



# the Binnacle

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

Commodore: John Stetson

April 2026

Director of Club Communications: Doug Merrill

Binnacle Editor: Tony Lamb



*Cruising Pub Night.*

## In this issue:

|   |      |    |
|---|------|----|
| Commodore's Corner                          | Page | 2  |
| Change of Watch                             | Page | 3  |
| Docks                                       | Page | 5  |
| Cruising                                    | Page | 6  |
| Exciting 2026 Program of Social Events      | Page | 7  |
| Social Club Historian Update                | Page | 8  |
| Grounds                                     | Page | 10 |
| Boats                                       | Page | 10 |
| Membership                                  | Page | 11 |
| Stewards                                    | Page | 12 |
| Keeping LCYC Running:                       |      |    |
| Volunteer Opportunities for the 2026 Season | Page | 13 |
| Junior Sailing                              | Page | 14 |
| From The Weather Deck                       | Page | 15 |
| Rules Quiz                                  | Page | 16 |
| Scuttlebutt                                 | Page | 17 |



## **Commodore's Corner**



*By John Stetson, Commodore*  
*E-mail: [LCYC.Commodore@gmail.com](mailto:LCYC.Commodore@gmail.com)*

### Commodore's Corner

It seems like a long time between the fall work day and the the Spring workday coming up in May. One might imagine that the Board rests up for the coming season, but there is actually quite a bit of activity, including the Awards event in November, and the Change of Watch in January. The Board continues to meet monthly and each of the committees are busy planning for the coming season. It is amazing to see the amount of planning that goes into each of the program areas, calendar, speaker series, recruiting stewards and instructors, etc. I offer the following highlights and refer you to the committee reports included in this issue.

Jay Heaslip, assisted by John Harris and Will Anderson, successfully transitioned the website over to a new platform. It is now up and running, and looks great! Please take a look and let John Harris know if there are any issues that you discover. To say this was a huge undertaking would be an understatement. Many thanks are owed to these individuals for making this transition happen, and relatively seamlessly at that!

Our newest Board member, Tom Lynch, is quickly coming up to speed with the Docks committee. In addition to planning for the first reinstallation of the main dock system, he and his team plan to replace some sections of the Junior Sailing docks. Several work parties are in the prep phase, as well as an early "docks in" work day for portions of the main docks.

Registration for Junior Sailing sessions is going very well, as is the staffing. As you can see from the committee report, we have a strong head instructor, assisted by a returning instructor and a team of junior instructors. By the start of the season, we should have a total of five Level 1 instructors. We are excited to be hosting a US Sailing Level 1 class at LCYC in early June.

To understand the needs of the members better, the Membership committee is embarking on a plan to meet with focus groups to gather information and data. With that in hand, we will know what we need to do to attract new members and retain existing members. Please make time available to participate if requested. Please pass along any thoughts to Amy Caldwell.

Work day is Saturday, May 9. We will start promptly at 0800 and by about noon, we should enjoy a great lunch following a brief announcement period from members of the Board. Please put it on your calendar to help transition the club to "full operating mode". In addition to providing the volunteer labor, it is also an opportunity to get to know a significant portion of the membership a little better! The club is all about the people!

LCYC continues to be a very special place. However, it does not "just happen." It takes many hands to create the wonderful sense of being. Think about how you can contribute to making the Club even better. Get involved! You will enjoy the results!

## **Change of Watch**

The Change of Watch, held on January 10th, is a traditional ceremony that “provides a transition from the past season and sets the tone for the coming season.” It is an opportunity to recognize the many members who contribute their time to make the Club what it is, a terrific place for all of us!

### **Board Members, Chairs and Other Appointments**

The first order of business at the Change of Watch is to recognize outgoing Board members for their service to the Club.

This year we recognized Gene Cloutier for his time and effort as a Board member and Docks Chair. There is no doubt that Geno will be remembered as the person who headed up the task of replacing our main dock system with a state of the art, aluminum floating structure, manufactured by Montreal-based Structur Marine. He identified Structur Marine as the best choice for our project, worked with them to get it designed and manufactured, and then oversaw the installation. Due to the planning by Geno and his wonderful team, the project came together with few surprises! Thank you, Geno!



*The Commodore and Gene Cloutier.*

We also recognized the new members of the Board, of which there is one this year, Tom Lynch. Tom joined the Board for a three-year term and will serve as our new Docks Chair. Tom will appreciate lots of support from the very well-oiled Docks Committee.

The other elected position to transition is that of Auditor. Ann Vivian has stepped into the chair previously occupied by Robin Turnau. Thank you to Robin for her five years of service to the Club! At this point in time, Ann is already deep into the audit process.

Charles London has passed the torch as race scorer to Jill Gagne and Melissa Parr. Many thanks for Charles’ dozen years of scoring. This is one of those jobs that is very much behind the scenes but is very important to the many competitors in the regatta program.

After 20 years as Webmaster, Jason Hyerstay has turned over the reins to Jay Heaslip and John Harris. The website is critical to much of our operations. Many thanks to Jason for the past efforts. Jay is just now completing the transition of the website to a new platform that should be good for years to come!

