the Binnacle

Newsletter of the Lake Champlain Yacht Club, Inc.
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Binnacle Editor: Tony Lamb
http://www.lcyc.info

Anguilla Race Special by John Dupee

Upcoming events

May 28	**First Wednesday night race**
May 31	**Opening Cocktail Party**
June 2	**Etchells-Sport Boats**
June 7	**Tea Kettle Race**
June 19	**Junior Sailing Pot Luck**
June 20	**Cruiser Pot Luck**
June 26	**Parent/Child Sail-Along**

Finally, make sure you check the LCYC website calendar to make sure you don't miss out on any of our many events and for additional information.

Commodore's Corner

Thanks to everyone that helped on opening day and helped prepare for opening day.

Wednesday evening prior to workday, I fell asleep with a knot in my stomach. The weather forecast was uncertain, and I reflected on the fact that I had not done very much to prepare for the day. The next morning a volley of quick calls and emails with our committee chairs assured me that all was in order. Saturday dawned cool and cloudy, but dry. I arrived early, but had been beaten to the club by at least 20 other members, many of whom were already gearing up for the tasks at hand. A look into the harbor gave me another cause for concern; the Dunphy's Boat 'Becalmer' was not on her mooring for the season yet. In fact, no boats were in the field. I'm not a superstitious person, but it occurred to me that this could be a bad omen.

In the twelve workdays that I have participated in previously, I have focused on preparing or putting away the club's junior sailing fleet. All of the other activities taking place were not in my field of vision. By 9:00 this year, I came to realize that my job as Commodore was to act as the spring commissioning grease…matching members looking for work to do with groups that needed extra hands. Tracking down members who knew where a certain tool or part was kept. I was also able to find and talk to several of our new members that joined this spring. As the morning progressed, it was clear that my early worries Saturday were needless.

Walking the club grounds, I was amazed by how much work we set out to accomplish each spring. Signs come out of unknown storage spots, are cleaned, and hung for the summer. Dead trees and limbs along the borders of our property are cut, chopped and removed. Boats are cleaned and commissioned. Docks are launched, assembled, wired and plumbed. Beds are raked and mulched, and flowers are planted. Coffee and frosted donuts are consumed; whole wheat bagels seem to languish. Until this year, I had only focused on my small, manageable area of interest, junior sailing. The entirety of workday tasks seems overwhelming, particularly when we expect them to be completed in time for lunch.

And yet by 11:15, the list of unfinished tasks was dwindling. Docks were connected. The beds were mulched. The brush was hauled. The FJ's were on the dock. I noted that several of our new board members had shared my anxiety prior to work day. Invariably, groups of members who have been opening and closing the club for years materialized and got the tasks done. Much in the way that our brains don't think about the critical task of breathing, Don Weaver, our docks chair, didn't have to plan and supervise the dock assembly. Our members simply went out and did it. It's really amazing to watch when you have the chance to step back and take it in. So to all of you that opened the club, thank you. Boats are filling in the harbor, stewards are shuttling back and forth; summer will be here before you know it.

Over the past year and a half, one topic that keeps popping up among many of our members is he sustainability of the yacht club model. I'm not talking about our environmental sustainability, but the long term viability of sailing and yachting as a whole. Several club members have come across a book recently called 'Saving Sailing' by Nicholas Hayes. Mr. Hayes is a member of a yacht club in Wisconsin who has begun to document why many clubs in his area have begun to loose membership. Sailing and sailboat ownership has been declining for the past 20 years in the US. This is true for yachting as a whole, including powerboaters who do more than simply take their boat out

for day long outings. While LCYC's membership levels have been stable for the last few years, many of our board members are reading 'Saving Sailing' in an effort to understand what is driving membership changes across the country and what we need to do to ensure that LCYC remains healthy as a club, and relevant to our members' needs. If you are interested in keeping our club and our sport healthy through the next generation, I suggest you read the book. I'm happy to lend you my copy!

One conclusion that 'Saving Sailing' comes to is that sailors have to take a more active role in mentoring new members to the sport. Identify people who show a passive interest, and get them involved! Take your co-worker out for a Saturday afternoon sail across the lake. If they seem interested, make it a regular event. Bring your neighbor's kid out with you for a Wednesday night. Have them reserve their Wednesday afternoons for the summer. Some of the tasks that you see as drudgery will be thrilling for them (taking off and putting on the sail cover, picking up the mooring whip). You may end up with crew for the season, and even some help putting the boat away in the fall. In a few seasons, if your passion for the sport is contagious, we may have a new member.

