

QUARTERDECK COMMENT— OPENING DAY PROGRAM

By Commodore Fritz Busse



Opening-Day weekend will be a long one, so plans have been made to take full advantage of it in getting the 1972 season off to a rousing start. For the benefit of new members and stimulation of the memories of old ones, we herewith list the proceedings as they are scheduled:

Saturday, May 27th — Opening-Day Dance at the clubhouse under the supervision of Arlene and Dick Swanson. This will be a dance, only. For those who are already at the Club and those who will enjoy coming to dine there, the dining room will be open as usual before the dance. We strongly recommend that you make reservations with Bud Yost (453-4931).

Sunday, May 28th — This is spit-and-polish day for the power boaters: last chance to scrub, take winter grime off brightwork, and put everything in order for Opening-Day ceremonies. At 10:00 a.m. class boats will race for Flag Officers' Trophies #1 and #2. At the same time the auxiliaries will begin the 15-mile Dr. Mork Trophy Race.

Monday, May 29th — It is traditional for members to dress ship on Opening-Day by flying international code signals strung together from bow to topmast to sternpost or rail. Personal pennants, Club burgee, and ensign should also show. We call attention of new members to the fact that the Club burgee is available — inquire at the front office.

Formal Opening-Day Ceremonies will be called to order in front of the clubhouse at 11:40 p.m., and will begin promptly at 11:50 p.m. All Past Commodores are requested to be in dress uniform and to assemble at the flagstaff.

Immediately following the ceremonies, the Commodore and Officers invite members to join them at the punch bowl to toast the beginning of a new boating season.

NEW GATE SYSTEM FOR ADDED SECURITY

The dramatic expansion of Club property and membership has increased the difficulty of controlling entrance to the grounds. The semaphore-arm gate installed previously helped somewhat with the casual visitor but was not effective to someone determined to enter. In an effort to prevent repetition of acts of vandalism which have been experienced in the past, a new system of steel gates has been developed and is being installed.

There will now be two gates located close together, the east one for entering and the west one for leaving. Each gate will be twelve feet wide, electrically operated, with a four-foot auxiliary gate which can be opened manually for passage of extra wide loads. The entrance gate is opened by inserting your present control card into a station just south of the gate, and the exit gate opens from the push-button stand at the traffic circle. Approximately ten seconds will be required for full opening, and a timer will delay closing long enough for a car to pass before automatically closing the gate. There will not be sufficient time to pass a car and boat trailer so it will be necessary to press an "emergency stop" button and hold it down until the rig is through. The gate will then automatically close.

All E.Y.C. ladies are requested to bring sandwiches by 11:30 a.m. for an informal luncheon. Cake and coffee will be supplied, and all are invited to gather in front of the clubhouse for refreshments and good fellowship. Upon completion of the luncheon at 1:00 p.m.,

Members who invite visitors must make arrangements to meet them at the gate and admit them. Visitors should be advised to park along the side of the road if it is necessary to wait so as not to block the gate to others.

It is recognized that some inconvenience may be necessary in the use of this system; however, this is considered to be more desirable than freedom of access to any and all persons at any time. It is anticipated that during periods when traffic will be heavy (regattas, etc.) the gates will be left open and access controlled by an attendant. New members who may not have been issued a control card can obtain one by applying at the Club office. Should a second card be desired for use of a specified person, it may be had upon payment of one dollar.

On the matter of assisting with the keeping of Club grounds orderly and attractive, boat owners are urged to restrain their natural impulse to sail blythely off after launching. As soon as the keel is wet, please return to that little plot of ground where the old bucket spent the winter and put away the blocking, pick up the empty paint cans and scraps of sandpaper, tidy up the place, and THEN go and have yourself a great season.

the Erie Yacht Club will be officially open for the 1972 season. A happy, safe, and pleasant season of boating to you all!

Class Boats will race for Flag Officers' Trophy #3 at 1:30 p.m.

THE GALLEY - FOR GOODNESS SAKE!