### **Honorary Membership**

Based on a unanimous vote by the Board of Governors an Honorary Membership may be “conferred on any individual who has been a club member for a minimum of 15 years and has held significant leadership positions in the club.” It was my pleasure to confer this status on Bern Collins. Bern has been a member for 52 years. Her Board activities began in 1984 when she revived the nearly defunct Junior Sailing program. One of the first students to sign up was none other than Andy Horton. She chaired various committees and became the Commodore in 1988, and was the first female to do so. She served on the race management group, and during the '90's was president of the Vermont Boat & Marine Association representing LCYC when

the Legislature was contemplating new Public Trust Doctrine laws. For the last 22 years she has served as the Club Historian.

Congratulations to Bern!

**Yachtsperson of the Year**

The Change of Watch is also our opportunity to recognize the Yachtsperson of the year. “Established in 1973, the Board, under Commodore Robert W. Henshaw, created an annual award to give special recognition to a club member, not then an officer or board member, who has shown outstanding participation in and service to the club. A large brass hanging oil lamp is the replacement for the original cannon, and since 1982 it has been known as the William B Archey LCYC Trophy.”

This year, I was honored and humbled to make this presentation to a person who is very present behind the scenes. Monica Morgan has been instrumental in the Junior Sailing program. She is a member of the Jr Sailing Task Force and provides advice and input as to how to best train young sailors. She helps the team repair the boats and keep them in operation. She coordinates the vehicles and trailers for traveling to away regattas, and then transports the young sailors to the various venues, including overnight stays as needed. She helps oversee the staff.

Monica started sailing at the age of 3 with her father. She credits sailing for training her to think outside the box and for bringing her to many different parts of the world on a variety of boats. Not only is Monica a force at LCYC, but she is an internationally recognized sailor. Monica was on the winning team in 2025 for J24 Nationals, J24 North Americans, and J24 Worlds, as well as the Etchells Winter Series and Melges 15 East Coast Championship.

Congratulations to Monica!

**Commodore’s Cup**

The history of the actual Commodore’s Cup is unknown, other than it dates back to 1909 when Burlington celebrated the 300th anniversary of the discovery of the lake by Samuel D. Champlain. Started in 1977, the award was given to the member who mathematically logged the most nautical miles. In 1987 the Board of Governors voted that the trophy would go to a member “most worthy of club recognition for the noteworthy cruising endeavors, undertakings, or experiences in a given year or cumulatively, on the lake or in other waters.”

This year, I was very pleased to present the Cruising Award to Fritz and Maryann Horton and their vessel Miss Lily. I have it from a most reliable source that they fell in love with the Pilgrim 40 at first sight. They took ownership of Miss Lily in Northern Michigan in the summer of 2024, and then cruised Lake Huron, Georgian Bay, the Trent Severn Waterway, Lake Ontario, the St Lawrence Seaway to the Richelieu. Due to some unfortunate construction they were forced to overwinter in Chambly in the winter of 24/25. They then entered the lake in early summer of 2025 and joined the Cruising fleet for the remainder of the season.

Congratulations Fritz and Maryann!



## DOCKS

*Tom Lynch - LCYC Docks Chair*

The docks are sleeping peacefully in the south parking lot, awaiting another great season ahead. As I take the reins as docks committee chair, I want to recognize the collective team effort by all committee members over the past few years under Gene's leadership. Gene's vision, dedication, and steady hand were instrumental in bringing the new main docks to completion last spring—a major milestone for LCYC. Thank you, Gene, for all that you have done, and continue to do, to make our club better.

Speaking of collective team effort - we will have a few docks related projects coming up as we head towards spring. Members of the dock committee - if you are looking to get your volunteer hours in for the year or won't be able to make it to our dock install day (TBD) or spring work day, I encourage you to reach out to me to see how you can help out with any of the following tasks:

1. We need to prepare an assembly plan for the new docks. Likely, we can base this off the dock disassembly plan that was prepared last fall, but I know there were some challenges we need to address with assembling the launch dock. I will need someone to lead the effort putting together the overall plan and probably a couple of folks to assist them.
2. The junior sailing docks will need ongoing attention, as they are aging. The current plan is to replace two full sections per year and then replace any soft decking from other sections on an as needed basis. Don Holly has volunteered to lead the effort to rebuild this year's two sections. This project will likely require a few additional volunteers with tools and be completed at some point in April.
3. Once we get the docks installed, one swim ladder will need to be moved/installed on the south side of the new dock. This effort will require a leader and at least one person to assist.
4. If someone is looking for a light job (pun intended), we will need volunteers to clean the pedestals throughout the season. The pedestals should be cleaned at regular intervals throughout the season - I'm open to ideas on how best to accomplish this.
5. I'm sure there will be other jobs that come up throughout the season - be on the lookout for emails from me or other members of the docks committee looking for volunteers.

Enjoy the rest of the winter and thank you in advance for volunteering!

