



the Binnacle

Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: Charlie Lord Vice Commodore: Steve Walkerman
June 2006

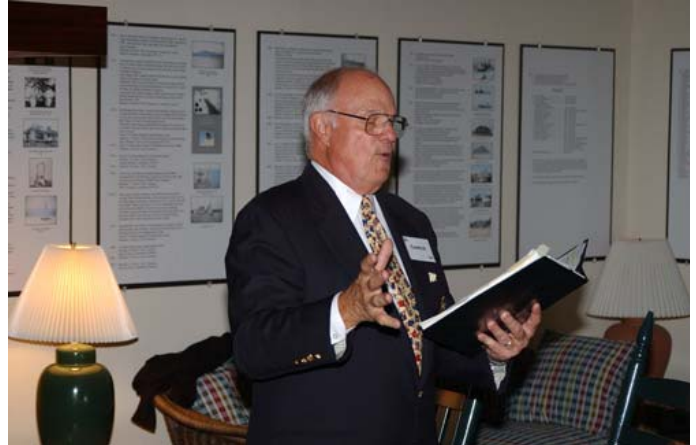
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<http://www.lcyc.info>



UPCOMING...Pot Luck at LCYC 7/3...Fireworks in BTV Harbor...7/3...Boat Tour and Tag Sale 7/14

Opening Coctail Party Rings in Year 120

We should all look so good at 120 as the Lake Champlain Yacht Club! Whatever floats your boat—racing, cruising, or motor boating, what better place to call home base than LCYC. The 2006 club opening was celebrated with the traditional opening cocktail party. The clubhouse was packed with members decked out in spiffy party wear (per the instructions!), and fine food and drink. Betty Ann and Don Lockhart hosted the party, with assistance from Jean and Bob Henshaw. They supplied a great birthday cake for the club, and Charlie Lord said a few words to make it official.



Colby Toensing and Charlie Lord blew the candles out—mercifully there was only 1 candle for every 10 years of the club's existence and not 120. We don't know what they wished for, but we may have them to thank for the recent turn in the weather.

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Commodore's Corner

Certainly summer has been late to begin this year, but LCYC events have been held on schedule and with good participation, all things considered.

The rain stopped and the weather cleared for the opening cocktail party and it was well attended given the fact that the weather gods gave us only a few hours notice that we would be able to hold it at all.

For the second year we had a new member and in some cases, nearly new member, orientation program which was ably done by Steve Landau, with a little assistance from the Commodore – a program well worth continuing, I feel.

Your Board of Directors has entered into a favorable arrangement with Peter Czaja (a member of Mike Barker's crew and a local contractor) to build the last two dinghy docks we have available under our current permits --- something that we have been told was necessary to do before our permit renews in 2010.

Our racing program needs more volunteers for committee boat duty. Remember, all members have an obligation to serve at least every other year. Sign on to our new website at lcyc.info and sign up.

We are currently looking at economical and decorative ways to dampen the noise level inside the clubhouse. We'll keep you posted on viable options that are identified.

Some of you will have noticed a security alert posted on our website and e-mailed last week. One of our members had a significant amount of money stolen from her vehicle while parked in our lot over Saturday night a couple of weeks ago. The Shelburne police confirmed to us that they are following a series of similar events and ask that we take extra care to lock our vehicles and store any valuables out of sight. They encourage reporting any unusual circumstances to them.

Lastly, please plan to attend our annual Boat Tour and Tag Sale, which benefits our Junior Sailing Program. Get out all that good boat stuff you don't use and bring it on down on Friday evening, July 14th – details from the website or Steve Landau.

MEET NEW MEMBERS—Fran and Bruce Bertholon live in from Warren VT. Fran has lived in Warren since the 70's while Bruce has only recently moved to VT from NJ. Fran is an active carriage driver. Bruce on the other hand claims to be just a tyro. Both Fran and Bruce have been sailors most of their lives. They ran a yacht charter business and sailing school in Maine in the late 90s and have been coasting between Maine and the Bahamas during the spring and fall for the last few years, first on a Pearson 422 and then on a Krogen 42. They are both avid skiers and enjoy boating and horses. Bruce is a Past Commodore of the Normandy Beach Yacht Club and served on the racing committee of the Barnegat Bay Yacht Racing Assoc. Bruce is also certified instructor for the American Sailing Assoc. and holds a 100 ton Masters license from the USCG. Fran was an EMT and ran the adaptive ski program for Sugarbush for several years. Sugarbush is where they met. Between them they have 3 children and 4 grandchildren.

Dock Update

WATER AND POWER There is now water and power on the docks. Some of the outlets for power have not been connected. A proper cable to wire up all the outlets will cost about \$2,000 and about 100 volunteer man hours. At its last meeting the Board of Governors on my recommendation decided to defer this work until next year. Beyond the budgetary impact, I reported to the Board that the heroic docks volunteers are reaching exhaustion; unbelievably, some of them actually want to sail their boats this season.

NEW DINGHY DOCK The Board did allocate \$2,000 for materials to build two new dinghy docks. They will be located opposite the existing dinghy dock on the north side of the main dock. In addition to the need for more dinghy space, the Board felt that since our permit includes the new docks, LCYC should put them in before our permit needs renewal in six years.

DECK BOARDS Some members have noticed that a few of the deck boards are not fastened down. This is explained by our intensive anti-musk-rat program. Smelly repellant and anti-musk-rat pellets hopefully will save most of our wiring. People who use the docks are encouraged to repair minor problems they see, particularly those who are frequent users. Several members have pointed out minor problems to me they could have solved themselves, granting me the undeserved office of a highly-paid staff repair man. Thankfully, I usually am able to round up "volunteers" to give a hand when needed while the complainers go sailing.

HOSES The water pressure on the docks is very high, and will be until we install a pressure reduction valve at the town service. Until then, please turn off the water at the faucet to take the pressure off the hoses. Any volunteers to help on this? Please call me.

DOCK USE Please use the docks responsibly. The rules are spelled out in the LOG on pages 31 - 34. These rules are common sense and apply even to ex-Commodores. We need to go easy on the ten-year-old docks. When the north wind blows or thunder storms threaten, move your boat to its mooring. I hate it when the docks rock and roll like Elvis in his prime, when the connections clank and squeal like dying musk-rats (maybe it was the musk-rats), and the anchor chains tug bar tight and hum like a fine-tuned rig on a J boat.

Mike Barker, Docks Chair

Wednesday Race Night - Stewards Service

Racers are reminded to pick up and drop off their crews at the dock on race nights in an effort to limit long waits for launch service. At the June Board of Governor's meeting it was decided to limit service to any given boat on Wednesday race nights to two people per boat with auxiliary power, and three people per Etchells. Captains need to communicate clearly with their crew that they will pick up all persons in excess of these limits at the dock. Everyone's cooperation in this matter is appreciated as it will greatly improve our launch service efficiency.

The Hunt for Red October—Gary Robitaille

We recently sold our much-loved Cal 35 "Whisper" and bought a larger cruising boat, an Irwin 38 called "Nor'east Gypsy". She's a bigger boat than we really need for Lake Champlain, but she is intended for the near future when we plan to do some coastal cruising and will want all the live aboard amenities. We debated long and hard about the best way to get Gypsy back to Lake Champlain, but eventually discarded the sensible ideas for getting her home in favor of bringing her back on her own power. After all, we had never sailed on the ocean before and wasn't this why we bought the boat anyway?

Thus it was that the last week of April found us departing East Greenwich, RI heading into some of the busiest waters on the East Coast. The first leg was planned to be the shortest and easiest to allow us to get familiar with the new boat and unfamiliar waters. It went well and as planned, and after tying up in Block Island's New Harbor, we toasted ourselves to our first sea voyage. That evening I called my brother to close our float plan, and while discussing the days' events he remarked that the next day we would be going by New London, CT and "...hey, there's a submarine base there, and maybe you guys will see one!" Sure, I thought, like that's going to happen.

This conversation was pretty much forgotten the next morning as we cleared Block Island and encountered huge rollers coming off the Atlantic from the southeast from the remnants of a retreating storm system. It seemed like we were going up and down on a ten story elevator, but we were very pleased with how well the boat handled them. The rollers eventually subsided as we closed on Montauk Point, but boat traffic started increasing, consisting of commercial fishing boats and tugs either pushing or pulling barges. Amongst all this traffic was another boat that caught our attention because it looked different from all the rest. We were having a hard time identifying it, but we eventually decided it must be two boats close together or a funny looking tug pulling a closely hitched barge. At this point I went

below to use the radar to verify what we were seeing for traffic. I was able to identify everything except the funny looking tug. While scratching my head over this, Barb hollered down "...you'd better come up here, there's a submarine in front of us!" I had some doubt about that statement, but scrambled topside anyway. A quick scan dispelled all doubt, for less than a quarter mile off the starboard bow was a very large submarine. Barb explained that while she was watching the two funny looking boats, they rose up out of the water and became one boat. The submarine's sail and rudder that we had been watching were now connected by about two hundred feet of hull.

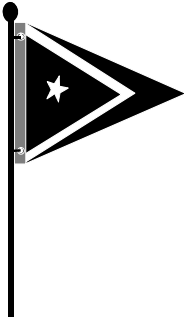
As we stared in amazement at this sight the radio came alive with, "Sailboat not sailing, off the port bow of this US Submarine, say intentions." "I think the submarine is calling you", Barb informed me. Biting my tongue while silently thanking her for sharing that insight, I calmly picked up the mike. Being a pilot by profession, I pride myself on proper radio procedures and discipline. So it was that I: a) engaged brain, b) keyed the mike, c) opened mouth and calmly and coolly said "This is the 'Nor'east Gypsy', the sailboat not sailing, off the port bow of a US Submarine. If you are holding course, my intentions are to come to starboard and pass you astern...if that's okay with you...sir." I think there was a slight chuckle when he responded, "Thank you, Captain, that would be perfect."

As I breathed a sigh of relief, Barb mentioned that they seemed nice, and maybe I should ask him why he didn't show up on our radar. I resisted that temptation, thinking it was probably not an appropriate question. I also pointed out to our daughter, Eve, who had emerged from below with the camera, that pictures would be good, but don't be too obvious about doing it!

As the submarine faded away to our stern, I thought about what the conversation with my brother would be like that night when we closed leg two of the float plan. I knew he would be somewhat doubtful of our story, but at least we have the pictures to prove it!

Thanks Gary; and to all, keep the stories coming!—Jim





the Binnacle
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fold here

The LCYC Burgee Shipment Has Arrived

LCYC Burgees may be purchased from the club for \$15.00 each. If you would like to purchase a burgee to replace the now frayed piece of cloth you have proudly flown since receiving it years ago as a new member, please contact Denny Bowen at dpbowen@adelphia.net or call 802-985-9754.

You may also recall that LCYC encourages members to exchange LCYC burgees with burgees from other yacht clubs. Give the collected burgee(s) to Bob Turnau, LCYC club house manager. The burgee collection will be displayed in the club house when the collection achieves critical mass.

It would be interesting to build a list of collected burgees along with the collector's name, Yacht Club, location, date collected and other comments. Send this information to Denny at above email address and he will get the list started. It is not too late for those of you who already delivered the burgee to send the information to Denny.

Those members who requested burgees to trade with other clubs should contact Denny again if you have not yet received them. (Denny's process wants tuning.)

2006 Board of Governors

Commodore.....	Charlie Lord
Vice Commodore & Treasurer	Steve Walkerman
Rear Commodore.....	Ernie Reuter
Secretary, Membership & Log.....	Denny Bowen
Grounds	Ulrie Holzinger
Boats	Bill Aldrich
Communications	Ernie Reuter
Docks	Mike Barker
Harbormaster	Steve Booth
House	Bob Turnau
Regatta	John O'Rourke
Sailing Programs	Dorothy Hill
Social Committee	Don Rathbone
Stewards & Personnel	Rick Heath
Cruising /Rendezvous	Ted Lattrell

Appointed Officers

Fleet Chaplain	Chuck Bowen
One-Design Coordinator	Rick Stevens
Club Historian	Bern Collins
Fleet Surgeons	Drs. Larry & Roberta Coffin
Club Liaison	Bruce Hill
Auditors ..	O'Brien, Doremus & Phillips
PHRF Handicappers	Gene Cloutier

Stewards

Managing Steward:

David Leopold

