



the Binnacle

Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: John Harris Vice Commodore: Steve Walkerman

October, 2004

Binnacle Editor: Muddy Bilges

<http://www.lcyc-vt.org/>



Seen & Heard in the Harbor...

~Anonymous

The casual observer will note certain inexplicable quirks of nature from time to time. Regular LCYC launch passengers on the south side of the fairway this summer have had an opportunity to observe the *M/V Distant Thunder* and the abuse heaped upon it by our feathered colleagues. Compared to *Distant Thunder* the guano-ravaged Four Brothers islands resemble the Garden of Eden.

Although exposed areas of gelcoat and canvas do exist on the boat, those areas are due primarily to the excessive rain we've had this summer. To date, the boat appears to have escaped the scrutiny of the EPA and our friends at CLF. In an election year, the attention of the EPA is focused on larger game. Yet, *Distant Thunder* may yet qualify as a Super Fund site when the elections are history. Regardless, an Environmental Impact Statement may be required before *Distant Thunder* is allowed to leave her mooring.

What is it in the sea gull psyche that causes them, en masse, to cull *Distant Thunder* out of the entire fleet for special attention? Vessels immediately adjoining *Distant Thunder* have successfully avoided the caucus of the gulls. In fact, no other boat in the harbor has been at the effect of such treatment. Is it color, size, canvas? Certainly, other boats are more convenient targets. Sailboats with their spreaders aloft are surely more inviting. We even have other lawyers in the mooring field, and they escaped this deluge, thereby eliminating the question of professional courtesy. Is it the lack of any anti-gull devices on board?

Or is the entire gull population of the Champlain Valley simply expressing an opinion...? You decide.



(Ed. Note: *Distant Thunder* left her mooring after this was submitted. The flock moved to end of LCYC's main dock presumably to be certain the guardian owl wouldn't be alone out there in the cold...)

2005—2007 Members Board of Governors

The Club honors retiring BOG Members **Steve Adams, Charlie Van Winkle** and **Bob Platt**.

Nominees for BOG 2005– 2007: **Bill Aldrich** (2nd term), **Dennis Bowen, Uli Holzinger** and **Bob Turnau**.

Nominee for Treasurer: **Steve Walkerman** (4th term).

Nominees for Auditors: **Peter Phillips, Don O'Brien** and **Greg Doremus** (all have been doing this since the year dirt was invented...).

Upcoming Events at LCYC....

Hot Ruddered Bum Race—often called the “Best Race of the Season” in terms of the likelihood *best wind* and *best times after the race*. Don't miss this classic! Saturday, Oct 2, at 10:00 am.

LCYC Awards Banquet—Celebrate the end of the season with friends, families and crew. Friday, October 15, 6:00 pm.

Fall Workday—Join the rest of LCYC's membership to close the facility, have lunch and attend the Annual Meeting on **Saturday, October 16, at 8:30 am**.

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Commodore's Corner

Well, it looks like an all-too-short Lake Champlain boating season has almost passed into the frosty mornings of Autumn. This Summer featured so much Spring-like weather that next year we will be able to say truthfully, "Last year, Summer was on a Tuesday, wasn't it?" Fortunately, September has brought some fine Wednesday night winds, as well as several fine Indian Summer days.

I would like to bring you up to speed with some of the work that the Board of Governors has been doing behind the scenes. We dedicated our July BOG meeting to a brainstorming session regarding the future direction of the club, focusing on what we saw as its strengths and weaknesses. While we found LCYC to be very healthy, we agreed on three areas where improvements are needed to preserve and enhance its vitality. The three areas were: (1) insuring that we have a strong and engaged membership, (2) broadening and strengthening the club's activities for powerboaters and non-racing sailors and (3) improving quality and vitality of our racing programs. In the August and September meetings, we tackled the first area in depth; we plan to address the other two over the coming months.

To strengthen and engage our membership, we worked on ways to encourage applications from future members with a true interest in being part of a volunteer-operated club. With ever increasing demands for moorings on Lake Champlain and the relative affordability of LCYC, we were concerned that we might become attractive as a cheap place to keep a boat rather than as a yacht club. It is critical to the vitality of the club that our membership is involved in the club and its activities. To this end, we have made some minor adjustments to our process for reviewing and approving applicants to insure that we remain vigilant to this issue.

