

Member Sails Atlantic - Another Club "First"!

There is no apparent end to the accomplishments of E.Y.C. members! The most recent feat is an Atlantic crossing by Rear Admiral Charles A. Curtze (Ret.) in his new 43-foot ketch *Thule*. Although similar crossings have been made by others, it is still a venture of no mean proportions, and we are pleased to enter it in the Club records. We salute you, Admiral Curtze, and your achievement!

Admiral Curtze's association with the Club extends back to 1925, when, as some of the older members will recall, "Charlie" Curtze used to wield a paint brush on occasion to help keep the clubhouse in shipshape appearance. At that time his sailing was done in a 14-foot *Canvas Back* of the Wild Duck Fleet. Since then he has become a graduate of the United States Naval Academy with a Master's Degree in Naval Construction from M.I.T., and has finished a distinguished career in the U. S. Navy as a ship designer, builder and administrator. His continuing love of ships has now been expressed in the designing, building, and sailing of *Thule* (pronounced Tu-leh).

The most desirable cruising hull form is always a good subject for lively debate. Adm. Curtze believes that the Norwegian (Colin Archer) double-end form best meets his requirements. His discussions with his friend Bjarne Aas, Olin Steven's erstwhile Norwegian competitor in ship design, confirmed the point. After the general hull form was decided upon, Henrik Aas, the son of Bjarne and now emigrant manager of the No. 2 Hogdon Brothers yard at East Boothbay Harbor, Maine, laid down the initial lines and sail plan for *Thule*. However, much detail design work had to be done before construction could begin. This was done by Adm. Curtze who built a full-scale mockup in his basement to insure accuracy and optimum arrangement. When this work was done, working drawings were made.

A contract for building *Thule* was

placed with Abeking & Rasmussen of Lemwerder, Germany. Adm. Curtze and Mrs. Curtze lived in a cellar apartment during construction so that he could act as his own project engineer and control all details. Finally, in early Spring *Thule* was taken for her shakedown cruise in the North Sea. On June 16, 1972, she left Germany, threaded the Dutch canals to Amsterdam, and from there sailed to Lym-

helpful later.

A northerly course had been laid, but a succession of depressions with head winds of Beaufort 10 indicated the advisability of changing to a more southerly but longer route. This was done, and more favorable winds - at least in force if not direction - carried *Thule* safely to Bermuda. On August 15th, she arrived at Norfolk. Total time, including that spent in the Azores and Bermuda, was 36 days out of England. Incredibly, the entire voyage was sailed "on the wind".

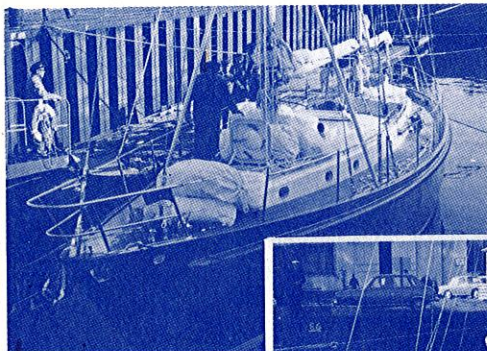
As might be expected, *Thule* is a very interesting ship. The name comes from ancient Nordic mythology, and has a meaning such as "Shangri-La" which is defined as a utopia or paradise. Her hull

and superstructure are welded aluminum, and three watertight bulkheads provide four compartments - any two of which will keep her afloat. She is ketch-rigged with 850 sq. ft. of working canvas. Vital statistics are: 43'-0" L.O.A.; 33'-4" I.W.L.; 12'-2" beam; 5' 7/2" draft; 14.9 tons displacement of which 5.3 tons is lead ballast. Diesel fuel is used for cooking, heating, and driving her 84 h.p. M.W.M. engine

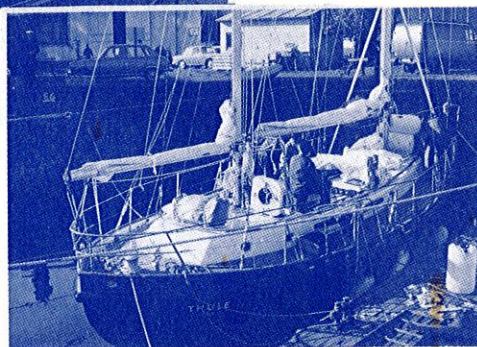
and Volvo Md-1 auxiliary. Nickel-cadmium batteries prevent damage from freezing and long lay-up, and may be kept charged by a generator turned by her variable - pitch propeller while under sail - another Curtze innovation.

