

Signals from the Commodore

Page - 1

The Secretary's Corner

Page - 2

Rear Commodore Reports

Page - 3

Scotch Bonnet

Page - 4

On the Range

Page - 5

Cruising

Page - 6

Insert

Looking Ahead

Page 8



LAKE SOUNDINGS

PULTNEYVILLE YACHT CLUB

Volume 27— No. 6

July 2002

Signals from the Commodore

By Bob Hamilton

Dear Members,

Now that Memorial Day, the Commodore's Brunch and General Membership meeting events in June are behind us, we are off to the summer cruising season. I want to thank everyone for their support in those events and helping make the club look good.



As we enter the second half of our year, I also want to thank the Board for their support through this first half of an unusually busy time accomplished with a lot of hard work. An extended thanks to everyone who has been supporting the Board positions with specific jobs and responsibilities. With the major work behind us, it is time to enjoy the racing and cruising season.

For those who could not make our membership meeting, here is a quick summary of my report.

- We had our first Harbor Association Meeting on June 2 at the Clubhouse. The Association process is intended to open communication among the club and private concerns within the Pultneyville harbor. Those represented included the Pultneyville Mariners, The Mill Street Marina, Gail Levy, our neighbors to the south, Roy Angelo, Wayne Brigman and Tom Brown, and our Pultneyville Yacht Club. Our first meeting was for introductions as well conversational over a wide range of topics including dredging, weed control, funding opportunities, dock availability and other general topics. The group consensus is that the Association is a good process and should be continued. Our next meeting will be Aug 3 and we will provide a report. If you have ideas or want to discuss this activity more, please contact me.
- We have formed a nominating committee for election of the 2003 Officers. The new positions we are expected to fill are Commodore and Fleet Captain with the other positions returning for another term. The committee is:
Lou Cardinale, Rich Critchlow, Joe Griffo, Jane Hamilton, Ed Walluk.

If you have ideas, questions or recommendations related to the 2003 Officers please contact the committee members.

"Signals" cont. on pg 4



The Secretary's Corner by Diane Griffo

We are again pleased to welcome new members to our PYC family. Mark and Laurie Blaakman and family are joining us, bringing our voting member total to 107! We continue to have 1 Social Member, 2 CM, 18 Non-voting, 6 Lake Soundings only.



Here are a few reminders:

- Reciprocals and updates are in the clubhouse.
- Many Logs have not been picked up from the clubhouse. Extra Logs may be purchased from me. Cost is \$3.00.
- Members are invited to submit articles for publication in Lake Soundings. Try to keep articles to one page of size 12 fonts. Text should be e-mailed as a word file. Secretary and Editor cannot guarantee inclusion in the next issue, as we sometimes have space considerations.
- Please contact Membership Chairman, Jerri Schiff if you know of someone who would like to become a member of PYC.
- If you know of someone who would like a dock only, please contact Dock Master, Larry Helber.

Time seems to be flying by! Have a safe and enjoyable cruising season.

Diane Griffo

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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, seaworthy 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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Bob Hamilton - Commodore
 Dan Harris - Vice Commodore
 Larry Fedick - Rear Commodore
 Diane Griffo - Secretary
 Andy White - Treasurer
 Kermit Sleggs - Fleet Captain.



Womens' Sailing

Friday afternoons starting July 12th and continuing through August. Meet at Puff (on the South Shore....Hotchkiss old slip) at 2pm.

All Women welcome, you don't even need to be a member of the Club! If the weather's bad we sit at the dock and chat, if it's hot but no wind, bring you swim suit. Bring beverages to share, and a story to two to tell.

Questions: call Cindy K. 315-331-3458



Boat US Seminars

The BoatUS Store in Rochester is presenting free seminars at their store on 1850 Ridge Road. A list will be posted in the Clubhouse.

Earl and Mildred O'Laughlin

by Diane griffo

Raise your hand if you've read the PYC History pages in the Log. If you check page 8.1, you will find the name of PYC's first historian, Mildred O'Laughlin. She and her husband, Earl still enjoy receiving the Lake Soundings, and keeping up with club events.

Mildred and Earl, who lived on East Lake Road, were invited to join PYC in 1966. Mildred said they built their dock on the north side of Salmon Creek. Just as members do now, they enjoyed sailing their 30' cutter on Lake Ontario and in the Thousand Islands, and using their reciprocal privileges.

