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# LAKE SOUNDINGS

## PULTNEYVILLE YACHT CLUB

Volume 25 — No. 4

May, 2000

# Signals from the Commodore

By Tom Ecker

Dear Members,

By now all our boats should be in the water and we should all be on our way to another great boating season. The work days are scheduled for May 13<sup>th</sup> and 20<sup>th</sup> and again it is that time to remind everyone that we are a working club and I encourage everyone to do their part whether it is working on repairs, grounds, flowers, hookup placement of channel markers or what ever. The various projects have been identified by Doug Axtell, our Rear Commodore, and their completion will benefit all.

The 2000 membership logs will be available around Memorial Day. There has been a lot of effort put into the log production by Michelle Keller. The log contains much information including the dates of events, chairpersons, telephone numbers, addresses and by-laws and policies. I encourage everyone to review the data and if you find a mistake please let Brian McCarthy know so it may be corrected in the future.

The first social event will be May 27<sup>th</sup> when we will kick off the 2000 boating season with the Commodore's Review scheduled for 1:00 PM. Some people decorate their boat with flags and the event consists of all boats parading past the Commodore's boat. Weather permitting, the *Agape* will be anchored outside the harbor. The Vice Commodore, Roger Carr, will lead the review and I encourage everyone to participate in the fun.

Donna and I will be hosting a "Tea Time" with cheese and selected beverages at 4pm on the point. See you at the workdays.

Wishing you fair winds,

*Tom Ecker*

Commodore



## The Secretary's Corner

by Brian McCarthy

**Assessment Reminder:** Due date is May 15; after which late penalties of +10% will apply. This assessment is for members prior to the year 2000 season.

New members joining us for year 2000 season, as I have them, since summer 1999: Thomas & Mary Ann Dobbins; Alex & Ann Margaret Brougham; Ed & Margaret Walluk; Stu & Cathy MacDonald; Gail & Beverly Levy; Thomas & Patricia Broderich; Thomas & Juli Jayne; Todd & Anita Smith. We should all give them a hearty welcome and endeavor to make them feel comfortable in their new boating home.

**Final request:** if you want any information to be published in the membership log we need to have it now. This is especially important for all new members since May of 1999. Send it on a postcard to PO Box 137, Pultneyville 14538, or e-mail me with family names, phone numbers (Home, Work & Cell), all your boat information and specifications, dock location. If you have a new E-mail address and wish to have it listed in the Membership, send it along. If I have an address in the database I believe we can add it to the listing.

**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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### PYC OFFICERS:

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

I'm sure you are all aware of the club's need to save funds whenever possible. In that light an idea was brought before the board on the 17<sup>th</sup> of April. I would like member feedback on this proposal and it is only in the discussion stage at this point. Possibly with this issue of Soundings or within the next two issues Merrill and Cher are going to use Adobe Acrobat as a format to transfer/edit files before publishing. This will give us an opportunity to send the entire issue anywhere electronically as a .PDF file, which can be read/printed with Acrobat Reader, a free downloadable program used extensively as it maintains forms and graphics. Editing cannot be done with the Reader. As you can picture if we can send a substantial number of issues electronically we can save both on postage, possible future printing costs and labor to assemble and mail Soundings. We have two electronic options being discussed. 1) Have all Soundings posted upon the Web page at [http://members.aol.com/\\_ht\\_a/bristol32/index.html](http://members.aol.com/_ht_a/bristol32/index.html), which you should be aware is the current PYC Web Location. This could have the added benefit of posting all back issues. 2) The secretary would establish an electronic mail base list from which the .PDF file would be directly sent to your E-mail after it is accepted for publication. It is a wave of the future that is here now, it would be your own "book online" so to speak. If there were no E-mail, Internet capability, or desire to receive issues in such a manner the issue would continue to go "snail mail." This discussion will surface for the next few meetings and I would appreciate hearing from everyone, especially those who have provided E-mail addresses. There is an old saying that silence is tacit approval and it will be taken as such.