Those who have dined on the delectable delights dished daily by Buzz Yost realize that our Chef is a rare find. Increased patronage of the dining room is proof positive that this is not just an idle claim. Members who have not yet enjoyed Buzz Yost's culinary achievements in the redecorated atmosphere of the Club should get down right away and find what all the shouting is about.

Dinner reservations appreciated but not required except for larger groups. Luncheon served Tuesday through Sunday, 12:00 to 2:00; dinner from 5:30 to 9:00 p.m. on Friday, Saturday, and Sunday. Beginning May 11th, dinner will also be served on Thursday. On May 30th the summer schedule will become effective, and both lunch and dinner will be served every day except Monday. So rally 'round, Mates, the goblin's good.

SIGHTINGS AND SOUNDINGS

ATTENTION ALL LADIES

Beginning June 27th, there will be a luncheon in the Club dining room the first Wednesday of each month for all wives of E.Y.C. members. If any wives wish to bring one or more guests, they will be welcome. There is no plan to form an organization of any sort, but simply to gather for food, fun, friendship, and frivolity.

Reservations should be made with Aloise Busse (474-3781) or Flora Sarver (521-7201) not later than two days before each meeting. Please mark these meetings on your calendar for notices will NOT be mailed. Cost of the luncheon will be nominal — approximately \$2.50 each, depending on the menu.

The Club opens at 11:00 a.m. There may be some who will enjoy coming between this time and 1:00 p.m. when lunch will be served in order to examine the redecorated Club or to share with friends the beautiful view from the north windows. There are always boating activities of one type or another to add interest. Please plan to come.

BOWLERS PLAN BANQUET

Bowlers of the America's Cup Bowling League of E.Y.C. will hold their annual banquet in the Club dining room on the evening of Friday, May 12th. There will be a cocktail hour at 6:30 p.m. followed by a gourmet dinner a la Chef Buzz.

Following the dinner there will be a program which includes presentation of awards, and a number of surprises which are guaranteed to make the old feel young and the young feel gay. Some seventy hungry keglers are expected to attend, and if they run true to form there will not be enough crumbs left to feed the birds. All signs point to a rousing affair that will really stretch the rigging.

SIGNS OF SPRING

Plans are well under way for the annual Tea and Style show of the E.Y.C. ladies, to be held at the Club at 1:00 p.m. on May 9th. Mrs. Wendell Good, Chairman of the Halle's Fashion Show, announces that the following will participate as models of Spring styles.

Mrs. Robert Carney	Mrs. Richard Tucker
Mrs. Donald Sheeran	Mrs. Harold Wagner
Mrs. Richard Swanson	Mrs. Fred Schade
Mrs. Charles Good II	Mrs. Donald Smith
Miss Debbie Tucker	Miss Heidi Schultz
Miss Cindy Swanson	

The highlight of the afternoon will be the drawing for \$25.00 gift certificates. A delightful afternoon is in store for all, and we look forward to renewing old acquaintances over a cup of tea. (Tea?, That stuff our ancestors threw into Boston harbor? Ed.)

REGISTER FOR SAILING CLASSES NOW

Space limitations prevent us from providing complete details, but all who are interested in either Adult or Junior Sailing Classes should submit their application promptly to the Club office. An excellent resume of all the necessary information is available. If you do not have one, please request that one be mailed to you. Phone 453-4931.

BARGAIN DAY FOR MOTHERS

There will be a special "Mothers' Day Buffet" at the Club on May 14th. Featured will be standing rib roast of beef accompanied by a host of side dishes and delectable delights designed to tempt and titillate the palate, nourish body and soul, and send the eater away with only the most pleasant memories. Serving will be from 12:00 noon until 5:00 p.m. The price to all mothers (proof of motherhood will not be required unless there is some doubt) is only \$3.00; all others \$3.50. This special price is the Club's way of saying 'thank you' for the help which you have given in keeping the roster filled and insuring a good crop of sailors in future years. Come, Mothers, for an afternoon of visiting and good conversation — and don't forget to bring pictures of the family.

