

## Commodore's Report

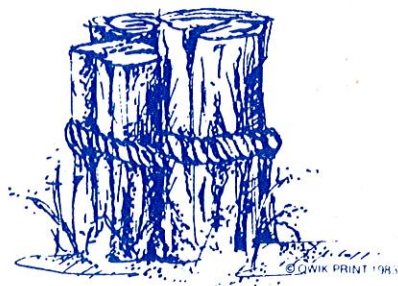
When asked, "How are things going?", Nancy would reply "Not too bad." Well I can report that the same holds true for the Club in general. The dust has settled and everything is running along "Not too bad."

Thanks to His Honor, Mayor Lou Tullio, the "Yacht Club Road" got some major repairs and resurfacing. It was long needed and certainly looks good. Thanks for a good job also must go to the employees of the streets department.

Several major items that are being studied, have not developed to the stage where they can be presented to the Board. By the next LOG issue we might be able to pass along some information on our "Data Processing" and "Locker House" projects.

A new storage area in the basement has allowed us to have better utilization of spaces on the first floor. The Managers Office has been moved to the old coat room and will allow us better utilization of the front office. A new coat room will occupy the area previously used as chair and table storage. This helps us alot but, lets face it, we are running out of room. The time may come in the next several years where a major building project for the Club House may have to be considered. There is nothing else of major significance that is in the winds at this time. So lets all sit back and enjoy the rest of the summer.

R.L. Lasher  
Commodore



## Vice Commodore Report

The painting of the slip, cat walks and wooden uprights is near completion. In addition to preserving the steel and wood, the appearance of the dock is enhanced. If any location was missed, please advise the Dockmaster.

We have had complaints regarding boats operating at excessive speeds in the basin and when passing through the entrance. This is an inconvenience to others in the basin and can cause damage to other vessels and to the piers and bulkheads. The vessel creating the wake is responsible for any damage. Another complaint is the operation of vessels in the basin at night not displaying the prescribed navigational signals. This could easily result in a collision and injuries.

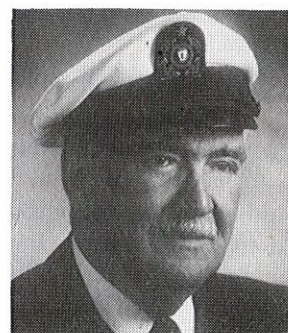
The dock assignments, including the kegs, are settling down. The many changes, which do occur each year, in boat ownership results in a large number of relocations. Unfortunately, it does not seem possible to have the same number of large boats and small boats to match the availability of large slips and small slips, we have either too few of one or the other.

The use of assigned slips and kegs by other than the assignee is not permitted. We have had a few members who 'slip' into slips without authority. In case of a bona fide emergency arrangement will be made for temporary accommodation. Checks of the slips and kegs indicate both improper occupation of slips and kegs not being used by assignee. Members who requested and were assigned to a keg and who do not use the keg will not be credited with points and keg fees will not be refunded.

Children must not be allowed to play in the dock area unless they are wearing PFD's. Children have been observed by themselves without PFD's and without adult supervision.

We have had many compliments from members and others on the lighthouse. Jim Owens and all those who worked with him on the design and in the construction and planting deserve much credit for their work. It is a valuable addition to the property.

Donald Sheeran  
Vice Commodore



## Rear Commodore's Report



Those of you who attended the last Jazz Champagne Brunch had to be as pleased as I with the performance. I personally wished we could have kept the group all day. Having Jim Buckmann aboard was a real treat. Watch for another in September. Unfortunately Jim will not be here. The new storage room in the basement has been completed

and is already being put to use. Jane's office will be located in the former coat room and the chair storage room will be used for the coat room. Unless a check person is on duty, access to the room will be from the fireplace area only. I feel that this will eliminate the disappearance of garments as has happened in the past.

