



**WENDELL GOOD
COMMODORE**

It is with deep humiliation and a sincere desire to serve the membership, that I embark upon my year as Commodore of The Erie Yacht Club, the greatest yacht club on the great lakes. Fortunately with the aid of my fellow Flag Officers, and under the guidance of a dedicated group of directors, I am most certain that we can look forward to a great year.

The Entertainment Committee under the capable leadership of William Bloomstein has already planned a balanced social calendar for the year, and as these events unfold you will receive notice thereof. One new approach we are trying on the more formal dinner dances is to make the tickets available first to members only, thereafter then to guests after the deadline date of the initial sale of tickets. While guests are always welcome to the club, we feel that our first loyalty is to our members to those affairs which must be limited because of lack of space.

Thanks to the fine assistance of the Flag Officers, the budget has been prepared for the year, and the Board approved it at the December board meeting. This budget is based upon the clubs operating income and expenditures and is in balance

further, the financial affairs of the club reflect a modest capital reserve for needed capital expenditures to the house and docks.

Finally, while there is no doubt in my mind that the energy crunch will have its overall impact on boating, I believe that we shall be able to secure fuel supplies for adequate boating within reasonable limitations. The main objective will be to use the fuel wisely. So think positive and plan a great year for 1974, and with all due respects to the ice boaters, Think Summer.

COMMODORE



**VICE COMMODORE
RICHARD AMTHOR**

With the increase in membership by some forty new members during the last year we are faced with the perennial problem of a shortage of dock space. As in past

years, the most successful way out of the problem is by means of constructing new stalls and fitting boats to stalls in the most efficient way.

Another trend of late and which we are happy to see in the development of a good sailing fleet is the increase in the number of smaller one man sailboats. These are light and easily handled, and it has been no problem to pull them up on one of the floating ramps when they were not in use. However we now have more light boats than can be accommodated by the ramps and the number increases almost daily. The best answer seems to be to dispense with the floating ramps for private boat storage and to dry sail the lighter boats. This will open up some wet sail space for some of the larger boats which can not be dry sailed. Space will be available for the

storage of these lighter boats in the dry sail storage area and some additional method of launching other than the two small boat hoists is being considered.

Do you have a small boat trailer at the Erie Yacht Club? There are several small boat trailers at the club which have been left for periods ranging from one to several years. They have no licenses, names, numbers or other means of identification on them, and have been quite a nuisance to the caretakers and other club personnel. They must constantly be moved to make way for boats being stored or launched, and they use up space which could be put to good use. It has been decided to sell them at auction at some time in the near future, so if you have one of them and can identify it, please contact Ken Welsh and remove it from the grounds.

Dick Amthor



**REAR COMMODORE
RICHARD GORNÝ**

LADIES AUXILIARY LUNCHEON

Helen Good, President of the Ladies Auxiliary, has once again come up with a gem of a program for the ladies luncheon on February 6th. Eleanor MacIvor, a local talented artist of renown will present an interesting program centered around the theme, "Decoupage and Other Arts." Eleanor is highly respected in artistic circles for her talents and this program promises to be most interesting. Come, and remember guests are welcome. Luncheon time is 1:00 P.M. promptly preceded by a happy hour for those who wish.

TO GAS OR NOT TO GAS — THAT IS THE QUESTION

Through various government agencies and groups such as the National Association of Boat and Engine Manufacturers, the Pennsylvania Boating Association, the National Federation of Boatmen etc. we are keeping abreast of the anticipated gasoline supply for the 1974 season as closely as possible.

The picture has improved. In the early stages several agencies were advocating no gas for pleasure boats.

The pleasure boat industry is one of the largest employers in the nation. It is an important cog in the economy of the United States.

The latest word is that pleasure boats will be treated the same as automobiles. Whatever rules are laid down will apply to boats as well as cars.

Because of the greater consumption of gas per mile, it is anticipated that gasoline will be distributed to marine stations on a percentage of last year's consumption.

Any changes in the forecast will be reported through *The Log*.

Ken Welsh



GENERAL MANAGER
KENNETH WELSH

PROTECT THE CLUB LIQUOR LICENSE

It has been reported on several occasions that children have been in the bar room and at the Bar. Both the Pennsylvania Liquor Control Board regulations and the Erie Yacht Club House Rules prohibit such actions.

Paragraph Eight (8) of the Club House Rules reads as follows:

Children are not permitted in the Bar Room at any time, and in the Club House only when accompanied by an adult. The use of the Club House for a play area for children is not permitted.

When the children are with you please have them sit east of the trophy cases. Your cooperation will be appreciated.

Ken Welsh

"HOW ABOUT THE WINDWARDS?"

We were returning in early December 1972, from a week of pure enjoyment, bareboating in the Leeward Islands the British and American Virgins, when Captain Ambro asked that question.

Our yacht, a Morgan Out Island 41, Center Cockpit Sloop, although beamy and a rather stiff sailor, had taken us comfortably to as many of the choice snorkeling, dining, and sight seeing locations as one short week allows. The sailing distance each day had been relatively short (six to eight miles) with light to medium winds and seas not exceeding four feet. The question now was, "How About The Windwards Next Year?"