A heavy rubber fender extends completely around the hull - a tremendous help in docking or canal locking. Hydraulic windlass and hydraulic capstans both fore and aft facilitate warping under difficult wind and tide conditions.

This Winter *Thule* will be sailing southern waters from her base at Fort Lauderdale. However, early Spring will find her berthed at Erie Yacht Club. We are looking forward to having her join our fleet.



Thule being readied for builder's shakedown trials in the North Sea.



ington, England. On July 4th, *Thule* was outward bound in the English Channel with a crew consisting of Adm. Curtze, Randolph W. King, Jr., Capt. Wm. L. Dawson (Navy, Ret.), and Col. John Crowe (Army, Ret.).

Three days out, near Ushant Island off the coast of Brittany, *Thule* while using her propeller to drive a generator when sailing, picked up about 40 square yards of fish net. This fouled rudder and propeller, and stripped gear teeth from the autopilot making further use impossible. Hand steering was required for the balance of the voyage. When *Thule* reached the Azores, the German square-rigged training ship *Gorch Fock* was found moored in Punta Delgata. She supplied *Thule* with meteorological data which proved to be extremely

QUARTERDECK COMMENT

by

Commodore Fritz Busse

It is something of a shock to realize that the 1972 boating season has almost come to an end, as has my term as Commodore of E.Y.C. Time passes quickly when mind and hands are busy; it seems like yesterday that we were fitting out and fretting about delays in launching.

The Summer was all too short, and so many projects were underway that time passed unnoticed - and suddenly it is Fall and time for liftout! Like magic, the work was finished ... telephone calls and conferences disappeared ... the need for instant decisions passed on ... and once again time slowed down to normal. But it was not magic that accounted for the many accomplishments, it was the work and dedication of fellow-members and Club employees that made it all possible. I wish that I knew a more adequate way to express my appreciation, but a hearty "Well done!" will have to suffice.

When my successor, Robert Painter, assumes the office of Commodore, it is my kindest wish that he may receive the same cooperation and support which have been mine.

WEDDING BELLS CHIME AT THE CLUB

The harrowing experience of shipwreck at sea did no more than delay the wedding plans of Capt. Bob Heinrich and lovely Charlotte Day. The rigors of their experience would undoubtedly have required more than twenty days on the part of less hardy folk to return to wedding plans, but this couple is made from stouter stuff.

At 6:00 p.m. on the evening of October 21st, Charlotte and Bob were married on the north porch of the clubhouse in the presence of a considerable number of fellow-members and guests. The ceremony was performed by The Rev. David A. Schieber, Pastor of Elmwood Presbyterian Church.

Although a mite cool and windy, it was a beautiful sunset service with a background of a considerable portion of the Club fleet at their docks. Following the ceremony, all hands retired to the clubhouse to congratulate the happy couple. A long table had been arranged in front of dining room windows where Bob and Charlotte enjoyed dinner with their families. Afterwards, all present were invited to share cake and drinks with them. Destination of the honeymoon was not revealed, but odds are running high that wherever it may be, the trip will be made strictly on solid ground. Congratulations from the Club, and sincere wishes for a long and happy life together!

GOOD READING

THE GOLDEN AGE OF PIRACY by Hugh F. Rankin is a well-documented account of piracy at its height off the Virginia capes and Carolina Coast from 1630 to 1720. Glamor and romance are stripped away, and the corruption of merchants and government officials without which piracy could not exist is exposed. Surprisingly, several state Governors were involved. Factual and interesting historical reading.

