

the Binnacle

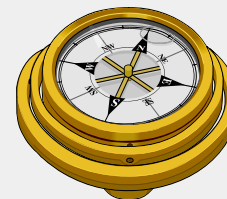
Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Charlie Lord Vice Commodore: Steve Walkerman

September 2006

Binnacle Editor: Jim Turvey

<http://www.lcyc.info>



UPCOMING EVENTS ...Hot Ruddered Bum 9/30...Awards Dinner 10/13...Fall Workday 10/14

Fall Workday Notices

LCYC DUES INCREASE VOTE AT FALL WORKDAY

The Board of Governors will submit for approval to the membership at the annual meeting to be held on Work Day, October 14th, 2006, the following motion, as called for in Article II, section 7: "That the annual dues for full membership to LCYC shall be increased from \$650 annually to \$750 annually"

Other official business is the election of Treasurer and Auditors.

Membership Data Base Workday Work Party

The LCYC membership database is in the process of being implemented on the new web site and we are organizing a workday work party to edit and consolidate data.

We would enjoy your participation if you can provide your own wireless PC. We will meet at Denny Bowen's home and return to LCYC (ten minutes away) in time for the annual meeting and lunch. Using wireless broadband access we will consolidate membership data and edit it for accuracy.

E-mail Denny at dpbowen@adelphia.net if you are interested in working on the database.

Can't Make Workday?

Ulie Holzinger needs some people to waterproof the stairs, walkway and playground the week before workday. He also needs a volunteer to winterize our power equipment (mowers, blower and bushwhackers) after workday. Please contact Ulie at holzinu@hotmail.com or 802-758-2528.



House Committee Report—Bob Turnau

It's that time of year again, Fall. The days are getting shorter and our thoughts and activities are shifting from the lake to the land (school, soccer, the garden, the wood pile, etc). As the season draws to a close, here are some things to ponder...

After some discussion regarding the use of the clubhouse, the Board of Governors has decided that the use of skateboards, scooters, roller blades or the like are prohibited in and around the clubhouse due to concerns about safety and liability.

It appears we are missing cushions from two of the wicker chairs, if anyone has an idea of their whereabouts, please call or email me. This is a "no questions asked" situation, if you have any info on the missing cushions; please let me know, I won't report you to the authorities!

Finally if you think that you may miss the Fall Workday on October 14th and would like to stay in good graces by helping out at another time please give me a call. I will need folks to help:

1. Put up the flaps for the awards banquet.
2. Take down the canvas (usually the first dry weekend following club closing).
3. Some electrical work.

<u>Article</u>	<u>Page</u>
Fall Workday Notices	1
Commodore's Corner	2
Burgeoning Burgees	2
Docks Report	2
A Special Thanks	
A Special Race— Commodore Macdonough 2006	3
Etchells 470 For Sale Flag Officers & Board	4 4



Commodore's Corner

Work day, October 14th – It's appropriate at this time of year to remind our membership that LCYC is an organization that requires **each** member to volunteer his services **twice** a year at our workdays as a part of maintaining his/her membership in good standing. For those who are unable to serve at workdays, an equivalent amount of time can and should be devoted to our club in various other projects that require volunteer labor. Such time spent should be given to the workday coordinators so that credit against the commitment is given. Enough said! See you all there!

Awards Banquet – For those who have inquired, after months of trying to match schedules with a very busy John Harris, we will at last present his outgoing commodore's award at this event, Friday, October 13th.

Dues Increase – You will note that elsewhere in this issue of the **Binnacle**, the membership is asked to approve an annual dues increase of \$100.00, to a new total of \$750.00. As I indicated in an earlier **Binnacle**, your board has addressed in depth the issues of increasing expenses and declining income – Steve Walkerman and I will outline our conclusions at the annual meeting on workday, October 14th. Suffice it to say that we believe that our club is an outstanding value at the new \$750.00 level – the best in New England, I believe.