In 1978 the O'Laughlins took early retirement to begin life living aboard their sailing vessel. Mildred had been a Social Studies teacher and a social worker in the Irondequoit School District, and Earl was an electrical engineer who worked at Kodak. During the next 23 years, mostly spent in Caribbean waters, they visited numerous islands and countries,

(Continued, pg. 3)



Rear Commodore Reports

by Larry Fedick

Notes from the Engine Room--

The New York State Department of Environmental Conservation has just Notified me that the modifications to the dredging permit have been approved and now in the process of scheduling the dredging. As I make progress with the remaining permits, I'll keep everybody informed.



With regards to the cradles in the orchard, there are two or three old wood cradles in the burn pile. If these cradles do not belong there please notify me. The Pultneyville fire department will be asked to burn the pile.

Have a good summer:

Larry Fedick

Rear Commodore



O'Laughlin (cont. from pg. 2)

among them the Virgins, the Netherlands Antilles, and Venezuela. In 1981, they purchased a 36-foot cutter, which was built to their specifications in Taiwan.

Along the way, sailing the *Sequin*, they met many friends, both international yachtsmen and locals in diverse ports of call. (PYC reciprocals honored?) Also during that time, Mildred wrote articles for various yachting journals and yacht club publications. A goal of her articles was to "influence others to follow their dreams and cruise the seas" and "to encourage other sailors to live aboard and enjoy life."

Mildred and Earl are now land-based and live in Laurel, Maryland where they enjoy living near their relatives. They recently celebrated their 36th wedding anniversary! Mildred is philosophical, and says that although they are facing the fact that they can no longer sail their own yacht, life does indeed go on. *Sequin* is at the Granada Yacht Club and is for sale. The O'Laughlins must have thousands of stories to tell!

Mildred was kind enough to send me copies of the monthly newsletter published by the Seven Seas Cruising Association to which they belong. They contain articles written by current and former ocean yachtsmen. You may have seen them in our clubhouse. Enjoy reading them AND your PYC history!

Neptune Rising!



At a recent impromptu gathering at the club, Neptune, aka Brian McCarthy, complete with trident and draped in seaweed (well, use your imagination) presides over ceremonies for the re-naming of several boats in the harbor.

Rocker Needs Help!

The Palmer Rocking Chair on the Club House porch needs some repair and refinishing. If you'd like to help, contact Nancy Gong on *Tai Pan* or by calling 585-288-5520.

Scotch Bonnet Race!

"...a huge day for PYC!" Eric Matteson, skipper, "Dulcinea"

The Scotch Bonnet Race, hosted each year by the Genessee Yacht Club, saw a large contingent of PYC Sailors participating, with outstanding results.

Briefly, in Division 2, (Spinnaker) "Moonrise" under the hand of skipper James S. Ely took first place, while "Tantrum", with Tom Bolt at the helm finished first in non-spinnaker Division 5. Tantrum was also the fastest GO fleet boat, securing the Stewart Cup.

"Isabella", piloted by Tom Broderick, placed third in Division 6 (non-spinnaker.) The catamaran

"Dulcinea", a newcomer to the harbor this summer



Bob Elliot, GYC Rear Commodore and Scotch Bonnet organizer, presents "Moonrise" skipper Jim Ely with Division 2 trophy.

and skippered by owner Eric Matteson finished fourth in Multihull division 7 as well as fourth overall. Details of the Scotch Bonnet standings can be seen at the GYC Web Site at <http://www.ashly.com/gyc/races/sblr.html>.



Tantrum Crew, left to right, Larry Rice, Doug Axtell, holding Stewart Cup plate, "Tantrum" skipper Tom Bolt, with Stewart Cup, Scott Nichols. Crew not present, Alex Brougham.

Notably, since the inception of the Stewart Cup eight years ago, it has been won by a PYC skipper four times and by Kermit Sleggs' "Ariadne" twice. The Stewart Cup, which is for the fastest placing of the non-spinnaker fleet regardless of division number, was won by Jim Ely last year. In that race, as "Moonrise" placed first, Tom Bolt's "Tantrum" was only three minutes behind. The overall message is that

although PYC is a small club, her skippers (there were five PYC skippers aboard "Tantrum" this year) are tough competitors. Race pictures for this article were courtesy of Scott Nichols, "Dulcinea" by Russ Palum. Bob Hamilton and Doug Axtell also contributed.



Eric and Tracy Matteson leave the harbor for a trial run before the Scotch Bonnet race.

On The Range

by Kermit Sleggs



Hi Racers,

It was great to see 14 boats participate in the June 6th race. We are off to a good start with three Thursday night races completed as I write this. At the PYC General Membership Meeting I provided an update of what we have accomplished so far. If you are interested in reading a copy of my update please email me at Sleggs@hotmail.com.

