

## COMMODORE'S REPORT



We would like to welcome seven new members to the Erie Yacht Club

Byron W. Armstrong  
Roy Lee Beaver  
Fred Bruno  
Ted C. Busko  
Gerald C. Deimel  
George W. Drake  
M. Lee Tarno, Jr.

We are very pleased to have them as members and we hope they will enjoy and partake in what our great Club has to offer.

Some of our Committees have been very busy. Gus Neuss of our Rules Committee has updated the By-Laws and Constitution so we may now prepare it for publication to the Membership. Several of the Grounds, House and Dock Rules have been revised and Gus is now in the process of updating them. This is a slightly more tedious process since those rules can be modified almost on a monthly basis. The last version and issue was 1978. But we're making progress and Art Fuhrman of our Publications Committee will be coming up with a unique way of distributing the Constitution, By-Laws, Rules, Dock location, Boat Rules and other pertinent information to the membership. Dr. John Damcott asked to be

relieved as Membership Chairman and Director Ron Sigmond has filled this vacancy. Dick Robertson, Chairman of the Fleet Activities Committee, indicates the MORC and PHRF fleets have their race schedule and the Small Boats' schedule is almost complete.

The Board of Directors is currently reviewing proposed changes to the By-Laws and Constitution which indicates such items as women membership, prior notification of pending By-Laws and Constitutional changes and the implementation of a probationary membership period. Should your Board elect to make changes of this nature to the current Constitution and By-Laws a special meeting will be called to vote on these issues.

We had some boat and dock damage so far this winter and although this subject may be covered by one of the other Officers it is strongly urged that you consider your cradle design and soundness when putting your boat up. We are sorry to see two sail boats badly damaged possibly due to high winds and other reasons.

As you may have heard we have appealed a realty tax which we consider to be excessive on the Grounds improvements and our Club House. Attorney Beatty is handling this matter and we are in the process of having our House and the Grounds improvements appraised for further action in this regard. We will keep you advised.

We wish to offer our sincere sympathy to the families of two long time members who passed away this month. We will greatly miss Red Wagner and Dr. John Clapp.

Incidentally, Messrs. Fuhrman and Weislogel, Congratulations on the "first" LOG. Good job!

Clarke S. Bressler  
Commodore



# VICE COMMODORE'S REPORT



All Slips and Kegs have been assigned. Applications received after March 4, 1982 will not be considered for assignment unless a vacancy occurs in one of these areas.

As of this writing Slips have been assigned to and including 5.0 - 26 on the priority point number lists and Kegs are assigned down to and including 1.0 - 21 on the same list.

EYC has approximately 355 Slips and 28 Kegs. No new slips will be built in 1982 but there is a possibility of 7 new Kegs being added. Both are at a premium as with any other boating facility on the Great Lakes.

Many members are waiting for openings for a place to put their boat. It is not proper for a member to apply for a Slip or Keg, pay the fee to obtain points and not intend to use their mooring, thereby denying other members usage.

It has been directed that all Slips and Kegs that are not occupied by the boat described in the application form on Opening Day, without adequate reason, the assignment to the area will be withdrawn, points will be denied for the year and the money paid will not be refunded.

This winter has been unusually severe with damage to the Docks. Grateful appreciation is extended to the yard crew (Doug, Ed and Gerry) for continuing repair during the icy months. Hopefully all slips will be ready for occupancy by launch time.

In the past unauthorized use of Boats, Stalls and Moorings has been a problem. Your attention is called to Rules on "Co-owner" Boats. (Ground, Dock and House Rules Revised June, 1981 Rule 4). Any question pertaining to this should be directed to me.

A new system of decals for boat identification for 1982 will be in effect. This identification system will help the Officers and employees to insure proper utilization of assigned areas.

On payment of Summer Boating fees, decals will not be mailed as has been the custom in the past.

All decals will be retained in the office and will be applied as follows:

1. When a boat is put in the water with the use of the lift facilities, the decal will be placed on the upper, starboard portion of the transom by the yard crew.
2. All dry sail boats on entering the grounds will stop at the office and have the decal

applied by the office personnel.

