



the Binnacle

Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: John Harris Vice Commodore: Steve Walkerman

March, 2005

Binnacle Editor: Muddy Bilges

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



UPCOMING AT LCYC....WORKDAY 5/14.....PRACTICE RACE 5/18.....A1 5/25

Crossing the Atlantic...Bette Reuter...Part 2

Mid-Atlantic, we hit something hard, "bang", one day. The sound was right at my feet. I could see Jaws coming through the hull and grabbing my leg. Gave me the willies till I shook them off a split-second later. Whatever we hit stayed with the boat; we could hear the continued scraping. Bruce put the boat in irons and backed her down as best he could in those huge seas and high winds. The scraping sound moved but the thing making it did not let go. Another attempt got rid of it. The next two weather obstacles in our path were the Azores high and the other hurricane Lisa who was hot on our tail. Seeing the high prevented us from going too far south where we would have stalled out and been a sitting duck for Lisa. We headed north of east instead, which allowed us to sail with good speed toward the entrance of the infamous Bay of Biscay (infamously bad for confused seas and shoaling depths). Night-time sailing is "other worldly". Ernie and I have always loved it. We sailed between two adjacent oilrigs one night that were openly burning and casting an amazingly long distance glow on the horizon. Another night, we sailed through 2 jam-packed north/south shipping lanes, inbound and outbound, just off Spain. We encountered many ships off Cape Finestere where we read navigation lights, judged distances in the dark, and spoke with ships on collision courses with us; Mario's Spanish came in handy. COOL to dash between big ships under power while we were zipping along under sail at 20 knots. We were at 9W at this point. I should mention the sleeping situation: our rumpus room was under the cockpit. You entered through a shoulder wide circular hatchway. One person slept on a shelf, the other person on the floor of the room. Ceiling height in this room was about 3 ft. Water rushed by below loudly, movement overhead in the cockpit added another noise dimension, then the autopilot made continuous noise when in use up by one's head. And if the engine was running on your off-watch time, you had that added noise as well. But you got used to it. Add the boat rolling to that, and sleeping was pretty funny. Funnier yet was that Ernie's snoring (twice) actually kept me awake until I hit him to make him stop... It was a noise that just did not "fit".

More excitement with an unseen object: we went from 15 knots down to near zero in no time. Having just come off watch, I was down below where I had just

ducked my head to go through a hatchway, my hand already up to pass through it, when there was a large bang! My body shot very quickly through the hatch but without injury; no one else was injured either. Whatever we hit that night, near midnight, it fell away from the hull pronto. A 60 ft sailboat stopped in its tracks but the bodies keep moving from the momentum. Good reinforcement of our practice of sleeping feet forward. Virtually every day the whole way over, we had porpoises for escorts. Sometimes, we'd have a few, then other times many more. Watching 4 of them abreast of each other, squirting out of a wave in playfulness, was just amazing. Sea world at it's finest! 4 here, 3 there, 2 in another wave, then another 3, the largest single group we encountered. Wow! Horizon check – we do have job out here, you know. We also saw pilot whales cruising across to our stern. Big dorsal fin, broad head with a flat brow, maybe 15 ft in length, just a pair swimming along. A slow skate within 10 feet of the boat's wash surprised one afternoon...He never moved till we passed by. And the birds! We forever had birds following us across the entire Atlantic. The gulls of various shapes, sizes, and markings were just wonderful, riding on lifts. We even had a little warbler-like bird of olive green with a bright yellow tummy catching a free ride with us. It was much too tired and way out in an ocean. How it got 100 miles of Nova Scotia is a mystery. Stayed with us for 6 hours or so, and then was gone. (continues page 3)



<u>Article</u>	<u>Page</u>
Crossing the Atlantic	1
Junior Sailing Schedule	2
Membership changes	2
RC Boat for LCYC	3
Call for Trophies	3
Rendezvous 2005	3
Classified	4
Flag Officers & Board	4