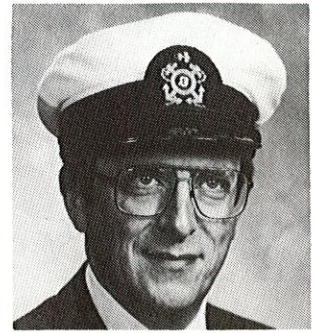
Frequently adult children of members have been using the bar against the house rule that they must be accompanied by their parent or another member. Bartenders have been instructed not to serve anyone who cannot produce a card. Such misuse could result in suspension. Other than the parents being present, remember that the person that takes it upon himself to sign in such an individual accepts responsibility for their behavior and that as guests they must leave at the same time as the sponsor.

With this exceptionally hot weather, the updating of the air conditioning systems has proven worthwhile. We try to keep the temperature at a comfortable level.

Finally, I must thank Jim Owen on his choice of a Fleet Chaplain. To date he has, through his influence, provided us with great weather. Those who did not partake in the dunking at the family picnic missed a refreshing experience. Bob, like myself, would not have passed up the opportunity.

Rear Commodore  
Bill Behr

## Fleet Captain's Report



My thanks to Jim Piersol for procuring the new roofing to be used on the canoe house. Due to Jim our savings on this item were considerably more than what was needed to cover the labor cost of application. Thanks to Graham Parsons for his donation of the 36-inch convex mirror to eliminate the "blind corner" southwest of the canoe house. A tip of the hat to Clem Chesko – it was his idea.

Thanks also to John Doyle, Sr. for the use of the scaffolding to enable our grounds crew to make the necessary repairs and maintenance and apply a new coat of paint to the flagpole. The savings in rental more than covered the cost of repair labor and application of the paint.

Last, thanks to Dick Sarver, who helped us fabricate the necessary stainless steel parts to make repairs to the gaff and spreader.

With members as generous as these, along with many others who have gone unmentioned, the savings to EYC have been tremendous.

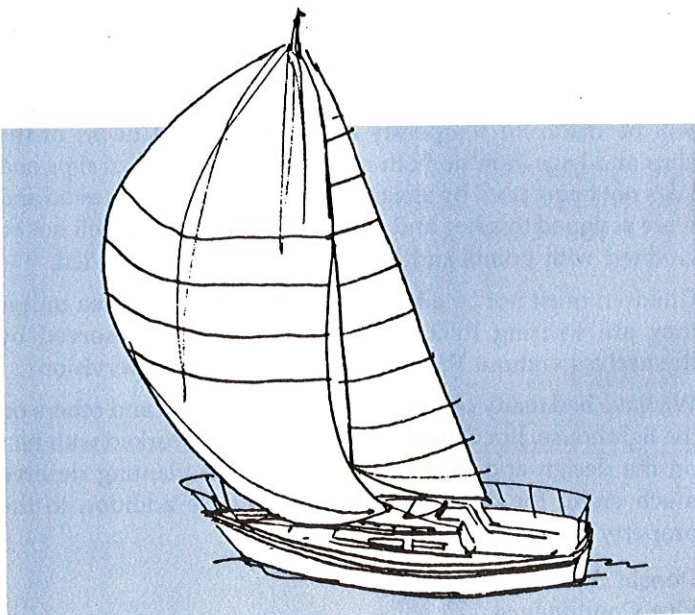
Our project completion schedule was set back somewhat by the tragic loss of Eddie Taylor, a valued grounds crew employee.

There are several projects I have every intention of seeing to conclusion before my term as Fleet Captain is up. Namely, the final stages of refurbishing the canoe house and installation of the new entrance lights to EYC channel. Also, the construction of the building at the gas dock to handle convenience items.

I have the very best grounds crew and Grounds Committee a Fleet Captain could ask for. They give all the input, do all the work and I get all the credit.

Finally we come to the subject of our four-legged friends, THE RATS! At our Grounds Committee meetings we have tried every solution except hiring the Pied Piper. We even considered offering a bounty for the ears and tail. The exterminators tell us the rats prefer the dead fish to their bait, complicated by the fact that we had a mild winter allowing their population to mushroom. We are at present using three different kinds of poison, two different types of bait, and several types of traps. Any suggestions are most welcome.

