

QUARTERDECK COMMENT

by

Fritz Busse, Commodore



It is a profound pleasure to see the docks alive with boats now that outfitting, launching, and yard maintenance are out of the way. Full docks and a waiting list indicate our continued healthy growth which has placed approximately 600 names on the

Club register. As the Club grows larger it is increasingly difficult to maintain the personal touch with all members, so I feel that this column is the best way of communicating.

It seems to be a fact of life that there is some pain connected with rapid growth, and the Club is no exception. There have been difficulties ... new demands ... and unexpected occurrences which have necessitated the making of prompt decisions and the taking of sudden action. Due to certain incidents which have taken place on Club property there has been much thought given to improving methods for protection of property of both the Club and members. The new gate system and the hiring of uniformed guards are efforts in this direction.

As Club facilities become larger it is more imperative that all members cooperate on the enforcement of house and grounds rules so that we all may enjoy our Club to the utmost. Each member should assume reasonable responsibility for the actions of guests and children to insure that they do not interfere with the rights of other members to also enjoy Club facilities. If your officers have your help in policing the actions of persons inclined to be inconsiderate or irresponsible, our Club will be better for all of us.

At the June meeting of the Board of Directors it was unanimously decided that every member shall be held responsible for the conduct of his family and guests; and members that violate the rules will be requested to appear before the Board for disciplinary action.

The Erie Yacht Club is a summer home for many people. It is the goal of your officers and directors to manage the Club

in such a way that they - and all members - can enjoy it in comfort and safety. We hope to administer it in the fine tradition of our predecessors, and make it the kind of club that you will be proud of in years to come.

AN OFFICIAL WARNING

As the result of a number of instances of theft and vandalism aboard boats and ashore, the Board of Directors has decided to take positive action to provide better protection of all property within the limits of Club boundaries, and to improve methods for apprehending and removing persons from the Club who have no right to be there. Rules covering such matters have been in existence but enforcement has been lax. As of the present time, this will no longer be tolerated.

All Club personnel have been instructed to determine the identity of anyone on Club property who is unknown to them, and if such persons are found to be unauthorized, to see that they leave the property immediately. To assist our personnel in this matter a licensed and uniformed security guard has been engaged. He will patrol the premises at irregular intervals and render assistance when requested. All officers and directors of the Club will also maintain a constant alert for infractions of rules.

One of the most frequently abused rules is the one which states that children of members may be present on Club grounds only when accompanied by their parents. This means that the Club is not a baby-sitting agency or private playground ... that the turning basins are not private pools for young boatmen to spend the day dodging around yachts maneuvering to enter or leave their moorings ... or that groups of children are to be permitted to roam the grounds and docks at will. Members should keep in mind that young people run and play thoughtlessly, and that there have been accidents. Fortunately, none was fatal - but what about the next one?

Looking at the matter from another viewpoint, there is a tremendous financial investment in boats and Club property, and it is the responsibility of all members

to help to protect it. There should be no hesitation in questioning any unknown person seen on the premises to ascertain whether or not he is an authorized visitor. If he is, there is no harm done. If he is not, the boat you save may be your own. Officers of the Club do not intend that any member's property shall be jeopardized by outsiders or by member's children whose parents are indifferent as to where they are or what they are doing. Members will be held responsible for acts of children and guests, and failure to comply may result in suspension or expulsion from the Club.

The same tightening of rules applies to the clubhouse, roads, docks, and lawns. Carelessness by both children and adults frequently leaves behind dirty hand basins and littered floors in wash rooms ... gum and candy wrappers in the halls ... and nicks and scratches on furniture. Boat-house lockers have been forced open and personal items removed. Electronic gear on boats has been stolen or vandalized, and despite warning signs (some of which were stolen) motorcycles and automobiles are frequently driven on docks and roads at speeds which endanger others and pollute the air with noise. Such actions will no longer be tolerated, and violations will be dealt with firmly and severely.