I have a serious, final point to make. Our docks went in on time, but the ice went out VERY late this year. The air has warmed quickly, but the lake is unusually cold this year, and will likely remain so for the rest of the month. The lake is in the high 40's now. An unexpected swim may have catastrophic results until the lake temperature rises. Please consider wearing a PFD when out on the lake, even when taking a dinghy back and forth to your mooring.

Good luck getting the final punch list items done on your boats prior to launch. I'll see you on the water soon, and hope to see all of you at the spring Cocktail Party on May 31.

Doug Merrill
Commodore

Etchells Fleet News

By John Harris, Fleet 25 Captain

Despite some departures from and mergers within the fleet over the past several years the vitality of the fleet continued to be strong in 2013 with 7-8 boats on the line for both Wednesday night as well as our E Series races (despite one of our stalwarts…USA1300 being stuck in FL for the summer). And we did have a new addition to the fleet last season as John O'Rourke and Jill Gagne finally moved on from their venerable S2 7.9 to join the ranks of the enlightened. Bringing their boat "Indecision" to line mid season they got a harsh introduction to the competitiveness of the fleet and the intricacies of Etchells tuning and sail trim, but by August were starting to figure things out and to put up some competitive finishes including a 6th place overall in the Ladies Cup. Given the talent they have on board, we are all sure they will continue to work their way up the learning curve and the leader board. Rumor also has it that Ken Felis may be taking on a partner for his boat, which should get yet another boat out on the line regularly for this upcoming season.

The other big excitement for 2014 is the Etchells World Championship being held in Newport, RI at the end of June, along with a warm up regatta a few weeks prior. The Fleet 25 reps for this event, which typically attracts some of the top sailing talent from around the world, are USA1300 (Ernie Pomerleau) and USA1309 (Don Brush / Ken Felis). The rest of the fleet will be watching closely to see how the home teams fare. After this event is over, we are hoping for USA1300 to finally make her reappearance at LCYC.

Meanwhile, back here at LCYC we will continue holding most E Series races on Monday nights, along with the growing Sportboat fleet who are joining us for the 3rd year. We have found the Monday evening format has worked really well and improved our E Series participation rate markedly. In addition to Mondays, this year we are adding a couple of weekend dates, later in the summer when the evenings get shorter, to extend our E Series season and to make up for any race days lost due to weather, such that we get in at least 5 solid E Series days for the season.

In terms of give back to the club, the Fleet will again be hosting one of the Burger Burns and you should also take notice of the new E Mark which has been branded with the Etchells logo as recognition for our fleet's contribution of 50% of the cost of the new mark.

All in all things are moving in the right direction in terms of the size and vitality of our fleet and we are all looking forward to an exciting season. If you are interested in crewing on an Etchells or getting into the fleet, feel free to contact me or any other fleet member with your interest and sailing background and we will see what we can do to get you out to experience the excitement of Etchells one-design sailing.

Harbor Update

Last summer, LCYC had 2 boats break free of their moorings due to chain and hardware failures, resulting in some expensive repairs for their owners. While it is not uncommon to have a boat break free, it prompted us to take another look at both our existing mooring standards, and how they are inspected. This work involved a special ad-hoc committee, and several meetings with the Board of Governors, with the following results:

- The mooring standards are adequate – 1/2" bottom chain, 3/8" upper chain, along with swivels and shackles. The one exception is that some of our largest boats may want to consider upgrading to a 1/2" chain from top to bottom.
- We will have Pierre LaRocque, the club diver, inspect <u>all</u> moorings this summer - a departure from past years when only half of the mooring chains were inspected each year.
- When doing inspections, Pierre now has standing instructions that if there is any question at all, to replace any questionable chain or hardware rather than trying to get another year out of it. Even if you might be willing to take the risk, please remember that if your boat breaks free it may well damage a number of other boats on it's way to the rocks, and possibly ruining someone else's summer. Pierre typically will not do repair work without contacting the owner unless failure appears imminent.
- We will pull about 10 chains this year for a shore inspection, which will include power washing and documenting their condition. This should help us all get a better understanding of how well the inspection process reflects chain and hardware conditions. If you are interested in having your chain included, for a cost of around $100, please let me know.
- I will be doing more regular inspections of pennants in the harbor this year, since it appears this is our biggest challenge - while we have no formal numbers, it appears that over the past 15 years we have had something like 30-40 boats break free due to worn pennants (compared to 5-6 chain/hardware failures). I did several tours around the harbor last summer (my first year as harbormaster) and found a number of pennants that were considerably worn, poorly led, or not protected by chafe gear. If I see any problems I will be in contact with you.