Jim Owen  
Fleet Captain





## MORC RACING RESULTS



Since opening their racing season on May 18, MORC Station 31 sailors have completed a number of events in Presque Isle Bay and Lake Erie. Stiff competition in each division has produced a variety of winners for the events thus far completed.

First place in Division A for the Spring Series went to Dave Forsman's *Dr. Zook*, a Kirby 25. Forsman finished first in class in each of the three races. Finishing second in Division A was Eric Ambro's *Foxy Lady*, a J-24; Nelson White's *Blue Bell*, a J-24 took third.

In Division B, Chris Schauerma sailed *Sashay*, a Kirby 25, to first place for the series. Second place went to John Smith's *Ondine*, a Catalina 27. *Signature*, a Beneteau 28 sailed by John Dauber, placed third.

In Division D (main and jib), a first in each race gave Bill Baker's *Tacky*, a J-24, a first for the series. Bob Netkowicz on *Soujourn*, a Catalina 25, captured second place, followed by John Eckberg's *Mirage*, a Catalina 22, in third.

In the Memorial Day Lighthouse Race, Dave Forsman repeated his winning performance in the Spring Series with a first place finish in Division A. Ron Hamilton sailed *New Tricks*, a Mega 30, to a second place finish in Division A, with third place going to Nelson White in *Blue Bell*.

In Division B, Al Taylor sailed *Winky*, a Pearson Commander, to a first place victory both in class and overall. *Scimitar*, a Sabre 28 sailed by Jim Child, finished second in class, followed by Bob Miller's *Second Wind*, an O'Day 27.

In Division D, Bill Baker captured another first place title. Pete Benekos's *Sweet Greek* (Islander 28) took second. Third place went to Joe Deimel's *Charisma* (Islander 30).

In the three race Dover Series, consisting of an Erie to Dover race, a triangle in Dover, and a Dover to Erie race, Jim Child was again a winner, taking a first in two of the three races. *Scimitar* placed first both overall in Division B for the series. In Division A, a first in two races led Eric Ambro's *Foxy Lady* to a first in class for the series. Dave Forsman's *Dr. Zook* finished second, followed by *Cookie Monster*, a Rogers 26 co-captained by Dick Robertson Jr. and Ken Sorenson. In Division B, second place went to John Dauber on *Signature*. Gerry Diemel's *Blue J* (J-24) was the third place winner. In Division D, Bill Baker was again a victor with a first in all three races. Bob Netkowicz's *Soujourn* took second, followed by Pete Benekos on *Sweet Greek*.

The Fourth of July Firecracker Regatta, a three race invitational event, was won by Dick Robertson and Ken Sorenson. First place finishes in two races gave *Cookie Monster* first place overall and in Division A. Dave Forsman took Division A's second place trophy, with third place going to Ron Hamilton in *New Tricks*.

In Division B, John Dauber won each race, giving *Signature* the first place honors for the series. Jim Child on *Scimitar* was again a winner, finishing second in class. Bob Miller's *Second Wind* was the third place winner.

In the Summer Series, *Dr. Zook* turned in another winning performance, capturing first both overall and in Division A. *Cookie Monster* placed second in Division A for the series, followed by *Foxy Lady*. In Division B, Dave Walker's *Glass Slipper* (Catalina 27) won first place honors for the series. *Signature* was a winner again, finishing second in class. Al Taylor's *Winky* sailed to a third place finish. In Division D, it was once again *Tacky* winning the series. Walter Schroth in *Fubsy* (Columbia Contender) took second, with Bob Netkowicz in *Soujourn* placing third.



Just a note to wish Jack Tate a speedy recovery from heart by-pass surgery. I hear he is doing remarkably well in spite of the trauma of the ordeal. If any member knows of any friend or fellow member they would like mentioned in the EYC Log "Sick List", drop a note in my box at the Club office.

