

E.Y.C. Celebrates Mortgage Burning

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ERIE YACHT CLUB COMMODORE RICHARD WALLER AND MR. JOHN SIPPLE OF MARINE BANK BURN THE MORTGAGE.



HONORABLE LOUIS J. TULLIO, MAYOR OF ERIE, PRAISES E.Y.C. PROGRESS AS COMMODORE'S LADY, BETTY WALLER GRACIOUSLY LOOKS ON.



MORRIL BAUMANN, ROY MARTINE, AND COMMODORE WALLER BREAK TIME CAPSULE

COMMODORE'S COMMENTS



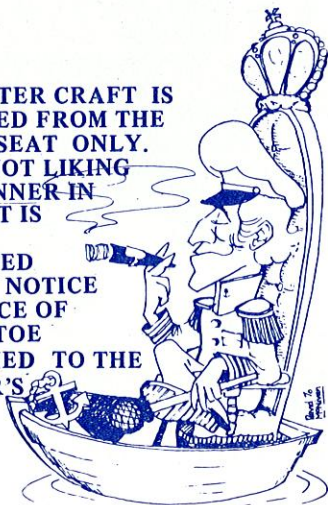
Well, here it is the middle of August and, even if the weather is all downhill from here, it still has been one of the best summers in recent years. The winds have been fair - to - good for the sailors, the seas have been fair - to - calm for the power boaters, and we all have had an opportunity to make the most of a good season. Probably as the result of the good boating weather this season, EYC has been host to an unusually large number of visiting boaters this year. Their comments concerning our Club and its facilities are almost universally enthusiastic, and it certainly is a compliment to all of us that they think we have one of the finest clubs on the Great Lakes.

On Saturday, July 22nd, Erie Yacht Club held its Mortgage-Burning Celebration. Those of you who attended this party know what a success it was; those of you who did not, missed one of the highlights of this or any other year. Even your fearless Commodore, who allowed himself to be conned into being M.C., was hardly petrified at all - at all - at all. Many thanks to Morrill Baumann, Tanya Hanlin, Roy and Rosemary Martine, Mayor Lou Tullio and Grace, and Mr. and Mrs. John Sipple from Marine Bank, for helping to make this party a success.

Remember, August 26th is Venetian Night. Plan to decorate your boat and to participate in the Parade down the bay. Let's make this the best Venetian Night ever.

See ya then.

THIS WATER CRAFT IS OPERATED FROM THE PILOT'S SEAT ONLY. THOSE NOT LIKING THE MANNER IN WHICH IT IS BEING OPERATED KINDLY NOTICE THE PIECE OF MISTLETOE ATTACHED TO THE SKIPPER'S COAT TAIL.



VICE COMMODORE REPORT



Since writing for the previous issue of the *Log*, all of the repair and replacement of docks and walkways to correct the ravages of winter has been accomplished. This included the restoration of power and water service, also a casualty. New slips, four at the south end of "A" dock and six at the west end of "O" dock, are now completed and have been assigned. Initial grading of fill along the bulkhead of "O" dock was performed. Further fill with chunk concrete and crushed stone will be made where additional settling occurs. The concrete walkway slabs removed from the old center dock are already being relocated by the occupants of "M", "N" and "O" dock slips to provide a cleaner and smoother surface for access to assigned spaces. More of these slabs are currently being removed from the west dock walkway and will be available for use throughout the Club.

Replacement with steel plate of the concrete walk along the west docks is underway. To minimize inconvenience to slip occupants, this project is being worked in forty foot sections. Sufficient steel plate is presently on hand to complete the walkways of the entire west dock and a greater portion of the east dock, excluding in both instances the wing docks. Structural steel for the wing dock rebuild is on hand, as is some of the deck plate. Work on this project will start after completion of the boating season, as new steel support members must be put in position.

A floating dock requested by dry sailors has been positioned adjacent to the north side of the ramp walkway. Its purpose is to provide a tie-up point for loading or unloading and for rigging. It is not to be used for a mooring. The dry sail boat storage area is clear of all but two auxiliaries, these along the east bank. Our apologies to the dry sailors for the extended launch cycle and our thanks to them for their courtesy and patience. As part of the clearing operation, cradles have been relocated to the area along the south fence. Several of these vital winter yacht supports were disintegrating at the time of the move, due to rotted timbers. A word to the wise - it's not too soon to look up your cradle and determine if repair or replacement may be required.