THE VIKING EXPLORERS by Fredrick J Pohl (Thomas Y. Crowell Co.) is a "must" for all who believe that Columbus discovered America. Viking seafarers colonized both Iceland and Greenland, and from there sailed to North America, established winter quarters on Cape Cod, explored 2500 miles of coastline, sailed up the Hudson and James rivers, and even left a map and sailing instructions for reaching various areas. This was done between 982 and 1012 A.D. Columbus visited Iceland before his voyage of discovery where he probably learned of the existence of land to the southward.

THE STORY OF EGYPT by Jacoa Tadmema Sperry (Thomas Nelson & Sons, London) begins the history of Egypt about 3200 B.C. In an easy-to-read manner she brings to life the daily experiences, customs, religious beliefs and stories of the people. We meet kings and queens, and join them in their heroic conquests, their victories and defeats. Pleasant and profitable reading about a part of history of which most of us know little.

STONEHENGE DECODED by Gerald S. Hawkins (Doubleday and Company) examines the awesome arrangement of mammoth stones which stands on Salisbury Plain in England. It has been thought to be a ceremonial meeting place of the Druids, a place of sacrifice, a temple to the sun. The author studied measurements and sighting lines, and fed the information to a mammoth computer which confirmed that they pointed to the occurrence of some 52 celestial events with unbelievable accuracy. And this done with rocks weighing as much as 40 tons located with an accuracy hardly possible today, by men in 1850 B.C.! Recommended for those who believe early man was only an ignorant, hulking brute.

SPINDRIFT FROM THE EDITOR'S DESK

Editing this paper carries with it frustrations beyond belief! Some of our

officers and committee chairmen regularly fail to submit reports on past and future activities in their areas, or mail them after all other copy has gone to the printer. Did any of you readers get the feeling that "Spindrift" in the last issue ended so abruptly that you were left with one foot in the air? Well, after your editor had worked hard to make a good article, the printer set two pages of copy and stopped. The last page which contained the summary and point of the whole article was omitted! May the Bird of Paradise drop tokens of our esteem in his type-case!

We noted a recent advertisement by Northwest Marine for Chris-Craft boats. A visit confirmed the fact that dealership has passed to this organization ... a considerable stock of new boats is already on their sales floor ... and extensive alterations are under way to improve display facilities, parking areas and storage services. Bill Patterson is President, George Salter handles boat sales, Bob Lemon is Service Manager and Edward Mack is Controller. We are given to understand that McAllister and Son, former Chris-Craft representative, will place sales emphasis on Trojan boats, and will continue to render their extensive service in the areas of boat maintenance, repair and storage.

George Dyke's new all-aluminum cruiser has been moved out of the building and is on the ways at the rear of Paasch Marine. This beautiful sedan-type yacht will be the first in this area to be powered by twin turbines. Her 900 h.p. should make her the fastest of the large yachts, and we are looking forward with interest to learning what her performance will be when trials are run.

In the May issue of *The Log* we made quite an effort to suggest the desirability of encouraging advancement of members from Associate to Active membership. These efforts apparently fell upon barren ground for nothing more has been done, insofar as we can learn. It is still a good idea and carries definite advantages for both Club and member.

Particularly is this true in instances where members have dropped to Associate without realizing the penalties attached if they should ever wish to return to Active. It seems that future misunderstandings in this area could be avoided by preparation of a form which would request such change to Associate status, and would also clearly state conditions under which return to Active membership would be possible. Thus, any applicant signing such a form would have a clear picture of the situation. It is entirely probable that few would wish to become Associates if they were completely informed. Good public relations are based upon understanding; and the surest sign of good management is the elimination of misunderstanding before it becomes a problem.

AUXILIARY FLEET REPORT

The 1972 racing season has passed into history and the record book. Only one event remains on the schedule, and that is one which will not be affected by weather, lost marking buoys, or misfiring of the starting gun. On Saturday, November 4th, the Auxiliary Fleet Trophy Dinner will be held at the Club, beginning at 6:30 p.m. This dinner is the highlight of the season for sailors and their ladies, for it is here that expertise in the art of sailing is rewarded and publically acknowledged.

