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# LAKE SOUNDINGS

## PULTNEYVILLE YACHT CLUB

Volume 23 — No. 8

September, 1998

## Signals from the Commodore

By Dave Weagley

Dear members,

We had a very good season so far this year for boating and socializing and I hope this Fall is good also. There are a lot of new members this year everyone seems to be enjoying themselves. The turnout for the Commodores Challenge was excellent even though I lost the race to John Glauser, the Commodore of the Mariners. We hope to work together with the Mariners next year with the schedules of our social functions to allow each club to participate in a few more activities.

Membership levels are still lower than we want. Last year we were at 133 members and 8 non-voting and this year we are at 126 members and 9 non-voting. Keep up the advertising with your friends and co-workers.

We are trying to keep the Pavilion and trash barrels clean and we need your help. If a trash barrel is near full or if flies are starting to accumulate then close the bag and take it to the dumpster. There are fresh trash bags under the sink in the clubhouse. We are asking the Officer of the Day on the weekends to also keep an eye on the barrels and empty them but we need everyone's help.

The nominating committee consisting of Rich Critchlow, Jane Hamilton, Richard Darrow, Tom Ecker, and Kermit Sleggs is trying to finalize the slate of officers for 1999. If you have any potential candidates please contact them. We will be posting the nominations in October.

Keep an eye out for information on this years Fall cruise up the Genesee River. This usually occurs after the cradle day activities.

We'll see you at the club,

*Dave Weagley*  
Commodore

# Signals from the Rear Commodore

by Bob White

It is hard to believe that so much of the boating season has passed already. There is progress to report as well as plans for cradle day and haulout.

## DREDGING

In the first week of August yours truly and the Commodore sounded the entrance to see if dredging was needed. The minimum depth then was about 6-6 1/2 feet. If water drops at historical rates dredging will not be required, and therefore will not be contracted out. Levels will be followed however.

## WEEDS

The weed man has come and went. While most of the weeds have been taken care of, a touch up treatment is needed and has been arranged for.

Work has continued with the weed sled. After additional tests in the middle of August, it is being modified to hold the weeds during dragging through the water. We feel this equipment will allow us to keep weeds to a minimum (now that the chemical has eliminated the bulk) in the future. Mechanical harvesting will be environmentally better for our harbor and the life contained therein. Additionally, the chemical operation is expensive. Savings here can be effectively

used elsewhere in the harbor. Next year, the plan is to use the sled to do the open areas of the harbor. Areas adjacent to the boats between the docks will have to be done individually with a long handle rake. Dock occupants will individually be responsible for this. The large areas will be considered a work day project. Barry Hall has volunteered to head up the PYC Weed Team and direct its efforts, either DEC wise or their (the weeds) removal. I want to thank Dan Axtell, Dick Critchlow and Brian McCarthy for help with the sled. Doug Axtell also has provided us with some plastic ski fence, which will be used to corral the loose weeds and help in their removal.

So far we have had three doses of the Pultneyville mushrooms (lake weeds). The explanation is simple. The zebra mussel clarified water has let more light reach the weeds, they grow faster and then get dislodged from the rocks during high northerly winds. Fortunately, the warm water has minimized the duration of the entrance plugging, and seen to their displacement.

Barry will be looking into this matter, which is happening all along the southern shore of the lake.

## CRADLE DAY

Cradle day is Saturday, October 3rd starting at 8:00a.m. All members using cradles to store their boat in the harbor are required to participate in the moving of the cradles from the orchard to their winter resting place.

## HAULOUT

This fall haulout will start on Friday, October 16th. Haulout will be two full days, Friday and Saturday. Hopefully, with good luck and weather, Sunday will involve only 1 trick. Days start at 7:00 a.m.. Detailed work schedules will be announced in the October Soundings. The basic plan is however:

**Friday**—Haulout for boats stored on north shore and parking lot.

**Saturday**—Haulout for boats stored on peninsula and south shore (a few).

**Sunday**—Haulout for boats stored on south shore.

We want to encourage and will appreciate early return of the reservation form so that detailed plans can be made. If you have any questions about haulout, call Don Boesel (315 986-7491) or myself (716 225-2191).

Bob White



**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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Special thanks to those who have contributed to this issue.

### PYC OFFICERS:

Dave Weagley - Commodore

Steve Heffron - Vice Commodore

Bob White - Rear Commodore

Bob Hamilton - Secretary

Jim Lucas - Treasurer

Peter Fisk - Fleet Captain

## The Secretary's Corner

by Bob Hamilton

Hope everyone's cruising season is going well.