Our Club has gained the honored position of being recommended by visit-

REAR COMMODORE'S REPORT



Summer has certainly provided us with beautiful boating weather, and this has brought out the Club members in force. The Bar and Galley volumes reflect the increased use of the Club services, and I am happy to report both are indicating profitable operations. Our House Manager Bob Rulli, is doing an admirable job of controlling expenses. For those of you who may not have sampled Chef Mike Daratany's culinary achievements as yet - please do yourself a favor. I might suggest that you start with Sunday Brunch, and then try one of his specialties on Wednesday or Sunday nites.

Several equipment problems have developed recently, and due to a compressor breakdown, one of our roof air-conditioners has been inoperative for several weeks. We hope to rectify this condition shortly. Three additional door closures have been installed on the main entrance and West doors, and two new upright freezers have been purchased and installed to conform with Health Department regulations.

DECORATE YOUR BOATS FOR

VENETIAN NIGHT!

(VICE COMMODORE CONT'D.)

ing Yachtsmen to their friends, - this because of our protected location and excellent facilities. As a result we are experiencing an influx of guests from other clubs. To ease the burden placed on our dockmaster, your continued cooperation is requested in advising him and G.W. "Bill" Ambro of any vacating of your slip (even for a day) so that docking for our guests can be facilitated.

Two final items - White paint is still available for walkway application - see Marty or Bill Ambro. Second - Automobile tires, part of the north embankment fill, are working under the "O" dock bulkhead. These can cause serious propeller and shaft damage. Our work force is retrieving these tires from the yacht basin as they see them. Please inform the man on duty or the office if you observe any of these floating hazards.

FLEET CAPTAIN'S REPORT



The I.D. program for club member's young adults as requested by the membership last November was completed July 16, 1978, with 117 receiving an Erie Yacht Club I.D. pass. If for some reason an I.D. is needed, contact me from 9 a.m. to 5 p.m. at 453-5867. I will contact the Union Bank about additional I.D. passes.

The Erie Yacht Club officers and directors wish to thank the Union Bank, Dan Geary, Jerry Cerami and wife Betty for their work. Now that most young adults have I.D.'s, the directors have requested a tighter control on security, as there have been some complaints about young people going aboard boats and when challenged by the guard's have refused to identify themselves and acted in a very rude manner.

Instruct your young adults to act as young adults and appreciate the courtesy that has been extended to them. As of this issue of the *Log* those found on boats or acting improper who cannot or will not identify themselves will be expelled from the E.Y.C. immediately and if repeated will be turned over to the police and family notified. As Fleet Captain I am trying to do what the membership requests and also follow the orders of the Commodore and Directors. I can understand parent's wanting their young adults to have access to the E.Y.C. and also, other members the right to expect their property will be protected. If anyone has a suggestion as to how we can better accomplish this please contact me.

We have the signs posted for the DOG WALK and 15 MILES PER HOUR speed limit. I have had a few complaints that the dogs can make the 15 mile per hour limit, but the dog owners can't; also, too many do much more in their cars.

The rose bushes have been tied! Thank's to all who helped on all projects. Hope everyone's had a good boating season so far and it gets better.

LOST & FOUND

The Club office has a number of keys found in the Clubhouse or parking areas. Some of these keys are for automobiles and may be picked up at the office. See Bill Ambro.

THE BOARD OF DIRECTORS SPEAKS TO ALL MEMBERS

We have expounded on the problem of thievery before. With the arrival of the boating season, we are again encountering instances of thievery from boats and from the House.

We repeat our earlier admonition that:

- * Members or employees caught stealing will be expelled or discharged immediately.
- * Members whose children are caught stealing will be expelled or suspended for lengthy periods. Suspension denies a member use of the property and boat slips.
- * Guests of members caught stealing will be permanently denied guest privileges and the member will be charged for the loss.
- * In every event, the loss, if any, must be reimbursed by the responsible member. It is the intention of the Board of Directors to prosecute in the Erie County Court, thefts of Club property.

Much of the foregoing is applicable to instances of vandalism involving Club or member property, as well.

Members should please cooperate and report thefts or suspicious actions by order of the Board of Directors.

We have had a question concerning the interpretation of Dock Rule No. 14 covering "Haul-Outs". These rules were distributed with the last *Log*.

Rule 14B specifies a \$1.00 (one dollar) per foot charge for haul out or launching. Rule 14D establishes a rate of \$1.00 (one dollar) per foot for lifts into cradles.