So that no one may say that he did not know the rules, there will be new and larger copies posted in various places in the clubhouse and about the grounds. It is suggested that all members familiarize themselves with the rules when posted.

LADIES, YOU ARE INVITED

Although announced previously, we wish to repeat for the benefit of any who may have missed the information that there will be a Ladies' Luncheon at the Club dining room on the first Wednesday of every month. Serving is set for 1:00 p.m., but we hope that you will come earlier for the pleasure of visiting with friends in the newly decorated surroundings. To assist the committee, please telephone Aloise Busse (474-3781) for reservations at least two days before you plan to attend. Come aboard, Ladies, and we promise you a fine lunch ... convivial conversation ... and all at very moderate cost.

SPINDRIFT FROM THE EDITORS DESK

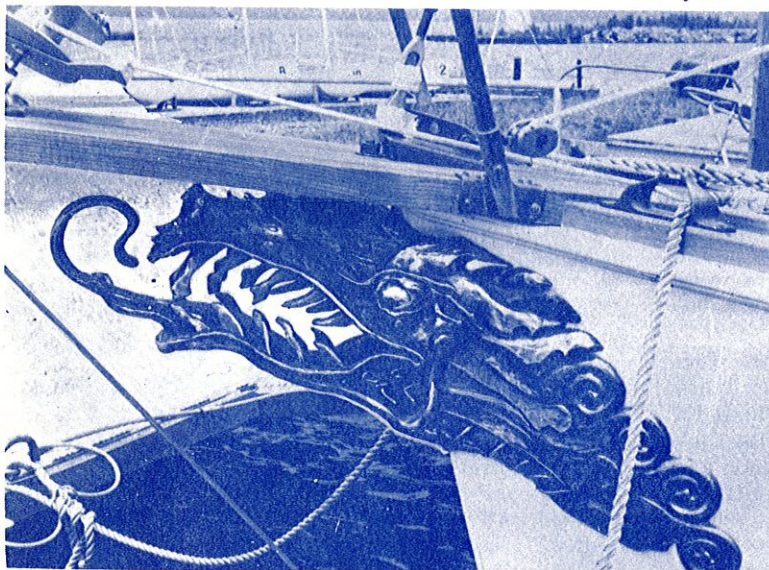
Two issues of *The Log* under present editorship are now behind us and it is a pleasant surprise to find that I have not been fired, keelhaunched, nor strung from a yardarm; although I understand some consideration has been given to such action in certain quarters as a result of the article 'Ware Shoal! Three complementary letters and quite a few verbal accolades provide the confidence necessary to begin work on a third issue.

If *The Log* is to perform its maximum function for the Club it must be used for as many purposes as possible. This necessitates not only the submission of material from many different sources, but some thought by members as to additional areas in which it might be useful. A few steps in this direction have been taken - up and above reporting events past, present, and future - by addition of bits of nautical lore, history, and word derivation. When space permits there will be articles on boating, rules, etiquette, and possibly even suggestions for improvement of Club usage such as removal of hats and caps at the bar, avoidance of wearing storm gear in the dining room, and elimination of littering in wash rooms and halls. The more members that contribute the better will be the product.

The Log is an ideal method for communication among members. Those of you who have ideas or helpful suggestions which will be useful to others, send them in. If you wish to communicate with the Board of Directors on matters which you feel should be given attention, send in your copy. And finally it is to be hoped that Management will appreciate the opportunity to improve harmony and good will in the club by frequently using

The Log to keep the membership advised on all matters which affect them. In any group issues arise upon which there are sharply divided opinions - possibly because of either misunderstanding or inadequate information. An explanation by Management would undoubtedly do much to bring about a closer meeting of minds, and avoid controversy and hurt feelings which only serve to damage Club morale. Harmony comes from understanding, and understanding from communication.

The Log will print - when space allows - suggestions and ideas by any member. Describe your plan clearly, and indicate the benefits which will result if it is adopted. Base your statements on personal observation or experience, and omit all references to other individuals. This is your opportunity, Mates, to dig out that good idea from the bottom of your sea chest. It will not make you rich, but you may have the satisfaction of helping the Club and your fellow boatmen.



MONUMENT TO A MONSTER

In preglacial ages a mighty river flowed eastward through what is now the Lake Erie basin. When the ice cap formed and moved south, it rammed one lobe along the axis of this stream gouging out the basin which later filled with water and became Lake Erie. Strange and frightful animals roamed the land in those days, and one was trapped in the waters left behind the receding mass of ice and snow. Nature's rule is 'adapt or die', and this prehistoric monster adapted to life and survived by remaining hidden in secret recesses of the lake. Elusive and cunning, it is seldom sighted by man; but during the worst of storms it has been known to seek refuge in Presque Isle Bay.

In the logs of sailing ships are found references to sightings of a strange beast which appeared out of the night and disappeared back into it. Reports from early

settlers in Erie and even from present day visitors claim the finding of huge clawmarks pressed into the sand of Presque Isle shores, and evidence of the passage of a heavy body. On March 6, 1913 the Niagara, Commodore Perry's Flagship, was raised from Misery Bay and laid on shore awaiting restoration. Charles Curriden, who worked as watchman, sighted a huge scaled monster with large mouth and curling tongue. His son, Chester Curriden, Master of the famed yacht Eleanor for the past 42 years remembers these stories well. On stormy nights when all is snug aboard and the Eleanor is safely moored in her berth at the Erie Yacht Club, he recounts the sightings of the Lake Erie Monster.

Stories of the sighting of this monstrous creature have intrigued Doug Nagle since he sailed his first small boat on the waters

GROG FOR ALL HANDS

by

Captain Bolivar Q. Bilgewater

Well, May is gone, June is nearly over and we're well into another boating season! The weatherman has been fairly cooperative, altho mid-June was a little on the cool side.

Nice to see Hal Reno's beautiful new 41-foot Roamer -- it's a lovely boat and Ol' Captain Bilgewater enjoyed watching the Memorial Day opening ceremonies from its flying bridge -- it was almost like a helicopter view of the impressive affair. Good weather that day helped to bring a fine turnout.

Others enjoying new boats early this season are Ron and Rosie Sigmund who have purchased the Columbia 28 formerly owned by Dick Szymanski. Also, Dr. Gus Mork finally had his stunning new Islander 30 delivered and is pleased with its early performance.

Those of you who came to the Club for the Mother's Day Buffet sure got a mighty fine feed, didn't you? The meals at the Club lately have all been superb. Those of you who haven't been down for a while

are missing out on something good -- better come on down and get acquainted with some of Buz Yost's fine chow. Then for those who stayed around until six o'clock on Mother's Day, there was one of the finest programs I've ever heard in my years at the Yacht Club. It was presented by the University of Pennsylvania Glee Club. These young men put on a fun-filled and stirring show -- I only wish more of the members could have had the pleasure of hearing them.

(Cont. on Page 4)

of Presque Isle Bay. Now the skipper of the yacht Westerly, he decided to call attention to the Lake Erie Monster so that it might be suitably remembered by those who know so little concerning its existence. He commissioned a fellow-sailor, Paul Brugger, to prepare a drawing of the Monster's head based upon all reliable information available. From this drawing the artist made his pattern, and had the head cast in bronze so as to fit the bow of the Westerly. The complete figurehead weighs 108 pounds, and is 46 inches in length. The Monster's mane is flying ... its exophthalmic eyes are set deep in the head ... jaws are wide open ... fangs bared ... lips curled ... nostrils flared ... and the tongue lashes forward. Scales and spikes cover the face. It is truly a work of art, and a fitting monument to the Monster of Lake Erie.

WHERE DID YOU GET THAT WORD?

"STARBOARD" AND "PORT"

Current scientific thinking is that man has inhabited this planet for 1½ to 2½ million years. Sometime during this period he discovered that certain floating objects such as a heavy branch or log would support him and by using arms and feet he could move across streams and ponds. We can assume that such was the probable beginning of boating. Between this and the year 3400 b.c. - a period of many, many thousands of years - we know nothing of his boating methods. However, decorated pottery, rock carvings, and even model ships buried with the dead to transport the soul across rivers on the way to Paradise have given us some idea of ship development at this later date.

Although the temptation is great to write about some of these early findings, our present interest lies only in the methods of steering. There is universal use of one or more long paddles or oars at one or both quarters. Some are apparently handled much the same as the stern paddle in a canoe; however, as boats become larger and heavier the steering oars were supported by a flexible wooden joint, or in many cases by a rope lashing similar to a parrel. Some illustrations show the addition of an arm at right angle to the oar near the top -- much the same as our tiller-arm is today.

Improvements in marine design progressed slowly, and the center-mounted rudder did not appear until the twelfth century, and did not come into general use until the fourteenth century. The earliest known illustration of the rudder as we know it appears on a baptismal font in Winchester Cathedral, a work believed to be Belgian from about 1180 a.d. Thus, we can definitely say that the steering-oar is known to have been used for not less than 4500 years; and there is a good probability that its actual usage is many times that long.

Over hundreds of years it became customary to steer with a single oar from the right quarter - possibly because most men are right-handed. Records left by eighth century Scandanavian merchantmen refer to it as the "steer-board". Anglo-Saxon sailors called it "steroboard", steer meaning rudder or steering means, and bord meaning side. Thus through usage and some corruption in spelling the right side of a ship became known as the starboard side, or the side from which steering was done.

In the days of the steering-oar, it was customary to use the term "making port" in a manner which included mooring to a wharf or dock. When a pilot laid his vessel alongside the dock he protected his steering-oar by presenting the left side to the dock. Thus, the observance of a sensible docking procedure led to the practice of referring to the left side of a boat as the port side. Had the stern-mounted rudder appeared some centuries earlier, we would be using some other terms to identify the right and left sides of our vessels. What they might be there is no way of knowing.

LATEST ON FUELING AND MOORING

Gone are the "good old days" when we would push the button at the gas dock for service, and then wait ... and wait ... and wait. Electronics now takes over. An FM marine radio transmitter (Channel 9) is now in continuous operation at (1) the Gas Dock, (2) the Bar, and (3) the Canoe House. Martin, Whitey, and Steve Smith all carry receivers on their person. When you require service at the gas dock, you may place your call from any one of the three transmitters and advise these men of your requirements. Be sure to identify yourself and give the name of your boat.

In case you do not recognize the name Steve Smith, he is a Civil Engineering student at Valpariso University who has been hired to run the gas dock. We think that you will like Steve and will be pleased with his service.

In payment for gas purchases, cash will be accepted. However, we prefer that you use TEXACO or MASTER CHARGE credit cards. Our prices will continue to be equal to or lower than any other marine gas station on the bay.

All boat stalls have been assigned and are in use; and there is a waiting list for the new stalls under construction. This list is posted in the Canoe House so you may see where you stand if you are awaiting a stall. The outside moorings are also being reactivated.

Beginning July 1st, every craft on club property (except visiting boats) will be required to carry an identification tag attached at the top right of the stern transom. Upon payment of dock, dry-sail, or mooring fee your tag will be either handed or mailed to you. Please affix it promptly so that we may determine that your boat is entitled to use of Club facilities. If you have not obtained a tag, we suggest that you do so immediately. The object of this identification procedure is to enable us to locate and remove boats which are not owned by members. Dingies carried by larger boats are not required to carry identification tags.

WANTED, FLOWERS FOR DINING ROOM TABLES

Those of you who have been enjoying the Club dining room lately have noticed the fresh flowers on every table. These have been provided and placed by the wife of Rear Commodore Wendell Good. However, it is quite a chore to do this alone so we are appealing to the ladies of E.Y.C. to volunteer to contribute and place flowers on the tables. No specific type of flowers are called for -- garden, wild, hot-house -- roses, field daisies, queen anne's lace, clover, vetch -- any kind that is pretty and will be decorative. They will be needed on Tuesday and Friday mornings. Will volunteers please phone Helen Good (456-2213) so that deliveries may be scheduled to best advantage.

RULES GOVERNING HAUL-OUT

1. In case of emergency, haul-out may be requested from the Dockmaster (Martin) at any time.
2. Except for overnight swell-up, no boat shall occupy the traveling crane for more than three (3) hours.
3. When more than three (3) hours is required to complete work on a boat, it shall be set in a cradle or on blocking and a charge of \$1.00 per foot of boat length will be made.
4. There will be no charge for scheduled haul-outs of less than three (3) hours duration.
5. All requests for launching must be made 24 hours in advance.
6. Regularly scheduled haul-outs will be made on Mondays only, and must be requested at least 24 hours in advance.

INVOCATION

Opening Day, E.Y.C., May 29, 1972

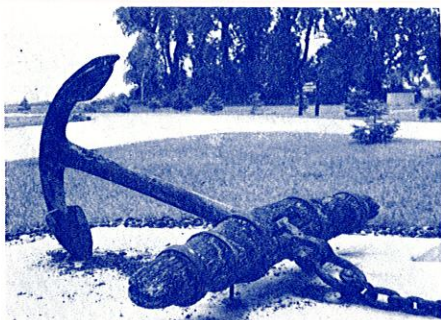
Now that we have fitted out our little vessels, O Lord, we take a fix on You - the Star of the Sea - and log this poor prayer. We thank You first of all for this lake, our own beloved Lake Erie, Your watery gift to us. On these waters we find ourselves united with the early dawn, and one with the ruby sunsets, one with August calms, and one with the sudden line squalls. We pray for the grace to be always thankful for Your gift of our lake to us, and we pledge ourselves to protect and preserve it from that thoughtlessness and carelessness which would remove it from our children's use.

Next, as we stand before this forest of cruisers, sloops, ketches, and yawls, we thank You for our boats - from club dinghies to the beautiful Kahilie. Keep their bows and transoms always high above Your sea ... make their anchor lines hold and their compasses remain true ... keep their charts dry and their bearings accurate. Let our conduct aboard be always pleasing in Your sight, and may we never run to leeward from You.

We humbly ask that You will serve as pilot on each cruise, and guide us home to this safe harbor refreshed, re-created, and ready to take up our shore-bound duties. We ask that we may be fully generous to our neighbors - as Peter was when he invited his Lord and his friends for a restful cruise on the Sea of Galilee.

Bless us all, Lord, as You blessed Noah's primitive ark ... as You blessed Peter's fishing smack ... as You blessed Paul's Mediterranean voyages. Keep us all in Your care all through the summer so that when we lay up in the fall we will all be healthier, happier, and holier. Amen.

The above prayer was delivered by Rev. Robert J. Levis of Gannon College. Its message is so pointed, its imagery so beautiful, and its language so appropriate that we print it for those who may wish to save it. - Ed.



HELP! SAILORS LEND A HAND!

Pictured above is an old-time anchor which now rests on its concrete pad at the Fish Commission's Manchester Launching Ramp at the mouth of Walnut Creek. It was discovered by the Commission's research vessel "Perca" last summer in about 60 feet of water at a point five miles NNE of Presque Isle light. Attached to the anchor is a considerable length of chain.

From flat impressions on the shank it appears that the steel parts were subjected to some sort of forging process, and the word "Liverpool" has been stamped into the metal. There is a steel stock covered with wood, which is in turn held in place by steel bands or collars. This type of construction appears in pictures of ships of a hundred or more years ago, which has led some to believe that it was probably made about 1850.

There is actually nothing known for certain concerning how this anchor came to be resting on the bottom of Lake Erie - whether a ship was sunk there, or whether one simply lost her anchor and chain for some unknown reason. If any reader has information which may help to identify the ship from which it came or the reason why it was lost, please pass it along to the editor of *The Log*.

Editor's Note: One possibility which may be ruled out is that this anchor was heaved overside by one of our members who neglected to check the anchor line attachment. This was a later incident and was with an entirely different anchor.

GROG (cont. from Page 2)

The Ladies' Tea was a roaring success again this year ... the decorations committee did an outstanding job ... and it sure was nice to watch all of those pretty ladies and children model the latest fashions. The Ol' Captain doffs his cap in honor to all who planned and participated in that wonderful event.

The Annual Erie Yacht Club Regatta held the first weekend of June was another spectacular event, chaired by Dick Sarver this year. About 100 boats participated, and the weatherman was reasonably cooperative. Once again all members of the Club owe a vote of thanks to all those who worked to make this Annual Regatta such a success. So many had a part in it that your Ol' Captain don't dare start mentioning names for fear of leaving some of 'em out.

While speaking of people helping out, your Capt'n and his wife, Arlene, were in charge of the Memorial-Weekend Dinner Dance held on Saturday night, May 27th, and we take this opportunity to thank all those who helped us make that such a fun filled party. For planning and decorations Don and Dolores Bross, Hal and Marilyn Reno, Jack and Doris Amthor, Dave and Donna Falconer, Eric Ambro and Paul O'Conner; for publicity and tickets Betty Waller; for ticket sales and fine bartending Nick Bracalento, Frank Lynch, and Jack Flanagan; and for fine food and service - and that wonderful salad bar - Buz Yost and all the waitresses and the galley crew. Our sincerest thanks to all of you for your help and cooperation.

While mentioning Betty Waller's name above, I want to add my congratulations to Dick and Betty on their recent 25th Wedding Anniversary. Betty's lovely mother, Mrs. Johnson was in town to help the Wallers celebrate this event.

One of the couples who really "swung" at the Yankee Doodle Dandy Dinner Dance was the MacDonalds from Pittsburgh. We were glad, and always are, to see our members from out of Erie County join us in enjoying our parties and dances. We hope more will do the same.

Hospitalized members (Not from any dance or party - Ed.) include John Carroll and Agnes Robertson. We wish them both speedy recoveries and hope to see them back at the Club very soon. John Hall is now home recovering from recent surgery, and we know that he'll soon be back with us regularly -- always so willing to help out in any way -- and so knowledgeable about so many things! John is Commander of the Coast Guard Auxiliary Foltilla at E.Y.C. this year; and that entire group deserves our praise and thanks for their patrols, boat inspections, and all they do to make boating safer and more enjoyable for everyone.

Sorry to hear that Dean Klahr, Sr. was in a recent car accident, but was relieved to hear that he was not seriously injured. Those of you newer members who don't know Dean, Sr. have missed the privilege of knowing one of the finest gentlemen you'd ever meet.

Vi and Fran Golden are back from their recent trip south and are both looking great.

Double congratulations to Harvey Thiemann -- first he was elected Democrat State Chairman in May, and then he married the lovely Amber Lund in June. After their honeymoon they will reside in a pretty home in picturesque Cumberland County, a few miles southeast of Harrisburg.

Was glad to see Art and Ginny Althoff up from Dallas, Texas, for Memorial Day weekend. They both look well tanned and report that they love Texas. We miss you both, and wish you continued success.

Mim Lasher sure does love her Hobie Cat, and is turning into quite a sailor with it. Sometimes when she shoots across the Bay in that "Cat" I wonder if she's got jet propulsion!

Well, time to sign off for another couple of months. Have lots of fun boating, but please do be safety conscious. We want all of you around come Labor Day!

SHOULD AULD ACQUAINTANCE

BE FORGOT?

