

## Signals from the Commodore



A summing up at year end? A greatest hits of 2011 column? A glance around the corner and down the road for 2012?

Well, not exactly. But some of some of those things may be

found here.

Consider, the beautiful setting and special attraction, at all times of the year, of our PYC home away from home – found at the end of a country dirt road. Who doesn't use the excuse of 'checking the boat' to see what's up with Mother nature. Recently, for example, hearing a great splashing and fishermen talking excitedly, I dragged myself out of the bilge and peeking under the cover, observed the annual reappearance of a grebe, a diving duck. Here is competition, even for fish.

This just might be the best kind of competition: for scarce resources. Cups and flags are the icing – a chance to live it up a little. Just like parading in Review, voting for your favorite dish at Brunch, Homecoming, or festooning your boat with lights. These are fine, and recurring, opportunities to stand with your fellows; the work days put to bed.

We are, however, rolling around again to budget and priority setting for 2012.

The Executive Committee follows a process, laid out in PYC bylaws and our Lease, for each of these activities. You can familiarize yourself with how we do business by reviewing the printed documents which are also available and on the PYC Website.

I have heard it attributed to Woody Allen that 'the world is run by those who show up.' Please let your informed voice be heard.

Larry

## Notes from the Vice Commodore



Well it is hard to believe that this is the December Newsletter. We had a very pleasant Fall. I am still going thru Pultneyville withdrawl. But soon the boats will be back in the water.

The Fall banquet was a wonderful time. What a great job **Pat and Steve Sangster** did. It was a

beautiful place and the food was very good. Thanks to **Diane Davis** for all the Fall flower decorations and those cool PYC burgee's, and to **Jerri Schiff** for making sure everyone went home with a prize. Then to **Greg and Stephanie Fitzpatrick** for putting together the coolest

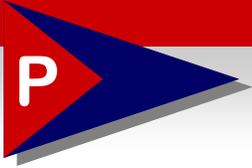


OK..Maybe with the incredibly warm Nov we've had, this is hard to envision, but no doubt Kathy's pictures from last February will remind all of us of what lies between now and our next boat ride!

Dec-04 1:00 PM Annual General Membership Meeting; Pultneyville

Dec  
2011

Activities



## Notes from the Vice Commodore (cont'd)

slide show of our summer events and gatherings. That slide show presentation was great. Well done everyone.

This month we have our general meeting on Sunday December 4th @1pm @ the Fire Hall. Be sure to mark your calendar for this. Come and hear the plans the EC and the Trust have for the upcoming boating season. Please bring your favorite hor d'oeuvre / dessert to pass. Coffee,tea,beer and wine will be provided. Hope to see you there.

Thanks again to everyone for your support in my role as Vice Commodore over the last two years. This is such and great club and each one of you is what makes it that. Have a wonderful Holiday season. See you in the Spring.

Kathy



## Notes from the Sail Bag

Well, in checking with others I believe that we had a "first" this year with the initial haul date being cancelled due to weather. I think Saturday morning may have been OK but the winds were clearly too high in the afternoon for us to have had a safe haul. I think Clark Rigging made

the correct call by cancelling the crane delivery.

A week's delay rewarded us with cooler temperatures and a later sunrise which was enough to make it even darker out at 0700 than normal. We really had a productive and safe haul; although the first two boats were "interesting" as we hauled them in the dark. Another "first"?

Perhaps the darkness and the cool temperatures got everyone on the morning crew focused as they were finished hauling the first 18 boats by 1030, and that included the crane move. So after their break for coffee



**LAKE SOUNDINGS** is published monthly for PYC members, February through December. Letters to the Editor, suggestions, commentaries, wit, memoirs, tales, seaworthy tips and maritime art are welcome. 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.

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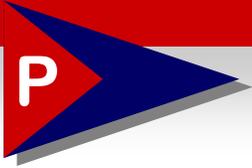
Kathy Fedick - *Vice Commodore*

Ron Hilgert - *Rear Commodore*

Barry Gheer - *Secretary*

Garland Nichols - *Treasurer*

Jon Flowerday - *Fleet Captain*



## Notes from the Sail Bag (cont'd)

the morning crew started on the boats scheduled for the second shift. In all we hauled 36 boats, including the three to trailers. I want to thank everyone who participated in late haul for their understanding over the weather delay and everyone from both hauls for their work effort and cooperation. Not it's time to start planning for launch.