The Board of Directors has reviewed the rules and now stipulate that the \$1.00 per foot charge will be for each transfer: that is, \$1.00 per foot to place in cradle and \$1.00 per foot to relaunch. This makes the B and D sections consistent. When Club employees must block a boat on Club paid time, the member will pay an additional labor charge for such service.

CONTRIBUTORS TO THIS ISSUE

Dick Waller
Gus Neuss
Clem Schwab
Fred Reymore
Bill Ambro
Jack Marshall

Earl Meyers
Don Davey
M. Richard Mellon
Bill and Agnes Robertson
Sylvia Burdick

CONSIDER THE YACHTSMAN



A yachtsman is a fellow in white pants who wants to go no place in particular in the longest possible time.

He weareth a white cap with a club insignia so he can tell where he belongeth. He telleth time by a clock that ringeth the wrong hours and he calleth everything by a name which no guest understandeth.

He calleth left and right port and starboard. He speaketh not of the front or rear, and when he goeth down stairs he admitteth it not in simple language.

There are three types of yachtsmen, the one who trusteth to the sail, the one who trusteth to power and the intelligent one who trusteth neither and useth both.

Of these, the one who putteth his trust in sails alone is the one to avoid if time meaneth anything to you. For he is ever at the mercy of wind and calm, of tide and of current, and he hath no more control over his movements than a moth in a revolving doorway.

He pointeth north, but he drifteth south; he pointeth west but he slideth east, and lo! he seemeth not to care whether he is ever reachable by telephone.

He believeth in hard labor, for he spendeth the most of the day getting the right sails in the right place and determining which rope is which and for which purpose.

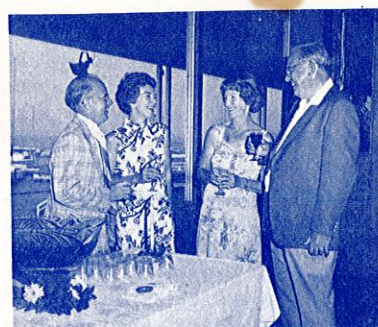
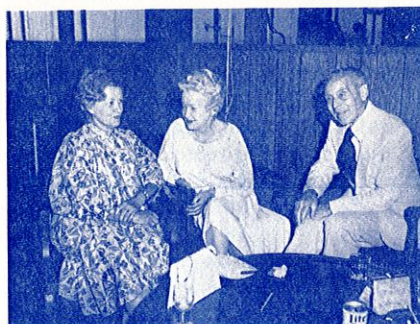
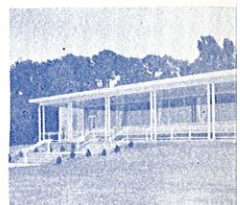
He employeth the long hours poking among strange gadgets and tryeth to make his guests thinketh he knoweth what it is all about.

He maketh strange mouthings about "grommets", "binnacles", "shrouds", and "Scuppers" and he showeth contempt for people who calleth things by names which conveyeth some sense.

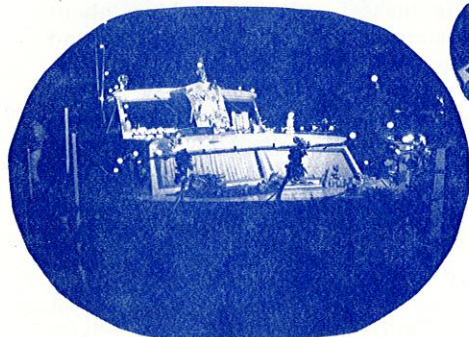
He taketh a third of the day getting the sails up and a third of the day getting them down. And the other third he spendeth drinking gin, doffing his cap to lighthouses and exchanging greetings with sea gulls squatting on can buoys.

And he thinketh he haveth a good time. Verily he is a strange fellow, but he fooleth nobody. For, lo! they are wise to him and knoweth full well he would selleth the damn boat in a jiffy if he could findeth a buyer.