## CRUISING

*Bill and Susan Bresee, David and Heather Main, Hilary and Joss Besse*

Well, winter was feeling kinda long, so we pulled together a February gathering at the Zero Gravity pub. The pub was kind enough to reserve a space for us which we filled up with those who showed up. While organized by the cruising group, the event was open to all and 30-40 members took advantage to see some of the friends we don't usually see over the winter - some cruisers, some racers, some powerboaters, new members, and old members ... We were encouraged to organize another gathering which was held this week, and 30-40 of us again enjoyed pub brew and food, with a bonus: we watched Artemis II take off to the moon from the TV's around the room. All in all, a fun way to enjoy an early spring evening before our own launch dates.

Looking forward to the summer, the club calendar is posted on the LCYC website, including all of the cruising events. It is fairly similar to last year's cruising schedule, with 5-6 social gatherings and 6 organized cruises (along with evening gatherings during the cruises, of course). The cruising schedule is posted on the club website if you want to add the various events to your own calendars. We hope to see even more club members join us this year.

Finally, several members headed south this winter - Bob and Deb Gurwitz (Infinity), Rick Stevens and Berit Solstad (Blue Note), and Walt and Aimee Marti (Coast) headed down the ICW for Florida and beyond. Les and Dale Velte also headed south on their new boat Moondance, hauling her when they got to the Chesapeake with plans to cruise there this summer.

Work day isn't that far off - followed shortly thereafter by the first cruise - looking forward to seeing everyone!



## Exciting 2026 Program of Social Events

Chris & Jenny Leopold, & Christina Lamb Sidell, Co-Chairs

We have an exciting lineup of LCYC Social events for 2026 including the return of several old-time favorites. The season for the Social Committee kicks off with Spring Workday on Saturday, May 9<sup>th</sup>. We will be offering our customary fare; bagels, donuts, fruit, juice, and coffee and tea for breakfast. We will serve a chili lunch with all the fix-ins, including homemade cornbread, cookies, brownies, and other desserts. Next, join us on Saturday June 6, 2026, for LCYC's celebratory Opening Cocktail Party, including recognition of new LCYC members and Club officers. As always, the best parts of this event are the renewed interactions between new and familiar friends and of course, the delicious array of homemade member appetizers and desserts for the potluck tables. This year, kick up your contribution a notch with your best or new "homemade" appetizer/dessert to share with everyone! On June 17<sup>th</sup> we launch our first Wednesday night dinner of the season with the return of *Pizza Night*. Farmer's Market Pizza returns to LCYC serving their freshly made pizzas in their woodfired hearth. They will offer meat and veggie options.

July brings an exciting array of member favorite events and activities beginning on Wednesday July 8<sup>th</sup> with LCYC's iconic *Ye Olde Fashioned Burger Burn*. Our experienced team of volunteers will serve a complement of burgers – beef, salmon, veggie, hot dogs, salad, chips and dessert. On Friday, July 17<sup>th</sup>, the annual *Boat Tour* offers members the opportunity to board and visit a diverse selection of the Club's new and classic boats. Enjoy refreshments and conversation with the owners as you tour each of the boats. We'll provide munchies and refreshments onshore. After you finish touring the boats, enjoy dinner at the Club. Farmer's Market will be onshore with their food truck selling their freshly baked homemade pizza.

Imagine an afternoon filled with face painting, Bouncy House, Big Blue Trunk, Flying Juniors, make your own boats, snacks and ice cream sundaes. Add lots of kids having a great time and you have LCYC's annual *Family Day*. This special event, dating back to the 1970s, will be held on Sunday, July 19<sup>th</sup> with onshore and on water activities. All LCYC members and their guests (including grandchildren, nephews, nieces, cousins) are invited to attend and join in the fun. The July finish line is on July 31<sup>st</sup> with *LCYC's Commodores' Potluck Dinner*. Past Commodores will grill chicken, salmon burgers, veggie burgers, and hot dogs complimented by a delicious array of your homemade potluck salads, sides, desserts and a special LCYC dessert. Plan to bring one of your delicious homemade salads or summer side dishes to the potluck table.

August brings in one of the oldest racing events in North America, the Ladies' Cup Race. Immediately following the race on Saturday August 1<sup>st</sup>, we host the *Ladies' Cup Reception and Awards*. All members are invited to join the fun and comradery whether you raced or not! Our August Wednesday night dinner brings back our very popular *Taco Night* on August 12<sup>th</sup>. Our team of volunteers will cook and serve soft meat and veggie tacos with all the fixings that you love and appreciate in Mexican style street tacos. Friday August 21<sup>st</sup> marks the return of LCYC's signature *Corn Roast & Potluck Dinner*. Experienced volunteers will grill freshly picked Vermont sweet corn complimented by grilled Italian sausage, beef, salmon, and veggie burgers and hot dogs. Attending members contribute homemade salads, side dishes or desserts to our potluck table. We will provide desserts and one of our LCYC cakes.