GLEE CLUB WILL ENTERTAIN MAY 14

University of Pittsburgh Glee Club will have dinner at the Club about 7:00 p.m. Following dinner they will present a brief choral program for all present. Members are urged to take advantage of this opportunity to celebrate Mother's Day with music.

WELCOME ABOARD! JUNIOR MEMBERSHIP

Douglas Loesel	Peter Gorney
Gerald Reno	

REGULAR MEMBERSHIP

Frank Stearns	Arthur Curtze
Harold Shank	David Doupe
John Martine	Vincent Bucci
F.E. Burkley	Frederick Sickert
Lawrence Longo	Alan Law

Membership remains closed to applicants living outside of Erie County. This decision will be reviewed periodically by the Club Directors for possible change of policy.

THANKS, DON!

One of our members recently received a letter from P.C. Donald S. Sterrett expressing fond remembrances and best wishes. He and Jim Parks wish to be remembered to the Pinochle Club, and especially to those who were around about twenty-five years ago. Should anyone wish to write to Don, he can be reached at 530 Live Oak Road, Vero Beach, Florida 32960.

AUXILIARY RACING

The year 1972 promises to be one of the most interesting yet for those interested in competitive racing. The fleet is the largest in the history of the Club, and there will be not less than twenty-eight vessels which either are or will be rated for racing. Not only will our fleet be large in numbers but — if all proceeds according to plan — it will include two of the largest yachts on Lake Erie. Frank Zurn will be sailing his new 62-footer, and Bob Way is racing the calendar to complete his 68-foot aluminum ketch in time for the scheduled competition.

All races this year will be run on the lake — none on the bay. The season opens on Sunday, May 28th, with the Gus Mork Trophy Race over a 15-mile course. The last race of the season will be the 15-mile Swanson American Trophy Race on Sunday, October 1st. Between these will come the five Interclub Races early in July; the two Koehler Races late in July; and the Interstate Race overnight from Mentor Harbor late in August. The Gilmore, the Summer Series, and the Fall Series Races will be scheduled around these major events.

There has been a change made in the Interclub Series which should be of interest to all Club members. The last race will finish at Erie instead of at Point Abino, and Buffalo boats will remain at our "Visitor Docks" from the evening of July 2nd until the start of the Erie-to-Buffalo Lake Erie Feeder Race on the evening of July 5th. Boats participating in this latter race will qualify for the recently established "Lake Erie Race" that leaves Buffalo on Saturday, July 8th, and finishes at North Cape Yacht Club near Toledo — a distance of some 250 miles away. It should also be noted that the east-bound Feeder Race contestants are scheduled to arrive in Erie from Mentor Harbor sometime on July 4th — in time to join the Lake Erie Race if they wish to do so.

To facilitate these events NAYRU Chief Measurer John Richelsen is already spending time in Erie arranging for the conversion of IOR Mark II yacht racing to IOR Mark III, under which rules all sponsored auxiliary racing will be conducted this year. If requested by the owner who must also pay the fee for the service, he will measure additional yachts. For this year only, valid CCA ratings may be used; however, they will carry a length-penalty of approximately five percent.

Any new auxiliary owners who are unfamiliar with this type of racing and who desire to participate may obtain additional information by telephoning Harold S. Ogden, Chairman Auxiliary Race Committee, at 455-5389. We hope you will join us.

'WARE SHOAL! 'WARE SHOAL! BREAKERS AHEAD!

In charting their activities there is one course which should be avoided by all members lest they run hard aground on the rocks of official decision. From time to time a request is received asking that a regular member be reassigned to associate rating. This usually happens soon after the member has sold the boat which has been his pride and joy for a number of years and he is still under traumatic shock from the transaction. Nor does he make allowance for the virulence of the infection of "Bacillus Marineamania" which, although seldom fatal, is noted for its ability to return periodically at a later date. Our advice to anyone contemplating dropping to associate membership is brief — FORGET IT!

