



the Binnacle

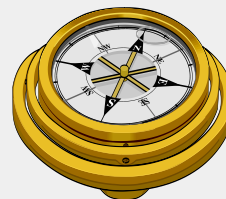
Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Joss Besse

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Binnacle Editor: Tony Lamb

<http://www.lcyc.info>



Calling All Hands for Workday May 6 8 a.m. till the work is done.

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Commodores Corner

I went to the club yesterday (April 5th), leaving my house still surrounded by snow, and finding the LCYC anchorage still ice bound. But it is exactly a month until our spring workday, and I think it will finally warm up next week. So the 2017 sailing season will soon be upon us.

So what is new for the summer?

Butler Building Update - The most notable physical change you will see this year is the new building that replaces the old Butler Building. It is a beautiful building – thanks to our architect team (!)– with great space for our junior sailing program, workshop, and storage. Work is not quite done yet. The most obvious task is to change the current color (which I'd call “mud”) to a color matching the clapboards on the clubhouse. There is also final grading, and a short list of finish details. As I write this, I am hopeful that all work will all be done by workday, but we will need some warm and dry weather before things can be wrapped up. If the weather won't cooperate, everything should still be done well before our junior sailing program gets under way!

Mooring bylaw changes - At the fall workday the Board talked about a proposal for the club to assume ownership of all the moorings (chain, shackles and swivels, up to the mooring ball), and to initiate a replacement schedule that would replace all chain and fittings every 5 years. To pay for this, there would be an annual assessment made of all members who are assigned a mooring. The Board will finalize the proposal at our April meeting and, because this will require a bylaw change, we will warn a vote on this to coincide with our May 6th workday. We will be sending out formal notice of this special meeting later in April, along with a more complete explanation of the proposal. The Board feels this is an important change to improve the safety of our anchorage.

New stuff - Two kinda fun ideas were proposed this winter by volunteers. First, we had a member ask if it would be OK to organize several play days at the club for our young families, with the dates scheduled to avoid busy times at the club. The Board agreed this would be a great idea, and planning is underway to make this happen. Second was an idea Dave Powlison brought up on the chairlift a couple of weeks ago, which was to try to have a few more gatherings at the club during the summer. This would include possibly a rules seminar for the racing community, a presentation from some of our club members who participated in the Florida to Cuba race this winter (I heard it was great!), and one or two other events, all of which Dave volunteered to organize. I've always appreciated how much gets done by our members - these are but two more examples of great volunteer efforts. Do you have any great projects you would like to volunteer for?

See you all at workday!

Joss Besse

Commodore

Denny Bowen 1937 – 2017



Denny's relationship with LCYC, or at least the current commodore, occurred many years before he moved to Vermont. Denny knew Joss Besse when Joss was only half Denny's height. While living on Skaneateles Lake Denny became involved with the local yacht club over seen by a benign dictator who owned a Tanzer 22. Joss may have a different recollection than I have but the "benign dictator" was the father of our present commodore. The father and Denny hit it off and Denny became one of the regular crew trailing a Tanzer 22 to various regattas mainly in the Northeast including Lake George. Denny later became an officer at the club. In the 1970's while visiting Denny in Skaneateles I first met Joss and his father while they were discussing boat stuff.

Denny, Barb and the girls came frequently to Lake Champlain and sailed our Tanzer and one of the biggest adventures was sailing to and overnighting in a secluded place called Partridge Harbor. No one else was there and few boats were to be seen on the lake for most of the week.

Fast forward a number of years, Denny and Barbara moved to the Champlain Basin to be able to sail, ski and enjoy the beauty of the surroundings and the people. Lake Champlain Yacht club was high on his list. He purchased his Catalina 30 in Rhode Island and was looking forward to the trip down the sound and up the Hudson, the canal and into the lake. Late spring at 6 AM on a cold rainy Saturday morning found Denny, Barbara and I standing on the dock in Narragansett Bay listening to the weather station trying to determine whether we should cast off or stay put. Testosterone won out over estrogen (2/1). Though raining, the forecast was for 15 to 20 knots out the North. A beautiful reach down the sound was anticipated. In spite of the rain the run down to Block Island sound was enjoyable and the wind seemed reasonable. The waves were coming in off the ocean in the opposite direction of our wind and the waves were kicking up and making quite a fuss. Barbara headed below, Denny suggested we roll in the jib, a good idea. It came in and we rolled it in tight but by then the wind had increased to 35 knots or so and the head of the sail was starting to pull out and the longer we went the more came out to the point that it was becoming shredded. Do we dare unfurling it and trying to tighten it back in and risk getting thrown around more or just keep going and deal with the consequences?? We

