

COMMODORE'S REPORT



As I look back over the past two months, it appears the Commodore has many things to be grateful for. The weather has remained mild, the Officers and Directors are showing a lively interest in all areas of Club operations, new members are participating to a greater extent in both club functions and use of facilities. Club growth is directly related to member use and we do seem to be on track. An interesting point - Marty turned in a 1967 launching schedule consisting of 34 boats-to-day's schedule, 13 years later, has grown to almost ten times this number.

Those of you fortunate enough to attend the Christmas Party and New Year's Eve Dinner Dance will appreciate the efforts of both committees. The Christmas Party under Elaine and Ralph Smoot's fine direction, set the tone for the Holidays. Their decorating efforts, with the aid of many members, gave the House a most festive look. The Children's Christmas Party, under the guidance of Peggy and Kerry Schwab, with Santa Hank Lorence, was a tremendous success, and should become an annual event. The New Year's Eve Party under The Bouchard's and Phillip's direction was a real fun night. Starting with the cocktail party and enhanced by Mike's fine culinary effort and his staff, this has to rank as an EYC Party standard.

New Year's Day Tom and Jerry festivities, thanks to Chet Curriden, Gib Loesel and Ken Smith's fine efforts and Marty's able assistance, again turned out to be a resounding success. Chet's secret formula served both to keep the Officer's feet from hurting and the members loose.

Jim Owen has agreed to continue as Editor of the "Log", which ensures a great year, Howard Miskill and Paul Brugger head up Long Range Planning, Bill Behr will continue with Membership and Publicity, Jack Bierley has undertaken to represent us at ILYA meetings and Ralph and Elaine Smoot are in charge of EYC Entertainment for the year.

The following Board members has liason assignments with the following EYC groups and will report at Board meetings monthly:

Junior Sailing	John Damcott
Class Boats	John Damcott
MORC Racing	Richard Robertson, Jr.
PHRF Racing	J. J. Finn
Port Authority Liason	P. C. Gus Neuss

Numerous priority projects are under investigation at this time. As these items develop and are undertaken, we will endeavor to keep the membership current as the expenditure could become sizable. In addition, the Officers have projects developing, which if affordable this year, should enhance the Club's appearance.

Clem Schwab
Commodore

VICE COMMODORE'S REPORT



Each regular and intermediate member must send in a completed application each year if they desire a wet or dry stall this boating season. Do this as soon as possible so stall assignments may begin.

contd.

The E. Y. C. Directors passed a ruling last year that any boat winter stored in the dry sail area must be launched by May 15, 1980. If it is not launched by then the club will move the boat at the member's expense.

Fred H. Reymore
Vice Commodore

FLEET CAPTAIN'S REPORT



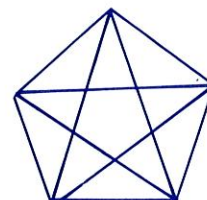
Activity the past few months included a general assessment of the grounds equipment such as our 30-ton boat crane (travel lift) and boat hauler (Marty's "red wagon") as well as the other vehicles. The equipment is in fair condition and will need some maintenance attention to help insure a trouble-free 1980 season. A technical representative from the original manufacturer of the crane and hauler was called to Erie to inspect the equipment, make specific recommendations for work to be done as well as identify and supply the necessary parts. A study was also made to determine the type of truck to be recommended for purchase to replace or compliment the exiting red Chevrolet 3/4 ton pick-up which is beginning to show some signs of stress. Our recommendations is to purchase a truck sometime in 1980 prior to the winter season and keep our fingers crossed for the remainder of this snow season. Accolades are in order for Gordon Way and Ken Smith for their patience with the Fleet Captain in his study of trucks, their design, specifications, performance and truck salesmen.

The last item I wish to mention in this winter report is Erie Yacht Club's response to the requirement for a boat waste pump out station. Several inquiries have been sent out to manufacturers and on-site visits have been made to surrounding Clubs and Marinas. It is our intent to comply with regulations by procuring a portable pump out station that has the capability of tying in with our own Club's sewerage system and can be spotted at the gas dock to serve boaters. We welcome any suggestions you might have that will assist us in responding to this Federal Regulation adequately and at the lowest possible cost for the Erie Yacht Club.

C. S. Bressler
Fleet Captain

THE BRAIN BUSTERS

1. What is the smallest possible number of people in a family consisting of 2 mothers, 2 fathers, 2 sons, 2 daughters, 1 mother-in-law, 1 father-in-law, 1 daughter-in-law, 1 grandmother, 1 grandfather, 3 grandchildren, 4 children, 1 brother, and 2 sisters.
2. How many triangles are in the geometric figure below?



3. If you have 3 toothpicks, how can you make 8 by adding 2 more, without breaking the toothpicks?



It's that time of year when all of those, who can, migrate to Florida. For those of us who stay we can't really complain this year with the very mild climate we've had thus far. At this rate since Lake Erie won't need as much time to "thaw" we should anticipate an early Spring.

Speaking of time consider that it can't be seen, smelled, touched, tasted, or heard, but it governs every aspect of our lives. It CAN be spent, saved, lost, or wasted, and people even spent a lot of time figuring out ways to kill it. Time stands still and time flies. It has been said that to an old person, "The days are too long and the years are too short." To a child, the time between birthdays seems an eternity. Everybody knows what "time" is, but practically no one can explain or define it. Even St. Augustine had to admit that he was at a loss to describe it.

But the fact remains that from cradle to grave, everyones life is haunted by the nagging spectres of time. Hopefully, the time until we can launch our boats will be short and mild and here before we know it.