The writer has had an opportunity to witness this sort of transaction at close range, and tells the story here in the hope that it will prevent others from innocently becoming entangled in a similar morass of embarrassing, frustrating, and incomprehensible policy. Let us begin by introducing Mr. "X" who fulfilled all requirements for membership some twelve years ago and maintained his full-member standing for nine years. He paid his initiation fee in full... paid double-dockage fee the first year... contributed to the cost of paving the (then) east dock... made a liberal donation towards the building of the new clubhouse... and always mailed his check for dues and dockage in full within a week of receiving an invoice. Insofar as it is known, there has never been a complaint raised against him during his period of association with the Club; and he was happy and proud of his membership as he flew the E.Y.C. burgee from the bowstaff.

Unfortunately, an affliction progressed to a point which prevented Mr. "X" from doing many of the chores which are part of a boat-owner's daily routine — chores which were once a pleasure now became a burden. So he decided to sell and retire from active boating. It then occurred to him that inasmuch as he would no longer be using dock facilities he might as well drop to associate rating; and anyway, if the need ever did arise he could always return to full membership. Because he had fulfilled all requirements there should be no difficulty for he had never heard of any official rule against it. In fact he even had some slight thought that perhaps such a return to full membership would be welcomed by Club officials. So he wrote a letter suggesting the change to associate rating. It did seem strange to one who always thought of himself as a good and loyal member that his letter was never acknowledged by the Secretary... that

no officer ever mentioned it to him... in fact it became evident that it was a matter of no interest to anyone. But this was only the beginning of his education, for he was to learn in more painful detail how little regard is given in official circles to those qualities of kindness, consideration, understanding, helpfulness, and promotion of good will — all of which are the very elements which should bind club members together.

The scene moves forward three years to the day when Mr. "X" decided to inquire concerning his possible return to full membership. After several embarrassing attempts to discuss the matter with officers and directors who seemed to have no answers and no interest in getting them, one officer brought him an answer — a solid punch to the solar plexus which all but knocked him right out of the club! Yes, he could return to full membership if he would: (a) Pay the difference between his original initiation fee and that in effect at this time; (b) Pay the difference in dues for the period of time he was an associate member; and (c) accept cancellation of dockage points which he had earned and paid for. The effect of such treatment on one who had always considered himself a loyal and faithful member was not only stunning — it was unbelievable! Where was the bond of friendship which he had always believed existed between members... the spirit of helpfulness... the kindness? Did not years of cooperation and support mean anything? Why was he being penalized by the Club management for wishing to return to his previous status? Why would their ruffled feelings be appeased only by several hundred additional dollars squeezed from a member who unintentionally broke a rule which was either unknown or non-existent at the time? Needless to say, Mr. "X" did not repeat his request for return to regular membership, and the knowledge that his standing and wishes mean so little to the management of the club has prevented the healing of the hurt to his pride of membership.

Your editor has thought much about this case and only because he feels strongly that management's attitude is in error does he take the liberty of frank editorial comment. Let it be understood that no fault is to be found with the policy of requiring one who has joined as an associate to pay the full initiation fee in effect at the time when he wishes to move up to full-member status. But is this not a different situation than that of a member of long and honorable standing who may have simply made a mistake because no rule existed or because no officer was sufficiently concerned about the welfare of the Club

or one of its members to mention that there was one?

It has always been our understanding that the purpose of management is guidance of Club affairs for the best interests of both the Club and its members. It scarcely seems in the best interests of the Club to adopt policies which destroy harmony and respect... cause members to resign in anger... and lose additional revenues which would be derived from the higher regular membership dues. Nor does it seem in the best interests to completely disregard the feelings and wishes of even a very few members — particularly those of the older ones. It should be the purpose of management to encourage as many as possible to maintain full membership — not to raise barriers against their doing so. Your editor suggests that any policy which damages both the Club and its members to such an extent should be reviewed immediately before the cost becomes even greater. So, sailor, take heed and beware lest the axe fall next upon your neck!

