

Signals from the Commodore

Tom Ecker -1

The Secretary's Corner

Brian McCarthy - 2

Rear Commodore Reports

Doug Axtell - 3

On the Range

Eric Matteson -4

Vice Commodore's Report

Roger Carr - 5

Member Contributions

Pages - 6 & 7

Looking Ahead

Page -8

Insert

LAKE SOUNDINGS

PULTNEYVILLE YACHT CLUB

Volume 25 – No.5

June, 2000

Signals from the Commodore

By Tom Ecker

Dear Members,

Thanks to all who worked on the workdays, the club is really looking great. A number of pilings have been driven back to where they belong, docks have been fixed and the water level is back up at a great level. A great way to start the season.

It appears as though we have the fishermen problem again this year so a reminder is offered. If someone is on club property, fishing or loitering, they are to be asked to leave. If an officer of the club is in the area, go to that officer and he will ask that they leave. If an officer is not present we urge you to approach the individual and ask them to please leave as they are on private property. If they do not comply, the Sheriff can be called from the phone on the work shed. The numbers are posted there and the number to be used is the Marion number. The police have been notified that no one other than club members and their guests have permission to be on the club property.

Do we have any nominations for the "Goody Two Shoes" and "On the Rocks awards yet?" Keep on the lookout. You never know.....

In June we have the New Members Fondue. A great time to meet and welcome those new members to our club. All are invited and urged to attend Commodore's Brunch also in June, followed by the semi-annual meeting. A great chance to get caught up on the status of the club. Hope to see you all there.

"Certainly everyone that goes to sea in a little boat learns terror and salvation, happy living, air, danger, exultation, glory and repose at the end; and they are not words to them but realities which will afterwards throughout their life give the mere words a full meaning."

Wishing you fair winds,
Hilairs Belloc

Tom Ecker

Commodore



The Secretary's Corner

by Brian McCarthy

It's probably a good idea to get the finance information out of the way: As this is being written there are still a few 1999 members (18) who have not paid their assessment bill. The due date was pushed back to May 15th from original proposed date of February at member request. Thus if your mailing is post-marked after the 15th please add the 10% late charge. Also the 2000 surcharge to all members will be due August 1st. The form for the \$45.00/\$22.00 will be in the July Soundings.

So that you may stay abreast of the experiment to send Soundings electronically I can tell you that there has been no outright negative feedback to the proposal. We have found that about 10% of your e-mail addresses do not function as listed. There has been many comments relative to summer vs. winter relocations, spouses, privacy, web site-group listing-direct e-mail, invoices, future production, and I'm sure more to come. It's in its infancy as an idea but it has generated conversation. If it never ends up as e-mail but only as a production help for us today it will still have been worthwhile to push us a little closer to the window of our children's and grandchildren's future as they use similar technology frequently. And as software like Microsoft Reader and MP3 take off they will use it more and more.

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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Tom Ecker - Commodore
Roger Carr - Vice Commodore
Doug Axtell - Rear Commodore
Brian McCarthy - Secretary
Rich Critchlow - Treasurer
Eric Matteson- Fleet Captain.

My nieces and nephews take college courses today where term papers never see paper, only computer disks.

March membership still remains at 108 voting and 12 Non Voting. If you know a prospective member, contact Wendy Axtell at 716-473-1306 or e-mail- Bristol32@aol.com. Prospective slip renters should contact Tom Bolt at 716-924-8045 or e-mail -Sail2733@aol.com.

If I can be of assistance to you stop by. If I don't know the answer I'll try to find someone who does and get back to you as soon as I can. I'm sure the rest of the board feels the same way.

As we are entering our social season, encourage your neighbors to meet you at these gatherings. The season is short and well-attended activities make PYC an attraction to other boaters. By this writing the Commodore's Review and Social hour should have kicked off the season in a fine manner and other activities are planned with your immediate neighbors and the neighbors across the stream. Keep the updated calendar handy and I hope to see you there.

Happy and Safe Boating
Brian
589-2061
bmccart2@ix.netcom.com



Crossing the Bar

The Pultneyville Yacht Club extends its sincerest condolences to the family of Jean Belaskas, whose mother passed away late in April



Rear Commodore Reports

by Doug Axtell

Notes from the Engine Room--

By the time the newsletter arrives we will have finished a complete repainting of the old clubhouse. This mammoth project was taken on by Larry Rice, who organized the work and gathering of materials to complete the job, arranged, and directed the work crews. If you see Larry, you should thank him. In addition, honorable mention goes to the many members who agreed to leave early (or not) on their assigned workday to return during the week to complete the priming of the building when it was not so wet. The initial plan was to prime on Saturday, but we received about 2-3 inches of rain on Friday night, so only the scraping was done Saturday the 13th. This building has not been painted in more than 12 years and painting was long overdue.

