



# the Binnacle

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

Commodore: Walt Marti

March 2022

Director of Club Communications: Doug Merrill

Binnacle Editor: Tony Lamb



## Mark Your Calendars

**April 23 - Dock re-decking workday**

**May 7 - Dock in workday**

**May 14 - Boats, Grounds, House, Jr. Sailing workday**

**May 21 - Club Opens - Launch Service Begins**

**June 4 - Opening Cocktail Party - Change of Watch**

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## **Commodore's Corner**



By *Walt N. Marti, Commodore*  
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Anticipation—With thanks to Carly Simon

As I contemplated drafting this article, I could not get Carly Simon's 1971 hit "Anticipation" out of my head. Not familiar with the song? Some of the lyrics are: "We can never know about the days to come/but we think about them anyway." You can thank me for that earworm . . .

I went to the club yesterday, just before the March meltdown, with Carly's voice in my head, thinking about the days to come. I was filled with anticipation that in a few short months the grounds would be raked, flowers would be blooming, freshly polished boats would be sitting at anchor in the harbor and our beloved LCYC would be bustling with activity.

One change I anticipate seeing this summer is the inclusion of two new MarkSetBots in our racing program, which will move our 135-year-old club into the robotic age with these automated, floating course marks. A club member anonymously donated one of these, along with 50% of total associated costs, and the club matched that donation. With two MarkSetBots, we'll be able to run races without anchored marks, allowing courses to be set more quickly and fairly. In addition, we won't need a mark boat on the course, so the club saves the cost of paying mark boat drivers along with the fuel to run the boat. By eliminating the need for most of our orange fixed racing marks, the savings adds up to over \$2,000 per year, meaning that the investment in these marks will pay for itself after just a few years.

In this Binnacle you will discover that we are in great shape financially and the Board of Governors (BOG) has been hard at work in anticipation of the 2022 season. Junior sailing registration is open, workdays scheduled, the log ready to print, and the LCYC Calendar fully populated on the website to include all of our cruising, regatta, and social events. A quick count shows over



90 events on our 2022 calendar. That's over 90 opportunities to renew old friendships, make new ones or try a different activity.

However, for these opportunities to be meaningful we must ALL contribute. As the saying goes, "Many hands make light work." Our goal is to even out the workload. And perhaps just as important, with all participating, the spirit of cooperation and collaboration can be renewed as a hallmark of LCYC culture.

After all, we are a volunteer organization, and that's by design. Our By-Laws state that all members are required to assist in both workdays and/or cooperative activities (special projects, assisting with social events, etc.), Simply stated, you should regularly volunteer.

How much? The BOG has been studying this and concluded that if we all contributed a minimum of eight hours each year, we'd make some tremendous strides in keeping our club the way we all wish it to be. Plus, we'd be shoring up our shared culture and, of course, following our By-Laws.

Sound challenging? The BOG is making that easy for you by ensuring you are aligned with the appropriate committee, are aware of all the opportunities to volunteer, and can easily track the time you volunteer.

I know many of you consistently go above and beyond this eight-hour commitment each and every year. For this, the BOG and I offer a tremendous thank you.

You will hear more details about the "eight-hour initiative" in the weeks and months ahead. In the meantime, enjoy this edition of *The Binnacle* and the "anticipation" of the 2022 season.



## The History of the Yacht Dragonfly.

*By Doug Merrill*

Fifty years may not be long on a geological scale, but to most humans, fifty years marks a significant passage of time. A scan of our log reveals that just 5 of our active members have been members of the club for 50 years or more, an impressive accomplishment.

Not much stays the same over 50 years. The view from our clubhouse has been the same in some ways, but in others have changed dramatically. Mount Mansfield, Camels Hump, and the beautiful blue waters of the Lake are constant. But everything else seems to change quickly. Our docks have grown and improved. The houses on the far shore have multiplied and gotten bigger. The boats in our mooring field have grown in size as well.

