

ERIE YACHT CLUB LOG

April-May Issue 1968

From Byron Cooley

This is to thank all members known and unknown who gave their time and energy in preparing the beautiful award I received at the Pinochle Banquet. Certainly nothing quite like it was ever seen before!

What also pleases me is your marvelous expression of good will.

However, I believe the award far exceeds my effort in practicing a harmless hobby.

May you hold nothing from now on but trump!

The Editor and Crew of the Ginger took a well deserved (?) month's rest from the strenuous exertions required to produce your Log. During the interim we, (the boat owning club membership and their help) worked like beavers to get launched; after which we faced the delightful misplaced winter month someone called "May".

I got two short sails out of the month, a cold in the shoulder and a stiff neck. Ah, well, June is here now and we will have glorious weather during the week so that we can enjoy the bar during our rainy week-ends.

The new Club House is coming along rapidly, you should come down and wander around and through it. If you think the building is small, wait until you go inside! It is spacious, airy, well situated with beautiful vistas to look out on. It doesn't take very much imagination to realize that this is going to be a fine, attractive club house, and I know far superior to most I have visited, and I have visited many of them from Seattle, Washington to Marblehead, Massachusetts.

However, the construction of our new club house has also created some problems, and we need your co-operation and patience during the

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CLUB OFFICERS: Commodore G. Wm. Ambro; Vice Commodore George H. Delke; Rear Commodore Richard O. Loesel;
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DIRECTORS: P/C Ben J. Ginader; T. J. McFate; P/C R. B. Way; P/C D. B. Nagle, Jr.; T. J. Schuler; Dave Lund

early part of the 1968 season to make these problems as light as possible to all concerned.

The normal parking space for dry sailors has been disrupted. The area adjoining the gas dock has been put in use as the dry sail area for 1968. A chart is on the wall in the canoe house. Please consult this chart and as soon as possible move your boat into your assigned area. It will be impossible for small boat sailors to park their cars in this area. They will be forced to park in the general location of the old club house until the parking lot adjacent to the new club house is completed. The completion of this parking lot and the one for the new East basin docks has been delayed by the failure of the operating engineers to settle their strike against the Building Contractors. The parking spaces outlined on the North end of the gas dock are for the owners of the boats assigned to the West angle of the gas dock. There will be no parking for anyone else, including sight-seers, on the gas dock this summer. Please co-operate. If you do not understand your assignment, please contact Dean Klahr, Jr. or Ken Welsh. If you have a boat presently dry-sailed, but not in commission, see Marty. He will show you where to temporarily store it.

Now, you power boat owners, the strike has also held up completion of the new East basin, and many of you are assigned temporary docks. Please consult the chart in the canoe house and move your boat into its temporary dock. Permanent assignments will be made as soon as the new docks are completed.

This will be a summer filled with inconveniences and problems. Your dock committee will do its best to keep everybody as happy as possible. Please consult with us and help us to resolve your problems. Remember, after this difficult period is over, you will enjoy the finest docking facilities on the Great Lakes, and remember we are a club, not a marina.

Gladys Ambro is hospitalized with a broken leg suffered Decoration Day while attending the opening ceremonies. We wish her a speedy complete recovery and hope we will see this lovely lady "down the hill" before very long.

Martin, Stanley, Whitey and the various committees have done a good job of getting the anchorage in top-notch condition for the summer (that is, as far as the old club house will permit).

COMMODORE'S COMMENTS

Dear Members,

We are embarked on the active part of boating life and it is so nice to see so many boats in use nearly every evening and week end. The day sailors have been racing regularly since May 12th and the auxiliary sailors have their first race scheduled for June 23rd. By the time this gets to you the Erie Open Regatta will have been concluded.

All of this activity plus a healthy growth in membership in recent months has strained the facilities so we need your forbearance while the construction is underway. Happily I can report that we are ahead of schedule and we have a target for completion of the Club House by Sept. 1st. In parallel, the newest piers just east of the new house, which were so severely damaged by ice, are being rebuilt and some add-

itional ramps have been completed also in the area fronting the new house.