Also completed were 14 pilings, which were driven down by Xerxes Construction of Farmington. Jim Hollingsworth, a former PYC member owns this company as well as the former Sills Marina. Jim agreed to do this job with a new piece of equipment he purchased to upgrade his new marina. I worked with Jim and his crew two days until after dark to get this done. I think you will find several docks in the harbor straightened out that have been climbing towards heaven for several years.

Kermit Sleggs and Bob Hotchkiss lead the walkway installation project, which was not a small feat either. We now have a cobblestone walk from the new clubhouse to the pavilion, featuring stones from an old cobble street, which accessed RGE's Bee Bee station, as well as a few chosen from our beach. Also installed was a flag-stone walk from the clubhouse to the parking area. This was built with stone furnished by Jim Ely.

In addition to these projects, much of the "normal" work was done such as dock repairs, trimming and general cleanup. These workdays were lead by Tony Belaskas and Paul Roetling, who have to plan, procure materials and contact people with specialized skills and equipment. I would like to thank all those to stepped up to do more than their share to maintain and improve our facilities.

The water level this spring is currently more than one foot higher than last spring. The additional water should have everyone breathing a bit easier. This impacts our budget positively as our dredging costs this year should be lower. Last year low water affected everyone with the surcharge paid in May to restore our operating capital. With higher lake levels, perhaps we can build the funds back up by simply not having to spend the money on dredging.

Regards,

Doug Axtell
Rear Commodore



FONDUE PARTY TO WELCOME NEW MEMBERS

SATURDAY JUNE 10--5:00 PM @ PYC PAVILION

Pop, Wine and Coffee Supplied

Please bring your Favorite Fondue or Exotic Dish to Pass

Please Come and Welcome Our new Members

On The Range

by Eric Matteson

This month as I was pondering the question of what to share with you. I decided to deviate even further from my normal agenda and share a personal experience. As I was preparing to launch the boat and getting very close to crunch time I came to the task of summerizing the engine. This has been a simple job in the past. Clean off the spider webs, change the gear oil and add fresh spark plugs. I estimated about an hour to complete the spring ritual and picked up the supplies. Much to my surprise there was another item which demanded attention and there was no putting it off. I seemed that I had a close call with freezing this winter and although there was no real damage to my motor, there was a gasket that was cracked and would surely not hold water. Under this gasket was the thermostat and although I never really thought about it much, now that I am aware I will remember it often. Since there was never a problem I never looked for one but let me tell you that was one of the ugliest thermostats I have ever seen. The point of the story is that even though you have a good water pump and good water flow through your motor it may be wise to replace your thermostat periodically. The green goop in the channel really seems to like hanging around in places like that. I do not wish to start a panic nor do I own stock in marine parts distributors but if you have not visited your thermostat in a while it is probably time. I do feel lucky that the frost taught me a lesson before the lake got a chance to educate me. Last year I replaced the water pump impeller since it was old had not been done in a long time. Now I have even greater confidence that my motor will continue to serve me faithfully. The total cost for parts was under \$20.00 which I am happy to invest in a trouble free season.

In other news the racing fleet is off and running. We will be testing our skills each Thursday and welcome all who are interested to participate.

Saturday morning fun races have been scheduled for the whole month of July this year. If we can generate enough interest I would like to try to run a few jr. races this year on Saturdays in August. Keep an eye out for crew. You do not need to stick to your kids - you can borrow or rent crew as necessary. Any kid with a fishing pole may be fair game if you can tear them off the dock.

Eric Matteson
Fleet Captain

Vice Commodore's Report

by Roger Carr

I used to think that a successful launch day meant that our boat was put in the water without damage and did not leak. Helen and I can now add another criteria – serving break snacks & lunches. We really appreciate the volunteer help we received to get through the launch days. There were some new members in the team along with folks who knew the ropes about slinging hamburgers and hot dogs. Thank you very much.

The coffeepot got temperamental on Friday, refusing to hold the heat after lunch. It has caused problems in the past. By the time you read this article, it will have been replaced.

On the bottom of this page is the form for the Commodore's Brunch on June 17, for those of you who would like to attend. For the newcomers, this is a great way to get started on a Saturday morning, in case you haven't heard. Besides food and beverages, there will be a table of "boat stuff" looking for new homes at the right price. If any one has such equipment, bring it to the brunch. Hopefully, you'll find a buyer. We will also have a table showing our club merchandise available for sale to members.

There is also a reminder in this issue for the New Member Fondue Party on June 10. No reservations are required. If you don't make fondue, bring another snack. It's your participation that is important. The club will provide wine, coffee, and soft drinks. This is a great way to end the day and meet new people.

A sign-up sheet is in the new clubhouse next to the white board for Open Boats Day on June 18. Any one who would like to welcome folks aboard to see your boat should sign up. People welcoming visitors usually serve some refreshments. Boats that are open will have balloons tied to their bows for identification. Boats should be open from 1 to 4 PM. This is a great way to stand proud with your prized toy and meet people.

See you around.