There is an exception to this last observation. There is one boat that was sitting on a mooring in our harbor in the summer of 1971 that you will find in the harbor this coming summer as well. And it has been safely secured in our harbor for 50 of the last 51 summers on Lake Champlain. I'm referring to Dragonfly, the 1971 Tanzer 22 that has passed through four families in her 51 years, including three members of LCYC.



*Anodyne under spinnaker with Alice Hyerstay at the helm.*

The boat was purchased new by Dale and Alice Hyerstay. They had moved to Burlington in 1970, and wanted to jump into sailing after whetting their appetite after crewing in a two day Snipe regatta on Boulder Reservoir while Dale was in graduate school. At a boat show in the basement of Memorial Auditorium in Burlington they saw the Tanzer22, a recently designed boat being built in Dorval, Quebec. It was the biggest boat they had ever seen! They were taken with the 6' V birth, big bunks, and full sitting headroom to read or eat. It had lots of space for their planned family. Bib Francis and her husband had recently begun to sell the Tanzer line on Lake Champlain.

Two Tanzer 22s were already sailing on the lake, so they found a ride on one locally, then had a demonstration near the factory in Dorval. Impressed, they placed their order, and the factory built hull #101 for them. The cost was \$5000, a fair sum of money in 1971. The Hyerstay's named her Anodyne. Dale explains that he learned the word as a child, his mother would give him Anodyne to relieve some ailment or other. William Safire wrote a piece about the word, basically noting that it is "that which relieveth pain and suffering." So Anodyne it was.

Dale and Alice were not the only ones who saw the appeal of the Tanzer 22. Over the years, at least a dozen different Tanzer 22's have been owned by LCYC members, and many more can be found in other harbors on the lake. Tanzer went on to make over 4000 of the model, a



*Dale and Alice Hyerstay christen Anodyne.*

remarkable run for any boat.

The Hyerstays drove down to LCYC to check the place out. They were new in town and had no invitation or connection to the club. A member noticed them and invited them to sit down and learn about the club. Dale recalls that it was Bill O'Brien, and it didn't take long for the Hyerstays to conclude that this would be their sailing base. Dale also remembers that that first fall dinner was very welcoming for the two of them, much appreciated as they were just building a social network in their new hometown.

Dale and Alice welcomed Jason in 1973, and he grew up with Anodyne as his summer playpen. The recess in the floor for the keel well was lined with a blanket and became his crib. The Hyerstays raced and cruised her actively. They got involved in the workings of the club, with Dale becoming the club measurer and leading the effort to bring the PHRF rating system to the lake's clubs. He served on the board six years as the regatta chair, social chair, secretary, Rear Commodore, Vice Commodore and Commodore. Dale raced Anodyne and he took it seriously, racking up a long list of awards in most of the races on the lake. He changed the rig to include a split backstay, and it really helped shape the main. The boat came with a 172 genoa and was



*Family cruising.*

easily overpowered, so he learned to sail the boat upwind with a constant heeling angle, maintained by luffing the genoa and steering by trimming the traveler. He organized a Tanzer 22 class association that hosted two T-22 regattas. Each marshalled over 30 boats to race at Valcour Island and Outer Mallets Bay. By 1975 Anodyne was a force to be reckoned with on the racecourse. She held the winningest record of all the boats at the club that season, with ten firsts, three seconds, and three thirds. She would have been the winner of the Ladies Cup if it was awarded on corrected time back then (as it is today).



*Ann Vivian on Anodyne.*

Dale, Alice, and Jason enjoyed cruising, but after 10 years as Jason got bigger and their adventures grew, they decided to upgrade to a larger, faster boat. Bruce Hill sold them a C&C 32, taking Anodyne in trade. Bruce Hill's treasurer Peter Brownell saw the new trade-in and immediately purchased her, renaming her Brigham. After sailing her for 8 years, Peter and Christina sold her to a local air traffic controller who kept her in Kingsland Bay for the summer of 1991, the only season she has not graced our mooring field. The following year Dale was walking along Church Street and crossed paths with Peter, who informed him that Brigham was once again for sale.