Celebrate the onset of cooler weather in September with our traditional *Oktoberfest* dinner on Wednesday, September 9<sup>th</sup>. Our Oktoberfest fare features beer-cooked grilled sausage, sauer-

kraut, German potato salad, and traditional black forest cake. If you are in the mood for breakfast at LCYC on a beautiful September morning, join us on Saturday, September 12<sup>th</sup> for LCYC's annual *Macdonough Breakfast*. Our experienced breakfast team will serve pancakes, French toast, sausage, fruit, juice, and coffee/tea. All LCYC members and Macdonough race competitors are welcome! There is no charge for this event, however donations to LCYC's Junior Sailing Program are graciously accepted. Our 2026 Social calendar concludes with three October/November event: *Fall Cocktail Party* on Saturday, October 3<sup>rd</sup>, followed by our annual *Fall Work Day* two weeks later, on Saturday, October 17<sup>th</sup>. The annual *Awards Night* for the Club's Racing Program will be held off site on Saturday November 7<sup>th</sup>.

The Social Committee manages our volunteer needs through the software program *SignUpGenius* which helps us identify our volunteer needs, recruit volunteers and send event reminders to scheduled member volunteers. Watch for an email blast providing the link to *SignUpGenius* and our 2026 events and volunteer needs. Remember, our entire social program is dependent upon *you and other LCYC members volunteering* to work our events! For all the events in our exciting line up this year, we are depending on all of you, our members, to serve as volunteers. Remember, not only do your hours working as a volunteer for social events count towards your LCYC volunteer requirements, it is also a terrific way to meet a broad spectrum of members. Best of all, we have FUN!! In addition to *SignUp Genius*, we will have a volunteer table at Spring Work Day to facilitate in person volunteer signups. We look forward to seeing you at our events!

## Club Historian Update

*James Unsworth, Club Historian*

This club has been a part of my entire life. Unless I am mistaken, I was the first 3<sup>rd</sup> generation member (to be followed shortly thereafter by John Hill) and I am also fairly confident that my children, Ella and Jack are the first 4<sup>th</sup> generation members at the club. With this background in mind, I offered to help with the history of the club...which then turned into becoming the club historian!

There is a tremendous amount of “downloading” I need to do following the handoff from Bern Collins, which still continues as she finds more and more boxes of “the good stuff”! I believe documenting and digitizing those documents of significance will be important to keep in perpetuity, the long history of LCYC.

A handful of years ago, prior to me taking this role, Dale Hyerstay trusted me with his collection of logbooks from the club. These dated back to 1888 and the first logbook the club produced. I digitized them and put the logs we have between 1888 and 1916 in three ring binders to be displayed at the club. If you haven’t thumbed through them, please do!

On our docket for this winter is sorting through the paper documents, weeding out those that are of no historical value (not necessarily to be thrown away...just not digitized) and scanning in those that are of significance. Dick Lednecky has graciously offered his assistance and has already spent hours scanning old Binnacles that were not stored electronically. Many thanks to Bern Collins for holding onto these!

We are still looking for volunteers to help with the sorting and digitizing. Anyone who feels like they can help can contact me directly. [Junsworth100@Gmail.com](mailto:Junsworth100@Gmail.com).



*Ray Unsworth*



*Kate and Steve Unsworth*



*Pam, Ella, Jack and James Unsworth*

## Grounds

*Matt Fisher, Chair*

Greetings from the grounds committee. Spring is upon us, sugaring season is winding down, and it's time to start thinking about preparing the club for the upcoming boating season. The grounds at the club have wintered well as of this writing with no major tree damage or limbs down. As you know, workday on May 9<sup>th</sup> is fast approaching and along with the normal clean-up, there a number of projects in the works. In late April (date TBD) we are planning another planting on the main bank. John Bakewell , resident arborist, will provide the plants and direct their placement. On workday itself, projects will include the installation of a new light post in the north parking area near the trash enclosure; grading and topsoil application to the area that was excavated over the holding tanks; inspection of all picnic tables; and inspection of the play structure. Of course the usual raking, trimming, weeding, and general cleanup will occur as well. Projects planned for after workday include expansion of the dinghy storage area and painting the ramp to the main dock. I'm looking forward to seeing old friends and new in a few short weeks. Happy Spring

## Boats

*Bob Finn, Chair*

As Opening Workday is May 9<sup>th</sup>, the LCYC Boats crew needs to move all of the watercraft out of the clubhouse by that date. At the same time we need to have the Dinse uncovered and prepped for Safe Harbor/SSY to launch on Weds, May 6<sup>th</sup>.

On or before May 2 weekend, a team of 4 or 5 will move the trailered boats out of the clubhouse, and the Dinse will be prepped at the Shipyard by specialists from Boats and Regatta.

In the next two weeks I'll reach out to the Boats team with more specific project details. Thanks in advance for all you do and, hopefully, winning the cooperation of the weather gods – they owe us after work day last fall.

Fair winds,

## Membership

*Amy Caldwell, Chair*



### **Look what we have:**

A lake to race your boat or crew on someone else's, a place to relax by the water, an opportunity to join others to cruise Lake Champlain, a beautiful shoreline for outdoor fun for the entire family, a dock to watch the moon rise, a popular junior sailing program, a full calendar of socializing all summer long. . . and more.