DOCK NEWS AND POLICY CHANGES

All docks have been repaired where winter damage made such repairs necessary, and are ready for use. Boat owners who have not arranged for a place on the launching schedule should make such arrangement with Marty immediately. All boats stored in the parking lots or dry-sail area must be launched or relocated not later than May 20th.

An effort is being made to improve service at the gas dock where both "regular" and "high-test" Texaco will be available this year. An attendant will be on duty at scheduled hours which will be posted soon on all bulletin boards. As an additional convenience a large green flag visible from any part of the Club will be flown at the gas dock during the hours that attendant is on duty. Sorry that we can't throw in a boat-wash with each tankfull, but our prices are the same as other marine outlets in the area and you have the added advantage of being able to gas up between trips or on the way. Gasoline will be sold by Texaco credit card only. If you do not have one please obtain a card at the Club office or at any Texaco service station.

A new system for member-boat identification will be put into effect by June 1st. Each E.Y.C. member has been assigned a permanent number. Upon payment of your dock fee, dry-sail, or mooring fee, you will receive a decal sticker bearing your number. This tag must be attached outside to your boat's transom at the top right-hand corner. Effective July 1st, every yacht, power boat, sailboat, row boat, outboard, raft, ice-boat, or dingy not regularly carried

aboard a larger boat must carry such a sticker. Except for duly registered visitors, after this date all untagged boats will be removed from E.Y.C. property.

GROG FOR ALL HANDS

By Captain Bolivar Q. Bilgewater

Signs of Spring are everywhere as your Ol' Captain writes this article. One sure sign is the arrival of Pittsburghers. Recently seen at the Club from that fair city were the Jim Lees, the Bill Scotts, the Art Blotters, John Koedel, Sr. and Heinz and Gisele Trechsel. Speaking of the Trechsels, we're very sad to note that he has taken a new job in Gaithersburg, Md., and will no longer be with us. Their boat "Capricorn" is being shipped to the Annapolis area this Spring. Lots of luck and success to Heinz in his new job, and we hope they will enjoy their new home.

Congratulations to Jim McBrier on his new boat, an Erickson 30, which he has named "Brier Rabbit". You've got to see the big rabbit on his transom — it's really cute. After several delays and false starts when the launching rig wouldn't work, the "Brier Rabbit" took to the water on April 16th.

Glad to hear that Betty and Fred Reymore are having a wonderful time on their month-long vacation trip. They are visiting friends and relatives in Dallas, Texas, and others in the State of Washington — which makes quite a trip on anybody's map.

The annual Ice-Boat dinner at the Club was a roaring success. The food was superb, the trophies appreciated, the speeches short, and the drinks great — as they always are at E.Y.C. Of particular interest was the trophy for 3rd place in the Arrow Fleet Doubles which went to Audrey Brown and Dr. Don Lasher. When Don Bross presented the trophy only to Audrey, Don Lasher lost his cool and rushed up and grabbed his side of the trophy — which split in half leaving Audrey holding hers. Wow! What a scene! The whole affair was really staged, but it was done so realistically that it was fascinating to watch. If someone could have photographed the expression on Mim Lasher's face when Don charged up to the speaker's platform and ripped the trophy apart, they would have had a masterpiece!

Speaking of fine parties, congratulations to the Dave Samples and Bob Pratts for putting on a wonderful and different affair at the "Spring Rigging Party". With out-of-this-world Cornish Game Hen or Swiss Steak to choose from, and a terrific Country and Western Band that played for both round and square dancing, it was one of the swiftest parties your old Cap'n has seen there in a long time. John Hall deserves special notice — he was in rare form that night!

Sure glad to hear that Bob Mangan is out of the hospital and feeling better each day as he recovers from his "disc" operation. Was also nice to see Marilyn Reno back at the Club for brunch after her hospitalization. We wish you both full and speedy recovery.

Congratulations to John Heard for winning the Pinochle Tournament. It was a real neck-and-neck race the last few weeks between John and his Dad, Ralph Heard, who came in second. Fred Reymore and "Red" Wagner tailed close behind the front runners.

On Wednesday evening, April 26th, the Annual Pinochle Banquet will be treated to another of "Skipper" Cooley's artistic extravaganzas entitled ON RECORD. There will be real live actors, music, pictures, and wit and humor galore. Step right up, Folks, and get your tickets for dinner and entertainment from Byron Cooley or John Heard.

Hear that Dr. and Mrs. Edward Kemble had a fabulous trip to the Virgin Islands recently which included two weeks of sailing a chartered boat. Just goes to show you how pleasurable a body can get if he puts his mind to it.

Was recently invited aboard Bob Heinrich's nearly rebuilt "Pleasure Palace" — it's really quite attractively remodeled — a wonderful feeling of spaciousness and openness. If you get a chance to see his ol' "bucket of worms" you'll be very impressed. Nice job, Bob!

Your ol' Captain wants to extend sincere sympathy to Bob Roth and his family on the recent loss of his father, Dudley C. Roth. Also to Dick Henshaw on the loss of his wife. We all miss Marion too, Dick.

Well, time to get back to the painting and sanding. See y'all on the water. Don't forget the gala Memorial Day weekend activities at the Club... the Opening Day Party on Saturday evening... the Gus Mork Trophy Race for Auxiliaries on Sunday... and the always enjoyable Opening Day ceremonies and picnic on Monday. Why not clear your weekend schedule for a round of fun with your fellow members at the good old E.Y.C.?

The next scheduled meeting will be held Wednesday, May 10th at 8:00 p.m. at the Presque Isle Yacht Club clubhouse. All interested persons are invited to attend.

OOPS! OUR ERROR

Last issue we printed an article on Erie Foundry's 12,000-ton Mechanical Press, and the part our John Jageman had in bringing it into being. In an effort to put a touch of salt into our best wishes, we said, 'may you always enjoy fair winds and calm seas'. An observant member has called attention to the fact that John does not

THE MIDGET OCEAN RACING CLUB

Presque Isle Station

It is welcome news that there is a new chapter of The Midget Ocean Racing Club being established in Erie. This is a national organization devoted to the sport of sailboat racing, and through the interest and efforts of a number of local sailors MORC has been brought here. Membership is not limited to E.Y.C. members, but is drawn from all organizations in the area. Officers are as follows:

COMMODORE: Ronald J. Rainey
Presque Isle Marina

VICE COMMODORE: . . John A. McTaggart
Erie Yacht Club

REAR COMMODORE: . . Michael English
Erie Yacht Club

SEC'Y - TREAS: Robert Baughman
Presque Isle Yacht Club

Racing schedules have been set up beginning May 28th. There will be racing on the bay, the lake, and some long-distance overnight racing which may extend into other waters. Racers are invited to attend MORC meetings which will provide an opportunity to improve your knowledge of racing, racing rules, and safety afloat. Notice of meetings will be posted on Club bulletin boards. For additional information, phone Cinde McTaggart at 454-5377.

WANTED, SAILORS LONG AND LEAN OR BROAD OF BEAM

Rapid growth of the Thistle fleet has resulted in a crew shortage on several boats, and the skippers are looking for persons who will enjoy the fun of sailing with them. Previous sailing experience is not necessary but would of course be helpful. Any reasonably agile man, woman, boy, or girl can learn the basics quickly with the assistance of the skipper who will welcome the opportunity to train a willing crewman. The boats will be at the Club prior to the racing season so that there will be time to learn and practice handling of the boat before actually starting to race.

Racing Thistles is one of the most exciting of the competitive sports, and this is a real opportunity to sign up for a Summer of fun and good fellowship. Girls are welcome to apply, and the fleet already boasts some very efficient "Sailorettes". This invitation is also extended to auxiliary skippers and crewmen who may enjoy testing their skill on smaller, more responsive vessels. For more specific information phone Greg Gorny at 864-2100, or speak to any member of the Thistle fleet.

particularly enjoy calm seas and fair winds. So we apologize and substitute the wish that he may always enjoy half a gale with spindrift in his face. To each his own! We try to please.

