



the Binnacle



Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: John Stetson

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Commodore's Corner

By John Stetson, Commodore

E-mail: LCYC.Commodore@gmail.com

The Opening Cocktail Party is a great opportunity to reflect on the efforts by so many volunteers to get the club up and running for the season. 2026 was no exception! Even the weather cooperated with a brief deluge followed by a beautiful rainbow!

Once again, the small 'pre-work days' and efforts were a huge compliment to the official workday on May 9th. Grounds, boats, docks and junior sailing scheduled separate workdays to make sure that everything was ready to go for the season. For many it means participating in multiple workdays, for others it means an opportunity to work one day into their schedule. In either case, the efforts are greatly appreciated; the results are apparent at the club. It is looking terrific! Thank you to everyone who participated.

Your capital reserve fund has been instrumental in completing two worthwhile projects this spring. First, an expanded storage area for the dinghy clinic will allow us to continue to build this program and maintain some sense of order along the south lot. And, second, permanent plaques memorializing the winners of the Ladies Cup and the list of Past Commodores seem like obvious additions to our trophies and club artwork. Please take a minute to look at both upgrades.

In this Binnacle, you will find updates from most of the program areas. The program chairs have been busy with preparations for the season and our future. I will leave much up to the chairs, but would like to highlight a few items.

We have formed a committee to examine membership development and retention. While we are pleased to see a dozen new members over the past year, we also are aware of the changing demographics in Vermont and at yacht clubs across the country. We want to make sure that we fully understand why people join LCYC and what keeps them coming back. Is it the social scene, regatta, junior sailing, or something else? Clearly, we are much more than a marina, but what is the difference? A survey and focus groups are planned to dig into the details and help us form a path for a sustainable future.

Our junior sailing program is growing, both with the number of registrants and the quality of instruction. We hosted a US Sailing Level 1 Instructor's course over three days in early June. Four individuals either with LCYC or in our junior sailing program were among the ten students whose skills were improved and tested on their path to certification. In addition, we are planning to add opportunities for the junior sailors to participate in the Thursday Dinghy Clinic. A coach will be scheduled to provide support and safety for the participants. Take a minute to watch the activity around the Sharpie Building during the season; it is exciting to see all the new sailors in making!

Capital projects currently under discussion include replacement of the awning. Do we replace it in kind with another canvas or do we invest in something more permanent that will require less work to remove and reinstall, and eliminate periodic replacement? The costs of both are

significant as is the premium for the permanent replacement. Both options are under study this summer.

A second capital project in the works is to plan for improvements to the embankment along the shoreline. Years of erosion have gradually worn away at the bank. A task force has been formed to study the options to stabilize the bank. Options might range from an engineered solution to a more organic approach. Input from engineers and landscaping firms is being solicited. While this project may not happen for 10 to 20 years, it is currently affecting the schedule for replacement and upgrades to the stairs and ramp.

Enjoy our amazing place on the shores of Shelburne Bay! It is yours! Consider what makes it special for you, what else can be done to make it even better, and how you might help to bring those ideas to life! I look forward to seeing all of you at the club!

Invitation To Cruise

By Joss & Hilary Besse, Bill & Susan Bresee, David & Heather Main, Cruising Committee



LCYC members are invited to explore the lake together with cruising events throughout the summer. Members often gather the evening or morning before, to make plans based on the latest forecast. All members are welcome to participate in any cruising activities - on land or on the water!

To kick off the season over the Juneteenth holiday, our first potluck will begin at 5:00 PM on Thursday, June 18, with grills starting shortly after. Dinner will be followed by a 7:00 PM presentation by David Main on anchoring skills for Lake Champlain. Boats will depart Friday morning, June 19, for one or two nights.

Looking ahead, the next cruise is scheduled for July 4-5. There will be a cruisers' coffee at LCYC at 9:00 AM on July 3 ahead of the Burlington harbor fireworks.

For last-minute updates, please monitor channel 72 and the cruising email list. To be added to the listserv, send a request to cruisinglcy@gmail.com.

Racing the Swifsure Race in British Columbia

By Alex Merrill

Note: We bring you a West Coast dispatch from Alex Merrill. Alex is the son of members Doug and Lisa Merrill, and was a junior sailor, sailing instructor, and head instructor at LCYC between 2007 and 2017. Alex grew up cruising and racing MOOvin', his family's J/110 on Lake Champlain. When MOOvin' was retired from racing, Alex spent several seasons on the foredeck of Rogue, a J/105 at LCYC before moving to Seattle in the fall of 2023 to work as an engineer at Space X. While in Seattle, he has found a home on the foredeck of Jaded, a J/105 that races out of the Corinthian Yacht Club of Seattle.

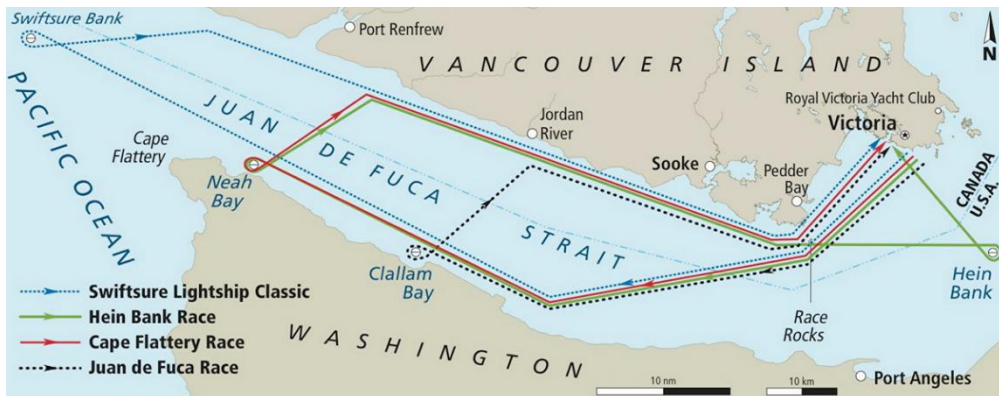
Do ug Merrill LCYC Communications Chair (and proud father).