I also want to thank **Kathy and her crew** for the delicious coffee break, and tasty and filling lunch. It was hard to get people to stop eating and go back to work with all the great food! Thanks to everyone who participated and stayed focus on the jobs at hand that made this a safe and efficient haul.

By the time this article is published the club facilities will be closed for the season. **Russ Palum and Dave Weagley** will have the water turned of and the clubhouse winterized. **Jon and his crew** will have the race and navigation marks pulled. The floating docks and the work boat will have been hauled and stored for the winter by another group of hard working members. With these final tasks of the season we can all start to put our focus on the fall banquet and those inevitable

“projects” we want to undertake over the winter to get ready for next year.

Now for my usual “reminders”:

- Please ensure that you lock you ladder(s) when you leave for the day after working on your boat.
- If you are the last one to leave the dock area remember to hook the chain at the end of the drive when you leave.
- Plan on checking your boat, stands, and cover a few times over the winter and if you notice any issues let me, another officer, or the owner know so that we can take steps to prevent a minor problem from developing into a much larger one.

Let me know your suggestions and ideas for what we could do better next year and I will pass them along to Mark. The EC will start planning for 2012 soon and your input is always appreciated.

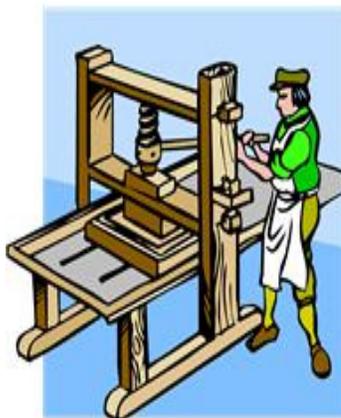
Ron

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### EDITOR'S NOTE:

Just a reminder that there is no newsletter published in January.

It is however a great time to start working on any revisions/changes/adjustments for the new year, so comments and suggestions are welcomed. Just send them along to me at:



[echapman@rochester.rr.com](mailto:echapman@rochester.rr.com)

And we can work together to make the Soundings even better!



# Race Committee Feasibility Study

At the September General Meeting, it was decided to conduct a feasibility study for a "self-sustaining" racing committee program. I agreed to chair the committee to investigate this, and promptly recruited current and past Fleet Captains, Jon Flowerday, Scott Nichols, and Tom Jayne to help with the assessment. Our findings were presented and accepted by the PYC Executive Committee at the Executive Committee Meeting Nov 8th. A summary presentation of the findings is planned for the Dec General Meeting, with background presented here in advance.

## *Why do we need to do anything?*

The racing fleet is growing and getting more competitive than ever. Self timing finishes is akin to asking a quarterback to decide both the line of scrimmage as well as decide when they've made a first down, but in worse conditions, longer distances, and without lines. Races are being determined by seconds, and championships with tie breakers, so "eyes on the line" has become a requirement. The last few seasons, the fleet captains have sacrificed their season to keep controversy to a minimum, but it's not part of the job description and is not sustainable,

## *What does a race committee program look like?*

Two basic elements, an all weather/open water boat, and a dependable, reliable two person crew. The boat has to handle rough conditions safely. The race committee is responsible for setting courses, calling starting line fouls, changing courses based on wind changes, and timing finishes and requires minimum two knowledgeable people.

## *How do other clubs handle it?*

We surveyed the clubs in the area that we compete for membership with (Sodus Bay, Canandaigua, Genesee and Brockport). All have one, or two, club owned dedicated race committee boats. Staffing varies club to club from all paid, to all volunteer and one of each.

## *What does "self-sustaining" mean?*

Most frequently interpreted as "boats on the race course", it could however include all members racing on any boat, or even all members and guests involved in racing in any manner. Even taking the most conservative interpretation, "boats on the race course" presents problems with "who pays" due to the transitory nature of the participants season to season, within the season, and even race to race. In the end, "self-sustaining" was deemed NOT feasible, as tightly defined populations were too small to absorb the total costs without creating large scale membership departures, and broadly defined populations were too unidentifiable/unmanageable to be viable.

## *How do the other clubs do it?*

Racing is considered foundational to the club's existence and not a discretionary, fringe element. Race committee is considered a necessary infrastructural component of the club

and boats are bought. Staffing varies between paid and volunteer, but is structurally defined in advance.

## *What about PYC?*

For this one, we turned to the club constitution, and specifically Article III for guidance, reprinted here...

- A non-profit boating organization, dedicated to **promote** good fellowship on land and **good fun and sportsmanship at sea**
- To **promote and develop yachting** generally, and to encourage all allied activities
- To **promote all boating activities** as conform to the laws of New York State and Federal Regulations
- To keep the club within the financial resources of the man of moderate means **without handicapping the abilities of the individual or the Club**
- To **encourage cooperation** with other yachting organizations
- To **cooperate** whenever possible **with all organizations** for the betterment of the community

Clearly the liberal use of the words "promote", "encourage", and "develop", are intended to create an ever improving element to the club's activities, and "yachting", "boating" and "sportsmanship" tie back to the club's roots in sailboat racing. "The man of moderate means" is regularly put up as the argument for near any expense of the club, however it is critical to take the entire statement, including "without handicapping the abilities of the individual or the Club".

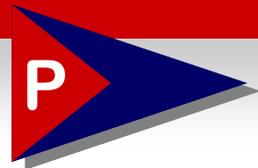
The racing program is the longest running and most heavily attended PYC activity. During the course of the season, 50-75 members and crew are at the club every week, all season long, providing all the things the charter calls for, as well as direct, routine exposure to high potential future members. We know from the member survey that a quality racing program is a critical element, complimenting the location, facilities and camaraderie PYC is known for. It all comes down to whether one believes a quality racing program and putting it on par with peer yacht clubs is fundamental to the club's health or is it discretionary. Does it create more of a reason to join PYC or less?

Clearly the long term, growing participation, as well as the survey findings support the premise, so, with the bylaws as a backdrop, the "race committee" committee reported to the Executive Committee that while "self sustaining" may not be a feasible concept, a racing committee program is totally in alignment with the club's charter and should be pursued as an infrastructural improvement for the club.

Earl Chapman

"Race Committee" Committee Chair

# 2011 Pultneyville Yacht Club Calendar



Updated June 29, 2011

(Changes/updates will be sent by email and published in the Lake Soundings)

Date	Time	Event
Jan-19	11:59 PM	Annual Dues Renewal Deadline
Feb-27	1:00 PM	Winter Cabin Party
Apr 16 – 17	7:00 AM	Launch Boats (April 17 only if needed)
Apr-30	8:00 AM	Fleet Captain Work Day
May-07	8:00 AM	First Club Work Day
May-14	8:00 AM	Second Club Work Day
May-28	1:00 PM	Commodore's Review
May-29	9:00 AM	Bowersox Memorial Day Race
May-29	5:00 PM	Memorial Day Picnic
Jun-04	11:00 AM	Commodore's Brunch and New Member Reception
Jun-04	1:00 PM	General Membership Meeting
Jun 17 – 18		Scotch Bonnet Race
Jun-19	1:00 PM	BYO Picnic* (Cornwall Pavilion)
Jun-23	7:00 PM	Jim Ely Memorial Moon Race (Full moon Fri Jun-15)
Jun 25 – 26		SBYC Challenge Cup
Jul-02	TBD	Club Cruise – Fairhaven Yacht Club
Jul-02	TBD	PYC Long Distance Challenge Race
Jul-16	9:00 AM	Pultneyville Homecoming and Open Boats(11 am – 1 pm)*
Jul-16	3:00 PM	Fun Race / Tacky Light Night
Aug-06	11:00 AM	Ladies Skipper Race
Aug-06	5:00 PM	Club Roast
Aug-15	11:59 PM	Haul Signup Deadline
Aug-20		Hospice Race (Rochester)
Aug-27	1:00 PM	Commodore's Challenge* (PMI Host)
Sep-03	9:00 AM	Bown Race
Sep-03	5:00 PM	BYO Picnic (Cornwall Pavilion)
Sep-10	9:00 AM	First Cradle Day
Sep-10	2:00 PM	General Membership Meeting and Officer Elections
Sep-10	4:00 PM	Oktoberfest
Sep-17	8:00 AM	First Haul-out Day
Oct-08	9:00 AM	Second Cradle Day
Oct-15	7:00 AM	Second Haul-out Day
Oct-22	9:00 AM	Fleet Captain Work Day
Nov-05	Evening	Fall Banquet (Jack's Place Durand Eastman Golf Course 1200 Kings Highway N 333 Rochester NY 14607)
Dec-04	1:00 PM	Annual General Membership Meeting; Pultneyville Fire Hall

\* Event shared with Pultneyville Mariners