

COMMODORE'S REPORT



Welcome to the Erie Yacht Club, your Club, my Club. As your new Commodore, I extend this greeting because I want to share with you briefly some of the plans, hopes and philosophies of what we are trying to do to keep the Erie Yacht Club one of the finest on the Great Lakes.

First, some news. As you know one of our member's at the Annual Meeting introduced a resolution that in effect would permit ladies to join the Club. Although this motion was tabled the vote was so close that it seemed appropriate to me to take action on this matter now and not wait for the next Annual Meeting. A committee to study this resolution and its ramifications was immediately formed which included members Jack Finn, Vice Commodore Lasher, P/C Bill Ambro, Attorney Fletcher Gornall with P/C Doug James as its chairman. This Committee will make its recommendation to the Board who in turn will make a determination immediately after which we may call a special meeting for final confirmation by the membership.

Now, for the people who have accepted the challenge to help the growth of our Club, the Committee Chairmen, for example, special committees over and above the Docks, House and Grounds Committees headed up by Commodores Lasher, Sheeran and Fleet Captain Behr respectively. Long Range Planning is chaired by A. R. (Dick) Blotter. Dick and his Committee are looking at our Club 5-10 years out. Read his article else where in the LOG. Contact him if you have any ideas. We've asked our new Director, Art Fuhrman to serve as Publications Chairman. Although he is going to help Greg Weislogel with the LOG, Art is going to find a way to communicate the Rules, By Laws, Calendar of Events, Slip assignments, even a limited roster, to the membership. P/C Gus Neuss is heading up the Rules Committee. We want our Constitution and Operating procedures updated and modernized

to suit our present and future needs. We asked Director Dick Robertson to get some thing going in all of the sailing fleets, the sailing auxiliaries, the MORC, and Class Boats, and even our Power Boat floatilla. Naturally Dick will work closely with Jack Schultz our Director of Adult and Junior Sailing. Past Commodore Dick Waller has accepted our request to oversee a Financial Committee. In addition to helping us put the finishing touches on the 1982 Budget he will look for ways to improve the efficiency and performance of our administrative activities. Dr. John Damcott has taken over the Membership Committee for us and he and your Administration, will watch carefully to control our membership growth so it will be commensurate with our facilities and plant. Secretary-Treasurer P/C Bill Ambro has agreed to work with us at least one more year and as indicated at the last Annual Meeting his contribution these past 29 years has been invaluable. Our Entertainment activities this year are being headed up by two dedicated couples, Dorothy and Frank Knauer and Marj and Bill Behr. If you would like to help out on parties and social activities, let these two couples know. Mrs. Jack Marshall has agreed to serve as our Publicity Chairperson for which we are very grateful. Rosemarie said she would like to publicize the Erie Yacht Club for what it can contribute to the boating Community, and for the pleasure of boating, without too much emphasis on the social affairs of the Club. So if you have information or an article you think might be interesting and in tune with the Erie boating environment get in touch with Rosemarie or even Art Fuhrman or Greg Weislogel for the LOG. So as you can see so far, many capable and talented people have committed themselves to serve your Club. Please get in touch with these chairpersons if you also are interested in helping.

Your officers, directors, committee members and employees are all working to make Erie Yacht Club one of the finest on the Great Lakes-a place where you will be proud to bring your family and friends. Please help us in this cause for we will not tolerate disrespect toward other members or our employees. If you have complaints and wish to offer constructive criticism contact the person or individuals directly involved. This is your Club. Let's have a good year.

C. S. Bressler
Commodore

VICE COMMODORE'S REPORT



For your information two important changes in Dock & Boats are taking place.

The boat application forms have been revised. Members who have had applications on file last year have been mailed the new forms. For those who have not received the forms, they may be picked up at the office or sent on request.

The applications consist of 2 parts. First is an informational letter which is to be retained. The other part is the application form. In most instances information is preprinted and requires only verification and signature. Any errors should be corrected and blank spaces completed and returned as soon as possible.