The Swiftsure-Classic Racing In The Pacific Northwest.

I moved from Vermont to Seattle about 3 years ago. Since arriving I have been doing a fair bit of racing, mostly on J/105s. I recently had the opportunity to sail the Swiftsure, the premier middle/ long distance race in the region on Jaded, J/105 #299, over memorial day weekend.

The Swiftsure race starts in Victoria, BC and heads west in the straights of Juan de Fuca. There are three distances, with the classic going out to Swiftsure Bank (138 nm), the middle distance going to Neah Bay (101 nm), and the shortest going to Clallam bay (75nm). Most boats, about 50 overall and the 6 J/105's, raced the middle-distance race.



Course Map.

The race started at 9:00 a.m. Saturday morning, just outside Victoria harbor. Our race had one start and we struggled to find a clear lane while surrounded by 50 other race boats. In the midst of this the start we completely missed seeing a pod of Orcas who apparently had shown up to watch the start for themselves.

The weather forecast for the race was good, with moderate to strong winds all day and a very long ebbing tide that ran until about 6 pm. We started in a moderate breeze heading upwind towards the Race Rocks compression, about 11 miles down the course. As we got closer to Race



Gliding under spinnaker at sunset is sure to put a smile on my face.

Rocks the wind and seas built, with gusts to 30 at the lighthouse, followed by heavy seas of up to 15'. Once in the straight itself the wind calmed down a bit and the seas became more regular. As the bowman I took many cold waves to the face and ended up a bit cold and a little seasick. As we went up the straight we got lifted and took several hours to cross from the Canadian to American side. We saw as much as 9 knots of speed over ground thanks to the assist from the current.

We rounded the mark at around 6:00 pm, about an hour after the fastest boats, and about 20 minutes behind 2 other 105s. We set the kite and were finally able to relax a bit, eat some food, and change into dry baselayers. As we headed down the American side of the straight, we were joined by a large pod of Dall's porpoises, who swam with us for about 3 minutes! They are porpoises, but their black and white coloring makes them look like baby orcas! The wind eased to 10-13 knots which was far from ideal when combined with the lingering rollers. We eventually crossed the straight back to Canada, but not soon enough, and the lead J/105, Moose Unknown, made some serious gains. As we sailed

deeper into the straight and approached Race Rocks, the wind picked up again, and at 10:00 pm I was called up from a short rest for all hands on deck. The wind built steadily to 25+ and we were sailing with 10 knots of boatspeed sustained, seeing surfs as fast as 18 knots on the backsides of the waves! We rocketed past another J/105 who had taken their kite down. The question was now how to get the dang spinnaker down as we needed to round up slightly to get to the finish. A "letterbox" takedown proved to be the answer and worked flawlessly. We sailed the last 1.5 miles at only 7ish knots and finished at 11:50 pm, a boat record, just dodging a departing cruise ship.

We returned to the dock with boat and crew in one piece, and for the first time that anyone could remember, still on Saturday. We had managed an average speed of 7.5 knots which is pretty impressive for a J/105. We beat all 3 J/120s boat for boat and about 9th overall behind a menagerie of much more powerful racing sleds.



Crew at the end of a long day for team Jaded (Alex K., Sarah, Chris Phoenix, Alex Merrill (me), Rod, and Joel)

Summer Outlook and Celebrations

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

Our Opening Cocktail Party was another wonderful celebration of our LCYC community on June 6th. Despite the sprinkles during the event, we were left with a beautiful rainbow over Shelburne Bay that we will hold as an omen for the summer. The event was graced by beautiful flower arrangements prepared by Jean Henshaw and Dot Hill, wonderful appetizers, hors d'oeuvres, sweet desserts, lots of great friends and celebration. The Social Committee is very appreciative of the work of our host, Robin Jeffers, and a team of committed volunteers who helped to deliver LCYC's renowned hospitality.

Our social events are an integral part of our club community. The feedback that we receive from the membership is that members enjoy and appreciate LCYC events. For all of the events in our exciting line up this year, we are depending on all of you, our members, to serve as volunteers. 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 volunteers. We have over 75 volunteer slots to fill for our LCYC community events. Volunteering is simple! Click on the link to SignUpGenius: <https://www.signupgenius.com/tabs/33776D902A7CBE8C71-lcycevents#/> You can also find the link on the LCYC website under the volunteer tab. Check out the twelve remaining LCYC event tabs, review the listing of volunteer openings and select and sign up for one of our many volunteer job openings. Your hours as a volunteer for a social event count towards your LCYC volunteer requirements. It is a terrific way to meet a broad spectrum of members. Best of all, we have FUN!!

We have an exciting lineup of LCYC Social events for the remainder of 2026. June and July offer members of all ages a wonderful variety of fun events. On Wednesday, June 17th we launch our first mid-week dinner of the season with the return of Pizza Night. Farmer's Market Pizza returns to LCYC serving a variety of freshly made pizzas baked in their woodfired hearth.

