

Signals from the Commodore

David Weagly • 1

The Secretary's Corner

Bob Hamilton • 2

Boardings from the Fleet Captain

Peter Fisk • 3

Rear Commodore Soundings

Bob White • 4

Vice Commodore Report

Steve Heffron • 4

Summer Snow Crew - Entrance Exam

Continuation from last month • 5 and 6



LAKE SOUNDINGS

PULTNEYVILLE YACHT CLUB

Volume 23 – No. 5

June, 1998

Signals from the Commodore

By Dave Weagley

Dear members,

Welcome to the new boating season. We have most of our work behind us and it's time to start enjoying the summer. I would like to thank everyone who helped on the work days along with special thanks to the work day coordinators Tony Belaskas and Paul Roetling, the painting leader Barry Hall, general support Don Boesel, the water and new dock leader Russ Palum, and thanks to Carolyn Hotchkiss and her team for the flowers. That was a big run on sentence but we had a lot of people this year that put in a lot of extra effort and I hope I mentioned everyone. The club grounds really look great.

You may see some folks dragging things through the water once in awhile. They're not panning for gold, they are just trying out the newest weed cutter invention so give them some help if you see them working.

We've started the year out with some very good weather and I hope it continues in June. There are two social events scheduled in June: the Commodore's Brunch and Open Boats and we encourage everyone to join in the fun of these events.

I have been having discussions with John Glauser who is the Mariners Commodore this year. We have been talking about ways that the two clubs can interact more in the future. If anyone has any ideas please see me or one of the other board members.

Dave Weagley
Commodore

The Secretary's Corner

by Bob Hamilton

The May Board Meeting was held on May 13. Much of the meeting was discussing some potential activities with the Mariners and reviewing the results of the work days and items left to do. We also reviewed and accepted two more new members.



Repeat reminder - One activity we would like to see is more member articles for the Soundings. We suspect there are a lot of neat stories to share and we

hope the membership is encouraged to submit them to me or Jaime Forero directly.

In this issue of the Soundings, we are providing a complete list of reciprocal clubs and information received to date. As this list is updated, we will place new copies in the Club House. Many thanks to Jim Snyder for pulling all of this together. If you stayed at a

club in 1997 that was not on our list, please get the information to me or Jim for this year's update.

The PYC Log is completed and many were handed out during the May Memorial Day Picnic. If you have not picked yours up yet, they are in the new clubhouse. Please sort through the collection and get the one with your name on it. For new members or missing logs, please see me for your copy. Many thanks to Michelle Keller for assembling the master and to Mike Schiff for the binding and finishing work. One little computer error though - when we sorted the seniority list, it goofed on about five names and dates. We will resort it again and post the real list in the clubhouse. I will also look into ways to update the Logs.

There is still room for some additional members or potential members just looking for a slip, so if you know of anyone, please pass on the invite. Perspective members should contact Wendy Axtell. Dock request only should go to Tom Bolt.

Next Board Meeting will be June 10th at Bob Hamilton's house.

Bob Hamilton



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



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Bob Hamilton - Secretary
Jim Lucas - Treasurer
Peter Fisk - Fleet Captain.

THANK YOU

Work Day was a breeze (and mostly sunny) for me, thanks to all the participants at the May 9th turnout. Much was accomplished on the "harrendaus" list given to me by the Rear Commadore. Things I knew nothing about and those that I did, all went smooth, thanks to a lot of independent decision making and initiative by the crew.

Tony Belaskas
Chief for the day

Boardings from The Fleet Captain

by Peter Fisk

I hope that everyone enjoyed my last two articles detailing my experiences as a RAF fighter pilot flying Spitfires over the English Channel during W.W.II (a little something to fill in the non-sailing part of the season).

Our PYC spring racing series got off to a quick start followed by a slow drift (sometimes stern first) back over the start line. I'm sure that we have better luck with the rest of the series (perhaps some sacrifices to the wind god would be in order).

Coming up in the next few months we have a number of events.