Accustomed to Lake Erie, where ports of call are significantly more distant and their winds and seas are greater, it was felt by the auxiliary sailors that the Windwards, particularly the Grenadines, would present an adventurous challenge. With Northeast winds to 30 knots, seas to ten feet, current to the west of 3-4 knots, coral reefs and shoal water galore, with no navigational aids and average daily sailing distances of at least 14 miles, this lower Caribbean Sea was routed as the place to visit, sail and enjoy. Why not try it?

By February, 1973, four of us Virgin Island tourists, Bill Ambro, Gail Garren and Marge and Gus Neuss, together with Bill Robertson, a new voyager, agreed to make plans for a Grenadine Bareboat Charter. Bill Ambro was our group travel agent, to investigate and recommend a charterer and tour route. Miller Travel Agency was to arrange transportation to and from the Islands.

By mid-year plans were complete. The charter would be of two weeks duration, because of the expense of air travel and the distance to be sailed overall.

Spice Island Charters, located at Prickly Bay on the southwest of Grenada (the ocean side) was the selected charterer. Our excursion would commence there and proceed to Windward the first week, Island-hopping to the south end of St. Vincent, about 75 air miles to the north. The return to Grenada, the second week, would be a more leisurely downwind run.

The Charter Period. To take advantage of the lower rate prior to the popular winter season, was to start the Saturday after Thanksgiving. Travel to Grenada was to be by way of Toronto by Rental Car, then a BWIA British West Indies Airways-to Barbados and LIAT Leeward Island Air Transport from Barbados to Grenada.

The BWIA flight, leaving Toronto at 9:00 A.M. Friday would arrive at Barbados early enough to permit a short tour of that Island. Holiday Inn reservations were made for that night. An early Sat. AM LIAT flight would get us to Grenada. The return would be on the same airlines

but accomplished in one day, leaving Granada early Sunday AM. December 9 and arriving in Toronto at 6 PM then to Erie by Rental Car.

Airline tickets confirming our reservations (made in August) were delivered to us in Erie Nov. 21st. This was what was planned. Here is what happened.

Wednesday afternoon, Nov. 22, the Miller Agency informed us by phone that for reasons unknown to them BWIA had cancelled us out of Toronto and had prepaid space on Allegheny Airlines for the 6:57 AM flight Nov. 24th from Erie to JFK in N.Y. via Pittsburgh. From there we were to fly BWIA to Barbados leaving at 3PM to arrive in Barbados at 9PM. BWIA advised Holiday Inn in Barbados of the change and our late arrival and they were to hold our rooms.

Wednesday evening I decided to verify our Allegheny Reservations by a personal visit to the Erie Airport. A quick push button computer check phoned that yes, Ambro, Garren, Robertson, and two Neusses are all set for Dec. 6, 6:57 AM. Fri. flight. Tickets? Are we to use our BWIA tickets - Toronto to Barbados for the flight from Erie to Kennedy, via Pittsburgh? Well, No.. perhaps we should buy Allegheny tickets and collect from BWIA. I infer that I don't appreciate the humor-prepaid tickets mean paid by BWIA we had not requested the routing change. After an additional half hour of fruitless disappearances into anterooms of the terminal, the agent finally queries his next counter companion, relative to any authorization from BWIA for ticket purchases for us. Why, of course, there's the message on the shelf behind the counter. Finally tickets to N.Y.

Thanksgiving Day morning I decided to check BWIA in N.Y. to obtain affirmation of the later flight to which we are supposedly assigned. A call on their toll-free line confirms the space. We are ready for the journey.

The flight to Barbados is uneventful. The one redeeming feature of the reschedule is the elimination of the early AM rental car trip to the Toronto Airport from Erie. The BWIA 707 arrives on schedule. Clearance through customs and immigration delays our departure to Bridgetown, the principal city in Barbados.

We arrive at the Holiday Inn at 10PM. The native inn keeper advises that there is no room for us at the Inn - the late arrival advisory from BWIA doesn't mean this late! An hour later we are checked into the Windsor Hotel, an establishment of unquestionable splendor in the days of Queen Victoria. It is a place to sleep after a long, long day. Some preparation is necessary however.

A bold print placard advises of recent thefts during the night from guests - lock doors and windows. Our door lock functions with the door open - not when closed. Finally I move a heavy chair to

insure its remaining closed and then walk into the antiquated bathroom to observe a rectangular vent opening to the hall at about the eight foot level, sized to fit Durk Braggins. Let them rob us!

Saturday, November 25, LIAT is our transportation from Barbados to Grenada. This airline, we have been advised is highly undependable relative to meeting schedules. The Grenada airport closes daily at 1 PM to all flights as repairs are in process. At 10:15 AM our 8:30 AM flight is unreported as to departure time from Antigua. A Grenada bound couple, stranded the day before, start negotiations with Calypso, an inter-island charter that profits from LIAT'S derelictions. They encourage us to join them, before we agree, LIAT announces that our plane is departing Antigua at 10:30 AM. Barbados to Grenada is rescheduled to 11 AM with time to reach Grenada prior to the airport closing. Success. But our plans for charter boat pick-up Saturday AM and sailing from Prickly Bay to St. George's for provisioning were shot. Troubles? This is just the beginning.