July brings back several events that are member favorites. Join hosts Betsey and Don Dempsey as they serve as return hosts for another LCYC tradition, the Olde Fashioned Burger Burn, on Wednesday, July 8th. Our experienced team will serve an array of burgers – beef, salmon, veggie, hot dogs, salad, chips, and dessert. The annual Boat Tour on Friday, July 17th 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. Onshore, Farmer's Market will be selling their fresh homemade pizza. It is hard to outshine a July 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 and you have LCYC's annual Family Day. This special event on Sunday, July 19th, is for all LCYC members and their guests (including grandchildren, nephews, nieces, and cousins). Round out our July events with the Commodore and Past Commodores hosting the annual Commodores' Potluck Dinner on Friday, July 31st. Past Commodores will grill chicken, salmon burgers, veggie burgers, and hot dogs complimented by your homemade potluck salads, sides, desserts and a special LCYC dessert.

Help us make these events happen! Volunteer and become a member of our team! We look forward to seeing you in June and July!

What Makes LCYC Such a Beautiful Place?

By Betsey Dempsey, Volunteer Coordinator

You! If it weren't for everyone pitching in, our club would not be the same. If you are looking for ways to fulfill your volunteer hours this season, you don't have to wait to be asked. There are things that can be done at any time. Here are a few suggestions. Just don't forget to enter your volunteer hours on the Volunteer page of the website. We all thank you!

Wiping dead bugs from windowsills

Cleaning pedestals on the dock

Tidying kitchen

Supplying wood and kindling and stocking some near fireplace

Weeding (careful of poison ivy!)

Watering flowerpots

Removing spiderwebs from clubhouse (inside and out)

Removing spiderwebs from Sharpie building

Docks Update

By Tom Lynch

In April, an enthusiastic and energetic team of volunteer carpenters undertook the Junior Sailing dock rebuild project. Over the course of a couple of weeks, the team—led by Don Holly and Steve Walkerman—disassembled two aging FJ floating docks and rebuilt them in the north parking lot at LCYC. Based on the condition of the two docks we rebuilt (which were the worst of the group from an appearance standpoint), we will likely be able to skip dock rebuilding next year. We'll make a final assessment in the fall when the docks come out and determine the plan going forward. Many thanks to everyone who helped make this project a success!



Our first full cycle (in and out) with the new main docks is now complete. Several members of the dock team spent many hours carefully planning both the fall decommissioning and spring commissioning processes to ensure everything went smoothly. Overall, things went very well, but we did come away with a few lessons learned that we'll incorporate next time around. We expect this to be an iterative process over the next couple of seasons as we continue to fine-tune the procedures. The patience, flexibility, and contributions of all the dock team volunteers during the two fall work days and two spring work days are greatly appreciated.

Based on this year's experience, we have determined that the main dock installation and removal will be two-day events going forward. While the exact structure of each day may evolve, our goal is to limit the workload on any given club work day to no more than four hours.

A few general reminders: please do not leave your boat unattended on the docks. On race days, the outside of the tee docks should be reserved for picking up and dropping off crew, which will also help reduce wait times for the launch. Please be considerate of others when the club is busy and dock space is at a premium. Lastly, the docks belong to all of us as LCYC members. If you see something that appears unsafe or in need of attention, please let the stewards know, and don't hesitate to reach out to me at lcycdockschair@gmail.com.

Junior Sailing

By Joe Rosen- Director Junior Sailing

Our Junior Sailing program is shaping up to be one of the busiest in years. We already have 101 participants signed up for 164 sessions, well ahead of last year. With the start of the program approaching, the junior sailing committee has been working diligently to prepare for the upcoming season. After a very productive work day, our 6 FJs are cleaned, rigged and sitting on the Junior Sailing docks. Two of these dock sections are newly built by our hard working Dock Committee. Thank you! Our 10 Optis are outside, cleaned and being made ready for the season. The Sharpie Building has been cleaned with the removal of years of accumulated stuff. Please help us keep it uncluttered by not leaving equipment in the building.



We feel very good about the size and quality of our instructor staff. A picture and brief biography of this year's staff follows this article. The instructors have been scrambling to get their documentation delivered. This includes an I-9, w-4, drug test, First Aid, CPR and Safe Boating certification.



We have had several meetings with senior leadership to get organized and plan our agenda. New this year is the introduction of a learning reward system by using achievement pins based on acquiring sailing skills as presented in the U.S. Sailing Red Book. All campers will receive a hat where the pins they earn as they progress through their acquisition of new skills can be worn.

We hope to attract more junior sailors to the challenge and excitement of racing. We have expanded the racing track instruction sessions leading up to our three interclub regattas. Junior racers will be encouraged to participate in the Thursday night dinghy races. If there are any keel boat racers wishing to invite a junior sailor to crew with them please let me, or our head instructor Rose von Eckartsberg, know.

We are looking forward to a busy and fun 2026 Junior Sailing Season.

Dates to remember:

June 14 -Meet & Greet
June 15–Day 1 of the Junior Sailing season
June 30-Junior Sailing Sail Along
July 9/10-Horse Race regatta (Saratoga)
July 16/17- Champ Chase regatta (MBBC)
July 19- Family Day
July 28 -Junior Sailing Sail Along
July 30/31-Cheeseburger regatta (Lake George)
August 7-Last day of the Junior Sailing season



Meet The Junior Sailing Staff.



Axel Macik

I am a rising Junior at the Lake Champlain Waldorf School in Shelburne VT. I sail competitively for the Northern Vermont High School Sailing Team. I learned how to sail at LCYC through the Junior Sailing program in 2018. I am currently working on my US Sailing Level 1 instructor certification.