The August Board meeting was held at the pavilion on August 10th and many projects and activities were discussed.

The board decided that dredging this year is not necessary and discussed additional projects that should be completed to keep the harbor in good shape.

The rules for the old club house use as a video room were presented and approved. These rules will be posted in the clubhouse and are provided in this issue of Soundings.

Clubhouse decorating is proceeding nicely and got a good boost with the \$550 raised by Jane Hamilton at the Pig Roast Auction – Good Job Jane. As of this issue, you should see four new rocking chairs on the porch for everyone's enjoyment.

The board reviewed the costs for using credit cards and found the cost to be high and the usage low. Therefore, Board's position is not to make credit card usage available to the membership.

On the saving more money side - the September Clothing Sales Tax exemption runs from September 1 to September 7 – buy your PYC clothing during that period and save the sales tax.

Membership status is currently at 126 Voting, 9 Non Voting, 7 Soundings Only.

Next Board Meeting will be September 16 at Dave Weagley's house. Time approximately 6:30PM.

All Officers are required to do a projection of balance of year spending and year-end balance as well as their requirement for 1999 budget for the next meeting.

See you at the club,

*Bob Hamilton*



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### Old Clubhouse Recreation Room Rules



Open 10:00 AM through 10:00PM  
Video use is limited to "G", "PG", and "PG-13"  
Clean up after each use.

Parents of children using the recreation room are responsible for the actions of their children  
For our tenants convenience, no loud Radios, Boom-Boxes, CD Players, or TV.

No Making Out.

The recreation room area is for PYC members and their friends, non-members should be accompanied at all times by a PYC Member.

Violations of the rules results in a suspension of the use of the recreation room by that person.

## From the Head of Summer Snow

P.U.C.R. Update

### A View from the Leeward Rail

So why would a boat owner want to join the PYC Thursday night races? Racing allows you to learn a lot about your boat, sail trim and wind conditions in a short time, and under (somewhat) controlled conditions. Unfortunately, many boat owners are too intimidated by what they perceive as complex rules governing racing. The racing skippers will have to help you out in this area, but it is my understanding that the rules are pretty much the same as when you're cruising, just louder.

The skippers, now they know the rules. They can recite chapter and verse at the drop of a hat. The crew, however, is generally not allowed to read the rulebook. It has mysterious words like *onus*, and *burdened vessel*, and *keelhauled* and the like. Much too complex for us. I myself would like to see the rule which states that skippers are not to be present for haul out and launch days. Our skipper always quotes that, as well as some other obscure ones. He says they're in there. He flips open the book, riffles through the pages, rattles off some rule like, "The skipper is prohibited from folding sails," then slaps it closed again. I'd like to see it in writing. It all seems very mysterious, if you ask me.

What's nice about racing is that even after many years, there is still more to learn. For instance, I overheard the following conversation after a race this year:

Capt. Plebe: So, how'd ya do?

Capt. Derrick: Well, we PARed it tonight.

Capt. Plebe: Par? That's golf isn't it?

Capt. Derrick: Oh, yeah. You're new at this. You see, if you do well all the time, they really whack your Perf rating in the off-season. So to avoid that, you've got to sandbag once in a while. P-A-R means Perf Adjustment Race. It helps keep your rating steady.

Capt. Plebe: Oh. So PAR is good, then?

Capt. Derrick: It's not good, or bad. Just tactically necessary... when you get as good as we are, anyway. That's why you see me bringing up the rear once in a while. I have to. For my rating.

See what I mean? Who knew? That's why the skippers get the BIG bucks, I guess.

But just when you think the skippers are really smart, they do something that makes you shake your head in bewilderment.

Like one race this spring: a boat on which I crew had to do some personnel shifting because some of the crewmembers have not yet caught onto the concept that you should never let work interfere with your social life. So I'm on the foredeck, a position I used to have until I graduated to the cockpit. Because we are two regular crew short, I have to work the mast as well as foresail changes.