In 1982 four different decals are being used.

1. All boats assigned to a slip will have the following decal.



(A solid border all around.)

2. All boats assigned to a keg.



(Solid border on top and bottom.)

These boats are restricted from using slip facilities except as authorized by the Vice Commodore.

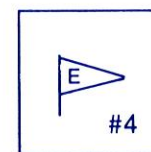
3. All boats dry sailed.



(Solid border on sides.)

These boats are restricted from using slip or keg facilities except as authorized by the Vice Commodore.

4. Dinghies.



(No border.)

These boats are restricted to being kept on boats in slips, dinghy ramp (D & E dock area) dinghy storage area (next to C dock and dry sail area).

All launching will be done during normal working hours. Overtime use of yard personnel is not authorized.

Your cooperation in these matters will be deeply appreciated.

Robert L. Lasher  
Vice Commodore



## REAR COMMODORE'S REPORT



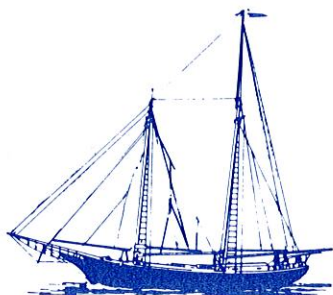
For the convenience of boat launchers, painters, bilge cleaners, engine fixers and their volunteer and drafted helpers and any one else working, sailing or aboard their boats breakfast will be served in the bar lounge on Saturdays and Sundays from 7:30 a.m. until 11:00 a.m. beginning Saturday April 3rd and until May 30th, the day before opening day. The menu will be basic breakfast items; rolls, doughnuts, pancakes, eggs any style, ham, bacon and sausage. Coffee, of course.

The Tuesday night buffets featuring ethnic menus are excellent. Manager Haener and the staff have produced authentic ethnic items and all who have partaken have enjoyed the buffets. We hope to continue this unique service. The French menu was superb and the Mexican theme was just right, even Tom Carroll did not add Tabasco sauce to his tacos. If you have a favorite ethnic recipe and would share it we will be glad to try it.

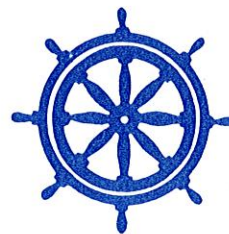
We are considering installing a canvas valance under the upper roof beams of the veranda. The valance will be three feet wide and will match the blue of the awnings. This will shade the area making the veranda more usable and will not interfere with the view from the Club House and will enhance the appearance of the Club House from the sea side.

A 'corral' will be installed on the East side of the Club House to enclose the dumpster containers used by the galley. Dave Burdick is the designer and constructor of the 'corral' and will build it as soon as the weather allows him to dig in the corner posts. This will greatly improve the appearance of the kitchen area.

Donald E. Sheeran  
Rear Commodore



## FLEET CAPTAIN'S REPORT



The Grounds Committee and I did considerable research on a replacement for the badly deteriorated "R C". A great amount of money would be needed to put in any reasonable condition for the up-coming season. In any case, the boat has been found to be poorly suited for the purpose.

Five fiberglass boats (Lobsterman design) were priced along with one aluminum Marinette Sportman. Lakewood Sales had given us an attractive price on the latter. Shortly before the last committee meeting Charlie Cross called me from Lakewood to inform me he had located a used model he felt we should look into. Four members of the committee took time to go over to Jamestown and look at the vessel. Dick Robertson, Frank Knauer, Dave Burdick and Ken Sorenson returned with the view that we should buy if the board would approve. It is in true "Bristol condition". I received board approval and you will see the boat in our yard around May 1. Charlie feels he has a buyer for the "R C".

This boat will be available for any club activity aside from use by the race committee. Steve and Karen Bartosek are heading up a group to sponsor power boat activities, an area much neglected in the past. Brush up on your navigation in preparation.

The Iron Duke will leave the yard shortly to be sandblasted and replated where necessary. The double ender will have a replacement engine to replace the tired out old Kermath.