I am looking forward to giving new sailors a fun and educational summer experience like the ones that I have enjoyed as a camper.

Ben Healey

Ben Healey is a sailor, born in Boulder, CO, with six years on Lake Champlain. A certified sailing instructor and firefighter with Shelburne Fire, he's also an avid cyclist. When he's not on the water, responding to calls, or out on his bike, Ben stays busy with his friends and family, woodworking, and his camera!



Eloise Durant

Eloise Durant joins the LCYC Junior Sailing Staff for her third year of instructing. She is from Williston and just finished her Freshman year at Queens University as a Commerce major. Eloise grew up sailing on her family's boat, Ellie B. She spends her time running, skiing and playing ultimate frisbee. She has very fond memories of Junior Sailing camps when she was younger and cannot wait to be back for another summer. Eloise hopes to share her passion of sailing and the lake while having fun with all of the junior sailors this summer!



Odin "Odie" Kallock

Odin Kallock was born and raised in Charlotte, Vermont and has been a part of the Junior Sailing program since he was 8 years old. He is a rising junior at Champlain Valley Union High School, and this is his first year as a Junior Sailing Instructor after serving as an Instructor-in-Training last summer. Having grown up on the water, Odin has been sailing for as long as he can remember.

He has experience sailing Optis, FJs, Lasers, and his family's Sea Sprite sailboat. Outside of sailing, he plays soccer and ultimate frisbee at CVU and serves as the Senior Patrol Leader of Scout Troop 602, where he helps lead and mentor younger Scouts.

Odin has spent much of his life at the LCYC and loves being part of the club community. LCYC has played an important part of his childhood, helping to foster his love of sailing, the outdoors, and time spent with family and friends. He is excited to share that passion with the next generation of sailors and looks forward to helping make this season fun, safe, and memorable for all of the junior sailors.

Olivia (Livi) Neilson

My name is Olivia Neilson, I am from Charlotte Vermont, and I'm going into my junior year at Champlain Valley Union high school. This will be my first year as a sailing instructor, but I have been sailing for five years at the Lake Champlain Yacht Club. Outside of sailing I run cross country and track, garden and spend as much time outside as I can. I look forward to an exciting summer sailing on the water and having fun!





Quinn Tyler

My name is Quinn Tyler, and I'm 16 years old. I've been sailing at LCYC for 7 years and it's my absolute favorite thing to do in the summer. I have raced in several regattas, including Champ Chase and Cheesburger, and currently race on the Northern Vermont High School Sailing Team. I love to be outdoors, especially on the water, and so I am so excited to be a Junior Instructor this year! When I'm not sailing, I love to ski, play soccer, write, and spend time with my younger sister.

Rose von Eckartsberg

Hi! My name is Rose and I will be the head instructor this summer. I graduated from Stony Brook University in 2025 with a degree in marine sciences. I grew up sailing in Western Maryland and taught sailing there and in New Hampshire. In college I was a skipper on the sailing club and raced FJ's. In the fall I will be starting my masters at Oregon State University in earth, ocean, and atmospheric sciences with a concentration in ocean ecology and biogeochemistry. During my free time I love to hike and camp. I am very excited to be a part of LCYC junior sailing this summer!



The Clubhouse: LCYC's Living Room on the Lake

By Ben Durant, Chair

If you spend enough time at LCYC, you start to realize that the clubhouse is more than a building. It is our shared living room on the lake, a place where generations of sailors, families, and friends drift in and out, leaving behind stories, laughter, and the occasional trail of sand from a long day on the water.

On race nights, it hums with energy as crews gather around the tables, replaying mark roundings with the kind of enthusiasm usually reserved for championship sports. On quiet weekday mornings, it is a peaceful refuge, a spot to sip coffee, check the breeze, and watch the lake wake up. Before and after races, it becomes the meetup spot. During storms, it becomes shelter. During social events, it becomes the heart of the club.

Because the clubhouse plays so many roles, it carries a special kind of wear. It is the good kind, the kind that comes from being well loved. But it also means the space needs steady care to stay welcoming for everyone who walks through the door.

That is where our stewards come in. Every day, they are the quiet caretakers of this shared space. They open the garage doors on warm afternoons, sweep up the grit that mysteriously appears overnight, wipe down tables after a lively gathering, and keep the bathrooms and kitchen in good shape. Their work is often invisible, but it is essential. They make sure the clubhouse feels like LCYC, warm, clean, and ready for whatever the day brings.

And while the stewards handle the daily rhythm, the culture of the clubhouse belongs to all of us. A quick wipe of a counter, returning dishes to the kitchen, tossing out recycling, or simply leaving a space a little better than we found it, these small gestures add up. They are part of what makes LCYC feel like a community rather than a facility. Your personal efforts here ensure that our stewards are able to focus on their primary mission is to operate the launches and keep members moving safely to and from their boats. To make sure they can stay focused on that core responsibility. So, please leave no dishes, spills, or messes behind. A few small courtesies from each of us go a long way toward keeping the clubhouse welcoming and ensuring the stewards can stay where they are needed most: on the water.

As we head into another season on the lake, take a moment to appreciate the clubhouse and the people who care for it. It is where friendships start, where stories are told, and where the spirit of LCYC comes to life. With a little shared stewardship, we can keep our living room on the lake as welcoming as the view from the patio.

Meet The 2026 Stewards.

Fisher Irwin, Head Steward

Hello LCYC, my name is Fisher Irwin, and I'm excited to return this summer as Head Steward. I'm a rising junior at Williams College, majoring in chemistry with a concentration in biochemistry and molecular biology. Outside of school, I enjoy playing on the Williams Ultimate Frisbee team, playing tuba and euphonium in the Berkshire Symphony Orchestra and the Williams Brass Ensemble, and alpine skiing in the winter.