Secondly, to pro-actively integrate new members into the club, we will hold a new member's orientation session shortly after Spring Workday each year. The Commodore and other members of the BOG will provide new members with a bit of history and background on the operation of the club, as well as an in-depth review of all relevant Club rules and policies, including a tour of the facilities and the mooring field (to point out things like the reef, etc.).

The third action was intended to address a void in the demographics of our membership, particularly in the 18-30 year old age group, which has an impact on the vitality of the club both now and in the future. Elsewhere in this issue of the "Binnacle" you will see a change to the LCYC bylaws creating an "Associate Member" category specifically targeted at this age group. The principal features of this new category are reduced initiation fees and dues, no mooring or voting rights, the right to keep a one-design dinghy at the club (in compliance with existing club policies) and a requirement to convert to full membership at age 31. The goals of this action are to help bring some life into one-design dinghy sailing at LCYC, to provide a path for children of members to maintain LCYC membership past their 24th birthday and to establish a pipeline to full membership for those who have already demonstrated their commitment to LCYC as Associate members.

Our final action was to propose another bylaws change to create an "Inactive Member" category. This category is intended only for members who move out of the LCYC "service area" and who would like to maintain contact with the club. Inactive members would pay a nominal amount for annual dues and have no membership rights beyond receiving a copy of the "Binnacle" and the ability to re-join the club sometime in the future without paying the initiation fee again. The goal here was to broaden the reach of LCYC membership with no burden on club facilities and to provide a defined path for members who are forced to move out of the area for a temporary period to return to LCYC in the future. In order to insure that this option was only used in appropriate circumstances, the conferring of one's status as an "Inactive member" would require BOG approval.

The BOG believes the above actions will strengthen the LCYC membership going forward, and I hope that the proposed bylaws changes will be supported by the membership at large. It is our plan to vote on the changes at Fall Workday meeting this year.

In coming months, we will be tackling the other two focus areas and I will bring you news of what we come up with in a future Commodore's Corner. Until then, keep warm, try to get out and enjoy the fall sailing and see you at Fall Workday!

End of an Era — *Golden Dazy* (continued)

By Bern Collins, Club Historian

"Sam and Jeff's Double-handed Adventure"

Jeff begins: "One year Malletts Bay decided they were going to do a double-handed Lake Champlain Race. Sam Cutting and I entered. It was a different course from the normal long course they used to have. Basically, we started at Stave, sailed to Sloop Island, and came back up. We had put up the ounce and a half spinnaker [a big chute, with lots of sail area]. We sailed down to Four Brothers, took the spinnaker down, reached across with the number three around Juniper, and then set the spinnaker again to go to Stave. The course was to leave Stave to port, Jones Rock to starboard, round Crab Island, and return to finish off Stave. As we were approaching Stave, we were dead downwind and the boat was tending to oscillate, and only the two of us aboard at around 2:30 a.m.

"We had been struggling [having been awake for many hours] because it was windy and we had been pressing the boat hard. When we went into our maneuver to take the spinnaker down, there were only the two of us. I was at the helm, and Sam was trying to gather that large spinnaker in [under the boom], and it was very windy. We had the #3 [genoa] up under the spinnaker, the main up, and the boat was rolling back and forth."

At this point Dorothy comments, "It makes me shudder to think of it, because I know what they were doing."

Jeff resumes, "When we went to put the spinnaker down, a little bit of the foot got caught in the water and then scooped in under the bow, and the boat stopped and sort of... we were 'shrimping' or whatever. With the sails up, we rounded into

(*Golden Dazy* continued from page 2)

the wind and we were pointing directly at Stave Island, and no way to stop the boat. We couldn't get the sails down quickly enough to stop until we were on the rocks, on the east side of the island, right near Susie Hazelett's summerhouse."

(A bit of irony: Susie had been Jeff's sailing instructor. Although she undoubtedly heard the noise and racket on the beach, she did not come out.)

