



the Binnacle

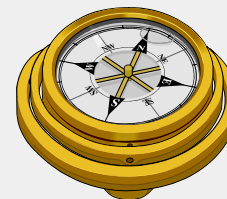
Monthly Newsletter of the Lake Champlain Yacht Club, Inc.

Commodore: John Harris Vice Commodore: Steve Walkerman

January 2006

Binnacle Editor: Muddy Bilges

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



UPCOMING AT LCYC...Change of the Watch Dinner Saturday January 21, 2006

Riding Out Hurricane "Wilma"

from Penny & Shell Rieley

We are experienced sailors and knew better! We were living in the USVI when hurricane Marilyn made a direct hit in September 1995 and four other named storms came nearby. That was a record bad year for hurricanes until this year. When we left Vermont in late Sept. to meet Bob and Michele Lyman, partners in our 35' Mainship "Friend Ship", in North Carolina on Oct. 3, we knew it had been a bad hurricane season. And October is definitely part of the "high season" for hurricanes. The Lyman's had had two delightful weeks getting the boat from Lake Champlain to the bottom of Chesapeake Bay. We took over hoping to spend two more weeks cruising the Intracoastal Waterway and the Okeechobee Waterway to reach our winter home on the southwest coast of Florida.

Our first warning that our instincts were correct was when we had to wait out four days of tropical storm "Tammy's" wind and rain in Beaufort, NC. Fortunately we were able to pick up a free computer WiFi signal (we were at anchor, not in a marina) and keep track of the storm on the Weather Channel and NOAA websites. Vermont got that same weather – remember that long week of rain and wind in early Oct.?

Our journey south proceeded smoothly thereafter and we got some sightseeing in along the way. As we approached northern Fla., we began hearing reports of another potential hurricane forming south of Jamaica and probably heading into the Gulf of Mexico. Oh, joy! As you may remember, predictions (and fact) said "Wilma" was going to be a big one!! It was predicted to gather strength over the Gulf, swipe the Yucatan and then head back toward Fla. Back towards Fla. – you must be kidding! But, alas, they weren't kidding.

Predictions initially had "Wilma" returning to southern Fla. on Sat. night Oct. 22. We counted the days to reach our home and decided there was no way we could get to the west coast before "Wilma" did. Shell began perusing our various cruising guides and waterway charts looking for a nearby "hurricane hole" that would be on the "good" side of the storm. This would give us east to northeast winds. He found the perfect one in Melbourne. The ICW along the east coast of Florida goes down the Indian River, not really a river but a long bay roughly 2 to 3 miles wide and about 80 nm long from just north of Cape Canaveral to Stuart. As a
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2005 in Pictures.....



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Commodores Corner by John Harris

As the year wound down, so did my tenure as Commodore. It has been an enjoyable experience and I am grateful for having had the opportunity to give back to this great Club. On the other hand, I can honestly say that I am looking forward to my return to "civilian life" and my new status as "ex-Com One". The Board of Governors, together with the help of many other club members, has accomplished quite a lot in the past 2 years and I feel that we have left things in pretty good shape for my successor, Charlie Lord, and the new incoming board members Don Rathbone, Dot Hill, John O'Rourke, Ted Lattrell and Steve Booth. I would like to take one more opportunity to thank the outgoing board members for their tremendous contributions to the club. Steve Landau, as Harbormaster for the past 5 years, has our harbor operations running likely a finely tuned machine. Tris Coffin, as Regatta Chair, arguably has our racing programs running at the most professional level in the history of the club. Barb Robitaille's vision and tireless efforts have brought our Junior Sailing program to new heights, both in terms of enrollment as well as the breadth and quality of programs and instruction. And last, but certainly not least, there is Beth Thorpe. Beth, as Secretary and Membership Chair, not only took care of these important administrative roles, but also made sure the voice of the cruising community was heard at our board meetings.

Although it is not a Board Position, I would also like to acknowledge Dave Powlison, who stepped down this fall as Fleet Captain of our Etchells Fleet. As many of you know, Dave has been the chief instigator behind the formation and growth of our Fleet and has served as Fleet Captain since the outset more than 5 years ago. In this time our fleet has grown from 4 boats to 16 and is now one the largest and most active fleets in the country. What is not so obvious to most people outside the fleet (as well as even some in the fleet) is how much time and effort Dave has put into this over the past 5 years. Whether it was traveling to places like Marblehead or Toronto to look at boats, helping new fleet members figure out how to rig and sail their boats, organizing clinics at LCYC with top Etchells sailors like Jud Smith or just plain cajoling prospective fleet members

until they gave up and bought a boat just to get off Dave's list. One Design Fleets do not just happen. They take someone like Dave who has the vision and the persistence to make it happen. On behalf of Etchells Fleet and LCYC at large, I would just like to offer a big THANKS to Dave for his leadership and dedication to this important part of the life of the Club.