March Membership now stands at 108 voting and 12 Non Voting with about 90 slips filled in the harbor as of last board meeting. If you know a prospective member, contact Wendy Axtell at 716-473-1306 or e-mail- [Bristol32@aol.com](mailto:Bristol32@aol.com). Prospective slip renters should contact Tom Bolt at 716-924-8045 or E-mail- [Sail2733@aol.com](mailto:Sail2733@aol.com).

Happy and Safe Boating

**Brian**  
**589-2061**  
**[bmccart2@ix.netcom.com](mailto:bmccart2@ix.netcom.com)**



## Rear Commodore Reports

by Doug Axtell

### *Notes from the Engine Room--*

It is only a week until the boats will be floating and only a few weeks until workday. This year the workdays fall on May 13 and May 20. The first workday will complete most of the dock repair and initial work and the second workday will wrap things up. The first crew will be comprised of Jayne – Wolfe and should be ready for work with tools brought from home at 8:00am. The second crew is Allen – Hotchkiss (May 20) and will start at the same time. Some members have already completed their assignments through special arrangements. If you feel you cannot attend your assigned day, be sure to contact me before hand to make other arrangements. We can always find projects for a member to complete later on in the year.

The harbor is in good repair this year with the exception of a handful of docks, which need heavy equipment attention. The water is also at the seasonal average, so those with deeper draft boats should be breathing a bit easier this spring. Even my medium draft boat wore the bottom paint off motoring through the silt last fall. The bright side is ... less sanding to do in the spring.

As masts go up this spring, I urge people to use extra caution. A spliced harness should be used to lift the mast. This is like a very short double-ended dock line. Then a downhaul should be rigged from the lifting harness to a winch or cleat on the mast to keep the harness from becoming a permanent part of your standing rigging. If you are unsure of yourself, ask for the guidance of a more experienced member. Remember that the stupid question is the one not asked.

Safety First ... Accidents last.

As last year, the PYC web page has a link to the Lake Ontario Lake levels web page, which is maintained by the Army Corps of Engineers and has daily lake levels, as well as graphs. Another recent addition to the PYC page is a mapped image with some new links, including one to the instruction page for joining the Pultneyville Yacht Club mailing group (large PYC burgee). This allows you to post letters on a virtual bulletin board for other members to read and respond to. This should be a great tool to discuss impromptu weekend cruises and other social events.

Regards,

*Doug Axtell*  
Rear Commodore



# On The Range

by Eric Matteson

Lets get moving. As I am writing this I am really looking forward to getting the season started and the warm months ahead. We have had a few bumps in the road but they should be pretty well sorted out as this newsletter hits the mail. The state has finally graced us with some new equipment for our lighting and buoys. The offering includes new wiring for the lights and new style batteries that should last much longer. I was really hoping for other new parts but I guess there is another challenge to be met next year. As previously mentioned the full complement of harbor marks should be installed on the weekend after launch.

## SORRY I GOOFED!!!

In last months soundings I planned the pre- season Skippers' meeting for the Sunday prior to launch. Easter Sunday was probably not the best choice for this. I have called the "regulars" and I hope that nobody made the trek to the club unnecessarily. I will have extra copies of the schedule, course and rules if anyone is interested in joining in on the fun.

The Practice and tune up race will be held on the 11th of May and our standard Thursday night will be maintained there after. All are welcome to participate and its even OK to win once in a while. As long as you don't make it a habit as a newcomer.

Here are a few other dates to remember.

May 27th don't forget to dress up your boats in their best colors for the Commodore's Review. I attended for the first time last year. May 28th is the Bowersox Memorial Race and weather permitting we will have a Skippers' meeting at 10:00 and start the race about 11:00. This event is open to ALL club members and it's a good way to build up an appetite before the picnic.

If you are looking for information for other events outside the club check out our web site. Doug has done a great job of making it a complete source for information for Pultneyville and all around the lake. I am always happy to investigate any other requests you may have. All you need to do is ask.

Time to quit writing and get back to work on the boat!  
See you on the lake.

*Eric Matteson*

Fleet Captain



## *Vice Commodore's Report*

by Roger Carr

Our 2000 social season is ready to roll. You will find reservation flyers in this issue of the "Lake Soundings" for the Memorial Day picnic on May 28 & the Commodore's Brunch on June 17. Note that you are asked to bring a dish to pass for the Memorial Day picnic. There is also a notification for the New Members' Fondue Party on June 10 that has no pre-registration. All 3 events are on one page. Tear the flyer apart & mail w/ payment to the appropriate party hosts. There is a deadline for registering for each party. Please honor them to make planning easier.