No assignments will be made until the completed form is returned. Failure to do so could result in the loss of a slip or mooring. Please cooperate so there will not be any question.

The points list is complete and has been posted. Two lists have been prepared for this year. The first is the usual list in alphabetical order with points earned as of Jan. 1, 1982. The second list is new and shows each member in a seniority standing format. Any member having 6½ or more points are prioritized as to number of points in alphabetical order. Actual seniority in each point group is not necessary as most have had permanent staff assignments. Under 6 points the priority has been established by using the date of interview as a prospective member or letter of intent to join the club, whichever is the earliest informational date on file.

This list also indicated whether credit has been given for a stall (*), keg (+) or dry sail (o) in the previous year. This information is important in the assigning of points each year.

As a review for all members, here is how you get points and what they mean. Each regular member in good standing receives one point each year (or ½ point if becoming a member after July 1st.) Members in other categories are not eligible for points (senior, assoc., special, honorary Jr., Jr. Family.) Senior and special members retain all points they have received but may not add to their points. In addition, any regular member who has been assigned and paid for a stall or keg will receive 2 additional points. Regular members who dry sail or do not have a boat are not eligible for these points.

All stall and kegs are assigned on a seniority basis only. Once a person has been assigned a stall or keg, he will not be "bumped" by a member with more points. Any regular member with more points who desires a keg or stall will be placed on the list in a priority for the first mooring which becomes available.

After original assignments have been made in the spring and all moorings have been filled, the next eligible member for a mooring will be contacted, providing they have an application on file for such space. At the time a mooring is available if the member passes up the opportunity to occupy the space the next member on the list will be contacted. However, their position on the list will be maintained.

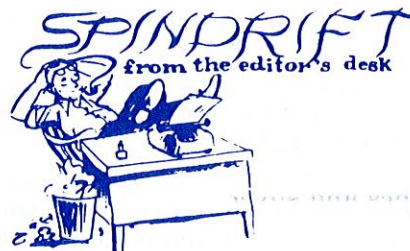
With continual change of boats (bigger or smaller) members may be requested to relocate stalls in order to better utilize the "best fit possible."

From time to time, members may request a change in stalls for many reasons. Attempts to honor all requests will be made, providing there is no inconvenience to other members.

Any questions pertaining to these matters can be answered by the office or directed to me. In the next issue, we will present changes in the sticker (decal) identification system.

Until then---"think spring."

R. L. Lasher
Vice Commodore



I hope that all of you at E.Y.C. had a happy and healthy holiday season. So much has happened since our last edition. We have elected new officers and Board Members, and have added three new items for entertainment in our Bar area. The grounds and club areas look great. We are getting a great response on request for Log information. Our new Commodore has asked Mr. Art Fuhrman to assist me in getting each new Log organized. Art will be the gathering arm for the "Log Mail Box" again this year in the Club office. We are starting with this Log Jan. 15th, next Log to go to press around the 1st week of March for the March 15th issue and so on For the May 15th issue.

ANNOUNCING
Champagne
Dinner Dance
February 20, 1982
Dancing 9 until 1
to the
JIMMY IESUE COMBO

REAR COMMODORE'S REPORT



Using all the expertise I gained in three weeks as a waiter while in school those many years ago I now venture into the field of house operations. My confidence is high as I have the assistance of our excellent professional staff and the consultation and consolation, of the House Committee; Bud Johnson, Jack Marshall, Jim Owens and Bill Robertson.

Changes are planned in the decor and arrangement of the lounge and dining room including additional standard tables and more chairs in the lounge area. There will be some delay in the changes in the ceiling areas pending repair or replacement of the roof. New equipment is being installed in the galley; dishwasher-warm plate holding rack, a salad bar and additional serving plates, dishes and silver.

New controls are being installed for the heating/air conditioning system and it may be necessary to replace one of the roof units to attain proper heat-cooling balance.

In the planning, as recommended by an experienced consultant, are ceiling fans which will add to comfort and will help restrain the ever increasing costs of energy.

