind. Steele, however, comments that "after the Canada's Cup, the guy who bought her and changed her name to *Tern* reduced the rig by two feet. I don't think she ever performed the way she should have [because of that]." He believes that the rig was shortened for ocean racing, and had it been left alone, "she would have gone over the horizon!" In spite of the reduction in the rig, Dorothy remembers the crew would say, "C'mon

Dazy, make some wind." Bruce would say, "C'mon *Dazy*, make your special wind." And, she did. Jeff says there was a whole set of original sails that were made for the boat, all of Dacron. That inventory was outdated when the boat was purchased, but in usable condition, some of it. "We would, as the years went by, get the 'new/old number one' out and as a certain sail became more worn out, another sail would look better." Dorothy recalls, "The older sails were definitely usable in lighter air, which we have a lot of around Lake Champlain. We didn't have a lot of new sails with *Dazy*, so we were continually trying to make the most out of what we could with the sails we had." Jeff lost a new Kevlar main on a Mayor's Cup Race in Plattsburgh a few years ago when the wind gusts reached fifty. Since one sail can cost thousands of dollars, he noted that it's important to keep the sail inventory going as long as possible. Then there was the time that Jeff and Sam Cutting were doing the Lake Champlain Race double-handed and lost a spinnaker. This race went into the Hill Family Book of Racing Lore. (continued next month)

Attention Laser Sailors. Interested in getting together occasionally for some casual racing at LCYC? Looking to see if maybe we can get something informal going this summer. If interested Call John Harris at 985-9002 or email at johnharr@us.ibm.com



<u>Article</u>	<u>Page</u>
Golden Dazy	1
Laser Sailing	1
Commodore's Corner	2
Race Manual corrections	2
LCYC in St Vincint	3
Photo of LCYC Board & Officers	4
Classified	4



Commodore's Corner

Dateline June 03, 2004 Shelburne, VT. The LCYC ramp is complete. Yes, the long awaited access ramp to the docks came to fruition today as the paving of the sidewalk to the top of the ramp was completed. Not only is the ramp completed, but it came in well under the budget of \$10,000. This major improvement to the club was spearheaded by the venerable Mike Lynch who, recently retired from a career managing major construction projects for IBM, put in endless hours planning and executing this slightly less complex project. A small army of volunteers helped Mike with various aspects of the construction, but the other key contributors to this effort were Doug Viehmann who prepared all of the architectural and site plans that were required to get this project permitted, Randy Rowland who prepared all the permit applications and shepherded this through the approval processes and Chris Farrington who lent his extensive construction expertise. The guys in the trenches...Roy Langdell, Ulie Holzinger, Tom Glynn, Don Lockhart, Lou Chiriatti, John Dupee, Skip Echelberger, Glen Finholt, Don Rathbone and Sherm White. We all owe a big debt of gratitude to members like these who donate many hours and professional expertise to make the LCYC the great (and ever improving) place that it is. Speaking of improving LCYC, at a recent Board meeting we discussed a "burgee initiative" to add a little color and nautical flair to the clubhouse. Basically, what we are looking for is to decorate the clubhouse with burgees from other yacht clubs. So, if you are cruising and visit another club, or have visitors from other clubs come to LCYC, or are a member of another yacht club or...well, hopefully you get the idea. If you need some LCYC burgees to exchange with other clubs, contact our membership chair, Beth Thorpe (2 free burgees per member per year for this purpose). If you have burgee to donate, see our House chair Bob Platt (or any other Board member). Please let us know the name of the yacht club and if you have an interesting story that goes with let us know that too. We'll try to maintain, and perhaps display, a list of the burgees, where they came from and any other interesting facts. Maybe we'll even have a prize for the most interesting "acquisition" to our collection each year. Lastly, in my first Commodore's Corner back in April I mentioned my goal of having the Board of Governors spend some time discussing the future of the club. Basically what we are talking about is a self examination of the club's mission, our strengths and weaknesses, opportunities for improvement and potential directions for the future. The goal of all this is to proactively make improvements to the operations of the club, insure the club is best serving the interests and needs of the membership, to help guide our long term capital investment priorities and generally insure the vitality of the club for years to come. We are going to kick off this discussion at our July Board meeting (Tuesday July 6). So, if you have input for this discussion, feel free contact myself or any of the other board members. We are

interested in your thoughts about what the club does well, suggested improvements, new directions that the club might consider, things that you have seen or heard about at other yacht clubs that might be good things to consider doing at LCYC, etc. That's about it for now. Summer is just around the corner...time to go sailing....