What a summer ! As long as I've lived in this area, I cannot remember so many beautiful days in succession. We have truly been blessed with great boating weather. Also, the great E.Y.C. summer functions have had great weather. Hopefully it will continue through the remainder of the summer.

The Log staff is constantly looking for material for print. If anyone has old photos or past Log info from years gone by that they think would interest the membership, please leave the material in my box at the Club. We will see that it gets back to you in good condition.

Greg Weislogel  
Editor



More Booze? ! Aye Aye Sir !



That one looks like it's been eaten once already !



Don't laugh, it matches my shoes !



Please Doug, no more super glue for prizes !

\*\*\*\*\*

# **ERIE YACHT CLUB AUXILIARY**

\*\*\*\*\*

The members of the Auxiliary are taking a brief respite for the summer, but fall will come shortly and then our programs will resume. On Wednesday, October 5 we are going to have as our guest speaker Dr. William P. Garvey, President of Mercyhurst College. Then on Wednesday, November 2, Nick Scott will give a slide presentation of some sailing experiences and include some underwater slides. I thought this would be interesting to the men so I've decided to invite them to the program.

That's all for now. See you at the E.Y.C.

A black and white photograph of a man and a woman dancing. The man is wearing a striped shirt and the woman is wearing a light-colored dress. They are in a close embrace, with the man's hands on the woman's waist and shoulders.

**You read what on the wash room wall?**



## 1983 NAVIGATION RULES



In this section covering the new Navigation Rules, I shall cover lights and shapes. For small vessels, under 65.6 feet, the Rules stipulate light visibility distances of two and three miles which in the annex of the Rule book are further defined as having a luminous intensity of 4.3 and 12 respectively. This means little or nothing to the boat owner grubbing around in a dark locker trying to find a 12 volt replacement bulb for his port running light.

**NOTE:** A flashlight behind the red lens can get you back to your berth.

The choice of the proper lamp is complicated by the large number of lamps provided by manufacturers as well as the extensive varieties of fixtures with their various requirements. On a 30 foot vessel, for 12 volt service only, you may need instrument lights, general interior lighting, night lamps, flood light, and of course navigation lights. Listed below are the candle power ratings of various double contact 12 volt lamps for a 5/8 diameter bayonet socket.

Lamp Number	Candle Power
57	2
68	4
90	6
94	15
1004	15

When making your choice you should select the lamp bulb specified by the manufacturer of your light fixture, presuming you are equipped with the correct fixture. Since, in too many cases, you may not have such data, you may have to assume your requirements can be met by using lamps of certain candle power. But, remember, the law only sets minimum requirements so most boats under 39.4 feet may be able to increase substantially their visibility if the electrical system is adequate. As a minimum powered vessels under 39.4 feet must exhibit two mile white bow (masthead) and stern lights and one mile red/green side lights. Vessels 39.4 to 65.6 feet overall shall display three mile white lights and two mile side lights. A 6 candle power lamp, ordinarily, will suffice for the white two mile and colored one mile lights but for the next larger class you will need to increase the white three mile lights and the colored two mile to 12 candle power.

The Rules in much abbreviated form are:

**A. Vessels under 39.4 feet (power and sail under power)**

1. A white bow (masthead), 225° light, visible 2 miles.
2. A white stern, 135° or 360° light, visible 2 miles.
3. Red and green (or a combination thereof), 112½° light(s), visible one mile.
4. If the stern light is 360°, the 225° bow light may be omitted.