WHY NOT HA

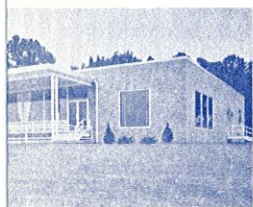


T.V.'S "PROFESSOR" IRWIN COREY ENTERTAIN

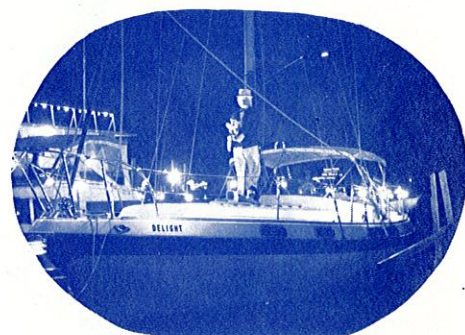
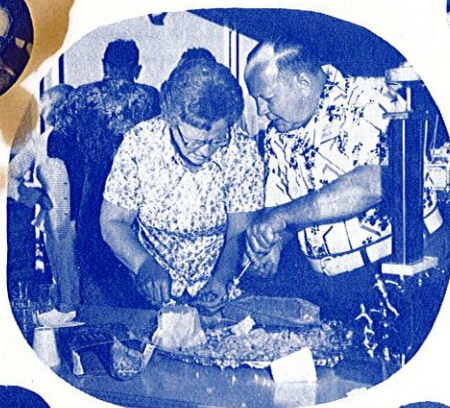


THE MORTGA

A collage of black and white photographs. It features several circular portraits of people: an elderly man with a pipe, a woman with glasses, a man with glasses, a man in a suit, a man in a military-style jacket, a woman with glasses, an elderly man with glasses, a man and woman smiling, and a man. There is also a rectangular photo of a building with a porch. A large, tilted photo shows a man and a woman embracing. The photos are arranged on a light background with some overlapping.



NS AT MORTGAGE BURNING CELEBRATION



GE IS PAID !!

TIPS FOR FIRST AID TO BOATERS

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One of the most important but often neglected items of equipment on any power or sail craft is the first aid kit. Its size and content will vary according to the class of boat and its long or short distance cruises thru the canals to the ocean, to Port Dover or Cedar Point, or a trip across Presque Isle Bay.

Ready pre-packaged kits may be purchased in a price range from \$10.00 to \$100.00, but it is perhaps better to stock a container to meet specific needs of the boat owner and his guests with individual prescription or non-prescription medication and simple work tools. An inexpensive, one-compartment fishing tackle box makes an excellent container, and separate item purchases would reduce the overall cost. Also, assembling the individually purchased items familiarizes the boat owner with the use of the contents, which could be helpful in an emergency when time and quick thinking are important.

Skippers should be aware of the medical needs of their crew and guests, based on the duration of the cruise or race. Cardiac, diabetic and allergic persons should provide their own medication for a period of time longer than the anticipated duration of the cruise in the case of unforeseen emergencies. A search for a disabled craft, although routine, could become a life and death matter for the person on prescribed medication, should the available supply become exhausted.



PRE-SUN is excellent as preventative treatment for sunburn. It does not stain or wash off easily when swimming. If burned, CALADRYL LOTION may be recommended for minor sun burns. CORTISPORIN CREAM (prescription) can be used for more severe burns. The Caladryl is also a remedy for soothing insect bites.

ASPIRIN may be included for mild pain relief.

DARVOCET-N (prescription) is recommended for a stronger pain medication because it has no aspirin to which so many people are allergic.

BENADRYL-50 mg. (prescription) is useful for allergic reaction to insect bites or contact dermatitis. Hay fever guests without their own medication could seek comfort by its use. Prescribed dosage: one tablet four times a day would be safe for anyone EXCEPT FOR PERSONS IMBIBING IN ALCOHOLIC BEVERAGES.

BUCLADIN (prescription) is a recommended sea sick pill. This tablet is dissolved under the tongue, bypasses the stomach, and ensuing vomiting does not rid the body of the medication content. Recent documented articles on sea sickness indicate more nausea in the individual with an empty stomach and less with the person eating light food in small quantities more often.

BETADINE is an antiseptic which can be purchased "over the drug counter" and is suitable for cleaning wounds, scratches, and punctures. It is useful in sterilization of tweezers, etc. and is purchased in small individual packets or squeeze bottles.

Recommended items for accident cases are scissors, tweezers, needles, tape, elastic bandages, band-aids. Four by four (4 x 4) gauze sponges are useful for cleaning with Betadine and for dressing the wound. Kling roller bandage is great for securing gauze and wound area. (Anyone can make a neat dressing with Kling roller gauze!) NEOSPORIN OINTMENT (no prescription) is rarely allergic and is applied to wounds prior to dressing them.

Fractures are another category. A finger may be wrapped with several layers of 4 x 4 gauze; then wrapped with Kling roller bandage to make a bulky splint to immobilize the fracture and relieve pain to the patient.

