



LAKE SOUNDINGS

PULTNEYVILLE YACHT CLUB

Volume 28, No. 3

April 2003

Signals from the Commodore

Dear Members,

It's finally starting to warm up and some members are turning their thoughts to getting their boats ready for launch.

Anyone that has been down to the club lately will tell you that the water is extremely low. According to the Army Corp. of Engineers website, the water level is currently about 243.7 compared to 245.2 this time last year. At launch time it will be 245.2 compared to 246.2 last year and it will peak in June and July at 245.8 compared to 247 in June of last year. It was 244.2 at haul out time last year. This all indicates that we will be having a low water condition all year compared to last year.



We, the board, have made a couple of mistakes over the past month.

First, we published a new "For Sale" boat policy. This policy was written due to the large number of boats for sale that we have in the club this year- 8 in the North Shore parking lot alone. The mistake was that the area specified for the storage is not part of the yacht club lease. The Cornwall estate has indicated that they will be charging high rates for the storage of boats on their land. As a result, we are changing the policy, which is included in this issue. We will be working with each of the boat owners individually to transition to this new policy.

The other is that the dock bills were late going out this month. The reason was complications revolving around the Dock Master moving into a new house. Your dock bill indicated that we have extended the overdue date to April 1st. We apologize for any inconvenience that this may have caused.

On a more positive note, we have finished building the docks for the South Cove and already have two (2) new dock renters for that area. If you know anyone that has a smaller boat that may want to dock in this area, please contact Larry Helber or Larry Fedick with the information.

Around the time that the next issue is published, we will be launching the boats. I look forward to seeing you all then.

Steve Heffron

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LAKE SOUNDINGS is published monthly for PYC members, February through December. This newsletter is printed on recycled paper. Please save it to continue the cycle. Letters to the Editor, suggestions, commentaries, wit, memoirs, tales, sea-worthy tips and maritime art are welcome. Disk, e-mail, typed or printed material must reach the Editor by the published deadline. Submissions will be edited and published as space, temperament and accommodations allow.



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Jack Bopp - Vice Commodore
Larry Fedick - Rear Commodore
Diane Griffo - Secretary
Andy White - Treasurer
Larry Rice - Fleet Captain



The Secretary's Corner

Hello, Everyone:



MEMBERSHIP:

As of mid-March our voting membership is 101. There is one social member, and 16 non-voting members. The board approved one Compassionate Member. Five people receive courtesy copies of the Lake Soundings.

PROSPECTIVE MEMBERS:

Please contact Jerri Schiff if you have any questions about membership or a prospective member that you would like her to contact. She can be reached at 585-381-9115. You can contact Jerri or myself if you would like the "Trifold flyer" or the file for it. The "Trifold" contains basic information about PYC. This year we also have an insert that has information about non-member dock rental.

DOCK INFORMATION:

Call Larry Helber regarding specific information about dock rental – dock availability or price. He can be reached at 585-670-9435.

CHANGES IN MEMBER DATA:

Please contact me **in writing** as soon as possible if you have had any changes in phone, address, or e-mail since December. Thanks.

Two Thumbs Up for Abbie and David Heffron of *Dads, Again!!* Abbie's group American Bowling Alliance (She is an officer.) raised \$850 for the Salvation Army. David bowled a 300 game back in November! Congratulations to both of them!

Please contact me with any questions or concerns.

Diane Griffo
585-482-5854
dgriffo@frontiernet.net



Rear Commodore Reports

Notes from the Engine Room.....



I can't believe that launch is four weeks away. Lets keep in mind that to run a smooth launch that everybody needs to do a few simple things:

- (1) Take the cover off your boat.
- (2) Paint the bottom (before launch).
- (3) Check all those holes in the bottom of your boat that will let water in.
- (4) After completing the above items move to the next steps.
- (5) Make sure the boat is ready to be launched, tag lines and fenders.they should be deployed.
- (6) Show up on time. Launch starts at 7:00 AM be there at 6:30 AM.
- (7) Bring warm clothes; don't forget the rain gear.
- (8) Lets be safe.

Other News:

The new docks are built and should be floating by launch date. Lets just hope the water level comes up by then.

The permit for weed control has been submitted and I don't foresee any problems.

Larry Fedick



Amended "Boat For Sale" Storage Policy

Boats for Sale on Land (Please note: This is a this revised policy.)

Any member who has a boat for sale in the harbor must adhere to the following guidelines.