### **SIGN ME UP. . . and my neighbor too!**

You are most likely **in the know** about the value and benefits of being a member of our Club on the beautiful shores of Lake Champlain. (Afterall, LCYC is the best kept secret.) ***But your neighbors probably are not!*** That's why we have started a deep dive into membership development with a new charge - to understand membership trends, create a pipeline, and retain the great membership we have. We are beginning to peel back the layers by understanding our membership history, most importantly the last ten years. We have researched other yacht clubs similar to ours. We have analyzed our data, now we need your input.

### **What is the "new now" in yacht/boat clubs?**

Our team is made up of a handful of new and veteran members with astute skills in analyzing data, understanding our history, and developing strategic marketing and communication programs. We are forging ahead with upcoming "focus groups." These small groups of 6-8 members (and hopefully non-members) will participate in a moderated discussion to share their in-depth insights and opinions to help us better understand membership in our Club. Our end goal is to deliver our findings to the Board and membership with recommendations. If you are interested in serving in a focus group, please reach out to Amy at [lcyc.secretary@gmail.com](mailto:lcyc.secretary@gmail.com). Your input is valuable.

## Stewards

*Erik Filkorn, Stewards Chair*  
802-777-6374 M

Spring is the time of maximum uncertainty and anticipation in the land of stewards. Boats are in before school is out and we're never 100% certain who will be back or what new crew will come aboard. Last year's record gratuity total certainly didn't hurt retention and we are grateful for all who helped fill the virtual jar. We are sadly ecstatic that one of our longtime favorite stewards will be moving along to their next great sea venture, but that's their story to tell.

To all of you who responded positively about volunteering as a launch driver, thank you. I will be in touch to talk about the current policies on what we do to please the U.S. Coast Guard and the insurance company (and keep everyone safe). It requires some time and mental effort, but most of the actual time is spent waiting for the Department of Homeland Security to process paperwork and all of it makes you a better boater.

Steward service will start on May 16, and at first will be mostly volunteer-driven. Last year, Bob Schumacher was kind enough to take the volunteer stewards on a tour of the qualities and quirks of the Nautilus, Bern, and Milo and I'm hoping we can persuade a repeat performance. Even if you think you know the boats, you don't really know the boats. But that's the thing about boats. Always more to learn. Always more mistakes to make.

As there will have been changes to the mooring field assignments and some of you had the audacity to acquire new boats, we ask that everyone be patient with our volunteers and new stewards as we learn or re-learn the harbor. Think of it like checking in at the polls on election day. Even if you've known the volunteer half your life, you say your name out loud. Telling the steward north harbor or south, just past the wreck, etc., really helps and gives us all something to talk about.

We'll be setting up the office on work day so if you've stored anything in there for the winter, it would be great if you could plan to evacuate those items to give us room to maneuver. We usually have a few volunteer stewards helping get parking off to an orderly start in the morning so if any of that crew is available, please raise your hand.

## Keeping LCYC Running:

### Volunteer Opportunities for the 2026 Season

*By Ben Durant, House Chair*

As we look ahead to another great summer on the lake, it's worth remembering one of the things that makes LCYC truly special: this club runs because our members make it run. Every dock line, every race, every burger flipped on the clubhouse deck; it all happens because someone stepped up.

This year, we're highlighting the many small but essential volunteer roles that keep LCYC humming. And to kick things off, I want to shine a light on one member who embodies the spirit of stepping forward: **Bob Gurwicz**.

Yes, Bob is our propane guy in the real world, and now LCYC's unofficial guardian of the gas grills. While in his winter cruising grounds; sailing 6.5 knots in 6.5 feet of water in what he described as "paradise," Bob reached out to me completely unprompted and said, "Put me in for something this summer." That kind of initiative is gold.

Bob will be fulfilling his volunteer hours by making sure we **never run out of propane**; a task that sounds simple until you've watched a hungry crowd stare at a cold grill. Even better, he's designing a **new labeling system** so tanks are clearly marked, organized, and easy for anyone to swap. It's the kind of behind-the-scenes work that most people never notice... unless it's not done.

And here's the thing: **we have lots of jobs just like this**; small, manageable, and perfect for someone who wants to contribute without taking on a major committee role. A few examples:

- Keeping clubhouse supplies stocked
- House Cleaning Liaison
- Helping with recycling and trash rotation

If you've ever thought, "I'd help if someone just told me what needs doing," this is your moment. We can match you with a task that fits your time, your interests, and your tolerance for propane.

Bob's example reminds us that volunteering doesn't have to be complicated. It just takes someone willing to raise a hand, even from a beach chair thousands of miles away.

If you'd like to take on a small piece of running the clubhouse or help in another area, reach out. We'd love to have you involved, and the club is better for every member who steps forward.

Call me at 802.355.6688

## Junior Sailing 2026

*Joe Rosen-Director Junior Sailing*

The Junior Sailing Task force has been working for months getting ready for the 2026 summer season. I'm pleased to report preparations have gone very well. So far we have collected 114 registrations from 74 participants.