Some of the special features which will make this a memorable occasion are seating at tables arranged by yachts, and the extending of an invitation to all participants in the "Interclub Series" to be with us for this dinner. We hope that many of our friends from other cities will share in the festivities, and be on hand to witness and receive their share of trophy "hardware".

The usual high winds which make Fall racing exciting and sometimes hazardous have been with us. The second race of the Fall Series could have been sailed in the lake if the committee had been willing to risk the 35 - 40 m.p.h. winds and to ignore gale-warnings posted by the Coast Guard. However, the decision was for a bay race. The goal of 15-mile course was achieved by circling the triangle in the bay three times -- which, we might add, was done in jig time. The yellow signal flag flown at the gas dock signaling a bay race came as a costly surprise to some of our skippers who were sailing in or near the lake in expectation of racing there.

The final race, the Swanson American Trophy Race, was sailed in the lake as scheduled. During this race the sailors witnessed tragedy at sea. A 30-foot power boat had foundered and was still floating with cabin awash. For reasons which will never be known, the crew had violated one of the most important safety rules and had left their boat. An intensive search was underway by helicopter and Coast Guard boats for the two missing men, whose bodies were picked up by a private boat two miles off Shade's Beach and not far from our specified course from the north mark.

Green-water sailors who have never sailed the little puddles known as the Great Lakes tend to underrate their ability to deliver damage and discomfort. Typical of the force of Lake Erie when in a violent mood was the dragging of our permanent course marker and its anchor from its position off Shade's Beach, and leaving it out of position by a mile and a half. This caused the Swanson Trophy Race to be sailed with a temporary mark properly located.

And so another racing season ends; but consolation must come from the fact that we will soon begin planning for the next one.

CLUB ESTABLISHES OFFICE OF "GENERAL MANAGER"

At the October 9th meeting of the Board of Directors it was unanimously agreed to establish the office of General Manager to unify direction of Club activities and to assure continuity of programs.

We are pleased to announce that our Secretary-Treasurer, Mr. T. Kenneth Welsh, has agreed to accept the new office and assume his new duties December 1st. Practically every member knows Ken and recognizes his interest in the Club and dedication to its welfare. We are fortunate to obtain a man of his knowledge and experience to fill a position which will certainly necessitate involvement in practically every aspect of boating and Club operation.

A replacement is being sought for the office of Secretary-Treasurer, and it is anticipated that the Board will be in position to approve an appointment at their meeting on November 17th. Meanwhile, the duties of both offices are being studied with the object of defining them in the near future.

AVAST THERE, SAILOR!

Be sure to lay your course to arrive at the Club for the ANNUAL MEETING at 8:00 p.m. on November 17th. Come early if you wish and discuss Club politics over your favorite brand of grog at the bar. Your vote and comments are the surest way to make certain that your Club follows the direction that you think it should take. Members who fail to vote will offer their criticisms next season strictly at their own risk.

BOAT FEVER STRIKES AGAIN

Cliff Fowler, who swallowed the anchor many years ago, rejoined the Club just before the rolls were closed. With firm determination to never again be the owner of a boat, he joined the luncheon group whose principal topic of conversation is boats and boating. Maybe it is something in the water, but Cliff picked up the bug once more and is now the proud owner of a 22-footer. He is as excited as if it were his first boat!

GROG FOR ALL HANDS

by

Captain Bolivar Q. Bilgewater

Shiver my timbers, it's sure been a cold October -- haven't had any good weekend sailing weather yet this month! Where's that Indian Summer? By the time you are reading this most of the boats will be out and another season over. Why does the Summer go so fast and the Winter so slow?

Thinking back to warmer days, the Venetian Night program at the Club was a smashing success, except that it would have been nicer if more boats had been decorated for the event. But thanks to all who did take the time and make the effort. Congrats to Jack and Rosemarie Marshall on winning first prize -- they always do such a fine job with their boat that everyone was pleased to see them win the trip to the Chicago Boat Show so generously donated by Zurn Industries Recreational Division.

Would you believe that 284 persons partook of that fabulous buffet dinner served by Buzz Yost and his galley crew on Venetian Night? What a spread!

