the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.

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End of the Day, End of the Season.

Photo by Sonja Lunde.

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Commodore's Corner

By John Stetson, Commodore
E-mail: LCYC.Commodore@gmail.com

As we approach the end of October and the days become shorter, we think back to those long, sunny days of summer. The club is now in its dormant stage, wrapped up for winter. It is certainly quieter, but still peaceful and beautiful. We are truly lucky to have such a terrific place on the shores of Shelburne Bay!

Fall workday, 2026, could not have been better. Yes, it started out on the cool side, but it did not take long for the sun and activity to warm up the many volunteers! It is always amazing to me to see the transformation from an active clubhouse to a quiet warehouse, carefully packed with our boats and furniture.

Prior to the proper workday, there were several smaller workdays. The first wave of docks were removed the prior Saturday, the boats were removed and received their annual oil changes over the prior week, and the Jr Sailing committee, with help from the Boats team, derigged and stored the sailboats. Grounds also got a bit of a jump with removal of the old flagpole and some work on the driveway. All this "pre-work" set us up for success on the final workday.

Workday then focused on removing the remaining docks, winterizing the launches, gardening and yard maintenance, house cleaning and general buttoning up for winter. Many hands made quite short work of the tasks. The club looks great! Many thanks to all!

Of course, workday would not be what it is without a fantastic chili and cornbread lunch! The Social committee and volunteers did not disappoint! Somehow, the lunch tasted particularly good given the temperature of the day.

At the Annual Meeting we heard about the fixed awning that is receiving serious consideration by the BOG. As presented, the existing awning is nearing the end of its useful life. The proposed replacement would be a wood-framed structure, similar in appearance to the rest of the clubhouse. The new asphalt shingles and eaves would blend in with the same over the kitchen and office, with the drip edge extending beyond the concrete below. The permit application is under review by the Town of Shelburne, and the final design is in process. With a little luck, we will receive bids in time to approve the project at the January BOG meeting. Construction would then be completed prior to 2027 Spring workday.

Our final business at the Annual Meeting was to approve the proposed slate of Commodore, BOG members and Auditor. Congratulations to Gene Cloutier, Betsey Dempsey, Will Nye and Les Velte! They will now begin a three month transition and officially assume their positions at

the Change of Watch in January. We thank them in advance for the many hours that they will spend in the interest of the club.

The next few months are generally the busiest time for the Board of Governors. In addition to onboarding the new team members and considering the new awning, the BOG will be developing the 2027 Operating Budget, approving the Capital Expense forecast, setting the calendar for the coming season, hiring stewards and instructors, and planning the 2027 events.

This is also a time when the committees are reconstituted. It is a perfect time for volunteers to connect with their committee chair to make any changes or suggestions. The club functions based on the efforts of the volunteers. Whether it is a social event, a regatta, or a potluck, volunteers are needed to make it a success. The old adage applies: “The more that you put in, the more that you get out!” Please get involved, you will be happy that you did!

The final events for the season are just on the horizon. The 2026 Regatta Awards Event will be held on Nov 7, at the Delta Hotel in So Burlington. The Change of Watch will be in January 2027. The date and location are TBD.

As the now outgoing Commodore, the annual meeting was bittersweet. I share the excitement of welcoming the new team in January, but it is hard to accept that my two years are coming to a close. I feel very fortunate and honored to have had the opportunity to serve LCYC. I am sure that I will have no problem filling my time and look forward to being able to attend events as a member! I have truly enjoyed my time as Commodore, and, of course, the parking space and seeing my flag be raised did not hurt! If my tenure was successful, it was due to the great team of BOG members and Chairs, and the many volunteers. Thank you.



The Story of the LCYC Harbor

Primarily by Mike Lynch with a little by Doug Hamilton

As I understand it, when the Lake Champlain Yacht Club relocated to the current property and began mooring members' boats in the harbor, members owned and installed the moorings themselves. They were usually mushroom anchors, though a few were other heavy objects, such as a large steam radiator or a piece of heavy equipment. Initially, members chose locations with little regard for boat size or type and with no defined pattern or spacing. The only criterion was to ensure boats didn't bump into each other as they swung at their moorings. As the number and size of boats grew, the club appointed a Harbor Master to bring some order to the harbor and referee conflicts. This approach worked quite well when I joined the club in 1973. As I recall, there were about 75 members and maybe 50 moorings, with the largest boat measuring 36 ft.