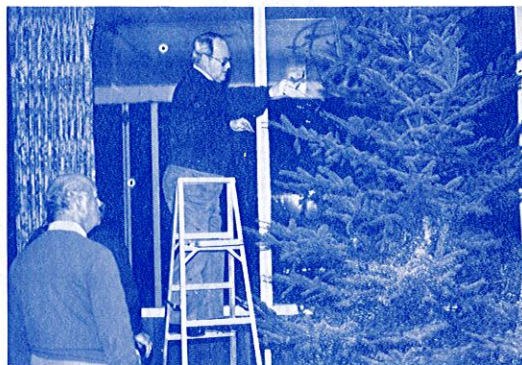
Smoke-fire detectors are being installed in several locations. Obviously, if an alarm sounds off the cause should be investigated promptly.

The hours of service for the bar and the dining room will be posted and employees are instructed they must adhere to the schedule. The service personnel are further instructed to request identification of persons unknown to them and to refuse service to anyone whose presence is not authorized. With our large membership it isn't possible for the bar and dining room staff to always identify all the members. If the staff requests identification, please recognize it is for the protection of the members and authorized guests.

An unpleasant subject which arises occasionally is compliance with Club rules and in some cases, the law. The purpose of the Club is, in part, to promote social and recreational activities. To provide the proper atmosphere for all members and their guests is not possible when a few members engage in conduct unbecoming to ladies and gentlemen.

Donald Sheeran
Rear Commodore

Trimming the Tree and Decorating the Club on November 30, 1981.



FLEET CAPTAIN'S REPORT



Before beginning my report I would like to thank you for your support at the annual meeting.

The grounds and its related equipment have been winterized. The Coast Guard will not be storing any boats with us this year due to needed repairs thus enabling Doug and Ed to put the travel lift to bed for the winter. They will be working on this very important part of our operation in order that it will be in top condition before we need its use. Doug reports such things as tires, gas tank, brakes, reconditioning of the hydraulic pump, plus a check of the cables are just a few items.

The "Fleet" is being examined and plans for its future are now under consideration.

We will be working on some means to make the launching ramp safer for launching deeper draft vessels. At present the drop off at the end is a hazard to the longer trailers.

An outboard engine for the small barge has been purchased. It is used, but in very good condition. Besides, thanks to Ralph Heard, the price was right.

Another consideration to facilitate better launching and hauling, is the fitting out of one of the small boat cranes to handle heavier boats. The present situation limits their use to only the lighter boats.

Quotations are being sought for a portable fire extinguishing system. This would be a wheel mounted piece of equipment that could be kept at the gas dock during boating season and elsewhere during layup periods.

If you must store your ladder under or around your vessel during winter storage, in consideration of your neighbor's boat and your own, you are urged to chain or secure it in some manner to your cradle. I see no reason to assist any intruder intent on boarding a boat stored in our yard. If not complied with, our personnel may be instructed to confiscate any ladders not made fast.

To date winter has been kind to us (as I write this). With luck this condition will continue and allow us all an early and "comfortable" fitting out schedule.

I hope that you and yours have enjoyed the Holidays, wishing each of you a happy prosperous 1982.

Generous thanks must be extended to our new Rear Commodore who has been extremely helpful in passing on well kept records and much needed advice. "Pat", my gratitude.

Bill Behr
Fleet Captain

EYC GARDEN CLUB



It is possible many of you don't know that the Erie Yacht Club has its own garden club. It is made up of wives of members, twelve to fifteen in number, who are vitally interested in having the grounds and the garden of the club look as beautiful as possible. In the spring we plan, purchase and plant all the flowers around the club, the anchor bed and gate house garden.

Then for the past few years we have met every Wednesday during the growing season to do the weeding & then have lunch together. During the winter we get together once a month for some activity. We have visited greenhouses, had dried flower arranging sessions and in December, a cookie exchange & always lunch together.