One instance of breaking and entering has been reported. A portable radio and a flashlight were taken from Bud Johnson's boat. He thanks the neighbor who left his ladder unattached for making this easy. Since most of the dock damage has been repaired our crew has started work on the grounds equipment. In some areas bulkheading repairs will be a major project.

As soon as I receive a price on the larger crane it will be submitted to the board for consideration. The launching ramp will be repaired just as soon as weather permits.

We plan to go over our location of trash containers with consideration for additional or larger ones where experience has shown the need for such. Your cooperation in using these can help in keeping our rat population to nil.

Chin up fellows and gals. This weather can't last forever. Make out that shopping list and sandpaper and paint. Be optimistic!!!!

F/C Bill Behr





Just a note to tell you all that there will be one more E.Y.C. LOG before Opening Day. All information must be received by May 15th 1982. My box at the Club is easily accessible to most of us for any copy you may have to contribute. You may also contact Art Fuhman, my Co-ordinator or me at home. We welcome old photos, new ones, info. about up coming events, parties or boating events and special notices. Again, getting your copy and photos on time, especially if your announcement has a special date you want posted, is very important. See you opening day. Happy Painting and Sanding.

Greg Weislogel  
Editor

## ERIE YACHT CLUB

### PARTY SCHEDULE - 1982

December 12 -	Christmas Party
December 31 -	New Year's Eve Dinner-Dance
February 20 -	Champagne Dinner-Dance
March 20 -	Las Vegas Night
April 10 -	Kids Easter Party
April 24 -	Old Timer's Party
May 15 -	Auction & Fitting-Out Party
June 26 -	Bar-B-Q & Hoe Down
July 17 -	Luau
August 14 -	Dock Hop
September 11 -	Autumn Fling
October 9 -	October-Fest
October 30 -	Commodore's Ball
November 13 -	To Be Announced
December 11 -	Christmas Party

Mark your calendars now for all of the above dates and keep watch for announcements that will follow.

Anyone who would like to help on any of these parties please contact Frank & Dorothy Knauer or Bill & Marj Behr.

Thank You  
Your Entertainment Committee

## LADIES AUXILIARY

This year the Ladies Auxiliary is breaking with tradition and substituting a Champagne Luncheon in place of the usual tea for its annual fund raising event. Of course there will be a fashion show presented by Carlises and using models from our own membership as well as professional models. Attendance will be limited to 250 people so I urge you to make your reservations as early as possible after you receive your invitation.

The menu will include an appetizer, a substantial luncheon salad (you may have the recipe if you like it as much as I think you will) sandwiches, sherbert, cookies & champagne.

Volunteers to make the quick breads & cookies will be greatly appreciated - Helen Fuhrman for the breads and Betty Waller for cookies.

I want to thank Dee Lasher for taking over for me at the March luncheon while I did my grandmother bit in Green Bay. I understand the speaker was very interesting & I'm sorry to have missed hearing him.

The April 7th Ladies Auxiliary luncheon will introduce another new goodie for lunch and a program on a new concept for color which began in California. It promises to be quite fascinating See you then.

Dee Bressler

## TUESDAY MAY 4TH

### *Ladies Auxiliary*

### Luncheon and

### Fashion Show

THERE WILL BE NO LUNCH  
SERVED TO MALE MEMBERS  
CLUB FACILITIES CLOSED  
TO MALE MEMBERS  
UNTIL 4:30 P.M.





# AUTOBIOGRAPHY OF HENRY STEWART, SENIOR PART II



The American Consul was an old man. He had been Capt. of a slaver carrying slaves from Africa to Cuba in his younger days.

He had a quantity of shackles in his house that he used to shackle his slaves with. He had a regular system by which he cheated the government. Part of his duty was to care for destitute seamen. Whenever he helped a destitute sailor the sailor had to sign a slip for double the amount he received-and he was a fair sample of the material Consuls are made of. Before I arrived in Brazil he had a boat for fishing and other purposes. The sailors he employed on it were some of them destitute ones that he was called on to help at various times. They had run the boat on the rocks in a storm and wrecked the boat.