The club grew rapidly through the 1970s, with both the number and size of boats increasing.

The mooring system worked, but as the harbor became denser, we introduced a defined fairway, and conflicts increased. Then, in the early 1980s, we experienced a severe Northeast storm that caused many boats to drag, with considerable damage. As Harbor Master, I suggested to the Board upgrading the LCYC mooring system to eliminate dragging and create a denser, more orderly pattern that would allow more boats. The pattern would also prevent swing conflicts caused by significant differences in boat size and type. After considerable discussion among the Board and the membership, the Board voted to move ahead with a new harbor-wide mooring system.

We worked with a member, Steele Griswold, who was in the concrete business, to design a standard concrete block with enough weight and bottom coverage to hold any boat we might need to moor. We also had to consider how the blocks would be made, delivered to the club, and placed in the harbor. The block we came up with measures about 2.5 ft x 4 ft x 4 ft and weighs about 5,400 pounds out of the water. Steele said he could make and stage them in his yard through the winter using waste concrete from his operations. He originally proposed installing a bent rebar eye in each block to attach a chain. Rebar is soft steel and wears and corrodes easily, so I suggested we buy high-strength steel pulling eyes used in the walls of concrete electrical manholes to pull large electrical cables through underground conduits. He agreed, on the condition that the club buys them, to install 2 eyes in each block. We chose 2 eyes to provide a spare, because replacement, for whatever reason, would be impossible.

The next part of the project was to clear the harbor of all existing mooring anchors. This was done in the early fall of 1983 (??). I believe most members were able to sell their mushrooms. As the old moorings were removed, we also found that most of the chains were in dire need of replacement. With the harbor cleared, we then laid out the desired pattern of new moorings to allow for the installation of the blocks. The pattern included a clear fairway and 3 north/south bands. As I recall, band one near shore was to allow a swing radius of 75 ft for boats up to 30 ft;

band two, a swing radius of 100 ft for boats 30-36 ft; and band three, the farthest out, a swing of 125 ft for boats 36-43 ft. A 43 ft boat was the largest the club had had up to then. The center band was to be the largest. I do not recall specifically how wide each band is, but I believe band 1 is 4 rows, band 2 is 5 rows, and band 3 is 3 rows. This does not include the more recently installed moorings near the south beach.

The last part of the project was to install the blocks and convert them into moorings. At that time, it was decided that the blocks would belong to the club, but members who would have moorings would be assessed for the cost of the installed block. The chain and other mooring parts would belong to the member on the mooring. To install the mooring pattern, Roy Landell and I used Roy's surveying instruments to locate numbered gallon bottles anchored with concrete blocks. These bottles were placed at our direction by other members in boats. It was not easy, and accuracy was not perfect. GPS did not exist at that time. Late that fall, we hired a contractor from Essex, NY, with a small, powered barge and a small mobile crane chained to it to install the blocks. The blocks were delivered on a concrete block truck with a lift. The truck backed down the boat ramp and placed the block as far out as it could reach. Then the barge came in, picked up the block, took it out, and placed it. A number tag was put on the block corresponding to its location. Jack Chase, a member of the club and a qualified diver, worked with the barge operator to ensure the blocks were located as well as possible. The total cost of each block, assessed to the member, was $100 (about what they made selling their old mushrooms). As I recall, the barge operator had some personal problems that caused delays, pushing the work into early December and preventing him from moving his barge back to Essex, NY until January. As a result, it got covered with so much ice from spray that he almost lost it on his trip back. In the spring, we assigned moorings consistent with the pattern and boat sizes, and members provided chains and mooring tackle for a diver to install their moorings.

As the harbor management process has evolved, the club has taken on replacing the chain and related shackles, so these components are never more than five years old. Curious observers can often see recently removed chain and related shackles near the harbor storage shed before they are recycled.