Your editor recently received a most welcome letter from Cort Schuyler as the result of Bob Sevin's forwarding a copy of *The Log* to him. Many will remember Cort for his love of sailing ... his recorder concerts ... and his contributions to the Club, including his editorship of *The Log*. Several years ago Cort was transferred to New England, and his friends can reach him at 333 Mower Street, Worcester, Mass. 01612. The following excerpt from his letter is of interest to all members whether or not they knew Cort.

"Ruth and I have joined no yacht club in the East. Most of them are open no more than two or three months a year except for a few parties, and have few if any of the facilities possessed by EYC. The cruising and sailing here is superb, which helps to counterbalance the lack of club friendships and facilities."

"The one sailing group we've joined that has provided us with much in the way of social and boating activity is the Cat Boat Association; a group with no club house, no officers (only a secretary or two and a steering committee), over 450 members with 350 Cat Boats, but with many rendezvous, races, and a close association with the Marine Historical Association, Mystic, Conn."

Many thanks for your letter, Cort. We have passed on your findings about other yacht clubs in the hope that it will give some of our members who are inclined to gripe over little inconveniences something to think about. Best wishes - may your sail never fall slack for lack of favorable wind!

WELCOME ABOARD!

Junior Membership

William Coleman	David Forsman
Jeffrey Hartwell	David Miller

Junior Family Membership

Jeffrey Benson	Robert Kerner
William Weakland	

Associate Membership

H. A. Roseman	James Tong
Kerry Schwab	Thomas Mannarelli
Gary Hanlin	Frederic Bohn
Stephen Miller	James Nichols
Clement Cheske, Jr.	

Regular Membership

Rolf Strandberg	George Ott
David McChesney	Walter Chernoff
Henry Lorence	Henry Karpinski
James Piersal	Rolf Zenker
Robert Bailey	William Adkins
Henry Aarnio	

CLUB HOUSE DEBT REDUCED

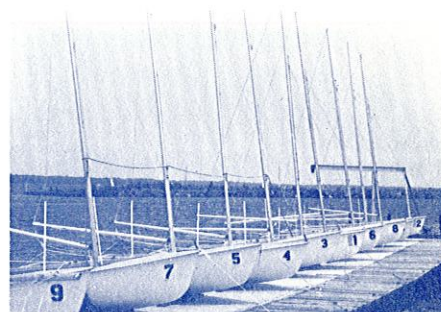
It is a pleasant duty to report that Club finances are in sufficiently good shape to permit taking the first step in bond reduction. At the Spring Rigging Party Commodore Fritz Busse drew the names listed below for repayment of up to \$100.00 each against the face value of the bond. Checks have been mailed by the Club Secretary.

Officials of the Club take this opportunity to express their thanks to all those who purchased interest-free bonds, and to those who made outright contributions. Reductions were made on bonds held by the following members:

R. C. Chambers
Mrs. T. J. Schuler
J. M. Magenau
Donald De Sautels
Robert Enterline
David Preston
Charles Baumbach
Sam Miller
Ernest Nagle
Norman Seip
R. L. Lasher
William Behr
J. D. Clemens
R. Van Cleve
Arthur Beyer
Sandy Mac Ivor
Ralph Hersey
John Brodie

Frank Cruciana
C. A. Curtze
M. W. Kitzmiller
Charles Reed
Alton Kuhl
P. A. Benson
William Wright
Rich Loesel
Mrs. C. A. Kuebler
Jane Curtze
G. W. Ambro
Harold Wagner
Bertram Wilson
Fred Curtze
Robert Knox
Lewis Klahr
George Metcalf
William Beyer

Mrs. Charles Lund
Frances Jordan
C. Dean Klahr, Jr.
John Russell
William Boice
Jack Raimy
Thomas Ashton
Roy Irwin
T. J. McFate
Gordon N. Gunnison
William Forster
Boyd Bert
Morris Bauman
Paul Baker
S. W. Curtze
R. C. Scarlett
R. A. Swanson
Robert Williamson



E. Y. C. JUNIOR TRAINING FLEET

The week of July 2 - 8 has been proclaimed National Safe Boating Week by President Nixon. During this period all boatmen are urged to review safety rules, and then practice them carefully throughout the boating season.