Corrections to the Race Manual

16.0 RECALL

16.1 INDIVIDUAL

Individual Recalls will be signaled in accordance with Rules 29.1 and 29.2 of the *2001-2004 Racing Rules of Sailing*. The Race Committee may attempt to notify premature starters by hailing and/or by calling on VHF **CHANNEL 72**. However, failure to hail any or all yacht(s), failure to correctly hail any yacht(s) or failure to hear or receive such notice does not relieve the yacht(s) from starting properly and is not grounds to request redress.

25.0 RACE COMMUNICATIONS

The course for each class and the magnetic bearing to the weather mark from the RC boat will be displayed on the starboard side of the Race Committee boat before the Warning Signal. The weather mark letter identification will be displayed from the RC stern. The course, bearing, and weather mark ID, are unchanged for the succeeding classes. The Race Committee will attempt to broadcast the course information on channel 72 prior to the Warning Signal for the first class. **Failure to hear any Race Committee transmission shall not be grounds for requesting redress.** During races, the race committee will monitor channel 72 for emergencies and information.

27.0 PERMANENT RACING MARKS for the Billado/Cannon Series and "Classic" Races

The following marks may be specified by the event's Special Instruction and/or signaled from the Race Committee Boat along with the designated course to be sailed: *(continued page 3)*

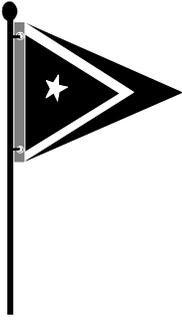
Report on LCYC Sailing Trip in St. Vincent in the Grenadines.....from Steve Unsworth

A swarthy crew of LCYC members once again took to the Caribbean this winter. The LCYC members were Skip Echelberger, Dick Lednicky and Steve Unsworth. They brought along a lot of LCYC boat crewmembers. From Morning Star II were Ken Stone, Ray Brown, Dennis Sanders, Jim Morris and Eric Stone; from Magic there was Andrew Beacher; and from Radiant was Ken Shaw. Unfortunately, the crew missed the change of watch because we were basking in the Caribbean sun. Caribbean sailing is certainly much easier than it has ever been. The charter boat companies are great and easy to work with. We started our trip on Saturday, January 17, 2004 flying from Boston to Kingston, Barbados and then from Barbados flying a puddle jumper airplane to St. Vincent and a marina called the Blue Lagoon. With this many people we had two boats. One was a 43-foot Gibsea 433 that actually had four private cabins- the boat was called Islands. The second boat was We Too, which was a Benateau 44. We had a wonderful dinner overlooking the Blue Lagoon in St. Vincent. When you are in the Caribbean the important thing to see is the green flash. There is a brief green flash when the sun touches the ocean. Unfortunately, we were never able to see this phenomenon no matter what we drank. Sunday morning some of the crews took off for an interesting shop of buying food and provisions for the boat. All the charter companies will provision the boat for you for a fee but going into the local markets is certainly interesting. How in the world the crew ended up picking up pasteurized goat milk, no one really knows. On Sunday we sailed to Port Elizabeth on the island of Bequia. We meet a local vendor on the water who offers us a mooring for \$15. The mooring is great, although it turns out to be one of the bumpiest moorings on the trip. We take a tour of the town and set up dinner at a restaurant called Tantie Pearls. The restaurant is at the very top of a hill overlooking the bay and the town. We end up to be the only people in the restaurant – no we did not drive them all out – and we have an extraordinary view of the harbor. We order lobster, mahi mahi and have a West Indian callaloo soup, which is absolutely delicious. On Monday, we sail to Whistle Bay on the island of Maryeau. Salt Whistle Bay is a beautiful protected bay and a beautiful Caribbean isle. There is a resort on the beach, which is virtually empty except for a number of ladies sunbathing themselves and swimming. You would think for the cost of the resort, they could have afforded bathing suits. The boat then sails to the Tobago Cays for beautiful snorkeling on a reef and a wonderful lobster dinner. The snorkeling is excellent and we see lots of exciting fish. Next we go to Union Island where we take on a hundred gallons of fresh water. Boy the guys like showers. We eat dinner at Lamby's Restaurant. I love it when you go into a restaurant and instead of menus they say you can have chicken, conch or fish. The meal was wonderful and tons of food served home-style. Next we sail back to Bequia at Port Elizabeth for a jump up. Jump ups are the local parties with steel bands.