The plank was hauled up on shore. The Consul sent me to get the plank and use them in building another boat. I took the plank on a boat to a place about two miles from the city near a village by the name of Victory. Down by the sea shore is the American burying ground. One side of it is a house and garden spot, a suitable place to rebuild the boat-we could cook and sleep in the house while building the boat. I then picked up four or five destitute sailors to help me build the boat. The pay was barely enough to furnish the grub. One did the cooking for the rest. Our food was Jerked Beef and Farina-sometimes beans or rice and coffee.

Fish we could catch when we wanted to-bananas and other fruit grew in gardens. Jaskaris, a species of bread-fruit grew near-a large mango tree supplied us with a delicious fruit-oranges were plenty and cheap, but the worst trouble I had were some drinking places in the village on the hill. The boys would spend part of the money they got for liquor or go to the city and get on a drunk. Before the boat was finished I was sometimes at work alone for days and sometimes had more help than I wanted. There is a good spring of water by the shore-a man living in the village kept a water boat and had his slaves load the boat with ten gallon kegs of water to sell in the city-they loaded the boat every morning and returned with empty kegs at night.

One night a heavy wind storm broke the boat loose from her moorings and drove her up on the sandy beach about fifty feet from the water line. When the storm was over he gave his slaves a terrible beating for what the storm had done. He sent a master carpenter to get the boat back to the water-the carpenter was a large mulatto. He got the boat on its keel bows toward the water-he arranged his men on each side and tried to shove the boat into the water through the sand but the keel sank deeper in the sand. He swore at and whipped the slaves but it would not move-I offered to show him how to get the boat launched but he said he wanted no devil of an American to teach him what to do. He finally quit the job and left-the owner of the boat asked me if I could

launch the boat-if I could to go ahead.

I put plank each side of the keel-pried up the bows and put a roller under resting on the plank and soon had the boat in the water.

One night a man knocked at the door-we asked what he wanted-he wanted to come in and light his cigar. I took a coal of fire upstairs and dropped it down to him-but that was not what he wanted-he wanted to get in and let in a gang of a dozen soldiers. I saw them behind the wall of the burying ground. They were sent to capture our party to recruit them-men of war vessels. Our door was made of plank and double and barred inside-the windows were closed with heavy plank shutters so they could not get in and they had their tramp from the city out there for nothing.

I had heard of a church built by Englishmen of the Episcopal denomination about three miles distant and in a large forest. About 1835 a mob of Catholics led by priests went and broke down the wall built around the enclosure-broke the windows and doors of the church and defaced the interior of the building, then searched for the men that had the church built to kill them. They made their escape although their dwelling was beaten by the Catholic mob and injured.

One Sunday morning three of us started to visit the ruins on our route. We went through a grove of cocoanut trees and helped ourselves to fruit. About noon we found the church-there was a small clearing in the forest about two acres-a high wall had been built around it with niches in the wall to enclose the coffins. The church was in the center of the enclosure-it did not look to us as if a human being was about or had been there in a long time. After a while we ventured in the church-I saw a small opening in the back of the main hall. I entered and found myself in another room with guns leaning against the wall and pistols and dirks hanging on the wall. On looking a little further behind a partition I saw a dozen rough looking men lying on the floor asleep; I made quick time out and all three of us left the ruins in something of a hurry. I was afterwards informed that the ruins was a resort of a gang of robbers and that we were considered lucky that we were not discovered by them.

One day a sailor boy came to us that had just made his escape from a war vessel in the harbor. We called him boy Jack and employed him-he helped us for his board-he was with us two or three weeks but ventured to the city one evening with the men. They went to a boarding house kept by an Englishman namely Jack Thomas. Thomas persuaded him to stay all night, in the morning delivered him to the man-of-war and got the reward for deserters.

Mornings after there had been a storm I would get along the shore and pick up the shells until I had



collected a quantity of them-beautiful little shells of all colors and shapes. One morning, after a storm, I found the body of a black man that had been washed up on shore-he had been stabbed with a knife and a rope tied to one ankle with a weight to it and sunk in the bay-but the storm had washed it on shore; I called the attention of the natives to it but no attention was paid to it-it remained a few days until the tides floated it off. Such things were of too common an occurrence to attract any more attention than a dead dog would here.