The Grenadines are the series of Islands comprising the southern half of the Windwards. They lay in a SSW position, separating the Carribean Sea from the Atlantic with Grenada the southern most of the islands, located about 90 miles from Venezuela. Prickly Bay, our starting point is at latitude 12 degrees N. Political control of the Islands is divided. The northern Grenadines are governed from St. Vincent and the southern group from Grenada. Customs and immigration must be cleared in both the northern and southern Grenadines, both entering and departing. It is somewhat of a nuisance brought on by smuggling, so we were told. Birth certificates are all that are required for U.S. citizens: passports are not necessary. Bill Ambro, as skipper, acquired the thankless job of clearing us.

Grenada is composed of a series of small mountains. It is covered with lush growth due to the over 100 inch rainfall it receives each year. It's single runway airport is located on the northern end of the East coast of the Island. LIAT'S "Passionate Purple" Bac III lowers down between the hilltops to land. With full flaps brakes and thrust reversers on, it manages to stop just short of the Atlantic at the end of the runway.

Adrian Volney, the Spice Island charter agent is aboard our flight, returning from St. Lucia. We meet him as we struggle through immigration and customs. He arranges for Bill Ambro and Gail Garren to travel with him the twenty miles to Prickly Bay. Bill Robertson, Marge and I hop in another of the many awaiting cabs.

Under employment is a significant problem in these islands. It is evident everywhere, but particularly in the competition among Taxi drivers for customers. As fares are established and published, the

success of the driver-owner is directly related to his initiative and ingenuity. Most cabs are small British imports, with an occasional Japanese. I saw no U.S. manufactured vehicles. All that we used were clean and apparently well maintained, the latter a must for the rugged service to which they are subjected.

Our trip from the airport to Prickly Bay, although but twenty miles, took over an hour. The narrow roads are in a poor state of repair. Negotiating the hilly terrain on the left side, (with much horn blowing) with its steep climbs and descents around sharp curves and switchbacks, increases one's adrenal in supply.

Our driver doubled as a tour guide. The Island produces fruit and spices. Along our route we were educated about bananas, palms, papaya, cocoa, nutmeg breadfruit, coconuts and other food plants. The banana palm, we were told, produces two crops a year for five years with successively smaller stalks. Cocoa trees are planted among the banana palms to provide a new crop as the bananas must be replaced. The nutmeg tree (this is Spice Island) produces fruit the size and shape of an apricot or peach. The flesh is made into a marmalade: the outer shell of the pit becomes the seasoning mace, and the heart of the pit, nutmeg.

Everywhere flowering shrubs were in bloom. Hibiscus, Poinciana, Oleander and Poinsetta were profuse. Accustomed to our 18 inch Poinsettia at \$10 a pot, what a pleasing sight to view along side small native homes some flowering plants 10 feet tall.

Although: there is open lory type bus transportation of sorts for the natives, great numbers walk the narrow roads. All the girls and women are adept at carrying, balanced on their heads, what appears to be heavy and awkward loads. It is excellent for the posture.!

At about the mediary point, our driver stopped near a small lake which had formed in an extinct volcano crater. Immediately adjacent to it was the Grand Etang wildlife preserve. Game protected appear limited to the only animals on the Islands: Rabbits, Monkeys and Armadillo. This stop serves also as a roadside sales point for small spice baskets by young natives entrepreneurs.

Spice Island Charters, at Prickly Bay, was reached at about 1:15 PM at St. Georges, the Islands' principle city we by passed to the east and south. Adrian Volney, our Charter Agent, after a brief check with his office, returned to us with disquieting news.

Political unrest on the island, of which we had been unaware, had reached the boiling point. A general strike of all stores had been called coincidental with our arrival. Provisioning the boat might be partly accomplished, so Adrian advised, by rushing to a still open mini-market (British owned) a short distance from

Spice Island. We got to the store at 1:30 PM and were advised to a closing at 2 PM. The shelves were already empty of most items normally desired for provisioning. Marge and I made a quick pass through, getting sufficient packaged nourishment to last until our next scheduled stop, away from Grenada. The British owners kindly offered two frozen chickens and some sliced ham to add to our small supply.

We lunched on hamburgers (native style) and cool draft beer at the Red Crab Restaurant, across from the mini-market. Here we recognized the need for supplementing the bottle of Beefeaters Bill Robertson had bought in Barbados. After being advised of the low cost of rum on neighboring Carriacore, our first planned stop to the north we limited our purchase on Grenada to three bottles of Royal Oak.

Returning to our charter base, we were agreeably surprised to find that others of the Spice Island organization, alerted in advance to the potential provisioning problems, had collected for us such items as eggs, fresh oranges, grapefruit, milk and some staples, sufficient to round out our meager supply. We were truly grateful. Now to the boat to store food and gear.

Reve d'Amour, a Chris Craft Comanche 42' sloop is to be our home for two weeks. With her 10'10" beam and 6'6" draft she will prove to be a better Windward yacht than our Morgan 41 of last year. Ample locker space is available for all. Capt. Ambro chooses the quarter berth, Marge and I the forward cabin and Gail and Bill R. will use the main saloon pilot or transom berths, depending on their sobriety.