As a final note, please remember that while the mooring block belongs to LCYC, you own everything above that and are responsible for its condition. Pierre and I will let you know if we see any issues, but it is up to you to ensure that they are fixed

Joss Besse
LCYC Harbormaster

FIRST AID ABOARD YOUR BOAT

Gerald S. Davis, MD
Fleet Surgeon, LCYC

Check the First Aid Kit aboard your boat … you never know what might be living in there! For most of us, the boat First Aid Kit is something we bought 5 or 10 years ago, and except to find a Band-Aid we have never really looked at it since then. Spring commissioning is a great time to review first aid and medical safety aboard the yacht *Lollipop*, or whatever name she carries.

Safety, Medical Emergencies, and First Aid on Lake Champlain

What injuries, illnesses, or medical emergencies are you likely to encounter on Lake Champlain? While any boat in any weather may experience a medical problem, the odds go up greatly if you race aggressively or if you sail in rough weather. High winds, steep seas, and the pressures of maximum effort increase the risks for bruises, tendon strains, cuts (lacerations), head injuries, or overboard accidents. Rough weather may also bring on the dreaded *mal de mer*, even for those with iron stomachs.

According to a recent online survey of 1,188 respondents by the Wilderness & Environmental Medicine Journal, the most common medical emergencies on sailboats were leg bruises (11%), hand lacerations (8%), and arm bruises (6%). The most frequent causes of injury were tripping and falling, being hit by an object, or being caught in lines. The most common severe injuries were fractures, torn tendons, and concussions. Tacking, heavy weather, and jibing were also cited in most of the incidents. In 2012, the Coast Guard counted 4,515 accidents that involved 651 deaths, 3,000 injuries and approximately $38 million of damage to property as a result of recreational boating accidents. Almost 71% of all fatal boating accident victims drowned, and of those, almost 85% were reported as not wearing a life jacket. Few deaths involved sailboats, and the most common types of vessels were open motorboats (47%), personal watercraft (19%), and cabin motorboats (15%). Seven out of every ten boaters who drowned were using vessels less than 21 feet in length. Alcohol use was the leading contributing factor in fatal boating accidents, accounting for 17% of deaths. Operator inattention, operator inexperience, improper lookout, machinery failure, and excessive speed rank as the top five primary contributing factors in accidents. What lessons do these statistics teach us?

- Increase your caution and vigilance as the wind pipes up, darkness falls, tall waves develop and storms appear;
- Put on your PFD's before you think you need them, particularly on the foredeck and after dark;
- Tack and jibe with care;
- Limit alcohol consumption on the water - wait for the mooring or the shore;

Extra caution and routine PFD's are needed in small boats on open water;

Your boat will be better prepared for injuries and medical emergencies if (a) you have learned in advance how to deal with common problems, (b) have reliable working communications systems to call for help promptly, and (c) have a first aid kit with appropriate supplies and equipment.

Knowledge is Power If you are an emergency room physician, a trauma nurse, or a wilderness medicine specialist you are probably well-prepared to deal with most boating injuries, accidents, and medical emergencies. For the other 99% of us, studying a little in advance and keeping concise text references aboard will help greatly in becoming prepared. Bookstores, marine chandleries, and on-line sources offer a variety of inexpensive, concise, and authoritative first aid references. Although electronic apps may be attractive, a simple printed source with water-resistant paper is probably more reliable in an emergency and more easily accessed by all members of the crew. Useful choices include *ACEP First Aid Manual, 4th Edition* (American College of Emergency Physicians), *American Red Cross First Aid/CPR/ AED Participant's Manual* (American Red Cross), *U. S. Army First Aid Manual* (Department Of The Army), *Living Ready Pocket Manual - First Aid: Fundamentals for Survival* (J. Hubbard*), Marine Medicine: A Comprehensive Guide* (E.A. Weiss & M.E. Jacobs). The last 2 are detailed and better read before disaster strikes, while the others offer a quick reference aboard. Each of these books cost $10 - $20 and is widely available. The Red Cross offers *First Aid and CPR Training Courses* on-line ($30); periodically courses may be available locally for in-person attendance as well.