Sure was sorry to have old Gus end up beached and broken off Pottohawk Point in Long Point Bay. After all the work Bob Heinrich has put into her over the past two years, it just doesn't seem right for her to end up like that. The only happy note to report is that neither he nor his lovely fiancée were injured in the mishap. Also congratulations to Bob and the former Charlotte Day as they were united in marriage on October 21st at the Club. We wish these two the utmost happiness in the coming years.

While on the subject of weddings your old Capt'n has two others to mention: the Ben Bjalmes' and the John Dauers' -- both charming couples. John and Gwen Dauer honeymooned in Acapulco, Mexico.

The fall series of races weren't the best batch that Bert and Chuck Blakely and their crew have ever entered. In the first race they mistakenly started with the "A" boats instead of the "B" group where they belonged. It was a shame because they did sail magnificently that day and would have done very well except for the wrong start. Then, in the second race they were involved in a protest, and at the end of the third race they tried to get into the wrong slip when they returned to the Club! It just wasn't their series, -- but they're a great competitive crew and will be out there doing their best next season. But, Bert, you've got to control that wild inhibiting that must go on!

Congrats to John Walford on his lovely new Cal 33, *The Constance*. She's a sleek craft that is destined for a life of winning trophies. Also hear that Doug James has sold his *Blitzen* and is looking for a hotter

(Cont.)

WELCOME ABOARD

Junior Family Membership

Steven Curtze

Fritz Curtze

(Above are sons of Fritz Curtze, Sr.)

NEAR TRAGEDY, GUS FOUNDERS

It is a sad duty to have to report that the sloop *Gus* reached the end of her days on a sand bar off Turkey Point, which lies inside the curve of Long Point. In the last issue of *The Log* we carried an article on the high hopes Capt. Robert Heinrich held for using *Gus* for his honeymoon cruise, but high winds, rough seas and an unsuspected sand bar changed all of that and added a frightful night which will never be forgotten. To quote Bobby Burns, "The best-laid schemes o' mice an' men gang aft a-gley (go often off the right line)."

Capt. Bob and his bride-to-be, Charlotte Day, slipped the moorings of the *Gus* on Saturday before Labor Day, and hoisted sail for Dover to spend the weekend with other E.Y.C. members docked there. It was a perfect afternoon sail with calm seas and just enough wind to provide fair headway. However, off the tip of Long Point they encountered a strong N.E. wind and rising seas. *Gus* was making good progress through fairly high waves when Bob noticed a change in her response to the helm and the "feel" of the ship, so he sent Charlotte below to investigate. Bilges were full of water and the cabin carpet was becoming wet. Later inspection showed that the bilge pump was unable to handle the volume necessary to offset that which *Gus* was taking, so Bob skirted Bluff Bar and laid a course for Port Rowan. The time was approximately 7:00 p.m. By 9:00 it was dark with wind and seas increasingly violent. There was now some eight inches of water over the floorboards and *Gus* was losing headway. Sails were lowered and she ran under power, her diesel engine running perfectly although water was now nearly up to the air intake. Suddenly there was a shuddering jar as *Gus* ran aground on a sand bar off Pottohawk Point. Wind and wave lifted her progressively farther and farther onto the bar, canting her onto her side as she moved.

By now it was completely dark and the cabin was full of water. There was no choice but to sit on deck in the lee of the cabin superstructure, and there was little comfort to be found in the piece of canvas which they wrapped about themselves. There was nothing else to do but wait for daylight. Uncertainty about their location and distance from dry land made the long night more frightful for fear of what the light of morning might show. At last darkness began to fade, and about 7:00 four men arrived in a fishing boat and took them aboard. They were driven immediately to Turkey Point Marina where

they were fed and their clothes dried in a clothes drier. About 9:00 they were taken back to *Gus* to retrieve what ever personal possessions could be reached, and then delivered safely to Port Dover and into the company of E.Y.C. friends. The trip back to Erie was made aboard the George Althofs' yacht, the *Four A's*. Charlotte and Bob wish to thank all who so kindly helped them during this unfortunate experience.