Miscellaneous:

- Skateboards and similar devices – For the safety of all concerned, the Board voted at its last meeting to ban these from the Club premises.
- Club burgees – Our program to trade our burgees for one of another club has been a success! Several of our cruising members have brought a burgee to display in our clubhouse. Bob Turnau and Fritz Horton are working out a design.
- Ice machine – From all indications it is a success and enjoyed by members. We'll be taking a look, over the winter, at costs and location of the machine.



Burgeoning Burgees—Denny Bowen

LCYC cruisers are meeting the challenge. Jim and Jannette Spencer earn top honors by collecting ten burgees this year from clubs in Canada and New York State while cruising to and around Lake Ontario. The burgees are symbols, according to Jim, of a great adventure and meeting many wonderful people.

Other members seem to have been cleaning their basement. Chuck Bowen for example dropped off a Burgee collected in Hawaii a number of years ago.

Shell Reilly on the other hand delivered a fresh burgee, sans basement stains, from Montreal.

My apologies to the many other unacknowledged collectors who turned in burgees earlier this season before my record keeping began to somewhat compensate for my poor memory.

Docks Committee Report—Mike Barker

As this sailing season draws to a close, I hope you all have had an opportunity to use the LCYC docks. To all those who have pitched in to help maintain the docks during the summer: a big thank-you! New docks have been added, lights and power have been repaired, water service has been restored, planks have been refastened, connections have been rebuilt, and those dastardly muskrats, at least for the moment, have been deterred, all by volunteer labor.

We have recently received several complaints about boats being left unattended on the docks. Please review pages 32 and 33 in the LOG for LCYC policies on dock usage. Generally, LCYC members have used the docks responsibly over the season. Please call me if you have any questions or an unusual need for dock use.

A Special Thanks from Ulie Holzinger

I have a special Thanks to Beth Thorpe. Beth and Wes donated and planted a red maple. Luis Gonzales kept the poison Ivy down to a manageable level all year. Again, many thanks to Beth and Luis, and the other members who made the grounds job much easier.



The season is passing much too fast—enjoy it while you can!

A Race for the Ages —Memories of Commodore Macdonough 2006

John O'Rourke's Perspective

On September 9th, LCYC ran the 39th Commodore Macdonough Race. It provided a very memorable experience for the sailors competing with winds and waves not usually seen on Lake Champlain. The forecast was for a light southerly wind in the morning switching to a stronger northerly breeze later in the day. The strong breeze showed up around noon, announcing its presence with a heavy rain squall that was quite manageable at first but kept building throughout the day.

With the wind from the north, the seas were able to build to a size rarely seen on the lake. Class A and B had several hours of beating directly into the breeze to the buoy at Point au Roche. Class C and JAM boats were much luckier because they were almost to Valcour Island when this breeze came.

The down wind ride for all boats was electrifying with everyone surfing down the big waves with wind gusts to 38 knots reported. Frequent broaches and knockdowns were common. Boat and sail damage took its toll on most of the fleet. Charlie Van Winkle had his mast fall down for the second time when a shroud parted. His crew thinks the scenario is becoming all too familiar. They were able to have a hot dinner at the Naked Turtle after Bagheera was towed into Plattsburgh. Numerous boats had sail damage with several spinnakers being left in tatters; the remnant of Dick Lednicky's is currently being made into a sail for a kayak. StoLat had a crew member fall over the side only to be held on by the sheets and lifelines wrapped around his legs; fortunately, he is fine now. Wingdam the classic Tartan 34 took the weather all in stride and reported only a loose stanchion and a bent whisker pole.

My own race ended shortly after the rounding at Diamond Island when I realized that I would rather be sleeping in my own bed than pounding upwind in 30 knots of breeze for the next 6 hours. Point Bay Marina was more than happy to take us in and we had a very pleasant sail up Sunday morning in a nice gentle breeze of 18 knots.

This years Commodore Macdonough proved to be one that everyone who competed will be talking about for years to come! Congratulations to the class winners K2, Magic, Legacy, Wingdam and Monk.