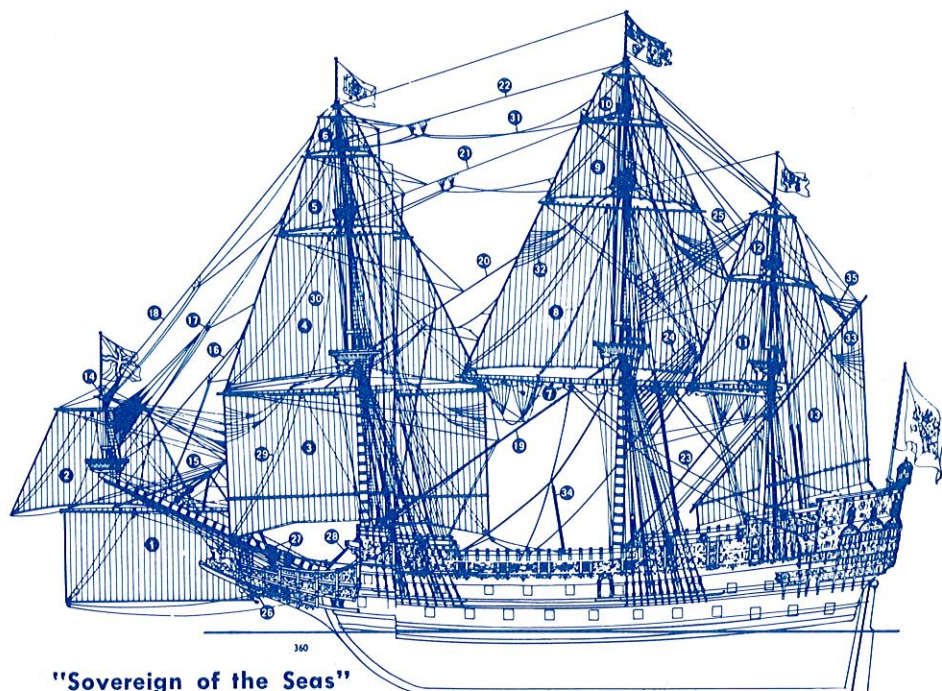
"SOVEREIGN OF THE SEAS" 1637

It was the largest ship of her time; carried 100 guns — more than any previous ship; was instrumental in costing the King his head; and bore more intricate gilded carvings and decorations than any ship before or since.

King Charles I of England was making an inspection of the half-completed "Leopard" at Woolwich shipyards, when he called master shipwright Phineas Pett aside and gave him orders to build the largest ship ever seen. As soon as the news reached Trinity House, the seat of naval authority, a protest was issued against the royal decision saying that a ship 124 feet in the keel, 46 feet wide, and with a draught of 22 feet would be unmanageable and could not be used in English waters.

But Charles insisted on building his giant which was actually 127 feet in the keel, 48 feet wide, and had a draught of 23½ feet. The taxes levied upon the populace — in addition to those already in effect to support an extravagant royalty — played a large part in creating the dissatisfaction which ultimately cost the King his head. At the time a ship of 40 guns cost about 6,000 pounds. By the time she was ready to sail the Sovereign had cost a total of 65,586 pounds, 16 shillings, and 9½ pence.

Called "The Golden Devil" by the Dutch who fought her many times, the Sovereign's superstructure was a mass of gilded decoration from beak to her high stern with galleries, cupolas, and long rows of windows. The figurehead represents Edgar and Peaceful riding down seven enemy kings. Beak-head railings were decorated with the greyhounds of Henry VII and dragon of Cadwallader, the lion and unicorn, roses of England, the thistle of Scotland, the fleur de lis of France, and the harp of Ireland, with royal monograms and various heraldic beasts. The forepost was topped with a cupid mounted on a lion, and two satyrs grinned from under the cat-heads on the forecastle. The whole forepart of the forecastle was decorated with six beautiful goddesses symbolizing Counsel, Care, Industry, Strength, Valor, and Victory. Three friezes decorated the sides, the lowest of which was the simplest and consisted only of coat-of-arms and volutions. The central frieze, interrupted by gunports, had helmets, cutlasses, musical instruments, and all sorts of weapons. The upper which decorated the sides of the forecastle and half deck portrayed the Signs of the Zodiac alternating with representations of Roman Emperors. The galleries were covered with mythological figures and scenes, royal coats-of-arms and monograms. The high stern was dominated by the Goddess of Victory surrounded by Neptune, Jupiter, Jason, and Hercules.