Doug Viehmann had been racing with Dale for several years. He and his wife, Ann Vivian, owned an open Herreshoff 12½ keelboat, but had a growing family with two young boys. Dale called Doug and told him he should buy Brigham, it would be the perfect boat for their family – the boys would no longer have to pee over the rail! Dale must have been as convincing then as he is today, as Doug and Ann purchased Brigham in September of 1992 and renamed her Dragonfly. Doug recalls he paid about \$4,000 for her, so she had depreciated just \$1,000 over the course of 20 years, that's pretty good value!

Doug began his relationship with Dragonfly with some drama. He, Ann, and their six-year-old son Nicholas left Kingsland Bay early in the afternoon headed for LCYC. It was a gorgeous evening, but the wind built more quickly than forecast, and by Converse Bay it was blowing 25 from the North. A switch from the #2 to the #3 jib helped, but the conditions were too rough to continue to LCYC. They pulled into the ferry dock in Charlotte and called Dale for a pickup. The following day Dale and Doug returned to Dragonfly and sailed her home into 4-5 foot seas with a reefed main and #3, making 7.5 knots upwind the whole time. Doug says that he has trusted the boat's seaworthiness ever since.



*Tanzer 22 interior.*

Doug and Ann cruised Dragonfly extensively with sons Kyle and Nick. Their preferred arrangement was to bring a pup tent for the boys to set up on a nearby shoreline, while the parents enjoyed the cabin for the evening. Birthday cruises for the boys were especially memorable,



*Doug and Ann racing Dragonfly racing 2020.*

including a night when Kyle invited 5 of his friends to camp on Schuyler Island and a storm swept the lake that night. As morning dawned it was clear that all three tents had collapsed, but the boys were none the worse for wear.

Doug is an active crew on several other boats at the club, and did not typically race Dragonfly. However, he did race it two seasons with Dale while the Hyerstays were ‘between boats’ and he and Ann decided to race her in 2020, during our season of ‘social distancing’.

Dragonfly’s sail inventory has proven to be pretty durable. The original sail set included #1, #2, #3 jibs, a spinnaker, and mainsail that have lasted well over 40 years. A local sailor sold his Tanzer years ago and had a leftover #4 that he gave to Doug, and someone donated a never-used #1 genoa to the Community Sailing Center. They contacted Doug and he eagerly purchased it from them. The original main was in tough shape when the 2020 season began, and Doug and Anne pushed it to the limit as they raced it every Wednesday evening. The 2<sup>nd</sup> to last race of the season, strong winds began to tear apart its seams. Not wanting to miss the final race, Ann resealed the seams and managed to coax one more lap around the buoys from it. But 49 years was deemed enough service, so that winter Doug had Vermont Sailing Partners make a brand new main for the boat.

In her 51 years of sailing, she has never left Lake Champlain, and has spent every winter at the Shelburne Shipyard. She had one storm mishap when the bail on her mooring block failed during Hurricane Floyd and she drifted across Shelburne Bay. She was recovered just as the keel began to touch the bottom on the East Shore and suffered no damage.

Both Doug and Dale admire the natural sailing abil-



*Viehmann family cruising aboard Dragonfly*

ity of the design. Both have found her exceptionally balanced both on and off the wind. Dale recounts a trip he made from Ile au Noix in the Richelieu River back to LCYC where he rigged the spinnaker sheets to the tiller and the boat sailed her way South on her own. Doug recounted a rainy day when they set the #2 jib at Valcour and close reached all the way to Shelburne Bay while playing cards below.

While many boats come and go, some showing the latest design trends or go-fast gizmos, its nice to know that some things are here to stay. So tip your hat to Dragonfly when you see her in the mooring field this summer. She has been here longer than all but five of our members!

Written by Doug Merrill, as told to him by Dale Hyerstay and Doug Veihmann on a cold fall afternoon in the LCYC clubhouse.