Our late arrival and provisioning difficulties voided our original plan to be at St. Georges by Saturday evening. The functional check of the boat and equipment with us, by Adrian and his engineer, consumed additional time as did the necessary chest review, defining the Islands "No-No" areas. As a result, the initial sail for Adrian to approve us as worthy charterers started at about 4 PM within a few minutes of raising sail we found "*Reve*" not to be ready for sea. There were no bobbins in her amine and the geared two speed winches necessary for the jib were inoperative. A chagrined Adrian promised correction of the faults the next morning. Our plans for an early short Sunday for the long beat to Tyrell Bay, Carriacore, was not to be realized. We were to regret this.

Dinner Saturday night was ashore. Horseshoe Bay Inn, about two miles southeast of Spice Island, was not affected by the local unrest. A marvelous meal in beautiful surroundings finished off a very eventful day and we slept aboard "*Reve*" that night in Prickly Bay.

TO BE CONTINUED
Marge and Gus Neuss



BULL HORN

Some people turn up in the darn-dest places. I was there when one of the Club's biggest boats sunk off Canada's Long Point I was there when one of the Club's prettiest girls was married on the Club veranda. Guess who just turned up as *Log Ed*? That's right, old unexpected Bob "Heimie" Heinrich. Well now, the *Log* and I are not planning matrimony and I'm sure we don't need another sinking around here.

Of all the activities we have, one and only one, belongs to every single member of the Yacht Club. The *Log* belongs to all of us. Participate in it. Your articles are welcome. Others want to know what's happening. Your story may be just what it takes to get others to join you next time.

Fortunately for us no matter how successful the endeavor there is always room for change and improvement. That's where you come in, fellow members. Let it be known to the Officers or Directors or Committee people, your ideas, that you would like to help sometime or work on your own for support of something you would like to happen. I have yet to hear a single Officer or Director say, "I can do it by myself" if they don't ask, Volunteer.

This year with your help the *Log* will be dedicated to getting every Club member "on the boat." None will be left behind. I wish you all an exciting and eventful year-whether running before or beating to the wind, make the most of it.

ED.

BULLETIN BOARD.

Anyone having old pictures, articles, or other paraphernalia pertaining to the Past of the E.Y.C., please call P/C George Sipple if you do not wish to give up these valuables, perhaps George can have them duplicated. Thank You.

The hard working picture taking family, Bill and Marge Behr attend every function, then give so much time, talent and money too, for pictures donated to The *Log* and other uses, We sure are lucky to have them in our Club. Thanks Bill and Marge.

It would be greatly appreciated if anyone inside the new gates and standing near the "Open" button: If you see a car or any large object sliding sideways or other

down the hill -- Please push the Red Button. Thank You.

Hi, I'm your next-stall neighbor, and I'm planning on doing some landscaping and prettifying of my stall this year! If you will come over to my place or ask me over to yours, maybe we can make some plans together, O.K., neighbor?

There seems to be a question about Venetian Night. To be or not to be may be decided by you. Poor participation seems to be the problem. This year our publicity director has planned local newspaper publicity for this function. If enough of you show interest perhaps we can save this fine old club tradition. Contact the Officer of your choice.

WHAT'S NEW?

Hal Reno's new 27 ft. power boat (Nifty)
Dick Cerami's new 26 ft. Sailboat (Swell)
Emmit Weber's new Islander 36 ft. (Great)
Dick Stevens new Tarten 41 ft. (Envy)
P/C Bob Painter's new Out-Islander 41 (Terrific)

V/C Dick Amthor is presently assigning boat stalls. If you want a stall you'd better get your application in immediately as they are now PAST DUE.

ANNUAL MEETING

Presiding Officers for 1974 as elected at the Annual Meeting in November are:

Commodore: Wendell Good

Vice Commodore: Richard H. Amthor

Rear Commodore: Richard J. Gorny

Fleet Captain: David Schuler



George Deide is the newest member of the nominating committee, joining Al Rickloff and Dr. Nagle in that important assignment.

Two new directors, Fritz Busse and Richard Waller join the presiding directors for a full three year term. Your directors in addition to these two are: Ralph Heard, Hal Reno, George Althof, George Sipple, and Past Commodore, Robert F. Painter.

Those attending the Annual Meeting recall that Associate Members initiation fee now equals that of regular members per changes in the Clubs By-Laws voted upon at the meeting.

During December and January your officers put many hours in budgeting the Clubs expenses for 1974. Again, income is budgeted slightly above expenses as it should in a soundly operated organization. Expenses for this year are budgeted at

\$275,000. In comparison, expenses in 1968 (last year in old house) were 1/3 of this amount. This change reflects not only inflation but tremendous growth of Club operations.

Officers and Directors in prior years have always managed to keep the Erie Yacht Club on a financially even deal, and again the same thoughtful care is shown by our elected officers in this years fiscal planning.

1974 E.Y.C. Secretary
Bill Ambro

CLASS BOAT NEWS

The time has come to give serious thought to the Race Schedule for the coming season.

Because of the expanded schedules of the Auxiliary and M.O.R.C. Fleet in the past couple of years, it has been almost impossible to plan a practical program that does not conflict with the other Fleets Races. Consequently this reporter will, for the coming season, plan a schedule for the Small (Class) Boats most beneficial to our own program. The sailor who likes to sail more than one Fleet will have to choose his own Race preference.