There was a ledge of rocks near where I built the boat. I often picked lead out of seams in the rock that had melted and run down in the seam.

There was a species of breadfruit called Jack Fruit grew near the house-they had to be picked off and ripened in the sun.

We had a small canoe to paddle around with. One day during a storm it broke loose from its moorings and was drifting towards the rocks. I swam out to the canoe and fastened it to a larger boat anchored out about 100 yards from the shore. Then the difficult part was to get safely on shore again. I could not land on the rock I started out from but had to swim to a place where there was an opening between the rock and the sandy beach. Here the undertow carried me out into the breakers two or three times before I succeeded in getting out.

Finally the boat was launched and I was left alone to rig her mast and sails. I went to the city and found an old sailor, Jack Turner, in the market drunk and some of the boys plaguing him. With me he helped rig masts and sails and got the boat in sailing order. It took about a ton of stones to ballast her and keep her from capsizing.

Jack Turner went with me on my voyage up the river. We took a boy about ten years old along as interpreter, and sailed up the bay on our first voyage. (In my next I will tell what took place on the voyage.)

Three of us in the boat headed up the bay. We started before daylight with wind and tide favorable. Before dark we ran on a shoal and stuck fast about three miles from the river and one mile from the shore. We had to lay to until the tide turned so as to float us off.

I went in the cabin in the stern leaving Turner to keep watch. I do not know how long I had been asleep when I was roused by a shock like a galvanic battery at the same time the words came "Go on deck." After getting fully awake I received another shock and the same words again. I went on deck and found that Turner and boy were asleep in the forward cabin. While sitting on deck and thinking of the strange warning I had received and feeling that there was some threatened danger near, I saw a canoe start from the shore; and with noiseless paddling move partly toward us and partly around us so as to get in the moon's wake and then they came stealthily toward us. I called up the man and boy. There were eight men in the canoe and as they were intending to come along side the boy hailed them and asked what

they wanted. They said they had been out fishing all night and wanted a drink of water. He answered we had no water to spare. They kept on, intending to come alongside. When I called out "De la Spingadee aqui." which in English is "Hand the gun here!" That stopped them. They were within two rods of our boat and a hard looking lot of men armed with knives. We informed them that if they came any nearer we would fire into them. Then they got into a quarrel among themselves, some were for coming alongside at all hazards, others for returning on shore. They finally left us. We had no fire alarms on board or anything but the setting poles to fight with, but the rest of the trip the consul furnished me with an old gun and ammunition. Before sunrise we were floated off by the tide and were heading up the river with wind and tide in our favor and that night arrived at our destination which was a sugar plantation about fifty miles up the river from the bay. We tied up the boat by the sugar mill. Near by was a group of huts of the slaves making quite a village. Large fields of sugar cane were in sight surrounded by a dense forest. There were small streams from the river in the forest navigable at high tide by canoes. In these streams were the oysters. I employed the slaves to gather the oysters measuring them in baskets, paying them about twenty vintons or about seventy-five cents a bushel in the city to English and Americans.



I would start down the river with the ebb tide; if there was a favorable wind, we could get out of the river in one day. The second trip up we avoided the shoal where we were grounded and got into the river. We were caught by the ebb tide some twenty miles up the way came to anchor. When the tide was out we were embedded in the mud about one hundred rods from the shore-nothing but soft mud between us and the shore. What water there was in the river was a half mile from the boat. Both sides of the river were lined by dense forest as far as we could see.



It was lucky for us that we were no nearer the shore and that there was a deep mud between us and the shore as there was in the night a terrible howling on shore by a drove of American tigers. They would make a leap toward us from the shore landing in the mud and would crawl back again and try it over again. When the tide came up again we were soon out of sight of them and before the tide turned we were again at the sugar house.

The overseer of the plantation was a large colored man, himself a slave. By making him some small presents I got his good will and received many favors in return. One day one of the men fell into the kettle of boiling sugar. I saw him soon after they had got him out-he was pretty well cooked.