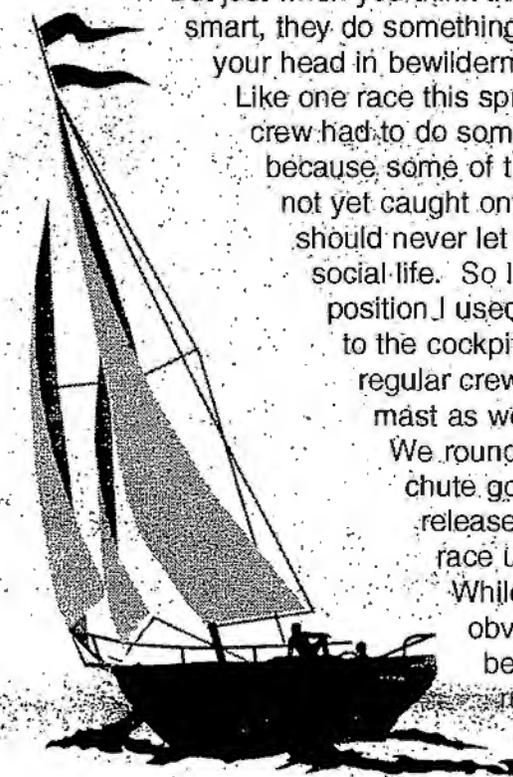
We round the windward mark, the chute goes up, no problem. I release the genie halyard and race up front to gather it in.

While I am struggling with an obviously stuck halyard, I become aware of quite a ruckus emanating from the cockpit. I look aft to see the cockpit crew struggling to get out from under the main, which

has been totally lowered onto them. "What did you do!?", the skipper bellows. Now, I'm thinking, this must be a trick question, because there is no doubt in anyone's mind (in the entire fleet, let alone our boat) what I had done. I had released the wrong halyard.

While I'm pondering how to answer this question, the skipper continues, "That's the MAIN halyard!" Well, no kidding! By now, virtually every boat on the water has at least one person pointing at us, yet our skipper just now figured that out? I think to myself that he really doesn't sound too bright when makes such obvious statements. The skipper then fell into a rather lengthy soliloquy of loud but unintelligible syllables. Now, we have new crewmembers filling in. If I want them to come back, I've got to salvage the skipper's image, so I

Continue on next page...



subtly coached what I felt would be the next best course of action: "Do you want me to raise it again?" What followed was largely unprintable, and can be best described as "plumbers language", but roughly translated to, "Yes, perhaps that would be prudent at this time." The sail was raised, order was restored, and the race was ultimately cancelled for lack of air, so everyone went home happy. So, once again, the crew rescued the skipper, and everything was right with the world.

Faithfully submitted,

*Brendan J. Hanna*

Note: Should anyone be inclined to assign the above incident to Summer Snow, please note that the strongest language ever used by Tom Foley is a loud "GEEEEEEZ!" Other members of the crew however...

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## Marine Terminology

By Brendan Hanna

I'm sure all of you are aware of how confusing marine terminology can be to the newcomer. Front and back become bow and stern, ropes become lines, and the head is actually something designed for the opposite end of the body. But let's assume that these terms are already mastered.

The area in which the Pukers can help is in that of "unwritten terminology."

We must tackle the words, phrases and names unique to racing, and in many instances, to Pultneyville alone. For instance, it is ironic that most crewmembers from boat to boat have the same or very similar names. For example:

*Fergus Saik:* Foredeck crew. Skippers are often heard bellowing "Fergus Saik, could you possibly go any slower on that sail change?"

*MB and MBA:* Movable Ballast. a.k.a. rail meat. They sit on the high side, and fetch beers when requested. The "A" designation

signifies "advanced"; those with additional duties or the most seniority. On Summer Snow you will often hear Bob Feeney bragging about how he's going for his MBA.

They usually pass the time by shouting things like "Snake wake, snake wake," or "You're pinching!" for no reason, or "Oh my gosh! Are we going to clear this guy?" when there's no one within 300 yards. This is done to see how far up they can force the skipper's blood pressure.

*Will Sumbody:* Ginder/trimmer.

*Hey Heyhey:* Same job as Will, only on the other side.

*Shadduppen:* Tactician. When tactician offers advice, the skipper responds by saying "Shadduppen, trim the main," or something similar.

*Wyatt Moron:* Person the crew has never met. Does things on the boat like pack the chute, or runs the lines, when only the skipper is around. Generally thought to be related to the Tooth Fairy and the Easter Bunny. Close cousin of Hooiin Thahail.

*Brendan J. Hanna*



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## Need Your Help!

As the current holder of the Pultneyville Union of Crew Racers Award, alias the PUCR Award, I am anxious to hear of extraordinary stories regarding racing crew. If you know of a racing crew member who may be eligible for this novel award, PLEASE, contact Nancy Gong - Tai\*Pan.

P.S. I think there may be a couple of other special award holders who may also be waiting to hear about special events that occurred over the summer. They are listed in the Membership Log. And remember, only the best loved PYC members are so privileged!

*Nancy Gong*