I have for some years considered changing the "Club Championship Series" to the "Fleet Championship Series" followed by a "Club Championship Series," where as each "Fleet Champ" will race against each other on a Handicap basis. This will determine one all out Club Champion. This would be a race consisting of about only five boats, I would like, therefore to run a second heat five minutes after, this series for women only. This would be a way of reactivating the "Mary Anstead Loesel Memorial Bowl" but would be subject to a change of wording in the Deed of Gift for this trophy. P.C. Rich Loesel has been approached on this matter and he seems to be in favor of getting this beautiful trophy back in circulation. More about this later.....

Mrs. James Stolley has very graciously volunteered to act as Publicity Chairman for the Class Boat Fleet in 1974. We hope to get the Race results in the Daily Newspaper as was done some years ago by my predecessors. These make great clippings for your scrap books. I'm sure Maggie Stolley will do a better job for *The Log* than I have, if you supply her with items of interest in your Fleet.

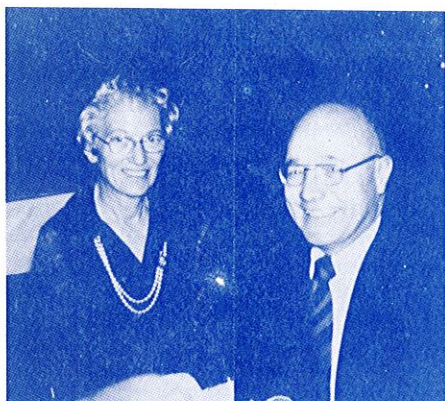
I still need a couple of volunteers to serve as a Trophy Committee. This could be an interesting job and a pleasant change for the winning sailors.

We will need a Protest Committee this coming season other than the Race Committee. Ideas for this are encouraged. The R.C. wants to do a little boating also on Sunday afternoon.

Happy Fitting Out,
Gail Garren

OUT OF THE PAST

P/C GEORGE H. SIPPLE



DAVID & FRAN SCHULER

David C. Schuler, 55 years of age received his Certificate of Engineering from the University of Buffalo.

Dave and his wife, Fran have been married for 32 years and have two sons, Clark, who is married to Stephanie, and James, who is married to Joyce.

Clark and Stephanie have added two granddaughters to Schulers sailing clan.

Dave is Owner President of the Erie Industrial Supply Co., one of the finest organizations of its kind in the Erie area.

Before coming to the Erie Yacht Club, Dave and Fran were members of the Buffalo Yacht Club.

Dave is presently Racing Captain of the Bob Way built Cal. 37 racing machine named "Buttercup".

Welcome aboard, E.Y.C. 1974 Fleet Captain, David C. Schuler.

ED.

CLIP AND SAVE

1974 PARTY SCHEDULE

Jan. 26	Rock Group
March 16	Dixie Land
April 13	Childrens Easter Party
April 27	Pinocle Banquet (Grant's Birthday)
May 18	Jack Tarr's Fitting Out Party
May	Bowling Banquet
June 1	Erie Open Social Gathering
June 22	Youth Party
Aug. 24	Picnic and Youth Party
Oct. 12	Small Boat Banquet
Oct. 26	Commodores Ball
Nov. 2	Auxiliary Banquet
Dec. 14	Christmas Dinner Dance

New Years Eve Party will be held same day as last year.

Tickets will be available four weeks in advance of a function. They will be sold to members only the first two weeks, and then to members for their guests the last two weeks. If they are available.

On New Years Day our Flag Officers hosted a stag "Tom and Jerry" party for our membership. This was the 54th Anniversary of this Annual Party. I think it is time the membership knew the story of the start of this tradition.

In 1920 L.M. Nagle purchased the cottage behind the garage for the use of Rip Sawdey Honorary Commodore of E.Y.C. Rip Swadey was Skipper of L.M. Nagles "Eleanor II." The following New Years Day Rip invited a few friends down to his cottage for Tom and Jerrys. He had a secret recipe for his batter and he became famous for it. Year after year this party went on getting bigger and bigger as more members heard about it. Then on New Years Day 1935 it was moved to the Club House and began to be a formal party with officers in uniform. I have an unsigned letter in the Archives of the E.Y.C. describing what took place that day. I will quote from this letter.

2 January 1935

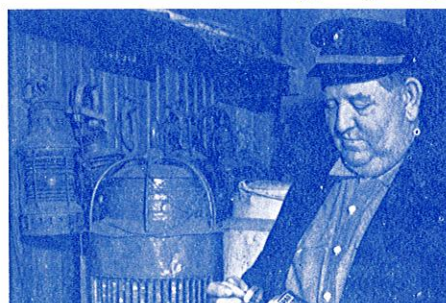
One of the good old customs was revived yesterday in the form of a New Years Reception by the Commodore for the Club Members.

It was a blustery morning, with the thermometer at 20 degrees and snow squalls from the northwest, no kind of a day at all for small craft, when Commodore Orson Graham barged down the hill with what it takes to pull off a good reception.

The caretaker kindly showed the Commodores where they could find some wood for the fireplace and in a short time they had built themselves a fine roaring fire, in front of which was spread a table with all the fixings for the ceremony of "Tom and Jerry."

The toast to the old Club (located at Foot of Myrtle) was responded to by our faithful charter members Will Morrison and Walter Reitzell who commented that for forty years they had been trying to elect Commodores who would do this sort of thing and they were glad that their persistence was finally rewarded.