Although the disappointment of losing *Gus* - particularly after the tremendous amount of work which Bob had done to remodel and recondition her, and the plans he had made for her use - is enough to shake anyone's timbers, it is necessary to remember that all the elements were present to bring about a real tragedy. We are all glad that it did not, and that Charlotte and Bob are safely back with us for many years to come.

In conclusion, we add a few words concerning the final fate of *Gus*. She was stripped by persons unknown of everything movable or which could be detached. Furnishings, hardware, a 90-pound capstan and even the mast are gone. Although Club members have seen her from a distance and even photographed her, we know of no one who has boarded *Gus*, but it can be assumed that stripping has been thoroughly done. Bob has assigned title of the wreck to the Canadian government. And so the Story ends.

Grog (Cont.)

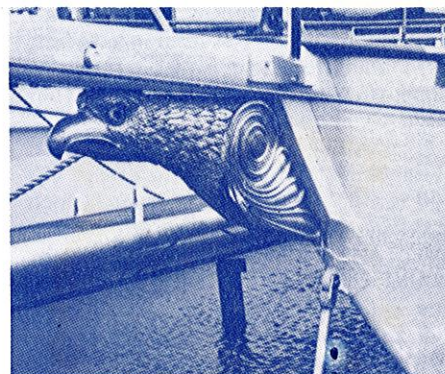
racing sloop. Competition is really heating up in the Auxiliary class. Ted Helfand comes to mind when speaking of "hot" boats -- he has been doing a fine job with *Princess* this season.

The M.O.R.C. fleet sure had a good season and is looking forward to another banner year in 1973. It's wonderful to see how this class finally took off in Presque Isle Bay.

Aside from the generally disagreeable weather all Summer, one other blemish ought to be mentioned. A few E.Y.C. skippers and/or their crews or guests have not conducted themselves in a fitting manner while in other ports. It is very sad to hear of letters from Detroit, Conneaut and Port Dover which comment unfavorably on the conduct of E.Y.C. people while visiting their clubs. It is difficult to know what can be done about such people. Just as a few bad apples can spoil the entire barrel, a small minority of thoughtless, rude or inebriated people can give our entire Club an undeserved bad reputation and threats of curtailment of visiting privileges for all E.Y.C. members. This is a matter for everyone to ponder, for we should realize that while in other ports we are their guests -- and should conduct ourselves accordingly.

Lastly, don't forget the Annual Meeting on November 17th. If you do not come to participate and vote you surely

have no right to criticize Club operations or policies, Let's all turn out this year. See you there!



Wanta Make Something Of It?

PREPARATIONS FOR WINTER SPORTS

The chilling winds which have hit us recently foretell the coming of Winter, and remind ice skaters, ice boaters and hockey players that it is time to begin checking over equipment and making ready for another season of winter sport.

The Club, under the direction and with the assistance of Perky Pundt, is doing its part. Dockmaster Marty has placed the large trailer used by skaters for changing shoes and skates near the water's edge just N.W. of the clubhouse. While on the subject, let us remind all skaters that the wearing of skates into the clubhouse is absolutely forbidden. The snowplow blade is being attached to the Club tractor for clearing of skating rinks; lights and loud speakers for providing skating music are being readied.

Iceboaters have been noted beginning their yearly preparations, and a number have indicated their intentions to purchase a new iceboat. To those entering the sport for the first time, we welcome you to the fleet! For additional information check with Perky Pundt at the Club - he is the anchor man for most winter activities.

1973 NOMINATIONS

COMMODORE	- Robert Painter
VICE COMMODORE	- Wendell Good
REAR COMMODORE	- Richard Amthor
FLEET CAPTAIN	- Richard Gorny
DIRECTORS	- Richard Henshaw
	- Dr. Robert Lasher
	- Harold Reno
	- George Sipple
	- Gordon Way

HOW TO AVOID BEING INVITED AGAIN

For those unwilling guests who really don't want to go cruising, the following list of rules will serve as insurance against future invitations. It isn't necessary to adhere to all of them - three or four should be enough.

1. Don't be on time. If you are asked to be aboard at 0800, 1000 is all right, but 1100 is much better. Any reasons which the skipper might have for inviting anyone at such a ridiculous hour can't really be too important. One sure-fire method to avoid future invitations is to wait until 1400 and then cancel out completely.