See Editor's additional note in this editions' Scuttlebutt)

Stewards

Erik Filkorn, Chair

Wow, what a summer for the stewards team. With Fisher balancing head stewarding and an anesthesiology internship and Jaeger off hiking in Georgia (that's the one with the Caucasus, not the Appalachians), plus myriad other ebb and flow of the team, we were never able to get everyone together at once for a team photo this year. And thanks to their collective dedication including a late-season return of Adelaide, and a few well-placed volunteers, we never missed a shift. Fortunately, the race bots are not the only bots the stewards know how to operate, and they were able to create this simulation of the current roster.



I suppose it's testament to Parker Main's staying power (now plying the waters of Long Island Sound) that the chat robots added him looking down benevolently on the current team, which to refresh, included two apprentices, Hannah Carlson and Griffin Taylor who are probably going to need the rest of the winter to claw their way through the bureaucracy of getting final certification

from the Coast Guard. But if all goes as planned, you'll see them both back in the spring as newly minted Merchant Mariners.

Also, please note that the ever-confident AI made Eloise look nothing like Eloise, gave Hannah a sunburn and continues to ID Griffin as Parker while making Griffin look like Don Johnson. For actual photos of the stewarding crew, please refer to the spring issue of the binnacle.



Now we just need to get the next generation trained up on the Milo. I'm told that once you learn how, Milo becomes your favorite boat to drive. Your steward's chair has yet to master, but will continue to try the patience of the more skilled coxswains as long as they'll tolerate it.

Another new team member this year was Dumpling, the Chief Mouser. In the tradition of Larry the Cat, official mouser of #10 Downing Street, Dumpling has his own portfolio, but it does not include driving the launch, so don't ask. Wylie the coyote has his own uniform now, but having mostly kept the geese at bay, I suppose he's earned it.





You may have noticed that the flagpole disappeared for a few days in late summer. The main halyard had broken and when the stewards were lowering the old steel tube to fix it, it snapped at the weld. Fortunately, there were no injuries and even more fortunately, Bob Schumacher happened to know where there was a disused aluminum gin pole which has now been repurposed into a much lighter, plumb and beautiful new rig.

The flags were lowered for the last time this year on workday and the steward's office is buttoned up for the winter.

All that remains is to organize the gratuity. For the uninitiated, becoming a steward involves a lot of training and commitment including licensure as a Merchant Mariner with the US Coast Guard. For that, they are paid a decent hourly wage, but really, they could make more flipping burgers and so it is customary at the end of the season for us to solicit tips from the membership to help make up the difference. We offer up that holiday bonus right around when we ask them if they're coming back next year. Just like Public Radio, it's a give what you can scenario, and you can count on me to start up a pledge drive right around Giving Tuesday so watch your in box for more that. And yes, we take VENMO.

From the Weather Mark.

Kevin Hawko, Regatta Chair

"**AP over A" Flags** – No more racing for the season! See you all next spring.



The last beat of the 2026 Wednesday Race

The final finish horn has sounded, and all the boats are safely tucked away for the winter. It doesn't seem possible that the summer is over but what a great season of sailboat racing on Lake Champlain! We managed to sail 11 of 14 Wednesday Night races and all but two of our weekend regattas. Even the MacDonough Race had great weather and nice breeze for the first time in several years. LCYC and Fleet 25 hosted the Lake Champlain Etchells Regatta, offering beautiful sailing on the broad lake. Our Thursday Night Dinghy series continues to gain momentum and is sparking small boat sailing enthusiasm with junior sailors and experienced racers alike. It was a great season full of smiles, camaraderie and some great sea stores as crews came back to the club after a day of racing.



Tim McKegney on Shosin,
Winner of the McDonough.



Spin C Tom Porter Osprey



Spin A Tris Coffin Lisa J.



Etchells James Unsworth and Drew Hamilton Bertha



Three of the four J 105s at the Club.