The toast to the New Club (demolished to make room for present club) was responded to largely in spirit only, as the new members had apparently not taken the invitation too seriously, or perhaps



RIP SAWDEY
ORIGINATOR OF NEW YEAR RECEPTION

they were timid about coming down the slippery hill.

Morril Bauman had the fore thought to bring a movie camera with lights, and made a record of the affair in which you may recognize Bob Van Cleve, Byron Cooley, Ted Knuth, Durk Braggins, Lasalle Padden, George Loesal and Don Sterritt, with Commodore Platt "Pouring" and others in various poses of getting the last drop, policing the chin, or setting down the empties.

Happy New Year, may your bilges stay sweet and your spark plugs clean. End of quote.

Rip Sawdey started from the beginning to boss the mixing of the batter with the chief helper Chester Curriden and he did this till he died Thursday Jan. 10, 1945. Then Chester took over as boss mixer and is to this day with various helpers.

I think it is time to let our many members into the secret of the "Tom & Jerry". The following recipe is for one batch.

12 very fresh eggs
1 Lb. powdered sugar
vanilla
½ teaspoon cream of tarter
2 pinches of salt
1 teaspoon nutmeg

Separate whites and yolks - beat each until very stiff add salt and combine - add ½ teaspoon cream of tarter, add vanilla and rebeat until very stiff, add powdered sugar and beat again. Mix one bottle of Brandy and one of Rum 50/50, pour one and one half ounce liquor in cup, add batter, very hot water and sprinkle nutmeg on top and say, "Happy New Year"!!

There are a few ingredients that are special for the E.Y.C. depending on who the helpers are, one you can be sure of is tobacco juice, then the helpers add snuff, cigar ashes, cigarette ashes and have been known to lose cigars and cigarette butts in the batter.

In 1950 there was an attempt by the ladies of E.Y.C. to hold a Tom and Jerry party on St. Patricks Day, they asked Chester and his helpers to mix the batter and ingredients and made arrangements for Hubbys to meet them afterward for dinner. Well, anyone who has had this drink knows how easy it goes down and what a wallop it has. Needless to say the girls got bombed, Chester got kissed, men got mad, and that was the end of the ladies "Tom and Jerry" Party attempt.



CHET CURRIDEN, L.M. NAGLE AND SPIKE
HERSPERGER ON THE ELEANOR III- 1932.

THE THOMPSON MEMORIAL TROPHY

The Thompson Memorial Trophy - A Memorial to Joe Thompson and Mid Thompson of Port Dover - Good Friends of the Erie Yacht Club and helping hands always.

THE DEED OF GIFT READS:

This First of July, 1954 we friends of Joe Thompson and Mid Thompson place in competition the Thompson Memorial Trophy to keep alive the memory of two fine boating men. The Trophy Award shall be made before a general meeting of members of the Erie Yacht Club - for outstanding service or achievement in the world of yachts and yachtsmen. The Award winner is to be chosen by a Committee of three men from the Erie Yacht Club, composed of one Past Commodore, one Flag Officer and one member, not a Past Officer and not currently an officer.

It shall be the duty of the Trophy Board to activate this Committee each year. The Trophy shall remain in the custody of the Erie Yacht Club. A parchment setting forth the Award shall be presented to the Award winner or his next of kin.

This Deed of Gift read before a joint meeting of the Erie Yacht Club and the Port Dover Yacht Club, and the First Presentation made July 1, 1954.

This year the coveted award was presented to Rear Admiral Charles A. Curtze, for his successful completion of every sailors dream.

Admiral Curtze spent many years planning his stout ship and was finally able to have his 43 foot machine built at the shipyards of Abeking and Rasmussen of Lemwerder, Germany.

He christened the Aluminum Ketch "Thule" and together with 3 companions, sailed her across the Atlantic and home.

To those Erie sailors who have lost their dream, or those who have hope still, be proud to share with the Admiral his achievement and the joy of Erie being home port of *Thule*.

Morrill Bauman
Ed.

SUCCESS STORY

Four short years ago while racing with the Auxiliary fleet in the Dover Series, three little M.O.R.C. Boats stubbornly tagged along through all the races. Although they arrived at their destinations many hours after the Big boats they were always good sports and participated in the festivities.

It will always be remembered that at the Trophy presentations at the Buffalo Canoe Club the race committee did not have the results to determine the winner of the M.O.R.C. Class.

Richard Szymanski, Captain of one of



the two boats left, proclaimed that Father Lynch, Captain of the other boat, won more races than he did and thus deserved the trophy.

That night, those two boats sailed for Erie in one of the worst sailing nights I've ever seen, and arrived home the following afternoon. These captains were the start of the M.O.R.C. Fleet.

The 1974 M.O.R.C. Fleet takes back wash from no one, for it boasts many of the E.Y.C.'s finest boats and captains. It presents amost impressive trophy designed by Paul Brugger and does honor to E.Y.C.

Recognition should be given to John McTaggart, Fleet Commodore, Mike English of the "Sail Yard" Boat Co. and captain John Schuler who sailed his Cal-26 "So I Ree" to victory for the 2nd consecutive years.

WELL DONE M.O.R.C. FLEET!
Ed.