*LCYC Harbor in use in February 2022.*

## The Bots are Coming! The Bots are Coming!



*By Bob Turnau, Regatta Chair*

There is some big news from the regatta committee. The club has purchased two MarkSetBots. Now you may ask, what is a MarkSetBot? While they have the appearance of the hats worn by the punk band Devo from the '80s, they are in fact robotic, self-propelled race marks.

MarkSetBots have been around since 2015 and are used at over 125 clubs world-wide. They use GPS technology to set and hold position with no anchor in a wide range of wind and sea states. The Bots are controlled by the race committee using App on a tablet or cellphone. For those of you who have concerns about the technological singularity, I have been assured that they will not become the nautical version of the Terminator and attack passing boats.

It is amazing technology and has the potential to be a real game-changer for our racing program at LCYC. The Bots make it possible to do quick and exact positioning of marks regardless of



*MarkSetBots*

water depth or sea state; to be able to adjust start line angle and/or length without changing the race committee boat location; and to be able to reposition the weather mark for winds-shifts or velocity changes in a quick and simple manner. In addition, it will enable us to run races on the broad lake that were beyond our ability to run because of the lake depth, which potentially opens up more of our beautiful lake for racing. While this is another example of where technology is replacing humans, it is for the better, by reducing the number of folks needed for race committee and mark boat drivers to run races.

With about 90 days till racing starts at LCYC for the 2022 season, it's time to start thinking about sailboat racing. Personally, I find that in a Walter Mitty type moment, that rerunning the start of the Sydney Hobart race is the perfect inspiration for summer time sailboat racing! I am hopeful that with Omicron on the wane (knocking on wood as I write this), we can all meet at the club to participate in a favorite activity, swap sailing stories and yarns, and enjoy some camaraderie again.

[The Commodore's Corner, p 2, has more on the financial aspect of the MarketSetBots.]

## Meet Our New Members

### Heather Wood and Al Price.

Hi! We're Heather Wood and Al Price, and these are our dogs, Zoe and Keiko. We recently moved to Burlington from Brooklyn. Al grew up on Long Island, and Heather grew up in New Hampshire. We have since lived (and sailed) in Connecticut, Maryland and New York. We're very happy to have finally found the place we want to call home.

We have owned a Cape Dory 25 since 2006 and have lovingly transported it from one residence to another. Al has spent many fond hours restoring it. This past summer he painted the topsides.

Al is a scientist, specializing in vaccine development, and Heather is currently contemplating her next career move after being an attorney for many years. In addition to sailing, we love hiking, skiing and biking. We're very happy to have been welcomed onboard by LCYC and look forward to meeting new people and sailing on beautiful Lake Champlain.



*Heather Wood and Al Price.*

### John Van Dijk

Hello

Thank you for allowing us to share a little of our story and how we came to be at LCYC. I began my sailing journey in Greenwich, CT at the Indian Harbor Yacht Club. I soon moved into sailing Lasers in races around Long Island Sound.

Although I am originally from Vermont, my mother lived in Connecticut while my father lived in Norwich, Vermont. I have also lived in Berkeley, CA and sailed at the OCSC sailing center. I received my basic sailing credentials from US Sailing from OCSC while sailing on the San Francisco Bay.

I met my wife, Alicia, while working for a non-profit in Africa. We moved back to the US and lived on Martha's Vineyard where my daughter was born. We also lived in Brookline, MA before moving to Burlington, VT. My daughter Alison is very much an island girl and enjoys the water. She began sailing at Lake Champlain Community Sailing Center. I'm hoping to get her into more junior sailing classes this summer. My aspirations are to eventually charter boats and sail for multiple days.



*Alicia, Alison and John Van Dijk.*

### Derek Lautenschlager.

Hi, I'm Derek Lautenschlager I am an RN at UVMMC in the Surgical ICU. Some of my hobbies that keep me busy outside of work are: sailing, hiking, skiing (alpine and touring), camping, mountain biking, and checking out as many concerts in the summer as possible.