I've been involved with LCYC since age 10, starting in the Junior Sailing Program in Optis and FJs. Since then, I've spent every summer on Lake Champlain, enjoying activities like fishing, waterskiing, wakeboarding, sailing, and scuba diving. I've also crewed for The Green Flash and Preacher in the Etchells series over the past few seasons when I'm not working the race night shift. I'm looking forward to another great season at LCYC and seeing everyone on the water!



Charlie Filkorn

My name is Charlie Filkorn, and I am a sophomore at the University of Washington studying mechanical engineering. In my free time, I enjoy sailing with the stewards chair, playing tennis, ski racing and spending as much time outdoors as possible. This will be my fourth year with the team at LCYC and I'm looking forward to another great summer on the water!

Ryan Begin

Hi, my name is Ryan, and I will be joining LCYC as a steward this summer. I am a rising Senior at UVM studying Environmental Engineering, where I am also a member of the sailing team. In past summers I have worked as a launch operator and sailing instructor at various clubs in Swampscott and Marblehead, Massachusetts. In my free time I enjoy skiing, running and all forms of boating. I am looking forward to my first summer working on the lake!



Jaeger Bowen

Hello, my name is Jaeger Bowen! I am from Charlotte, Vermont, and attend the University of Vermont. I enjoy hiking, backpacking, skiing, and anything else outdoors. I've been a member at LCYC since I was born, and my family has raced in Wednesday night races since the 1970s. I look forward to being your steward!



Leah Chapman

My name is Leah Chapman. This is my second year at LCYC, having previously been Head Steward at MBBC and a launch driver at Boston Yacht Club in Marblehead, MA. When I'm not working, I enjoy sailing, especially racing, and doing dressage with my horse. In the winter I ski and teach at Smugglers Notch. I'm looking forward to another summer of beautiful days and fast boats!

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Hannah Carlson, Steward Apprentice

My name is Hannah Carlson and I am a junior attending Colchester High School. This will be my second summer with the LCYC and I am so excited to spend my summer with you all! At school, I enjoy rigorous academic work and playing tennis and golf. In my free time, I like being with my family & friends and spending time outdoors and on the lake.



Griffin Taylor, Steward Apprentice

Hi, my name is Griffin Taylor. I am from Shelburne Vermont, and just recently graduated from New Hampton School in New Hampshire. Next year I'll be headed to Skidmore College to play baseball. I am super excited to be a Steward at LCYC this year and learn all that the lake has to offer. See you all this summer!

Membership



Amy Caldwell, Membership

On behalf of the Board and the Membership Development Committee, we want to extend our sincere gratitude to everyone (a whopping 78%!) who took the time to complete our recent member survey. Your feedback is invaluable, and the response we received reflects the engaged and dedicated community that makes our club so special. There is still time to get your input! Through the four sections of the survey — About You, Engagement, Communications, and Enhancements — we have gathered meaningful quantitative data that paints a clearer picture of who we are as a membership and what matters most to us. This information will serve as the foundation for our next steps, which will include focused small-group discussions designed to dive deeper into the themes and priorities you've helped us identify. Let us know if you would like to be a part of the focus group process. lcysecretary@gmail.com

We look forward to sharing more details about those focus groups soon. In the meantime, thank you again for your time, your honesty, and your commitment to making our club the best it can be.

A LCYC new member orientation was held on Friday, June 5. It was an opportunity for the new members to learn about the Club and meet the Board. Of course there was some socializing as well. Please make it a point to introduce yourself and welcome them to LCYC.

New members:



Max Mitchell & Barbara Turnbull, Stephane Binette & Chantal Turgeon, Diana and McKelden Smith, Matthew & Brianne Taylor, Susan Grimes & Scott Thompson, George Lautenschlager, Liam Harkins, CP & Louise Robinson, John & Gilly Weissberg, Rags & Ann Feretti, and Wendy Friant.

From the Weather Mark.

Kevin Hawko, Regatta Chair.

The class flags are down and competitors are all clear as we beat up the first leg of our Lake Champlain Championship Series, Wednesday Night, Etchells and Dinghy series! It is great to be sailing again and the best is still to come with coming events to include:

First Wednesday night social event is a Pizza Night on 17 June

Fleet 25 is hosting an invitational regatta for the Etchells Class on 26-28 June

Registration is now open for Plattsburg's annual Mayors Cup on 11 July

The 131st Lake Champlain Ladies Cup Regatta on 1 Aug

New feature! Check out our new LCYC Crew Match WhatsApp system that member Eric von Eckartsberg created to offer a new way for skippers and potential crew of all types to connect, particularly when a last minute opportunity or need arises. A detailed description can be found at: <https://lcyk.info/node/2225>

“L” Flag - As the Organizing Authority (OA) for many of the regattas on Lake Champlain, our Race Management Group continues to refine and update the Notices of Race (NOR) and Sailing Instructions (SI) for all the LCYC racing events. Please review these documents before every race to ensure that you have the most up-to-date information before the start of every race!

[Editor's Note: In sailing and yacht racing, the L flag (or "Lima" flag, a yellow and black checkered square) is primarily used by the Race Committee to signal important updates. When flown, it indicates that a change to the sailing instructions has been made or directs competitors to come within hail/follow the committee boat for further instructions.]