Jim Owen
Editor

LOST AND FOUND

The office has a half dozen eye glasses (and one lens). Some are bi-focals, some shades and some just magnifying. We also have a number of cigarette lighters. If you are missing any such item, please come for them. I might add that we have a 5-year accumulation of automobile keys. If you believe you can identify yours, you are welcome to them.

The Office

MORC PRESQUE ISLE STATION 31 ERIE, PENNSYLVANIA NEWSLETTER

Looking back to last year, I would first like to thank Pat Geary and Eric Ambro for the great job they did at the awards banquet making it a very entertaining evening. A good time was had by all, just ask Carol Schultz, Kenny Sorenson, Dave Foresman, or Melynn Gorney.

We were very fortunate last year in being able to race the entire 28 race season without drawing individuals from the fleet to work on the race committee. Three hard working volunteers made my job easy as Vice-Commodore by their dependability and proficiency. The race committee was comprised of Ginny Pianka, my wife Sarah, and at the command of the Flagship, Tom Coleman. We owe these people our extreme thanks in exchange for the many hours they spent on our behalf. You might ask them about being stranded on the lake with two dead batteries, or getting up before dawn to start us to Dover or watching some of us take an hour to finish that last quarter mile returning from Barcelona.

The 1979 season was a good one, but the 1980 season should be even better. We will again be having the winter party/program starting with a wine and cheese party in February. We have also scheduled a program for March. On April 11, with the aid of the EYC, we will present a very interesting speaker, Mr. Gary Jobson, who will discuss the upcoming America's Cup Defense, his experience (with slides) in the tragic Fasnet Cup, and his past summer racing six meters with Ted Turner.

This years M.O.R.C. fleet will again include a Class "C" for the older designs and Class "D" for main and jib only.

Congratulations are in order to Dick Robertson, Ken Sorenson, and Eric Ambro sailing "Revenge" and Bill Lasher, Doug Loesel and Jack Bierly on "Gargoyles" who traveled to St. Petersburg, Florida to compete in the 1979 M.O.R.C. Silver Anniversary International Regatta. Both boats did well in this highly competitive fleet. "Gargoyles" did exceptionally well placing 4th in Division III. The overall and

Division II winner was a new design Rodgers 26. This boat was built to the base boat dimensions of the 1979 rule which is very similar to a Ranger 26 or a Ranger 23 like in "Revenge". A Rodgers 26 displaces 5,650 pounds.

Division I was won by a redesigned Morgan 27 now known as a Chrysler Super 27 which weights 8,599 pounds with 6' of head room.

There were 13 J-24s entered in the 1977 nationals which as a group finished near the top. The 1979 nationals had only two J's entered with the designers boat finishing 16th overall.

The equity of the new M.O.R.C. Rule is encouraging locally in that it permits a medium displacement racer/cruiser to win over the light displacement hulls.

The 1980 season is not as far off as we might expect with the first race being a Wednesday Night Special on May 21. . . not all that much time to get the boat uncovered, the bottom painted and sanded, the hull cleaned and waxed, the boat launched, the mast stepped, rig tuned, and get some practice in.

Dave Heitzenrater
Commodore

NOTICE

Effective immediately we have changed suppliers for our gasoline from TEXACO to MOBILE.

For those of you who use a credit card for gasoline purchases and do not have a MOBILE card, you will need to pick up an application at the office or call Wm. Ambro and he will mail one to you.

ANSWERS TO BRAIN BUSTERS



1. A father and mother, their 2 little girls and one boy,
and the father's father and mother.

2. 35.

3.

DINING ROOM AND BAR

Monday:	Dining Room & Bar Closed All Day
Tuesday:	Lunch: 11:30 - 2:00
Wednesday:	Lunch: 11:30 - 2:00 Dinner: 6:00 - 9:00
Thursday:	Lunch: 11:30 - 2:00
Friday:	Lunch: 11:30 - 2:00 Dinner: 6:00 - 9:00
Saturday:	Lunch: 11:30 - 2:00 Dinner: 6:00 - 9:00
Sunday:	Brunch: 11:30 - 2:00

RESERVATIONS ARE REQUESTED
AT ALL TIMES FOR DINNER

1979 ERIE YACHT CLUB DIRECTORY OFFICERS & DIRECTORS

COMMODORE - Clemens Schwab (Supervision all areas)	833-1116
VICE COMMODORE - Fred H. Reymore (Dock assignment, Maint.)	866-0377
REAR COMMODORE - Roy Martine (House, Bar, Galley)	456-1868
FLEET CAPTAIN - Clarke S. Bressler (Roads, Grounds, Security)	833-1497
SEC'Y - TREAS. - G. William Ambro (Records, Finance)	455-8501
DIRECTORS	
Richard Waller	Jack Finn
Howard Miskill	John Damcott
Paul D. Brugger	Wm. Behr, Sr.
	Richard V. Robertson, Jr.

COMMITTEE CHAIRMEN

MEMBERSHIP - Wm. Behr, Sr.	866-9747
ENTERTAINMENT - Ralph Smoot	838-6853
HISTORIAN - George Sipple	455-1674 & 833-4022
AUXILIARY FLEET CAPTIN - John Finn	
LONG RANGE PLANNING - Howard Miskill & Paul Brugger	838-2468 & 899-7448
CLASS BOAT FLEET CAPTAIN - Mark Rickloff	456-0493
REPRESENTATIVE TO I. L. Y. A. - Jack Bierley	838-4189
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 30th of January, March, May, July, September and November. 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 tenth of the month of publication date. Address to Editor James L. Owen, Sr., 2618 East 33rd Street, Erie, PA 16510.

ERIE YACHT CLUB

P. O. BOX 648

ERIE, PA. 16512

BULK RATE

U. S. POSTAGE

PAID

ERIE, PA.

PERMIT NO. 344