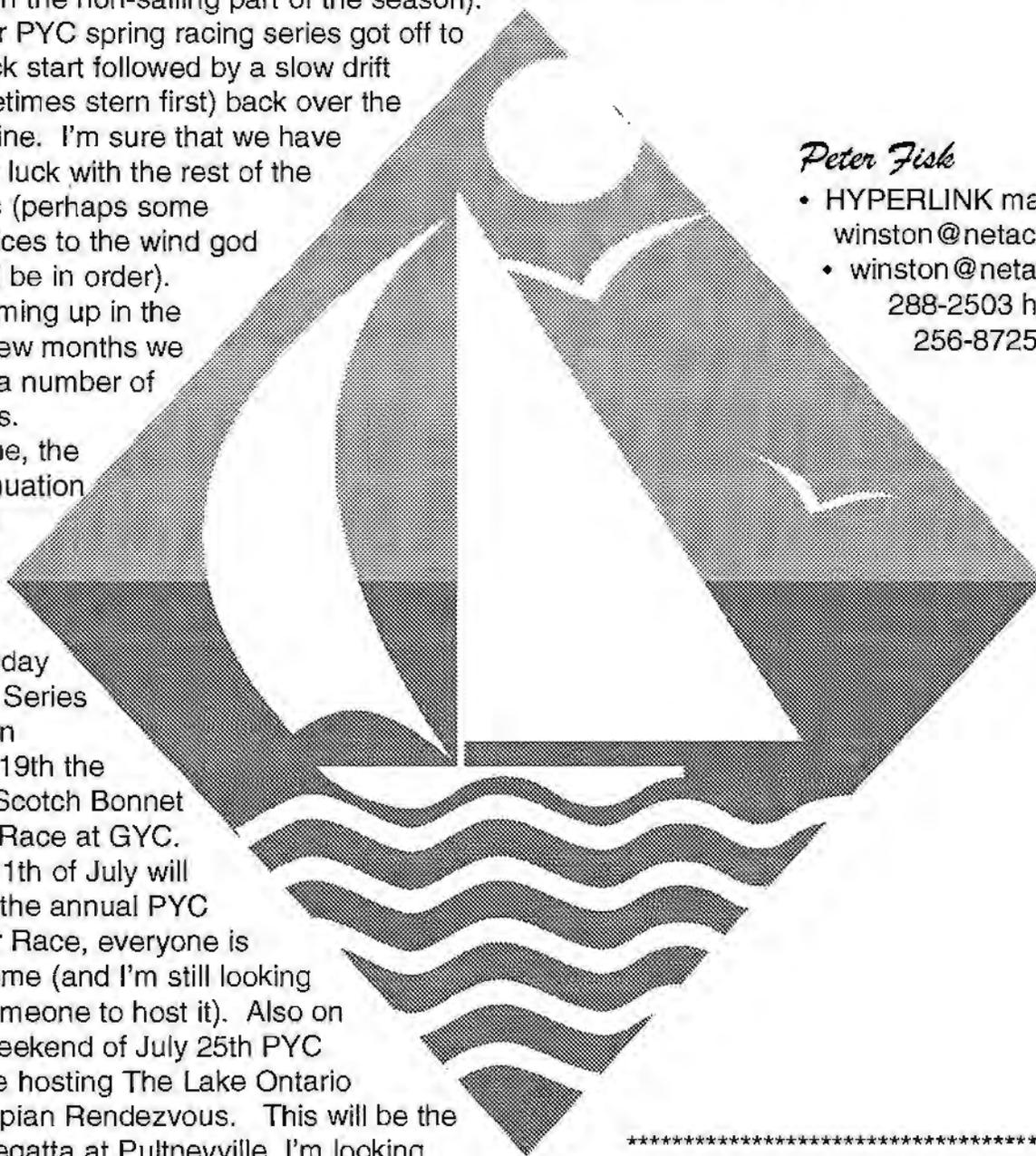
In June, the continuation of the

Thursday Night Series and on June 19th the 27th Scotch Bonnet Light Race at GYC. The 11th of July will bring the annual PYC Poker Race, everyone is welcome (and I'm still looking for someone to host it). Also on the weekend of July 25th PYC will be hosting The Lake Ontario Grampian Rendezvous. This will be the first regatta at Pultneyville, I'm looking forward to making a bunch of new friends and showing off our club.

Finally, thanks to all the people who helped out on the "Fleet Captain's" workday, we got a lot done in a short period of time! Your help was much appreciated.

Peter Fisk

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A reminder: Articles for the Soundings must be sent to the Editor by the **second** weekend of the month.

REAR COMMODORE SOUNDINGS

By Bob White

First and foremost, I would like to thank all the members for their contributions for the work days. The condition of the club in one which we can be very proud of. With that necessary obligation behind us, it is time for the boating time to begin.

The shore erosion abatement will be contracted out to Van Petty. A gradation of rock sizes will be strategically used under and behind the square tubing running along the southside shore. Boats will have to be temporarily moved during this operation to avoid damaging them. The schedule will be posted in the new clubhouse. I plan to be on site during the work.

We still awaiting the weed permit from the DEC. The weed cutting sled is in its final stages of construction. I understand the trials will begin shortly.

I seemed to have lost my small white bucket of tools. If anybody has any information on its whereabouts, I would appreciate it. It had vise grips, stapler, rasp, hammer, drill box, etc. in it.

Again, the work days were a great success, thanks to all the participants. For those that missed it, please come forward. It is difficult to keep track of all the goings on.