- The boat must be fully insured.
- Boats must be properly maintained and not a safety hazard.
- The boat owner or representative must escort prospective buyers inspecting the boat.
- Boat storage and moving arrangements are the responsibility of the boat owner.

Fleet Captain Reports

On The Range...

Resistance is Futile!

Most everything else in the world may be in limbo but the Fleet Captain calendar moves on. The 'official' calendar will appear in the PYC Membership Log but here's a head(s) up for your plans. Forewarned: A pep talk and call for volunteers.

The sailing series, for natives on friendly seas, anchors the calendar but there are still plenty of opportunities to slot in fleet-wide events as well as forays to other ports of call

(e.g., Poker, Predicted Log, Club Cruises, etc.). We're looking for solid citizens in addition to inspirational and organizer types. Let's get it on the calendar.

I tried to get the ESPN/Lincoln Aviator combine to sponsor an event or two but they, too, just mumbled something about the weather and likelihood of boat breakage; said their America's Cup ratings were WAY down. Maybe we could all just swap crews and change the name of our venue. Pickle Cup anyone?

A Fleet Captain Work Day is now scheduled for Saturday May 3rd. Generally, this involves some of the heavy lifting associated with getting navigation and race marks set and the work boat and equipment squared away. I'm fortunate to have good advice and help from previous Fleet Captains and capable volunteers for these tasks but we can always use more good help. Since it's always a crap shoot on the weather, we may jump on some of this earlier, so please give me a shout if you can help.

Larry Rice



The Rainbow

The clipper ship Rainbow is now universally known as the first true clipper ship. A uniquely American design, which began as a half model presented by her designer, John W. Griffiths, at a fair held in New York by the American Institute, in 1845. Many of the shipbuilders at the time voiced their objections, and criticized the model; it was not conventional. The Griffiths model had a higher bow with more flare to reduce the shock during rough seas, a less blunt bow for increased speed and easier planking, and he raised the stern quarters to prevent pounding when heeled over in rough seas. The Rainbow was 160 feet long with a 32 beam and 1757 tons, with an enormous spread of canvas, including moonraker sails 140 ft above the deck.

She sailed for China twice each year, making very good time, which must have been satisfying to her owners after the bad press before and during her launch. The performance of the Rainbow convinced her owners and others to continue the design with further modifications such as longer lengths in a search for even more speed. She was lost at sea with all hands on a passage to China in 1848 after only 3 years of service, but had started a trend in sailing ship design that was so significant that it can be matched only a few times in all of maritime history.



Submitted by John Seyna, *Voyager*



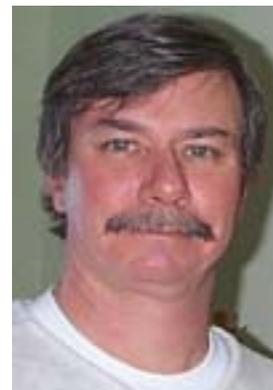
Vice Commodore Reports

Hello Everyone,

Hard to believe that in just four short weeks we will be launching our boats. It has been a brutal winter and I, for one, am glad for it to be over. I would like to thank Jerri Schiff and Cy Penkitis for offering to help with snack and lunch on the launch days and work days.

Our first social events of the 2003 boating season will be the Commodore's Review on Saturday, May 25th followed by the Memorial Day Picnic on Sunday, May 26th. Please mark your calendars for these dates. The flyer for the picnic will appear in the May Soundings. Many thanks to Rich and Roseanne Critchlow for agreeing to host this event. Hope to see everyone there.

A note from Jerri Schiff and Anneliese Bopp, Co-hosts of the Fall Banquet We are planning on concluding this year's Fall Banquet with a slide show presentation that encapsulates the season. In an effort to include pictures of as many people, boats and events as possible, we are asking photographers of all skill levels to share their club related photos either by emailing digital photos or lending us prints to be scanned and then returned. We would encourage anyone to take candid photos during the PYC events.



Jack Bopp



It Seems A Little Early, But.....

Ashbridges Yacht Club One Design Invitational Regatta

We've received early notice of the following regatta. Seems it can't be long now!

Ashbridge's Bay Yacht Club, Toronto, Canada, is hosting a regatta on May 24 and 25. They are expecting up to 360 competitors; 70 boats in over 7 Fleets, with sponsors like Mount Gay, Stella Artois, Fogh Marine & Quantum Sails.