So, as the long Vermont winter settles in, I hope that all of you have an opportunity to enjoy whatever off-season activities you happen to pursue. I look forward to Spring workday when LCYC comes alive again and I get my first instruction in "ex-Com" duties from ex-Com Five (a.k.a. John Dupee) and my other distinguished predecessors. Until then, have a great winter and don't forget the Change of Watch Dinner on Saturday January 21st.



Wilma....(from page 1)

plus, there is virtually no current and the tide, if any, is a few inches. Still, this is not a place to be in a hurricane! Some marinas are along the shores of the river and some are in basins. Telemar Bay Marina which we found is on the Banana River just off the Indian River at Melbourne. This is on the east side of the ICW for good wind protection. It is an enclosed basin with a narrow entrance that is protected by the south end of Merritt Island. The marina holds about 130 boats on docks. Even the locals, we were to learn later, consider this a "hurricane hole".

We got a slip way back in the marina and tied up with every dock line we had and used all our fenders, nine. A neighbor gave us sections of fire hose to use for chaffing gear. Took all the canvas and cushions off the fly bridge. We filled our inflatable dinghy half full of water so it wouldn't blow away and used it as a big fender between us and the next boat to leeward. A larger motor vessel to windward protected us somewhat from the wind.

And we waited for Wilma to arrive. Did some chores on the boat, walked to the ocean beach about a mile away, went out to dinner, etc. The storm finally came thru on Monday 10/24 during the day. We were fortunate that we never lost power, so could watch the local TV channel which was totally devoted to hurricane reports. We could follow the track of "Wilma", so we had no surprises. We did have rain and wind all day with winds in the 60 - 70 mph range from the east around to the north. Lots of wind noise from roller furling jibs coming out. And even white caps in the marina with a fetch of only about 100 feet! The water did come up about two feet but never covered the fixed docks. Other than a few tattered jibs, there was virtually no damage to any of the boats in the marina. As predicted, Wilma left late in the afternoon and the sun came out. We spent Tuesday putting the boat back together and left on Wednesday 10/26. As we left the marina, we were amazed to see several boats that had been on moorings outside the marina in the Banana River had been blown ashore. Didn't their owners listen to weather reports?! They were 5 minutes from a safe harbor!

The fun wasn't over yet! Several phone calls on Tuesday and Wednesday to the Okeechobee Waterway folks to insure the waterway was open produced a tentative "yes". When we got Stuart on Wednesday evening, it was a definite "no". There was too much debris in the waterway; overturned boats, camper trailers, trees, etc. And they couldn't tell us when the waterway would be open. So we decided to leave the boat in a marina somewhere close by and go home for a week. All of the marinas in Stuart were in "hurricane recovery mode" (no power, various amounts of damage, etc) and were not taking transients. So we back tracked 30 miles to Vero Beach and left the boat there. The Lyman's went back a week later and had an uneventful three day trip home. Such is the life of cruising during hurricane season!!

Etchells Fleet 25 News from Dave Powlison

October 26, 2005

To: LCYC Board of Governors

From: Lake Champlain Etchells Fleet 25

Dear Board of Governors,

At the Etchells Fleet 25's annual fall meeting, we discussed the tremendous improvement of race committee work at LCYC events, noting better courses, squarer starting lines and much improved general overall race management. We also discussed some way to help support and acknowledge the LCYC race committee's fine efforts.

In appreciation for the work the race committee is doing, and to make their jobs easier in future years, the Etchells fleet is donating \$500 to the race committee for new marks and/or upgraded ground tackle for marks, both of which we understand the race committee needs. This money comes from our local fleet dues, and we are certain that it will be money well spent.

Again, we offer our congratulations on a fine season.

Sincerely, Dave Powlison, Fleet Captain

Lake Champlain Yacht Club

The 2006 Change of Watch

Saturday January 21, 2006

1800 - Hours Cocktails & Hors D'oeuvres

1900 Hours - Dinner

Wyndham Hotel

Burlington, Vermont

"Seen from the Water..."

Lake Champlain Rediscovered"

presented by

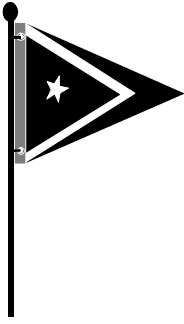
Cathy Frank and Margy Holden

Join us in thanking outgoing Board of Governor's

**Beth Thorpe
Barb Robitaille
Steve Landau
Tris Coffin
John Harris**

And Welcoming in new Governor's

**John O'Rourke
Dorothy Hill
Don Rathbone
Steve Booth
Charlie Lord**



the Binnacle
 Lake Champlain Yacht Club, Inc.
 P.O. Box 411
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LCYC Classifieds

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

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: