

# The



Vol. 11 No. 1

ERIE YACHT CLUB

P. O. BOX 648 ERIE, PA 16512 JANUARY 1977



## COMMODORE'S REPORT

I would like to personally thank the membership for the honor bestowed on me by your electing me your Commodore. It is an honor to serve, and I will do my best, with the help of my good wife, Fran.

We are blessed with an outstanding officer group, and an outstanding Board. All these men have been very willing to cooperate and pull their weight, and then some.

We are planning a very active year, with parties scheduled every month.

We hope to take part in any boating activity, both power and sail, that is available to us on Lake Erie for this coming season. We would like to be kept advised of any activity which might not come to our attention. Members, please, tell us.

We are trying very hard to make our kitchen a success for all the membership. We are working with David Trask, our chef, and, of course, Jerry Hain, our House Manager, to come up with a variety in the menu and a reasonable degree of service, compatible with our ability to pay.

Our good General Manager, Bill Ambro, is keeping close tabs on all operations, both inside and outside, and is a real assistance to the officers' group. We are attempting to handle your funds even more stringently than our own. We also have been successful in obtaining some fine committee chairmen, such as Dr. Bob Lasher for the Log, Bruce Raimey heading the Long Range Planning Committee, Red Wagner, Entertainment.

All in all, we will try to keep you informed on everything we are doing, and we look forward to a fun year for all members.

Commodore David B. Schuler



## VICE COMMODORE'S REPORT

This is the time of year when there is not much to report as far as Dock Activity is concerned. The last boats have been hauled out and tucked away for the winter, and the basin looks quite lonely and deserted. Some work, however, is underway even now in anticipation of next summer. Pilings have been driven and catwalks will be prepared this winter to provide a number of additional stalls along the north wall. As soon as weather permits next spring, these will be installed.

Considering the weather we had in December, it appears as though this is going to be the year of the Iceboaters. In view of the open winters of the past two or three years, I must concede that it's about time they had a good season and I guess this is it. It has been a good many years since there has been iceboating weather in December. I hope all you hardy souls have the best season ever, however, being a warm weather person myself, I'm already looking forward to next May.

The Club office reports that stall applications are coming in at a brisk rate. This is encouraging, as the sooner we receive them the sooner we can complete the assignments for next summer. If you have not returned yours yet, it will help make a difficult task easier if you will send it in as soon as possible.

So much for now. See Y'all out on the bay when the water gets soft again. Remember — Think Sprink (or is it "Thing Spring").

Dick Waller

Our hearts are saddened by the sudden death of former Rear Commodore Paul Cook. He had been an extremely active member of our operating officer group for the year that he served.

His plans were very big, and very well organized for the coming year. Unfortunately, he won't be here to see them carried out.

Paul was a life-long resident of this part of the country, an active member of the Power Squadron, he participated in all functions at the Yacht Club since he joined a few years back.

We have enjoyed being with him and working with him, and know that he will be sorely missed by his family.

As you know, he is survived by some very active people around here, Mrs. Peter Eichenlaub (Marty) and Mrs. David



Loesel (Mickey), and of course, his son, Michael, who lives in Cleveland, and his wife, Jan.

I am sure all the members of our Club wish to express their sorrow and send their comforts to his bereaved family.





## REAR COMMODORE'S REPORT

Since this is my first message for the *Log* and the fact that I'm very new as your Clubhouse Officer I will only dwell on one subject - your Clubhouse.

During the next few cold months warm your hearts and lift your spirits by joining your friends at the Club. Many pleasurable evenings are in store for you around the fireplace in the cocktail lounge topping it off with a reasonably priced delicious dinner in our dining room. As you know these facilities are open every day except Monday for your use. Our Chef, Dave Trask, is turning out some super dishes at attractive prices. Our Family Night's (\$3.95 with a selection of at least 5 entrees) on Wednesdays are very popular, but now even Tuesdays and Thursdays are beginning to take hold. Jerry Hain, our Club Manager is planning some more special Thursday night dinner parties that were so popular last year. There will be special announcements for those.

And finally, my thanks to all of you for your support and contribution to the Club during the Holidays. You and your guests certainly helped make it a warm and friendly place to be.

Doc Bressler, Rear Commodore



Erie Yacht Club is proud of its club. The facilities and harbor we have are one of the best on the Great Lakes. Our members proudly fly the E.Y.C. burgee from the bow staff or mast on their vessels. We frequently see the E.Y.C. emblem on blazers at many functions here at the club or away. Both of these symbols are means of identification to other members of the club and boating enthusiasts, wherever they may be.

One area which is almost completely forgotten is the identification on our motor vehicles. What could be more appropriate than to apply on the front license position of our cars the E.Y.C. burgee on the white license sized board offered for sale by the women's auxiliary? An additional benefit is more rapid identification of vehicles on the grounds for security purposes and to facilitate entrance into the club when the "gate guard" is on duty. How many times have we fumbled around for the gate card or waited for the cars in front of us to do the same?

Think E.Y.C. - Think Identification.

As an additional thought, the board may be interested in studying the feasibility of a small 1 1/2 inch decal which can be easily applied to the front of the rear vision mirror as another method of identification and security.

Robert L. Lasher



## FLEET CAPTAIN'S REPORT

Winter snow, ice and cold arrived early and it seems as if it will remain late. The grounds people are engaged in plowing and keeping the area open for the winter activities. All of the boats are now winterized and merely waiting for Spring.

The Ice Boat Fleet reports that the ice conditions have been excellent and we look forward to a fine ice boating season. Ice skating and pick up hockey games round out our present winter program. There is fun for all who wish to participate.

With so many boats stored in the yard this year, we are concerned with the possibility of a major fire. We ask that you please remove your power plugs from the power source at all times except when you are personally aboard your boat. In this way, we can minimize the risk of fire. Statistics show that fires in winter boat storage areas are caused almost entirely by electrical failures. This could be failure of a battery charger, heater, or whatever. Your Fellow Yacht Club Members will appreciate your cooperation in helping to minimize this risk.

David S. Preston

## AUXILIARY NEWS

I want to thank all you gals for helping me this year. Couldn't make it without you.

The EYC Garden Club meets every 3rd Wednesday. Next meeting January 19, 10 a.m. Speaker - Linda Gilbert - come, you will have fun.

Ladies luncheon - February 2 - always 1st Wednesday. This month Martha Painter is hostess, so plan to come.

The Gift Case is going really great, so don't forget to stop and shop.

Fran Schuler

## NOTES ON ICEBOAT SAFETY

Boat Handling -- It is unfortunate that the easiest thing for the novice iceboater to learn is to sail fast. Anyone can learn this in a few minutes on good ice, and some confuse the ability to sail fast with expertise. The novice skipper who sails fast all the time (on bad ice, in the club parking area, near skaters and fishermen, etc.) and relies on shouting "Look out here I come" is on his way to an accident. The important things to learn in boat handling are first, how to sail slow and when to do it, and second, to learn your limits of control and then not exceed them.

Courtesy on the ice -- This is simply sailing your boat so as not to endanger others on the ice. Among iceboaters it means knowing and following the sailing rules of the National Iceboat Authority (available from several local iceboaters or from N.I.A., P.O. Box 40, Williams Bay, Wis. 53191). Further, it is a common courtesy for yachts that are not racing not to interfere with racers -- this is especially important at the weather and leeward marks, and at the start. Most racing in Erie is informal and all are welcome so join in at the start.

Ice Conditions -- Know the general ice conditions before starting to sail -- and see them for yourself; don't rely on word of mouth information. A drive to the foot of Lincoln Avenue and Liberty Street shows conditions well. When starting out sail slowly until you know the area you intend to sail is free of hazards. **DO NOT GO OFF ALONE TO EXPLORE THE WHOLE BAY.** When setting up a race course check for hazards, mark them, and be sure all participants know where hazards are. Once you have an area that is free of hazards you are ready to sail fast -- go to it and enjoy it!

Rescue -- There come a time sooner or later when you will go for a swim. If just



the runners break through and you can stay dry by staying in the boat, do so until help arrives. The rescuers should throw you a line (several sheet lines are usually long enough) so they can pull you to good ice -- leave the boat and rescue it from a dinghy. Remember you can crawl on ice that you can't stand on. If you do a complete job and both you and the boat are in the water your only concern is to **GET OUT OF THE WATER**. If help is on the scene at once, hang onto the boat until they can get a line to you, otherwise, swim to where you first broke through, extend your arms palms down out on the ice, kick your body level with the surface and slither out. The less water your clothes soak up the easier it is to get out of the water. Your summer foul weather gear is quite warm in winter and soaks up no water -- your winter coat or snowmobile suit will weight a ton. Your summer sailing life jacket is great for ice-boating, it is warm (1" foam insulation), it provides padding for back, sides, and chest, and it keeps you afloat -- wear it. And while on this subject, a crash helmet (brain bucket) is also a good think to wear.

David A. Bierig



THE ERIE-SISTIBLE E-22

The first of a new class of sailboats for EYC members was ordered on January 1, when Bill Walker confirmed his order for *Erie-Sistible* with Ontario Yachts Co. Ltd. The new Time-Life Library of Boating describes the boat saying "The Etchells carries a thin, deep keel called a fin, which makes the boat very responsive going to windward and allows it to plane in a heavy blow. Because of the fin keel, this brisk performance requires no hiking out. . . . Although it is a comparatively new design, the Etchells class is expected to expand rapidly and perhaps dominate the field of larger day-racing-class boats." For further information contact Bill about the boat and the substantial discounts he has negotiated on both boat and sails.

Bob Lasher and crew receive

"Zurn" Trophy

for best overall boat at E.Y.C.



Dick Gorney's *Banshee*

wins Governor's

Cup Trophy



'76 MORC Boat of the Year

MORC Station 31's coveted Boat of the Year Trophy was won by John McTaggart in his *Santana 25 Red Vixen* for the 1976 Racing Season. This Trophy, donated by the Sail Yard, is presented each year to the MORC yacht which has the best performance for the entire

season. To qualify, Yachts must sail in Bay, Lake, and Port to Port events. The trophy is on permanent display at the Club.

A general Membership Meeting of MORC Station 31 will be held on February 5 at the Club beginning at 7:30 p.m. Officers will be elected for the coming Season and the Race Schedule will be discussed. Any interested persons sailing yachts of less than 30' which Qualify are welcome to attend.

William B. Robertson

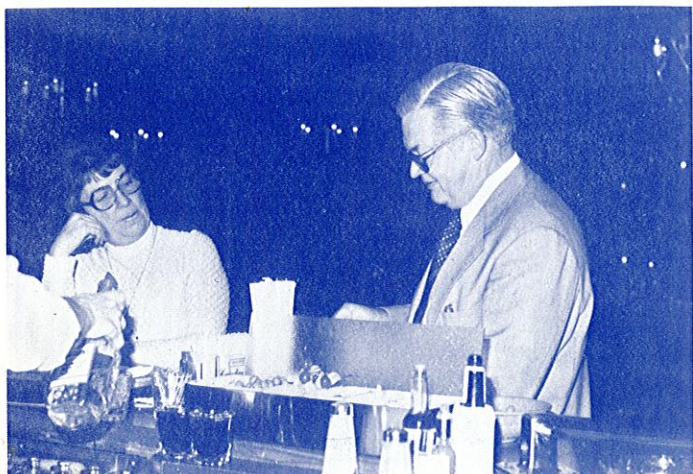
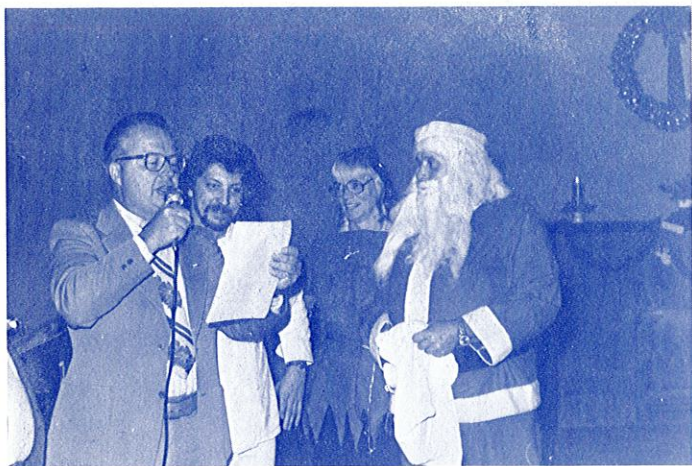
### ATTENTION RACERS!

For the serious racer, one design, Moryc, or auxiliary, the United States Yacht Racing Union maintains a Speaker's Service for club meetings. Included are Bill Bentsen (Soling); Graham Hall (470 and Fireball); Major Hall (Sunfish and Jr. Snipe); Helen Ingerson (Six Meter and Dragon); Gary Jobson (Sailing Coach U.S. Merchant Marine Academy); Dick Rose (U.S. International 14 Team);

Bob Smithers (Chief Measurer of the Lightning Class); Dennis Surtees (N.A. 505); Carl Van Duyne (Olympic Finn) Helmsman.

Call U.S.Y.R.U. Class Racing office at (312) 566-0768.





The annual EYC Christmas Party was held on December 18, 1976. As usual the reservations were filled. Everyone was enjoying themselves but in the photos we can see a few tired faces. Dave Trask got all the presents requested - Right Dave?

## QUARTZ CRYSTAL AND THE COMPASS

"Just a warning to sailors about quartz crystal watches and their effects on a marine compass. While motoring through the fog off Isles of Shoals accompanied by a sister ship, we noticed that our courses were diverging. Clearly, one compass or the other was wrong! We found White Island horn easily enough but when we turned south for Annisquam, the courses remained identical. The only thing that had changed was the helmsmen and lo and behold, the first helmsman had been wearing his quartz digital watch. A quick check showed it diverted not only our compass but the other boat's as well by 10°, when put in proximity.

Other battery watches (i.e. Accutron) had no effect so it must be the magnetic field set up by the quartz crystal.

Perhaps this is old hat to others but we have found many sailors since who seemed unaware of this phenomenon."

Rob Trowbridge, Dublin, N.H.

I would presume in reading this that Mr. Trowbridge did not make any exhaustive test but one observation of the Quartz Watch is probably true. These are easily identified as you know by the jumping second hand as against the smooth flow from the Accutron or a mechanical watch. I would also presume that the distance from the compass would have a lot to do with it. Your fellows with the pedestal type steering wheels with the compass mounted nearby could experience exactly what Mr. Trowbridge experienced.

A degree or two swing might be alright but ten degrees certainly is not. All I can confirm, I know there is a magnet in the Quartz Crystal Watch. This might be a good project for the Auxiliary of Power Squadron to work on to see the effect of the distance and report back to the members through the Log.

George H. Deike, Jr.

## FIRE ???????????

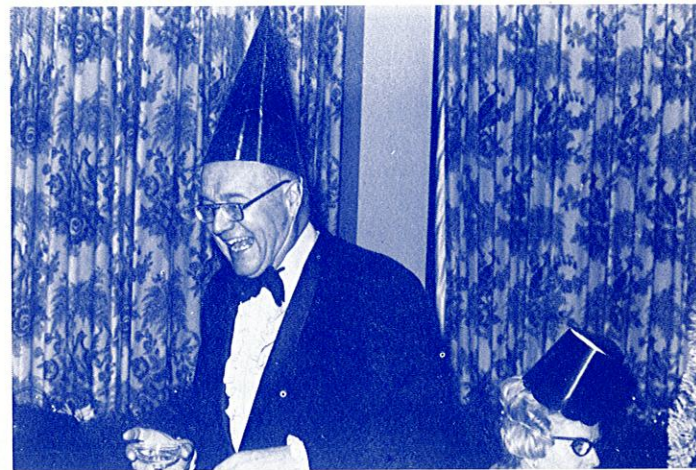
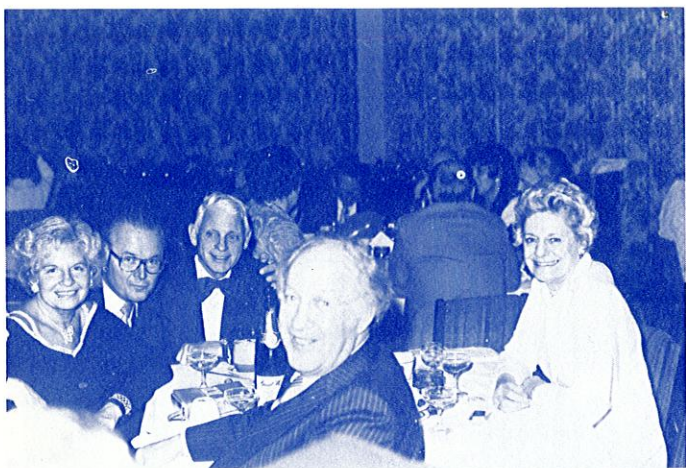
During the past year, we have had several minor electrical fires in the winter storage areas due to the misuse of electrical service. Fortunately, these incidents occurred in the daylight hours, and our work crews were able to take effective action before any conflagration resulted. Needless to say, such incidents are nerve shattering to those on hand when they are discovered, because we realize one serious fire on a boat would lead to the destruction of every boat stored in the yard. We are aware that some boats have electrical heaters left ON when the boats are untended, and we suspect several boats, each with a heater, are plugged into the same receptacle.