RACE RESULTS

Eleventh Erie Annual Regatta - June 3 and 4, 1972

Chairman of the Regatta - Richard C. Sarver

Race Committee Chairman - Gail Garren

111 Boats Registered

Winner of the Carling Trophy for expertise in sailing and good sportsmanship was Mark Gilliland, Leatherlips Yacht Club, Columbus, Ohio.

THANKS TO A HELPFUL SAILOR

There are E.Y.C. members who join for what they can get; and there are others who enjoy belonging for what they can contribute. We are pleased to nominate Alan Bowman for permanent membership among the contributors. To assist in making the recent Ladies' Tea a more pleasant affair, Alan provided and placed carpet at the entrance and down the steps. The Ladies Auxiliary takes this opportunity to express their appreciation to Alan for this thoughtful deed.

THE CAPTAIN'S SECRET

Years on the Quarterdeck had left the old captain's face red and deeply lined, and in his voice rang the tone of command. Few suspected that beneath this rocklike exterior there lurked a strange and odious secret.

It was the captain's custom to frequently retire to his quarters and carefully draw the heavy drape over the porthole, making sure that his privacy was complete. From a ring of keys attached to his belt by a heavy metal chain he selected one and opened a drawer in the heavy wooden desk which stood in the far corner of the cabin. Reaching far inside the drawer he pressed a secret button which opened a small compartment in which lay only a notebook with black covers. With a last furtive glance about the room to make doubly sure that he was unobserved, he carefully opened the book and turned the pages until he came to one bearing a single sentence. His lips moved as he read it over and over; starboard - right, port - left.

CLASS	POSITION	NAME	CLUB
THISTLES	1st	Mark Gilliland	Leatherlips YC
	2nd	George Pearsall	Pymatuning YC
	3rd	Steve Nearing	*Toledo, Ohio
FIREBALLS	1st	John Wanamaker	Cleveland YC
	2nd	Frank Russell	Erie YC
	3rd	Robert Griggs	Edgewater YC
RHODES BANTAMS	1st	Jim Burlitch	Owasco YC
	2nd	John Bert III	Erie YC
	3rd	Ron Hamilton	Erie YC
O. K. DINGHY	1st	Jim Schmidt	Leatherlips YC
	2nd	James H. Schmidt	Leatherlips YC
	3rd	David Bierig	Erie YC
STARS	1st	George Bensen	*Bay Village, Ohio
	2nd	John Asher	*Cleveland, Ohio
	3rd	Gary Nichols	Erie YC
LIGHTNINGS	1st	Cal Schmiede	Niagara Sailing Club
	2nd	Graham Hamilton	Erie YC
	3rd	Don Cutler	Cuba Lake YC
SIDEWINDERS	1st	Mark Santia	Erie YC
	2nd	James Hendrickson	Sandusky YC
	3rd	Alan Taylor	Erie YC
PINTAILS	1st	Fred Robinson	*Solon, Ohio
	2nd	John May	*New Hartford, N.Y.
	3rd	Gordon Reed	*Erie, Pa.
COPPERHEADS	1st	Joseph Farago	Erie YC
	2nd	Fred Schroth	Erie YC
	3rd	L. Francis Wontenay	Erie YC
TORNADOS	1st	George Alleman	Mentor Harbor YC
	2nd	Jerry Litner	*Lakewood, Ohio
	3rd	David Blake	Erie YC
M.O.R.C.	1st	Peter Traphagen	Erie YC
	2nd	Maynard Isabell	*Westfield, N.Y.
	3rd	Clyde Eaton	Erie YC

*Yacht Club Affiliation not Available

EDITORIAL POLICY

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