As for Club progress:- We have chosen the tile colors for galley and heads. The drapery pattern is selected and the Ladies Auxiliary has graciously agreed to pay for this item. It is our intention to carpet much of the floor and this selection will be made shortly. All galley equipment is on order as well as the bar.

We have stopped two automobiles in the past month, (one a guest) for driving at speeds estimated to exceed 15 mph. The Lawrence Park State Police tell me that an automobile can shear off a telephone pole at this speed. Can you imagine what would happen to a child's body?

Bill Ambro

Gisella and Heinz Trechsel have renamed the "Black Witch" the "Capricorn". Certainly more sea-going and romantic.

The Spring Meeting of the Inter-Lake Yachting Association was held recently in Sandusky, Ohio, where plans were finalized for the organization's annual regatta at Put-In-Bay, Ohio. This year, several new classes are expected to participate, including Lido 14, Fireball, Star, and Rascal, guaranteeing keen competition and fascinating company. More information can be found in the new "Inter-Laker" Newsletter--- if you would like a copy, see or call Bob Dodsworth, 455-1551. This year's Regatta date is August 5, 6, and 7. Watch the Log for more details.

Eric Ambro

Lou, Flossie and Dottie are holding forth in their inimitable fashion, but remember, summer is here, crowds are coming down, so if you want prompt service, phone in your reservations ahead. It will sure be a help for everyone. Nick - our willing helper twixt the bottle and the cup--will be glad to see you and if your there--your there-or not, as you wish.

We are running the last installment of the Converse story this month. I haven't had many comments concerning this sort of a feature and would like to know what you think of it. Perhaps some of you have similar reports or short stories of days gone by which would interest all of us.

Some day we ought to get Dick Amthor to write up the adventures of the Alpha under such titles as "The Liquid Propellor Shaft", or "The Central Lake Erie Pinochle Contest". Also, "Brother Jack's Encounter with the Character Known as 'Deep Sea' and a Wandering Irish Clergyman during one hilarious visit to Port Dover".

Well, here we go with some more of ---"ERIE'S BAY IT'S YACHTS AND ENJOYMENTS by CLARENCE C. CONVERSE" cont'd.

At times the demand here for pleasure boats is so great that the forty odd sturdy fish tugs and swift sailing smacks are levied upon, tidied up, and filled with merry lads and lassies singing Barcarolles to the sound of banjo and guitar.

Then, should a pleasure yacht, pure and simple, challenge one of these fun loving fish-boats to a race, how the fish-boat will walk off,

whipping its rival completely, unless that rival is mighty lucky and is handled by an A-1 skipper.

When winter locks the bay in icy slumber, its surface, then more mirror-like than ever, is chased by as merry a school of white winged ice boats as ever grouped themselves in bay-pictures or flew like gulls in wintry winds.

Here are the names of some of the icy pets: the "Esquimaux" owned by Mr. Goodwin; the "Whiz" owned by the officers of the "Michigan"; the "Princess" and the "Flyer" owned by Mr. Ball; the "Major" owned by Messrs. Dash and Strueber; the "Huyler" owned by Messrs. Fisher and Dodge; the "Redstack" owned by Mr. Knobloch; the "Zephyr" owned by Mr. Hogan; the "Satan" owned by Mr. George Carroll; the "Lula" owned by Messrs Morrison and Dobbins; the "Shamrock" owned by Mr. Kelso; and the "Bird" owned by Mr. Wakefield - the entire school numbering twenty boats.

Erie bay keeps up its patriotic traditions and sentiments by the periodical presence of the U.S.S. "Michigan" and "Perry" whose officers and men furnish abundant practical evidence of their admiration for its interesting history, beauties and sports.

Finally, so dear is Erie's Bay to those of us in whom the sailor - element is dominant, than when pleasuring on its waters we can join right heartily in the old English song -

'What is't to us who guides the state ?
Who's out of favor, or who's great ?
Who are the ministers or spies ?
Who votes for places or who buys ?