I was five when I was first introduced to sailing. My father had a Hobie 16 which he stored at a friend's house on the Milton shore of Lake Champlain.

My father started racing with his college friend Charlie Van Winkle in 2008 on Redhead doing the Wednesday night and Saturday races. I joined the Redhead crew in 2009. This started as just some fun activity to

do after work but turned into an increased interest in sailing and racing. After several years sailing on Redhead, we merged with the Spearmint crew.

While being a guest at LCYC, I have found it to be a great place to meet new friends and people. Redhead was going into semi-retirement from racing in the LCYC race series and Spearmint was up for sale. A friend told me about a sailboat for sale at a good price. This was my chance to become a boat owner, join LCYC and keep sailing, and racing.



*Derek aboard Redhead.*

### Kjell Dahlin

I grew up in Norway. After WWII. The economy was such that we could not afford any pleasure boats, and I did not have any opportunity to sail. After school was completed, I moved to the US.

While doing post-doc training in Boston, I learned to sail in a great program on the Charles River. After spending some time in academia I moved to Plattsburgh and opened an ophthalmology practice. The attraction was the quality of life with Lake Champlain and the mountains nearby.

I joined Valcour Sailing Club in 1978, and I have been involved with the Mayor's Cup since then. I very much enjoy the lake whether on power or sail boats. My current sailboat is a J-111, Odinn. I appreciate the opportunity to race in the LCCS and in the LCYC weekend series, and I feel that it is time for me to pay dues and join LCYC.



I am married to Joanne and have 3 grown children. After 50+ years out of medical school I retired this past December. We have a house in Stowe, and now spend most of the winter there. I have no desire to move south. I grew up skiing, and my best days now are downhill skiing in the morning, then a cross country workout at the XC center and backcountry skiing with the dogs in the afternoon.

I feel privileged to live in this part of the world

## Marc and Cindy Turcotte

Hi there! We are the Turcotte's: Marc, Cindy and our Golden Retriever Chewbacca (Chewie). We are very excited to become members at LCYC. We own ENKI a C&C 99 named by the previous owner. ENKI is the Sumerian god of water, (we were fearful of changing the name). We are avid racers and have participated in many of the LCYC sponsored LCCS races. We are familiar with LCYC as we have been crewing regularly on Wednesdays' on Altair for several seasons. We were members at MBBC since 2013. Cindy served on the MBBC Afterguard as club Master for one year, Master's Mate for three years, Race Committee Chair for five years and most recently the MBBC representative on the LCCS Steering Committee. Marc has served on the Lake Champlain PHRF Committee since 2016 and is currently the Vice Chair and Secretary.

Marc came to Vermont in 1993 to work at IBM and is a recently retired analog circuit design engineer. We recently sold a riding stable in Underhill where Cindy provided boarding, training and riding lessons for over 25 years. She is currently a part time substitute teacher. Outside of sailing our hobbies include windsurfing, alpine, cross country skiing, and hockey, having our own skating rink. We look forward to making new friends, becoming part of the LCYC community and exploring new parts of our beautiful lake!



*Marc (left) & Cindy (center)  
with Cindy's brother and his wife at the 2021 Diamond Island Race*



# Around the Club

## Boats



*By Drew Hamilton, Boats Chair*

I began my term as the new boats chair in January of this year. There is not a lot to report from my first few months on the job. Like all boaters in Vermont this time of year, we are waiting for the weather to warm so we can begin our spring commissioning and cleaning. One notable project this year is the scheduled replacement of the Nautilus batteries, we anticipate the new battery installation will provide reliable operation and some increased capacity. I look forward to seeing everyone at the club this summer, please reach out to me this season if you think any of the club boats need some attention.



## Cruising Update.

*By Gunnar Sievert, Cruising Chair*

Looking forward to the 2022 cruising season

Over the winter there is not a great deal going on with Cruising, but as the days are getting longer we look forward to an awesome 2022 season. Before you know it, we will have our boats back in the water. Until then I hope that you enjoy a nice late winter with skiing, pond hockey and other activities.