CHIT CHAT FROM THE RAIL

A few weeks ago we were approached by our fast talking, curly-headed LOG Editor, Bob Heinrich, who had decided that we were just the "right" people to take over the news column. Now, if you know Heimie, you realize that our refusal was a waste of time and, as a result, here we are. Difficult as it will be to match Dick Swanson's CAPTAIN BILGEWATER column, we will try - and that's the name

of the game. We welcome news from you members, so please keep us in mind and give us a call ... nuf ced.

The 1973 Christmas season was a lively one at E.Y.C. and the Clubhouse was a hive of activity most of the time. The Christmas Dinner Dance was again an early sellout and tickets were in demand. The New Year's Eve party was really great... felt sorry for those who had to clean up the place in time for the New Year's Day reception for members.

Harvey and Amber Thiemann were in Erie for the holidays - looked so happy. Talked with Harv one night while he was waiting for the arrival of his "singing" buddies to join him in a bit of barbershop. Need I say more?

All of us were saddened to learn of the loss of one of the grand ladies of Erie Yacht Club - Ethel Ogden. She will be missed by all. To Harold, our deepest sympathies.

We understand Fran Schuler has been on the sick list. Recover quickly, Fran, ice boating season is here. As for Dick Swanson, he too has been out of commission since the holidays, Get well quick, Cap'n BW. Gail Garren also is scheduled for surgery this month - get back in shape for small boat racing season, Gail; we need you.

Ice boating and ice skating is in high gear at press time. Bring the family down the hill and have some fun.

USCGA Flotilla V-3, EYC, installs its new officers on Sunday, January 27th. Flotilla Commander Richard C. Sarver was re-elected for a second term. David S. Preston was elected as Vice-Commodore.

Flotilla V-3, USCGA, Public Education Officer Richard Waller and Gail Garren will be teaching the popular SAILING Course at EYC starting on March 19th. If you are interested in taking the course call Dick Waller at 455-4332, evenings only. Class is limited to 45.

Chit & Chat
Waller

LOST BUT NOT FORGOTTEN

Our sincere appreciation to Gary and Tanya Hanlin for a job well done but not recognized in previous publications.

Gary and Tanya helped with decorations and serving the "Gut Beir" for our Oktober Fest.

In case anyone was wondering if a tug boat or a trawler is buried under the snow at our gate and only the pilot house is showing the answer is no. Thanks to the efforts of Dick Gorney who arranged it, William Kochis who contracted the building, and Herb Heidt who designed it, that salty little tug house is E.Y.C.'s new Gate House. To all who participated, well done.

Ed.

NEW YORK BOAT SHOW 1974 REPORT

A late call from your Editor brings the following report on the 64th National Boat Show. To us, a trip to New York is always a wonderful experience and a Boat Show makes it something special. Unfortunately it's been six years since our last New York Show so our comparisons are based on pretty old stuff, but this trip was marked by several firsts:

- first time we had good weather all week.
- first time we didn't see a wood boat for sale
- first time we didn't stand in line.
- and the first time we ever bought a boat at the show.

This is always a big show. 1974 was no exception and to us we found it was the most enjoyable one. It wasn't body-to-body crowds as it used to be.

To explain big, we mean a half-million square feet of display area on four floors with 277 manufacturers displaying their wares to the seven millionth visitor.

Every facet of boating was on display - from Hatteras' big Sport Fisherman for \$162,800.00, complete with a potted fern in each head to a copy of Yachting Magazine for \$1.00.

There was Cheoy Lee's Hong Kong beauty in all her 46 feet of varnished glory available only to stocking footed sailors with \$75,000.00.

Don Aronow's 90 mile an hour Ocean Racer.

Pacemaker's 36 feet all glass double cabined, padded boudoir passion pit - for the young-at-heart.

And two dozen look-alike I.O.R. Racing Sailors, each positively guaranteed to be the fastest thing under sail with their computer designed, tank tested slickery bottoms, inadequate interiors and secretly driven by some sinister grip on the wind.

The place was alive with beautiful guides in bikinis and bountiful blondes in nautical attire to arouse any man's need for the wares on display.

Aside from the boats and equipment, and pretty girl guides and electronics, there were movies of lush tropical charters and even an operative Sail Makers' Loft.

For fun there was radio controlled yacht racing in a giant tank with 3½ ft. models of Soling Class Sloops propelled by the wind from several large fans.

And finally, after being thoroughly confused by the Pretty Girl Guides and Bountiful Blondes in naughty attire, we blew our life's savings to become sailors again. A new Morgan Out Island 41 was added to our fleet and our much loved "Delight" is for sale.

Now some lucky yachtsman can buy a beautiful Richardson Express Cruiser, formerly owned by a little old Past Commodore who was too busy to use it much, even on Sundays. Morrill Bauman has the details.

Past Commodore, Bob Painter

SHIPWRECK

"I'm sorry, but you don't know anything about age. Suppose I confess to you that I started my nautical career in the Roman Navy during the Reign of Augustus Caesar! That's a long time ago! I held an exalted position too. I pulled an oar in the upper tier of a trireme (That's a kind of ship they used to have.)"

This writing is from the pot and quill of EYC's Byron Cooley and every word is true, so he tells me. Further in his writing he tells us, "Our ship was taken and scuttled, drowning all hands.....including me."