Thanks to the great work of Fran Hardy, we are fully staffed with 2 Level 1 certified instructors, 6 junior instructors and 3 volunteer instructors in training. We are looking forward to working with our new Head Instructor, Rose von Eckartsberg. Rose has a terrific resume that includes sailing instructor and college racing. We will provide background information for all our instructors in the upcoming June Binnacle.

New this year, on June 5-7, LCYC will be hosting a U.S. Sailing Level 1 Instructor's course to be taught by club member William Nye. Having this course locally makes it much easier for our instructors to get certified. We have 3 junior instructors already signed up for the course. Our goal is to provide a pipeline of quality, certified instructors for the Junior Sailing program.

We are also working to expand racing opportunities for our junior sailors. We have three 2 week racing oriented sessions leading up to our 3 interclub regattas; Saratoga Horse Race July 9-10, Champ Chase at MBBC July 16-17 and the Cheeseburger at Lake George July 30-31. We are also planning to have the junior sailing racers participate in our Thursday night dinghy races. The program will provide an instructor and Monica Morgan has secured the use of 2 Lasers. We would also like to give the junior racers an opportunity to experience bigger, keel boat racing. If there are any club racers willing to take aboard a junior sailor crew member, please let me know.

Dates to know:

May 9, 8AM- LCYC Spring work day. All members of the junior sailing committee are encouraged to attend. We need to move all our boats out of the Sharpie building, clean and rig them. Many hands make this job a lot easier.

June 14- We kick off the Junior Sailing season with our annual "Meet and Greet"

June 15- the first day of the 2026 Junior Sailing program

We are all looking forward to a fun and exciting time at Junior Sailing this summer.

## From the Weather Mark.

*Kevin Hawko, Regatta Chair*

I had the opportunity in February to participate in a US Sailing Race Officer training seminar that LCCSC, LCYC and MBBC co-hosted. The training was attended by seventeen people from around Lake Champlain and beyond, with eight members from LCYC attending this class. If you have the opportunity to participate in a formal US Sailing seminar, I'd highly recommend it! Our instructor reviewed race committee roles and responsibilities, start signals, setting courses and race management best practices. Beyond that, we focused on safety and best practices to ensure high quality racing on our lake. For the eight LCYC members in that training, I think we all gained a more complete appreciation of what it takes to run great races and we are all very excited to get our 2026 racing season kicked off so we can apply these lessons!

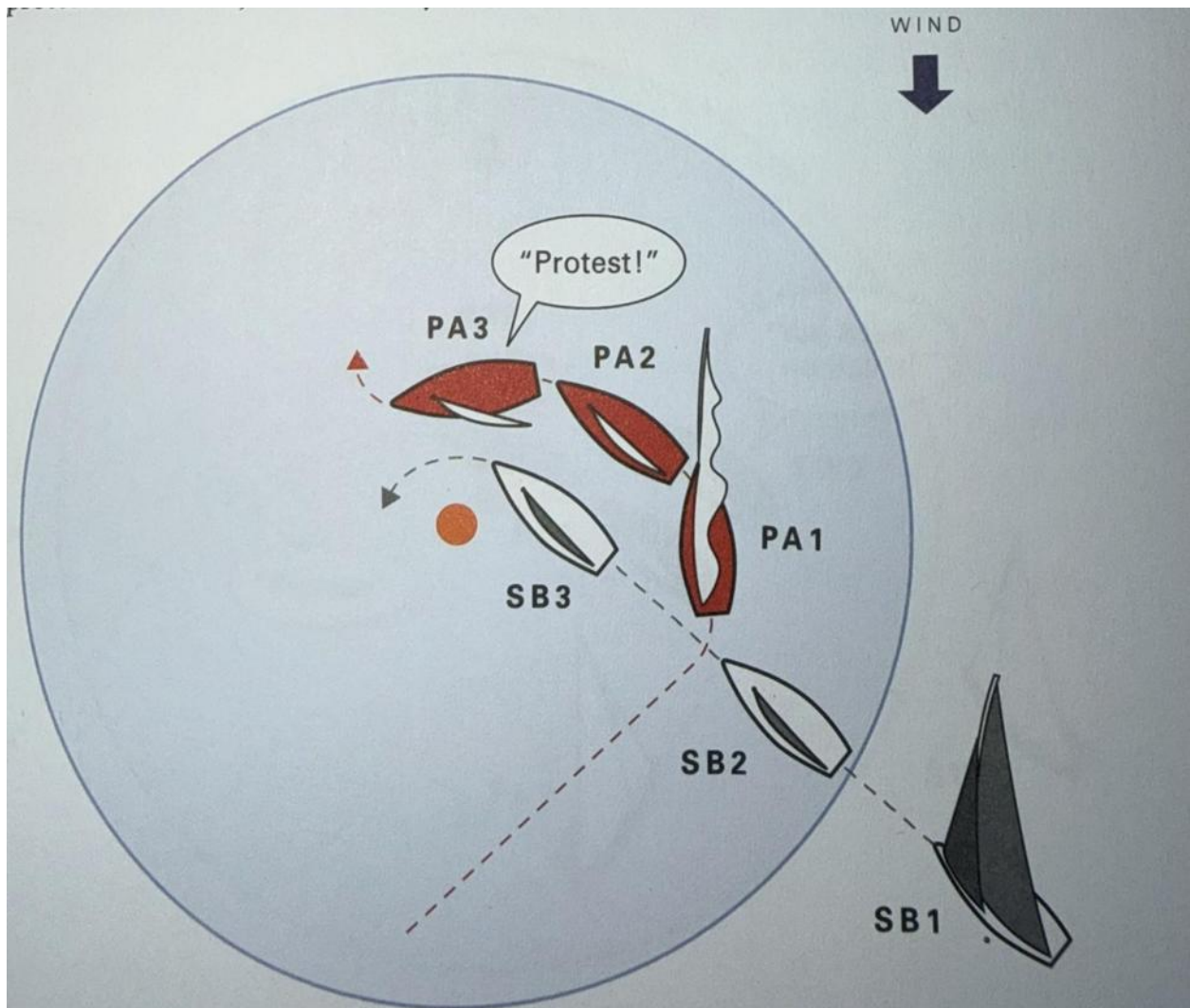
A few thoughts and notes as we approach the 2026 racing season:

1. Skippers need to review The Racing Rules of Sailing (RRS) for 2025-28, the specific NOR and SI's for each race that you intend to sail, and understand how the Race Committee will communicate with competitors. US Sailing offers hard copy rule books or you can download the RRS App that offers some great products, guides and access to resources right on your mobile device.
2. LCYC has changed the race schedule line-up this year to break up the LCYC Mid-Lake Race and MBBC's Lake Champlain Race so those two distance races are not back-to-back. Please review the LCYC calendar and note:
  - a. LCYC Mid-Lake Race on 20 June 2026
  - b. MBBC Lake Champlain Race on 17 July 2026
  - c. LCYC Lady Skipper's Race on 25 July 2026
3. Sign-ups are open for 2026 race committee duty with many open slots that still need to be filled. Due to the trend we've observed over the past several seasons with decreased number of racers available for Race Committee, LCYC has changed RC policy as follows:
  - a. Each LCYC skipper/boat registered to race is expected to sign up for at least one race committee duty EACH season. This is a change from our previous policy of one race committee slot every two years.
  - b. You can now fulfill your annual LCYC volunteer hours by being a member of a race committee during the 2026 season.
  - c. Being a member of a Race Committee is a great way to learn more about race management, rules, tactics and to meet other club members. No experience necessary, just bring a positive attitude and spend some quality time on the water helping to make our LCYC regatta program best in class!

Looking forward to seeing everyone out on the water!

## Rules Quiz – Windward Mark Rounding

A port-tack boat (PA) and a starboard-tack boat (SB) are approaching the windward mark. PA tacks to round the mark, and passes head to wind within the zone. At that moment she is one length ahead and slightly to windward of SB, and moving more slowly than SB due to her tack. SB holds her course. As PA begins to bear away around the mark it becomes apparent that SB will hit PA's leeward side, and that there will not be room for SB to sail between PA and the mark without hitting either. PA luffs away from the mark and SB passes between PA and the mark with no contact. PA protests SB. You are on the protest committee; how would you decide this?



*Answers to Dave Perry's 100 Best Racing Rules Quizzes are based on The Racing Rules of Sailing for 2025-2028. For a complete explanation of the rules, read Dave Perry's Understanding the Racing Rules of Sailing through 2028, which is available from US Sailing: 1(800) 877-2451 or at [shop.ussailing.org/racing/racing-rules/](http://shop.ussailing.org/racing/racing-rules/). Permission to reprint this quiz for non-commercial use is granted by the author.*

Answer on last [page](#).

## Scuttlebutt (Editor's notes)

*By Tony Lamb*



The pictures of LCYC having a midwinter cruise at a local Pub was a reminder for me that elements of cruising come in many different forms.

Back when I regularly raced in the C fleet, I always thought that it should be called the "Lasagna Fleet" because of the meals served on board during the overnight races-The Lake Champlain Race and The McDonough. Since the boats in C were mostly Racer/Cruisers, the boats generally had a pretty good galley. Hot evening meals were common, with Chilli and Beef Stew commonly served. On Sto Lat we always cooked my wife's freshly made Lasagna with a nice Bordeaux. For breakfast we served pancakes with maple syrup. (Originally we had a pretend syrup. The crew complained. I offered that if they stopped drinking Mister Brau with breakfast we could have the real stuff. They moved up to Labatt's Blue and the rest is history.) I sometimes wondered if the crew slowed the boat down so we could be sure to have breakfast aboard.

While many in the LCYC have shared their stories of cruising in the Caribbean, or the Great Circle, few have spoken about one of my joys-cruising the Canals.

I had the joy of doing the Erie Canal out to Buffalo and back a few years ago when the Beneteau 36.7 nationals were held there. Starting at Westford, N.Y., the first set of locks takes you up over 100 feet. The Panama Canal is only a total lift of about 85 feet.