With the Covid outlook improving here in Vermont, we look forward to having a full slate of cruising events this year. Hence, we will start our season with the Memorial Day Cruise (which was canceled last year).

I would like to see suggestions from fellow cruisers as to different destinations we can go to. If you know of exciting places or activities – scenic views, interesting hikes, musical events – please let us know what they are.

Another enjoyable part of the cruising season is our potluck dinners on Friday evenings before scheduled cruises. We will of course follow all applicable Covid guidelines but it is entirely possible that we can go back to having our normal sharing of dishes.

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## Junior Sailing



*By Bill Kallock, Chair*

Last year's paired down Junior Sailing sessions were a success and allowed us to continue to keep kids interested in sailing during the pandemic. This summer we are planning on a more normal Junior Sailing program with some adjustments. We are breaking the weeks into morning beginner sessions on the Optis and afternoon advanced sessions on the FJs. While we will be moving forward with the normal program, as with everything during the pandemic, plans are subject to change.

The Junior Sailing program will run for eight weeks from June 15 – August 5th. MBBC is scheduled to host the Champ Chase regatta July 14-15 with sailors expected from LCYC, the Lake Champlain Community Sailing Center, Northern Lake George Yacht Club, The Lake George Club and the Saratoga Yacht Club. The following week, we will travel to the Lake George Club for this year's Cheeseburger Regatta on July 21-22. Attending one of the week-long advance sessions during the first four weeks of this program can be used to fulfill the race clinic prerequisite for sailors to participate in the Champ Chase and Cheeseburger junior regattas. We are also encouraging junior sailors to participate in the single-handed racing on Thursday nights. During our Spring workday on Saturday, May 14th we will unpack the Sharpie Building and get our FJ and Opti fleets cleaned up and ready to go for the 2022 season.

## House Update.



*By Ben Durant, Chair*

Greetings my fellow members. I hope you had a healthy and enjoyable winter season. My family and I had the good fortune to spend Christmas in the BVI. We had an inspiring time at the newly re-opened Bitter End Yacht Club that had been closed since being decimated by Hurricane Irma in 2017. There was a bit of magic in the experience because we were there during the soft launch phase, meaning it was open, but not advertised as open. We were lucky enough to have fresh staff and facilities pretty much all to ourselves and they were both spectacular. I returned to Vermont, fully inspired and ready to get LCYC spruced and ready for our own annual Spring opening.

Last year was a big year for the top half of the club in the form of a new cupola, a major chimney repair, and our new green roof that went on after closing day. For 2022, member volunteers of the House Committee will be spiffing up by replacing some of the failing brass fixtures, upgrading some of the interior & exterior paint, and cleaning each and every one of the burgees that line the perimeter of the great room. If you'd like to dedicate yourself to the effort, or if you simply notice something about the clubhouse that you'd like to see get tidied up, please email House Chair at [BenDurant@gmail.com](mailto:BenDurant@gmail.com). See you at the clubhouse soon.

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## Treasurer's Report



*By Jay Heaslip, LCYC Treasurer*

LCYC remains in strong financial shape as we head into the 2022 season. We ended the year with an OpEx surplus of \$12,921.62. The dues collection process for 2022 was completed in January with a total of \$156,069.80 allocated for 2022 operating expenses. This will increase as we get more folks joining throughout the coming months. In February we had 3 additional members join us. The audit committee is hard at work and should be wrapping up shortly. I'll have a more complete Treasurer's report at that time.

If you have any questions or suggestions for improvement with regard to our club finances please don't hesitate to email me at [treasurer.lcyc@gmail.com](mailto:treasurer.lcyc@gmail.com).