I'm incorporating a featured racing rule in each of this season's Binnacle articles to help keep everyone current. The month, I'd like to highlight RRS Rule 18 – Mark Room (Note: italicized words are RRS definitions)

18.1 When Rule 18 Applies

a. Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone. However, it does not apply

(1) between boats on the opposite tacks on a beat to windward

(2) between boats on opposite tacks when the proper course at the mark for one but not both of them is to tack,

(3) between a boat approaching a mark and one leaving it, or

(4) if the mark is a continuing obstruction, in which case rule 19 applies

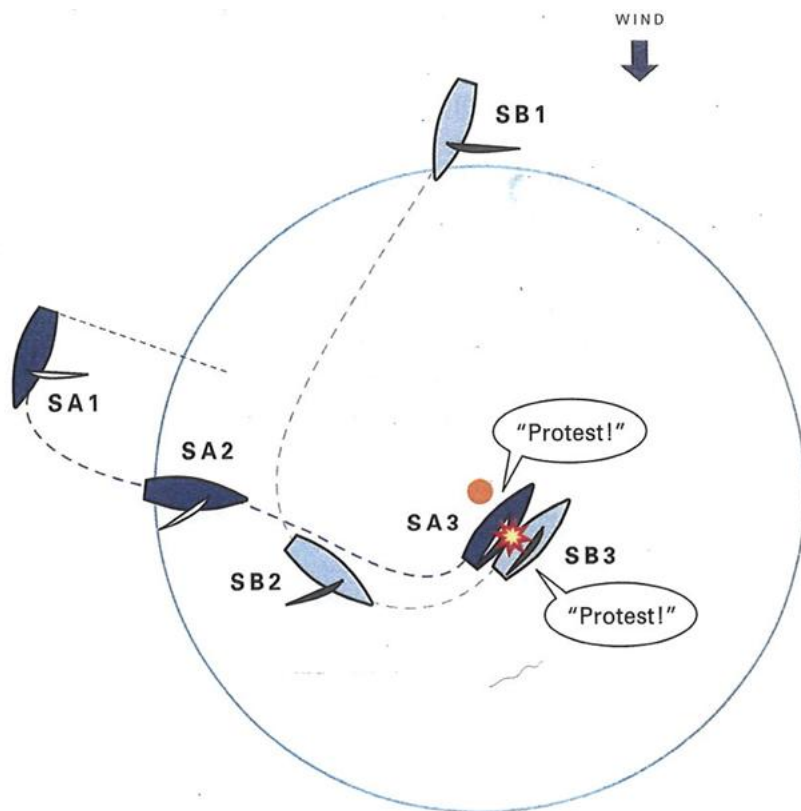
b. Rule 18 no longer applies between boats when mark-room has been given.

We've had a fantastic response to our request for Race Committee volunteers, with only the Lady Skipper Race on 25 July still looking for a few brave members to sign up! Remember that you can now fulfill your annual LCYC volunteer hours by being a member of a race committee.

Finally, speaking of volunteer opportunities, we will be looking for volunteers to help with awards coordination and set up/clean-up for Ladies Cup events. Please keep an eye on the LCYC Sign Up Genius opportunities to help us make this a great event.

Rules Quiz – Leeward Mark Rounding

Boats SA and SB, two starboard-tack boats, are approaching the downwind mark to be left to port. When SB reaches the zone, SA is clear ahead of her and outside the zone. SA gybes, and SB gybes to round the mark ahead of SA but loses control of the boat, and SA overlaps SB on the inside. SB regains control and luffs quickly to round the mark, making contact with SA with no damage or injury. Both boats protest. You are on the protest committee; how would you decide this? Answer found on the last page of this Binnacle.



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/. Permission to reprint this quiz for non-commercial use is granted by the author.

Boats

By Bob Finn, Boats Chair

Readying the many LCYC boats for the season always supplies an adventure; this year while uncovering the JW Dinse at the Shipyard on May 1st, we were met by a family of raccoons that had taken up residence in the fo'c'sle. Between a Hava-hart trap and Ernie Reuter's care, the mother and kits were safely released into the wild, and the decks were cleared for seasonal preparation. Crews from Boats and Regatta cleaned and readied her for SSY to launch. All went well and members delivered her to LCYC on workday, Saturday the 9th. The Race Committee has already run several events on her, starting with the Practice Race May 20th.

The week ahead of workday, members rolled our three launches and two Jr Sailing safety boats from their winter home in the clubhouse and staged them on the lawn for power washing, painting and prep. On workday everyone pitched in, starting with the three club rowboats and numerous Jr Sailing Optimis and FJs, which were prepped and launched by the Jr Sailing Committee. The following week Nautilus and Bern C were launched, ready for service when the Club opened on May 16th. Finally, Milo, Whaler and RIB outboards are launched during the weeks before Jr Sailing commences mid-June.

While the many members who pitched in deserve our thanks for their efforts, a few who went above and beyond are: Odie Kallock, a Jr Sailing instructor who readily donned coveralls and crawled under the boats on trailers to paint their bottoms; Larry Robinson and John Weissberg who spent five plus hours on workday installing new steering cable on Bern C; and Thad Halsmer who identified and corrected several deficiencies that will enable LCYC boats to better serve all our members this coming season. It was a team effort and we thank Jr Sailing and Regatta members whose collaboration made these projects more satisfying and successful. Finally, those who gave their time need to record their hours in the Volunteer link on the Club web site for it to be credited.

Scuttlebutt (Editor's notes)

By Tony Lamb



My daughter recently bought me a subscription to an app called Ramento. Each week I receive a prompt to which I'm supposed to reply by dictating a story about a time in my life. The return of the USS Gerald Ford after an almost yearlong deployment to the middle east surfaced memories of my own deployment in the Navy to the Far East, or as we called it "WESTPAC."