Commodores Corner.....John Harris

Spring is here, although you would never know it from the 5 foot high snowdrift in my backyard. In Vermont, as we all know, you have to take Spring on faith. It will get here eventually, although sometimes in a horse race with Memorial Day weekend. At any rate, before we know it, covers will be coming off boats and Opening workday will be here. For those who missed it, the Change of Watch in January was, as usual, a great social event. Once again, the weather outside was frightful, but the company was oh so delightful. The official Change of Watch involved the retirement of board members Charlie Van Winkle, Bob Platt, Steve Adams and Kate Heath and the inauguration of Uli Holzinger, Bob Turnau, Dennis Bowen and Rick Heath in their place. Thanks again to Charlie, Bob, Steve and Kate for their outstanding service. The high points of the formal program were the awarding of the Yachtperson of the Year to Mike Lynch, for all his efforts bringing the ramp to fruition and the Cruiser of the Year to Ted Lattrell and Dave Kelton for their efforts reinvigorating our Rendezvous program. Our featured speaker, Art Cohn, Director of the Lake Champlain Maritime Museum, gave a very lively and educational talk on the History and Archeology of Lake Champlain. Even those who thought they were pretty knowledgeable about the history of the lake learned some interesting new facts. On a more somber note, I am saddened to report the sudden and untimely passing of John Osmond. John and his wife Chris were relatively new members of the club who enjoyed cruising their Pearson 35 "Another World". Our condolences go out to Chris and her family. On a business note, one action taken by the board this winter was to raise the initiation fee from \$1200 to \$2400 for new applicants approved after 12/31/04. All previously approved applicants have until 12/31/05 to join and pay the old initiation fee. The decision of the board was predicated on the fact that initiation fees are the sole source of our capital fund, and that having slightly more money in our capital fund would allow the club more financial flexibility to make necessary improvements in the club. In addition, it was the consensus of the board that our current initiation fee was extremely affordable and raising the fee was not particularly onerous or exclusionary. Also, the board considered that, per the club bylaws, the payment of the initiation fee can be spread over 3 years, further mitigating any potential negative impacts of this fee increase. On a related note, the board also agreed that it was important to maintain the annual dues at an affordable level. We made no changes to the annual dues for 2005. Lastly, this winter the board has been keeping busy making preparations for the upcoming season. I'll have more to report on this in the next Binnacle.

Junior Sailing Summer 2005

Session I June 27 – July 8 (2 Weeks)

9:00 – 12:00
 Beginners Optis Ages: 8-12 yrs Limit: 8 students
 Beginners FJs Ages: 12-15 yrs Limit:16 students

1:00 – 4:00
 Advanced Optis Ages: 8-14 yrs Limit: 6 students
 (unless you own an Opti)
 Racing/Advanced FJ Ages:12-17 yrs. Limit:16 students

Session II July 11 – July 22 (2 Weeks)

9:00 – 12:00
 Beginners Optis Ages: 8-12 yrs Limit: 8 students
 Intermediates FJs Ages: 12-15 yrs Limit: 16 students

1:00 – 4:00
 Intermediates Optis Ages: 8-12 yrs Limit: 8 students
 Racing/Advanced FJ (cont'd)



For Information Contact Barb Robitaille at 864-1920

Membership Changes....Now is the time to contact Lauri Landau for any changes to your membership status. Phone numbers, email address, new boats.....any informational change should be passed along to Lauri at this time in order to make the printing of the 2005 Log. Email to database@lcyv-vt.org

Crossing the Atlantic.. (cont. from page 1)