Bob White



VICE COMMODORE'S REPORT

By Steve Heffron



Everyone had a wonderful time at the Memorial Day Picnic. A special thanks goes to Joan Damick for making the teddy bear sweaters, Jane Hamilton for auctioning them off and Jan Burcroft for making and selling the hats. These efforts were designed to raise money to purchase more furnishings for the new clubhouse. And a very successful effort I might add. The money raised amounted to \$351. If anyone has suggestions for decorating the clubhouse, please contact one of these individuals or Cindy Kukupka.

Please remember that we have the Commodore's brunch coming up on June 13th at 10:00 AM and Open Boats on June 20th at 2:00 PM. If anyone would like to have their boat open on June 20th, please sign up on the sheet available on the clipboard in the clubhouse.

Steve Heffron

Summer Snow Crew - Entrance Exam (Cont.)

- 1) The most important position on the boat is:
 - a) foredeck crew
 - b) cockpit crew
 - c) the skipper
 - d) the person that brought the beer

- 2) In a Port-Starboard crossing, who has the right of way?
 - a) fast boats over slow boats
 - b) big boats over little boats
 - c) blue boats over red boats
 - d) Who cares? It's not my boat

- 3) During a race, a crew member loses his footing and is in danger of falling overboard, upsetting a beer in the process. Do you:
 - a) drop everything and save him
 - b) save him because you must finish with a complete crew
 - c) save him, if he is your ride home
 - d) save the beer

- 4) You come up from below deck after a spinnaker set, and see it has a major twist. You should:
 - a) Assume it is the fault of the foredeck crew, and scream at them
 - b) Assume it is the fault of the cockpit crew, and scream at them
 - c) Realizing that you had nothing to do with the set, scream at everyone
 - d) blame Bob Feeney, regardless of whether or not he's on the boat

- 5) A female crew member's job description is to:
 - a) fix the sandwiches
 - b) don't think, just do
 - c) smile and giggle a lot
 - d) all of the above

- 6) To prepare for a long distance race, you should:
 - a) study the weather forecasts
 - b) reread the latest USYRU rule changes
 - c) get plenty of sleep the night before
 - d) stay up all night watching Brady Bunch reruns so that you can converse intelligently during the dog watch

- 7) While flying the chute, you notice a small tear. Do you:
 - a) pretend you don't see it
 - b) point it out to the skipper immediately
 - c) determine who else on the boat you can blame, then point it out
 - d) blame Bob Feeney, regardless of whether or not he's on the boat

- 8) When three crew members are on the high side rail:
 - a) one watches for puffs, one watches for waves, one watches the fleet
 - b) one watches for puffs, one watches sail trim, one complains about getting wet
 - c) One complains about getting wet, one criticizes sail trim, one ridicules the helmsman
 - d) all three are required to hum the theme song to "My Three Sons" complete with the hand and foot motions, ignoring the race

— Please turn the page...

- 9) Between races in a regatta, there is time for a quick sandwich. Being the newest member of the crew, you should:
- wait to see what the protocol is on this particular boat
 - offer to help the designated galley person
 - volunteer to make the sandwiches for the rest of the crew
 - volunteer to make the sandwiches for everyone so that you get first dibs on everything, then lock yourself in the V-berth until the rest of the crew gets their own damn sandwiches
- 10) In heavy air, headsail changes are done:
- to achieve maximum performance
 - with the safety of the boat in mind
 - with the safety of the crew in mind
 - whenever the cockpit crew wants a few laughs at the expense of the foredeck crew
- 11) While working the foredeck, a headsail dips into the water, you should:
- volunteer to stay late to dry and pack it
 - not tell anyone, pack it wet
 - find someone else to blame, make them stay to dry it
 - always dip all headsails to avoid having to pack sails after the race
- 12) After a race in which you have finished poorly, do you:
- blame it on the foredeck crew, because they probably screwed up
 - blame it on the tactician, because he should have compensated
 - blame it on the skipper, because you don't have matching crew shirts
 - blame Bob Feeney, regardless of whether or not he's on the boat
- 13) When approaching the dock, you should:
- secure the spring line, then the bow lines, then the stern lines
 - secure the stern lines, then the bow lines, then the spring line
 - secure the bow lines, then the spring line, then the stern lines
 - stand at the mast and yell instructions to the helmsman
- 14) After the race, it is the skipper's job to:
- Calculate corrected times, then go discuss things with the other skippers
 - Muse about wind conditions on the different parts of the course, then go discuss things with the other skippers
 - Complain about PHRF ratings, then go discuss things with the other skippers
 - to get off the boat, under ANY pretense, and leave the clean up work for the crew
- 15) Ownership of the boat:
- gives ultimate authority
 - gives no special rights or authority
 - is allowed an opinion upon consent of the majority of the crew
 - is transferred to the crew on Launch and Haul-out Days

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