There are no dues and we welcome interested Yacht Club wives who share our gardening enthusiasm.

 Dee Bressler



THANKS . . .

Now that all the balloons and throws have been picked up I would like to take this opportunity to thank the people who helped to make this New Year's Eve a resounding success. First of all I would like to give special thanks to the Club personell who went out of their way to help. The kitchen staff prepared and served a superbe meal, all the food was hot and tasteful. To Bonnie and Mark from the office, who cut their own New Year's Eve short, to come down and help clean up at 3:00 in the morning. This was definately above the call of duty. To Jane and Nancy who helped more than anyone who hasn't chaired a party will ever realize.

The committee thoroughly enjoyed working on the party, though I don't think any of us care to blow up another balloon for quite a while, 550 are enough for one day. Credit for the artistic talent on the flyers and posters has to be given to Dave and Julie Walker, balloon decorations were a combined effort of the whole committee which consisted of, Nancy Floyd who helped me organize and keep records straight, and Sylvia Burdick, who obtained the gifts given away and contributed all day long to the decorating.

Hank Lorence seemed to enjoy himself giving balloons to the children who were here for lunch, and rigging the net to hold the balloons on the ceiling. At the stroke of midnight everything worked perfectly, the net dropped and down came the balloons with gifts in them. Thanks again Hank.

I would like to recognize and thank the members of E.Y.C. and stores who donated the gifts to be given away, The Oar House, R.D. McAllister and Sons, John V. Schultz Co., Filip Jewelers, Presque Isle Sport, Fred Sickert, Halles, and Heinrick Feigel.

Last but most importantly thanks to the officers and members who attended without whom there would have been no party.

Happy Boating in 82
Dave Burdick

HERE'S YOUR CHANCE!

Dick Blotter has been appointed Chairman of the Long Range Planning Committee. He accepted the job with the proviso that the Membership would be polled for input from any member who has ideas and the enthusiasm to present them.

Briefly, your Officers and Directors want to know just what the Erie Yacht Club should be-say 5-10 years from now. That, of course, depends on the will of the membership. What needs done in the way of new or expanded facilities, or what do we have now that should be reconstructed as is or in a different way? Or, what do we have that should be junked? Which Operating Procedures should be deleted, added, or changed? How about Membership selection, how about Tenure of Officers?

This is your chance to have any idea reviewed by the Officers of EYC-even if it's an idea presented a half-dozen times before. The Long Range Planning Committee will receive all information, put the various propositions in a common form, and then make the presentation to your Officers. After whatever decision is necessary and whatever further investigation is necessary, it is hoped that a time schedule for implementation can be developed. Long Range Plans are always subject to interruption for well known reasons, but they give the Club a target to point to and come back to after an interruption. Long Range Plans will help us determine estimated Operating Expenditures and Required Revenues. Long Range Plans will help determine requirements for Capital Funds. These things must be planned for-large expenditures should be planned for as long in advance as possible.

Let's make it possible for our Officers and Directors and our Club to have a purpose-a target-if you will. Please send your ideas, as well explained as possible, to the Erie Yacht Club, P.O. Box 648, Erie, Pa. 16512, Attention: Dick Blotter. If the ideas are not understandable by your committee, they will get back to you.

We also want to add one Gung-Ho member to the committee as a response to this letter. If you have a real desire to help direct the Club's future course, please respond.



I would like to thank Bill Ambro for a most interesting contribution to our **Log** that we will be running in parts over the next year. It will be an account of the Adventures of a Sailor in Bill's In-Law Family. Beginning in 1836 and written in the Sailor's Retirement in 1880. As you will read these articles, you will see life and hardships endured by sailors at sea and in the ports during these times. It should be fun reading. Anyone else having anything of this nature to add please leave it in the **Log Box**. Our next **Log** should see the beginning of the end of Old Man Winter. See you then!

Greg Weislogel
Editor



AUTOBIOGRAPHY OF HENRY STEWART, SENIOR



Part I

Dear Son,

You requested me to write a history of my life and wanderings-I will give a sketch of my early history to my first voyage at sea in 1836-from that time on will give a more detailed history.