July will be a busy month, as we will end the spring racing series on July 4 and begin the fall series on July 11. We will plan to host a picnic on July 4 to end the spring series. We'll supply the meat and beverage and ask that the racers bring a dish to

to pass. I'll send a reminder by email and announce this again at the June 27 race.

It looks like the Poker Race will be a go this year. Keep July 27 or August 3 free if you'd like to participate in this race. More details will follow.

The Women Skipper's Race Series began on June 22 and will also be scheduled on June 29, July 6, and July 13. Please plan to attend the skippers meeting at 10 AM and join in on the fun. Last year we had 11 boats participate. Let's see if we can increase that number!

That's all for now,

Kermit Sleggs
Fleet Captain
Sleggs@hotmail.com
607-545-8675



Signals from the Commodore (cont. from page 1)

- The Commodore's Challenge is scheduled for August 24th and PYC is hosting the event this year. Details are still being worked, so plan on being there to cheer us on. It would be great if we can repeat last year's success.

With the July cruising season upon us, I wish everyone safe cruising and good times.

As I write this, I am also getting ready to crew on the Scotch Bonnet with Eric. By the time you read this, I am sure there will be many great stories from that race as we have several boats participating from the club.

Bob Hamilton
Commodore

From the cruising grounds; a voyage of the "*Nausicaa*"

by Anita and R. Todd Smith

Since we got the boat in the water late this year - the second week of April instead of the traditional first week - we have been anxious to make up for lost time and get cruising. We made our apologies to Dan for missing his excellently organized events for the holiday and resolved to start Memorial Day weekend. Armed with an extra day off, 200 gallons of diesel, the requisite bottles of fermented grape adult beverages and a desperate need to get away for a while, we headed out Friday afternoon May 24th at 6 PM.

A front passing to the north in Canada was whipping up a nice 15 to 20 knot breeze from the west so we virtually surfed the 31 nm from PYC to Oswego harbor. The dogs hadn't gotten their sea legs yet and had turned rather green by the end of the voyage. After tying up at the OYC sailing dock and finding the club house dark and locked, we ambled off to Mojo's for as much barbecue and blues as we could handle. [Yes, the ribs there are even larger and tastier than at the Dinosaur, and are not to be missed by any rib connoisseur, such as myself.] The forecast called for the wind to shift to the NE and strengthen, but at 11 PM there was no substantial wave action in the bay. By 12 PM a two-foot chop had developed on the bay, and the increasing and incessant noise and rocking from the floating dock and the pitch of the boat forced us to move over to the public dock on the East Side of the Oswego River. The combination of darkness, current, reverberating swells and a fleet of largely unlit fishing rowboats darting around us as we motored upstream to dock made this exercise anything but dull.

Saturday morning the wind was mostly from the north but diminishing, so we decided to cross the lake. 30nm later we passed the Psyche Shoal buoy in between Point Traverse and Main Duck Island. As we passed in the now calm water we waved to a couple of the dives boat we know from Kingston that were tied up over the wreck

of the Olive Branch, a two-masted schooner Sunk September 30, 1880 lying in 95 feet of water... a nice day for a dive. 13 NM later we entered the Quinte Waterway (the center channel buoy at the end of Amherst island was apparently missing) and made our way down to Picton. The town dock at Picton was great: diesel and gasoline, complete hookups and no charge to stay overnight. We had read that the Picton YC charged \$20 for the first night so we welcomed the free berth. By evening the place was full and late that night a two-masted brig even showed up full of students. We had a great meal at the Alley Cat Pub and sampled some local brew: Redcoat Pale Ale from Glenora Springs Brewery (www.indie-arts.com). The brewery, which is about 4 miles from Picton, apparently enjoys unannounced visits but we had left the bicycles at home so we'll save the tour for the next trip. That night the wind picked up dramatically, but we were unaffected as the geography of Picton harbor makes it a perfect hurricane hole: moderate bluffs on all sides with an offset harbor entry.

Sunday morning we headed north past Deseronto and then west into Telegraph Narrows. By noon (yes, we got a comfortably late start) there were Force 5 conditions barreling right through from the southwest. We had to bleed off speed to 10 knots to keep our teeth and kidneys intact. The streaking foam and gray water reminded us of Cape Ann in a November gale. Once we crossed Big Bay we stopped in Bellville for lunch. The small bay on the East Side of the harbor has some great little seafood shacks and while it was still rather windy, the sun had reclaimed the sky and we

After a walk around town we scooted off to Trenton to buy some dinner supplies at the A&P near the public dock. The Trenton A&P is almost as nice as a Wegmans, and we restocked with victuals for the remainder of the voyage. The last stretch to cover that day was the Murray Canal. Fortunately the water is high, as the approach on the East Side is rather shallow. At the second bridge heading west a challenging funnel is creating for both the water and the air movement. Compensating for both the current and the wind gust simultaneously, Anita pulled the boat close to the sea wall, I dropped a fiver into the cup extended on a pole by the toll collector, and he flipped me a