chose consequences. The hope was to make further westing but New London became our goal as the hours were ticking on and our progress wasn't. Now, heading directly into the wind, we were going even more slowly. The engine was started and slowly motor sailing while tacking upwind with a reefed main and no jib. A hundred yards inside the mouth of the Thames River the engine died. We later found out that water had entered the over flow from the fuel tank while we were being thrashed about in Block Island Sound and we had water contamination of the fuel. Short tacking up the western shoreline took forever and soon there were people on their evening stroll following our progress giving shouts of encouragement as we battled the ebbing tidal current. Eventually a dock was found, the boat secured and Barbara with great joy stepped on something that wasn't moving. The next day a diesel mechanic was located, a used jib was found at a local sailmaker who made it work on the furling system and I jumped ship to get back to work. Barbara and Denny then had a mostly enjoyable trip down the sound, East River, around the tip of Manhattan, up the Hudson, the Champlain Canal and home.

Denny became a reliable participant on work days and was a valued member of the board of governors at LCYC.

Denny's boat name was Persistence, an apt name that reflected the character of its owner.

Chuck Bowen

Can You Name Our New LCYC Building?

The good news is that LCYC has a terrific new building for our Junior Sailing program as well a new workshop space and storage. The bad news is that we don't know what to call it. We need to give it a name. Continuing to call it the Butler building is not an option. Since the previous building was just named after its manufacturer (The Butler Manufacturing Co.). Our new building is not prefab, so this time, we don't have that luxury. Also, as club members, we certainly could come up with something much better. So let's give this wonderful new building the name it deserves.



Now what should we name it? Should the name refer to something historical about Lake Champlain or boating on the lake? Should we name the new building in honor of a person?

We are looking for suggestions. If you have an idea for a name for the new building, please send it to me, LCYC Communication Chair Marc Gamble, at marcbgamble@me.com.

This is not a contest. We are just looking for suggestions. I will take your suggestions to the May meeting of the Board of Governors, where the BOG will decide on the name for the new building.

And yes, suggestions for Building McBuilding Face will be ignored.

Thanks

Marc Gamble
LCYC Communications Chair



Lake Champlain Yacht Club Change of Watch 2017



New LCYC Family Playgroups

The social committee is excited to present LCYC family playgroups! During the months of June, July and August the social committee will host a monthly morning playgroup for young families, grandchildren or prospective members. Each month there will be a special activity such as, exploring bubbles or a superhero training obstacle course for the children to participate in.

We are excited to provide this opportunity for young families to get together, get to know each other and create some new friendships. Light refreshments and a kid friendly snack will be provided. Please see the website calendar for specific dates and times.

If you have any questions or ideas about the playgroup please contact Kristin Knight at kristinmarieknight@gmail.com or Ann Clark at annclark4444@gmail.com.

Harbor Soundings

Over the next month Pierre will commission our 155 member moorings. Be sure your pennant is ready and has anti-chafe gear that fits your boat. If you have a new or different boat from last season, discuss it with Pierre. Call or text him at 802 233-1479 or email Pierre@champlaindivers.com.

On Spring Work Day, Saturday May 6th, members will vote on a proposal for Club ownership of mooring ground tackle. Until then, and afterward if the proposal is voted down, the chain and hardware is owned by each member. Members must continue to pay Champlain Divers for repairs made until LCYC assumes ownership.

The intent of the change from individual to club ownership of moorings is to provide for more consistent replacement of mooring hardware, objective data collection on wear and corrosion, and, ultimately, to assure the security of our boats.

Our mooring wait list stands at 18. If you decide not to launch your boat, or are planning on an extended cruise, please let me know. There are new members who are eager to use their boats and we want to accommodate them.