**B. Vessels 39.4 to 65.6 feet (power and sail under power)**

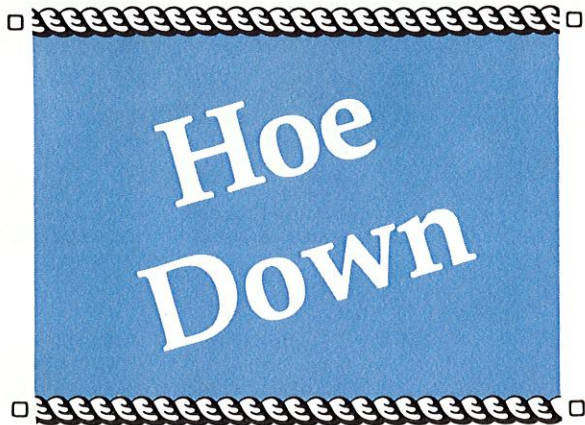
1. As #1 above visible 3 miles.
2. As #2 above visible 2 miles.
3. Red and green, 112½° side lights, visible 2 miles.
4. As #4 above.

**C. Sailing vessels under 65.6 feet**

1. A white stern light, 135° span, visible 3 miles.
2. Red and green, 112½° side lights, visible 2 miles.
3. #1 and #2 above may be combined in a tri-color light at the top of the mast.
4. A sailing vessel under sail and power in daylight, shall display where it may best be seen, a black conical shape, apex down.

The foregoing is a much abbreviated description of the lighting requirements. Sailors are advised to procure a copy of the official rules from the Superintendent of Documents and to study the latest manufacturers catalogues. For vessels over 39.4 feet, a copy of the new rules must be carried aboard.

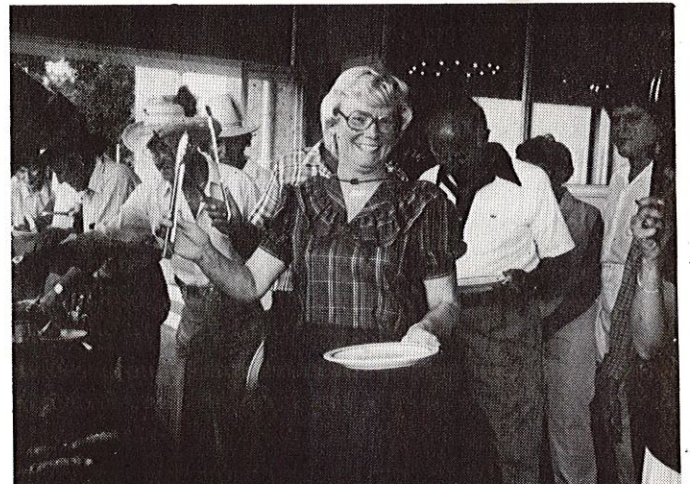
G. William Ambro



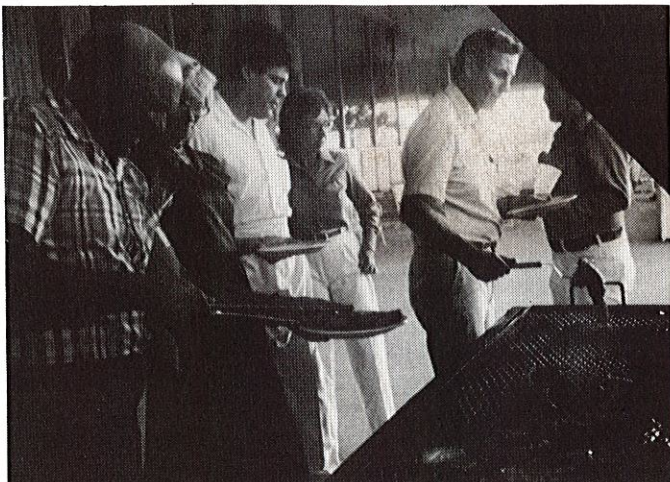
It's hard to find good dancing partners these days.