My earliest recollections were in the village of Caroline, Tompkins County, about one mile east of the village of Slaterville. With my mother and grandmother on a farm of about sixty acres which I have since learned was bought by my grandfather and paid for with my mother's money. When I was seven years of age, my uncles and aunts persuaded my grandmother to let them sell the farm and divide the money between themselves with the promise that she should live with them. In the division there was no share left for my mother so that from that time I was without a settled home until old enough to earn one for myself-but lived by turns with the uncles and aunts until I could shift for myself.

I think if I could have had a home I could call my home, I should not have acquired such a habit of travelling and wandering about. At the age of sixteen I went to learn the trade of tanning and currying leather with my uncle Robinson at Slaterville. I did not stay long as they did not do as they agreed by me. I worked in Spencer, Tioga Co., six months learning the trade.

Ithaca Feb. 1, 1880

Dear Son,

We are all well as usual. Have not heard from Amanda since I wrote you last. Have not seen any of James' family since you were here. I will continue my history.

I worked in Seneca Falls during the winter 1835-36. In the spring heavy rains raised the river so that some buildings were undermined and fell into the river. I saw two men floating down on the timbers-they went over the falls and were drowned.

About the first of June I went on a canal boat to Albany, thence by steamer to New York. One of the hands on the canal boat stole nearly all the money I had so that when I got to New York I had neither money nor friends. While wandering around among the shipping a man directed me where I could go to ship for a whaling voyage. So I did not stay in New York over night but started for New Bedford where I shipped on board the bark Millwood of New Bedford. She carried five boats with a crew of twenty-five in all. As near as I can recollect-Capt. Edward Russle,

1st Mate Gardner Hazard, 2nd Mate Mr. Briggs, who was taken with bleeding at the lungs and left the vessel at Fayoll. Third mate, two boat steerers and seven of the crew were Portuguese from the western islands, one Irishman, one Dutchman, one Englishman, and four Americans including myself. There was also a Brazilian cabin boy about eight years old.

As soon as I got on board the vessel I set myself to work to learn the names and uses of the running rigging. Each of us boys was in turn instructed in steering by the older hands. I soon learned to steer as well as the old hands. I also practised going aloft but was often very seasick from the rolling of the vessel. I soon learned there was no pity for the sick judging from the kicks and cuffs which were the medicine most in use. Each foremast hand had to take his turn aloft at the foremast and the boat steerers at the main. The two hours aloft at the foremast were the worst part with me as it sometimes made me very sick. Once when very sick aloft I sat down in the cross trees to keep from falling. The first mate reported me to the captain as disobeying orders by sitting down aloft. The captain was drunk enough to be ugly and ordered me down and flogged me until my back was covered with blood. Yet some of the boys were treated worse than I was and if any resistance was shown the Portuguese from the western islands were on hand to help the officer. The forecastle hands were divided in two parties, the Portuguese one side, the Dutch, Irish, English and Americans the other side. They were quarreling and fighting often between the two parties. The Capt. to show his authority put us on short allowance of food. Cook, an old New York nigger, used a part of the flour allotted us to make short cake for himself for which we complained to the Capt. for which he got a damning from the Capt., who took sides with the cook. One man was tied up and flogged and finally the Capt. brought his gun on deck and threatened to shoot the first one that came to him with any more complaints-after that we stole the cook's victuals every time we got a chance.

One day we had killed two or three black fish when a large school of sharks surrounded the boat and tried to swamp it. We had a hard struggle to get the vessel-it was a regular battle between us and the sharks. Two men with lances were stabbing sharks, two bailing the water out of the boat to keep us afloat, and two rowing. They were a species of shark that go together in schools-some of the time it was hard

telling which would win.