Communications are Essential Calling for help is the best first response for a serious injury or medical emergency. On Lake Champlain, assistance is never very far away, and there are good options for electronic communications. Carry an installed VHF radio with a mast-head antenna, confirm frequently that it is working, and post the Coast Guard and Police contact channels near the radio. Make sure your crew knows how to operate the VHF system – it may be the skipper that needs help. Many boats carry a second portable waterproof pocket VHF radio in case the main power is lost or lightning strikes the mast. Mobile (cell) phone coverage is very good on the Lake, and most people will have one and know how to use it. The limitation of cell phones is that you are calling only one person, whereas a radio broadcasts to everyone on that frequency within range including the Coast Guard. Rehearse with the crew what process you will use to call for help.

First Aid and Medical Supplies The extent of your supplies will depend on what you believe you will be willing to treat, how long you will be cruising, and probably the size of your boat and its storage. While boats of any size may want some band-aids, medications to treat diarrhea or constipation are not essential for a 2 hour day-sail. Vessels going off shore in the ocean usually carry medical supplies to deal with a variety of problems with the assumption that reaching safe harbor or help coming aboard may be several days away. On Lake Champlain help should be no more than a few hours away and is a better option than extensive treatment aboard the boat. Most sources advise that the minimum first aid kit include bandages of various sizes to treat lacerations, simple wound closure strips, adhesive tape in several sizes, scissors and tweezers, alcohol or iodine swabs to clean skin, anti-bacterial ointment or lotion, a

flexible padded splint to immobilize sprains or fractures, and aloe vera lotion or burn creams to treat burns and abrasions. A chemical cold pack or hot pack is optional. Medical gloves and a tourniquet are very useful.

Boats may wish to carry medications if they will be cruising for several days. Aspirin, acetaminophen, or non-steroidal anti-inflammatory drugs (ibuprofen, etc.) are useful for headaches and sore muscles. Antacids, Pepto for nausea, anti-diarrhea or constipation medications may helpful, and a lotion to sooth sun burn may be welcome. Dimenhydrinate tablets may help sea-sickness; diphenhydramine may help with allergic reactions or as a mild sleeping aid. Prescription medications should be avoided unless you are a physician or similar, primarily for safety reasons. The wrong medicine may be worse than none at all. Adverse reactions or overdoses of prescription medications may complicate the condition being treated - call for help! Scopolamine patches are used by many people for seasickness, but some develop severe and disruptive psychological reactions to this potent drug. Do not give anyone a scopolamine patch – let them bring their own, and be sure they have tried it first at home.

First Aid Kits for the Boat You can prepare a simple first aid kit with supplies from your home stored in a sturdy zip-lock bag or a wide-mouth polycarbonate bottle. A variety of commercial kits in plastic cases or waterproof bags are available from marine supply stores, local drug stores, or on-line sources. With the supplies listed above or more exotic materials, kits range in price from $15 to $150, with the number and variety of materials going up with the price. Important or useful features are:

- A sturdy waterproof (or at least water-resistant) case – it will live aboard your boat for years;
- Simple compartments that separate key supplies for easy access and inventory;
- Clear labels so it is easy to find supplies in an emergency;
- Adequate storage space for what you use the most;
- Supplies that can be replaced easily from common drug store sources;
- A detailed list of contents for easy inventory and replacement;

Assure that the crew know where the first aid kit is located, and be sure it always stays in the same place. When someone uses materials from the kit make a note and replace the supplies promptly.

Inspect, Restore, Renew Spring commissioning is a great time to look over your boat first aid kit if you have one, or go buy one if you don't. Inspect it carefully for the condition of the supplies. Adhesive strips lose their stickiness, tape binds up so it is hard to

peal, sterile gauze packs tear or are opened, swabs, jellies, liquids and creams dry up, tablets crumble, hot and cold packs no longer function, rubber gloves and latex items disintegrate, and metal instruments rust. Most medications carry an expiration date and should be replaced within 1 year of that date. The inspection is the time that a complete list of contents is really useful; you can immediately discover what is missing, and replace it.