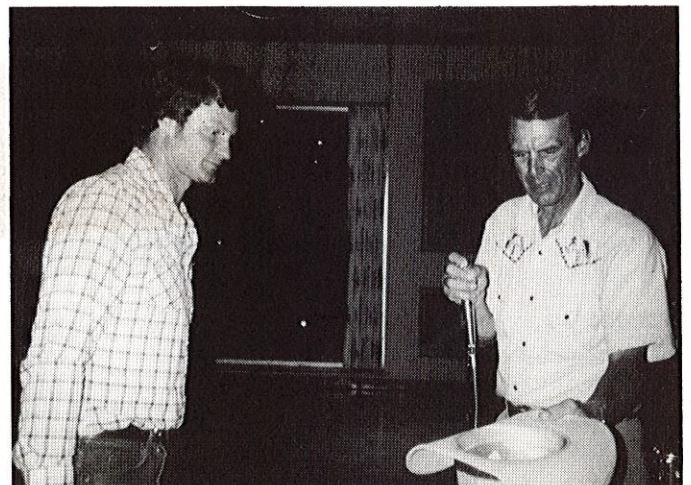
Don't laugh Harry, Scott burned your steak too !



These tongs come in handy for a lot of things !



These cookouts sure keep the roads clean !



Carl !, Look what somebody did in my hat !

**HAPPY HOURS:**  
4:30 to 6:00 P.M.



**1983 ERIE YACHT CLUB DIRECTORY  
OFFICERS & DIRECTORS**

TITLE/NAME	ADDRESS	HOME	BUSINESS
Commodore Robert L. Lasher	217 Indiana Drive, 16505	455-5114	455-9038
Vice Commodore Donald Sheeran	330 Connecticut Drive, 16505	452-2064	454-4221
Rear Commodore William J. Behr	1060 W. 39th Street, 16509	866-9747	same
Fleet Captain James L. Owen, Sr.	2618 E. 33rd Street, 16510	899-2479	452-4340

**DIRECTORS**

Clarke S. Bressler	800 Wedgewood Drive, 16505	833-1497	875-3486
Clement C. Chesko, Jr.	1936 W. 8th Street, 16505	899-2917	453-4410
William H. Corson	521 Rondeau Drive, 16505	833-1279	833-9881
Arthur Fuhrman	305 W. Grandview, 16508	864-3140	868-4691
Douglas A. Loesel	1032 W. 6th Street, 16507	454-2202	453-4335
Seth J. Marshall	526 Lincoln Avenue, 16505	N.A.	838-3511
Gustave Neuss, Jr.	810 Pasadena Drive, 16505	833-7500	833-7500

**Secretary-Treasurer**

G. William Ambro	439 Nevada Drive, 16505	455-8501	same
------------------	-------------------------	----------	------

**Manager**

Jane H. Haener	3126 Maple Street, 16508	866-6124	453-4931
----------------	--------------------------	----------	----------

**Dock Master**

Douglas C. Pomorski	1108 Brewster Street, 16503	456-8169	453-4931 454-9303
---------------------	-----------------------------	----------	----------------------

**Boat House**

**Long Range Planning**

Wilbur E. Johnson, Jr.	219 Monaca Drive, 16505	455-8880	454-5844 838-2097
------------------------	-------------------------	----------	----------------------

**Coast Guard**

**Entertainment**

Donald A. & Audrey Brotherson	1318 W. 9th Street, 16502	459-4148	453-3913
Bud & Mary Weckesser	5370 Wolf Road, 16505	833-5603	838-8865

**COMMITTEE CHAIRPERSONS**

Finance .....	P/C Richard Waller
Fleet Activities .....	Mr. Richard Robertson
LOG Editor .....	Mr. Greg Weislogel
Publications .....	Mr. Arthur Fuhrman
Rules .....	P/C Gustave Neuss
LLY.A. ....	Mr. Jack Bierley
Director of Adult & Junior Sailing .....	Shel Potter
Historian .....	P/C George Sipple
Publicity and Club Events .....	Sylvia Burdick

**ERIE YACHT CLUB**

P.O. Box 648  
Erie, PA 16512

**BULK RATE**  
U.S. POSTAGE  
**PAID**  
ERIE, PA.  
PERMIT NO. 344

EDWARD C IRVIN  
261 EAST 8TH ST  
ERIE PA

16503