Lower drain loads, such as light bulbs and battery chargers, are believed to be connected permanently despite the obvious hazard.

For the protection of all boat owners our maintenance employees have been directed to disconnect every electrical cord from the yard service at 4:00 P.M. everyday. This order is in effect now.

Bill Ambro





New Year's Party - New Years Eve of course.  
Everyone was happy and not as tired as the Christmas Party. I wonder why.

## NEWS ITEM

Rear Admiral Charles A. Curtze presented a paper intitled "A Cruising Boat" at the Second Chesapeake Sailing Yacht Symposium at Annapolis, Maryland. This paper has recently been published in Marine Technology, October 1976, Volume 13, Number 4.

The Editor describes the article: "The

paper discusses the trade-offs and pay-offs of designing and building big ship capability into a small curising sailing yacht. A Norwegian rescue ship hull form, large three bladed controllable pitch propeller, nickel cadnium batteries, shaft driven generator, above-average horsepower, and high degree of watertight integrity, modest self-salvage capability, tugboat handling under power, low-

helmsmen energy drain under all conditions, circumferential safety and grab rail, balanced rudder, diesel oil fired range, and hot water central heating are all discussed as they combine to fill the author's requirements for sea-worthiness, sea-keeping ability, safety, maintainability, self-sufficiency and comfort at sea."

For those who are interested, a copy of the article is available.



# CALENDAR JANUARY - FEBRUARY - MARCH

Clubhouse closed Mondays

## Food Service

Monday closed

Tuesday - Wednesday - Thursday

Friday - Saturday

Lunch 11:30 - 2:00 P.M.

Dinner 6:00 - 9:00 P.M.

Sunday

Brunch 11:30 - 2:00 P.M.

Sandwiches available in the Bar until  
3:00 P.M.

Dinner 6:00 - 8:00 P.M.

## Special Events:

January 29 Champaign Dinner Dance

February 19 Sweethearts Party

March 19 St. Patricks Party

## Regular Meetings & Events

Ladies Luncheon

(First Wednesday of the Month)

Wed. January 5

Wed. February 2

Wed. March 2

## Garden Club

(Third Wednesday of the Month)

Wed. January 19 - 10 a.m.

Wed. February 16 - 10 a.m.

Wed. March 16 - 10 a.m.

## Duplicate Bridge Group

Tuesdays at 9:30 a.m.

January 4, 11, 18, 25

February 1, 8, 15, 22

March 1, 8, 15, 22, 29

## Power Squadron

February 12 Founders Day Party

January 20

Regular Dinner

March 17

Regular Dinner

## WANTED

22 feet anchor chain. 3/4 inch to 1 1/2  
inch links. Contact Bob Schabacker at  
833-7758 - Erie Ceramic Arts Company.

## 1977 ERIE YACHT CLUB DIRECTORY

### OFFICERS AND DIRECTORS

COMMODORE - David Schuler (Supervision all areas) . . . . .	833-1659
VICE COMMODORE - Dick Waller (Dock assignment, Maint.) . . . . .	455-4332
REAR COMMODORE - Clark Bressler (House, Bar, Galley) . . . . .	833-1497
FLEET CAPTAIN - David S. Preston (Roads, Grounds, Security) . . . . .	838-3277
SEC'Y - TREAS. - G. William Ambro (Records, Finances) . . . . .	455-8501
Directors	
William Behr	Harold Bush
Richard Gorney	Frank Knauer
Bruce Rainey	John V. Schultz
Richard Weinheimer	

### COMMITTEE CHAIRMEN

MEMBERSHIP - George Sipple . . . . .	455-1674 & 833-4022
ENTERTAINMENT - Mr. & Mrs. Harold Wagner . . . . .	833-4450
HISTORIAN - George Sipple . . . . .	455-1674 & 833-4022
AUXILIARY FLEET CAPTAIN - Boyd Bert . . . . .	833-9763
LONG-RANGE PLANNING - Bruce Rainey . . . . .	833-4977

### EDITORIAL POLICY

*The Log* is the official publication of the Erie Yacht Club, and is for private distribution. Publication is scheduled for the fifteenth 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 twenty-fifth of the month preceeding publication date. Address to Editor, Robert L. Lasher, 217 Indiana Drive, Erie, PA 16505; phone 455-5114.

## ERIE YACHT CLUB

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