The Bay of Biscay off the coast of Spain brought the most difficult sailing. At 150 miles off coast, big waves were coming at us from 3 directions driven by an unnamed low-pressure system and leftovers from Karl and Lisa. Accidental jibes seemed inevitable, although it never happened because of our actions. Being on a 4-hour watch manning a winch to immediately release the running backstay during every puff in case we jibed, but actually releasing the line only 3 times on watch was mentally strenuous. The conditions required us to give Helmer, the autopilot, a break and hand-steer. The other watch was equally demanding, the toughest, for Mario and John as well. That Bay goes from thousands of feet deep sharply up to a few hundred in a very short distance, and that added to weird wave action. We were moving along with the 3rd reef in the main, no headsail at all, and both sides of the boat's 700-gallon water ballast tanks were full! Nevertheless, we continued along at 17 knots... And we wanted to get to Les Sables at longitude 2 W during the daylight but 17 knots was as slow as she would go. I was actually not looking forward to making landfall; I could have kept sailing on and on. Our first sighting of land was France, it was rainy and foggy that day. The harbormaster and his assistant came out to greet us in a RIB and escorted us into the deep protected harbor. Les Sables is an old sailing and fishing community that comes to life every 4 years for the *Vendee*. Very cool little city. I had won the ETA bet we had going on-board with rights to the first and hottest shower at our Les Sables crew pad. But, three of us, including me, said "skip the showers"; let's go for good "cafe"! And the coffee was fabulous, really dark and rich. Two land days were spent at Les Sables, helping out on OP, welcoming the next group of support crew as they arrived. We got around by way of bicycles that came with our room. It felt great to get the legs moving again. The Reuter's shipped all their sailing gear home (priceless) leaving 2 duffel bags for the train ride north. A tout `a l'heure, Bruce, and we wish you well. We moved on to enjoy a 3-day whirlwind tour of Paris then proceeded on the last phase of our excursion to fly home. If you've never been to Paris, you must go!

The last of 3 Ocean Planet entries in the Binnacle will be on systems and gear.

Trophy Notice: It's time to think about dusting off those trophies that have been sitting above the fireplace and in the den. Just a reminder that they should be returned to the club on work day which is rapidly approaching. Please give them to Lou Chiriatti or Randee Bloomberg.

Committee Boat for LCYC...Ernie Reuter

After many years of discussion and research, LCYC is now the proud owner of a 1989 Albin 27 Express. The boat will be used as a regular RC boat which together with the revamping of the race committee structure, will bring a new look to our racing program for the coming season. This past winter, Bob Goodwin, Bill Aldrich, Jeff Hill, Dave Kelton and myself spent a good bit of time looking for the proper vessel. We settled on this make and model for reasons of value, function and form. Details of the purchase will be upcoming. The boat was picked up in Annapolis MD this



past week and now is resting in her temporary home at Cloth'n Canvas in Colchester. Anyone wishing to come out and have a sneak peak is welcome! The coming weeks shall see a complete cleaning and transformation into a workable RC platform.

Permanent flag and course board setup, windlass installation and diesel overhaul are just a few of the projects on our list of to-do's. In early May, we'll launch and make her ready for the trip up to LCYC on workday. Anyone interested in helping out with these early projects should contact me at the shop (658-6826). For those that spend a good half day of work, this will count as credit for workday!

Rendezvous for 2005Ted Lattrell

Valcour Wildflower Cruise - 6/18- 6/19

Pre Fireworks Pot Luck at LCYC/

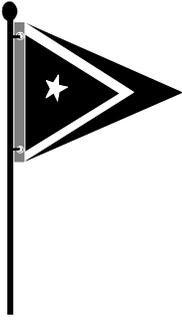
Rendezvous - 7/3

Converse Bay Cruise - 7/16 - 7/17

Champagne Race/Willsboro - 8/13-8/14

Shelburne Bay Beer Race - 9/10





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... Fiberglass dinghy w/ varnished oars and bronze oarlocks (7' 11") fits in the back of a pickup; 2 hp, 4 stroke Honda outboard motor; used one season; excellent condition; both boat and motor cost \$2100.; asking \$1100. OBO; Peter Collins 863-4841

Wanted.....Upright freezer for the clubhouse. Contact Bob Turnau @ 985-3074

2005 Board of Governors

- Commodore..... John Harris
- Vice Commodore & TreasurerSteve Walkerman
- Rear Commodore.....Steve Landau
- Secretary, Membership & Log..... Beth Thorpe
- GroundsUlrie Holzinger
- BoatsBill Aldrich
- Communications Ernie Reuter
- Docks Mike Barker
- HarbormasterSteve Landau
- HouseBob Turnau
- RegattaTris Coffin
- Sailing Programs Barbara Robitaille
- Social CommitteeDennis Bowen
- Stewards & PersonnelRick 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



Warm spring sunshine—Dave Powlison