Contact is:
Julie Hughes, ABYC One Design Chairman
58 Fishleigh Drive
Scar, ON M1N 1H5
Tel: 416-264-6999

2003 PYC Launch Job Assignments Saturday April 26th and Sunday April 27th

Scott Nichols

When	Saturday 7 AM	Saturday 12 PM	Sunday 7 AM
Where	South Shore	North Shore	Peninsula
Safety Officer	Lou Rohr	Steve Heffron	Brian McCarthy
Crew Chief	Fred Bertoni	Chris Tertinek	Larry Fedick
Fork Lift	Doug Axtell	Doug Felton	Dave Weagley
 No.1 Sling	Don Boesel Marvin Hill Daryl Hunt Tom Bolt	Chip Stevens Stu MacDonald Steven Paiement Jack Bopp	Tom Dobbins Mark Blaakman Jim Anderson Larry Helber
 No 2 Sling	Kermit Sleggs Alex Brougham David Kay/Keith Knox Tom Broderich	Joe Davis Dan Harris Andy White Russ Palum	Peter Fisk Terry Wolfe Ron Pretzer Blair Travis
 Harbor Cradle	Roger Carr Bob Corbin Tom Pautz Charles Fitzgibbon Jim Allen/Kurt Cylke	Merril Gray Bob Hamilton Rich Critchlow Larry Rice Jim Snyder	Dave Lewis Jim Markovitz Roy Thurston Ron Tomory
 Truck	Harry Miller	C.R. Burcroff	Tom Foley
 Orchard Cradle	Tom Jayne Cindy Kukuvka Tom Boehly Michael Ball	Jim Wurtenberg Tom Ecker Robert Marciello	Christine Allen Pual McDonald Mike Saporito
 Lines	Paul Roetling Bob White	Jim Marron Tom Szlucha	Scott Nichols Tony Belaskas
 No. Boats	23	22	21

NOTES: If you do not see your name and you want your boat hauled call Scott Nichols at (315) 524-4168 ASAP

**AM shift runs form 7:00AM to 1:00PM
PM shift runs from 12:00PM to 6:00PM**

3/6/2002 Lunches will be served between shifts

Love Thy Furler

That is the message that I wish to share with you, my fellow sailors.

I have just taken a journey into the depths of my roller furling system and I will start by saying that it is a place I will visit again on a regular basis. My furler is a Hood unit and I really did not have any major complaints with it other than the fact that it seemed a little stiff to operate. Once I made the decision to give it a good cleaning and grease job it came pretty easily.

I started by removing the bearings and rotating parts and bringing them inside. As I removed the bearings and started cleaning things up, I noticed that all the bearings were sealed. At first that sounded like a benefit but here in lies the problem. Old grease that is dried out and much like a cake of soap is trapped inside with whatever water and rust happens to be festering inside. Even if you are judicious about greasing via the fitting on the drum, the lubricant will probably never find its way inside the sealed bearings or displace any trapped water. Since I figured there was not much to lose, I carefully removed the seals and found the aforementioned water and rust. With a lot of scrubbing in the parts tank, nearly all of it was removed and now the bearings will rotate freely. I re-greased and re-installed the seals with the understanding that they are not meant to come apart in the first place. (If I were a real purist I would probably have purchased new bearings.) Now I am committed to repeating this ritual every year or two, but it will be a lot easier to do in the future since it will never get to that state of neglect again. The end result is that both the drum and the upper pivot now feel like new, and I expect them to be a lot easier to use this year. It can be very frustrating to have any part of that system fail- and even quite dangerous if you happen to be in heavy weather and need to get rid of some sail area. This is also a good time to make a quick inspection of your forestay. I think it also gets forgotten about, since it is tucked away so neatly inside the foil.

I do not mean to sound like I know all there is to know about these things. I do not. I just got my first one last year. It is 1979 vintage and has probably never been serviced.

What you find inside another brand may be completely different. But you can bet there are some bearings in there somewhere, and they want to be cleaned and lubricated. My only intent, here, is to share my experiences and possibly avoid unpleasant trips to the top of the mast for someone else. We spent a lot of time last year cleaning, painting, washing, waxing and learning about our new boat. When it came time to put up the mast, I never gave this stuff a thought. I am glad I did now.

Eric Matteson





LAKE SOUNDINGS

P.O. Box 137
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Pultneyville Yacht Club Site at the Web:

<http://www.pultneyvilleyachtclub.org/>

PYC LOG

The PYC LOG is our way of telling the members what is in the wind for the coming weeks. Please read it over and mark your calendars for these important Club events.



April 26 & 27	Launch Boats
May 3	Fleet Captain Work Day
May 10 & 17	Club Work Days