Jeff says that, "We found ourselves there, dropped our sails, and the boat was taking a horrible beating—bang!bang! bang! It was very rocky. We tried to back the boat out with the engine and



couldn't move it. So, I ended up swimming the anchor out [although it was summer, the water temperature was not warm]. The conditions were very rough for swimming the anchor out. . . Sam was quite amazed that I could swim the anchor out."

Dorothy comments again, "Sam said that Jeff performed a superhuman feat: he stripped off his clothes, grabbed the anchor and line and just jumped off the boat. There's no way he could have carried all that and swum out there in those waves, but he did it!"

"So, anyway," Jeff continues, "I was able to swim that anchor out, set it, take tension on the main winch, and with the tension and the bouncing of the boat, we worked our way off on the anchor line. We came off, stern to, with the anchor holding us and . . . obviously, we retired from the race. We motored her home and pulled her out at the Shipyard."

Another amazing aspect of this incident is that many of *Dazy's* core crew showed up the following night. They just worked on the keel, which had sustained quite a lot of fiberglass damage. Jeff recalls that, "We spent the night in the travel lift and repaired the keel ourselves. The next morning the Shipyard came in and launched her. There was damage to the keel, and the sail, of course, was gone."



Champagne Race Winners Dave & Annie Cain



Workday Volunteer Credit is Easy to Get

Have you ever walked from your parking place into the Clubhouse wondering to yourself, as you look at unmowed grass, weedy flowerbeds, and pass by dirty countertops, appliances, furniture, windows to use soiled fixtures in the bathroom, "What a mess! Where are the stewards? Who takes care of this place, anyway?"

The answer, of course, is, "The stewards are back in school, so that leaves you and me!"

In May, September and October of each year, the dinghies are not pumped out, the grounds not mowed and the house is not cleaned unless we, LCYC's members, do it ourselves.

Even though we have asked members to tell us when they pick up a shovel, wrench or broom to let us know what they did, we do have the occasional Phantom Yardman/Mechanic/Housecleaner, who quietly does our work for us and never lets anyone know who he or she is, what was done or when.

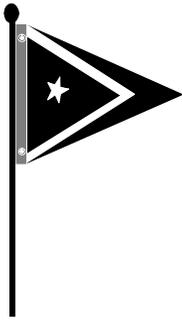
Now, we have a simple way for you "Phantoms" out there to take the credit for what you do. Just write it down in the new notebook kept on the Kitchen countertop, and we'll note the credit against your obligation to volunteer for the club.

Some would say the best part of helping the club in this way is that it is something you can do on a beautiful Fall day in peace and quiet. Few people are around, the phone rarely rings, no television or radio blares away to distract you, and the work goes very quickly. You'd be surprised at how much you can accomplish in a short time.

Remember, unless you let us know who you are and what you did, by some means—e-mail, the notebook or a phone call—we can only assume it was the Phantom!

(The above is a reprint from *The Binnacle* September, 2003, issue, and it STILL applies...)

Photo: Audience at Champagne Race Awards dinner in Willsboro Bay, NY.



the Binnacle
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LCYC Classifieds

Join the Etchells fleet....USA 358 Mango Challenge is for sale to make room for a newer Etchells. Race ready. Contact The Reuter's for information.

For Sale.... Project boat for winter: 1985 Century 2000 bowrider I-O, 302 V-8, 2-whl E-Z Loader trailer; sound hull needs new interior & canvas. Make offer. Call Fritz, 985-8387.



*Champagne Race Committee on Station
 Willsboro Bay, NY*

2004 Board of Governors

- Commodore..... John Harris
- Vice Commodore & TreasurerSteve Walkerman
- Rear Commodore.....Steve Landau
- Secretary, Membership & Log..... Beth Thorpe
- GroundsCharlie Van Winkle
- Boats Bill Aldrich
- Communications Ernie Reuter
- Docks Mike Barker
- HarbormasterSteve Landau
- HouseBob Platt
- RegattaTris Coffin
- Sailing Programs Barbara Robitaille
- Social CommitteeSteve Adams
- Stewards & PersonnelKate Heath
- Cruising /RendezvousTed/Joanne 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:Ryan Heaslip
- Stewards: David Leopold, Alec Antell,
 Kate Rabideau, Patrick Haley, Andy Dunn