2. Bring your dog. Big ones are best, but small ones work too if they are unhousebroken and yap a lot. Be sure to say that you couldn't leave Snookums at home because he "thinks he's people". With any luck at all, he will throw up - or at least christen the new carpet.

3. When your host offers you a drink, ask for a Brandy Alexander or a Ramos Fizz. When you discover that he is fresh out of some of the ingredients, look hurt and ask for an aquavit and apricot juice. This ploy can be carried to great lengths until you grudgingly settle for bourbon and water.

4. After taking a tour of the boat, be sure to mention that you have a friend who has a much larger cruiser (or sailboat) which is equipped with every convenience known to man. See how many you can think of that your host doesn't have.

5. If you are visiting on a power boat, tell your host you prefer sail - "less noise and smell, you know." If you are on a sailboat, be sure to mention that you are basically a power man - more room, more conveniences, and less work.

6. When you are under way and you open a beer and it gets warm, just leave it anywhere and get another one. Whatever you do, don't dump it out and throw the can in the trash. If you leave it out, it will almost always end up on the carpet or the teak deck.

7. Try to avoid wearing rubber-soled shoes. If you are female, wear spike heels. Whenever you sit down, put your leather shoes on the painted bulkhead and grind a little.

8. Drink more booze than anyone else. This makes you jolly and good company. If you drink enough, you may get sick. This is very effective.

9. Throw all of your trash over the side or on the deck ... never in the trash receptacle. It doesn't make sense to keep garbage aboard when you have a great big body of water to throw it into.

10. Smoke continually and scatter ashes and sparks with gay abandon. Large black cigars in the cabin are a nice touch.

11. If you are on an overnight cruise, sleep late the next morning. This works

especially well if you are sleeping on the convertible dinette where everyone has breakfast.

ERIE IS BECOMING KNOWN ABOARD

In the course of obtaining information for the article on the Atlantic crossing of *Thule*, Adm. Crutze recounted the following observation which will be of interest to our readers.

Thule carries ERIE as her port of registry painted on the counters. Everywhere Germans inquired, "Is Erie on the Erie See?" Every - and I mean every - German man, woman and child has read with gripping fascination the folk poem "John Maynard". I believe this was first written in German - I've never seen it in English - and it tells the tale of the helmsman, John Maynard, who gives his life to save the passengers of an early Detroit-to-Buffalo steamer which burned and was beached. So everyone who saw *Thule* now knows that there is a city named Erie on Lake Erie.

FAVORABLE WINDS

Club members will be glad to know that all comment is not unfavorable. Jack Bierley forwarded a clipping from a recent issue of "The Bagpipe", journal of the Thistle Class Association, which should be of interest. We quote this article verbatim.

All regattas are good, but some are a little better than others. Here's an example. The folks at Erie have:

- (a) An "Ice-Breaker Party" held first thing to get acquainted, and to get to know nice people with whom you will enjoy associating during the

whole regatta. It's a Friday evening affair.

- (b) A "Fishing Derby" to occupy the kiddies from 3 to 12 years during the regatta.
(c) A "Junior Dance" held by Junior members for junior members among the racers.
(d) Tenting and camping is available and is encouraged
(e) Breakfast at the Club available for campers.
(f) Reasonably priced Saturday dinner.

The people at Erie Yacht Club plan events that make sailors and their families want to attend their regatta.

NEW PROCEEDURE FOR MEMBERSHIP

The following policy for admission of new members has been established by the Board of Directors.

- (a) Both regular and associate membership is closed at present levels until further action by the Board.
(b) The Commodore has been directed to appoint a Membership Committee whose responsibility shall be to interview all future applicants, and to provide the Board with their comments and recommendations.
(c) Applicants shall first submit a letter indicating their desire for membership in the Club. They shall then be invited by the Membership Committee to appear for an interview, after which a formal application blank shall be provided to the applicant for submission through the Secretary to the Board of Directors who will pass upon it, giving consideration to the recommendations of the Membership Committee.
(d) Present policy of distribution of application forms shall be discontinued. No formal applications will be considered unless applicant has been first interviewed by the Membership Committee.