"Nausicaa" (cont.)

loonie for my change; we never had to stop. It was certainly the most interesting toll-collection system we have ever seen. Forty-five minutes after we entered the canal we were back on Lake Ontario and threaded our way through the private markers that outline a narrow channel into the Presqu'ile Yacht Club. If you are in a keelboat, getting into this harbor could be challenging most years; but there is no shortage of water this year. No one was around the club, so we tied up at the gin pole wharf and helped ourselves to the barbecue pavilion. Later we met a couple of the members who were most hospitable and got us a key to the clubhouse. There is a convenience store about a quarter of a mile from the club near some commercial fishing operations and a small marina. We walked over a mile past that and didn't find much else.

By late evening, the wind that had blown so hard for nearly 36 hours had died completely and the water became like a mirror. Looking south that night just after sunset, we could see the flashing of Scotch Bonnet Light to the southeast. The next morning we crossed the bay to the deep-water government dock near Presqu'ile Lighthouse and Provincial Park to have a walk around. The Presqu'ile Lighthouse is the oldest lighthouse on the north side of Lake Ontario, and the park boasts a great view over the lake. The park was full of birds and deer, judging by the legions of binocular-toting Scots on Safari there, and is apparently renowned as a birding site.

After we spent the morning walking around we set off for West Lake and the town of Wellington. I have yet to meet anyone who has actually been here. I think this is largely due to the fact that the channel leading into the lake is – or, at least, in the last few years was - too shallow for most sailboats. The beautiful scenery here is dominated by a large point bar replete with sandy beaches and high dunes to the south, that completely close off West Lake from open water, save a small artificial channel. We wove carefully up the channel and the shallowest reading we got was just over six feet actual depth. Inside the lake of about a mile across reputedly averages 10-15 feet deep. Just after the channel is a small town wharf on the left and 100 yards past that is the town dock. The couple that owns the bait shop at the town dock are also the

town harbor masters and are quite friendly and helpful. It cost \$30 CAN to stay at the dock overnight with power, so we did. But next time we would probably just anchor out in West Lake. The center of town is about a ten-minute walk away. I was told the fishing at the dock was legendary, and not needing any more incitement than that, I sprung for a Canadian license and strung up my poles. Apparently the locals all know this as well and at least a dozen of them joined us for the evening fishing ritual. At one point I did see five large trout swim past my lure without acknowledgment. Other than that, the fish apparently did not hear of the importance of this daily rite and by 10:30 PM everyone left with only mosquito bites to remember the effort.

The next morning the conclusion of our trip was upon us, so we prepared for the offshore journey and plotted a course for the 40nm back to Pultneyville.

The lake was in the most amazing state that we have ever seen it in for a crossing. The entire trip the mill pond surface of the lake was only broken by the occasional wake from a passing commercial vessel. The visibility started out at only about 5 miles, but by mid-lake we could clearly see BOTH shores.

22.3nm north of PYC we could see in the west the distinct yellow shape of the new 3-meter weather buoy at N43.62, W 77.41 that is owned and maintained by National Data Buoy Center. This buoy was deployed April 11th and since its hourly readings are accessible on the Internet (http://www.ndbc.noaa.gov/station_page.phtml) it can give great up-to-date off shore data for cruisers. Since the last leg only took 1 hour 45 minutes, we had the rest of the day to clean up and catch up on a little boat waxing. The 182nm we traveled were a great start to the season. Our plan for this season's next trip is to head east up the St. Lawrence. More tales to come.....

Crossing the Bar

The members of PYC extend our heartfelt sympathy and concern to Paul Roetling on the passing of his wife Jan, after a long illness.

Memorials may be directed to the Cancer Center at Rochester General Hospital, 1425 Portland Avenue, Rochester, NY 14621.



LAKE SOUNDINGS

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Pultneyville, NY 14538

Pultneyville Yacht Club Site at the Web:

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.



July 14	Kelly Miller Circus-Route 104, across from Pitts Ford
July 20	Pultneyville Homecoming-Antiques and Crafts, Parade, Chicken BBQ, Nick and the Nice Guys, Fireworks.
July 20-21	Gilbert & Sullivan's "Ruddigore" Gates Hall
July 21	Irondequoit Concert Band at Forman Park, Noon.
August 9	August Board Meeting @PYC
August 10	Pig Roast
August 16-18	Club Cruise