Now, if I didn't know this to be a fact I might wonder about the skippers sanity, but it's the truth and skipper Cooley is going to tell it all at a Ship Wreck Party in the Meeting Room at EYC Friday, January 25., 7:30 p.m. Whether or not this Log is out before or after the event I know not, but this I can tell you..the guests have

been invited and the stage is set. The cast and audience can feel the excitement in the air knowing it's going to be a great evening, warm and funny.

The Skipper is going to tell the story of "Shipwreck" which occurred in the year 1926 and in his words, "I judge some of you people were then waiting patiently to be born..."

The ship, *Pterodactyl* was lost off Long Point and the story is a good one and well worth hearing.

As always, many well meaning friends commented then, just as now, "Why would you want to be out there? I hope you know better now."

The answer in Byron's own words, and I quote:

"Well, I didn't know any better then and thank God I don't know any better now. If I had followed this advice and quit I would have never owned those delightful boats, the yawl, *Penquin*, and later the Cat Boat, *Ginger*. In fact, I would have suffered even greater misfortune than the loss of the hapless *Pterodactyl*."

Ed

CHRISTMAS PARTY

Another Holiday Season has passed and with it the memories of the EYC Annual Christmas Party. Our chef, Buzz, served a tasty gourmet dinner topped off with Champagne to set a festive mood for the evening activities. Everyone enjoyed singing Christmas Carols lead by Dave Sample, accompanied by P.C. Bob Way on the Concertina. The Jolly Old Santa, John Jageman, and his pretty elf Marge Behr, sailed in with his bag of goodies for all who were aboard. Our new social chairman Bill and Carol Bloomstine, were at the helm, assisted by their crewmates, Rear Commodore Dick Gorney and his wife Olga, and Vice Commodore Richard Amthor and his wife Marilyn, and our Club Manager, Ken Welsh, they planned the course and set sail for a fun-filled evening.

Marilyn Amthor

THE NEW YEAR

Once more we "Sail" into a New Year. O'er rough or smooth seas our journey will be a joy if what we seek are new friendships, high adventure and a steady course. It's not only the wind and sun that gives wrinkles. Though years may wrinkle the skin, to give up enthusiasm wrinkles the soul.

Let's all try to make "74" the year of True Brotherhood. Amongst the gayest of decorations, noise makers, and Champagne, A New Year came to the Club with a bang. Music was by Paul Lydic. Chairmen for the event were Mr. and Mrs. Charles Matts assisted by Mr. and Mrs. Kenneth Renz.

Rosemarie Renz



ATTENTION, BOWLERS!

We've had such a great time in our EYC Bowling League this season. There has been a summer picnic, a birthday party for the league and a zodiac cake for all our bowlers, a grand prize of a fantastic night in the Holiday South Water Bed, (won by Waller's), dinner for two at Serafinis, pumpkins were given away to 6 winners, bigger and better buffets for exhausted participants have been deliciously prepared by Buzz.

Valentine Bowlers are in for a few surprises Feb. 8, so come (on time) with a Valentine for your sweetie. There will be all sorts of good things in store for EYC Bowlers from now on.

Believe it or not, our bowling starts with our summer picnic held in August at which time we select teams. If you'd like to join our happy group in September, you can submit your name to any of our members or to our officers who are: President, Robert (Watergate) Heinrich; President in charge of Vice, Dick Waller; Secretary, Jean Braggins; "Treasure" of the League, Guthrie Pratt.

Charlotte Heinrich

Galley Crew is back after a two week vacation to allow for spring housecleaning. Galley is now open with the following schedule: Sunday - 11:30 - 3:00: Monday Closed: Tuesday 11:30 - 2:00: Wednesday 11:30-2:00-5:30-8:00: Thursday 11:30 - 2:00: Friday 11:30 - 2:00 - 5:30 - 9:00: Saturday 11:30 - 3:00 - 6:00 - 9:00.

ERIE YACHT CLUB

P. O. BOX 648

ERIE, PA. 16512

1974 ERIE YACHT CLUB DIRECTORY

OFFICERS AND DIRECTORS

	Phone
COMMODORE - Wendell Good (Supervision All Areas)	456-2213
VICE COMMODORE - Richard Amthor (Dock Assignment, Maint.)	866-2392
REAR COMMODORE - Richard Gorny (House, Bar, Galley)	864-2100
FLEET CAPTAIN - David Schuler (Roads, Grounds, Security)	833-1659
GERENAL MANAGER - Kenneth Welsh (Active Management All Areas)	453-4931
SEC'Y - TREAS. - G. William Ambro (Records, Finances)	455-8501
DIRECTORS	
Robert Painter	Hal Reno
George Althof	George Sipple
Richard Waller	Fritz Busse

COMMITTEE CHAIRMEN

MEMBERSHIP - Fritz Busse, P.C.	474-3781
LONG-RANGE PLANNING - Richard Waller	455-4332
AUXILIARY SAILING - Dean Klahr	459-3274
ENTERTAINMENT - William Bloomstine and Carol	864-1732
SMALL BOATS - Gail Garren	899-7246
JUNIOR SAILING - Nat Reyburn	833-4593
WINTER ACTIVITIES - Perky Pundt	454-3006
PUBLICITY - Charlette Heinrich	899-8417
HISTORIAN - George Sipple	
FLEET SURGEON - Dr. Robert Lasher	

EDITORIAL POLICY

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