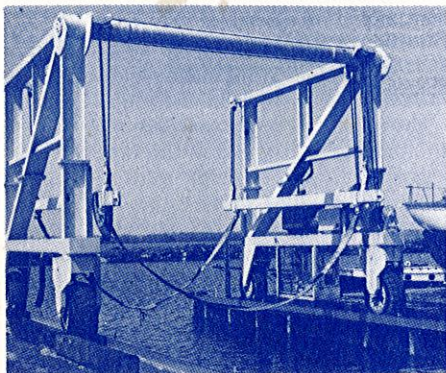
GALLEY SCHEDULE

(Effective until further notice)

MONDAY	- Closed all day.	
TUESDAY	- Luncheon only	11:30 a.m. - 2:00 p.m.
WEDNESDAY	- Luncheon only	11:30 a.m. - 2:00 p.m.
THURSDAY	- Luncheon	11:30 a.m. - 2:00 p.m.
	- Dinner	5:00 p.m. - 8:00 p.m.
FRIDAY	- Luncheon	11:30 a.m. - 2:00 p.m.
	- Dinner	5:00 p.m. - 9:00 p.m.
SATURDAY	- Luncheon	11:30 a.m. - 3:00 p.m.
	- Dinner	5:00 p.m. - 9:00 p.m.
SUNDAY	- Luncheon & Brunch	11:30 a.m. - 3:00 p.m.
	- Dinner	4:00 p.m. - 8:00 p.m.

By special arrangement, galley will be opened on evenings scheduled as "closed" for parties of twenty-five persons or more.

(e) The Membership Committee shall return all applications now on file to the applicants. This shall be done personally whenever possible so that the new procedure may be explained to the applicant, who may then submit a letter of request as mentioned previously if he so desires.



E.Y.C. Liftout and Launching Rig

CONTRIBUTORS TO THIS ISSUE

Adm. Charles A. Curtze, U.S.N., Ret.	Robert Heinrich
Wendell Good	Perky Pundt
Harold Ogden	Jack Bierley
Kenneth Welsh	
Fritz Busse	
Richard Swanson (Capt. Bilgewater)	

ERIE YACHT CLUB

P. O. BOX 648
ERIE, PA. 16512

1972 ERIE YACHT CLUB DIRECTORY

	Phone
COMMODORE — Fritz Busse .. (Supervision in All Areas)	474-3781
VICE COMMODORE — Robert Painter .. (Dock Assignment, Maint.)	833-1007
REAR COMMODORE — Wendell Good .. (House, Bar, Kitchen)	456-2213
FLEET CAPTAIN — Richard Amthor .. (Grounds, Security)	866-2392
SEC'Y — TREAS. — Kenneth Welsh .. (Office Manager)	453-4931
DIRECTORS:	
George Sipple	David Schuler
Gordon Way	Richard Waller
Ralph Heard	George Althof

COMMITTEE CHAIRMEN

ENTERTAINMENT - Wendell Good	456-2213
PUBLICITY - Aloise Busse	474-3781
SMALL BOATS - Gail Garren	899-7246
AUXILIARIES - Harold Ogden	455-5389
ICE SKATING AND ARROW ICE BOATS - Perky Pundt	454-3006
D/N ICE BOATS - Richard Loesel	454-5351
COAST GUARD AUXILIARY - John Hall	864-4421
POWER SQUADRON - Harold Ogden	455-5389

EDITORIAL POLICY

The Log is the official publication of the Erie Yacht Club, and is for private distribution. Publication is scheduled for the first week of March, May, July, September, November, and January. Articles of interest and notices of events are welcome; however, material should be submitted in writing to avoid error. Publication is at option of the editor, and right to rewrite for brevity and clarity is reserved. Copy should be mailed on or before the fifteenth of the month preceding publication date. Address to Frank B. Moore, Editor, 3015 Harvard Road, Erie, Pa. 16508.

BULK RATE
U. S. POSTAGE
PAID
ERIE, PA.
PERMIT NO. 344