## Stewards



*By John Stetson, Chair*

Six familiar faces will be returning as Stewards this summer. Andrew Slauterbeck, Ethan Behr, Gabby Torrens-Sperry, Grace Slauterbeck, Parker Main and Will Moody are looking forward to another great season at LCYC! Andrew has graciously accepted the responsibilities of Head Steward. All are in the process of updating their credentials with drug tests, medical certificates and First-aid/CPR/AED certification as required by the US Coast Guard. Once again, we are fortunate to have an experienced and dedicated team to handle the launches and to keep an eye on the facilities and docks.

Full launch service will be provided from May 21st through September 5th, with reduced service after Labor Day, from September 6th through October 2nd.



## Membership

*By Betsey Dempsey, Membership/Secretary*

Be sure to join us at opening Work Day for the 2022 season to help us welcome quite a few new members who have joined the club over the winter:

- Marc and Cindy Turcotte
  
- John Van Dijk and his daughter, Alison
  
- Derek Lautenschlager
  
- Kjell Dahlen
  
- Albert Price and Heather Wood

I know this list will grow quickly as the season gets closer. When you see an unfamiliar face at the club, please stop, say ‘Hello,’ and introduce yourself. We want to make sure everyone, feel welcome, especially our new members !

Thanks to the many members who responded to the request for edits to the Log. I will be making sure all member information is accurate before it goes to the printer.

I strongly encourage everyone to wear their LCYC buttons when attending an LCYC event. It helps create a sense of community. I'm always surprised at how many faces I do not know when I attend events. One trick to remembering, keep your buttons in your car! If anyone is in need of a button with your name on it, please let me know and I will make sure one gets to you. As always, I am also your contact if you need additional LCYC stickers or want to purchase an additional LCYC burgee. Just let me know. (I'll make sure to wear my button so you can find me!)

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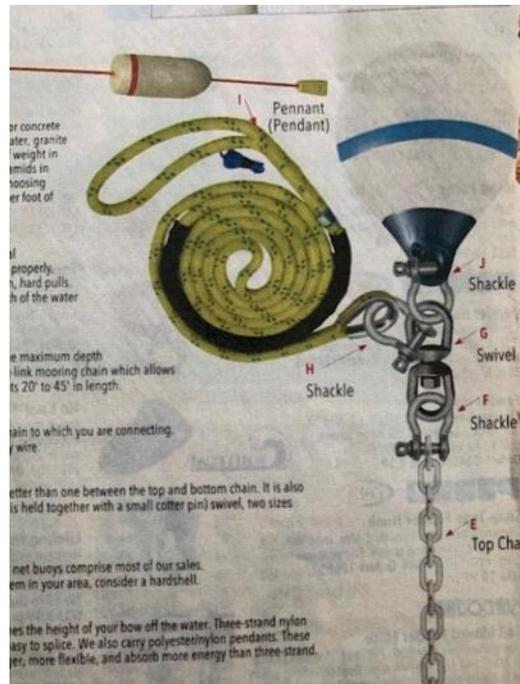
# Harbor



*Paul Boerman, Harbormaster*

The mooring field at Lake Champlain Yacht Club is one of the most cherished possessions of its members. While old man winter still has a grip on our current weather it's hard not to start dreaming about the special feeling of returning to your mooring after a sailing race, a cruise, a relaxing float or swim in the bay, or an epic surfing session. The definition of Harbor conjures concepts of safety, comfort, and refuge for boaters. Thanks to the efforts of many members and our previous harbormaster Robert Finn, the integrity of our mooring tackle has improved dramatically.

Starting in 2017 on the recommendation of the board of governors, the maintenance and ownership of the blocks and chains was assumed by the club. The original plan included a five-year cycle of replacing approximately 35 moorings every year. The end of this past season marked the four year point in that cycle and a sample of the oldest chains were removed and inspected for integrity. These findings concluded that the greatest evidence of wear was at the shackle and swivel connections. After this exercise a new mooring standard/configuration was adopted with removal of some swivels, and a recommendation was made that the replacement cycle will be four years instead of five. In order to shift from a five-year cycle to a four year cycle there will be 45 moorings replaced this year followed by approximately 35 each subsequent year. The 45 moorings being replaced this year include the oldest ones in the field that were originally placed in 2017-18. Due to the reduced number of shackles and swivels in the new mooring standard, the expectation is that overall cost to the club for a four year cycle versus five year cycle will not be dramatically different.