Often I thought I did not want to live and endure what I had to there and I determined to leave the vessel first opportunity. Three or four of us agreed to leave at the western islands if we could get on shore. One of the number was the Irishman-he betrayed us to the mate so that when the vessel came near one of the islands when it came my turn to go on shore I was put under guard and a close watch kept over me and after making an attempt to escape was sent on board again.

The western islands are a group of islands settled by the Portuguese. The language spoken is Portuguese. The island of Floros was the first one we visited and the one where I made an attempt to escape.

The next day after being sent on the vessel, it was sailing off and about three miles from shore the officers men went down to dinner. I watched the chance when the man at the wheel did not see and dropped overboard and started to swim towards the shore, but before I had got out of sight of the vessel he gave the alarm and a boat was lowered. I was overhauled and brought aboard again. The second mate, a native of the island, assured me that I never could have reached the shore as there was a strong current carrying me away from the island faster than I could swim toward it. Also that the sharks would have picked me up before I had been in the water much longer.

Soon after that we sailed for the island of Fayal and came to anchor between the island of Fayal and the Island of Pico. the Island of Pico towered up above the clouds, its sides were dotted here and there with the huts of the inhabitants. On the Island of Fayal was a large village, the principal trading post of the islands. Here we took on board some potatoes, onions, fruit, chickens; and three native men were added to the crew. We then set sail for the whaling grounds, making a short stop at the Cape Verde Islands. When about sixty miles out from Pico we could see the top of the mountain above the clouds. At the Cape Verde Islands more potatoes were brought on board. I was not allowed to go on shore.

A few days after leaving the Cape Verdes, the lookout sighted a large whale. The vessel's course was altered and headed for the whale. When about two miles off, the boats were lowered and the chase began. All three boats were manoeuvring for some time to get to the whale without his getting alarmed. I pulled the tub oar in the captain's boat-John Bunker the Sandwich Islander was harpooner. The whale came up to blow near our boat then it was "Pull, boys, pull, Stand up, Bunker and give it to him Stern all stern!" Then the whale started towing the boat through the water with the velocity of an arrow. Whenever he slacked up, the boat was hauled up to him and a lance was thrown into his body until the loss of blood was so great that he turned up flukes. All three boats were fastened to him and he was towed along sides and made fast to the vessel by the flukes with a chain and the work of cutting in commenced.

The head was cut off first and hoisted on board and by that time it was night. After supper the first mate took a lantern, a bottle of rum and a glass and called the watch to follow into the head. Nine of us crawled in and christened the first whale. It was a right whale and tried out 104 barrels of oil.

The cutting up of the whale is done by the officers while the foremast hands heave at the windlass. The blubber is cut so as to be hoisted in one continuous strip and is wound from the body like a ribbon and lowered into the blubber room between decks. Four of us were stationed in the blubber room, two at a time. Myself and a boy named Tom were together in the blubber room to cut up the blubber and pick it on deck in pieces about one foot long by six inches wide, they were taken and minced in thin slices and tryed out. The oil was kept in the coolery before putting up in casks, and the scraps burned to try out with.

Gonies, a large sea bird, were always plenty around the vessel when trying out whales. The men on deck would bait a hook with blubber and the birds would swallow it. Then the men would haul them on board, dress them, and cook them in hot oil. Those of us in the blubber room had no chance to catch any birds and those that caught them would not divide. So Tom would go on deck and steal one and bring it to the blubber room. Then we would get some hard tack, soak it in water, and fry in oil and have a good square meal of fried bread and sea fowls. So that when trying out whales we lived high to make up for the poor feed at other times.

One day the cook had made a short cake out of the flour intended for duff for the forecandle hands. He had put it under the hearth of the stove. I got a cigar and went and asked the cook to let me light it. I stooped down to light the cigar and put the short cake under my coat, so that I had one good meal on short cake. The cook did not dare make a fuss about it as it would have exposed his taking the flour.

One night some of the men were fastening the main sail and one of the Portuguese fell from the main yard to the deck and would have been killed but the first mate was under him at the time so that he fell on him and knocked him down. The mate thought that some one had struck him and he inquired who had struck him down.