Unfortunately, the tourists showed up more than the locals at a ratio of probably 50 to 1, however it was still great to listen to the steel bands. Next we go on to Friendship Bay on the south side of Bequia. There is a wonderful resort in the harbor and much of the crew goes there for dinner. It seems a beautiful resort but is virtually empty. On the next day, we sail back to the Blue Lagoon. We believe the winds were at 20 knots and the waves we estimate were at 15 feet (that's our story and we're sticking to it). Wonderful sailing and both boats handle very well, though the Benateau is clearly the faster boat. The biggest mishaps always seem to be getting from the dinghy back on the boat. Only three of our crew fell over in the ocean trying to make this maneuver happen. In conclusion...People were very friendly and accommodating, It's really quite easy to sail in the Caribbean when you go through one of the sailing charters. They are friendly and really want to make it work for you, It is a small world. When we showed up to the original sail briefing, there were three crews from three boats present. Two of the boats were the LCYC boats and the third boat ended up the crew was from Rutland, Vermont of all places. St. Vincent and Grenadines has much more wind than the British Virgin Islands and for first time sailors, I would recommend the British Virgin Islands. So the LCYC Caribbean exhibition may take off again in another two years. We will keep you posted.

Corrections (continued)

"A" Yellow Cylinder. .75m SW of Appletree RBN, (44 28.90N 73 16.68W)
 "B" Yellow Cylinder .25m W of Burlington Breakwater (44 28.59N 73 13.81W)
 "C" Yellow Cylinder Shelburne Bay Mark off LCYC, (44 24.585N 73 13.873W)
 "E" Yellow Cylinder Shelburne Bay Mark off Allenwood (44 25.60N 73 13.45W)
 "F" Red Nun Four Brothers RBN "FB"
 "G" Green Can Saxton Reef "C17"
 "N" Yellow Triangle Shelburne Bay Set Mark, set west or south of Redrocks
 "P" Yellow Cylinder .25m West of Proctor Shoal (44 26.97N 73 14.98W)
 "S" Yellow Cylinder Shelburne Bay Mark off Shipyard, (44 26.02N 73 14.408W)
 "Q" Green Can Quaker Smith Reef "G19A"
 "X" Red Nun Schuyler Reef RGN "SR"
 "W" Yellow Cylinder Western shore of Shelburne Bay



the Binnacle
Lake Champlain Yacht Club, Inc.
P.O. Box 411
Shelburne, VT 05482

fold here

LCYC Classifieds

2002 Ladies Cup and Billado Trophy Winner For Sale.
 Questions call Mark and Suzanne Grosby.
 Offers call Bruce Hill Yacht Sales.

Join the Etchells fleet....USA 358 Mango Challenge is
 for sale to make room for a newer Etchells. Race ready.
 Contact The Reuter's for information



Past Commodores-June '04

2004 Board of Governors

- Commodore..... John Harris
- Vice Commodore & TreasurerSteve Walkerman
- Rear Commodore.....Steve Landau
- Secretary, Membership & Log..... Beth Thorpe
- GroundsCharlie Van Winkle
- Boats Bill Aldrich
- Communications Ernie Reuter
- Docks Mike Barker
- HarbormasterSteve Landau
- HouseBob Platt
- RegattaTris Coffin
- Sailing Programs Barbara Robitaille
- Social CommitteeSteve Adams
- Stewards & PersonnelKate Heath
- Cruising /RendezvousTed/Joanne Lattrell

Appointed Officers

- Fleet ChaplainChuck Bowen
- One-Design CoordinatorRick Stevens
- Club HistorianBern Collins
- Fleet SurgeonsDrs. Larry & Roberta Coffin
- Club LiaisonBruce Hill
- Auditors .. O'Brien, Doremus & Phillips
- PHRF Handicappers Gene Cloutier

Stewards

- Managing Steward:Ryan Heaslip
- Stewards: David Leopold, Alec Antell,
 Kate Rabideau, Patrick Haley, Andy Dunn