Fractures of the wrist, arms, and lower legs could be immobilized by inflatable splints which are expensive and require special sizes for individuals. A magazine, rolled up newspaper or charts can be wrapped around the fracture site and secured tightly with a Kling bandage.



For fractures of the upper leg, back, or neck, extreme care in moving the patient is necessary while applying some traction to the area, or, getting the person onto a flat surface. These cases are legitimate reasons for radioing for help.

Instant cold packs can be purchased at the drugstore and stored easily. They are packaged in various sizes and become instantly cold when banged upon a table edge, deck, etc. Because they are encased in plastic, they are not a wet ice pack and therefore not messy.

This article could be endless, but we'll close with a brief mention of the "Heimlich Maneuver" for persons choking on food. For this - a quick, firm pressure is administered by clasped arms and hands just under the front rib cage. This is highly successful in dislodging particles of food, bones, gum, etc. from the throat.

Always know your crew and guests! The skipper should be well aware that alcohol and boating is a poor mixture. A hot day and alcohol, a rolling boat and alcohol; swimming and alcohol. Cardiac and diabetic persons and alcohol have been documented as the basis for many disastrous boating trips.

Selection of a proper medical kit requires some time, thought, and money. It is cheap insurance if you consider that corollary to Murphy's Law, which says you're less likely to have an emergency if you're prepared to deal with one.

Jack H. Marshall, M.D.



It has been brought to my attention that we have vandals and thieves among our ranks and visitors. I venture to say that, even though my boat has been touched personally with thievery, the situation here at EYC is less grave than some clubs I have heard about to the north of us. (Which speaks highly of our own security system).

However, it seems to be more evident with each boating season and shows a trend that should be reversed. The only suggestion that comes to my mind, outside of backing our Fleet Captain and Security Guard, is to form individual "Dock" volunteer security groups. I personally would feel "safe and secure" if this could be accomplished.

Walt



ERIE POWER SQUADRON

EPS CALENDAR OF EVENTS

Boat Ride	17 Aug.
Executive Committee Mtg.	28 Aug.
Annual Picnic	9 Sept.
Opening Nite - Safe Boating Course	11 Sept.
Executive Committee Mtg.	25 Sept.
District 11 Fall Conference (State College, PA)	7 Oct.
Regular Meeting	19 Oct.

EPS FREE SAFE BOATING COURSE

The Erie Power squadron invites any person - 12 years or older to enroll in their free Safe boating Course.

Classes will be conducted for 10 consecutive Mondays at the Erie Maennerchor Club.

Upon completion of the course, students will be tested and receive a Certificate of Completion.

The following are some of the subjects covered: handling under normal conditions, handling under adverse conditions, Seamanship and common emergencies, rules of the road, aids to navigation, compass and chart familiarization, running lights and equipment, boat trailering, inland boating and Mariner's compass and piloting.

Opening Nite - Monday - September 11, 1978 at 7:30 p.m. Place - Erie Maennerchor Club (use State Street Entrance)

Earl R. Meyers



ZEM ZEM ZAILORS ZAIL TO DOVER

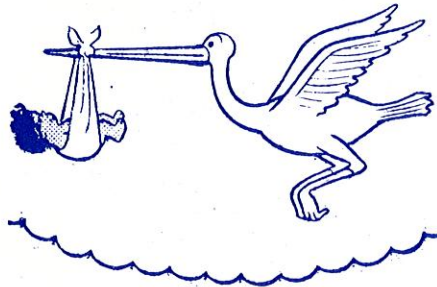
The boating group of the Zem Zem Temple called the Zem Zem Zailors held its initial meeting on April 18, 1976, with fourteen members present.

John T. Hallgren was elected to serve as the first Commodore of the newly organized group. Tom Finley served as Commodore for 1977 and Fred Abbot is the present Commodore.

The Zem Zem Zailors have grown to a present membership of 76 which includes all types of boaters large and small - power and sail.

Numerous functions are held during the year and all the members are very enthusiastic. On Friday, July 21, they held

Editors Note
Below is a most unique way of introducing the birth of a daughter. Dick, I'm ready for the brandy any time!