The components of everyone's mooring system that do not belong to the club or fall under the club's maintenance include your stainless steel swivel, mooring ball, pennant, and pick up buoy. As the harbormaster I request that you inspect your pennants regularly and have them replaced periodically to ensure everyone's safety. One loose boat in the mooring field can result in significant damage and liability. The club's diver Pierre LaRocque (802-233-1479, pierre@champlaindivers.com) is a resource for inspection and replacement.

If you have any questions regarding the harbor don't hesitate to reach out to me. Boating season will be here soon. Let's all commit to making this summer mirror the lyrics of Jimmy Buffett, "and there's that one particular harbor, sheltered from the wind, where all the children play on the shore each day, and all are safe within."



## Docks Update

By Michael Kerbaugh, Chair

We will have 4 "work days" on docks and very much need help.

- We'll have a "Docks Repair Day" in April to finish re decking the main docks.
- We're targeting the "Docks IN" date of May 7.
- We'll have a mid summer "Dock Party" to make repairs and adjust for lake levels.
- Finally, we will have "Docks OUT" in the Fall, date TBD.

Please consider volunteering for docks, please reach out to Michael Kerbaugh (mikerbaugh@gmail.com) if you are able to help. There are numerous dock jobs that we need help on - please don't hesitate to help out!

### Special Skills

Docks very much needs to have backups who have special skills. Please contact Michael if you have these skills:

- 1) **Construction**, including chop saws, routers and enjoy building and repairing wood.
- 2) **Forklift / R630 driver**
- 3) Expert **"backer"** to back the dock trailer down the ramp to the water. Can you back a trailer using mirrors?
- 4) Dry Suit or other **cold water gear** to help out in the water

### Dinghy's

Please let me know if you will not be putting a dinghy in and you have an assigned dinghy slot (bulletin board at LCYC).

Please also let me know if you need a dinghy slot. Please note: we will strictly enforce dinghy size and dinghy motor size rules.

Thanks,

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### Scuttlebutt (Editor's notes)



When I heard that the Club had purchased the MarkSetBots for use by the Regatta Committee in race management, I could not help but be impressed with how the club is keeping up with technology to help provide great race experiences.

I also could not help but reflect back to my early days in the Club when setting the course for a Wednesday Night race involved holding on to my back stay and hailing passing boats "Proctor Shoal to port and back". (And we meant the real shoal not some yellow mark randomly placed. With lots of Tanzer 22s and other small shallow draft boats, the large boats could fend for themselves.)

When I saw the photos, they reminded me of a creature in a 1950s space invader movie and I could just picture people fleeing up the club driveway screaming "The Bots are Coming!! The Bots are Coming!!"

Yet when I tried to call up the image on Google all I found was this vintage photo of the original Michelin Tire Man.



The thoughts of how this might improve race management brought to mind the story of the world's first fully-automated, computerized airliner.

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The plane was ready for its maiden flight without pilots or crew. The plane taxied to the loading area automatically, static was discharged automatically, its doors opened automatically and the steps came out automatically. The passengers boarded the plane and took their seats. The steps retreated, the doors closed and the airplane taxied toward the runway.

During taxiing, the automated voice said over the speaker: “Good afternoon, ladies and gentlemen. Welcome to the debut of the world’s first fully computerized airliner.

“Everything on this aircraft is run electronically. Nothing is manual and there is no possibility for errors. Just sit back, relax and enjoy the ride. Don’t worry, nothing can go wrong ... go wrong ... go wrong ... go wrong ...”

Peace,

Tony Lamb  
stolat36@gmail.com

p.s. I promised myself no jokes about the problems of managing technology. However, the kid next door who helps me set my DVR clock is available for Race Committee duty if needed.