Helen & I have talked with the Mariners social chairperson. We will have cross club invitations for a number of parties. They will be invited to our Memorial Day picnic, Open Boats, Pig Roast, & Clam Bake. We will be invited to their picnic on July 4 weekend, Ice Cream Social, & Steak Roast. We will host the Commodore's Challenge between the 2 clubs. There will be flyers from the Mariners in future "Lake Soundings."

We have scheduled our Open Boats on June 18. There will be a sign-up sheet in the new clubhouse near the white board for any boat owner welcoming visitors to his/her boat that day. People with open boats usually serve refreshments to visitors.

On another note, we will not get to these parties until we get the clubhouses open & have launch (April 28 & 29) & work days (May 13 & 20). Helen & I could use some help in all these areas. Helen is putting plans together for opening the clubhouses. We know right now we need help slinging hots & hamburgers for lunches & setting up snacks for the breaks on launch & work days. Please give us a call @ 671-6526 if you can help, or just show up.

One last request - We'd like to have a DJ for the Pig Roast in August. TJ Elliott who we have used before cannot be found. Can any one recommend a DJ you know or have heard before that I could call? Same phone number to get a hold of me. Thanks.

*Roger Carr*  
Vice Commodore

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### *Happiness Is a Friendly Yacht Club*

Let me start by saying that my family and I are starting our third year at PYC and we could not have found a better place. PYC is a very friendly place. We first found PYC when we came out to look at Joe Davis's boat it's a Catalina 27. It was just what we were looking for. He told us all about the club and how inexpensive it was. Then he showed us the grounds and clubhouse and we were hooked. We bought his boat and are very happy with it. The club is a fun place to be and we have made many new friends. I don't think that there is any one that wouldn't help you with a something if you asked. It's that kind of place. We have been to most of the club events and found them to be lots of fun. Our kids took a boating course at the club that was put on by the Vice Commodores. They did very well and Dave Hefferon did a great job giving the class. Last year we hosted the club clam bake and plan to do it again this year. Hope to have as good a turn-out as last year. Before we know it the new season will be starting and we all have lots to do to our boats. I hope that the new season starts off safely and with nice weather. Can't wait to see you again this year.

Thanks to PYC for being just what we were looking for.

Dan and Mary Harris

## *A View from the Leeward Rail*

By Brendan Hanna, crew of "Summer Snow"

Now that the America's Cup is once more bolted to the floor in the Royal New Zealand Yacht Club, we have time to reflect on some of the lessons to be learned from this competition. Granted, this is not exactly the same racing as what we see in Pultneyville (the only major difference being match racing rather than fleet), but I think both the skippers and crews can benefit from some observations. New Zealand won... but why?

First, it is obvious that the boats that provided their crews with matching attire performed at a higher standard than those without. It has not been independently studied or verified, but both a positive mental attitude, and a reduction in wind resistance seems to be the major factor here. Both are critical to winning races. The Prada crew had very stylish but rather conservative (read: boring) outfits. New Zealand on the other hand, had that cool looking feather shirt working. The result? NZ kicked butt. Bear in mind that everyone will be disappointed if the PYC skipper opts for matching crew shirts from the K-Mart sale bin. No one will be happy if their skipper thinks they are worth no more than "3 white Tee-shirts for \$6.99." Therefore, skippers take heed: If you want your boat and crew to perform at their best provide them with snappy looking crew shirts, jackets, etc.

Also, one couldn't help noticing that the skippers that made it to the finals were very polite to their crews. The skipper for the US challenger, on the other hand, was picking on his sail trimmer constantly. This prompted one television viewer to challenge other members of his crew to drink a shot for every time Paul Cayard mentioned that crewmember's name. The refrain was generally something along the line of "Trim, Carter. Trim, Carter! CartercartercarterCARTER!" It is my understanding none of the participants were conscious by the end of a race. I will admit that now and then there were some raised voices on the Italian boat. I am not fluent in Italian, but from what I can gather, the discussion generally centered on which Chianti to serve at dinner that night.