We continued cruising for whales between Cape Horn and the Cape of Good Hope, meeting other whale ships occasionally, mostly Dutch or French or American. One day we sighted a school of sperm whales. The second mate's boat was lowered in pursuit as the rest of us were busy trying out one we had caught the day before. They succeeded in striking a calf whale. The mother turned upon the boat and with her enormous jaws stove the boat all to pieces. The men saved their lives by leaping into the water and swimming away from the boat. I went in the boat that picked them up. They were nearly exhausted with the cold and exertion to keep afloat.

Once I was out in the boat when we got out of sight of the vessel, but killed the whale and lay by her waiting for the ship to find us. Some time in the night we saw the ship's light in the topmost rigging. We

hoisted a light on an oar and stuck it in the whale's back. Toward morning we got the alongside. After breakfast all hands went to work cutting up the whales and getting it on board which took all day. Then at night commenced trying out which made it a long siege without sleep or rest. We used to rejoice to have a storm as it gave us a chance to bottle up sleep. The captain in one drunken fit got mad at a boatsteerer and in the quarrel made him take his chest and bed and go forward to the forecandle. As there was no room in the forecandle unless someone was sent from the forecandle to the cabin there was quite a query as to who it would be and when I was ordered to move my chest and bed to the place vacated by Martin, the boatsteerer, I was as much astonished as any of them.

About the first of February 1837 we left the whaling ground and headed north. My duties were lighter with good living the remainder of the time I was on the vessel. On our way to Brazil we passed near the Martin Van Islands, two uninhabited islands, one of them covered with trees and verdure and the other a barren rock-a visiting place for sea-birds.

When we arrived in the bay of Bahia I had been six months of the time without stepping on land and only occasionally seeing an island in the distance. The third of March we came to anchor near the city of Bahia.

Ithaca, March 21, 1880

Was down to James' today. He works every day though his finger is not well yet. He had to get his Lynn Street tenant out of the house last week. The children and Hattie are well.

Have not heard from Amanda in some time. James has heard that J. Howe is going to take the house and run the grocery. So Charly is played out. Please write soon and tell us how you are getting along. Love to Ada and the baby.

The city of Bahia is about 3 miles from the entrance of the bay. We came to anchor opposite the city near a fort called the round fort built in the bay about one mile from the shore. Soon after coming to anchor, we were boarded by the custom house boat and seals were placed on the hatches and a search made of the cabin and forecandle. Every morning a custom officer came on board, removed the seals and watched the unloading through the day, sealed up again at night. One of the custom house searchers was an old man without any nose having lost that article.

When going on shore we had to pass by the custom boat for them to see if we had any contraband aboard. We were given liberty on shore one watch at a time. The city is divided into upper and lower towns by a steep hill. The side of the hill is built up with houses; the lower part of the town is the business section.

I often wandered into the upper town and out into the country. I found a small fresh water lake and

decided to have a bath in the fresh water. I was preparing to go in when I saw a colored man running towards me and making motions for me to keep out of the water. I afterwards learned that alligators were plentiful in the lake and were waiting to get a dinner out of whatever came within their reach. Upon returning to the city I found the boys at a Sailor's boarding house having a dinner cooked. I took dinner with them.

When we commenced unloading a five gallon keg of rum was brought on board. I was ordered to put it in a chest and lock it up and deal it out in small doses so that they could not get drunk. I had charge of the liquor until I left the vessel. One day some of us went to another ship at anchor in the harbor. The boy Tom in getting out of the boat fell into the water. I got hold of his hair as he was sinking and pulled him in. He would have drowned as he could not swim.

Martin the boatsteerer was discharged as soon as we arrived in Bahia and two of the boys left the vessel in the night including the Dutchman and Irishman. They went to a Sailor's boarding house kept by a Dutchman from Hamburg named Wilson. The sailors called him cock-eyed Wilson. He kept them a few days, got what money they had and clothes, then kicked them out. They had a rough time of it until they got aboard other vessels.