Roger Carr

Vice Commodore



fold, tear and mail

**COMMODORE'S BRUNCH
SATURDAY, JUNE 17
10:00 AM @ PYC PAVILION**

Pancakes, French Toast, Sausages, Maple Syrup, Adult Brunch Beverages, O.J., Coffee, Pop and More

We will be concurrently having a "boat stuff" lawn sale adjacent to the Pavilion

Reservations # _____ @ \$6.00/ Adult
Required # _____ @ \$3.00/ Child
By 6/10 # _____ @ \$7.00/ Guest

Please send check payable to PYC to:
Steve and Debbie Heffron
2191 Monroe-Wayne County Line Road
Macedon, NY 14502

The Klabautermann was there!!

The first time around!

The other day at the club, somehow the conversation turned to old sailors and sailing ships as well as some of their voyages. Inevitably, Magellan's first circumnavigation of the globe was discussed as well and, of course everyone knows that he was the first to do so, silly question!!

Hold On Just a Second!! What everyone seems to know is dead wrong!! Magellan died in the Philippines and never made it. The consensus seems to be that some unknown crewmember of his actually was the first but nothing seems to be known about him. Wrong again!! Since we have lived on ships since time immemorable, naturally we were there and witnessed the event as it happened. Let me set the record straight once and for all.

Magellan left Seville, Spain with five ships and approximately 200 men in August of 1519. After putting down a mutiny in South America, and a difficult rounding of the horn and losing one of his ships, he made it to the Philippines where he was killed. Due to the losses to scurvy, fighting etc., after Magellan's death, there were only 110 men left to crew the ships. The decision was therefore made to reduce the expedition to two ships.

At this point an officer by the name of Juan Sebastian de Elcano took over command of the expedition. He was one of the original complement of 35 Basques who had sailed with Magellan from seville. He distributed the remaining crews amongst the "Victoria", his flagship, and the "Trinidad". He traded for spices in the Moluccas and continued to pursue his course around the world. Finally, the "Victoria" with only 18 crewmembers left alive arrived in Seville on September 18th 1522, still under Elcano's command.

Elcano was celebrated for his accomplishment and was honored by the Spanish crown. The Spanish King bestowed on him a Coat of Arms which contained a Globe and the legend "Primus Circumdediste me" (You first circumnavigated me) and was given a Royal pension. The "Victoria" made two more Voyages, both to the Caribbean, where she was lost on the second voyage in a storm.

So the first Circumnavigator was recognized and feted for his achievements. It was not until the Basque Separatism movement and after the time when Spain had lost her colonies that Spanish Government propaganda started to downplay the contribution made by a Basque and began to emphasize Magellan's role to the exclusion of Elcano.

There! I just had to get it off my chest and set the record straight. We still believe that the other four ships were lost, because they were built from the trees of Southern Spain which was under moorish control and did not have Thor's children living in it. The Victoria was built in Northern Spain where Germanic tribes(especially the Vandals and the Goths) had lived for many years and thus our spirits were in her wood to help her survive the voyage. We were certainly kept busy on that trip!!!

Why I Love My Full-keel Sailboat

-More than other newer/faster boats
by Doug Axtell

1. The hull is heavily built by today's standards and with the long keel; you can calibrate your depthsounder in every anchorage when on cruise. This coupled with the shallower draft of the full-keel design allows me to drive her into the mud, walk around the hull, and clean the waterline before proceeding to Kingston. One member even showed his guests a good time by laying his full-keel boat on her side overnight during a cruise in Southern waters.
2. In the spring, before launch, the wine glass hull and long overhangs keeps me from needing to apply sunscreen and provides necessary shade so I don't die of heat stroke while drinking beer and contemplating the up coming racing/sailing season.
3. Being easily recognized by boatyard gasbags as a plastic classic, it is a magnet for wasted afternoons spent talking on the dock instead of actually fixing the things the boat needs repaired.
4. Due to the narrow beam of the older design there is less stowage room below which induces me to purchase less boat junk, which in turn allows me to save on money.
5. Because it has such antiquated electrical system, you can never find a convenient place to wire in the newest electronic gadgetry. See number 4 above.
6. Since she is more than 30 years old, it is pretty easy to make it look better than other 30-year-old boats. See number 3 above.
7. The tiny transom makes a smaller target on the racecourse, which allows you to pull amazing feats at the buoys and the start line.
8. Being much narrower compared to new designs of the same length means that items stored below are close at hand and easily accessible. In addition, you have less distance to fall and items careening off shelves and out of lockers have less inertia when they strike you. Also, see number 4 above.
9. Low freeboard compared to newer designs allows guests to more easily empty him or her of extra teatime baggage. In fact, some have been observed to wash up con-





KE SOUNDINGS

P.O. Box 137
Pultneyville, NY 14538

Pultneyville Yacht Club Site at the Web:
<http://members.aol.com/bristol32/index.html>

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.



June 10
June 17
June 18
July 2

New Member Fondue Party
Commodore's Brunch and General Meeting
Open Boats
Mariners Picnic