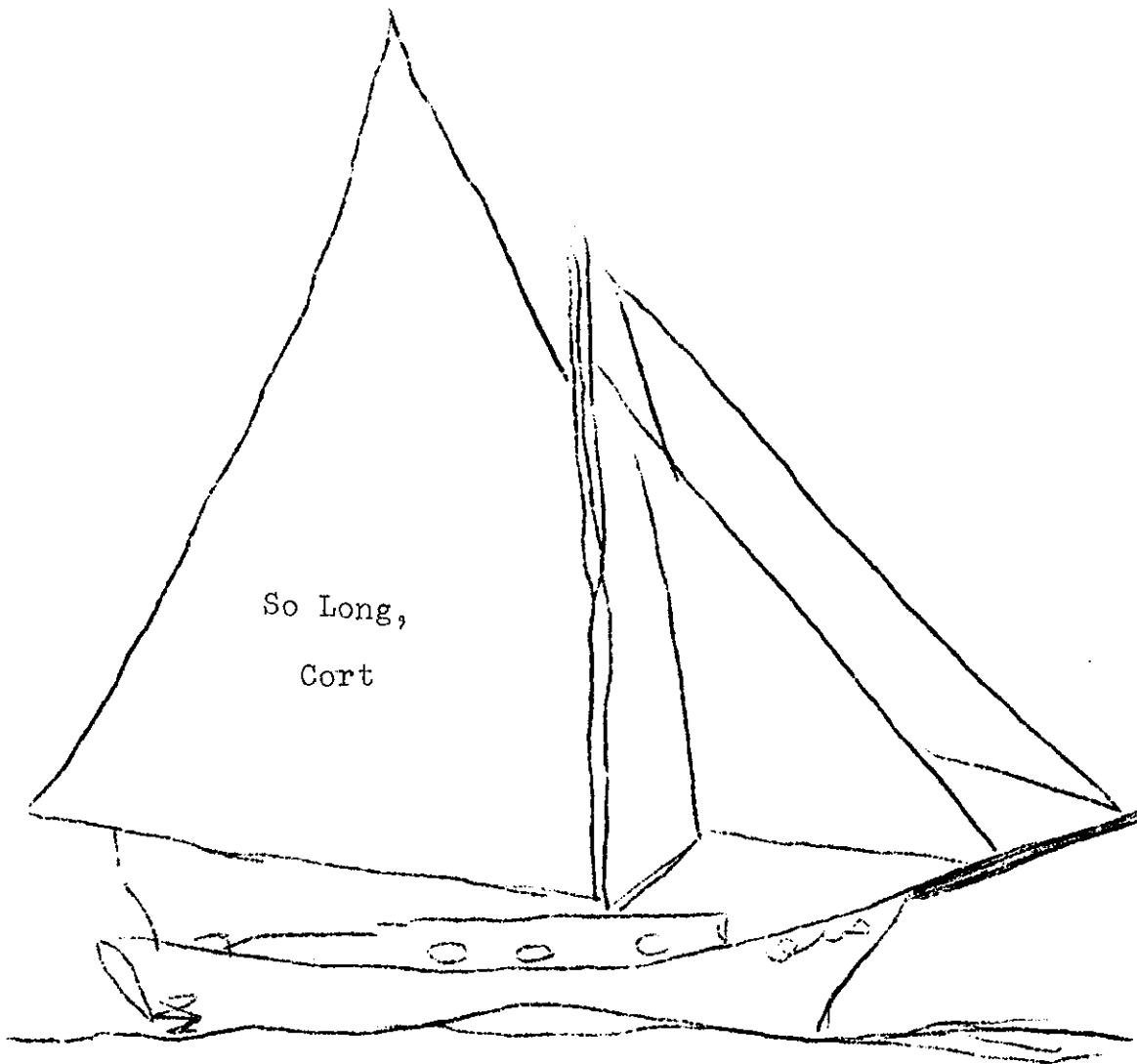
Who would the present blessing lose
For empire which he cannot use ?
Kind Providence has us supplied
With what to others is denied."

(Signed)

Clarence C. Converse

Lund Boat Works by the diligent application of vitamin pills has grown Kahili's mast about seven ~~feet~~ - this has required that Frankie Zurn purchase all kinds of new sails - this is sure a new twist - what an excuse to raid the family budget.

The Crystal Palace (Glasshopper) has been used so constantly she's been subjected to overhaul prior to the first of June - quite a record Jack - understand she uses a different mode of locomotion than the Windswept did.



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