Looking forward to a great season on the lake

with best regards,

Bob Finn
LCYC Harbormaster
802 999-8510
rmfynn2@icloud.com

MIAMI to HAVANA 2017 - SORC (Southern Ocean Racing Conference)

As Vermont was being hammered with nearly 3 feet of snow in March, two LCYC boats and crew were in FL preparing for the 2nd Annual Miami to Havana Race.

“Southern Cross” a Chris White Atlantic 42’ ocean-going Catamaran owned by Beth Kohler and Todd Toensing from Underhill, and “Iemanja” a Passport 40 owned by Bette and Ernie Reuter of Burlington and Florida, raced in the 210 nm course from Miami harbor entrance (Government Cut) to Havana, Cuba. Thirty-seven boats of various sizes and shapes from 31’ to 85’ had entered the race and all but 5 finished within the 3 day time limit.



LCYC Club Members racing from Miami to Havana are from L to R: Trent Toensing, Chris Lintermann, Past Commodore, Jill Burley; Martha Turek, Doug White, Beth Kohler, Todd Toensing, Ernie Reuter and Bette Reuter.

The crew of “Southern Cross” was Beth Kohler, Todd Toensing, Trent Toensing, Doug White and Martha Turek. After crossing the Gulf Stream with waves up to 10 feet plus swells which created a very confused sea and wind gusts in the 30’s- “Southern Cross” crossed the finish line just west of Havana 31 hours after leaving Miami... First place in the multihull class and 10th in the overall fleet. Also first in their class a few days later in a local race along Havana’s famous Malecón.

The crew of “Iemanja” was Bette Reuter, Ernie Reuter, Jill Burley and Chris Lintermann who finished 8th in the racer Cruiser class. The crew of “Iemanja” did some extensive exploring on the Island after the race and will have some wonderful photos to share soon.

It was evident immediately that Havana was a blast to the past - everywhere you looked there

were classic cars- 1955 Chevys, Fords, T-birds, Cadillacs, Lada cars from Russia- all from a bygone era. The Cubans were very friendly and welcoming and there was no crime, no homeless people, no guns and no drugs from what we heard and saw. There was fabulous architecture and unique buildings in old Havana... And If you are a fan of Ernest Hemingway, he has rich history here. The government controls most everything and supplies food, housing, education and health care to the people. We were told the average monthly salary was around \$18.



Even though there are now five daily Jet Blue flights in and out of Havana, Americans can not legally travel to Cuba unless they meet 1 of 12 specific activity-related requirements. We were permitted to travel to Cuba being part of an organized Sporting Event... some of the other categories authorizing travel to Cuba include: official government business; journalistic activity, family visit; educational activities and more ...

Stay tuned for a presentation at LCYC sometime this summer where “Southern Cross” and “Iemanjá” participants will share stories and pictures of their adventures!



Scuttlebutt (Editor's notes)

There is no formal protocol for remembering members of the club who pass. I see the emails as they first come in: first a little information and then a more formal general announcement to the members. Then there is a period of time when emails are sent around trying to figure out who best might write a remembrance. In this edition of the Binnacle we have a remembrance of Denny Bowen, unfortunately, because of timing, we have not yet received one for Skip Echelberger, but we expect to have one for the next Binnacle. I mention this because no one should hesitate to write something about a member and send it to Marc or myself. We can coordinate.

It is hard as I watch the pattern of emails unfold, not to reflect on what I might write about the member. More often than not they have left an impression on me that is different than a list of their honors or accomplishments. What struck me most about Denny and Skip is that they were truly gentle souls. You just felt comfortable around them. They were nice guys. You never heard them volunteering or getting much recognition, but every time there was work to be done-they were there, doing it.

I first met Denny as a fellow Prostrate Cancer treatmentee. It was typical of him that he would remain involved in the support group, supporting others.

We all know that there are faster boats than Skip's. We also know that no one had more fun on Wednesday night. Do you ever see a pink hat and not think of him.

They will both be missed.

As many of you know I have been looking for a boat to replace Sto Lat. I think I may have found the perfect boat in Porto, Portugal. It is called a Duro 40. Sailing on the river it of necessity has to point really well. At a PHRF of 145 it should be a rating beater, but what I like most is it perfectly equipped for the overnight races I love so much. Picture next page.

Peace

Tony Lamb