"Sovereign of the Seas"

SO YOU THINK YOU KNOW RIGGING?

Power boaters sometimes get the feeling that stick-and-rag men may have a tendency to put them down by doing a bit of nautical name-dropping on occasion. Just what is a fellow to do when all female attention is drawn to the lad in the blue jacket with brass buttons who blythely drips "braces", "shrouds", "jibs", and "spinnakers" all over the place? As a charter member of "Stinkboater's Lib", your editor thought

it might help to even things up a bit if some effort were made to separate the men from the boys. So, here is your chance, Sailors, to prove whether the noise we hear is coming from a boiling wake or whether it is just the flapping of a loose halyard. See how many of the numbered items you can name correctly without looking at the correct answer given elsewhere in *The Log*.

The Sovereign fought many times but was never defeated. In later years her rig was reduced and a great deal of her upperwork was cut down because she lay so deep in the water that it was

nearly impossible to use her lowest leeward battery when heeling over only slightly. An overturned candle sealed her fate in 1696 when she went up in flames.

SOCIAL CALENDAR

And Chairmen

May 9	SPRING TEA AND STYLE SHOW	
	Mrs. Fritz Busse	474-3781
May 12	BOWLING LEAGUE BANQUET	
	Bernie and Harold Wagner	833-4450
	Rosemarie and Dr. Jack Marshall	456-9431
May 27	OPENING DAY DANCE	
	Arlene and Dick Swanson	529-3394
July 22	SURPRISE SUMMER DINNER-DANCE	
	Carol and Bill Bloomstine	864-1732
Aug. 26	VENETIAN NIGHT BUFFET-DANCE	
	Marian and Paul Benton	833-6731
Oct. 28	COMMODORE BALL DINNER-Dance	
	Olga and Dick Gorny	864-2100
Dec. 23	CHRISTMAS DINNER-DANCE	
	Entire Entertainment Committee	
Dec. 31	NEW YEARS EVE DANCE	
	Entire Entertainment Committee	

Rear Commodore Wendell Good (456-2213) is Chairman of the Entertainment Committee, and will coordinate all galley matters such as menu, prices, extra help, etc. Betty Waller (455-4332) is handling publicity, and will work with the various chairmen.

RIGGING ANSWERS

- (1) Spiritsail
- (2) Spiritsail Topsail
- (3) Foresail
- (4) Fore Topsail
- (5) Fore Topgallant
- (6) Fore Royal
- (7) Mainsail
- (8) Main Topsail
- (9) Main Topgallant
- (10) Main Royal
- (11) Mizzen Topsail
- (12) Mizzen Topgallant
- (13) Mizzen
- (14) Spiritsail Topmast
- (15) Forestay
- (16) Fore Topmast Stay
- (17) Fore Topgallant Stay
- (18) Fore Royal Stay
- (19) Mainstay
- (20) Main Topmast Stay
- (21) Main Topgallant Stay
- (22) Main Royal Stay
- (23) Mizzen Stay
- (24) Mizzen Topmast Stay
- (25) Mizzen Topgallant Stay
- (26) Fairleads for the Fore Tacks
- (27) Gammonings
- (28) Mainstay Collar
- (29) Clewgarnet
- (30) Buntline
- (31) Bowlines
- (32) Martnets
- (33) Mizzen Martnet
- (34) Winding Tackle
- (35) Mizzen Lift

1972 E.Y.C. DIRECTORY

	Phone
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VICE COMMODORE — Robert Painter (Docks, Maint., Etc.)	833-1007
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