When going down the river on this trip we got left by the tide again in the mud. I went to sleep leaving Jack Turner on watch. I was awakened by a scratching on deck and found we were floating up the river again so near the shore the overhanging limbs were scratching on deck. I got hold of some of them and got the boat stopped. So that we tied up to a tree until the tide turned. When we got down the river into the bay there was a wind storm so that we had to wait until the storm subsided before we could get any farther down the bay than the island of San Francisco a few miles down.

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

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The annual Children's Easter Party will be held Saturday, April 10th, from 2:30 to 4:00 P.M.

We'll begin with punch and cookies, followed by a special program this year which includes "Dancing Bear," "Pinky" the Elephant, "Eggbert" the Easter Egg, "Baby Chick", the Easter Bunny and "Bubbles" the Clown. The Children will be able to participate in the program by dancing with the animals and joining in the special songs.

Afterwards we will have the traditional Egg Hunt on the Club Lawn weather permitting, otherwise the hunt will take place indoors.

Hope to see you there - John & Barb McGrane.

# MORC PRESQUE ISLE STATION 31

## AN OPEN INVITATION

Friendly competition! Great parties! SAILBOATS! Interested? Then consider MORC Station 31.

The Presque Isle Fleet, based at EYC, is composed of sailboats 20-30 feet in length. We invite sailing enthusiasts of all ages, male and female, to join us as we begin our second decade.

No boat? If you like to sail, you're in demand. Skippers are always looking for crew members. You can learn racing techniques as well as try out different boats. Comparison shop before you buy!

New boat owner? There's no better way to catch the sailing spirit. Competition is friendly. Boats race in classes, so even the novice racer can be Number One. MORC lets you mingle with other sailors, exchange information, discuss problems.

Been sailing awhile? Then it's time you started racing! Test your skill; test your boat. MORC competition is fun. New racers are eagerly welcomed.

The racing season begins this year on May 19 and concludes on September 26. The 28 race schedule includes bay, lake, and long distance races. You can race every week or once a month; you fit your schedule to ours.

We have fun on land, too - summer beer parties, a raft party, skiing and wine and cheese parties in winter. Our annual banquet in November caps the season with awards presentations.

Consider MORC, no matter what your sailing experience. Full membership is \$77.50, if you race your boat (price includes both national and local dues). For those with no boat to enter, associate memberships are \$12.50.

Add some spice to your life with year-round fun, good company, and a summer of great sailing and competition. For membership or further information, contact a MORC officer:

Commodore -- David Forsman 452-4586  
Vice-Commodore -- John Smith 838-9450  
Rear Commodore -- Chris Schauerma 838-9122  
Fleet Captain -- Sarah Franke  
Secretary/Treasurer -- David Heitzenrater 454-0437

### 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
<b>DIRECTORS</b>	Paul D. Brugger	6320 Pier B Dr., 16511	899-7448 864-4864
	Clement C.		
	Chesko, Jr.	1936 West 8th St., 16505	899-2917 453-4410
	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
	Richard V.		
	Robertson, Jr.	1034 Hartt Rd., 16505	833-4951 838-3460
	Ronald S. Sigmond	320 Roslyn Ave., 16505	838-1288 459-4914
<b>SEC'Y-TREAS.</b>	G. William Ambro	439 Nevada Dr., 16505	455-8501 same
<b>MANAGER</b>	Jane H. Haener	3126 Maple Street, 16508	866-6124 453-4931
<b>DOCK MASTER</b>	Douglas C.		
	Pomorski	1108 Brewster St., 16503	456-8169 453-4931

## COMMITTEE CHAIRPERSON

Entertainment	Mr. & Mrs. William Behr
	Mr. & Mrs. Frank Knauer
Finance	P/C Richard Waller
Fleet Activities	Mr. Richard Robertson
LOG Editor	Mr. Greg Weislogel
Long Range Planning	Mr. A. Richard Blotter
Membership	Dr. John Damcott
Publications	Mr. Arthur Fuhrman
Publicity	Mrs. Jack Marshall
Rules	P/C Gustave Neuss
I.L.Y.A.	Mr. Jack Bierley
Director of Adult & Junior Sailing	Mr. John Schultz
Historian	P/C George Sipple

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 ERIE, PA. 16512

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