Conclusions We all hope we never need our boat insurance or our first aid kit, but we carry them none-the-less. Be sure that your first aid kit is handy, well-equipped, and appropriate for the way you use your vessel. Spending some time learning about first aid in order to be prepared for problems if they occur will be even better than money spent on your first aid kit.

Safe and happy sailing!

Scuttlebutt * (another word for Editor's Notes)

One of the purposes of the Binnacle is to chronicle the sailing activities of the members of LCYC on and off the lake. We appreciate the article by John Dupee and especially the photos. We seek others.

We are looking for ways to keep track of those who sail off the lake. The Binnacle will look for ways to keep you up to date on cruisers like the Lednicky's ss they take their boat off the Lake.

Speaking of which, I watched Dick and Andrea as they worked to install new equipment for their voyage of adventure. It seemed to involve a lot of time in the bilges for Andrea. Dick asked me for suggestions of where he could take her for diner after the long day working on the Boat. All I could think of was the Café Shelburne. I am sure Dick would appreciate other suggestions for where he could take Andrea out to Diner.

Peace, Tony Lamb, Editor

ps Grand parent note: One of the joys of grand children is the joy of teaching them new skills like navigation. Even though he is only five it is never too early to lean about plotting courses and such. Like the fact that the best route may not be a straight line so as to allow for currents and such. For example many people and especially mothers and fathers believe that the best route to the car is straight down the front walk, but grandfathers and grandchildren know that the best route is 25 feet to the left through the six inch deep puddle.

Anguilla Racing-a special report by John Dupee

It would be our last sail aboard the Beneteau 50 that we have shared ownership in for over ten years. The three cabin layout had spent most of its time in Rodney Bay St. Lucia. During that time we managed to miss Trinidad, Tobago, Barbuda and Saba. However, we became very familiar with the balance of the Windwards and Leewards. Visits to the various islands have resulted in friendships never imagined.

As part of the effort to sell the boat, we moved it to Simpson Bay St. Marten in November 2013. It was there we embarked on our last sail this Spring. The easy to reach islands from St. Maarten are Anguilla, St. Barths, Statia and St. Kitts.

Preparing the boat

We wandered into Road Bay in Anguilla the Saturday before Easter. We discovered the unusually high winds had caused the Anguilla sailing clubs to delay the first day of their two day Easter regatta. The two day event was re-scheduled for Easter Sunday and the following Monday, which is always a holiday in the islands.

On the Beach prior to start

We never had a chance to discuss the specs of the boats with the sailors but they were clearly a traditional one design. The boats are descendants of hulls that were designed for fast passages between islands. They are approximately 25 feet in length. There is no deck and no centerboard. The keel extends the full length of the hull. However, the boats draw no more than 2.5 feet. An outboard rudder provides a responsive helm. The rig consisted of a huge mainsail and a moderately sized jib. The length of the boom eliminated any possibility of a backstay. The crews were about 20 in number. The majority of the crew functioned as moveable ballast in an attempt to keep the boat on its feet. There seemed to be only three crew members with specific tasks – the helmsman, mainsheet trimmer and the bailer. As puffs hit the boat, the very agile crew would shift their combined ballast. When the puffs threatened to overwhelm the combined ballast, the mainsheet was eased and the mainsail would luff until the boat regained her manners.

Unlike the LCYC races, the participants seemed to dictate the start of the race. Once the boats were in place, the committee boat sounded the horn. The race began with all boats beached and sails up. When the start signal sounded, the crews literally shoved off the beach with sails luffing and booms wildly flailing. With a couple of exceptions, the crews quickly acquired control of the sails and the fleet was off – down wind.

The excitement of the competition was infectious. The skill and agility of the crews were remarkable. Like the Americas Cup, the power boats fell in behind to follow the fleet to the first mark. The races took about three hours to complete. At the end of the second day of racing, the party was loud and long into the night. We all felt privileged to have witnessed the magnificent event.

The fleet is off.

Jib trimmer is held on board by fellow crew.

Hang On!