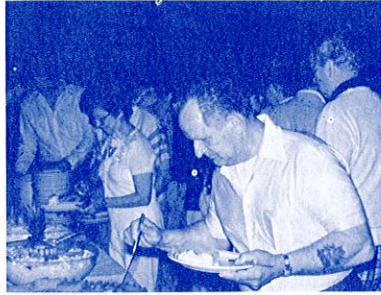
When the vessel was unloaded, I was told to let the men have all the liquor they wished. By ten o'clock every man and officer was drunk except the colored steward and myself. Then they commenced to drink beer but the steward and I managed to hide it in the cabin. I decided to leave the vessel before she sailed again. All the money I could get I deposited with a Dutchman who kept a sugar store. I took extra clothing on shore and left them with an old black fiddler that had a room in the attic of a five story building built in the sidehill.

The lower story was occupied as sailors' boarding rooms. When the vessel was about ready to sail I took french liberty and took up my quarters with the old fiddler in the attic until the vessel left port. I heard afterwards that the Soldier police had searched for me to return to the vessel but could not find my hiding place. After a few days I ventured out and went down into the second story where an Englishman by the name of George King kept a sailor boarding house. While in there one day-a posse of soldier police made a raid on it and marched us to the dockyard prison. One of our boys, Joseph True, was out and saw what was up, ran and told the American Consul. He came and got the Americans released which of course included myself in the number. By that means I got acquainted with the American Consul and got in his employ.

The Autobiography of Henry Stewart, Senior will be continued in the March issue of the E.Y.C. Log.

MARTY'S RETIREMENT PARTY

Marty was made an honorary member of the Erie Yacht Club on New Years Day by our new Commodore, C.S. Bressler (Doc).



So this is how they eat
on the inside!



Now you own a piece
of the rock!



Did Marty ever tell you about
the two of us behind
the boathouse?!



No John, I can't take your
boat out now, their having
a party for me.



There, Now smell your hand!



You can't hit a man
with glasses!



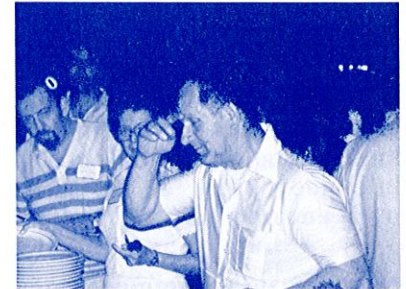
Here are the fellas we hired
to replace you Marty!



Here's Marty's Popeye
impression—eat your heart
out Robin Williams!



I know it's silly for boys to
kiss boys Martin (you savage)
but were going to miss you!



When are all these people
leaving, I'm starting to get a
headache.

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 fifteenth of the month of the publication date. Address to Editor Greg Weislogel, 1822 West 11th Street, Erie, Pa. 16505.

DINING ROOM AND BAR

Monday: Bar Open 5:00-11:00
 Tuesday: Lunch: 11:30-2:00
 Buffet: 6:00-9:00
 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: 11:00-2:00

Saturday-Prime Rib Night

Weekday Happy Hour
 5:30-7:00

1981 ERIE YACHT CLUB DIRECTORY OFFICERS & DIRECTORS

TITLE/NAME	ADDRESS	HOME	OFFICE
Commodore	Clarke S. Bressler	800 Wedgewood Dr., 16505	833-1497 455-5466
Vice Commodore	Robert L. Lasher	217 Indiana Dr., 16505	455-5114 455-9038
Rear Commodore	Donald E. Sheeran	330 Connecticut Dr., 16505	452-2064 454-4221
Fleet Captain	William J. Behr	1060 West 39th St., 16509	866-9747 same

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	Arthur Fuhrman	305 W. Grandview, 16508	864-3140 868-4691
	J. Roy Martine	404 Monaca Dr., 16505	456-1868 871-6426
	Gustave Neuss, Jr.	810 Pasadena Dr., 16505	833-7500 same
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