2006 Macdonough—Big winds + Big waves = A Fast Race—Dave Powlison

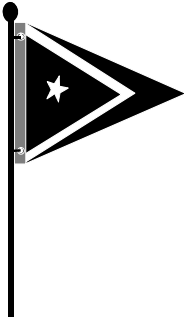
This year's Macdonough race featured a record pace in near-record setting winds, with the first-to-finish boat, K2, crossing the line off LCYC at 9:45pm.

The fleet worked its way out of Shelburne Bay and north toward Plattsburgh in a patchy southerly, with K2 and Northern Lights eventually leading the pack and sailing almost boat-for-boat. Once north of Plattsburgh, the predicted cold front suddenly filled in, bringing rain and strong northerly winds which, by mid-afternoon, were recorded at close to 30 knots on Colchester Reef. Speedy crew work was the order of the day, as boats switched from light-air spinnaker reaching to heavy-air upwind sailing with just a moment's notice. K2 rounded the La Roche turning point at 2:30pm, followed by Endo and Northern Lights, with Avena in the mix as well. The B fleet was bunched, with LCYC's Tumbleweed and Magic right up near the front.

Aboard K2, the downwind sailing in large rolling swells-- the largest I've seen on Lake Champlain--at speeds that averaged around 9 knots and occasionally topped 15, made for epic sailing conditions, with almost the entire crew aft behind the helmsman to keep the bow from burying as we surfed down the waves. The waves increased in size as we approached the narrows. We rounded Diamond Island at 6:30pm, providing one of the few times I've had a chance to see it in daylight. With a reefed main and number three jib, we were on our way back to Shelburne. The breeze dropped off a bit as we approached Juniper Reef, and we shook out the reef and raced down Shelburne Bay to the finish line under our biggest asymmetrical chute. As we came into Shelburne Bay, we passed the lead JAM boat, Wingdam, which was just leaving the narrows as we were entering it.

Was this a course record? Last year, K2 finished at 9pm, but due to light winds early on, the start was moved to the vicinity of the Proctor mark, so that "record" finish time carries an asterisk by it. In the 1990s, John Harris and I sailed Frankly Scarlett in the race, and my recollection is that we finished between 9:30 and 9:45 pm. Unfortunately, records for those years appear to be missing. If anyone has information that would confirm a course record by K2, Frankly Scarlett, or perhaps some other boat, please contact John O'Rourke so that information can be entered into the record books and, as the boats get faster yet, it will give them a new target to shoot for.





the Binnacle
 Lake Champlain Yacht Club, Inc.
 P.O. Box 411
 Shelburne, VT 05482

fold here

Etchells 470 For Sale

Etchells 470 ("Band on the Run") is for sale for \$10K. This boat has been a competitive boat in the Etchells Fleet for the 2005/2006 seasons, and was relatively lightly used previously. The hull has been well maintained and is in excellent condition. Recent finishes of 4-1-3 indicate that the boat can Run, even if the skipper should be Banned! It comes with an assortment of sails, including an excellent spinnaker with light-weight spin sheets. Also included is a single axel trailer with sail/gear boxes. The boat will be in the water and available for a test drive until the weekend of 10/14. If you are interested, please contact: Jim Turvey, 802-878-1207, turvey@us.ibm.com



2006 Board of Governors

- Commodore.....Charlie Lord
- Vice Commodore & TreasurerSteve Walkerman
- Rear Commodore.....Ernie Reuter
- Secretary, Membership & Log.....Denny Bowen
- GroundsUlrie Holzinger
- BoatsBill Aldrich
- Communications Ernie Reuter
- Docks Mike Barker
- HarbormasterSteve Booth
- HouseBob Turnau
- RegattaJohn O'Rourke
- Sailing ProgramsDorothy Hill
- Social CommitteeDon Rathbone
- Stewards & PersonnelRick Heath
- Cruising /RendezvousTed Lattrell

Appointed Officers

- Fleet ChaplainChuck Bowen
- One-Design CoordinatorRick Stevens
- Club HistorianBern Collins
- Fleet SurgeonsDrs. Larry & Roberta Coffin
- Club LiaisonBruce Hill
- Auditors .. O'Brien, Doremus & Phillips
- PHRF Handicappers Gene Cloutier

Stewards

Managing Steward: David Leopold