Erie Yacht Club
Kahkwa Boulevard
Erie, Pa. 16506

Attention: Mr. William Ambro, Secretary

Dear Mr. Ambro:

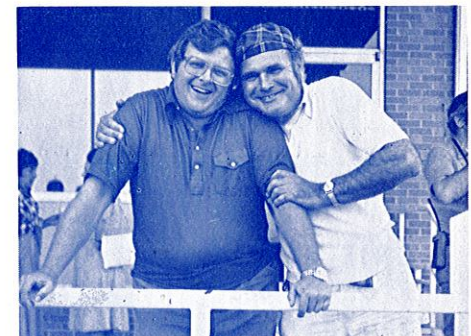
I would like to inquire as to enrolling my daughter, Hallie Jennifer Mellon, born June 9, 1978, into Junior Sailing Classes. I feel that in order to properly raise a child that I want to ensure her position in the community as an adequate and responsible helms-person, and therefore request from you the following instructions.

I wish mainly to share this joyous event with the Yacht Club and perhaps if you have space in the Newsletter, to announce to the rest of my friends, if this is customary procedure, in the Club.

Sincerely yours,
M. Richard Mellon
Esquire

P.S. I will have cigars and brandy for all who would like to join in my happiness.

EYC HOSTS PORT DOVER FRIENDS



a "Dover Cruise" in which 11 boats, with approximately 50 crew members, departed Erie on a schedule varying from 6:00 a.m. to 6:00 p.m. - destination, Port Dover Yacht Club.

Boats participating were:

Mijod II	Dr. John Drumheller
Ilikai II	Carl Hahn
Lazy Boy	Chuck Metzgar
Ruth E.	Walter Fenner
Bacchus	Fred Abbot
Loner	Tom Finley
King Roy L	Roy Kingsmore
Sea Star	Peter Scheler
Delight	bob Painter
Feel N' Free	Grant Maughamer
Wright Time	Lee Wright

There were also several land vehicles with a crew such as Ted Hallgren and family and Dick and Jane DeVore and Herb and Pat Maitland.

Aboard the Ruth E. with Capt. Walter Fenner and his Lady Ruth was Potentate Richard A. Gonzalez and his Lady Marge.

Saturday night a dinner party was held at the Erie Beach Hotel in Port Dover with 50 guests in attendance. Needless to say it was a remarkable and happy weekend for all.

Any Shriner interested in becoming a member of this group should contact Fred Abbot or Dr. John Drumheller.

Don Davey



MONTE CARLO NIGHT

If you've been saving your money for one final splurge of the Summer, this is it! **MONTE CARLO NIGHT, SEPTEMBER 16!** The Lottery will seem like slim pickings compared to what you can make at our tables. There'll be games to set any gamblers heart a-jumpin'. We'll be looking for volunteers to help with the games - no previous experience necessary. Imagine, you, a big-time croupier! Don't forget, Saturday, September 16. You will never believe how many of our dollars one of your dollars will buy.

Bill & Agnes Robertson

1978 ERIE YACHT CLUB DIRECTORY OFFICERS & DIRECTORS

COMMODORE - Richard Waller (Supervision all areas) 455-4332 or 456-4287
 VICE COMMODORE - Gustave Neuss (Dock assignment, Maint.) 833-7500
 REAR COMMODORE - Clemens Schwab (House, Bar, Galley) 833-1116
 FLEET CAPTAIN - Fred H. Reymore (Roads, Grounds, Security) 866-0377
 SEC'Y - TREAS. - G. William Ambro (Records, Finance) 455-8501

Directors

Harold Bush
 David Schuler
 Howard Miskill

Jack Finn
 Frank Knauer
 Bruce Raimy
 John V. Schultz

COMMITTEE CHAIRMEN

MEMBERSHIP - Wm. Behr, Sr. 866-9747
 ENTERTAINMENT - Roy Martine 456-1868
 HISTORIAN - George Sipple 455-1674 & 833-4022
 AUXILIARY FLEET CAPTAIN - William Bloomstine 864-1732
 LONG RANGE PLANNING - Bruce Raimy 833-4977
 SMALL BOAT FLEET CAPTAIN - Peter Gorny 864-2100
 REPRESENTATIVE TO I.L.Y.A. - Robert Dodsworth 455-1551
 SWIMMING POOL COMMITTEE - Frank Knauer 899-3822

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 February, April, June, August, October, and December. Articles of interest and notices of events are welcome; however, material should be submitted in writing to avoid error. Publication is at the option of the editor and the right to rewrite for brevity and clarity is reserved. Copy should be mailed on or before the twenty-first of the month preceeding publication date. Address to Editor Walter Veihdeffer, 4913 Wood Street, Erie, Pa 16509. Phone 866-3132.

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