Ben Wilkinson's Free Bird (USA 1060) launching at Shelburne Shipyard for the Lake Champlain Etchells Regatta

This edition features racing rule is **RRS Rule 44.2 - One Turn and Two Turn Penalties** (Note: *italicized* words are RRS definitions)

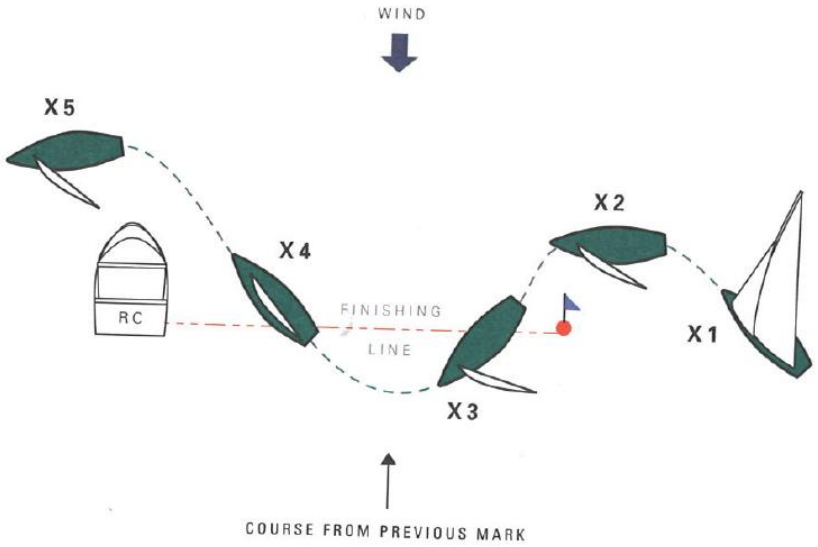
> After getting well clear of other boats as soon as possible after the incident as possible, a boat takes a One-Turn or Two-Turn Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she *finishes*.

In my final Binnacle article as Regatta Chain, I wanted to bid a special thank you to our Race Management Group, led by John Harris and all of the PRO's, Race Committee Volunteers, Fleet Captains, and Race Scorers who volunteered your time and worked so diligently behind the scenes to keep LCYC racing fun and competitive!

….and finally, one last rules quiz to consider during the cold winter!

<u>Rules Quiz</u> – Finishing

The Race Committee decides to shorten the course at the second windward mark, which was to be left to port. It anchors the committee boat to the left of the mark (looking upwind) and displays flag S with 2 sound signals. Boat X sees that he race has been shortened, rounds the mark to port and crosses the finishing line from the windward side to the leeward side of the line. Hearing no sound when she crosses the line, Boat X luffs and crosses the line again, this time from the leeward side to the windward side, and again she hears no sound. On shore, X sees that she has been scored NSC for the race and she requests redress. You are on the protest committee; how would you decide this?





Answer on last page of 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.

Odinn spinnaker reaching to the finish line during Schuyler Island Race

Outstanding 2026 Season for Social

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

We are proud to report, at the end of our 2026 boating season, that we have had an absolutely outstanding season of events! Out of fifteen events, remarkably, only one event had to be rescheduled due to bad weather. The weather cooperated with us in a very positive way, but more importantly, it is our incredible volunteers whom we wish to recognize. As we have said repeatedly throughout the season, we would not be able to successfully "pull off" any of these events without our volunteers. We are so appreciative of all of your efforts!
First, we would like to recognize the individuals who volunteered to host the events, some of whom have hosted events in the past, but several had never hosted an event before. Regardless of whether you were seasoned hosts or first- time hosts, we received so many positive compliments from our membership. We would like to acknowledge all our hosts and express our appreciation for volunteering for this lead role at our events:

Robin Jeffers: Opening Cocktail Party and Boat Tour & Food Truck
Christina McCaffrey: Wednesday Pizza Night
Betsey & Don Dempsey: Olde Fashioned Burger Burn
Norah, Cory, & Marissa McDonald: Family Day
Ann Clark: Family Day
Lamb & Sidell Families: Family Day
Walt & Aimee Marti: Commodore's Potluck
Marie & Michael Kerbaugh: Ladies' Cup Reception
John Kwiatkowski: Taco Night
Ulie Holzinger: Oktoberfest
Amy Caldwell & Eric Carlson: Macdonough Breakfast
Gene & Sue Cloutier: Fall Cocktail Party
Bill & Susan Bresee: Fall Cocktail Party

We also wish to extend our heartfelt thanks and appreciation to all of the volunteers who helped with one or more Social events. From set up to clean up and everything in between, we could not have had such successful events without you. Bakers, Cashiers, Servers, Runners, Grillers, Dishwashers, Chili pick up and delivery, Chili preparation, Corn Roast preparation, Family Day helpers, Pancake makers, Flower arrangers and the list goes on and on. We want to thank and acknowledge our wonderful event volunteers who work to make each event special for our membership:

Christina McCaffrey, Susan McDonald, Julie & Terry Kennaugh, Ann Clark, Dianne & Steven Schreer, Nancy Knox, Lin & John Bootle, Dot Hill, Jean Henshaw, John Kwiatkowski, Amy Caldwell & Eric Carlson, Rich & Sue Downing, Lois & Michael Lynch, Diana & McKelden Smith, Martin Rousseau & Diane Carrier, Marianne Rousseau, Al & Sandy Lewis, Vivianne

Farmer, Kristen Hamilton, Thea & Robert Platt, Kristen Knight, Lynnea & Len Rosner, Oliver Slesar, Arlene Glynn, Walt Marti, Pamela Unsworth, Sharon Bourdeau, Bill & Susan Bresee, Robin & Bob Turnau, Joss & Hilary Besse, Stephane Binette & Chantal Turgeon, Susan Bowen & Jane, Kjell Dahlen, Deb & John Harris, Rick & Kathryn Heath, Kurfis family, Hardy family, Doug & Lisa Merrill, Jill Gagne & John O'Rourke, Chuck Bowen, Fritz Horton, Tris Coffin, Doug Viehman, Penny Rieley, Bob & Barb Schumacher, Beth Thorpe & Wes Daum, Charlie & Lea Van Winkle, Doug White & Martha Turek, George & Lynn Zipf, Jill Burley, Steve Unsworth, Maureen Neumann, Heather Wood, Tim CCullough, Linnea Majewicz, Gayle Von Eckartsberg, Percy Worall & Max Mitchell.

We hope we that we have not omitted any names from this list. From the beginning of Spring to the end of Fall we send a heartfelt thank you to each of you for the contributions of your time, talents, energy, and enthusiasm throughout the 2026 season.

Chris & Jenny Leopold, Chris Lamb Sidell



McDonough Start.

From the Grounds Committee

Matt Fisher, Grounds committee chair

Workday has come and gone, and the club has been tucked in for the winter. I have to say how pleased I am with the turnout and what we accomplished. In spite of a cold and windy day, spirits were high and the collective effort was nothing short of epic.

We....

> Continued the redesign of the front flower bed by enlarging it, and prepared the small patch by the main stairs for new plantings in the spring.
>
> Cleared all brush from the perimeter ditches.
>
> Cleaned, trimmed and removed all detritus from the trash enclosure.
>
> Relocated all the picnic tables.

I can't say thank you enough to all the people who got these and many other tasks done.

I want to give special recognition to someone who conceived, designed, and has worked tirelessly to update the front flower beds. Vivianne Farmer has put in countless hours of hard work to give us color throughout the season and beautify the front of the club. The next phase which includes perennials will take place in the spring.

I also want to thank Adam Dantzscher for the use of his trailer and equipment. He is very generous with his time and always ready to give back to the club. To all the folks I didn't mention, it takes all of you to make the club the beautiful place it is. Thank you! Have a safe Winter and see you in the spring.

From the Docks

Tom Lynch , Docks Chair

It is hard to believe we just wrapped up another boating season. At this point, the docks are all put away for winter and we are already wishing for longer days and warmer weather (unless you can't wait to go skiing). Throughout this year, we continued to learn more about how to operate with the new dock system. Much thought has gone into how to most efficiently launch and retrieve these larger and heavier dock sections. As we get more experience, we continue to refine our plans, looking to get a repeatable process dialed in and documented for the future.

Many thanks to all those that have contributed to both the planning and execution phases of our various work days throughout the season - beginning in mid-April with the rebuild of two FJ docks for the Junior Sailing dock system and culminating in the haulout of our new dock system during fall work day. I'd also like to tip my hat to the folks at Structure Marine who have been excellent partners - from continuing to work with us to get the Tee dock situation rectified to providing a manufactured emergency ladder with less than one week's turn around time.

Looking ahead - we will continue to work with Structure Marine over the winter on a more permanent fix for leveling and efficiently hauling the Tee Dock sections. We also plan to inspect and (potentially) rebuild another pair of the FJ docks early in the spring. Lastly, during haulout we identified one float on a Junior Sailing dock section that needs to be replaced - luckily, we have a few spare floats on hand!

Thank you again to all the members of the Docks Committee and those non-Docks members for your contributions throughout the year. Without your volunteerism and sense of community, this club would not be the wonderful place it is.





Cruising End of Season Report.

By Joss and Hillary Besse, Susan and Bill Bresse and David and Heather Main

LCYC members had a great time together this season; enjoying Cruiser Potlucks, Captain's Hour, the Champagne Race, and cruises all around the Lake. Lots of members joined a cruising event for the first time this season, spending time with our most experienced cruisers who gathered together with long time friends to share a meal or a beautiful anchorage. A special thanks to Chris and Jenny Leopold for helping with all the Cruising social events. The Cruising Committee hopes to arrange a couple off-season gatherings to trade stories about winter adventures beyond Lake Champlain and to start making cruising plans for 2027. For the most up to date info about LCYC cruising, please email cruisinglcyc@gmail.com and ask to be added to the Cruisers email group.



Serendipity.



Scuttlebutt (Editor's notes)

By Tony Lamb

Mr. Lynch is prone to understatement, especially of the meticulous planning, presentation to the members of the details and scope of the project

The Mooring project falls in line with a series of amazingly planned and executed projects at the club, probably beginning with financial plan from way back that created the capital fund which enable so many project without overwhelming financial impact of the members. I would add the building of the original club house on this site, together with the building on the newest club house. The addition of the Dinse, the building of the new support buildings on the grounds. And of course, the new docks.

We are lucky to have had such forward-thinking leadership over the years.

The memories and problems of setting individual moorings also need more remembrance. The Nor'easter of the 1980s is also a little more personal for me.

The setting of individual members was the most exciting part of the year. Loading them onto the Morring Puller with all of the chain was safe enough, but then letting them drop with the chain running off the deck, seeming to whip back and forth was always exciting no matter how much you tried to minimize the danger. That we did not lose a finger or a hand or break a leg is testimony to the truth of the old traditional nautical proverb that "God looks after dumb animals and sailors". Psalm 116:6-8. And a humorous variation of a widely circulated 19th-century aphorism.

Members often tried to leave their mooring in over the winter, but had to be careful that what floated on the surface did not catch in the ice and pulled your mooring to god knows where.

The day of the Nor'easter, I was headed to Valcour Island for a weekend of cruising with my wife and two children, ages 4 and 8. There was little warning of anything more than a chance or rain. But as I listen to the marine forecast as we headed north, it sounded miserable and so we decided to stay the night on the mooring.

The weather was absolutely beautiful as I dropped my wife and daughter at the dock to take a shower. My daughter was as excited as if it was a spa day. My mooring was not far from the docks and I tied up by myself and began to set the boat up for the afternoon and diner.

After a while I looked up and saw a dark rain cloud coming from the west over the club. I quickly decided I did not want to spend time alone in the rain with an active four-year-old and sounded my horn for the steward. (We did not use radios in those days.)

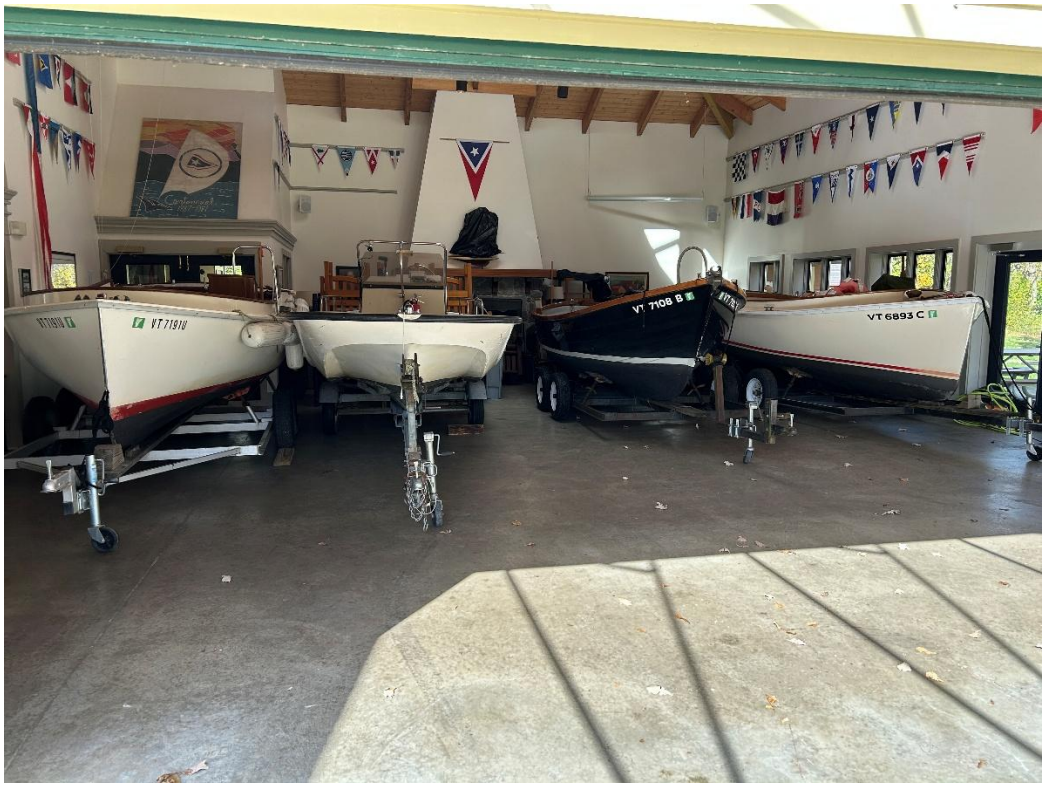
I remember what happened next like it was yesterday. Phil Collins, son of Peter and Bern, was the steward on duty. As he pulled up to my boat he said "Hi Tony, how are you . . . Oh my God!" He had no waring of the change in the weather until he looked up at me from the launch.

By now the small rain cloud had large and very black. I had already secured the boat, so I simply passed him the kid and jumped in with my only essential gear-a fifth of scotch and we headed for shore. It began to rain as we approached the dock and several members were there to help. I handed my son up to one, and two others began to tie up the Milo.

We ran for the club. We reached it as the full fury of the storm unleashed. The wind blew and it rained so hard you could not see from the deck of the club to where the property drops off to the lake. The violence of the wind and rain was unbelievable. The only indication of what was happening on the water was when a roller furler would unfurl and you would hear the violent flogging of the sail as it slowly disintegrated. After what seemed like a life time the rain relented and the wind dropped.

At first the only problem you could see was that one boat had dragged into another in the middle of the fleet. Then you noticed empty spaces. Then the three or four boats on the beach to the south of the field. Late we learned that four or five boats and broken loose and were aground on either the other side or on the south end of the bay. There was damage from wind shear-trees knocked down in a row-all over Chittenden County, including on Shelburne Point.

Evidence of the planning and detailed work of Mike's group (and the damage from the storm) was that at the annual meeting that the membership quickly adopted their plan over a few members who argued that "My mooring never dragged."



ANSWER TO Rules Quiz

Boat X is not entitled to redress. When the race committee shortens the course at a rounding mark, the finishing line is between the staff displaying flag S on the committee boat and the nearby mark (see Rule 32.2(a), Shortening or Abandoning After the Start). Therefore, the mark ceases to be a "rounding mark" and becomes a "finishing mark." Boats "finish" when they cross the finishing line from the leeward side (the course side). Note that the race committee is not required to make a sound signal when a boat finishes, though it may choose to do so as a courtesy to the sailors. Such a sound, or lack thereof, is not official and should not be relied upon by sailors.

However, X fails to sail the course correctly, as her "string," when pulled tight, does not pass on the required side of both finishing marks (see the definition Sail the course and rule 28.1, Sailing the Course). Rule A5.1, Scores Determined by the Race Committee, requires the race committee to score X "NSC" (Did not sail the course; see rule A10, Scoring Abbreviations) without a hearing. (See World Sailing Case 129)

Note, it is good race committee practice when shortening the course at a mark to anchor the race committee boat such that when boats leave the mark on its intended side, they also cross the finishing line correctly.





See You Next Season.