After my freshman year of college, the Dean suggested I try something different. Under those circumstances, the choice between living at home with my mother or joining the Navy was an easy one.

I did my basic training and gunfire control school in San Diego. After almost a year of training, I went aboard the USS Halsey, a newly commissioned guided missile frigate as a seaman.

We were homeported in San Diego. We spent a good deal of time in port. And while in port, we worked almost regular civilian working hours, except that we were required to be on board all night, every fourth night. Even during those periods, when we spent a great deal of time at sea, it amounted to leaving port on Monday morning and returning Thursday evening or Friday morning. While underway, we would do frequent drills of the various evolutions you'd expect on a ship.

We stood three section watches which meant that we were four hours on watch and eight hours. If your time off watch came during working hours, you worked your normal hours, or if there was an all-ship evolution like replenishment or refueling, you participated in that as well. The forenoon watches from 4 to 8 were dogged, meaning it was divided into two watches, so there was an odd number of watches each day. This meant that the watches would rotate; you stood a different set of watches each day.

In those days in the Navy, you were not deployed overseas, you took a "Westpac Cruise". (On the east coast it was a "Med Cruise"). I still have my "cruise book". This is like a school yearbook of the trip. It includes pictures of life on board as well as the ports of call.

Ours began early in 1965. We sailed first to Pearl Harbor. We had three days of liberty in Hawaii.

We left for an expected 10-day transit to Subic Bay in the Philippines. Subic Bay is a large naval base located in the bay just above Manila Bay. It was to be our home base for most of the time we were in the Far East.

About the time we were due to enter port several of our bases in Vietnam were subject to large scale attacks. We were attached to a carrier task force and left immediately for the South China Sea, just south of the Gulf of Tonkin, off the coast of Vietnam.

Sailors who served in the South China Sea during that time remember it as “Yankee Station”. In communications between ships, locations were given in code in reference to Yankee Station rather than longitude and latitude. The geographic location of Yankee Station varied every day.

Our duty during the six months or so that we were in the South China Sea was to screen aircraft returning from air strikes over the north to ensure that they were not followed by unfriendlies. This meant that we made slow small squares in the ocean, repeatedly. We were out of sight of land generally. We watched and waited. The weather was calm almost all the time.

We stood condition three watches. Which meant the same three section watches (with dog watches) with more of our combat stations manned. It should be remembered that you stood watch for a full watch. Expectation was that you relieved the standing watch fifteen minutes early and generally overlapped up to fifteen minutes, beginning and end. In addition to work and other evolutions impacting you off duty time you had to eat meals- (we had four a day including “Mid-rats”, a meal served around midnight), shower/shave and attend to any personal needs. The result is that you rarely had as many as seven hours of uninterrupted sleep. Often it was less than four. Over time it began to wear on you.

After about 40 days at sea, we returned to Subic Bay. The base itself was completely American. It could have been anywhere in the world. Just outside the gate and across a small bridge over a very brown river was the town of Olongapo. It was a very different world. We had Cinderella liberty, meaning we had to be back aboard ship by midnight. Only part of the main street and one cross street were on limits to us and by reputation that was all that was safe for us, particularly at night. The streets were lined with bars, nightclubs and restaurants.

Fortunately, if we were in port long enough, we could take excursions into other parts of the Philippines. I took one to Corregidor Island, located in Manila Bay. We left Subic Bay by bus on back roads through the Bataan Peninsula to a point near the island. On the trip we passed through villages and fields, a glimpse of life in rural Philippines. Many bamboo huts and water Buffalo. My favorite memory is of small children, 9 or 10 years old, riding bare back on their family’s water Buffalo. When I say riding bare back, I do not mean sitting astride like on a horse. But almost like a circus performer, standing and walking along the back of the Buffalo as it walked along the road. You could see they enjoyed showing off for us as we went by.

We took out rigger canoes driven by outboard engines out to the island itself. Many old ruins, gun emplacements and the famous tunnel remain, almost overrun by jungle. I suspect that it has since been developed into more of a tourist attraction.

Our return to sea was delayed by a serious accident in one of our boiler rooms, a steam pipe burst. Superheated steam is dangerous and several of our “snipes” (boilermen) received commendations for staying and dealing with it instead of bolting for safety. A reminder of some of the many “normal” hazards of being at sea.

The trip from Subic to Yankee Station was almost a day steaming. Time spent recovering from being a shore and getting back to the routine. We saw very little while at sea. An occasional Navy ship, a few fishing boats and once, a Russian “trawler”. It was monitoring our use of

electronics. We accommodated him by lighting him up with the fire control radar that was mounted on our gun mount.

We saw Vietnamese fishing boats that used a small dingy that looked like half a hollowed-out coconut shell floating flat side up. About ten feet across, the fisherman would stand in the middle and paddle to tend to his nets. Not quite sure why he did not go round and round.

On our second tour of Yankee Station, we spent about 30 days, before returning to Subic Bay for a week or so. Then we spent 36 days on Yankee Station before heading to Hong Kong for visit.

Manning the rail (all off duty hands line the deck in dress uniform while entering port, facing passing ships when honors are rendered) was always fun. The terrain entering Hong Kong and the Harbor itself is fascinating. It is a very busy port and for a variety of reasons we anchored out and used launches to reach shore.

I think it is a measure of the wear of our work and watch schedule that having only two days of liberty in Hong Kong, I chose to spend my first day laying on the beach catching up on sleep and sipping beers. We were too tired to even ogle the English girls who were there.