The canal winds its way along river ways and dug portions for about 340 miles with a speed limit of seven knots most of the way. In an effort to boost tourism, each small town you pass through has waterfront facilities (often free) to make your journey more comfortable. Indeed, it can be hard to justify making a meal on board since there are so many delightful small restaurants along the way. It is amazing to see how wild so much of the landscape remains. You go through several wildlife preserves with an amazing abundance of wild life.

Going out, my wife joined me part way and swapped out the first crew. She really enjoyed it as we went through several small locks with a rise of only eight to ten feet. Then we came to Lock 17 near Little Falls. While most of the locks have gates that swing out or in, Lock 17 has a guillotine gate that slides down into place. You enter under the gate. There is a concrete "wall" above it. We entered at dusk. Water dripped down on us as we entered. The water in the lock rises about 40 feet and the lock wall rise another five feet above that. Once inside you feel like you are in a medieval chamber. Then the chain falls starting clanking and the massive gate lowers into place with a loud thud and the chamber becomes darker. There is silence except for the dripping of the water. And the chain falls rattle again as they operate the valves that

let the water in and out are opened and closed. And the dripping water. Feels just like something out of Edgar Allen Poe's *The Pit and The Pendulum*. Very spooky. Fortunately the guest dock was just around the corner and a great meal and glass (or two) of wine made all well again.

It was just one great day after another until we reached Lockport. Located on the Niagara Escarpment (a rocky ledge that forms part of the edge of the Great Lakes Basin), the original five locks that raised the canal boats up and over, are still there. Bypassed by two modern locks, the original locks adds to the ambience of the small town of Lockport.

Up until this point the canal had been uncrowded and calm. That all changed in Tonawanda, N.Y.. Filled with holiday visitors, the river through town was a swarm of boats. With out mast lashed down, we felt somewhat secure but the wake of all of those boats gave us what we thought was quite a ride. That is until we exited onto the Niagara River. There, there were more and bigger boats. Our pitching and yawling had me wondering how good my knot tying was. Fortunately, it was a short ride before we re-entered the canal for the trip to Buffalo.

However wonderful the Erie Canal is, it pales compared to the Canal du Medi in southern France. Built in the time of Napoleon as part of a series of waterways connecting the Bay of Biscayne to the Mediterranean Sea it was an engineering marvel and an amazing cruise. I had the joy of spending a week on it on one of Le Boats' six passenger power boats.

We started near Beziers, a short distance from the Mediterranean. Provisioning consisted primarily of loading up with three flavors of sangria in recycled Evian water bottles. On-site training consisted of learning a



*Passing over the aqueduct.*



*View of river below, from out boat.*

three point turn, which interestingly involved turning the bow of the boat into the canal bank and swinging the stern around.

We passed through our only real city the first day and the canal left town via an aqueduct over a river. From there on it was mostly rolling country side. Periodically we would pass through a small village where we could stop and visit a local winery or bicycle ride around.

When the canal was built it was lined with equally spaced and magnificent plane trees.

They create a magnificent frame to the canal as you motor along. To the south, on a clear day, you can see the snow capped Pyrennes, between the trees.



While there were occasional “lock masters” to run the locks, most of them were simple push button operations. Again, the occasional flight of locks were surprisingly exciting to move through,



We decided to make a side trip to the ancient trading port of Narbonne. Very active in Roman times, much of the land around it was given as a retirement reward to Roman legionaries. There are many roman ruins and old buildings both in and around the city.



*The Canal passes through the heart of Narbonne.*

It did not take us long to realize that the city life was not for us and so it was back to the canal. Day after day we would pass through small towns. Sometimes we would tie up for a meal or a snack or the night and others we would simply motor on.



*A Roman Mosaic.*



One of the more interesting engineering feats on the Canal was a tunnel through a large hill. You can see what is a road going over the tunnel above the entrance. What you cannot see is



the rail line that runs underneath the canal at this point. That is shown in the photo of the model above. The other photo is of us standing on top of the canal tunnel on top of the train tunnel below.



*The view from the top.*



*Our Boat*



*The Crew.*

After we left the boat, we finished our journey with a night's stay in Carcassonne, an ancient walled city, star of many a film.



We had reserved a small delightful B&B in the middle of the castle. Had a delightful final meal together in the castle square. All in all a great trip all around. Not once did we have to worry about dragging anchor.

## ANSWER TO Rules Quiz

PA's protest is disallowed; neither boat broke a rule.

While PA is tacking within the zone, she does not cause SB to take any avoiding action; so she does not break rule 13, While Tacking.

And after she passes head to wind she does not cause SB to sail above close-hauled to avoid contact; therefore PA does not break rule 18.3, Tacking in the Zone. Rule 11, On the Same Tack,

Overlapped, requires PA to keep clear of SB if SB becomes overlapped to leeward of her, and rule 18.3(b) requires PA to give SB mark-room if SB becomes overlapped inside her at any time while the boats are passing the mark. By keeping clear of SB and giving her mark-room, PA complies with rules 11 and 18.3.

Note, rule 18.2, Giving Mark-Room, does not apply (see rule 18.3).