It should also be noted that the skipper should not try to do the jobs of the crew. In one exciting race between Prada and America One, the Italian skipper received a significant blow to the head by the boom, sending the boat careening off course. Now it is well known that the job of dampening the movement of the boom is usually assigned to heads attached to the bodies of the cockpit crew. They are experienced in this area, and have the ability to absorb the impact with nothing more than the usual string of obscenities as a result. Skippers should stick to what they do best: writing checks.

The last point I'd like to make today is that when things go badly in a race, it is best to wait until you finish the race before dispensing discipline. Prada clearly demonstrated that keelhauling an offending crewmember has a considerable detrimental affect on boat speed.

# YEAR 2000 ONE-TIME ASSESSMENT

## BILLING STATEMENT

Below is your Year 2000 One Time Only Assessment. This charge is for \$100 for voting members and \$50 for non-voting members.

This assessment is for those who were members prior to the year 2000. New members are excluded from this Assessment.

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Please remit this statement with payment to:

**Pultneyville Yacht Club  
PO Box 137  
Pultneyville, NY  
14538**

**Payments are due by May 15, 2000**

**Payments received after that date would be charged a late fee of 10 %**

**Member Name (please print):** \_\_\_\_\_

**Enclosed is my check for:** \_\_\_\_\_

## Klabautermann on Board !!!

### The Voyage of "Neptune's Car"

In it's day (the 1850"s), Neptune's car, supposedly the only clipper ship built outside of New York and the New England States, was renowned as one of the fastest Clippers ever built. She set, at the time, the record of 101 days, New York to San Francisco, beating Westward Holland won the race to Hong Kong against the same ship by 11 days. The most remarkable voyage of her career, however, started in 1858. She left New York bound for San Francisco and Hong Kong, returning with Tea and general cargo to New York with one passenger aboard.

On the way to rounding Cape Horn (as it is properly spelled), Captain Patton fell seriously ill with tuberculosis before reaching the Falklands and was pretty well unconscious from the disease for the rest of the voyage. Prior to this he had to arrest the First Mate Keller (probably no relation to any member of OUR club) for mutiny. With the Captain unable to command and navigate, a strange thing occurred. The passenger, who had learned Navigation to help pass the time, was found to be the only other person aboard who knew how to Navigate. Taking over not only navigation and the command of the ship, the passenger also took care of the very ill Captain and kept him alive throughout the Voyage.

Dealing with six weeks of storms in trying to round Cape Horn while defeating the designs of the mutinous First Mate and his clique, the passenger, with the help of the rest of the crew, managed to complete the circumnavigation as well as transact the ship's business and returned to New York with ship and Crew intact.

Upon arrival in New York, the Captain, still alive due to the passenger's excellent care, was carried in a litter to a New York hospital. Although unconscious at the time, he would no doubt have been surprised at the choice of medical facility chosen for his immediate care.

You see, he was taken to the Pediatric clinic of the New York General Hospital.

Strange, you say?? Not really, once you realize that the Passenger who saved life and ship was Mary Patten, the Captain's Bride on her Honeymoon Voyage who had arrived just in time for the birth of their First Child, having been pregnant for almost the whole Voyage.

The ship owners showed their gratitude for making substantial profits and avoiding the loss of their ship with crew by awarding Mary Patten the miserly sum of \$1399.00 ( actually it was the Insurance Company who paid). This caused such an uproar amongst the citizens of New York that a public collection was taken up to ensure Mrs.Patten was taken care of.

Now, the next time you "Men of Oak" and "Salty Tars" are out on your sail, take a new look at Your First Mate with this tale in mind and you may be surprised what she may be capable of when you're NOT around.

What does all this have to do with the Klabautermann? you may ask. Well, who do you think made that mutinous First Mate fall down the hatch when he was about to take over the ship? The hardest task for me however, was to make sure that the Baby did not arrive till she was safely Home. I won't even mention keeping her off the rocks during the storms around the cape, after all, she wasn't THAT experienced a navigator.

The Klabautermann