Then it was back on station. We drilled so often our responses were immediate. So, it was understandable that when the call came over the loudspeakers "This is not a drill, fire, fire in the starboard shaft alley, generally quarters, general quarters". The ship's company moved as one to their duty stations.

Access to the shaft alley, which was the long space between the engines and the propeller through which the engine shaft passed to connect the two, was through a hatch four decks up. That space is surrounded by magazines holding missile warheads and other explosives. The space next to that access hatch was my general quarters station. I was standing watch in the missile control room when the word came. My first thought was "how am I going to get there." I had to go down four decks and half the length of the ship before crossing over to my station. There are traffic rules aboard ships for those times. The passageways and ladders are narrow. You move up and forward on the starboard side and down and after on the port.

I have reflected on why I reacted as I did. Why would you without hesitation run towards a warned hazard? I think the answer is that it was what you were trained to do. There was no place else for you to be. You did not want to be the person who was not where they were supposed to be. This was a false alarm given by a sailor on watch who opened the hatch and smelled strong of smoke. If it had been a real fire, when I arrived in the area, I would have been put to work, helping with the hoses or assisting other ratings as they dealt with the issue. The lesson is that if you do what you are supposed to, you can survive, if not . . .

A few weeks later, I was on watch again in the missile control room. We had one of the communication networks playing over the speakers, when one of the carriers came over the air: "We have a fire on board. Please redirect all of our aircraft to the field at Da Nang. We are going offline." An aircraft carrier is just a giant gas station loaded with bombs and bullets. Several of our carriers had significant fires like this one while on Yankee Station.

When I was relieved from being on watch I stepped outside to find that the night was completely dark. I thought of that carrier crew. No little fireboat was going to come chugging to their rescue. Their mother was not going to fix it for them. They were all alone, far from shore, with their shipmates and the fire.

At the scheduled end of our cruise we were rewarded with a week in Japan. It made our time all worthwhile. Everything about the culture was so different from home. We marveled at everything.



I traveled to Kamakura to see the shrines and to visit the beautiful town.

We had time to see the sights in Tokyo on several days. I remember eating lunch in a small restaurant where they did not have knives and forks and we had to use chop sticks, much to the amusement of a four-year-old Japanese boy, who was obviously quite skilled.

We had a different kind of liberty in Japan. We had overnight liberty meaning we just had to make it back before muster the next day. And we were required to be off the streets between midnight and six a.m. Being resourceful sailors and not wanting to spend money on a hotel room, we simply found an all night bar in Tokyo. The next morning, we took the train back to our ship in Yokosuka. We had to change trains halfway and one person was designated to be sure everyone woke up for the train change.

Unfortunately, towards the end of our stay in Japan, we received word that we had been extended and will be sent back to Yankee Station. We had all hands working parties as we loaded all of the additional stores we would need when we headed back down. The effect on the crew was noticeable. Many people commented that more than one marriage failed under the additional strain.

Our last time on Station was uneventful and we headed home. I think we stopped in Pearl just long enough to drop off the mail and take on stores before we headed home.

It is always hard to compare the experiences of one generation with the next. But as I listen to the news reports and the stories about the current deployments of ships around the world, while it would appear that they may have more entertainment options and quality life improvements around the edges, it seems that for the average seaman, life remains the same.

In 1990, I attended the christening of the new USS Halsey, in Pascagoula, Ms. At a reception for the christening crew, I chatted with sailors who were the same age and rank when I served. I was curious if the tradition finding all night bars in Tokyo remained, given the change in era and the advent of women in the crew. I was persuaded that indeed, times had not changed, the tradition continues.

Everyone has a some what different opinion on military service. I find that I am uncomfortable when offered the current gestures of "Thank you for your service." Part of it is generational. Coming of age not long after World War II when that would not have been done-everyone served. Part of it is my realizing that I had it easy, especially compared to those who served on the ground. That said, I think that it really is simply the realization that I gained more from my service than I had to put into it. It gave me a trade and the discipline I needed to complete college and law school and do my job.

To this day, when I hear of seaman in in extremis or great peril I am reminded of the Navy and of the Hymn:

Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bidd'st the mighty ocean deep
Its own appointed limits keep,
O hear us when we cry to thee
For those in peril on the sea!

Peace

Answer To Rules Quiz

Boat SA is disqualified for breaking rule 18.2.(a)(2), Giving Mark-Room. When SB reached the zone, she and SA were not overlapped, and SA was not in the zone. Rule 18.2(a)(2) states: “if the boats are not overlapped, the boat that has not reached the zone at that moment shall give the other boat mark-room.” The rule continues: “When a boat is required to give mark-room by this rule, she shall continue to do so for as long as this rule applies, even if later an overlap is broken or a new overlap begins.”

Boat SA was required to give Boat SB mark-room, which is the space SB needs to sail to and around the mark in a seamanlike way (see the definitions Mark-Room and Room). SA failed to do so, and therefore she broke rule 18.2(a)(2). SA also failed to keep clear as a windward boat under rule 11, On the Same Tack, Overlapped. However, because SB changed course quickly and did not give SA room to keep clear under rule 16.1, Changing Course, SA is exonerated (freed from penalty) by rule 43.1(b), Exoneration, for her breach of rule 11. Because SB was sailing within the mark-room to which she was entitled, she is exonerated by rule 43.1(b) for her breach of rule 16.1.

SB could have avoided the contact, so she broke rule 14, Avoiding Contact. Because there was no damage or injury, she is exonerated by rule 43.1(c) for her breach of rule 14. SA could not have avoided the contact from the moment SB luffed, so she did not break rule 14.